



## MINNESOTA HISTORICAL AND CULTURAL HERITAGE PROGRAM

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### City of St. Paul (Parks and Recreation)

R-MHCG-1605-19752 | \$199,760 | MN Historical and Cultural  
Development – Preservation of Bridge 90401

#### Status

Draft

The two yellow highlighted fields marked with an \* (Brief Project Summary and Amount Requested) must be completed in order to save your application for the first time. The save button is at the top of the application. Be sure to complete the entire application before submitting. Incomplete applications will not be considered.

*Submissions to the Grants Office may be subject to Minnesota Government Data Practices Act (Statute 13). All user-written material may be modified by the Minnesota Historical Society for clarity and promotional purposes.*

## APPLICANT INFORMATION

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**Program Organization:** City of St. Paul (Parks and Recreation)

**Project Director:** Alice Messer

**Authorized Officer:** Michael Hahm

#### Additional Project Staff:

Note that only the three people listed above will be able to view and edit this request in the portal. If a name of a person does not appear in the list, contact the grants office at [grants@mnhs.org](mailto:grants@mnhs.org) with the contact information for the person to be added including full name, title, telephone, and email address.

**Applicant County:** Ramsey

**Applicant Organization Type:** Local/Regional Government

**Governance/Board Members:**

City of St. Paul Council - City Council Members:

Dai Thao - Ward 1, Chris Tolbert - Ward 3, Jane L. Prince - Ward 7, Russ Stark - Ward 4 and Council President, Amy Brendmoen - Ward 5, Dan Bostrom - Ward 6, and Rebecca Noecker - Ward 2

Is this a sponsored project?

Select Yes or No..

No

▼ Click on arrow to view the contact information we have on file

#### CURRENT ORGANIZATION CONTACT INFORMATION ON FILE

Organization Name:	City of St. Paul (Parks and Recreation)
Street Address:	400 City Hall Annex
Street Address 2:	25 West 4th Street
City:	St. Paul
State:	Minnesota
Postal Code:	55102
Organization Phone:	651-266-6417
Project Director:	Alice Messer
Project Director Email:	alice.messer@ci.stpaul.mn.us
Authorized Officer:	Michael Hahm
Authorized Officer Email:	Michael.Hahm@ci.stpaul.mn.us

The Organization or Contact Information needs to be updated: No

#### PROJECT INFORMATION

Project Title (Be descriptive and succinct) Development - Preservation of Bridge 90401

##### \* Brief Project Summary (REQUIRED TO SAVE)

Work includes hiring qualified stone masons to perform reconstruction of the deteriorated stone masonry bridge railings and replacement of select heavily deteriorated headwall and wingwall stones.

Geographic Focus of Project: Ramsey

Could any items related to this application be considered "culturally sensitive objects"? These objects could be items used in a spiritual ceremony or other ritual, or funerary objects or human remains. They can be of any cultural origin.

Select Yes or No. (If unsure, select Yes.) No

Is this proposed project based on or a continuation of an already funded project? Select Yes or No

Select Yes or No: Yes

If so, please briefly describe the previous grant project and its status. :

Between June 11 and July 11, 2014 torrential rains impacted the region of Bridge 90401 causing damage to the bridge as well as its embankments. Subsequently, a major disaster was declared by the State of MN and the City of St. Paul received an Award amount of \$203,146.00 from FEMA for repairs needed to bring the bridge back to its pre-disaster condition. Design plans for this work are nearing completion and bidding is planned for early summer of 2016 with construction work to be completed by fall of 2016. The proposed work will consist of: excavation of the arch fill; repointing and parging of the

interior faces of the stone masonry; replacement of four missing arch stones, damproofing of the interior masonry surfaces; backfilling of the arch; resurfacing of the trail; repointing of railing, headwalls, wingwalls and arch; and stabilization of the bridge slopes by means of imported fill to repair scour and placement of riprap to protect slopes from future deterioration. Budget limitations for the FEMA funded project did not allow for the replacement of heavily deteriorated railing and headwall stone which is now being requested under the proposed Legacy Grant Project in order to complete the preservation work for the structure.

