

Information Packet For Bridge 2110

Carrying Brown County CSAH 8 (320th Avenue) & Renville County CSAH 3 over the Minnesota River in Eden & Camp Townships, Minnesota



West side of the bridge (facing NE)

Built: 1918

Type: Two riveted steel Warren pony truss spans; steel beam approach spans

Dimensions:

Truss spans: 80 feet

Width: 18 feet between trusses

Total bridge length: 250 feet

Deck: Concrete

Owner: Brown County

The Brown County Highway Department, in cooperation with the Renville County Highway Department, is planning to replace Bridge 2110 with a wider structure. Because the bridge has been determined eligible for the National Register of Historic Places, Brown County would like to find a new owner who can relocate the bridge for use on a local road, park, trail, or similar setting.

Built in 1918, Bridge 2110 is a 250-foot-long, six-span bridge whose two main spans are 80-foot riveted steel Warren pony trusses. Horizontal clearance between the trusses is 18 feet. The four approach spans are steel beam spans.

The bridge is currently located on a gravel road, Brown County CSAH 8 (320th Avenue) & Renville County CSAH 3, over the Minnesota River on the Brown County-Renville County border. It is about five miles southeast of Franklin, Minnesota (see map below).

Bridge Condition

The bridge's most critical condition issues are related to the concrete piers and abutments, not to the steel superstructure. The two Warren truss spans are in fair condition and are good candidates for relocation. The trusses exhibit some pack rust, a few damaged railing members, and loss of paint. The paint is lead-based.

Because the bridge has a visually-low profile (being a pony truss rather than a through-truss), and because there is flexibility to omit approach spans as needed, the bridge could fit well into any number of urban or rural settings.

Historical Significance

The bridge was determined eligible for the National Register of Historic Places as part of a statewide inventory of Minnesota's historic bridges. It is Minnesota's most notable example of a pre-1925, standard-plan, Warren pony truss bridge designed by the Minnesota Highway Department. The 80-foot trusses are Minnesota's longest surviving examples of this particular truss type.

Letters of Interest

The bridge is available for \$1. The new owner must pay for moving the bridge and constructing a new deck and substructures at the new location.

Preference will be given to projects that preserve the bridge's historic character by meeting the Secretary of the Interior's Standards for Rehabilitation (see below) and accompanying Guidelines. Preference will also be given to the new owner that takes the whole bridge versus a section.

Brown County is accepting Letters of Interest until June 30, 2021 at 4 pm.

For more information, please contact:

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Brown County Highway Department
1901 N. Jefferson St.
New Ulm, MN 56073
phone: 507-233-5700
email: Wayne.Stevens@co.brown.mn.us.

See below for photos, maps, and Secretary of the Interior's Standards for Rehabilitation



West side of south truss span (facing NE)



North end of south truss span (facing S)



East truss with steel angle railing (facing N)



West side of the bridge (facing SE)



The bridge is on the Minnesota River five miles southeast of Franklin, MN



The bridge in its Minnesota River setting

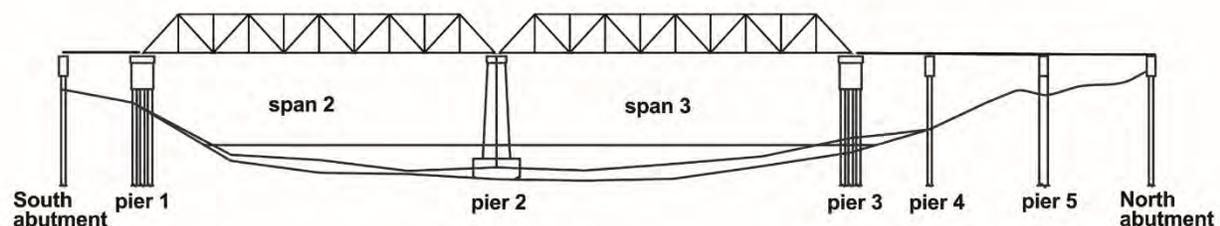
Preference will be given to projects that preserve the bridge's historic character by meeting the Secretary of the Interior's Standards for Rehabilitation and accompanying Guidelines.

SECRETARY OF THE INTERIOR'S STANDARDS FOR REHABILITATION

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.
2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.
3. Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.
4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.
6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.
7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.
10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

For more information visit the *Secretary of the Interior's Standards for Rehabilitation* at National Park Service.gov:

<https://www.nps.gov/tps/standards/rehabilitation/rehab/stand.htm>



East elevation of Bridge 2110