

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

For NPS use only

received NOV 26 1985

date entered

JAN 7 1986

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic N/A

and or common Allegheny County Owned River Bridges Thematic Group

2. Location

street & number Allegheny, Monongahela, and Ohio Rivers n/a not for publication

Pittsburgh, Homestead,
city, town Coraopolis, Neville Twp. N/A vicinity of

state Pennsylvania code 042 county Allegheny code 003

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<u>n/a</u> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government
<input checked="" type="checkbox"/> thematic	<u>n/a</u> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
		<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input type="checkbox"/> private residence
			<input type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input checked="" type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property

name County of Allegheny; Department of Engineering and Construction

street & number 501 County Office Building, Ross Street

city, town Pittsburgh n/a vicinity of state Pennsylvania

5. Location of Legal Description

courthouse, registry of deeds, etc. Allegheny County Office Building

street & number Ross Street

city, town Pittsburgh state Pennsylvania

6. Representation in Existing Surveys

title Allegheny County Survey has this property been determined eligible? yes no

The Sixteenth Street Bridge was listed in the National Register August 13, 1979
date 1979-1984 federal state county local

depository for survey records Pennsylvania Historical and Museum Commission

city, town Harrisburg state Pennsylvania

7. Description

Condition		Check one	Check one	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input checked="" type="checkbox"/> moved	date 1927 (Coraopolis Bridge)
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed			

Describe the present and original (if known) physical appearance

This thematic nomination consists of seven roadway bridges which cross the major rivers in Allegheny County and are owned by the county. The county-owned bridges are part of a group of thirty-five roadway bridges that cross the county's three major rivers. These thirty-five bridges are the most visually prominent, functionally important, and structurally significant of the county's more than 1,700 bridges. Of the thirty-five bridges, twenty-two are owned by the Pennsylvania Department of Transportation and thirteen are owned by Allegheny County. Of the twenty-two state-owned bridges, two are listed in the National Register of Historic Places and others which are eligible for listing are currently being nominated for inclusion. ¹ Of the thirteen county-owned bridges, four are ineligible because they are less than fifty years old. Two more county-owned bridges are ineligible because they are being replaced. The remaining seven county-owned bridges are eligible for nomination because they pre-date 1935, are free of major alterations, and have significance in the areas of county transportation, engineering and politics. One of the seven eligible bridges, the Sixteenth Street Bridge, is already listed on the National Register of Historic Places.

The seven bridges included in this nomination cross Allegheny County's three major rivers: four cross the Allegheny, two cross the Monongahela and one crosses the Ohio. They are important links in the tracery of bridges which tames the local topography and provides essential corridors for transportation. Five of the bridges--the Sixth, Seventh, Ninth, Sixteenth, and S. Tenth Street Bridges--link dense urban areas with Pittsburgh's downtown which occupies a triangle of land at the confluence of the three rivers. The Homestead High-Level Bridge links the steel town of Homestead with Pittsburgh's residential East End. And the Coraopolis Bridge links the town of Coraopolis with heavily industrialized Neville Island by crossing a back channel of the Ohio.

Each bridge responds to both the topography and the land and water transportation requirements of its site. The bridges are all multi-span structures, and range in length from 995 to 3107 feet. The Sixth, Seventh, and Ninth Street Bridges are notable for their rather abrupt terminations at the shorelines; but the Sixteenth Street and the Homestead High-Level Bridges, in particular, cross significant distances over land and riverside railroad and industrial facilities in preparation for their actual river crossings. The majority of the bridges spring from relatively flat land, but the northern end of the Homestead High-Level Bridge springs from a high bluff.

All of the bridges are in use for automobile traffic, but they all originally carried streetcar lines as well. Six of the bridges have four lanes of traffic and sidewalks on both sides. The Coraopolis Bridge is wide enough for three lanes, but now carries two and has only a single sidewalk. All of the bridges have sufficient clearance over the rivers to allow for the passage of river traffic as required by the U.S. Army Corps of Engineers for each specific site.

Six of the bridges continue to meet the necessary requirements of their original sites. But the Coraopolis Bridge, which was originally located on the Allegheny River at Sixth Street in Pittsburgh, was moved to its present site in 1927. It has demonstrated unusual topographic versatility by its effective erection at two different sites. Its movement, however, was necessitated by its limitations in the face of changing land and water transportation requirements.

1. The Pennsylvania Historical and Museum Commission is preparing a nomination of all state-owned highway bridges in Pennsylvania that are eligible for the National Register of Historic Places.

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The bridges range in date from the 1892 Corapolis Bridge to the 1937 Homestead High-Level Bridge. The other five were all built by the County during a period of particularly extensive public improvements between 1924 and 1932.

The bridges are all essentially of steel construction, but they represent a variety of structural types. The Corapolis Bridge is a through truss bridge with two bow string trusses. The Sixteenth Street Bridge is a through arch bridge with three tied arches. Three are nearly identical self-anchored eyebar-catenary suspension bridges: the Sixth, Seventh, and Ninth Street Bridges. The S. Tenth Street Bridge is a wire-cable suspension bridge. And the Homestead High-Level Bridge is a deck truss bridge employing a Wichert continuous truss. Six of the seven bridges rest on piers faced with masonry; only the Corapolis Bridge has unadorned concrete piers.

The Sixth, Seventh, and Ninth Street Bridges and the Sixteenth Street Bridge have decorative masonry pylons rising above the deck at the abutments. These contain lanterns at the first three bridges, and are topped with elaborate bronze winged seahorse and globe sculptures at the Sixteenth Street Bridge. The towers of the S. Tenth Street Bridge are architectonic and have a Modernistic quality. But, for the most part, the bridges rely on their structural forms for aesthetic impact. The through truss and through arch bridges display complexity and rhythm; the suspension bridges communicate grace and lightness; and the deck truss Homestead High-Level Bridge presents elegant if spare functionalism.

Aside from general maintenance and repairs, deck work, and the new work (including piers) necessary to reerect the Corapolis Bridge, the bridges are not known to have experienced any major alterations.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input checked="" type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input checked="" type="checkbox"/> politics government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1892-1937 **Builder Architect** (Various)

Statement of Significance (in one paragraph)

Allegheny County, Pennsylvania is one of the country's foremost centers for bridge-building. The county's bridges meet specific topographical conditions in a terrain of hills and valleys and four rivers, and are essential elements in determining the visual character of Pittsburgh and its environs. They also meet local transportation needs, and have played a crucial functional role in regional urban development. Because of the overall significance of bridges to Allegheny County, the means whereby bridge-building has been carried out here assume importance. The County itself has been the major local bridge-building agency. Its modes of operation and the bridges which it built are important aspects and elements of American bridge-building history. But aside from their significance as the product of a political vehicle in a region that both requires and showcases bridges, the bridges themselves are significant as the work of prominent engineers and architects and, in some cases, as nationally acknowledged examples of innovative engineering.