Does this project fall under the "Historic Properties" category?

Select Yes or No.

Yes

#### HISTORIC PROPERTY INFORMATION

<b>Property Name:</b>	Bridge 90401; Water Street Bridge
<b>City:</b>	City of St. Paul
<b>Address:</b>	Trail (former Water Street) over Pickerel Lake Outlet
<b>Zip:</b>	55118
<b>Property Location County:</b>	Ramsey
<b>NR Number:</b>	89001825
<b>This property is listed in the National Register of Historic Places:</b>	Yes
<b>This property is eligible for the National Register of Historic Places:</b>	No

#### BUDGET INFORMATION

<b>Small request: \$10,000 and less:</b>	No
<b>Mid/large request: greater than \$10,000:</b>	Yes

Use the Budget Line Item box below to outline the budget for the project. Click the green '+' sign in the upper right corner to add each individual line item. Once a line item is added, click on the pencil icon to edit or the red '-' sign to delete. NOTE: Enter short text descriptions for "Budget Item." Enter whole numbers only for "Budget item cost to be paid by grant."

BUDGET LINE ITEMS				
Budget Item	Grant Amt Requested	Match: Cash	Match: In-Kind	Total Match
Contracting - owner solicitation for contractor/contract negotiations			\$3,096	\$3,096
			\$23,220	\$23,220

BUDGET LINE ITEMS				
Budget Item	Grant Amt Requested	Match: Cash	Match: In-Kind	Total Match
Construction Admin - Owner Project Administrator project oversight				
Construction Admin - Owner Hired Historic Engineer/Architect	\$5,600			\$0
Masonry Work - Remove Stone Railing	\$3,900			\$0
Masonry Work - Reconstruct Stone Railing	\$87,000			\$0
Masonry Work - Remove Railing Cap	\$2,000			\$0
Masonry Work - Replace Railing Cap	\$32,860			\$0
Masonry Work - Remove and Replace Select Stones	\$68,400			\$0
Total:	\$199,760	\$0	\$26,316	\$26,316

**\* Amount Requested (REQUIRED TO SAVE)**      \$199,760.00

**Match Offered (Use total from above)**      \$26,316.00

#### How were above figures determined?

Estimated budget items are based on professional bridge rehabilitation experience and cost comparison with similar projects for rehabilitation of historic masonry structures.

#### APPLICATION NARRATIVES

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#### Project Description:

The purpose of this project is to rehabilitate the Water Street Bridge, Bridge 90401, a single span, filled-spandrel, mortared limestone arch bridge constructed in 1894, located in Lilydale Regional Park in St. Paul, Minnesota. Bridge 90401 was listed on the National Register in 1989 under Criterion C in the area of Engineering as a rare example of a small-scale, nineteenth-century, stone arch bridge. The bridge retains the integrity of the original design as well as location, setting, materials, workmanship, feeling and association. Since its time of construction the bridge's original stone rail cap has been replaced with a concrete cap and small concrete walls have been added to the ends of the wingwalls to protect the roadway from erosion however these additions are minor and do not affect the integrity of this stone arch bridge.

The bridge currently carries a trail over an outlet of Pickerel Lake in St. Paul. Previously, up until 2014, Bridge 90401 carried County State Aid Highway 40 (Water Street) however, in 2014 Water Street was realigned off of Bridge 90401. As detailed in the Project Information Section above, a flood event in June/July of 2014 caused damage to the bridge as well as its embankments. Subsequently, a major disaster was declared by the State of MN and the City of St. Paul received an Award amount of \$203,146 from FEMA for repairs needed to bring the bridge back to its pre-disaster condition. Design plans for this work are nearing completion and bidding is planned for early summer of 2016 with construction work to be completed by fall of 2016. Budget limitations for the FEMA funded project did not allow for the replacement of heavily deteriorated railing and headwall stone, as it was only funded to bring the bridge back to pre-disaster condition, which is now being requested under the proposed Legacy Grant Project in order to complete the preservation work for the structure.

