Form No. 10-300 (Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY
RECEIVED APR 1 1975
DATE ENTERED APR 21 1975

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC
Eastwood Park Bridge

AND/OR COMMON

2 LOCATION

STREET & NUMBER
Central Avenue & 6th Street, Southeast — NOT FOR PUBLICATION

CITY, TOWN
Minot — VICINITY OF

CONGRESSIONAL DISTRICT
1

STATE	CODE	COUNTY	CODE
North Dakota	038	Ward	101

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
__DISTRICT	X PUBLIC	__OCCUPIED	__AGRICULTURE	__MUSEUM
__BUILDING(S)	__PRIVATE	X UNOCCUPIED	__COMMERCIAL	__PARK
X STRUCTURE	__BOTH	__WORK IN PROGRESS	__EDUCATIONAL	__PRIVATE RESIDENCE
__SITE	**PUBLIC ACQUISITION**	**ACCESSIBLE**	__ENTERTAINMENT	__RELIGIOUS
__OBJECT	__IN PROCESS	__YES: RESTRICTED	__GOVERNMENT	__SCIENTIFIC
	__BEING CONSIDERED	X YES: UNRESTRICTED	__INDUSTRIAL	X TRANSPORTATION
		__NO	__MILITARY	__OTHER:

4 OWNER OF PROPERTY

NAME
City of Minot

STREET & NUMBER
Minot City Hall

CITY, TOWN
Minot — VICINITY OF

STATE
North Dakota

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.
Register of Deeds - Ward County Court House

STREET & NUMBER

CITY, TOWN
Minot

STATE
North Dakota

6 REPRESENTATION IN EXISTING SURVEYS

TITLE
North Dakota Historic Sites Survey

DATE
1974 — __FEDERAL X STATE __COUNTY __LOCAL

DEPOSITORY FOR SURVEY RECORDS
State Historical Society of North Dakota

CITY, TOWN
Bismarck,

STATE
North Dakota

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
__EXCELLENT	__DETERIORATED	__UNALTERED	X ORIGINAL SITE
__GOOD	__RUINS	X ALTERED	__MOVED DATE_____
X FAIR	__UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Eastwood Park Bridge stands at the eastern edge of the downtown business district of Minot, North Dakota. Functionally, it spans the Mouse (Souris) River to connect Central Avenue, East and Sixth Street, South East. The approaches lie atop grass covered and tree dotted banks that drop sharply approximately 12.0 feet to the waters edge at normal flow.

The bridge is a cantilever, T-beam type, concrete bridge built in three spans supported on two reinforced concrete piers. The two end spans are each 34.33 feet long with a 65.0 foot center span that includes a 35.0 foot suspended section resting on two 15.0 foot cantilever arms. Its overall length is 144.25 feet. The roadway is 26.33 feet wide, extended by a 7.0 foot side walk on each side. "I" shaped balusters interspersed by square posts support a railing to form an open balustrade guardrail which lines the river side of the walkways. The decorative arches, connected to the center span deck, rise 6.0 feet above the roadway and have five, square, concrete pillars streaming from arch to deck. Four light posts, although not presently functional, stand at the corners of the bridge, lending a sense of architectural completion. The light posts and certain other exterior concrete surfaces are enhanced by decorative grooves, corners, ridges and indentions. These surfaces are weathered, occasionally spalled and are generally in need of cosmetic treatment.

In appearance, the bridge seems to be a true arch bridge in which the arch is a continuous part of the load bearing substructure. As actually designed, however, this particular arch is only decorative and is attached to the deck of the suspended center section which rests on the beam seats of the cantilever arms. Although the arch has no structural function, it enhances the aesthetics of the bridge by completing the lines of the otherwise truncated arch.