Allegheny County is carved out of the rugged terrain of western Pennsylvania. The land is generally uneven with steep hills and deep narrow valleys. But the major topographical features are the broad river valleys, for it is in Allegheny County that the region's four rivers--the Youghiogheny, Monongahela, Allegheny, and Ohio--conjoin. Bridges played an early role in the development of this land from the simplest bridge over a narrow stream or "run," to the first river crossing of the Smithfield Street Bridge over the Monongahela in 1818. Today the county has over 1700 bridges spanning from hill to hill and shoreline to shoreline. These bridges include nearly every standard bridge type--except for ones with movable spans and very recent varieties--as well as some examples of rare types. The river bridges are the most prominent. A view along any of the county's rivers yields a rhythmic succession of crossings. There are both railroad and roadway crossings, but the roadway bridges are the more numerous and dramatic and better visually emphasize the area's topographic forms and its unique patterns of development. And they are part of a nationwide trend: after 1925, the longest and most important bridges, and the great majority of all bridges, were built for roadways.¹

All of the roadway bridges included in this nomination have served notable river crossings. The Coraopolis Bridge stood from 1892-1927 as the third bridge at the Sixth Street crossing of the Allegheny River which first linked downtown Pittsburgh and its sister city of Allegheny in 1819.² The bridge's current Coraopolis-Neville Island site on a back channel of the Ohio River is considerably less conspicuous; but its successor Sixth Street Bridge of 1928 and the contemporary Seventh and Ninth Street Bridges which also replaced

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earlier bridges, are also included in this nomination. That three nearly consecutive streets required river crossings and a succession of new bridges signifies the importance of the connection between downtown Pittsburgh and Allegheny (Pittsburgh's North Side after annexation in 1907). The Sixteenth Street Bridge (1923), further up river, has served a similar purpose after replacing an earlier structure.

The S. Tenth Street Bridge of 1932 is sited at the narrowest point on the Monongahela River's course through Pittsburgh, and connects central Pittsburgh to the city's South Side. The bridge was expressly planned to improve this linkage by replacing an earlier bridge and complementing the Armstrong Tunnel, built through a bluff at the bridge's north end in the 1920s. The Homestead High-Level Bridge (1937), further up the Monongahela, replaced the 1894 Brown's Bridge which had been 1,300 feet long but only 19 feet wide, had a steep and winding northern approach, and ended in a succession of railroad grade crossings. The present bridge is slightly downstream from the former crossing, and gains its name from its much higher course which evaded the northern approach and spanned the railroads.

With rare exceptions, roadway river bridges were privately built and operated as toll crossings throughout the nineteenth century. The Coraopolis Bridge, for instance, when first erected at Sixth Street, Pittsburgh in 1892, was built by the Sixth Street Bridge Company and Fidelity Title and Trust Company. It was a toll bridge until acquired and declared free by the County in 1911. The other bridges included in this nomination, however, were all built by Allegheny County itself and never collected tolls.

When the Sixteen Street Bridge was erected in 1923, the County employed a few engineers under the supervision of a County Engineer--James G. Chalfant at this time. Much of the engineering work on this bridge, however, was actually done by an outside consultant, and a New York architectural firm and sculptor also contributed to the design.

Despite isolated projects like the Sixteenth Street Bridge, there was a broad perception in the early 1920s that the community at large "due to the war and other causes had been dilatory in carrying on [its] annual normal necessary public improvements."³ A new Board of County Commissioners sought to rectify this situation and assume County leadership for public works projects. The commissioners undertook an extensive program of bridge and highway construction in 1924 with two pivotal acts: they issued bonds totaling \$29,207,000 and established an Allegheny County Department of Public Works so that "[they] would have a responsive engineering organization to carry out the mandate of the people in an efficient and expeditious manner."⁴

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The new Department of Public Works consisted of a Bureau of Bridges, a Bureau of Highways, a Bureau of Tests and Materials, and a Department of Architecture with some responsibility for assistance in bridge design. Vernon R. Covell, a long-time county engineer, was appointed Chief Engineer of the Bureau of Bridges, and Stanley Roush, a local architect, was placed in charge of the Department of Architecture. The Department of Public Works quickly acquired a large staff of engineers and architects because of the need to meet an ambitious schedule of projects, and political patronage.

The Sixth, Seventh and Ninth Street Bridges were among the many major County projects completed between 1924 and 1928. A second bond issue was made in 1928 totaling \$43,680,000. This work extended to 1932 and included the S. Tenth Street Bridge. While running for re-election in 1931, Joseph G. Armstrong was able to claim that the County public works program had made a major contribution to local employment both through construction work and the patronizing of local industries--every pound of steel used in the bridges was manufactured locally, and that more County improvements had been made during the prior eight years than during the previous 136 years of the county's existence.⁵

Armstrong and his fellow commissioners were not re-elected, however. A new Board of Commissioners dismissed most of the Department of Public Works staff and divided the Department's responsibilities between the County Planning Commission and a County Works Department. In 1936 bridge-building responsibility was consolidated under the County Works Department. The major projects of this period, however, were completed under the control of the Allegheny County Authority which was established to take advantage of federal Public Works Administration funds. The Authority was supervised by a board of engineers and architects, and employed outside consultants as well as a staff which included former County employees. The Homestead High-Level Bridge was built by the Allegheny County Authority as part of PWA project no. 2976.

In addition to volatile political conditions, a framework of external controls has molded Allegheny County bridge-building practice. During the 1920s, plans for each bridge over a navigable stream were approved by over a dozen official and civic organizations including such diverse authorities as the U. S. War Department and the Pittsburgh Municipal Art Commission. The impact of these two was most thoroughly felt along the Allegheny. The then existing Sixth, Seventh, and Ninth Street Bridges were condemned and ordered removed by the War Department in 1919 because they were obstructions to navigation. The replacement bridges of the 1920s met War Department requirements. But they were also a product of the Municipal Art Commission which virtually dictated their form because of a preference for suspension bridges. The Commission had also greatly influenced the design of the rather baroque Sixteenth Street Bridge.

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A number of significant engineers were associated with the bridges included in this nomination. Theodore Cooper had important roles in building the Eads Bridge in St. Louis and the Brooklyn Bridge in New York, and by the turn of the century was an eminent railroad bridge engineer. The monumental Quebec Bridge of 1907, however, collapsed with 82 lives lost while being constructed under his supervision. Before this inglorious end to an illustrious career, Cooper designed the Coraopolis (formerly Sixth Street) Bridge of 1892, which is reported to be the only surviving work solely of his design. The Sixteenth Street Bridge is credited to county engineer James G. Chalfant. But H.G. Balcom of New York was a consulting engineer, and the bridge can be added to his distinguished list of engineering works which includes Grand Central Station, Rockefeller Center, and the Empire State Building.