The FEMA funded project which is underway will bring the bridge to fair condition. Although the general alignment of the stone masonry appears to be good, there is extensive weathering and deterioration to nearly all of the railing stones and to approximately 20 percent of the headwall, wingwall and abutment face stones. The weathering consists of heavy fracturing in the horizontal plane as well as loss of many stone faces.

The proposed Legacy Grant project will consist of concrete railing cap replacement (necessary to allow for stone masonry railing replacement), railing reconstruction and select stone replacement of the headwalls and wingwalls. The railings will be reassembled with in-kind stone masonry and although every effort will be made to salvage existing stones for reuse it will be likely that very few of the stones will be able to be salvaged when re-setting the rail stone due to their severely deteriorated condition. In accordance with original bridge drawings and historic records, the current concrete railing cap will be placed back as a stone masonry cap matching the original details. Below the railing, only the most heavily deteriorated stones which are compromising the structural integrity of the bridge will be selectively removed and replaced in order to restore the integrity of the stone masonry. See the attached rehabilitation plans for further details on the work to be undertaken in 2016.

The ultimate goal of the project is to rehabilitate Bridge 90401 in accordance with SOI Standards to provide the City of St. Paul and park-goers with a structurally sound pedestrian crossing over the Pickerel Lake Outlet. The bridge serves as a vital connection of the park's regional trail and also provides an important link to the past which tells the story of the evolution of the area and the bridge's use and importance to the community throughout its lifetime. The proposed rehabilitation plans will address the bridge's deterioration while following established engineering and historic preservation standards.

An important component of project will be selection of highly qualified masons and oversight of the project by experienced individuals to ensure that the proposed work meets the Secretary of the Interior's (SOI) Standards for Rehabilitation. Specific instructions for the materials and methods to sensitively rehabilitate the structure to ensure compliance with SOI Standards will be included in the final rehabilitation plans and specifications.

Locally, the City of St. Paul, and area citizens support this Legacy Grant application. The Department of Parks and Recreation is currently seeking a City Council resolution, which will be attached to the final application and will be further evidence of this support. This is not surprising, as the proposed rehabilitation work is a continuation of ongoing efforts by the City. Bridge 90401 is an integral part of the regional trail system within Lilydale Regional Park. Lilydale Regional Park is a 384 acre park which includes Pickerel Lake. It provides hiking trails, biking trails, and lake and river access to the community. The park was acquired by the City of St. Paul in 1984 through a land swap agreement with Ramsey County after the Village of Lilydale was relocated out of the floodway. A master plan was developed for the Lilydale/Harriet Island Regional Parks in 1991 and the City has been dedicated to restoring and enhancing the park ever since. The master plan was amended through a collaborative process from 2007 to 2009. The restoration and enhancement of the park is planned through phased

projects. Phase I was constructed in 2013, Phase II occurred in 2014-2015, and construction documents are currently being developed for the third and final phase of the park restoration. The projects have been funded by Clean Water Land and Legacy Funds and Metropolitan Council Capital Improvement Bonds. The City is committed to seeking funding for all of the elements in the park's master plan. Within the plan, the vehicular traffic on Bridge 90401 is to be removed and the bridge converted to a pedestrian crossing. This was achieved in Phase II of the restoration project for the park. The recent flooding and in-depth assessments of the bridge, brought to light additional needs for funding to ensure the preservation of Bridge 90401. Acquiring Legacy Grant funding to complete the preservation of Bridge 90401 within the park will tremendously help get the City to their goal of implementing all elements of the Lilydale Regional Park Master Plan.

