

MINNESOTA HISTORIC BRIDGE INVENTORY

Bridge No : 005380

County Name : Chippewa

City/Township : Kragero Township

Township : 119 Range : 42W Section : 19

UTM Coordinates : 15:265264:4998019

265570 4997960

USGS Quadrangle : Milan

SW-NW-SW
82008E

Inventory Number : CP-KRA-009

National Register Eligible : Maybe (District)

Criteria :

Context :

Period of Significance :

Retains Integrity : No (Criterion C, area of Transportation)

Structural Data

Main Span Type : 303

number main spans : 01

number appr spans : 02

structure length : 220.50

deck width : 28.50

Superstructure : single-span, steel, rigid-connected, 8-panel, Parker through truss

Substructure : concrete U-abutments with surrounding area paved with flagstones

Floor/Decking : bituminous-covered concrete deck carried by 11 rolled I-beam stringers riveted to floor beams

Other Features : upper chord: 2 channels with cover plate and X-lacing; lower chord: 4 angles with battens; verticals: single I-beams; diagonals: single I-beams; floor beams: rolled I-beams riveted to superstructure; portal bracing: boxed configuration consisting of channel, cover plate, angles, and X-lacing; overhead sway bracing: 2 angles with V-lacing in top strut, 2 angles in bottom strut, sway frames of single angles in 3-X configuration; top-lateral bracing: crossed members consisting of 2 angles with V-lacing; intermediate horizontal bracing: 2 angles with battens; bottom-lateral bracing: crossed single angles; railings: metal open balustrade with concrete posts; concrete sidewalks supported by metal brackets on both sides of roadway; bridge plates: on northeast railing endpost ("Federal Aid Project No 11-A Minnesota 1938"), on southwest railing endpost ("Minnesota Highway Dept Bridge No. 5380 1938")

Historical Data

Year built : 1938

Contractor/Builder : Theodore Jensen Company, St. Cloud, Minnesota

Designer : Minnesota State Highway Department

Statement of significance :

Located about three miles southwest of Milan in northwestern Chippewa County, Bridge No. 5380 carries MNTH 40 across a widening of the Minnesota River known as Lac Qui Parle Lake. In its present condition, the lake is the artifact of a water conservation and flood control project initiated in the mid-1930s by the WPA, under the sponsorship of the Minnesota Department of Conservation. The project created a 40-mile-long reservoir on the Minnesota River by building three dams, control works, and a diversion channel. The undertaking also required the construction of new roads and bridges, including Bridge No. 5380 on Trunk Highway 40. The Minnesota Highway Department prepared plans for this crossing in the fall of 1937, using a standard Parker through truss design adapted to a 160-foot span. The design featured the use of I-beams in the truss web, a type of detailing that came into vogue in the 1930s. The highway department acknowledged the bridge's location on a recreational lake by including sidewalks in the design. As the project engineer explained: "The situs of the present bridge is the best fishing spot on the Lake and for this reason I have recommended a sidewalk As this Lake draws many tourists all summer I

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believe [sic] the side walk is a necessity." On a low-bid basis of \$58,979, Theodore Jensen Company of St. Cloud, Minnesota, secured the construction contract for the bridge in September 1937, and completed the project the following year. Jensen subcontracted for the bridge's structural steel with the Minneapolis Moline Company. A.F. Wagner Iron Works of Milwaukee supplied the ornamental metal railing. Bridge No. 5830 appears to have remained in its original condition until 1967, when the state raised and reconfigured its portal bracing, replacing the original "6-X" configuration of angle-section cross bracing with a sleek, boxed member consisting of a channel section, web plate, and laced angle sections. This alteration significantly altered the bridge's appearance and compromised its historical integrity under Criterion C in the area of Transportation. The bridge, however, retains sufficient integrity to be eligible as part of a historic district under Criterion A. As the Minnesota SHPO has noted, the constituent features of the Lac Qui Parle Project might be eligible as a National Register Historic District for their historical significance in terms of flood control, water conservation, and federal work relief programs. However, the necessary evaluation of such a historic district has not been undertaken, and it is outside the scope of a historic bridge inventory to do so.

References :

Minnesota Department of Transportation Bridge Database; Bridge No. 5380 Storage File, in Minnesota Department of Transportation District, St. Paul, Minnesota; Bridge No. 5380 File (construction correspondence) in Minnesota Department of Transportation, Waters Edge Building, St. Paul; Minnesota Department of Transportation District 8 Office (plans), in Willmar, Minnesota; Work Progress Administration, *Accomplishments Minnesota, 1935-1939* (n.d.), n.p.; "Proposed Federal Lake Project Will Create Body of Water 40 Miles Long," *Appleton Press*, 3 November 1933; Susan Roth, National Register Historian, SHPO to Robert J. Whiting, Chief, Environmental Resources Section Planning Branch, St. Paul District Corps of Engineers, 8 September 1994, in Lac Qui Parle Dam File, Site Inventory Files, SHPO, Minnesota Historical Society, St. Paul; field inspection by Jeffrey A. Hess, 24 July 1996.