The Sixth, Seventh, Ninth, and S. Tenth Street Bridges are generally attributed to Vernon R. Covell. Covell worked for the County from 1906 into the 1930s and was Chief Engineer after 1922. Most of the actual design work was apparently done by subordinates, but the bridges, and other works produced under Covell's authority, are of uniformly high quality. These include the tied-arch West End Bridge which is listed on the National Register of Historic Places. One notable subordinate was George S. Richardson who largely designed the Homestead High-Level Bridge for the Allegheny County Authority. The genius of this bridge, however, was Pittsburgh engineer E. M. Wichert who developed and patented the "Automatically Adjustable Continuous Bridge."

A few of the bridges reflect the work of notable architects. Warren and Wetmore of New York, architects for the Sixteenth Street Bridge, had a nationwide private practice and did design work for Grand Central Station and an extensive collection of railroad stations and hotels. Stanley Roush's work, on the other hand, was almost solely local and public. He was Pittsburgh City Architect from 1914-21 and County Architect from 1921-32. He made necessary alterations to H.H. Richardson's Allegheny County Courthouse after street-lowering operations, designed new portals for Gustav Lindenthal's Smithfield Street Bridge after it was widened, designed the Allegheny County Office Building, and contributed to the design of many of the county's tunnels, bridges, and other public works. His projects include the Sixth, Seventh, Ninth, and S. Tenth Street Bridges.

These men designed bridges which reflected national trends in bridge-building. By the turn of the century, steel had become the choice structural material. It enabled engineers to design bridges that, for all practical purposes, would not need to be replaced. This advantage was accompanied by a steady increase in the quality and decrease in the cost of steel. All of the bridges included in this nomination are products of this new age of steel. The Coraopolis and Sixteenth Street Bridges reflect the early large-scale applications of steel

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in heavy truss and arch bridges which reached their peak of development in the early twentieth century. The Sixth, Seventh, Ninth, and S. Tenth Street Bridges represent the popularity of the leaner steel suspension bridge in the 1930s. The Homestead High-Level Bridge represents a stage in experimentation with the ideal continuous steel truss.

In addition to (or in spite of) their participation in national trends, four of the nominated bridges are widely acknowledged examples of innovative engineering. The Sixth, Seventh, and Ninth Street Bridges have three claims to national significance: they were the United States' first self-anchored suspension bridges; are the only important surviving examples of the eyebar-catenary suspension bridge in this country; and are the nation's only trio of virtually identical spans.⁶ (The Sixth Street Bridge, completed in 1928, also received the first annual most beautiful bridge of the year award from the American Institute of Steel Construction).

The three self-anchored suspension bridges were a creative solution to the conflicting demands of official bodies and the bridge sites. The Allegheny River shorelines were not suitable for the anchorages of typical suspension bridges, as desired by the Municipal Arts Commission. With the self-anchored suspension bridge, the anchorages are eliminated by using the stiffening girder which carries the deck as a compression member to resist the horizontal pull of the suspension system. Eyebars were chosen for the suspension system because they could better connect with the stiffening girder. The bridges were actually erected as cantilever structures until the catenaries were completed.⁷

The Homestead High-Level Bridge was the first major span of Wichert trusses ever built. The Wichert truss was a solution to the problems posed by the continuous truss: a truss which passes over multiple points of support but functions as a single structural member along its entire length. The key to the Wichert truss was a Y-shaped member, rising from each pier, to which the lower chord of each span was hinged. The result was that each span could act independently, but the load was distributed over the length of the bridge.⁸ The Wichert truss was a major advance, but received limited use because alternate means of continuous truss design were soon developed. The Homestead High-Level Bridge is just short of fifty years old, but its significance as a rare and prominent example of an innovative engineering technique, and its role in the history of Allegheny County bridge-building, qualify it as a part of this thematic nomination.

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1. Carl W. Condit. American Building (Chicago: The University of Chicago Press, 1968), p. 214.
2. The second Sixth Street Bridge was an early (1859) suspension bridge designed by John A. Roebling.
3. Norman F. Brown. "Allegheny County Improvements started in 1928 Total \$43,680,000," Greater Pittsburgh, December 222, 1928, p. 21.
4. Brown, p. 19.
5. Joseph G. Armstrong. "8 Eventful Years" (pamphlet).
6. David Plowden. Bridges: The Spans of North America (New York: The Viking Press, 1974), p. 238.
7. Plowden, p. 238. Only seven large eyebar suspension bridges were built in North America; five were in Pittsburgh.
8. Plowden, p. 256.

9. Major Bibliographical References

Armstrong, Joseph G. "8 Eventful Years" (pamphlet). 1931.

Brown, Norman F. "Allegheny County Improvements Started in 1928 Total \$43,680,000," Greater Pittsburgh, December 22, 1928, p. 19-21.

10. Geographical Data

Acreage of nominated property (see attached survey forms)

Quadrangle name Ambridge, Pittsburgh East and

Quadrangle scale 1:24000

UTM References Pittsburgh West quadrangles

A (see attached survey forms)

A

Zone	Easting			Northing					

B

Zone	Easting			Northing					

C

Zone	Easting			Northing					

D

Zone	Easting			Northing					

E

Zone	Easting			Northing					

F

Zone	Easting			Northing					

G

Zone	Easting			Northing					

H

Zone	Easting			Northing					

Verbal boundary description and justification

See Individual Survey forms

List all states and counties for properties overlapping state or county boundaries

state N/A code N/A county N/A code N/A

state N/A code N/A county N/A code N/A

11. Form Prepared By

name/title Martin Aurand; Director, Preservation Research

organization Pittsburgh History and Landmarks Foundation date July 1985

450 The Landmarks Building

street & number One Station Square

telephone (412) 471-5808

city or town Pittsburgh

state Pennsylvania

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

title Dr. Larry E. Tise, State Historic Preservation Officer

date 11/19/85

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I hereby certify that this property is included in the National Register

See Continuation Sheet for listings date

Keeper of the National Register

Attest:

date

Chief of Registration

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Condit, Carl W. American Building. Chicago: The University of Chicago Press, 1968

Plowden, David. Bridges: The Spans of North America. New York: The Viking Press, 1974.

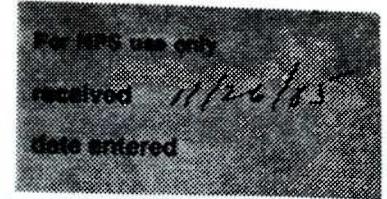
Proceedings of the Engineer's Society of Western Pennsylvania. Various years.

Richardson, George S. History of Allegheny County Bridges (Manuscript). 1979.

White, Joseph and M. W. von Bernewitz. The Bridges of Pittsburgh. Pittsburgh: Cramer Printing & Publishing Company, 1928.