*Please select the need and rationale that best fits your project from one of the following:*

**Need and Rationale (select one)**

This project is present in a long-range plan developed and adopted by the recipient's governing authority.

**Need and Rationale:**

In 2014, a bridge report (management plan) for Bridge 90401 was prepared under a MnDOT contract. The management plan, noted the bridge's character-defining features, its current condition, and recommendations for the future preservation and maintenance of the structure. It also provided the basis for which the scope of work was agreed upon by FEMA for the disaster relief funds allocated to bring the bridge back to its pre-flood condition.

In 2016, a report was prepared by LHB that revised the structure's condition following the flood event and outlined the FEMA work scope. The post-flood evaluation determined that the bridge was in fair to poor condition. Most of the stone masonry elements were found to be in fair condition except for the railing and the arch. The railing has the most extensive stone and mortar deterioration and the arch has a hole through it at the crown where four stones were dislodged during the 2014 flood event. The majority of the issues found with the bridge will be addressed during the execution of the 2016 FEMA work, however all of the heavily weathered/fractured stone will not be replaced as this was a pre-existing condition and not part of the FEMA work scope.

The City of St. Paul is seeking funding to complete the preservation of Bridge 90401 so this resource may remain in the park in good condition and be viewed and used by the public for years to come. The project will replace the concrete cap, reconstruct the stone railings and selectively replace the remaining most heavily deteriorated stones of the bridge. All of the work will meet the SOI Standards for Rehabilitation.

The bridge will be repointed in 2016 under the FEMA project and the mortar to be used will be selected to match the original pointing mortar by analyzing the existing mortar. The selected mortar is to match the historic mortar in composition, strength, color, texture and tooling. To maintain historic integrity, the 2016 FEMA project construction details have fully defined the repointing requirements including items such as joint preparation, mortar finish and tooling, mortar curing, and preparation of repointing test panels. These same details and the final field determined mortar mix and finish will be incorporated into the proposed project.

Stone will need to be sourced to provide replacement stone for the bridge railing and railing cap as well as the select stones (20% of stone below the railing) which are to be replaced due to their severely deteriorated condition. For the proposed project, the construction documents will require the contractor to select replacement stone from material that is matching in stone type, color, texture, size and surface finishes. The existing stone is documented to be locally quarried, coursed-rubble, grey limestone which was a common stone used in the area during the nineteenth century. At the direction of the Historic Engineer/Architect, only the most deteriorated stones will be replaced. An effort will be made to keep as much historic fabric as possible while still improving the stability of the masonry walls in order to prolong the life of the structure.

Plans for the proposed work are currently being prepared and a working copy has been included.

**Work Plan and Timetable:**

The City of St. Paul is committed to the completion of the preservation of Bridge 90401. Plans and specifications for the proposed Legacy Grant work will be completed prior to soliciting for contractors to complete the work of the proposed Legacy Grant. The Legacy Grant funds will be used for the construction phase of the preservation of Bridge 90401 and will follow the timetable as detailed below. This timetable assumes that grant funds will be available January 1, 2017.

Jan. 1 - Jan. 31, 2017:

Set up accounts for funding and prepare for project letting.

Deliverable: Milestone Report

Milestone: set up accounting within City to process grant funds

Feb. 1 - Apr. 30, 2017:

Bid Project and Award Contract to Stone Masonry Contractor. To include advertising of project, review of bids and award of contract.

Deliverable: Milestone Report

Milestone: Award of Contract to Contractor

May 1 - Jun. 30, 2017:

Pre-Construction Activities. To include preconstruction meeting, contractor submission of proposed materials, contractor preparation of stone masonry mockups and owner selection of materials and finishes to be incorporated into the project.

Deliverable: Milestone Report

Milestone: Contractor approved to proceed with mobilization and construction work

Jul. 1 - Sept. 30, 2017:

Construction Activities. To include removal of stone railing and cap, reconstruction of stone railing and cap, and replacement of select severely deteriorated stones below the stone railing.