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References :

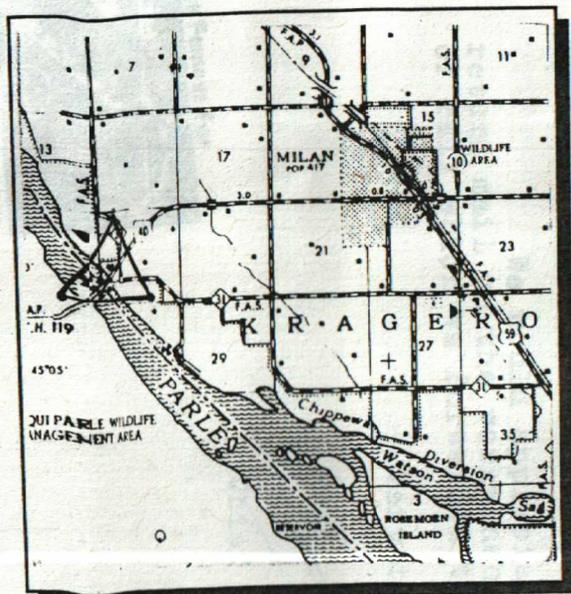
Minnesota Department of Transportation Bridge Database; Bridge No. 5380 Storage File, in Minnesota Department of Transportation District, St. Paul, Minnesota; Bridge No. 5380 File (construction correspondence) in Minnesota Department of Transportation, Waters Edge Building, St. Paul; Minnesota Department of Transportation District 8 Office (plans), in Willmar, Minnesota; Work Progress Administration, *Accomplishments Minnesota, 1935-1939* (n.d.), n.p.; "Proposed Federal Lake Project Will Create Body of Water 40 Miles Long," *Appleton Press*, 3 November 1933; Susan Roth, National Register Historian, SHPO to Robert J. Whiting, Chief, Environmental Resources Section Planning Branch, St. Paul District Corps of Engineers, 8 September 1994, in Lac Qui Parle Dam File, Site Inventory Files, SHPO, Minnesota Historical Society, St. Paul; field inspection by Jeffrey A. Hess, 24 July 1996.

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Bridge No: 005380

Photo Number: 013046



Source: *Minnesota County Maps* (Rockford, IL: Rockford Map Publishers, 1984).



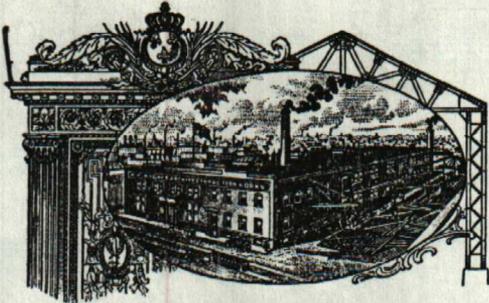
SAMPLE LETTERHEAD

5380

A. F. WAGNER, PRES. AND TREAS.

A. A. WAGNER, VICE-PRES. AND GEN. MGR.

A. A. DREIS, SEC'Y



TELEPHONE MARQUETTE 1055

A. F. WAGNER IRON WORKS

CONSULTING AND CONTRACTING ENGINEERS

MANUFACTURERS OF

**ORNAMENTAL, ARCHITECTURAL
AND STRUCTURAL IRON WORK**

OFFICE AND WORKS: 1483 TO 1491 NORTH WATER STREET

MILWAUKEE, WIS.

May 5, 1938

ALL AGREEMENTS CONTINGENT UPON STRIKES, ACCIDENTS, INABILITY TO SECURE MATERIALS AND OTHER CAUSES BEYOND OUR CONTROL
ALL QUOTATIONS, UNLESS OTHERWISE STATED, ARE F. O. B. OUR FACTORY AND SUBJECT TO CHANGE WITHOUT NOTICE.

Order No. 5681 A

State of Minnesota
Department of Highways
1346 University Avenue
St. Paul, Minn.

Re: Bridge No. 5380
Milan, Minn.



Attention of Mr. Albert Larkin

Gentlemen:

We acknowledge your letter of May 4, 1938. We are proceeding with fabrication on the above job, and would appreciate having your inspector at our plant Monday, May 16, 1938.

We expect to complete the job and be ready for shipment by May 20, 1938.

We note that you have given us permission to complete about 50% of the work.

We would appreciate your comments by return mail on the workmanship of the sample section of rail which we forwarded to your office.

Very truly yours,

A. F. WAGNER IRON WORKS

Chief Draftsman

J. A. ...

delivered to ...

Milwaukee Famous For



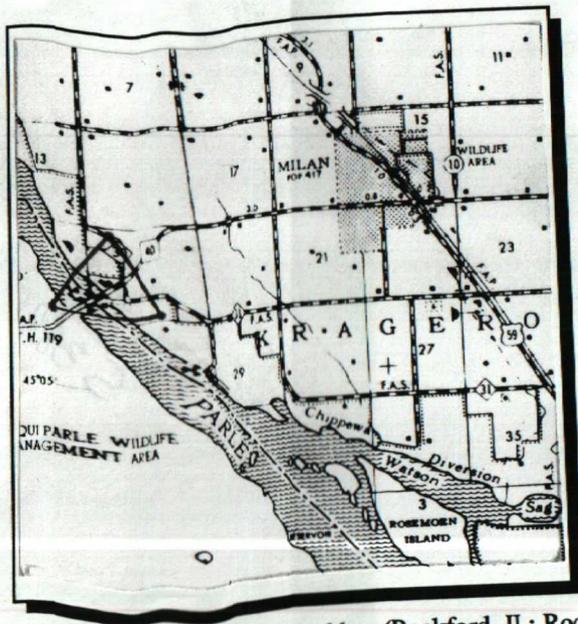
FLOUR AND STONE CRUSHING MACHINERY

#5380

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