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Multiple Resource Area
Thematic Group

dnr-11

Name Allegheny County Owned River Bridges Thematic Resources
State Allegheny County, PENNSYLVANIA

cover form Accept Patrick Andrews 1/7/86

Nomination/Type of Review

Date/Signature

- | | | | |
|--|----------------------------------|------------------------|---------------|
| 1. Sixth Street Bridge | for Keeper | <u>Shelton Byrum</u> | <u>1/7/86</u> |
| | Attest | _____ | _____ |
| 2. Seventh Street Bridge | for Keeper | <u>Shelton Byrum</u> | <u>1/7/86</u> |
| | Attest | _____ | _____ |
| 3. Ninth Street Bridge | for Keeper | <u>Shelton Byrum</u> | <u>1/7/86</u> |
| | Attest | _____ | _____ |
| 4. South Tenth Street Bridge | for Keeper | <u>Shelton Byrum</u> | <u>1/7/86</u> |
| | Attest | _____ | _____ |
| 5. Homestead High-Level Bridge | Substantive Review
for Keeper | <u>Patrick Andrews</u> | <u>1/7/86</u> |
| | Attest | _____ | _____ |
| 6. Corapolis Bridge | for Keeper | <u>Shelton Byrum</u> | <u>1/7/86</u> |
| | Attest | _____ | _____ |
| 7. Sixteenth Street Bridge
(already listed 8/13/79) | Keeper | _____ | _____ |
| | Attest | _____ | _____ |
| 8. | Keeper | _____ | _____ |
| | Attest | _____ | _____ |
| 9. | Keeper | _____ | _____ |
| | Attest | _____ | _____ |
| 10. | Keeper | _____ | _____ |
| | Attest | _____ | _____ |

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM BUREAU FOR HISTORIC PRESERVATION Box 1026 PA HISTORICAL & MUSEUM COMMISSION Harrisburg, PA 17120		7. Local survey organization Pittsburgh History & Landmarks Foundation		1. County Allegheny
8. property owners name and address Mr. John F. Graham Allegheny County Department of Engineering and Construction 501 County Office Building Pittsburgh, PA 15219		9. tax parcel number / other number <div style="text-align: center; border: 1px solid black; padding: 5px;"> Various </div>		
12. classification site () structure () object () building () district () Thematic (X)		10. U.T.M. zone easting <div style="text-align: center; border: 1px solid black; padding: 5px;"> northing </div> usgs sheet: Pgh East (cont.)		6. other name (historic name if any) River Bridges
13. date(s) (how determined) 14. period 1881-1900; 1921-1940		11. status (other surveys, lists etc.) Allegheny County Survey		
16. architect or engineer Various		15. style, design or folk type Various		3. street address or specific location See attached list
17. contractor or builder Various		18. primary building mat./construction Steel		
19. original use Bridge		20. present use Bridge		
21. condition fair-good		22. integrity Excellent		
23. site plan with north arrow <div style="border: 1px solid black; height: 150px; width: 100%; display: flex; align-items: center; justify-content: center;"> <div style="text-align: center;"> <p>BLACK AND WHITE PRINT(S)</p> <p>3 1/2" x 5" enlargement or medium format contact</p> <p>note location of negative in block 24.</p> </div> </div>				
24. photo notation				
25. file/location				
26. brief description (note unusual features, integrity, environment, threats and associated buildings) The six highway river bridges chosen as eligible for this thematic nomination to the National Register of Historic Places date from 1892 to 1937 and are distributed along three of the four major Allegheny County Rivers. Three of the eligible bridges cross the Allegheny at the Central Business District. Two bridges cross--- (continue on back if necessary)				
27. history, significance and/or background Allegheny County is internationally famous for the sheer number of bridges criss-crossing its rivers and rugged terrain. Bridges are an absolutely essential part of the county's transportation network. With so much engineering activity in one location, the county's contribution to the state and national history of bridge building is significant. To compare over 1700 bridges of varying materials, uses, and types is impossible, so we have narrowed the scope of study for this thematic nomination. This nomination is defined in terms of use, location and ownership. (continue on back if necessary)				
28. sources of information John Drake, Allegheny County Department of Engineering and Construction (cont. on back) <small>(continue on back if necessary)</small>			29. prepared by: Lu Donnelly PHLF	
Computer Coding (BHP Survey Grantees Must Complete)			30. date revision(s)	
31. county <u>003</u> 32. style <u> </u> ; <u> </u> ; <u> </u> ; <u> </u> ; <u> </u> 33. construction material <u>06</u> ; <u> </u> ; <u> </u> ; <u> </u> ; <u> </u> 34. roof <u> </u> ; <u> </u> ; <u> </u> 35. design type <u>05</u> 36. historic function <u>180400P</u> ; <u> </u> ; <u> </u> ; <u> </u> ; <u> </u> ; <u> </u> 37. construction feature <u> </u> ; <u> </u> 38. ext walls <u> </u> ; <u> </u> 39. plan <u> </u> 40. facade width <u> </u> 41. roof material <u> </u> 42. stories <u> </u> 43. depth <u> </u> 44. ext. design <u> </u> ; <u> </u> ; <u> </u> ; <u> </u> ; <u> </u> 45. int. design <u> </u> ; <u> </u> ; <u> </u> ; <u> </u> ; <u> </u>				

10. Pittsburgh West, Ambridge

26. (cont.)

the Monongahela, one just east of the Central Business District, the other approximately 7 miles to the southeast. The Ohio River bridge is 9.5 miles west of the Point.

All six eligible bridges are still in use bearing auto traffic. Four bridges are part of the central traffic core of the City and bear major traffic loads daily (Sixth, Seventh, Ninth, and South Tenth Street Bridges). The Homestead High Level Bridge is a major commuting link to the South Hills despite its location seven miles to the east of the Point. The Coraopolis Bridge, less travelled, smaller, and lighter, continues to accommodate daily suburban and industrial traffic.

All of the bridges in this nomination are made of steel with either stone or concrete piers. Their spans range in length from 995 feet to 3,107 feet, and they employ a variety of structural systems. The "triplets" (Sixth, Seventh and Ninth Street Bridges) illustrate a fairly rare system, the self-anchored suspension bridge. The South Tenth Street Bridge is a cable suspension bridge, the only one in Allegheny County. The Homestead High Level Bridge is a Wichert truss system bridge, the first major illustration of this truss type in the country. The Coraopolis Bridge is a Bowstring arch through truss designed by nationally noteworthy engineer Theodore Cooper.

27. (cont.)