Deliverable: Milestone Report

Milestone: Completion of all contract work

Oct. 1 - Dec. 31, 2017:

Project Closeout. To include final project walkthrough and completion of punch list items, and final payment to contractor.

Deliverable: Milestone Report

Milestone: Final payment to contractor, grant funds expended.

Jan. 1 - Feb. 28, 2018:

Prepare & Submit Final Project Report to MNHS

Deliverable: Final Project Report

Milestone: Completion of all grant contract requirements.

**Project Personnel:****Project Administrator (Applicant Staff)**

- Alice Messer, Senior Landscape Architect, will serve as the Project Administrator. Messer is a landscape architect on staff at the City of St. Paul Dept. of Parks & Recreation. She has been employed with the City of St. Paul since May of 2006. She has successfully managed numerous projects within the City of St. Paul including over \$7 million of improvements within Lilydale Regional Park, a \$5 million renovation of Raspberry Island Regional Park, and a \$1.5 million construction budget for Cherokee Regional Trail. In addition, she has designed numerous play areas and master plans for parks throughout the City.

- Project Role: As Project Administrator, Alice will be responsible for solicitation and selection of a qualified Stone Masonry Contractor and Historic Engineer/Architect, management of the grant, submission of grant forms, reports and other materials, and management of the bridge preservation work. This will include ensuring that the work is performed in accordance with the project plans and specifications and participation in site visits to assure necessary decisions and approvals are made by the Historic Engineer/Architect.

**Historic Engineer/Architect**

- Required Qualifications: The Historic Engineer/Architect will have experience with historic bridge

rehabilitation. In addition, the Engineer/Architect will have experience with rehabilitation of historic masonry arch structures, including stone and masonry repair and selection of in-kind materials. The Historic Engineer/Architect will follow and be well versed in the SOI Standards for Rehabilitation.

- Project Role: The Historic Engineer/Architect will have the primary responsibility of ensuring that the work is performed in accordance with the project plans and specifications and that all work complies with the SOI Standards. The Historic Engineer/Architect will participate in site visits to make these necessary decisions and approvals to ensure that the materials selected, techniques used, and removal limits defined, comply with the SOI Standards as well as the construction documents.

- Process to acquire services: The St. Paul Dept. of Parks & Recreation would solicit proposals of qualifications and costs from firms with the required qualifications. The Historic Engineer/Architect would be selected based upon a combination of qualifications, experience and cost.

#### Stone Masonry Contractor

- Required Qualifications: The selected Stone Masonry Contractor shall have demonstrated experience with historic stone masonry bridge rehabilitation. In addition, the contractor will have experience with the process of sourcing and selecting in-kind materials as well as preparation of test panels and sourcing of mortar components and stone to achieve a finished product that matches the historic materials.

- Project Role: The Stone Masonry Contractor will have the primary responsibility of ensuring that the work is performed in accordance with the project plans and specifications and will communicate directly with the Project Administrator to ensure approvals are gained before proceeding with any work.

- Process to acquire services: The St. Paul Dept. of Parks & Recreation will submit a formal request for proposal and conduct a bidding process to acquire a stone masonry contractor to perform the work prescribed in the project's construction documents. The formal notice and bidding process will follow the processes outlined by the Minnesota Historical Society as indicated in the grant application.

Notification of the project will be advertised on the City of St. Paul Supplier Portal ([www.stpaulbids.com](http://www.stpaulbids.com)). The Supplier Portal facilitates the exchange of information between a buying organization and its suppliers. The lowest qualified responsible bidder will be selected. Qualifications of the contractor will be included in the project specifications which will require proof of experience and ability to properly rehabilitate the structure.

Provide estimates for the following. If none, enter "0":

Estimate the number of project hours worked by newly hired staff to be paid for with grant funds

**Enter number:** 0

Estimate the number of project hours worked by existing part-time staff to be paid for with grant funds.

