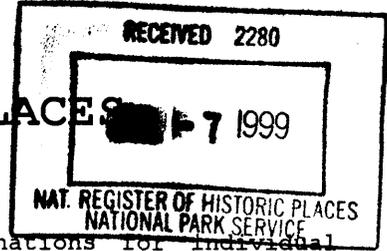


934

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 for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Broadway Bridge
other names/site number Bridge No. 4930

2. Location

street & number Mn. Hwy. 99 over Minnesota River
not for publication N/A
city or town Saint Peter vicinity _____
state Minnesota code MN county Le Sueur code 079
zip code 56082 See continuation sheet

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, 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. I recommend that this property be considered significant _____ nationally _____ statewide x locally. (_____ See continuation sheet for additional comments.)

Ian R. Stewart 7/1/99
Signature of certifying official Ian R. Stewart Date
Deputy 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 for additional comments.)

Signature of commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is

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): _____

Edson H. Beall 8/30/99

Edson H. Beall

AUG 5 1999

Signature of Keeper Date
of Action

5. Classification

Ownership of Property (Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property (Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

Contributing	Noncontributing
<u>0</u>	<u>0</u> buildings
<u>0</u>	<u>0</u> sites
<u>1</u>	<u>0</u> structures
<u>0</u>	<u>0</u> objects
<u>1</u>	<u>0</u> Total

Number of contributing resources previously listed in the National Register N/A

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.)

Historic Iron and Steel Bridges in Minnesota

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat: TRANSPORTATION Sub: road-related (vehicular)

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

Current Functions (Enter categories from instructions)

Cat: TRANSPORTATION Sub: road-related (vehicular)

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

7. Description

Architectural Classification (Enter categories from instructions)

OTHER: Pennsylvania through truss

Materials (Enter categories from instructions)

foundation (Substructure) CONCRETE

roof _____

walls _____

other (Superstructure) METAL: Steel

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

ENGINEERING

Period of Significance 1931

Significant Dates 1931

Significant Person (Complete if Criterion B is marked above)

Cultural Affiliation _____

Architect/Builder Contractor/Builder: Minneapolis Bridge Company
Designer: Minnesota Highway Department

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

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

X Other State agency

___ Federal agency

___ Local government

___ University

___ Other

Name of repository: Minnesota Department of Transportation

10. Geographical Data

Acreage of Property less than one acre

UTM References (Place additional UTM references on a continuation sheet)
St. Peter, Minn., 1991

	Zone	Easting	Northing	Zone	Easting	Northing
1	15	424020	4908170	3	_____	_____
2	___	_____	_____	4	_____	_____

___ See continuation sheet.

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Jeffrey A. Hess, Historian
organization Hess, Roise and Company
street & number The Foster House, 100 North First Street
city or town Minneapolis state MN zip code 55401
telephone (612) 338-1987
date September 1997

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name _____
street & number _____
telephone _____
city or town _____ state ____ zip code ____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.). Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 2 Page 1 Broadway Bridge
name of property

 Le Sueur and Nicollet Counties, Minnesota
county and state

Location

street & number Mn. Hwy. 99 over Minnesota River
not for publication N/A
city or town Saint Peter vicinity N/A
state Minnesota code MN county Nicollet code 103
zip code 56082

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 7 Page 1 Broadway Bridge
name of property
Le Sueur and Nicollet Counties, Minnesota
county and state

Description

Bridge No. 4930 carries Minnesota Trunk Highway 99 (formerly Trunk Highway 21) over the Minnesota River between the city of St. Peter in Nicollet County, on the west and section 23 of rural Oshawa Township in Le Sueur County, on the east. In the St. Peter street system, the bridge stands on Broadway, just east of the downtown district. Locally, it is known as the Broadway Bridge. The crossing is 402 feet in length, consisting of two, rigid-connected, Pennsylvania, through-truss spans on a concrete substructure. The spans display conventional, built-up detailing -- two laced channel sections with cover plate in the upper chord, two laced channel sections in the lower chord, and four laced angle sections in the vertical and diagonal members. The bridge's overall design, however, is unconventional, largely because the current of the Minnesota River twists in mid-channel at the site. This hydraulic peculiarity dictated the construction of a skewed pier, so as to offer the least resistance to the flow of the water. Because of the oblique placement of the pier, the two truss spans required a skewed configuration at the end supported by the pier. This goal was achieved by designing each span with truss webs of unequal length and slightly different profile. In the west span, the north web is a ten-panel, 195-foot truss with inclined endposts at each end, while the south web is a nine-panel, 176-foot truss with an inclined endpost at the abutment and a vertical endpost at the pier. In the east span, the situation is exactly reversed. Although the east and west spans are structurally independent of each other, they are visually integrated by an ornamental linkage that joins their top chords together over the pier. Because of the linkage, the two spans appear to be part of a single, continuous truss, when they are in fact two, simply supported trusses.