Built by the Dakota Concrete Company, from a design created by T.W. Sprauge, the bridge was constructed in 1927. In 1933, due to weakening of the beam seats which had started to crack under stress, and, at the request of the City of Minot, the State Highway Department designed a timber frame support to reinforce the suspended section. Unfortunately, high water and ice chunks carried the structure away shortly after its installation. In 1946, the beam seats were repaired, by Charles Truax, the Ward County Engineer, who raised the center span and removed the deteriorating matrix until solid concrete was reached. Steel rods were welded to the exposed reinforcing bar to extend into the beam seats, thus directly tying the seats to the stronger cantilevered arms. A structural steel saddle was then placed under the repair to provide still more support and new concrete was poured around the entire contrivance.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
__PREHISTORIC	__ARCHEOLOGY-PREHISTORIC	__COMMUNITY PLANNING	__LANDSCAPE ARCHITECTURE	__RELIGION	
__1400-1499	__ARCHEOLOGY-HISTORIC	__CONSERVATION	__LAW	__SCIENCE	
__1500-1599	__AGRICULTURE	__ECONOMICS	__LITERATURE	__SCULPTURE	
__1600-1699	__ARCHITECTURE	__EDUCATION	__MILITARY	X SOCIAL/HUMANITARIAN	
__1700-1799	__ART	X ENGINEERING	__MUSIC	__THEATER	
__1800-1899	__COMMERCE	__EXPLORATION/SETTLEMENT	__PHILOSOPHY	X TRANSPORTATION	
X 1900-	__COMMUNICATIONS	__INDUSTRY	__POLITICS/GOVERNMENT	__OTHER (SPECIFY)	
		__INVENTION			

SPECIFIC DATES 1927 - Present BUILDER/ARCHITECT Dakota Concrete Company
T.W. Sprauge; Kenneth Hass

STATEMENT OF SIGNIFICANCE

The Eastwood Park Bridge, which for 47 years has defied the determined efforts of man and nature to tear it down, is a rarity in North Dakota. In addition to its impact on social history, as a rallying point for community action, and its nostalgia inspiring aesthetic compatability with the neighborhood in which it stands, it is the only such bridge ever known to have been built in the state. Only two arch bridges were ever constructed in North Dakota. Both are still in use. This particular structure, appearing as an arch, but actually a cantilever type, concrete bridge with a false arch, stands unique.

Bridges have played a significant role in the history of Minot, North Dakota since its beginning in 1886. Located in a valley containing twelve miles of river, a lake and two railroads, the city has been historically dependent upon bridges to facilitate the movement of goods and people from one section of the town to another. It was the building of a bridge, a railroad bridge on the west side of town, that was responsible for Minot's first "boom" and early issues of local newspapers contain many accounts relating to viaducts, underpasses and bridges.

Unfortunately, none of the early bridges survive, and of the many bridges built before 1930, only four are still in use. Of these, two provide access to the Eastwood Park residential area, a quite and peaceful neighborhood separated from the busy city by a long loop of the Mouse (Souris) River. Now an "older" residential area, Minot's Eastwood Park contains many stately homes built in architectural styles commonly associated with the 1920's and 1930's, the period of the area's initial development. A mature area with quiet, tree lined streets enclosing well kept yards surrounding comfortable houses, many bearing attributes of architectural distinction, the area exudes an aura of pleasant familiarity, permanence and human values, reminiscent of a slower paced life in a less tempestuous, bygone era.

The Eastwood Park Bridge has become a symbol of this feeling to the area's residents. Because the aesthetics of its design blend in sympathetic harmony with the architectural styles of the area, the bridge tends to introduce the relaxed atmosphere of the neighborhood to a visitor crossing its fairly steep center rise. The bridge, has become a representation of community identity and pride. More importantly, it has become a rallying point for neighborhood cohesiveness and a catalyst for cooperative action. As such, this bridge has had an effect on the history of the area and the community, and therefore, possesses significance

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Bailey, Walter L., "Eastwood Park Bridge - Minot," North Dakota History: Journal of the Northern Plains, Vol. 42, No.1, P.3, Winter, 1975.

Kirby, Joseph R., "Eastwood Park Bridge Report", prepared for Minot City Council, Minot North Dakota, unpublished, November 1974.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY .1750

UTM REFERENCES

UTM OK
CD

	ZONE	EASTING	NORTHING
A	14	330392	5344853
B			
C			
D			

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE
Walter L. Bailey - Historic Preservation Planner

ORGANIZATION
State Historical Society of North Dakota

DATE
3-20-75

STREET & NUMBER
Liberty Memorial Building - State Capitol Grounds

TELEPHONE
701-224-2672

CITY OR TOWN
Bismarck

STATE
North Dakota

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL ___ STATE ___ LOCAL X

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

FEDERAL REPRESENTATIVE SIGNATURE Jama E. Sherry

TITLE State Historic Preservation Officer

DATE 3-26-75

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

DATE 4/21/75

ATTEST: Charles A. Cummings

KEEPER OF THE NATIONAL REGISTER

acting

DATE 4/15/75

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on the local level. But there is also relevance to the history of North Dakota as well.

