

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section number \_\_\_\_\_ Page \_\_\_\_\_

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 89001847

Date Listed: 11/6/89

Queens Avenue Bridge  
Property Name

Hennepin  
County

MN  
State

Reinforced-Concrete Highway Bridges in Minnesota MPS  
Multiple Name

-----  
This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

Beth Boland  
Signature of the Keeper

11/6/89  
Date of Action

=====  
Amended Items in Nomination:

Item # 10: Geographical Data:

The acreage of the Queens Avenue Bridge is less than one.

DISTRIBUTION:

- National Register property file
- Nominating Authority (without nomination attachment)

1847

United States Department of the Interior National Park Service

National Register of Historic Places Registration Form

SEP 29 1989

NATIONAL REGISTER

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 Queene Avenue Bridge
other names/site number Bridge No. L-9329

2. Location

street & number see continuation sheet
city, town Minneapolis
state Minnesota code MN county Hennepin code 053 zip code 55410

3. Classification

Table with 3 columns: Ownership of Property, Category of Property, and Number of Resources within Property. Includes checkboxes for private/public, building/site/structure/object, and counts for contributing/noncontributing resources.

Name of related multiple property listing: Reinforced Concrete Highway Bridges In Minn., 1900-1945 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 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 meets does not meet the National Register criteria. See continuation sheet. Signature of certifying official Nina M. Archabal Date 9/22/89 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: entered in the National Register. determined eligible for the National Register. determined not eligible for the National Register. removed from the National Register. other, (explain:)

**6. Function or Use**

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

Current Functions (enter categories from instructions)  
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.

**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)

Engineering  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Period of Significance

1905  
\_\_\_\_\_  
\_\_\_\_\_

Significant Dates

1905  
\_\_\_\_\_  
\_\_\_\_\_

Cultural Affiliation

N/A  
\_\_\_\_\_  
\_\_\_\_\_

Significant Person

N/A

Architect/Builder

Engineer: Shepley, Charles R.  
Architect: Minneapolis Street Railway Co.

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

See continuation sheet

**9. Major Bibliographical References**

Minneapolis. Board of Park Commissioners. Proceedings [for 1904]. Minneapolis, 1905.

---. Proceedings [for 1905]. Minneapolis, 1906.

---. 23 Annual Report. Minneapolis, 1905.

---. 28th Annual Report. Minneapolis, 1911.

"Steel Concrete Skew Arch Highway Bridge over Tracks of the Minneapolis Street Railway Co.," [signed] by Charles R. Shepley, December 1904, 5 sheets recorded on microfiche: copy in Minneapolis City Bridge Engineer's Office.

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 \_\_\_\_\_

**UTM References**

A 

1	5
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4	7	5	4	5	0
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4	9	7	4	3	9	0
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Zone      Easting      Northing

C 

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B 

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Zone      Easting      Northing

D 

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See continuation sheet

**Verbal Boundary Description**

The nominated property defines a parallelogram, two sides of which are parallel to, and each 35 feet from, the bridge center line; and two sides of which are parallel to, and each 36 feet from, the span center line.

See continuation sheet

**Boundary Justification**

Based on original plans, and 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 L-9329, 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

street & number 202 Mc Boal Street telephone 612-227-9531

city or town St. Paul state MN zip code 55102

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2. LOCATION

street & number: West Lake Harriet Boulevard over Minnesota Transportation Museum street railway track.

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## 7. DESCRIPTION

Queen Avenue Bridge<sup>1</sup> (MNDOT Bridge No. L-9329) is located in south Minneapolis, Hennepin County, Minnesota, where it presently carries West Lake Harriet Boulevard over the restored street railway right-of-way and track of the Minnesota Transportation Museum. It is within the right-of-way that is part of the National Register of Historic Places property "1300'/Como-Interurban-Harriet Streetcar Line." In 1971 the Minnesota Transportation Museum erected a metal storage building beneath the bridge for their restored streetcar; it does not contact the bridge structure. East of the bridge is Lake Harriet and city park land; the remainder of the area around the bridge is residential. Originally, the bridge carried Park Boulevard at its junction with Queen Avenue, and was within park lands.

Aligned on a northwest-southeast axis, Queen Avenue Bridge is single-span, reinforced-concrete, filled-spandrel, skew-barrel-arch bridge, with an overall structure length of 42 feet, span length of 40.5 feet, out-out width of 53.1 feet, carrying a 43-foot roadway and a single 6-foot sidewalk on the southwest side. It has U-type abutments, plus concrete buttresses (resembling smaller wing walls) that parallel the centerline of the span and extend 12 feet beyond the abutment wall. The spring line of the arch is 10 feet above rail-top. The vertical clearance is 9.5 feet.