As a group, highway river bridges are the county's most prominent and structurally varied bridges. Of the thirty-five highway river bridges in Allegheny County, fourteen appear to be of National Register quality. Three bridges are already listed on the National Register of Historic Places and five more are being evaluated for nomination by the staff of the Pennsylvania Historical and Museum Commission. Six additional bridges are considered for listing on the National Register in this nomination. All six are owned by Allegheny County (as is one listed bridge--the Sixteenth Street Bridge). The final criteria of county ownership which defines this nomination is appropriate because of the added significance taken on by the county bridge-building agency in a county which combines dense population, precipitous terrain, and four major rivers. Those county owned highway river bridges found not eligible for the thematic nomination are less than fifty years old or are not distinctive in their pweiods.

Four of the bridges, the trio of self-anchoring suspension bridges at Sixth, Seventh, and Ninth Streets, and the Homestead High Level Bridge, are of national significance both for their engineering ingenuity, and the beauty of their design. The trio of self-anchored suspension bridges were the first in the country to have eyebar cables attached to large main girders at the body of the bridge. They also illustrate the public preoccupation with aesthetics during the 1920s in the beauty of their design and the rhythm of their repetition. The Homestead High Level Bridge was the first major application of the Wichert trust system or the "automatically adjustable continuous bridge" which distributes its stress load over the full length of the bridge while allowing each span to act independently. This bridge symbolizes transition to the spare functionalism of the late 1930s.

The two other bridges are important landmarks in Allegheny County for different reasons. The Coraopolis Bridge (designed in 1892) is one of three highway river bridges in the county remaining from the nineteenth century, and is exemplary of late-Victorian engineering. The Coraopolis Bridge was designed by nationally famous bridge engineer, Theodore Cooper. It was
(continued on attached)

EVALUATION

EVALUATOR(S)

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM
OFFICE OF HISTORIC PRESERVATION Box 1026
PA HISTORICAL & MUSEUM COMMISSION Harrisburg, PA 17120

ADDITIONAL PHOTOS -- References:

27. (cont.)

moved to its present site from its position as the third Sixth Street Bridge in 1928. The South Tenth Street Bridge stands out aesthetically as one of the county's most beautiful bridges and its only cable suspension bridge.

28. (cont.)

Plowden, David. Bridges: The Spans of North America. (New York: The Viking Press, 1974).

White, Joseph & M.W. Von Bernewitz. The Bridges of Pittsburgh. (Pittsburgh: Cramer Printing & Publishing Company, 1928).

1. County

Allegheny

5. present name
River Bridges

Thematic: Allegheny County Owned Highway

2. municipality

Various

3. street address or specific location

See attached list

4. survey code

ADDITIONAL PHOTOS

4. survey code

references:

1. County Allegheny
2. Municipality Various
3. Street address or specific location See Attached List
4. Survey code
5. Present name Highway River Bridges
Thematic: Allegheny County Owned

PRELIMINARY LIST OF PROPERTIES:

Thematic Grouping of Allegheny County Owned Highway River Bridges

Allegheny River

Sixth Street Bridge (1927-28) Federal Street (North Shore) and Sixth Street (CBD)

This series of three "sister" self-anchoring suspension bridges is unique in North America. Erected as cantilever structures to overcome the instability of the shorelines, upon completion, they became tied deck suspension bridges.

Seventh Street Bridge (1925-26) Sandusky Street (North Shore) and Seventh Street (CBD)

Ninth Street Bridge (1925-26) Anderson Street (North Shore) and Ninth Street (CBD)

Monongahela River

South Tenth Street Bridge (1931-32) South Tenth Street (South Side Flats) at Mile 1.3 of the river

This is the only cable suspension bridge in Allegheny County. It features handsome Modernistic towers above its deck.

Homestead High Level Bridge (1937) Brown's Hill Road (Squirrel Hill South) and West Street (Homestead)

This is the longest bridge in the world which employs the Wichert truss system.

Ohio River

Coraopolis Bridge (1892, 1928) Ferree Street (Coraopolis) at Fifth Street (to Neville Island)

An 1892 bowstring arch bridge designed by noteworthy engineer Theodore Cooper, it was moved to Coraopolis in 1928 from Sixth Street in downtown Pittsburgh.

Allegheny County Owned Highway River Bridge already listed on the National Register of Historic Places:

Sixteenth Street Bridge (1923), Chestnut Street (North Shore) and Sixteenth Street (Strip)

ADDITIONAL PHOTOS

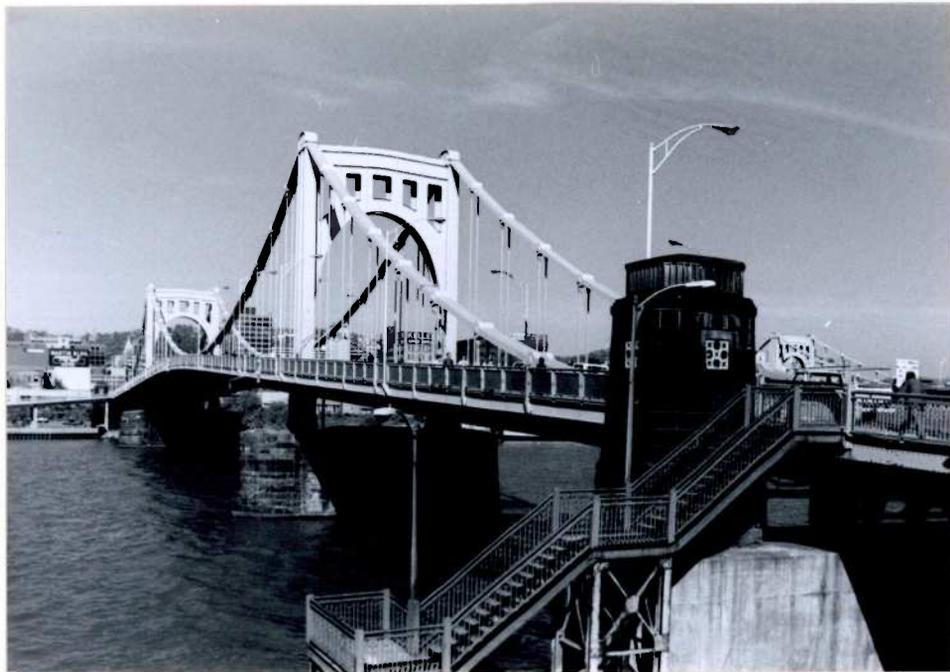
4. survey code

references:

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM
OFFICE OF HISTORIC PRESERVATION Box 1026
PA HISTORICAL & MUSEUM COMMISSION Harrisburg, PA 17120

ADDITIONAL PHOTOS -- References:
Sixth Street Bridge--Pittsburgh
Seventh Street Bridge--Pittsburgh

1. County Allegheny
2. Municipality Various
5. Present name Allegheny County Owned Highway River Bridges



3. Street address or specific location

4. Survey code

ADDITIONAL
references:

PHOTOS

Ninth Street Bridge--Pittsburgh
Tenth Street Bridge--Pittsburgh

4. survey code



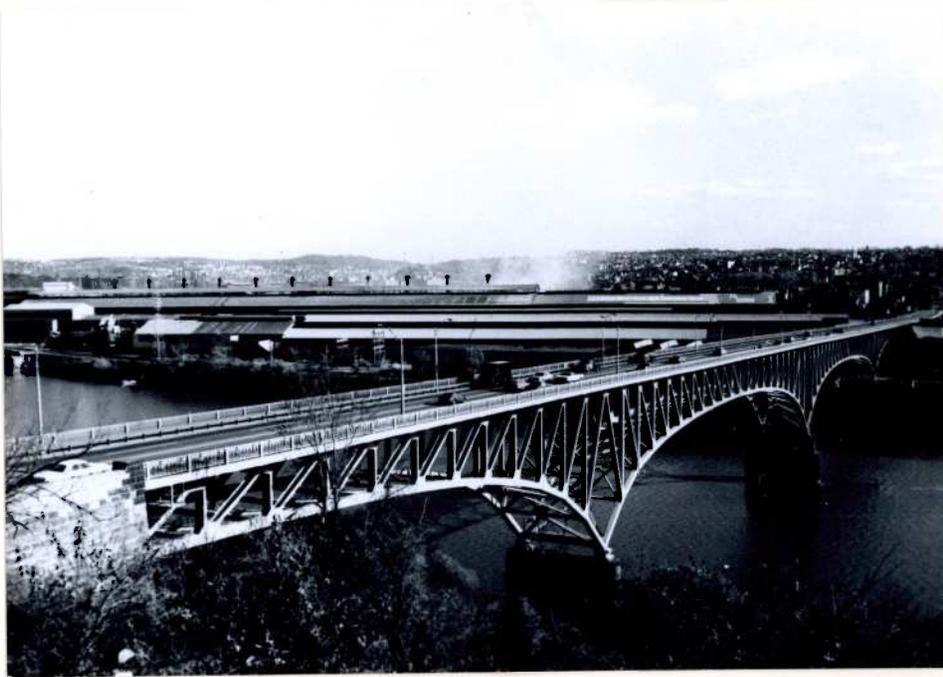
PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM
OFFICE OF HISTORIC PRESERVATION Box 1026
PA HISTORICAL & MUSEUM COMMISSION Harrisburg, PA 17120

ADDITIONAL PHOTOS -- References:
Homestead High Level Bridge--Pgh.-Homestead
Coraopolis Bridge--Coraopolis-Neville

1. County Allegheny
5. present name Allegheny County Owned Highway River Bridges
2. municipality Various

3. street address or specific location

4. survey code



ADDITIONAL
references:

PHOTOS

Sixteenth Street Bridge--Pittsburgh
(NR listed)

4. survey code



NOMINATION PRIORITY: Please check appropriate boxes and explain in more detail. Additional space on back if needed.

THREAT TO PROPERTY:

Is this property threatened by proposed alterations or demolition?

_____ yes X no

Please explain:

TAX REFORM ACT BENEFITS

Federal tax laws provide incentives for rehabilitation of income producing historic properties.

(1) Does the owner intend to pursue the tax benefits?

_____ yes X no _____ do not know

(2) If yes, a "Request for Certification of Significance (Part 1)" must be filed before a property will be considered under this priority. (Forms are available from the Bureau for Historic Preservation.)

Has Part I been filed? _____ no _____ yes (date _____)

LEVEL OF SIGNIFICANCE

In your opinion what is the level of significance of the property?

 X LOCAL: Did this property play an important role in the historical or architectural development of your town or county?

 X STATE: Is this property important to people throughout the state because of its role in the historical or architectural development of the state?

 X NATIONAL: Does this property possess significance to the development of the history and architecture of the nation as a whole?

Please explain:

This thematic grouping of Allegheny County Owned Highway River Bridges is locally significant because of the important role which these bridges play in the county's transportation patterns and physical landscape. The bridges are also significant products of the county's unique engineering history.

This grouping possesses state and national significance because of the unique engineering solutions represented, and because of the county's overall significance as a bridge-building region.



COMMONWEALTH OF PENNSYLVANIA
PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION
BUREAU FOR HISTORIC PRESERVATION
BOX 1026
HARRISBURG, PENNSYLVANIA 17108-1026

November 2, 1989

Tristate Design
Mr. Patel
9 East Mall Plaza
Carnegie, Pennsylvania 15106

Re: Sixth, Seventh and Ninth
Street Bridges, Allegheny County

Dear Mr. Patel:

I am pleased to inform you that the above referenced property was placed on the National Register of Historic Places on January 17, 1986. Entry upon the National Register gives recognition to the historical, architectural or cultural merits of properties. Properties listed on the National Register receive consideration during the review of federal projects and may qualify for federal historic preservation tax credits or other assistance when available. (Currently no grant-in-aid funds are available). Enclosed is a brochure explaining the National Register program.

Sincerely,

A handwritten signature in black ink, appearing to read "Brenda Barrett".

Brenda Barrett
Director

Enclosure
BB/DGD/dc



COMMONWEALTH OF PENNSYLVANIA
PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION
WILLIAM PENN MEMORIAL MUSEUM AND ARCHIVES BUILDING
BOX 1026 HARRISBURG, PENNSYLVANIA 17108-1026

October 2, 1985

County of Allegheny
Department of Engineering
and Construction
501 County Office Bldg. Ross St.
Pittsburg, Pennsylvania 15219

Re: Allegheny County Owned River
Bridges Thematic Group
Allegheny County

Dear Sir:

We are pleased to inform you that the above named property will be considered by the Pennsylvania Historic Preservation Board for nomination to the National Register of Historic Places. The National Register is the federal government's official list of historic properties worthy of preservation. Listing in the National Register provides recognition and assists in preserving our Nation's heritage. Enclosed is a copy of the criteria under which properties are evaluated.

Listing in the National Register results in the following for historic properties:

1. Consideration in planning for federal, federally licensed, and federally assisted projects. Section 106 of the National Historic Preservation Act of 1966 requires that federal agencies allow the Advisory Council on Historic Preservation an opportunity to comment on all projects affecting historic properties listed in the National Register. For further information please refer to 36 CFR 800.
2. Eligibility for federal tax provisions. If a property is listed in the National Register certain federal tax provisions may apply. The Tax Reform Act of 1984 revises the historic preservation tax incentives authorized by Congress in the Tax Reform Act of 1976, the Revenue Act of 1978, the Tax Treatment Extension Act of 1980, and the Economic Recovery Tax Act of 1981, which provide for a 25 percent investment tax credit for rehabilitating historic commercial, industrial and rental residential buildings instead of a 15 or 20 percent credit available for rehabilitation of non-historic buildings more than thirty years old. This can be combined with an 18-year cost recovery period for the adjusted basis of the building. Certified structures with certified rehabilitations receive additional tax savings because owners are allowed to reduce the basis by one half the amount of the credit. The Tax Treatment Extension Act of 1980 provides federal tax deductions for charitable contributions for conservation purposes of partial interests in historically important land areas or structures. For further information please refer to 36 CFR 67.

