

# Minnesota Bridge Inventory 1955-1970

Bridge Number:  SHPO Inventory Number:  Bridge Name:

## Location Data:

Mn/DOT District:  County:  Bridge Owner:

Feature Intersected:  Facility Carried:  Location:

USGS Quadrangle:  UTM\_Zone:  UTM\_Easting:  UTM\_Northing:

Township:  Range:  Section:  QTR:  QTR-QTR:  QTR-QTR-QTR:

## Structural Data:

Bridge Type:  Mn/DOT Main Span Type Code:

Maximum Span Length (feet):  Number of Main Spans:  Structure Length (feet):

Year Built:  Skew (degrees):  Number of Approach Spans:

## Design and Construction Data:

Engineering Firm:  Engineer:

Fabricator:  Contractor:

## Architectural Treatments:

## Alterations and Integrity:

Other (describe below)

The third railroad track was removed sometime between 1980 and 2003

## Additional Bridge Details:

Connections are bolted. Plate girder created using rivets. Round piers and concrete center wall with recessed panels. Triangular beam flanges and patterned textured bottom steel plate. Carries two railroad tracks. A "utility bridge" (Bridge No. 62848) carrying telephone lines is located underneath one of the main spans and connects to the retaining walls.

## Bridge Plaque:

No bridge plate.

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## National Register of Historic Places Evaluation:

Statement of Significance: Bridge 62846 is significant for its design and construction. This through plate girder railroad bridge has an extreme skew of 64 degrees and an exceptional main span length for its type of 161 feet. These combined features were in response to an exceptionally complex set of site conditions and design challenges to cross Interstate 94 in the Twin Cities. With a main span length of 161 feet, this bridge was designed at the outer limits of the span length for its type. This bridge also had the added engineering challenge of carrying three railroad tracks, which requires an extreme live load capacity plus additional dead load. Bridge 62849 is significant for its complexity in design to provide a crossing at a challenging site as evidenced in the extreme degree of skew and use of an exceptionally long main span to cross the Interstate Highway.

The bridge does not exhibit physical alterations and it retains its historic integrity of location, design, materials, workmanship, setting, feeling, and association.

This bridge is eligible for listing in the National Register of Historic Places under Criterion C in the area of Engineering at the state level of significance. However, this bridge is recommended not eligible for the National Register under Criterion A as it does not have a direct and significant association with an important historic transportation system, program, or policy identified through contextual research.

National Register Property Category:  National Register Property Subcategory:   
Historic Context:  Level of Significance:   
National Register Determination:  National Register Determination Date:   
Surveyor:  Date Surveyed:

Sources: American Railway Engineering Association. *Manual of Recommended Practice*. Chicago: Published by author, 1961.  
Mead & Hunt, Inc. "Minnesota Bridges: 1956-1970: Politics, Policies, Technology and Design historic context" in *Minnesota Bridges, 1955-1970*. Prepared for Minnesota Department of Transportation. 2011.  
Minnesota Department of Transportation. *Bridge Inventory Database*. June 2009.  
Minnesota Department of Transportation. *Bridge Inspection File Records*. Located at Mn/DOT Bridge Office.  
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Sorgenfrei, Donald and W.N. Marionso, Jr. "Railroad Bridges." In *Bridge Engineering Handbook*, ed. Wai-Fah Chen and Lian Duan. Boca Raton, FL: CRC Press, 2000.

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## Photographs:

