

1. SITE I.D. NO

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NAER INVENTORY

U.S. Department of the Interior
Heritage Conservation and Recreation Service

2. INDUSTRIAL CLASSIFICATION

Bridges, Trestles, and Aqueducts

3. PRIORITY

1

4. DANGER OF DEMOLITION?
(SPECIFY THREAT) YES NO UNKNOWN

ARCH: concrete

7 5 9 5

5. DATE

1936

6. GOVT SOURCE OF THREAT

OWNER

ADMIN

#15

8. NAME(S) OF STRUCTURE

Cowen Park Bridge

9. OWNER'S ADDRESS

Engineering Department
Seattle Municipal Building, Room 704
Seattle, Washington 98104

10. STATE COUNTY

WA
033

COUNTY NAME

King

CITY/VICINITY

Seattle

CONG. DIST.

03

STATE COUNTY

COUNTY NAME

CITY/VICINITY

CONG. DIST.

11. SITE ADDRESS (STREET & NO)

15th Avenue North

12. EXISTING SURVEYS

 NR NHL HABS HAER-I HAER NPS CL6
 CONF STATE COUNTY LOCAL OTHER

13. SPECIAL FEATURES (DESCRIBE BELOW)

 INTERIOR INTACT EXTERIOR INTACT ENVIRONS INTACT

14. UTM ZONE

EASTING

NORTHING

SIGN

SCALE

 1:24 1:62.5

QUAD NAME

Seattle North, Washington

UTM ZONE

EASTING

NORTHING

SIGN

SCALE

 1:24 1:62.5

QUAD NAME

15. CONDITION 70 EXCELLENT 71 GOOD 72 FAIR 73 DETERIORATED 74 RUINS 75 UNEXPOSED 76 ALTERED 77 DESTROYED 85 DEMOLISHED

16. INVENTORIED BY

Lisa Soderberg

AFFILIATION

HAER/Washington State Bridge Inventory

DATE

May 1980

17. DESCRIPTION AND BACKGROUND HISTORY, INCLUDING CONSTRUCTION DATE(S), HISTORICAL DATE(S), PHYSICAL DIMENSIONS, MATERIALS, EXTANT EQUIPMENT, AND IMPORTANT BUILDERS, ENGINEERS, ETC.

Two wooden trestles, one accommodating trolley cars and the other pedestrians, spanned the eastern portion of Cowen Park on 15th Avenue Northeast linking the University District with a burgeoning residential area to the north. In 1936, the city of Seattle replaced these temporary, unassuming, functional structures with an open-spandrel reinforced concrete arch. In contrast to its predecessor, the organic arch form was an integral part of its wooded environment, conforming to the shapes and patterns that surround it.

The 358 foot structure consists of six concrete slab approach spans and a 160 foot two ribbed arch that rises to a height of 60 feet above its springing points. The arch ribs are braced by lateral reinforced concrete struts. Light, fluted vertical posts rest on the arches, and support a 42-foot wide concrete roadway and two seven-foot wide sidewalks.

This graceful, dynamic concrete structure was designed by the bridge engineer, Clark H. Eldridge and (CONT OVER)

18. ORIGINAL USE

vehicular

PRESENT USE

vehicular

ADAPTIVE USE

19. REFERENCES—HISTORICAL REFERENCES, PERSONAL CONTACTS, AND/OR OTHER

City Engineering Department files.

Elizabeth Shellin Atly, "Seattle Landmark Nomination Form," Office of Urban Conservation, 2 January 1980.

(CONT OVER)

20. URBAN AREA 50,000 POP. OR MORE?

 YES NO

21.

N W

22. PUBLIC ACCESSIBILITY

 YES, LIMITED YES, UNLIMITED
 NO UNKNOWN

23. EDITOR INDEXER

24. LOCATED IN AN HISTORIC DISTRICT?

 YES NO

NAME

DISTRICT I.D. NO

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