Description

Bridge 5584, built in 1936, carries the Soo Line Railroad line over St. Anthony Parkway (also Municipal Route 2276) in north Minneapolis. The bridge serves as the approach span for the multi-span railroad bridge over the Mississippi River. It is located within the St. Anthony Parkway, a vehicular boulevard and a regional recreational trail that is part of the Grand Rounds. The parkway drive consists of a two-lane road that extends under the bridge. A pedestrian trail winds under the bridge to the west between the parkway and the Mississippi River.

Bridge 5584 is a two-span, skewed bridge comprised of a steel plate through girder main span and a concrete slab approach slab. A concrete slab approach span is located to the east of the plate girder span and features a recessed panel on both elevations. An original decorative metal railing is atop the approach slab. The bridge has an overall structure length of 81 feet, with the main span measuring 67 feet and the approach slab 19 feet. The bridge deck is 20 feet wide and carries one set of railroad tracks. Metal panels with painted lettering attached to the plate girder on each elevation read “Soo Line.”

The bridge is supported by a built-up steel pier on the west and a four-legged reinforced-concrete pier to the east. The steel pier to the west is comprised of vertical steel I-beams supported by diagonal channel sections with riveted x-lacing and square gusset plates. The pier is independent of the adjacent railroad bridge’s substructure; the railroad bridge’s bearings and inclined end posts are not attached to Bridge 5584. Only the wood decking and railroad ties connect the two structures. The concrete pier to the east features a wide cap, arched openings, and square footings. The bridge’s abutment is made of reinforced concrete with sloped reinforced-concrete wingwalls. Decorative panels have been incised in the wingwall and abutment. Areas of the abutment, wingwalls, and pier have been painted to cover graffiti. There are two bridge plaques
attached to the north and south wing walls of the abutment. The southern bridge plaque reads “Federal Aid Project No. 593-A Minnesota 1936” and the northern bridge plaque reads “Minnesota Highway Dept. Bridge No. 5584 1936.”

For purpose of this evaluation the adjacent railroad bridge is treated as a separate structure as the two bridges are not connected. As such, it is not included within this evaluation.

EVALUATION AND ANALYSIS

Historical Context
Historic Iron and Steel Bridges in Minnesota, 1873-1945; Federal Relief Construction in Minnesota, 1933-1941

Historical Narrative
Bridge 5584 is a physically separated approach span to the c.1880s railroad bridge over the Mississippi. The railroad bridge is comprised of a plate girder main span and a series of Warren with vertical deck trusses. The main span appears to be a replacement span. The railroad bridge has not been evaluated for the National Register of Historic Places (National Register). The following historical narrative was taken from the previous determination of eligibility for Bridge 5584, prepared by Jeff Hess in 1996 as part of the Minnesota Historic Bridge Inventory, a statewide bridge survey conducted in the 1990s.

According to Theodore Wirth's history of the Minneapolis park system, the first grade separation at this site was constructed between 1920-1924 as part of the original improvement of the scenic parkway known as St. Anthony Boulevard. Wirth noted that none of the grade separations built as part of that project were “of a design worthy to be called a park bridge, but they were the best that could be procured from the railway companies.” In 1936 the Minnesota Highway Department rebuilt the grade separation with federal funds, designating the new underpass structure as Bridge No. 5584. The design work probably was assigned to the railroad, as was customary on federally funded grade-separation projects in Minnesota during 1935-1936. The sole (and successful) bidder for the construction contract was J.P. Haley Construction of SL Paul, which received $25,538.

Bridge 5584 crosses over St. Anthony Parkway, which is located within the Grand Rounds. The Minneapolis Board of Park Commissioners (Park Board) was established in 1883 and hired Horace Cleveland to plan and design the city's park system, a portion of which became known as the Grand Rounds. Cleveland was a landscape architect and an advocate for developing public open space who lived in Minneapolis for over a decade in the latter half of the 1800s. The Grand Rounds is a series of seven segments of interconnected parks and parkways that encircle the city and connect lakes, river, creeks, and other natural features. Following the development of significant parks in the late nineteenth century, including Columbia, Glenwood (Theodore Wirth), and Webber Parks, the Park Board looked to the development of parkways to link the parks together. In order to connect key parks located in north and northeast Minneapolis, the Park Board acquired the land for what would become St. Anthony Parkway beginning in 1912. The parkway, which would ultimately develop as a winding and landscaped boulevard, connected Webber Park east over the river to Columbia Park and southeast to Stinson Boulevard. According to park historian David Smith, with the acquisition of St. Anthony Parkway the “board came as close as it ever would to completing the ‘Grand Rounds.’” In 2012 the Grand Rounds was determined eligible for the National Register, in which St. Anthony Parkway is considered a contributing element.
MINNESOTA ARCHITECTURE - HISTORY INVENTORY FORM

Project: Historic Bridge Study - Phase III
Minneapolis, Hennepin County, Minnesota