The Broadway Bridge has a concrete deck with a 30-foot roadway. Outside the truss webs on the south side, there is a sidewalk supported on metal brackets cantilevered from the bridge's flooring

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 7 Page 2 Broadway Bridge
name of property

 Le Sueur and Nicollet Counties, Minnesota
county and state

system. An ornamental, metal, lattice-work railing borders the sidewalk on the river side. The bridge also has an ornamental lighting system, consisting of four metal light standards, positioned on concrete posts at the four corners of the crossing. The light standards are detailed in the Classical Revival Style, with fluting on the shaft and consoles at the base. In the mid-1960s, the state highway department raised the bridge's portals and overhead sway bracing to provide greater vertical clearance for traffic. The remodeling retained the original configuration of the features and did not significantly affect the bridge's historical integrity.

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National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 8 Page 1 Broadway Bridge
name of property
Le Sueur and Nicollet Counties, Minnesota
county and state

Summary of Significance

In August 1929, a heavily laden grain truck collided with the east end of the Broadway Bridge in St. Peter and tumbled a span of the 1883 structure into the Minnesota River. Since the crossing was part of Minnesota Trunk Highway 21, its maintenance was the responsibility of the Minnesota Highway Department, which already had the bridge's replacement under consideration. In the fall of 1929, the state highway department developed preliminary plans for a new two-span, through-truss crossing, but civic leaders in St. Peter balked at the design. The city had just invested heavily in an ornamental lighting system for the central business district, and its merchants wanted the new Broadway Bridge, which was the eastern gateway for the downtown, to be a suitably attractive structure, preferably of concrete-arch construction. The state engineers resurveyed the bridge site and reconsidered their design. But foundation conditions on the shore were not suitable for a concrete arch, and there was not sufficient vertical clearance at the site for a deck truss. In the end, the state highway department adhered to its original recommendation for a two-span, steel, through truss, and in August 1930, the St. Peter City Council gave its approval. In covering the city's bridge story, the *St. Peter Herald* found consolation in the fact that the new Broadway Bridge would be no ordinary steel-truss structure, but rather a "unique engineering feat" of "special design."

The state highway department did indeed face a major challenge in the design of the new Broadway Bridge. Because the current of the Minnesota River twisted in mid-channel at the bridge site, the structure's pier would have to be placed on an oblique alignment, which dictated a skewed configuration for the ends of the truss spans at the pier. In strictly engineering terms, the design of a long-span, skewed, through truss was a demanding proposition. And in aesthetic terms, it was something of a nightmare, because the structural logic tended to impose asymmetrical massing and visually contorted lines. In the case

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CONTINUATION SHEET**

Section 8 Page 2 Broadway Bridge
name of property
Le Sueur and Nicollet Counties, Minnesota
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of the Broadway Bridge, the state's design called for each span to use two different truss configurations. One web would be 196 feet in length, consisting of ten panels and terminating in inclined endposts at each end; the other web would be nine panels and 176 feet, with an inclined endpost at the abutment, but a vertical endpost at the pier. Because of the different endpost configurations, the two spans would meet at the pier in a most ungainly manner -- one span ending with a diagonal line, the other with an abrupt vertical line. As a means of visually integrating the two sections of the bridge, the state engineers decided to insert a strictly ornamental member to join the upper chords of the two spans over the pier. This device not only eliminated the unsightly gap between the two dissimilar trusses, but created a flowing upper line for the entire crossing. The result was a unified, double-arched profile that made the bridge appear to be a single, continuous truss, when, in fact, it consisted of two, independent, simply supported spans. By way of further ornamentation, the state equipped the bridge with a metal lattice-work railing and Classical Revival Style street lamps, which matched the lighting system recently installed in the city's downtown.

In the fall of 1930, the state highway department awarded, on a low-bid basis, a construction contract for the Broadway Bridge to the Minneapolis Bridge Company. The total cost was \$99,000, which included \$3,500 for building a temporary crossing during construction, and \$2,500 for removing the old bridge. Favored by unusually mild weather, the contractor worked throughout the winter and completed the crossing a month ahead of schedule, in June 1931. "The new St. Peter bridge is the most elaborate and the largest in this locality," reported the *St. Peter Herald*. "An ornamental lighting system is now being installed that will fit in nicely with St. Peter's fine new white way. . . . Thus the approach to St. Peter from the east will be a model gateway."

