HE-MPC-6896

STATEWIDE BRIDGE SURVEY INVENTORY FORM

MNDOT No.: 90449
Historic Name: Park Board Bridge No. 1 (CD)
Common Name: Lake Street Bridge
Owner: Minnesota Department of Transportation
Year Built: 1911 (AC)
Engineer: H. Lincoln Rogers & Guy Vroman, New York City (CD)
Fabricator:
Contractor: Security Bridge Company (C)

Location

County: Hennepin
City/Town: City of Minneapolis
Legal Description: Township 29 Range 24W Section 33
Crossing: Lake Street over Lake Calhoun channel

Technical Data

Bridge Category: Reinforced-concrete arch (112)
Overall Length x Width: 55' x 108'
Main Span No./Type/Length: 1 Filled-spandrel, barrel-vaulted span
Other Spans No./Type/Length: none

Significance

Local x State x National
Historical Context: Minnesota Concrete Bridges, 1890-1945
Integrity: Excellent x Good Fair Poor
No. of Resources within Property: 1 contributing structure

STATEWIDE BRIDGE SURVEY INVENTORY FORM, CONT.: 90449

Summary Description

Bridge 90449 is situated in an extremely prominent location in the Lake District of Minneapolis, where it carries Lake Street across the channel connecting Lake Calhoun with Lake of the Isles. It is a very wide single-span, reinforced-concrete, filled-spandrel, barrel-vaulted, elliptical-arch bridge, with an overall length of 55', span length of 50', out-out width of 108', carrying a 38+' multi-lane roadway, with two sidewalks of 5' each. It has U-type abutments. According to Theodore Wirth in his history of the Minneapolis park system, the design Bridge No. 1 was the first prize design of H. Lincoln Rogers and Guy Vroman, New York City, submitted in a Park Board competition. City engineer notes, reportedly taken from plans on file, state that it was designed by William Pierce Cowles, consulting engineer, and architect Cecil B. Chapman, for the City of Minneapolis in 1910 (A). This may be a confusion with bridges No. 3 and No. 4, which were designed by Cowles and Chapman. It was built by the Security Bridge Company at a cost of $51,775 (C). The bridge was designed with a full-blown neo-classical architectural treatment to keep it in harmony with its formal, urban park setting. The abutment pilasters and arch ring are heavily rusticated concrete; the spandrel walls and abutment walls have red granite facing; the arch barrel is fully finished with scribed arch rings to imitate stonework. The railings are finished granite blocks, set above a rounded stone course marking the floor line. The railing follows the floor camber line. The bridge is very significant for its highly articulated neo-classical architectural style and for its association with the city's Lake District (CD).

Sources of Information (Reference to Above)

A. Bridge 90449 Structure Inventory Sheet & related documents, Mn/DOT files, St. Paul.
B. Robert Frame, "Historic Bridge Report," Minnesota SHPO, 1985.
C. Theodore Wirth, Minneapolis Park System, 1883-1944 ([Minneapolis: Board of Park Commissioners, 1945]), p.92.
D. Minneapolis Board of Park Commissioners, Annual Reports for 1909 (27th, pp. 77-84), 1910 (28th, pp. 13, 46-50), and 1911 (29th, pp. 21-22, 38, 44-50).
E.

Date of Survey: April 17, 1988 Surveyor: Robert M. Frame III

STATEWIDE BRIDGE SURVEY: PHOTOGRAPHIC RECORD FOR INDIVIDUAL BRIDGE

SURVEY PHOTOGRAPHS FOR BRIDGE No. 90449

No.	Bridge No.	County	City /Township	Subject	Camera Facing
FROM CONTACT SHEET 09734 April 1988				Photographer: Robert M. Frame III	
16	90449	Hennepin	Minneapolis C	[MnDOT number]	
17	90449	Hennepin	Minneapolis C	East approach	W
18	90449	Hennepin	Minneapolis C	West approach	E
19	90449	Hennepin	Minneapolis C	South railing	E
20	90449	Hennepin	Minneapolis C	South elevation	NE
21	90449	Hennepin	Minneapolis C	South elevation	NW
22	90449	Hennepin	Minneapolis C	South elevation: west abutment	NW
23	90449	Hennepin	Minneapolis C	Barrel interior	W
24	90449	Hennepin	Minneapolis C	North elevation	SW
24A	90449	Hennepin	Minneapolis C	North elevation: east abutment	SE