## MINNESOTA ARCHITECTURE - HISTORY INVENTORY FORM

### Project: Local Historic Bridge Study - Phase II
Minneapolis, Hennepin County, Minnesota

<table>
<thead>
<tr>
<th>Identification</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Historic Name</strong></td>
<td>Bridge 93844 (Columbia Park Steel Arch Bridge)</td>
</tr>
<tr>
<td><strong>Current Name</strong></td>
<td>Bridge 93844 (Columbia Park Steel Arch Bridge)</td>
</tr>
<tr>
<td><strong>SHPO Inventory Number</strong></td>
<td>HE-MPC-9005</td>
</tr>
<tr>
<td><strong>Review and Compliance Number</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Form (New or Updated)</strong></td>
<td>Updated</td>
</tr>
<tr>
<td><strong>Address</strong></td>
<td>Columbia Park over Canadian Pacific Railway</td>
</tr>
<tr>
<td><strong>City/Twp</strong></td>
<td>Minneapolis</td>
</tr>
<tr>
<td><strong>County</strong></td>
<td>Hennepin</td>
</tr>
<tr>
<td><strong>Legal Desc.</strong></td>
<td>Twp 29N Range 24W Sec 02 QQ SENE</td>
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<tr>
<td><strong>USGS Quad</strong></td>
<td>Minneapolis South</td>
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<td>1575380</td>
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<td><strong>Northing</strong></td>
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<td><strong>Linear Feature?</strong></td>
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<td><strong>HPC Status</strong></td>
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<td><strong>Resource Type</strong></td>
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<tr>
<td><strong>Architect/Engineer</strong></td>
<td>Gillette-Herzog Manufacturing Company</td>
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<tr>
<td><strong>Style</strong></td>
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<tr>
<td><strong>Construction Date</strong></td>
<td>1896</td>
</tr>
<tr>
<td><strong>Original Use</strong></td>
<td>Transportation</td>
</tr>
<tr>
<td><strong>Current Use</strong></td>
<td>Transportation</td>
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</tbody>
</table>

### Description

Standing on an east-west alignment in the municipal golf course in Columbia Park in northeast Minneapolis, the Columbia Park Steel Arch Bridge carries golf cart and pedestrian traffic over a single active track of the Canadian Pacific Railway. Columbia Park is generally bound by Saint Anthony Parkway, Columbia Boulevard, and railroad tracks in the Columbia Park neighborhood in northeast Minneapolis.

Constructed in 1896, the 96-foot-long bridge has a symmetrical, three span superstructure consisting of a riveted, 69-foot, double-ribbed, steel arch span flanked by short, concrete slab approach spans. The two arch ribs in the main span are identically detailed: paired angle sections form the upper and lower chords, which are tied together by a lattice work consisting of paired angle-section verticals and crossed, single, steel bars. The ribs are connected by top-lateral bracing and sway bracing, both consisting of angle sections.

At mid-span, the floorbeam rests directly on the arch ribs; otherwise, the ribs support the floorbeams by means of paired, angle-section vertical members, which are sway braced by angle sections. The bridge's deck accommodates a 19-foot roadway between metal lattice-work railings. The railings are 44 inches high and are composed of riveted paired steel angles and flat steel bars to form the lattice-work pattern, with a flat 5-inch-wide plate across the top. The railings are installed in 11-foot-6-inch segments that match the panel spacing on the arch span.

The bridge's substructure has been altered several times. In the late 1920s the substructure of the bridge was repaired. In the 1930s concrete wingwalls were constructed and the concrete footings were repaired. The bridge originally had a timber
plank deck. In 1976 the deck was replaced with pre-cast, concrete panels supported by rolled I-beam floorbeams, without a stringer system. Currently, the bridge has limestone abutments with concrete wingwalls and four concrete footings.