3. Consideration of historic values in the decision to issue a surface coal Mining and Control Act of 1977. For further information please refer to 30 CFR 700 et seq.
4. Qualifications for federal grants for historic preservation when funds are available. Presently funding is unavailable.

Owners of private properties nominated to the National Register have an opportunity to concur in or object to listing in accord with the National Historic Preservation Act and 36 CFR 60. Any owner or partial owner of private property who chooses to object to listing may submit to the State Historic Preservation Officer a notarized statement certifying that the party is the sole or partial owner of the private property and objects to the listing. Each owner or partial owner of private property has one vote regardless of what part of the property that party owns. If a majority of private property owners object a property will not be listed; however, the State Historic Preservation Officer shall submit the nomination to the Keeper of the National Register for a determination of the eligibility of the property for listing in the National Register. If the property is then determined eligible for listing, although not formally listed, federal agencies will be required to allow the Advisory Council on Historic Preservation an opportunity to comment before the agency may fund, license or assist a project which will affect the property. If you choose to object to the listing of your property, the notarized objection must be submitted to Dr. Larry E. Tise, State Historic Preservation Officer, Pennsylvania Historical and Museum Commission, P.O. Box 1026, Harrisburg, PA 17120, by November 12, 1985.

If you wish to comment on whether the property should be nominated to the National Register, please send your comments to the State Historic Preservation Officer, before the Pennsylvania Historic Preservation Board considers this nomination on November 12, 1985. A copy of the nomination and information on the National Register and federal tax provisions are available from the above address upon request.

Sincerely,

LARRY E. TISE
State Historic Preservation Officer

LET:vms

cc: Mayor Joseph V. Divito
Thomas J. Foerster
Martin Aurand

Lete



COMMONWEALTH OF PENNSYLVANIA
PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION
WILLIAM PENN MEMORIAL MUSEUM AND ARCHIVES BUILDING
BOX 1026
HARRISBURG, PENNSYLVANIA 17120

Date October 1, 1985

Martin Aurand
Pittsburgh History and Landmarks Foundation
450 The Landmarks Foundation
One Station Square
Pittsburgh, Pennsylvania

Re: Allegheny County River Bridge Thematic Resources
nomination

Dear Martin:

A National Register nomination form has been received for the
above-referenced property and has been classified as follows:

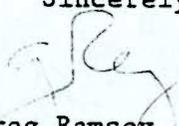
 Complete/Acceptable

 XX Complete/ Acceptable pending submission of items listed
on the attached sheet.

The nomination is tentatively scheduled for review at the
November 12 meeting of the Pennsylvania Historic Preservation
Board. Legal notification of the actual date for review will be
provided at least 30 days before the meeting.

For further information call the Bureau for Historic Preservation
at (717) 783-8946.

Sincerely,


Greg Ramsey, Chief
Division of Preservation Services
Bureau for Historic Preservation

GR:sk

F.L. 6

Nomination Receipt date 8-2-85



COMMONWEALTH OF PENNSYLVANIA
PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION
WILLIAM PENN MEMORIAL MUSEUM AND ARCHIVES BUILDING
BOX 1026
HARRISBURG, PENNSYLVANIA 17108-1026

March 4, 1985

Mr. Martin Aurand
Pittsburgh History and Landmarks Foundation
450 The Landmarks Building
One Station Square
Pittsburgh, PA 15219

Re: Allegheny Co. River Bridges ✓
Thematic Resources
Allegheny County

Dear Mr. Aurand:

In the opinion of the Bureau for Historic Preservation the following bridges identified for inclusion in the Allegheny County River Bridges Thematic Resources appear to meet criteria for nomination to the National Register of Historic Places.

Boston Bridge, #6, Elizabeth Twp., over Youghiogheny River
Ninth Street Bridge, Pitts., over Allegheny River
Seventh Street Bridge, Pitts., over Allegheny River
Sixth Street Bridge, Pitts., over Allegheny River
Coraopolis Bridge, Coraopolis, over Ohio River
Homestead High Level Bridge, Homestead, over Monongahela River
South Tenth Street Bridge, Pitts., over Monongahela River

The following bridges do not appear to meet the criteria.

Fifteenth Street Bridge, McKeesport, over Youghiogheny River
Rankin Bridge, over Monongahela River

The Suterville Bridge over the Youghiogheny River in Elizabeth Twp. needs additional historical background before its eligibility can be assessed. As one of the oldest surviving county bridges it may have some significance. Parametric data (length, width, height, builder, etc.) may give it some technological significance because of its size or builder/designer as well as a clarification of the truss type. Is it a Parker/Pennsylvania type? Is it similar to Coraopolis which is significant for many reasons? If this is earlier or compares favorably, then it may be eligible.

Sincerely,

Greg Ramsey, Chief
Division of Preservation Services
Bureau for Historic Preservation

GR:DD:sk

TO

Mr. Greg Ramsey
Bureau for Historic Preservation
PHMC
Box 1026
Harrisburg, PA 17120

FROM

Pittsburgh History & Landmarks Foundation
THE OLD POST OFFICE
ALLEGHENY SQUARE WEST
PITTSBURGH, PENNSYLVANIA 15212

SUBJECT

Thematic nomination: bridges

ATTENTION

DATE

1/18/85

Dear Greg:

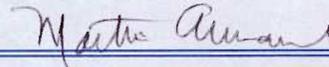
Enclosed please find a preliminary survey form for a thematic nomination of Allegheny County Owned Highway River Bridges to the National Register of Historic Places. We limited the nomination to county-owned bridges for the reasons which I outlined to Susan a few days ago. Somewhat to our surprise, we have received a tentative word of support from the county.

Please see that this is reviewed promptly.
Thank you.

