

# MINNESOTA HISTORIC BRIDGE INVENTORY

Bridge No : L07075

County Name : Todd

City/Township : Hartford Township

Township : 130 Range : 33W Section : 23 SW-SW-SW

UTM Coordinates : 15:359713:5101016

USGS Quadrangle : Browerville

359780; 5100880

Inventory Number : TO-HAR-009

National Register Eligible : Yes

Criteria : C

Context : Historic Iron and Steel Bridges in Minnesota

Period of Significance : 1940-1947

Retains Integrity : Yes

## Structural Data

Main Span Type :	312	Superstructure :	3-span, multi-plate arch with stone-faced concrete headwalls
number main spans :	03	Substructure :	concrete abutments with flared, stone-faced wingwalls
number appr spans :		Floor/Decking :	multi-plate arch carrying earth fill
structure length :	55.10	Other Features :	stone-faced parapet railing
deck width :	28.00		

## Historical Data

Year built : 1940

Contractor/Builder : WPA

Designer : Todd County Highway Department

### Statement of significance :

Located in rural central Todd County, about two miles east and south of Browerville, Bridge No. L07075 stands on an unpaved township-owned road spanning Turtle Creek on an east-west alignment. The bridge consists of three 15-foot multi-plate arches with a 24-foot roadway. The structure's headwalls, parapets, piers, and abutments (with flared wingwalls) are all stone-faced concrete. The masonry is split, granite, fieldstone rubblework, except for certain architectural accents that employ squared fieldstone in a raised course. The more polished stonework appears in pilasters that frame the arch openings, in the arch ringstones (further ornamented with elongated keystones), in a stringcourse, and in the parapet coping. These ornamental elements place the bridge in the Classical Revival Style. Bridge No. L07075 has not experienced any significant alterations, and retains its historical integrity.

According to a Todd County resident who served on WPA construction crews in the area, Bridge No. L07075 was a WPA work-relief project. The Minnesota Department of Transportation assigns the structure a construction date of 1940. Presumably the bridge was designed by the Todd County Highway Department, which is known to have prepared the plans for a similar stone-faced, multi-plate arch (Bridge No. L07069) erected by the WPA in Todd County in 1940. Introduced by the Armco Culvert Manufacturers Association in 1931, multi-plate was a galvanized, corrugated-iron product fabricated in curved segments to facilitate shipping in "nested" position. For bridge construction, the segments were bolted together in the field to form an arch, which was typically anchored by concrete headwalls and abutments. Frequently, the concrete work was ornamented with stone facing in order to simulate a stone-arch bridge. Such construction found ready acceptance with work-relief planners of the 1930s, for the stone-faced, multi-plate arch bridge was highly

*no date of construction was given by interviewees or is indicated in Todd County Historical Society WPA Projects files*

Hess, Roise and Company, Minneapolis, Minnesota

*compare two bridges  
on same road?  
crosses same creek?*

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compatible with the New Deal's agenda of promoting highway beautification, local craft skills, and labor-intensive public works projects.

Noteworthy for its well-crafted masonry and Classical Revival detailing, Bridge No. L07075 is an excellent example of a New Deal multi-plate arch. It is eligible for the National Register for its design and workmanship under Criterion C, within the historic context of "Iron and Steel Bridges in Minnesota, 1873-1945." The Multiple Property Documentation Form (MPDF) associated with this context presents the following registration criteria for the multi-plate arch type:

Since the multi-plate arch bridge is most notable for its modular corrugated-metal construction and stone headwalls and spandrels, these features should be clearly visible and relatively unaltered. And since the multi-plate arch bridge enjoyed its vogue at least partly because of the New Deal's encouragement of roadside beautification, the bridge's workmanship and design should be on the original site, harmonious with the general setting, of high aesthetic quality, and of New Deal vintage.

Bridge No. L07075 satisfies all of these criteria.

### References :

Minnesota Department of Transportation Bridge Database; Bridge No. L07075 File, in Minnesota Department of Transportation, Waters Edge Building, St. Paul; Bridge No. L07075 File, in Todd County Highway Department, Long Prairie, Minnesota; "WPA Projects in Todd County," 1995, in Todd County Historical Society, Long Prairie; Historic Bridge Inventory Form for Bridge No. L07069, in State Historic Preservation Office, Minnesota Historical Society, St. Paul; Fredric L. Quivik, "Iron and Steel Bridges in Minnesota," National Register of Historic Places Multiple Property Documentation Form, Sec. F, 10-11, in State Historic Preservation Office, Minnesota Historical Society, St. Paul; field inspection by Chad Perkins, 17 September 1996.

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