EVALUATION AND ANALYSIS

Historical Context
Iron and Steel Bridges in Minnesota, 1873-1945; Federal Relief Construction in Minnesota, 1933-1941

Historical Narrative
The Minneapolis Park Board acquired land for Columbia Park in the city's northeast corner in 1892. The initial improvement plan called for the construction of a modest network of boulevards, including a carriage bridge over the Soo Line Railway corridor that cut through the east part of the grounds. In 1894 the park board invited bridge builders to submit designs for the Columbia Park crossing. Five firms responded with a total of nine plans ranging in price from $1,097 to $1,849. None proved satisfactory. After shelving the project for a year, the board once again solicited proposals, this time restricting the bidding to a predetermined steel-arch design with a not-to-exceed cost of $3,500. Under these new guidelines, the board in May 1896 awarded a construction contract to the Gillette-Herzog Manufacturing Company of Minneapolis, the lowest bidder at $1,435. The bridge was completed before the end of the year. By 1919 a six-hole golf course was added to the grounds, which became very popular. "Columbia Park," announced the park board in its year-end report for 1920," is coming rapidly to the front as one of the most useful parks of the system."

In November 1926 the Soo Line notified the park board "that the steel arch plank deck highway bridge built over its tracks in Columbia Park was in need of repair." After conducting its own investigation, the park board agreed, but was of the opinion that the railroad should underwrite the work. When the Soo Line refused, the board brought suit against the railroad. In the spring of 1929 the matter was settled out of court, with the city agreeing to pay the cost of the present repairs and the railroad agreeing to share the cost of future maintenance. Although surviving documents do not discuss the nature of the repair work, field-inspection evidence suggests that parts of the bridge's substructure was rebuilt. Later work to the substructure was undertaken by the Work Projects Administration (WPA) as part of its work on the Columbia Park Golf Course. In 1937 concrete wingwalls were installed and in 1939 the bridge's four concrete footings were reconstructed due to deterioration.

By 1958, in its annual report, the board announced that "the steel arch bridge…which was constructed in 1896 was found to have deteriorated and to be in hazardous condition. The bridge has been closed to vehicular traffic, but is still open for use by pedestrians." In 1976 a concrete bench was placed on the tops of both abutments to support the new slab approach spans. Also at the time, the bridge's deck and floor system were rebuilt. The bridge currently is open to golf cart and pedestrian traffic.

Significance
Bridge 93844 was previously determined eligible for the National Register of Historic Places (National Register) within the context of the "Iron and Steel Bridges in Minnesota, 1873-1945" Multiple Property Document Form (Iron and Steel Bridges MPDF). The bridge meets Registration Requirements 2, 4, and 10 of the Iron and Steel Bridges MPDF, as a bridge built during the 1890s, a bridge built by an important fabricator, and as an example of a steel arch bridge. The Columbia Park Bridge, completed in 1896 and fabricated by the Gillette-Herzog Manufacturing Company, is one of only two steel-arch bridges, originally designed for highway use, that survive in Minnesota. The other survivor, erected in 1908, is the
Bridge 93844 was also evaluated under Criterion A within the context of the “Federal Relief Construction in Minnesota, 1933-1941” Multiple Property Documentation Form (Federal Relief Construction MPDF) for its association with the WPA. The Federal Relief Construction MPDF identifies Transportation Systems as a property type. The property type is further divided into the following “structural types”: highway, street, and sidewalk projects, and airport facility projects. While bridges are not specifically mentioned as a structural type, bridge are often constructed as part of a highway or street project, and for the purpose of this evaluation, they are reviewed as part of the highway, street and sidewalk project structural type. Bridge 93844 does not meet any of the Registration Requirements for significance under Transportation Systems in the context of the Federal Relief Construction MPDF. The bridge was originally constructed as part of the original park development in the late 1890s, and while work was completed by the WPA, it did not serve as an important change to an existing transportation pattern.

