HE-MPC-6906

STATEWIDE BRIDGE SURVEY INVENTORY FORM

MNDOT No.: L-5722
Historic Name: Park Board Bridge No. 3 (CD)
Common Name:
Owner: City of Minneapolis
Year Built: 1911 (C)
Engineer: William Pierce Cowles, engineer, and Cecil Bayless Chapman architect (C)
Fabricator:
Contractor: Security Bridge Company (C)

Location

County: Hennepin
City/Town: City of Minneapolis
Legal Description: Township 29 Range 24W Section 33
Crossing: ~~West 28th Street~~ LAKE OF THE ISLES PARKWAY over channel between lakes Calhoun & Isles

Technical Data

Bridge Category: Reinforced-concrete arch (112)
Overall Length x Width: 114' x 46.2'
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.: L-5722
Summary Description

Bridge L-5722 is located in a very prominent location in the Lake District of Minneapolis, where it carries West 28th Street over the channel connecting Lake Calhoun with Lake of the Isles. Aligned on an approximate east-west axis, it is a single-span, reinforced-concrete, filled-spandrel, barrel-vaulted, elliptical-arch span, with an overall length of 114', span length of 51', out-out width of 46.2', carrying a 16+' roadway, and two sidewalks. The narrow roadway is a recent innovation (1976?) designed to accomodate a wide sidewalk area on the north. The bridge has reinforced-concrete, U-type abutments. It was built in 1911 after a competition prize-winning design by engineer William Pierce Cowles and architect Cecil Bayless Chapman, and built by the Security Bridge Company in 1910-11 for $30,000 (C). Cowles and Chapman designed the bridge in a highly articulated, neo-classical mode, which is appropriate for its park setting. It is faced with limestone. The arch ring, spandrel walls, and abutment pilasters are carefully designed and styled, and a large, ornamental modillion is located at the crown of each arch ring. The railings are neo-classical, filled-panel designs, slightly arched to follow the span camber. Overall, the bridge possesses an aesthetic quality that is in keeping with its formal park context. It is significant for this architectural treatment, as a masterwork by engineer William Pierce Cowles (along with L-5729, his earliest known designs) (B), and for its association with its urban-park setting in the Lake District (CD).

Sources of Information (Reference to Above)

A. Bridge L-5722 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. L-5722

No.	Bridge No.	County	City /Township	Subject	Camera Facing
FROM CONTACT SHEET 09735 April 1988				Photographer: Robert M. Frame III	
1	L-5722	Hennepin	Minneapolis C	[MnDOT number]	
2	L-5722	Hennepin	Minneapolis C	South elevation	NW
3	L-5722	Hennepin	Minneapolis C	South elevation	NW
4	L-5722	Hennepin	Minneapolis C	North elevation	SW
5	L-5722	Hennepin	Minneapolis C	North elevation	SW
6	L-5722	Hennepin	Minneapolis C	East approach	W
7	L-5722	Hennepin	Minneapolis C	West approach	E
8	L-5722	Hennepin	Minneapolis C	South railing inside	E
9	L-5722	Hennepin	Minneapolis C	South railing inside: detail	
10	L-5722	Hennepin	Minneapolis C	South railing inside: detail