The Broadway Bridge is eligible for the National Register under Criterion C in the area of engineering, within the historic

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 8 Page 3 Broadway Bridge
name of property
 Le Sueur and Nicollet Counties, Minnesota
county and state

context of "Iron and Steel Bridges in Minnesota." The Multiple Property Documentation Form (MPDF) associated with this context states, in Registration Criterion 12, that a bridge may eligible under Criterion C if it "exhibits exceptional engineering skill to meet unusual site conditions." With its skewed, through-truss design, the Broadway Bridge satisfies this criterion. The Broadway Bridge is also eligible under Criterion C for its high aesthetic qualities, as provided for by the MPDF in Registration Criterion 11.

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 9 Page 1 Broadway Bridge
name of property
 Le Sueur and Nicollet Counties, Minnesota
county and state

Bibliography

Published Sources

- "Babcock Assures Temporary Bridge During Building." *St. Peter Herald*, 17 October 1930.
- "Babcock to Open St. Peter Bridge Bids October 14." *St. Peter Herald*, 26 September 1930.
- "Broadway Bridge Contractor Pours Center Pier Now." *St. Peter Herald*, 20 February 1931.
- "Broadway Bridge Has Original Sparkle." *St. Peter Herald*, 10 November 1986.
- "Broadway Bridge to Be Torn Down on November 1st." *St. Peter Herald*, 8 October 1930.
- "Broadway Bridge to Be Opened to Traffic at Once." *St. Peter Herald*, 26 June 1931.
- "Broadway Bridge Will Be Moved by Dec. 1." *St. Peter Herald*, 19 October 1930.
- "Council Approves Plans for Bridge on Highway No. 21." *St. Peter Herald*, 15 August 1930.
- "Crew Raises Arches for Rroadway [sic] Bridge." *St. Peter Herald*, 18 March 1931.
- "New White Way." *St. Peter Herald, Diamond Jubilee Supplement*, 1 October 1930.

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 9 Page 2 Broadway Bridge
name of property
 Le Sueur and Nicollet Counties, Minnesota
county and state

Unpublished Sources

Quivik, Fredric L. "Iron and Steel Bridges in Minnesota."
Multiple Property Documentation Form, 1988. State Historic
Preservation Office, St. Paul.

Archival Sources

Bridge Database. Minnesota Department of Transportation, St.
Paul.

Bridge No. 4930 File. Minnesota Department of Transportation,
Bridge Division, St. Paul.

Bridge No. 4930 File. Minnesota Department of Transportation,
District 7 Office, Mankato.

Bridge No. 4930 Storage File (plans, contract, correspondence).
Minnesota Department of Transportation, Records Storage
Center, St. Paul.

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 10 Page 1 Broadway Bridge
name of property

 Le Sueur and Nicollet Counties, Minnesota
county and state

Verbal Boundary Description

The general area of the nominated property is a rectangle 31.1 feet wide, whose long center axis parallels the centerline of the bridge. The property is bounded at each end by the outer edges of the abutments.

Boundary Justification

Based on measurements provided by the Minnesota Department of Transportation, the boundaries enclose the entire historic resource.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: ADDITIONAL DOCUMENTATION

PROPERTY NAME: Broadway Bridge

MULTIPLE NAME: Reinforced-Concrete Highway Bridges in Minnesota MPS

STATE & COUNTY: MINNESOTA, Le Sueur

DATE RECEIVED: 2/06/01 DATE OF PENDING LIST:
DATE OF 16TH DAY: DATE OF 45TH DAY: 3/24/01
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 99000934

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT _____ DATE

ABSTRACT/SUMMARY COMMENTS:

Additional Documentation Accepted

RECOM. / CRITERIA *Accept*

REVIEWER *Gordon Beal*

DISCIPLINE *Historian*

TELEPHONE _____

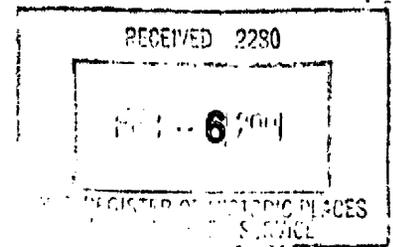
DATE *2/22/01*

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

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National Park Service

National Register of Historic Places
Continuation Sheet

99-934



Section number 2 Page 2

Broadway Bridge
Le Sueur and Nicollet Counties, Minnesota

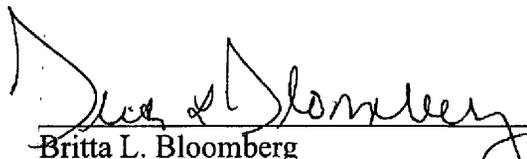
Reference Number: 99000934

State: Minnesota

County: Le Sueur

Resource Name (Historic): Broadway Bridge

Comments: The bridge is located in Oshawa Twp., vicinity of St. Peter



Britta L. Bloomberg
Deputy State Historic Preservation Officer

1/31/01

Date