Integrity

Bridge 93844 remains in its original location over the Canadian Pacific Railway (historically the Soo Line Railway) in Columbia Park in Minneapolis. As such, the bridge retains integrity of location. It also retains reasonably good integrity of setting. The area around it, though developed into a golf course, is still part of Columbia Park. Therefore, Bridge 93844 retains integrity of setting. The Iron and Steel Bridges in Minnesota MPDF states that in order for a bridge to be eligible for the National Register, the superstructure should be in “substantially original condition,” while the work on the substructure or deck must “be of such scale and composition that they do no overwhelm or otherwise detract from a clear visual impression” of the bridge (Renewable Technologies, Inc., F-8). Bridge 93844 has been rehabilitated several times during its history. In the late 1920s work was completed on the bridge’s substructure. Further work was undertaken in the 1930s by the WPA, including the installation of concrete wingwalls and repair to the four concrete footings. In 1958 the bridge was closed to vehicular traffic, and in 1976 the bridge’s deck was replaced. There were no other alterations to the bridge when it was converted from vehicular traffic to pedestrian and golf cart use. However, none of these alterations affected the original design of the steel arch span. Therefore, the bridge retains sufficient integrity of design, materials, and workmanship. Bridge 93844 also retains sufficient integrity of feeling and association, despite its conversion from vehicular use to pedestrian and golf cart use. Overall, the bridge retains sufficient integrity to convey its historic significance.

Recommendation

The Columbia Park Bridge was previously determined eligible for the National Register under Criterion C in the area of engineering, within the historic context of the Iron and Steel Bridges MPDF, as a rare example of a steel arch bridge built in the 1890s by the Gillette-Herzog Manufacturing Company, an important fabricator. The bridge retains sufficient integrity of convey its historic significance. Therefore, Bridge 93844 is recommended as still eligible for the National Register under Criterion C: Engineering as a variation of type. The period of significance for this bridge is 1896, which corresponds to the year the bridge was built.

Although the substructure of the bridge was altered as part of a WPA project within Columbia County, this was not a significant example of WPA work. Therefore, the bridge is recommended not eligible for the National Register under Criterion A within the context of the Federal Relief Construction MPDF as it meets none of the registration requirements.
Sources

Bridge 93844 File, in Minnesota Department of Transportation, Waters Edge Building, St. Paul, Minn.

Bridge 93844 File, in Minneapolis Department of Public Works, City of Lakes Building, Minneapolis.

Field inspection by Chad Perkins, 7 October 1996.


Field inspection by Mead & Hunt, 15 October 2013 and 5 November 2013.

Minneapolis Board of Park Commissioners. Annual Reports, 1921 (pp. 79-80), 1920 (p. 20), 1927 (p. 80), and 1958 (p. 51).

Minneapolis Board of Park Commissioners. Proceedings, 1894 (p. 70), 1896 (pp. 34, 38), 1926 (p. 152), 1927 (pp. 74-75), 1929 (pp. 46, 88), 1976 (137). Available in the Municipal Information Public Library, Minneapolis City Hall.

Minneapolis Board of Park Commissioners. The Story of the W.P.A. In the Minneapolis Parks, Parkways, and Playgrounds for 1937 (p. 25). Available at the Minneapolis Park Board Office, Minneapolis.

Minneapolis Board of Park Commissioners. The Story of the W.P.A. In the Minneapolis Parks, Parkways, and Playgrounds for 1939 (p. 20). Available at the Minneapolis Park Board Office, Minneapolis.

Minnesota Department of Transportation Bridge Database.


Wirth, Theodore. Minneapolis Park System 1883-1944. N.p.: Minneapolis Board of Park Commissioners, 1945, 63-64, 252-255.

Consultant’s Recommendation of Eligibility

Eligible - Individual

Prepared By

Mead & Hunt, Inc.

Date Surveyed

10/15/2013
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Project: Local Historic Bridge Study - Phase II
Minneapolis, Hennepin County, Minnesota

Property Photographs

View facing north

View facing east
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Project: Local Historic Bridge Study - Phase II
Minneapolis, Hennepin County, Minnesota

View facing east

View facing west
Project: Local Historic Bridge Study - Phase II
Minneapolis, Hennepin County, Minnesota

View facing east
Project: Local Historic Bridge Study - Phase II
Minneapolis, Hennepin County, Minnesota

Bridge S3844 – PED-MAINT over CP RAIL

PROJECT LOCATION:
HENNEPIN COUNTY
SEC. 02, TO 029NN, R 24W
UTM ZONE: 15        NAD: 27
USGS QUAD NAME: MINNEAPOLIS SOUTH
EASTING: 1575360 ft.
NORTHING: 16381087 ft.