**Enter number:** 0

Estimate the number of vendors/consultants/ contractors who will work on the project (non staff).

**Enter number:** 12

#### Enduring Value:

This project will allow the City of St. Paul to continue efforts to retain and preserve a bridge with documented local and statewide significance for use by trail users and park goers. The bridge is listed on the National Register of Historic Places for its historical value and engineering significance, recognizing it as an important example among the more than 22,000 bridges across the state. As one of a handful of true stone arches in Minnesota, the bridge serves as a symbol of our engineering heritage. It also is an important educational resource within the region as it provides local residents with a personal connection to their engineering and transportation history. The bridge's construction method using hand-laid stone and use of local stone illustrate construction techniques and materials that are no longer common in bridge construction.

Lilydale was platted as a city of Mendota Township under Lilly Dale in 1886, named for the many lilies that flourished in nearby Pickerel Lake. It was later incorporated as a village and then reincorporated on September 13, 1951. According to the Friends of the Mississippi River website "Lilydale Regional Park traces its history to 1965. Historic river floods that year marked a profound change in the Mississippi



River valley around St. Paul. The floods left a soggy legacy, marking the beginning of the end for the historic immigrant neighborhoods on the City's West Side Flats. In the intervening years, scores of modest homes and small businesses gave way to a floodwall, an industrial park, and more recently...a mixed-use riverfront redevelopment." Additionally, "The Legislature designated historic Lilydale a Regional Park in 1971. Where Lilydale traces its roots to its place along the river, the City of Lilydale is now centered atop the bluff that overlooks its origins below. Lilydale Park occupied nearly half of the acreage in this community of just 800. For that reason, this tiny city transferred ownership of its portion of the park and its management. Eventually, the park ended up in the hands of the St. Paul Parks Department, which already managed the portion of Lilydale Park already in the City of St. Paul." Bridge 90401, with a construction date of 1894, has been a part of the evolving history of this riverfront location. Keeping the bridge open and functional ensures the preservation of one of the last remaining properties that has lived through the entire evolution of the development of this area.

Finally, the completion of the rehabilitation of this historic bridge allows the structure to remain in place for years to come. Rehabilitation of the existing bridge provides a more sustainable and environmentally sensitive alternative to demolition and new bridge construction. Additionally, the bridge's rehabilitation will provide construction and craft trade jobs to the local economy. It is estimated approximately 12 construction/trade jobs will be created over the course of 2 to 3 months as part of the rehabilitation project, which includes the use of specialty contractors, such as masons with experience in mortar, stone repair, and stone replacement for historic masonry structures.

#### Sustainability:

The work of the proposed Legacy Grant project will complete the rehabilitation of Bridge 90401, which is a culmination of several rehabilitation projects including the realignment of Water Street, which removed vehicular traffic from the bridge and the FEMA funded project which will restore the bridge to its condition pre-2014 flooding. Upon completion of the proposed Legacy Grant work, the City of St. Paul will continue to maintain the historic property in order to ensure that it can continue to be used, viewed and enjoyed within the park trail system.

The bridge will remain on the MnDOT SIMS inventory and will receive routine inspections by the City of St. Paul bridge inspection department. Inspection reports will be submitted to and maintained within the MNDOT SIMS database. The condition of the bridge will be reviewed at the completion of each routine inspection (to be completed every 2 years) and its maintenance and repair needs will be communicated to the Department of Parks and Recreation. When there is a maintenance or repair item identified that the Department is not aware of or planning for, the Department will include this scope into their maintenance plan and annual maintenance activities for the bridge.

The St. Paul Department of Parks and Recreation receives annual maintenance and operations funds for regional parks from the Metropolitan Council. Required bridge maintenance and repairs may come from the annual fund.

