RA-SPC-7131

STATEWIDE BRIDGE SURVEY FORM

MNDOT No.: L-8789
Historic Name: Phalen Park Bridge
Common Name: Phalen Park Bridge
Owner: City of St. Paul
Year Built: 1906
Engineer:
Fabricator: St. Paul Foundry Co.
Contractor:

Location

County: Ramsey
City/Town: St. Paul C.
Legal Description: Section 21, Township 29N, Range 22W
Crossing: carries pedistrian path over south channel in Phalen Park

Sketch Diagram

see attached field survey form

Technical Data

Category: steel pony truss
Span No./Type: one steel riveted Pratt with vertical leg (bedstead) pony truss, two steel stringer approach spans
Overall Width x Overall Length: 38' x 94'

Significance

Local _x_ State ___ National ___
Historic Context: Metal Truss Bridges in Minnesota, 1870s-1942
Integrity: Excellent _x_ Good ___ Fair ___ Poor ___
No. of Resources with Property: _1_ contributing structure(s)
___ non-contributing structure(s)

Summary Description

Located on the west bank of Lake Phalen in Phalen Park, this bridge carries a paved pedistrian road over an inlet (or outlet) of the lake at its mouth. The bridge was apparently originally built for vehicular traffic. It was erected in 1906 of steel fabricated by the St. Paul Foundary Co.(A) The three span bridge features a main span which is a riveted Pratt pony truss with vertical end posts (also known as a bedstead truss) and has a steel stringer approach span at each end. The vertical end posts, which are laced struts, extend below the the line of the lower chords and are fixed to the concrete footings, as is typical of bedstead trusses. An unusual feature of this bridge is curved lower chords in the end panels. These each consist of four curved steel angle sections riveted with lacing bars. The rest of the superstructure of the main span is comprised as follows: the upper chords consist of two steel channel sections riveted with lacing bars along the upper and lower

STATEWIDE BRIDGE SURVEY INVENTORY FORM, CONTINUED:

Summary Description Continued

flanges; the horizontal lower chords at the center panels consist of four steel angle sections riveted with batten plates; the verticals and diagonals consist of four steel angle sections riveted with lacing bars. The timber deck has an asphalt wearing surface and is supported by steel I-beam stringers bolted atop the steel I-beam floor beams, which are riveted to the vertical members with gussett plates. Decorative bracing connects the bottom ends of the vertical end posts to the floor system of the main and approach spans. A sidewalk, with latticed guardrail and cast iron end posts, cantilevers from the side of the bridge near the lake.

Sources of Information

A. Erection plans in file on pedestrian bridges at the City of St. Paul Public Works Dept.

Date of Survey: January, 1988
Surveyor: Fredric L. Quivik
Architectural Historian
Renewable Technologies, Inc.
Butte, MT