

**United States Department of the Interior  
Heritage Conservation and Recreation Service**

**National Register of Historic Places  
Inventory—Nomination Form**

For HCRS use only

received

date entered

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

**1. Name**

historic Broadway Bridge

and/or common Broadway Bridge

**2. Location**

street & number Broadway, Crossing the Mississippi River N/A not for publication

city, town Minneapolis N/A vicinity of congressional district Fifth

state Minnesota code 22 county Hennepin code 053

**3. Classification**

<b>Category</b>	<b>Ownership</b>	<b>Status</b>	<b>Present Use</b>
<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 checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	N/A <u>in process</u>	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
		<input type="checkbox"/> no	<input checked="" type="checkbox"/> transportation
			<input type="checkbox"/> other:

**4. Owner of Property**

name Hennepin County Department of Transportation

street & number Suite 490, Metro Square Building

city, town St. Paul N/A vicinity of state Minnesota

**5. Location of Legal Description**

courthouse, registry of deeds, etc. Hennepin County Government Center

street & number 300 South 6th Street

city, town Minneapolis state Minnesota

**6. Representation in Existing Surveys**

title DOT/FHWA/E. Dean Carlson has this property been determined eligible?  yes  no

date March 24, 1980  federal  state  county  local

depository for survey records Minnesota Historical Society - 240 Summit Avenue - Hill House

city, town St. Paul state Minnesota

## 7. Description

<b>Condition</b>		<b>Check one</b>	<b>Check one</b>
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date <u>N/A</u>
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed		

### Describe the present and original (if known) physical appearance

The Broadway Bridge is located approximately one-half mile northwest of downtown Minneapolis. Originally the bridge connected Thirteenth Avenue Northeast with Twentieth Avenue North. Thirteenth Avenue Northeast was later terminated and Broadway was extended easterly. The bridge consists of four wrought iron "Pratt" truss spans, each two hundred feet long. Three piers of Mankato limestone rest on pilings. The total length of the bridge was listed as 805 feet in 1888. Actual cost of the project was \$109,110.03. The original bridge deck was cedar blocks over Douglas fir planks resting on a system of stringers and floor beams. The sidewalks were pine planking. The sway bracing is a diagonally braced frame fabricated from small angle shapes. The longitudinal bracing, midway between the trusses, uses the same pattern. The sidewalk railing repeats the pattern of the overhead bracing. Portal plaques centered over the roadway at each end of the bridge still remain. The read:

1887  
Built By  
King Iron Bridge Company  
Cleveland, Ohio  
Andrew Rinker, City Engineer

Two known major changes have been made to the bridge since its original construction. (See sketches 1 through 5). The first, in 1914, involved strengthening the floor beams by adding cover plates and installing additional stringers under street car tracks. The street cars using the bridge were special design, lighter weight cars necessitated by the bridges load capacity.

The second major change occurred in 1950-1951, and was the most visually significant. The trusses were raised to permit navigation clearances under the bridge. The west abutment remained at the original elevation, and the trusses were inclined at a 3.2 percent grade. This grade forced the removal of street cars from the bridge. The raised bridge was supported by a beam on the west pier and transverse trusses on the two other piers. The beam/trusses rested on the original piers and on new supplementary piers located at both ends of the original piers. Other modifications included adding additional stringers under the outer portions of the roadway and replacing the original type of deck with an open grate steel deck which reduced the bridge dead load.

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## 8. Significance

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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/ humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input checked="" type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

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**Specific dates**      1887                      **Builder/Architect** King Iron Bridge and Manufacturing Co.

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**Statement of Significance (in one paragraph)**

Serving as a corridor over the Mississippi River, the Broadway Bridge has been an integral part of the development of north and northeast Minneapolis. The bridge remains a representative example of "Pratt" construction, a type of bridge commonly built during the late 19th and early 20th centuries. Constructed in 1887, by the King Iron Bridge and Manufacturing Company, the Broadway Bridge is one of two surviving bridges of its era, and the most decorative of any Minneapolis bridge spanning the Mississippi River. The Broadway Bridge is significant for the survival integrity of its distinctive ornamental design and for its long and important role in its service to the community.

## 9. Major Bibliographical References

Report prepared for Determination of Eligibility. Compiled by Jerry Murphy of VanDoren - Hazard - Stallings, 1980.

## 10. Geographical Data

Acreeage of nominated property Approximately 2 acres

Quadrangle name Minneapolis South

Quadrangle scale 7.5

### UMT References

A	<u>1</u> <u>5</u>	<u>4</u> <u>7</u> <u>8</u> <u>6</u> <u>6</u> <u>0</u>	<u>4</u> <u>9</u> <u>8</u> <u>2</u> <u>3</u> <u>2</u> <u>0</u>	B			
	Zone	Easting	Northing		Zone	Easting	Northing
C				D			
E				F			
G				H			

### Verbal boundary description and justification

The site consists of the four wrought iron trusses and the supporting piers, together with bridge approach areas totaling 100 feet wide by 50 feet long on the west and 80 feet wide by 50 feet long on the east.

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

state	<u>N/A</u>	code	<u>N/A</u>	county	<u>N/A</u>	code	<u>N/A</u>
state	<u>N/A</u>	code	<u>N/A</u>	county	<u>N/A</u>	code	<u>N/A</u>

## 11. Form Prepared By

name/title Camille Kudzia  
organization City of Minneapolis  
Heritage Preservation Commission date July, 1981  
street & number 210 City Hall telephone 612-348-6655  
city or town Minneapolis state Minnesota

## 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 Heritage Conservation and Recreation Service.

### State Historic Preservation Officer signature

Russell W. Fridley

title State Historic Preservation Officer

date

For HCRS use only

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

date

Keeper of the National Register

Attest:

date

Chief of Registration