According to the original bridge plans, Queen Avenue Bridge has a reinforcing system using longitudinal bars along the intrados and extrados, with shear bars between them.<sup>2</sup>

Stylistically, the Queen Avenue Bridge is designed in the Classical Revival mode. It has defined and panelled abutment pilasters and arch ring, with inset panels on the spandrel and abutment walls. The buttress tops follow an ornate, classical curve. The railings are filled-panel concrete slabs with end posts; intermediate posts are extensions of the abutment pilasters.

The bridge retains complete design integrity, although the extended buttresses have suffered some damage.

1. The earliest reference to Bridge No. L-9329 as the "Queen Avenue Bridge" is found in Minneapolis Board of Park Commissioners, Proceedings [for 1905] (Minneapolis, 1906), p. 28 (March 6, 1905). At the time, the bridge carried Park Boulevard at Queen Avenue South.
2. "Steel Concrete Skew Arch Highway Bridge over Tracks of the Minneapolis Street Railway Co.," [signed] by Charles R. Shepley, December 1904, 5 sheets recorded on microfiche; copy in Minneapolis City Bridge Engineer's office.

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## 8. SIGNIFICANCE

Queen Avenue Bridge (MNDOT Bridge No. L-9329) is significant under Criterion C in the area of engineering in the context of "Minnesota Reinforced-Concrete Highway Bridges, 1900-1945." It is within the Minnesota Transportation Museum's right-of-way that is part of the "1300'/Como-Interurban-Harriet Streetcar Line," entered in the National Register of Historic Places (see UTM coordinates). It is an exceptional, unaltered, extremely early example of a reinforced-concrete arch bridge in Minnesota. Built in 1905, it is Minnesota's third oldest known extant reinforced-concrete arch bridge with a documented construction date (the others are L-9328 [1900], and 92247 and L-5853 [1904]).

Queen Avenue Bridge was planned to replace an inadequate wooden bridge that was built between 1883 and 1887. When the question of financing the new bridge arose in 1904, there was a conflict between the Minneapolis Board of Park Commissioners, who controlled the surrounding property, and the Minneapolis Street Railway Company, who controlled the tracks. The Park Board attorney determined that the railway company was responsible for conforming to the boulevard grade as set by the city and, therefore, had either to build a bridge or raise its tracks. "The proper course for the board," he wrote, "is to prepare plans and specifications for a suitable bridge, to notify the company to proceed at once with the construction of a bridge upon such plans and specifications."<sup>1</sup> The board decided to proceed with mutually agreed upon plans, to split all costs with the railway company, and that either party could initiate a suit to determine the final financial and maintenance responsibilities<sup>2</sup>.

According to data on the original plans, they were prepared in December 1904 by Charles R. Shepley, a Minneapolis civil engineer.<sup>3</sup> The bridge construction appears to have been handled by the street railway company, since park board proceedings indicate scheduled payments to the railway and not to a contractor. Work was completed in 1905 and a photograph of the Queen Avenue Bridge was featured with the Superintendent's Report in the 1905 Park Board annual report, which stated that "at Lake Harriet the principal improvement was the building of a bridge over the tracks of the Street Railway Company, at the upper drive."<sup>4</sup>

A suit against the Minneapolis Street Railway Company was commenced in 1908 to recover \$4,375, the amount paid by the city for the bridge. In 1910 the suit was decided in favor of the city, but was appealed by the railway company to the State Supreme Court, where the decision was affirmed.<sup>5</sup>

The bridge survives with complete design integrity as judged against the original plans.

1. See report of attorney to board in Minneapolis Board of Park Commissioners, Proceedings [for 1904] (Minneapolis, 1905), pp. 57-59 (June 7, 1904)
2. Park Board, Proceedings [for 1904], p. 82 (August 15, 1904).
3. "Steel Concrete Skew Arch Highway Bridge over Tracks of the Minneapolis Street Railway Co.," [signed] by Charles R. Shepley, December 1904, 5 sheets recorded on micro-



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fiche; copy in Minneapolis City Bridge Engineer's office.

4. Minneapolis Board of Park Commissioners, 23rd Annual Report (Minneapolis, 1905), pp. 31-33; see photograph of "Queen Avenue Bridge" on p. 31.
5. See "Attorney's Report," January 21, 1911, in Minneapolis Board of Park Commissioners, 28th Annual Report [for 1910] (Minneapolis, 1911), p. 127.