NPS Form 10-900
(Rev. 8-86)

OMB No. 1024-0018

1848

SEP 29 1989

NATIONAL REGISTER

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Faribault Viaduct
other names/site number Bridge No. 5370

2. Location

street & number Division Street over Straight River N/A ☐ not for publication
city, town Faribault N/A ☐ vicinity
state Minnesota code MN county Rice code 131 zip code 55021

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
		Contributing	Noncontributing
☐ private	☐ building(s)		buildings
☐ public-local	☐ district		sites
x public-State	☐ site		
☐ public-Federal	x structure	1	structures
	☐ object		objects
		1	0 Total

Name of related multiple property listing:
~~Reinforced Concrete Highway Bridges~~ in Minn., 1900-1945

Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this x nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.
In my opinion, the property x meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Nina Archabal — 9/22/89

Signature of certifying official Nina M. Archabal — Date

State Historic Preservation Officer

State or Federal agency and bureau Minnesota Historical Society

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Signature of commenting or other official — Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

x entered in the National Register. ☐ See continuation sheet.
☐ determined eligible for the National Register. ☐ See continuation sheet.
☐ determined not eligible for the National Register.
☐ removed from the National Register.
☐ other, (explain:) _____

Entered in the National Register — 11/16/89

for Signature of the Keeper — Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)	Current Functions (enter categories from instructions)
Transportation, road-related	Transportation, road-related

7. Description

Architectural Classification (enter categories from instructions)	Materials (enter categories from instructions)
Other: Reinforced-concrete bridge	foundation walls roof other reinforced concrete

Describe present and historic physical appearance.

The Faribault Viaduct (MNDOT Bridge No. 5370) is located at the southeast corner of the central downtown business district of the city of Faribault, Rice County, Minnesota, where it carries Division Street (State Trunk Highway 60) over the Straight River ravine, a single Chicago Northwestern railroad track, local streets, and open space. It links the eastern institutional with the western commercial areas of the city. The setting is light commercial at the west approach, and residential and park land at the east approach. The area beneath the west approach spans, on the west side of the river, is largely cleared land, which once was more industrial; the area beneath the spans east of the river includes Tepee Tonka Park, open fields, and residential streets.

Aligned on an east-west axis, the Faribault Viaduct is a multiple-span, reinforced-concrete bridge, with an overall structure length of 591 feet. The viaduct has three main spans, which are open-spandrel, two-rib, continuous-arch designs, with a span length of 122 feet each. The east approach includes two deck-girder spans; the west approach is comprised of six slab-spans (west half) and six deck-girder spans (east half). The approach spans vary in length from 23 feet to 56 feet. The out-out width of the deck is 56 feet, carrying a 30-foot roadway and two 6-foot sidewalks, which are supported by cantilevered floor-beams. The vertical clearance above the river is approximately 55 feet.

The deck is carried above the arch spans by rectangular-section spandrel columns that support deep floor beams and longitudinal, arched spandrel-walls. The arch ribs are not tied. Each of the four arch-piers is comprised of double columns, which have been given Art Deco, pylon-like treatment. Each pier column extends upward to terminate in substantial, Art Deco, concrete railing posts, topped with cast-metal, ornamental, fluted-column light standard. The deck-girder spans are supported by four-column piers that have received mild, Art Deco pilaster detailing. At the west arch-pier, reinforced-concrete stairways are cantilevered out from the deck and pier; at the mid-point on the pier the stairways turn inward through the pier itself, to combine in a single stairway above the arch ribs. The railing segments between concrete posts consists of a simple, all-metal design of verticals and circles between rails and posts. The same railing is used on the cantilevered stairways.

☐ See continuation sheet

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

☐ nationally ☒ statewide ☐ locally

Applicable National Register Criteria ☒ A ☐ B ☒ C ☐ D

Criteria Considerations (Exceptions) ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Areas of Significance (enter categories from instructions)	Period of Significance	Significant Dates
Engineering	1937-1939	1937
Architecture		
Transportation		

Cultural Affiliation: N/A

Significant Person: N/A

Architect/Builder: Engineer: Sverdup and Parcel, Cons. Engineers
Builder: Okes Construction Co.

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

☒ See continuation sheet

8. SIGNIFICANCE

The Faribault Viaduct (MNDOT Bridge No. 5370) in the city of Faribault, Rice County, Minnesota, is significant under Criterion C in the areas of engineering and architecture in the historic context of "Minnesota Reinforced-Concrete Highway Bridges, 1900-1945." Additionally, it is significant under Criterion A in the area of transportation in the historic context of the "Civic Development of Faribault, Minnesota, 1855-1945," Historic Contexts, Faribault, Minnesota.[1] It is an excellent, unaltered, large, urban, continuous-rib-arch, reinforced-concrete bridge in Minnesota, exhibiting Art Deco/Classical Revival design. Constructed in 1937, it is one of the last of the major, ornamental, concrete-arch bridges built in Minnesota. It was the result of four decades of planning for community improvement and transportation at this significant location linking the city's west and east sides.

Constructed in 1937, the Faribault Viaduct is among the last of the major, urban, reinforced-concrete arch bridges to be built in Minnesota. Records in the Minnesota Department of Transportation (MNDOT) indicate that only two concrete-arch bridges of major span (100+ foot main-span) were built following this one: #5875, built in 1942, with an overall structure length of 295 feet and main-span length of 104 feet; and #6313, built in 1942, with an overall length of 681 feet and main-span length of 116 feet. In fact, only eight reinforced-concrete arch bridges of any design survive from the 1930s in Minnesota; the longest (#5060) has an overall structure length only two-thirds that of #5370; only one (#5060) has a longer main-span length of 124 feet compared to 122 feet. However, #5060 was remodeled in 1973 and 1984, while #5370 is unaltered.