#### MEASURABLE OUTCOMES AND EVALUATION

Use the Evaluation Metrics Table to describe how you will evaluate the project's success. What effect did the program have on your audience (members, community, and others)? What standards are you attempting to meet? How will you analyze the results? Each project should have at least one goal. Any application without at least one evaluation metric will be considered incomplete. Short term goals might be achieved during or at the end of the project; medium term goals might be achieved at then of the grant or within a few months after the project is complete; and, long term goals might be achieved within about 5 years following the grant. Do not restate your Project Description or Work Plan - neither are evaluation metrics. Indicators must directly relate to impacts.

To complete the Evaluation Metrics Table below, choose the green "+" in the upper right corner to add each evaluation metric. Begin with short term goals, followed by medium and long term. To be an impact there must be a change in knowledge, status, or behavior. To be measurable, establish meaningful indicators to show when change has occurred.

## Evaluation Metrics

Timeframe	Expected Impact	Progress Indicator
Intermediate	Rehabilitate historic bridge in keeping with Secretary of the Interior's Standards for Rehabilitation	Rehabilitation of bridge 90401 has been completed in conformance with the project plans and the Secretary of the Interior's Standards.
Long-Term	Educational, economic, environmental benefits to the community from retention of historic bridge	Structure remains in place, in good condition and open to all pedestrian traffic to serve as a visible example of Minnesota's Engineering Heritage.
Long-Term	Continued community use of historic bridge that meets necessary engineering and safety requirements	Improvement in bridge's Sufficiency Rating measuring its structural and functional adequacy; substantial extension of bridge's expected lifespan.

## APPLICATION ATTACHMENTS AND REQUIRED DOCUMENTATION

Use the Request Documents section below to upload files from your computer to your application. Label all uploaded files as to what they specifically contain (photos, plans, bids, etc.) Do NOT upload .ZIP files. Click on the green + to locate the items to be uploaded. Then click the Add Files button on the lower left to find the files on your computer. Once you have added the files to be uploaded, click on the Start Upload button to upload the files. Wait until the status shows 100% before closing.

Most categories require specific attachments to the application. Be sure to check the guidelines (link opens in new window) for the category to which you are applying to determine the required attachments. Failure to submit a required attachment will result in disqualification.

For non-governmental applicants applying for \$25,000 or more: Financial records (Form 990, Form 990 EZ, Certified Financial Audit, or year End Financial Report) are required.

For all sponsorship applications (when one or more eligible applicants apply on behalf of a non-eligible applicant): Legacy Sponsored Project Form (link opens in new window) is required. Be sure to save a copy of this form on your computer before you begin to work on it.

### Delete Request Document/s:

REQUEST DOCUMENTS
<p>9. Master Plan Drawing_July 2009.pdf</p> <p>Added by Alice Messer at 2:51 PM on May 26, 2016</p>
<p>8. Lilydale Park Master Plan Ammendment (Sept 2009).pdf</p> <p>Added by Alice Messer at 2:51 PM on May 26, 2016</p>

REQUEST DOCUMENTS
<p>7. 90401_Cond and Recomm Mar 2016.pdf</p> <p>Added by Alice Messer at 2:50 PM on May 26, 2016</p>
<p>6. LocalBridgeReport_90401_Jan 2014.pdf</p> <p>Added by Alice Messer at 2:50 PM on May 26, 2016</p>
<p>5. Work Plan - Legacy Scope May 2016.pdf</p> <p>Added by Alice Messer at 2:50 PM on May 26, 2016</p>
<p>4. 90401_NationalRegisterForm.pdf</p> <p>Added by Alice Messer at 2:50 PM on May 26, 2016</p>
<p>3. 90401 Original Plan - 1894 - Lower Mendota Rd.pdf</p> <p>Added by Alice Messer at 2:50 PM on May 26, 2016</p>
<p>2. Photos with Key Br 90401.pdf</p> <p>Added by Alice Messer at 2:50 PM on May 26, 2016</p>
<p>1. Scope_of_Work_Form - 90401.pdf</p> <p>Added by Alice Messer at 2:50 PM on May 26, 2016</p>