

GREEN = Eligible

MINNESOTA HISTORIC BRIDGE INVENTORY SEE CEF FOLDER

Bridge No : 092322

County Name : Hennepin

City/Township : Minneapolis

Township : 028 Range : 24W Section : 14

UTM Coordinates : 15:479740:4973170

USGS Quadrangle : Minneapolis South

Inventory Number : HE-MPC-5045

National Register Eligible : Yes

Criteria : C

Context : Reinforced-Concrete Highway Bridges in Minnesota

Period of Significance : 1930-1947

Retains Integrity : Yes

Structural Data

Main Span Type : 106

number main spans : 01

number appr spans :

structure length : 33.00

deck width : 52.00

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

Substructure : stone-faced concrete abutments

Floor/Decking : bituminous-covered concrete deck

Other Features : open balustrade stone railings

Historical Data

Year built : 1930

Contractor/Builder :

Designer :

Statement of significance :

Bridge No. 92322 has been declared eligible by SHPO for its architectural design under Criterion C, as the result of an earlier cultural-resources survey.

References :

SHPO Review and Compliance File No. 94-0681; field inspection by Chad Perkins, 8 October 1996.

Form Prepared By : Jeffrey A. Hess

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MINNESOTA ARCHITECTURE-HISTORY INVENTORY FORM
Minneapolis-Saint Paul Airport Dual-Track Survey

Property name: Twelfth Avenue Bridge

SHPO number: HE-MR-5045

Address: 12th Avenue South over Minnehaha Creek

Review/Compliance Number: 94-0681

City/Township: Minneapolis

County: Hennepin

Property Identification Number (PIN): (city bridge number 7507;
state number 92322)

Architect: F. T. Paul (Minneapolis
bridge engineer)

Township: 28 Range: 24W Section: 14

Style: Concrete deck girder

U.S.G.S. Quad: Minneapolis South, Minn., 7.5

Date constructed: 1930

U.T.M.: 15:479699:4973070

Date surveyed: 27 June 1994

Description: This false-arch bridge, which carries the two lanes of 12th Avenue South over Minnehaha Creek, is comprised of one 30-foot-long span. The roadway is flanked by sidewalks. Concrete abutments carry concrete deck girders across the channel. Wing walls are constructed from stone and concrete. The bridge is faced with a rough-cut limestone veneer. The false arch displays irregular voussoirs, and is flanked by stone buttresses. Concrete coping tops the stone-wall railings. Each railing is pierced by four sets of asymmetrical block openings. At each end of the concrete deck, small arched openings in the railings serve as drains.

Minnehaha Creek was altered slightly before erection of the Twelfth Avenue Bridge. The change forced the creek to flow under the bridge at a right angle, minimizing the necessary width of the bridge's span.

Historic Context: Reinforced-Concrete Highway Bridges in Minnesota, 1900-1945

Significance: The bridge was designed for highway and pedestrian use. A 1930 drawing for a bridge at this location shows a concrete structure of similar dimensions, but of different design. The style depicted was employed on nearby Bloomington Avenue but not, despite the plans, at the 12th Avenue location. The reasons for alterations to the structure's design and finish are unclear.

One of the National Register registration requirements for reinforced-concrete highway bridges in Minnesota under Criterion C covers bridges "designed with outstanding architectural style or ornamentation." This requirement specifically discusses stone veneer bridges, noting that "usually these are arch bridges, but a rare type is a girder bridge designed to resemble an arch bridge" (A). Given the rarity of this type, and the excellent state of preservation of the Twelfth Avenue Bridge, it appears to be eligible for the National Register.

National Register status: Eligible for the National Register under Criterion C.

Note:

(A) Robert M. Frame, "Reinforced-Concrete Highway Bridges In Minnesota," National Register of Historic Places Multiple Property Document Form, 1988, F-8.

Other Sources:

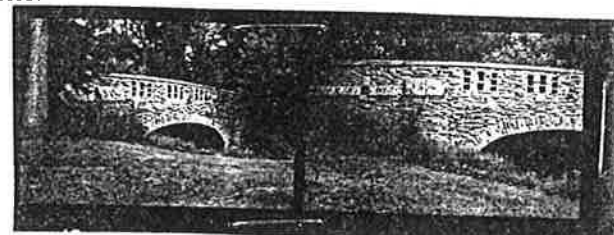
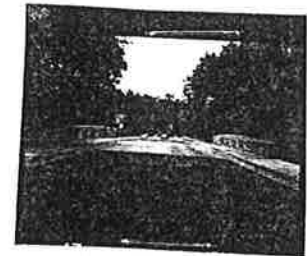
Files in the Bridge Data Section, Public Works Office, Minneapolis, Minnesota.

Bridge No. 92322 file, State Historic Preservation Office, Saint Paul, Minnesota.

Bridge Database, Minnesota Department of Transportation, Roseville, Minnesota.

Surveyed by: Charlene K. Roise / Hess Roise

Form prepared by: Shawn P. Rounds and Cynthia de Miranda / Hess Roise



MINNESOTA HISTORIC BRIDGE SURVEY-LIST WORKSHEET

GREEN = eligible

C = concrete * 5 (1990)

Bridge No.: 92322 Type: 106 County: HENNEPIN

NR CRITERION "A," associated with events in (transportation, other) history: trunk highway, early, later, belt/parkway, blazed trail, interstate, historic/significant crossing, in historic district, federal relief program, RR grade-separation program

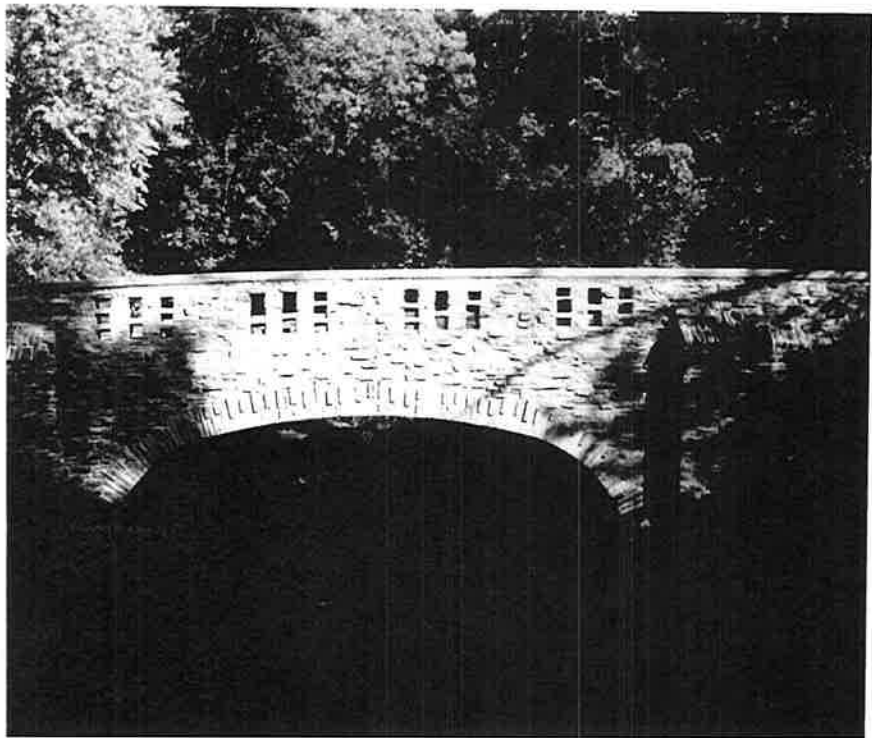
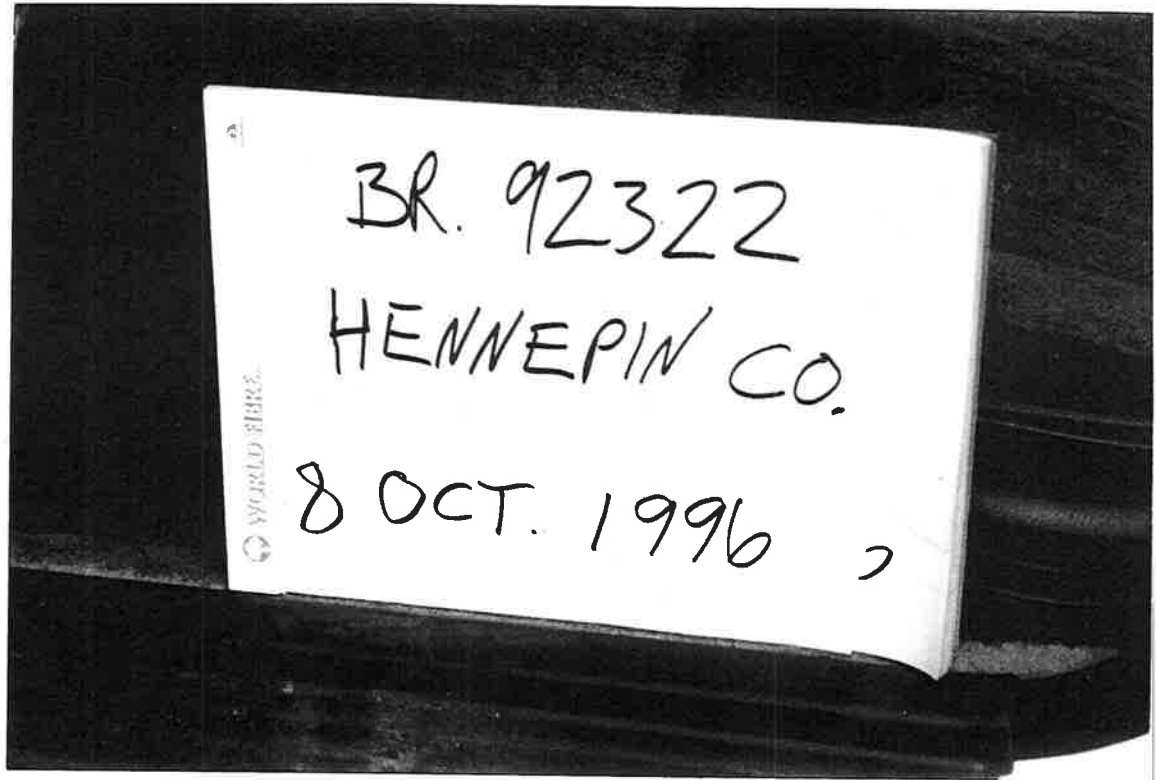
NR CRITERION "B," associated with life of person(s) significant in the past: no ?? yes:

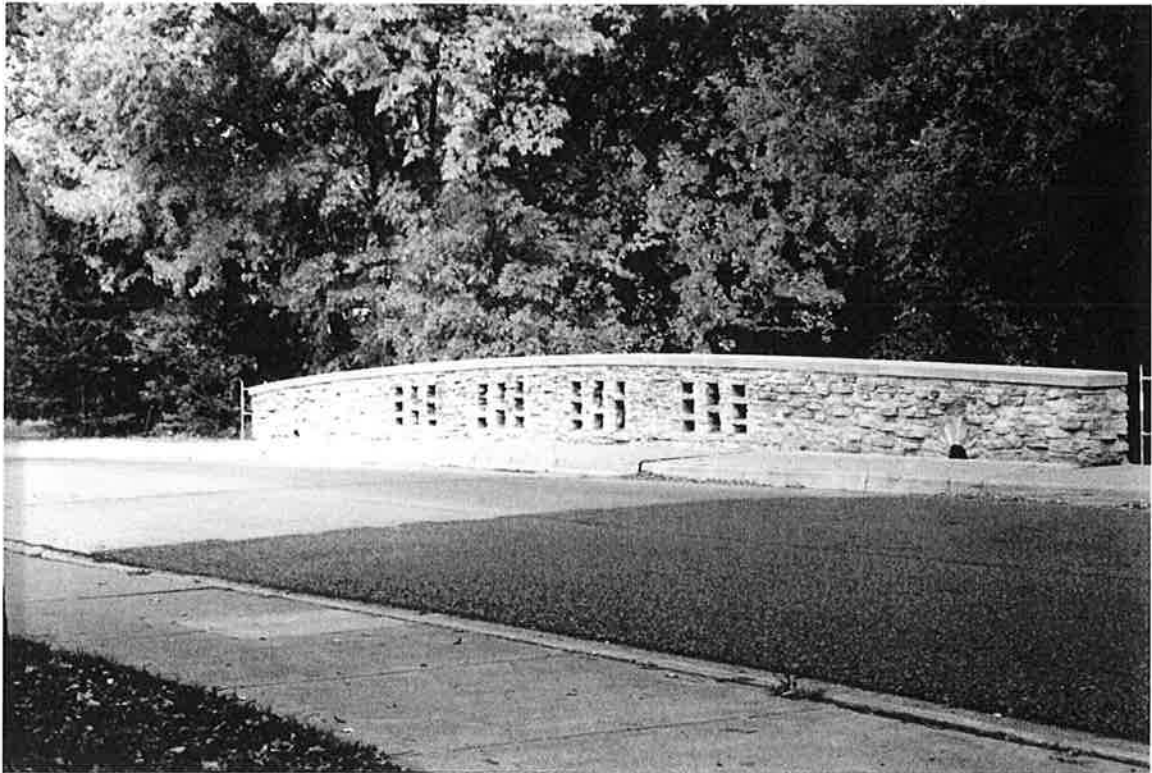
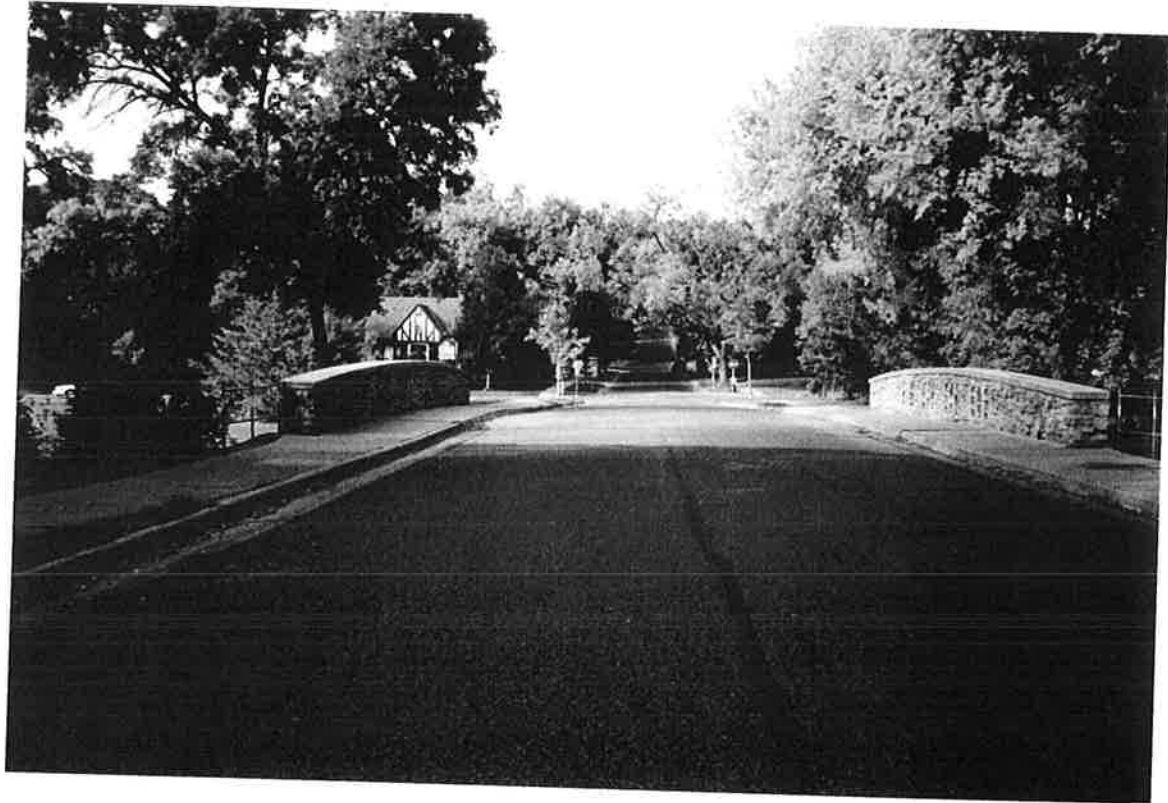
NR CRITERION "C," engineering, architecture, aesthetics: computer-generated "C" list: original list added FALSE ARCH; STONE VENEER, notable engineering: design/type: representative / unusual / unique / RR-related, standard plan: documented / looks like / ??, size: # spans / span-length / structure-length / width, notable architecture, ornamentation, other aesthetic features: none, style: neoclassical/WPA/moderne/rustic, detail: railing/lighting/pier/abutment, material: stone/RC/metal/wood, function: rural/urban/gateway/park/beltway/RR, when built bridge was: first / early / common / rare / later / last, now bridge is: only / rare / common / ?? in, notable: engineer / builder / fabricator / architect, meets a registration requirement established for its type: #5 OUTSTANDING ARCHITECTURAL DETAIL

DOCUMENTATION, overall: good some unconfirmed/unreliable nothing, maintenance card Record Center file plans historic photos Improvement Bull., known: year-built engineer builder fabricator architect

DESIGN INTEGRITY, overall: no serious problems questionable marginal none, altered/damaged/removed/replaced: railings abutments/piers lighting approach, widened: yes ?? moved: yes ??

SURVEY: YES NO CONSIDER ??, YES NO CONSIDER ??





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