The Faribault Viaduct represents the end of the era of ornamental, reinforced-concrete bridges, which were constructed with attention to architectural detail in order to enhance the quality of civic design. Most bridges of this type in Minnesota employed the Classical Revival style. In the 1930s this Classical Revival style was transmuted into a Moderne, public-works version of the later Art Deco style, sometimes referred to as WPA Moderne. This is an excellent, totally unaltered example of the urban, Art Deco/Classical Revival architectural style employed in a large, urban bridge in Minnesota. The quality of the design is apparent in the piers and railings. The fact that cast-metal, Classical Revival light standards were chosen for the Moderne railing illustrates the close interrelationship of classical and modern in this design.

On the west side of the Straight River has always been the commercial, manufacturing, and residential area of the city. The east side includes churches, schools, and other institutions. Particularly significant early on were the State School for the Deaf (now the Minnesota School for the Deaf) and the State School for the Feeble-Minded. The river had created a ravine, with a bluff on the east and a plain on the west. The plain was a natural corridor for railroads, adding to the difficulty of travelling between east and west. City efforts to link the east and west sides of Faribault, as well as to provide a

safe railroad grade crossing, date to at least 1899, when representatives from all interests gathered to discuss the problem.[2] Despite efforts to plan a viaduct in 1903, no real progress was made. Efforts to revive the plans came in 1912 and in 1923, the latter a major thrust. Both apparently failed for financial and legal reasons. Planning toward the present bridge began with 1929 discussions about reconstructing State Trunk Highway 60, now carried by the viaduct. Negotiations with the State Highway Department continued until 1935, when surveys and right-of-way acquisition began.[3]

In 1936, the bridge was designed by the Minnesota Highway Department engineers J.T. Ellison (Chief Engineer) and M.J. Hoffman (Bridge Engineer), in cooperation with Sverdrup & Parcel, Consulting Engineers, of St. Louis, Missouri.[4] The plans were approved by the city and the construction contract let to the Okes Construction Company, St. Paul, Minnesota, in September 1936.[5] Construction began in November, 1936, and was completed in November, 1937, at an estimated total cost of $500,000. The state supervising engineer was George E. Flynn.[6] The work was considered by the state to be one of about a half-dozen "sizable grade separation projects" undertaken in 1935-36.[7]

Throughout the years of planning, design, and construction, city newspaper accounts stressed the fact that concerns for the crossing began as early as 1899. When the viaduct was opened and dedicated, the Faribault Daily News editorialized that "the cutting of the ribbon at the new viaduct marks the end of a long strenuous fight to obtain this improvement. . . . To the state highway system it is another step in the elimination of grade crossings and inadequate bridges. To the city of Faribault it is more than that; it is an addition which will mean much in the development of the city. The 'East Side' contains a wide range of state and private schools which attract numerous visitors, and the city has a distinct asset in providing easy accessibility to these institution. As a residential district, this section of town is given a substantial boost which in all probability will increase the number of homes located there."[8]

1. Thomas R. Zahn & Associates, Inc., "Civic Development of Faribault, 1855-1945," Historic Contexts, Faribault, Minnesota (1988).

2. Faribault Democrat, September 29, 1899.

3. "New Viaduct To Be Dedicated Here Thursday," Faribault Daily News, November 10, 1937, 1, 7.

4. See Sverdrup & Parcel to M.J. Hoffman, July 18, 1936; copy in Records Storage File for Bridge No. 5370, Minnesota Department of Transportation, St. Paul.

5. Faribault Daily News, November 10, 1937.

6. Faribault Daily News, November 12, 1937.

7. Minnesota Highway Commission, Biennial Report of the Commissioner of Highways (St. Paul, 1937), p. 17.

8. Faribault Daily News, November 10, 1937.

9. Major Bibliographical References

Faribault Daily News. 1937.

Faribault Democrat. 1899.

Minnesota. Highway Commission. Biennial Report of the Commissioner of Highways. St. Paul, 1937

Minnesota. Department of Transportation. Records Storage File for Bridge No. 5370. St. Paul.

Thomas R. Zahn and Associates, Inc. "Civic Development of Faribault, 1885-1945." Historic Contexts, Faribault, Minnesota. 1988.

☐ See continuation sheet

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # _____
- ☐ recorded by Historic American Engineering Record # _____

Primary location of additional data:

- ☒ State historic preservation office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Specify repository: _____

10. Geographical Data

Acreage of property less than one acre

UTM References

	Zone	Easting	Northing
A	15	478720	4903985
B	15	479010	4904015
C			
D			

☐ See continuation sheet

Verbal Boundary Description

The nominated property defines a rectangle measuring 951 feet east-west by 45 feet north-south, the vertices of which coincide with the outside corners of the bridge structure.

☐ See continuation sheet

Boundary Justification

Based on dimensions for overall structure length and overall deck width as determined by the Minnesota Department of Transportation and reported on the Structure Inventory Sheet for Bridge 5370, the boundaries are designed to enclose the total bridge superstructure, total substructure, and all other integral abutment and approach elements.

☐ See continuation sheet

11. Form Prepared By

name/title Dr Robert M. Frame III, Historical Consultant

organization N/A date August 15, 1988

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