Martin Aurand

PLEASE REPLY TO →

SIGNED



HISTORIC PRESERVATION

JAN 22 1985

RECEIVED

DATE

SIGNED

ALLEGHENY COUNTY OWNED HIGHWAY RIVER BRIDGES

Recorded in order from Pittsburgh's Point by river

ALLEGHENY RIVER

<u>NAME</u>	<u>LOCATION</u>	<u>DATE</u>	<u>SURVEY CARD</u>	<u>NR/ELIGIBLE</u>	<u>INELIGIBLE/REASON</u>
1) Sixth Street Bridge <i>CBD-8L, M, S (005043)</i>	Allegheny River between Federal Street (North Shore) and Sixth Street (CBD)	1927-28	Yes	Eligible	
2) Seventh Street Bridge <i>CBD-8M, S, (005043)</i>	Allegheny River between Sandusky Street (North Shore) and Seventh Street (CBD)	1925-26	Yes	Eligible	
3) Ninth Street Bridge <i>CBD-8M, 89J (005045)</i>	Allegheny River between Anderson (North Shore) and Ninth Streets (CBD)	1925-26	Yes	Eligible	
4) Sixteenth Street Bridge	Chestnut Street (North Shore) and 16th Street (CBD)	1923	Yes	NR listed	

MONONGHELA RIVER

5) South Tenth Street Bridge #11 <i>SSF-3C, G (007712)</i>	South Tenth Street (South Side F) Mile 1.3 <i>at Monongahela R</i>	1931-32	Yes	Eligible	
6) Glenwood Bridge	Second Avenue (Hazelwood) and Mifflin Road (31st Ward)	1967	No		Post 1934
7) Homestead High Level Bridge	Brown's Hill Road (Squirrel Hill S.) and West Street (Homestead) Mile 7	1937	Yes	Eligible	<i>1937</i>
8) Rankin Bridge	Joining Rankin & Munhall Boroughs (Mile 9.75)	1951	Yes		Post 1934
9) William Mansfield Memorial Bridge	Mile 16.7	1951	No		Post 1934

ALLEGHENY COUNTY OWNED HIGHWAY RIVER BRIDGES

Recorded in order from Pittsburgh's Point by river

OHIO RIVER

<u>NAME</u>	<u>LOCATION</u>	<u>DATE</u>	<u>SURVEY CARD</u>	<u>NR/ELIGIBLE</u>	<u>INELIGIBLE/REASON</u>
10) Fleming Park Bridge	Joining Stowe Township and Neville Island across the back channel of the Ohio	1954-55	No		Post 1934
✓ 11) Coraopolis Bridge	North end of Ferree Street (Coraopolis) at Fifth to Neville Island	1928 (relocated)	Yes	Eligible	

YOUGHIOGHENY RIVER

✓ 12) Fifteenth Street Bridge	68C-382K (019771) Youghiogheny River (Mile 1.25) at 15th Street (McKeesport)	1908	Yes		Not distinctive in its period
✓ 13) Boston Bridge #6	003-37-653F (008702) Mile 3 Youghiogheny River (Boston/Elizabeth Borough)	1931	Yes		Not distinctive in its period
✓ 14) Suterville Bridge	37- we said NE Youghiogheny River at Douglas Station and Suterville	1896	Yes		Altered

NORTH CAROLINA, Surry County, Mount Airy, Trinity Episcopal Church, 472 N. Main St. (01/09/86)
OHIO, Cuyahoga County, Beachwood, Hangar (The), 24400 Cedar Rd. (01/09/86)
OHIO, Hamilton County, Cincinnati, Cummins School (Hannaford, Samuel, and Sons TR), 324 William H. Taft Rd. (01/09/86)
OHIO, Meigs County, Middleport, Middleport Public Library, 178 S. Third St. (01/06/86)
OHIO, Muskingum County, Dresden, Crescent Hill, 44 W. Fifth St. (01/09/86)
OHIO, Richland County, Bethlehem, Sacred Heart of Jesus Churches, OH 61 (01/06/86)

OREGON, Lane County, Coburg, Coburg Historic District, Roughly area around Van Duyn Rd., Willamette St., Southern Pacific RR tracks, and I-5 (01/07/86)
OREGON, Washington County, Beaverton, Beaverton Downtown Historic District, Roughly bounded by SW Canyon Blvd., SW East and SW Washington Sts., SW Second, and SW Watson Sts. (01/07/86)

PENNSYLVANIA, Allegheny County, Coraopolis, Coraopolis Bridge (Allegheny County Owned River Bridges TR), Ohio River Back Channel at Ferree St. and Grand Ave. (01/07/86)
PENNSYLVANIA, Allegheny County, Pittsburgh, Armstrong Tunnel, Between Forbes and Second Aves. at 3. Tenth St. (01/07/86)

PENNSYLVANIA, Allegheny County, Pittsburgh, Homestead High-Level Bridge (Allegheny County Owned River Bridges TR), Monongahela River at West St. (01/07/86)

PENNSYLVANIA, Allegheny County, Pittsburgh, Ninth Street Bridge (Allegheny County Owned River Bridges TR), Allegheny River at Ninth St. (01/07/86)

PENNSYLVANIA, Allegheny County, Pittsburgh, Seventh Street Bridge (Allegheny County Owned River Bridges TR), Allegheny River at Seventh St. (01/07/86)

PENNSYLVANIA, Allegheny County, Pittsburgh, Sixth Street Bridge (Allegheny County Owned River Bridges TR), Allegheny River at Sixth St. (01/07/86)

PENNSYLVANIA, Allegheny County, Pittsburgh, South Tenth Street Bridge (Allegheny County Owned River Bridges TR), Monongahela River at S. Tenth St. (01/07/86)

PENNSYLVANIA, Bucks County, Bristol, Grundy Mill Complex, W. corner of Jefferson Ave. & Canal St. (01/09/86)

PENNSYLVANIA, Bucks County, Langhorne, Langhorne Library, 160 W. Maple Ave. (01/09/86)

PENNSYLVANIA, Chester County, Marshallton vicinity, Marshallton Historic District, Strasburg Rd. (01/08/86)

PENNSYLVANIA, Dauphin County, Harrisburg, Pennsylvania State Lunatic Hospital, Cameron St. (01/08/86)

PENNSYLVANIA, McKean County, Kane, Anokat, 230 Clay St. (01/07/86)

PENNSYLVANIA, Montgomery County, Royersford, Continental Stove Works, First St. above Main (01/09/86)

PENNSYLVANIA, Philadelphia County, Philadelphia, Ramcat Historic District, Market & Twenty-third Sts., U.S. Naval Home on Bainbridge, RR yards and the Schuylkill River (01/08/86)

PUERTO RICO, Arecibo County, Arecibo, Corregimiento Plaza Theater, Llaguerry & Toribio Pagan Sts. (01/06/86)

SOUTH CAROLINA, Bamberg County, Cal Smoak Site (38BM4) (01/06/86)

SOUTH CAROLINA, Greenwood County, Trapp and Chandler Pottery Site (38 GN 169) (01/06/86)

SOUTH CAROLINA, Lee County, Bishopville, Bishopville Commercial Historic District (Bishopville MRA), N. Main St. between W. Church and Cedar Lane and along Cedar Lane (01/09/86)

SOUTH CAROLINA, Lee County, Bishopville, Carnes, James, House (Bishopville MRA), 200 S. Main St. (01/09/86)

SOUTH CAROLINA, Lee County, Bishopville, Fraser, Thomas, House (Bishopville MRA), US 15 (01/09/86)