In 1927 the Ward County Board of Commissioners having determined the advisability of connecting Minot's downtown business district to the new and impressive Eastwood Park residential area, decided to have a bridge placed across the Mouse River, thus joining Central Avenue to 6th Street, S.E. In line with popular trend and with the architectural style of the neighborhood, the commissioners specified an "arch" bridge unaware that patent rights then pertaining to that construction technique would increase cost considerably.

Kenneth Hass, head of Dakota Concrete Company, a Minot firm then attempting to enter the bridge building field, was aware of existing patent rights, however, and anticipating the effects of the increased costs, had T.W. Sprauge, a North Dakota Highway Department engineer, who later became Chief of the Department's bridge design and construction section, design a "false arch" bridge which would create the desired visual effect but circumvent the extra patent related costs. As expected, the commissioners rejected the bids submitted to specification but did accept the alternate bid of Dakota Concrete for $24,000.

Problems with the bridge began soon after its completion when the beam seats began to crack under stress. In 1933, at the request of the City of Minot, the State Highway Department designed a timber frame support to reinforce the suspended section. Unfortunately, high water and ice chunks carried the structure away shortly after its installation. In 1946, the beam seats were repaired, by Charles Truax, the Ward County Engineer, who raised the center span and removed the deteriorating matrix until solid concrete was reached. Steel rods were welded to the exposed reinforcing bars to extend the beam seats, thus directly tying the seats to the stronger cantilevered arms. A structural steel saddle was then placed under the repair to provide still more support and new concrete was poured around the entire contrivance. This "temporary" repair held through years of flood pressure and steady vehicular traffic. It was severely weakened, however, in 1972 by heavy equipment used during flood protection efforts.

After that flood, there was an attempt made to raze the bridge when a channel straightening project eliminated the need for a bridge at that place and it was thought that an earthen causeway would be less expensive to construct then the bridge would be to repair. However, the residents of Eastwood Park objected adamently and, through a process of petition and public hearing, successfully fought both the city and county governments. Recognizing the determination of the area's residents to preserve the structure, the Minot City Commission placed a 3 ton load limit on the bridge and deferred a final decision on the structure's future. Unfortunately, little attempt was made to enforce the load limit and "overweight" traffic continued to degrade its structural strength.

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Again in 1974 severe flooding and flood protection activity further weakened the bridge and a question about its continued usefulness arose in the community. And again, the Eastwood Park residents rose to the bridge's defense in a battle that is still not completely resolved. But in February of 1975, a determination by the Secretary of the Interior ruled that the bridge was eligible for inclusion to the National Register of Historic Places. Since that ruling the future of the Eastwood Park Bridge seems abundantly brighter and much more secure.

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Miller, Stephen J., North Dakota State Highway Department, personal interview, December, 1974.

Minot Daily News, Minot Commissioners Think Concrete Best For Proposed Bridge," May 3, 1927, P.1, Col. 1.

----------, "Official Proceedings - Ward County Commissioners," May 5, 1927, P. 8.

----------, "Petitions Circulating In Attempt To Save Eastwood Park Bridge," July 10, 1972, P. 1, Col. 1.

----------, "Save The Bridge Committee Formed," July 14, 1972, P. 2, Col. 7.

----------, "Aldermen Join Move To Save Old City Bridge," July 25, 1972, P. 2,Col. 6-8.

----------, "Requiem For Old Minot Bridge," May 16, 1974, P. 1, Col. 1-8.

----------, "Everybody Unhappy Over County's Bridge Decision," December 12, 1974, P. 1, Col. 1-6.

Striefel, W., "Bridge Inspection Report," prepared for North Dakota State Highway Department, Bismarck, North Dakota, July 17, 1972, Project Number: A712572505.

Truax, Charles, personal interview, December, 1974.