

# MINNESOTA HISTORIC BRIDGE INVENTORY

Bridge No : 092324

County Name : Hennepin

City/Township : Minneapolis

Township : 028 Range : 24W Section : 17 SE-SW-SE

UTM Coordinates : 15:475132:4972445

475170 4972310

USGS Quadrangle : Minneapolis South

Inventory Number : HE-MPC-9004

National Register Eligible : Yes

Criteria : C

Context : Reinforced-Concrete Highway Bridges in Minnesota

Period of Significance : 1926-1947

Retains Integrity : Yes

## Structural Data

Main Span Type : 106

number main spans : 01

number appr spans :

structure length : 32.00

deck width : 49.00

Superstructure : single-span concrete deck girder with stone-faced, arched, concrete curtain walls

Substructure : stone-faced concrete abutments

Floor/Decking : bituminous-covered concrete deck

Other Features : stone railings

## Historical Data

Year built : 1926

Contractor/Builder :

Designer : Minneapolis City Engineers Office

### Statement of significance :

Located on municipal park land in a residential district of southwest Minneapolis, Bridge 92324 carries Upton Avenue South over Minnehaha Creek. The crossing is a 26-foot, concrete, deck-girder span with a 48-foot deck that accommodates a 32-foot roadway with two sidewalks bordered by solid-parapet stone railings. Arched concrete curtain walls, covered in stone veneer, give the structure the appearance of a stone-arch bridge. The masonry is roughly coursed rubble limestone. The parapet walls extend above the roadway to form stone railings. The railings are finished with a flat coping course that mirrors a stringcourse about two feet below. Battered stone pilasters mark the ends of the railing and the arch opening. The pilasters and stringcourse give the bridge a mild Classical Revival Style flavor. Original plans for the bridge are on file with the Minneapolis Department of Public Works. These drawings indicate that the crossing still embodies its original design and retains its historical integrity.

In March 1930, the Minneapolis City Council authorized the sale of municipal bonds to finance the construction of a bridge over Minnehaha Creek on Upton Avenue. The estimated cost was \$25,000. The structure was completed in 1931, and was subsequently designated by the Minnesota Highway Department as Bridge No. 92324. The city engineering staff, under Minneapolis Park Board direction, designed Bridge No. 92324 as a concrete, deck-girder structure with ornamental, arched, concrete curtain walls covered in limestone veneer. In 1927, the park board had expressed its preference for stone-arch, rather than unveneered concrete-arch, treatment: "No matter how neat and pleasing in design a concrete structure of any kind may appear, it will always be minus the feeling of warmth, aspect of age, and kinship to nature that is inherent in stone masonry properly applied in its own artistic way." Bridge No. 92324 was one of several ornamental, stone-faced concrete bridges erected by the Minneapolis Park Board between the mid-1920s and World War II.

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Bridge No. 92324 is eligible for the National Register for its architectural design under Criterion C, within the historic context of "Reinforced-Concrete Highway Bridges in Minnesota, 1900-1945." The Multiple Property Documentation Form associated with this context states, in Registration Criterion 5, that a concrete highway bridge may be eligible under Criterion C if it displays notable aesthetics. With its well articulated masonry, Bridge No. 92324 fulfills this criterion.

### References :

Minnesota Department of Transportation Bridge Database; Bridge No. 92324 File, in Minnesota Department of Transportation, Waters Edge Building, St. Paul; Bridge No. 92324 File, in Minneapolis Department of Public Works, Centennial Lakes Building, Minneapolis; Minneapolis Board of Park Commissioners, *Forty-Fifth Annual Report, 1927*, 24-23; Minneapolis City Council, Proceedings, 7 March 1930; Robert M. Frame, "Reinforced-Concrete Highway Bridges in Minnesota," National Register of Historic Places Multiple Property Documentation Form, Sec. F, 8, in SHPO; field inspection by Chad Perkins, 8 October 1996.

**Form Prepared By :** Jeffrey A. Hess