Significance
Bridge 5584 was reevaluated for significance under the “Federal Relief Construction in Minnesota, 1933-1941” Multiple Property Document Form (Federal Relief Construction MPDF) for Criterion A for its association with federal-relief funding. At the time of the initial evaluation the Federal Relief Construction MPDF was not yet prepared. The Federal Relief Construction MPDF identifies Transportation Systems as a property type. The property type is further divided into the following “structural types”: highway, street, and sidewalk projects and airport facility projects. While bridges are not specifically mentioned as a structural type, bridges were often constructed as part of highway or street projects and, for the purpose of this evaluation, they are reviewed as part of the highway, street, and sidewalk project structural type. According to the registration requirements, the Transportation System is eligible under Criterion A if it provides an important change in the existing transportation pattern such as a newly developed farm-to-market road, a highway incorporating the principles of landscape design into the construction process, or it accessed the resort areas of the state or a new airport. Research did not reveal that Bridge 5584 was constructed as part of a larger highway or street development program, improved the state or city’s existing transportation pattern, or accessed the state’s resort areas or a new airport. Additionally, no evidence suggests that the bridge was constructed by a particular New Deal agency. While the bridge was funded using federal funds during the Great Depression, the funds may have been provided as part of traditional federal funding methods to state highway departments beginning as early as 1916. As such, Bridge 5584 is not significant under Criterion A as part of the Federal Relief Construction MPDF.

Bridge 5584 was previously determined not eligible under Criteria A, B, or C in the area of Engineering within the Multiple Property Documentation Form of "Historic Iron and Steel Bridges in Minnesota, 1873-1945" (Iron and Steel Bridges MPDF). The bridge does not meet any of the Registration Requirements presented within the MPDF. As noted by Hess in the 1996 inventory form, “Of conventional engineering and utilitarian design, the new plate-girder span also was aesthetically unsuitable for a scenic parkway. Bridge No. 5584 is not eligible for the National Register under Criteria A, B, and C.”

Bridge 5584 was previously determined a contributing resource to the eligible Grand Rounds Historic District. The Grand Rounds Historic District is significant under Criterion A in the area of Community Planning and Development, and under Criterion C in the area of Landscape Architecture. The period of significance for the district is 1884-1942. Bridge 5584 is located within the boundaries of the Northeast Segment of the Grand Rounds, which includes the St. Anthony Parkway. Bridge 5584, constructed within the period of significance of the Grand Rounds, is one of two contributing bridges within St. Anthony Parkway, and one of multiple contributing bridges within the Northeast Segment of the Grand Rounds.

The bridge has a period of significance of 1936, which corresponds to the year it was built.

Integrity
Bridge L8882 retains excellent historic integrity. The bridge remains in its original location and continues to carry railroad traffic over St. Anthony Parkway in northeast Minneapolis, Minnesota. Therefore, it retains integrity of location, setting, association, and feeling. Additionally, the bridge appears to be unaltered from its 1936 design and retains integrity of workmanship, design, and materials. Bridge 5584 retains historic integrity to convey its significance as a contributing resource to the Grand Rounds Historic District under Criterion A. In accordance with the National Register Bulletin How to Apply the National Register Criteria for Evaluation regarding historic districts, the bridge maintains the interrelationship with other resources in the historic district to convey a visual sense of the overall historic environment. As such, Bridge 5584 continues to convey its significance as a contributing resource with in the Grand Rounds Historic District.
Recommendation

Bridge 5584 was previously determined not individually eligible under Criteria A, B, or C within the Iron and Steel Bridges MPDF as it does not meet any of the defined registration requirements. Additionally, research did not reveal any significance under the Federal Relief Construction MPDF. While Bridge 5584 is recommended not individually eligible for the National Register it is a contributing resource to the determined-eligible Grand Rounds Historic District. The period of significance is 1936, which corresponds with the year the bridge was built.

Sources

Bridge L5584 File, Minnesota Department of Transportation, St. Paul, Minnesota.


———. “Iron and Steel Bridges in Minnesota, 1873-1945.” Statewide, Minnesota.


Consultant’s Recommendation of Eligibility

Not Eligible – Individual; Contributing to Eligible Historic District

Prepared By

Mead & Hunt, Inc.

Date Surveyed

12/22/15
MINNESOTA ARCHITECTURE - HISTORY INVENTORY FORM

Project: Historic Bridge Study - Phase III
Minneapolis, Hennepin County, Minnesota

Property Photograph

View facing southeast

Property Photograph

View facing north

HE-MPC-7852
Project: Historic Bridge Study - Phase III
Minneapolis, Hennepin County, Minnesota

Property Photograph

View facing north

Property Photograph

View facing west
Property Photograph

View facing south
Property Photograph

View facing northeast

Property Photograph

View facing southeast
Bridge 5584 – CP RAIL OVER ST. ANTHONY PKWY (MUNI 2276)

PROJECT LOCATION
HENNEPIN COUNTY
SEC. 03, (SE 1/4 of NW 1/4) TO 029NN, R 24W
USGS QUAD NAME: MINNEAPOLIS NORTH
UTM ZONE: 15 NAD: 83
EASTING: 477957 m.
NORTHING: 4986235 m.