1. SITE I.D. NO					HAER IN\	ENTORY	н D	istoric Am epartment	American Engineering Record nt of the Interior, Washington, D.C. 20240										
2. INDUSTRIAL CLASSIFICATION					3. PRIORITY	4. DANGER OF DEMOLITIC	N?	YES	NO		······································								
Bridges, Trestles, and Aqueducts					1	(SPECIFY THREAT)													
					5. DATE	6. GOVT SOURCE OF THRE	AT	OW	NER	ADMIN	000000000 000000000 000000000								
ARCH: concrete	7	5	9	5	1937														
						7. OWNER/ADMIN													
<u>#E-7 670323401 00000</u>						City of Taco	ma												
8. NAME(S) OF STRUCTURE						9. OWNER'S ADDRESS													
East 34th Street Bridge						Tacoma Publi	c Works [Departmer	nt										
						Lounty-City	Builaing ington	08102											
			_		CONG	I dCOIIId, WdSII		184UZ		~	<u></u>								
		na									CONG.								
		Πα																	
Pacific to A Street						SURVEYS													
						13. SPECIAL FEATURES (D	ESCRIBE BELOW			L LOOAL									
S.T.R.: 9 20N 3E						INTERIOR INTAC	Т		OR INTACT		ENVIRONS INTACT								
14. UTM ZONE EASTING NORTHING					SIGN SCALE	1:24 🕅 1:62.5													
1 0 5 4 3 0 0 0 5 2 3	1	6	0 0)				QUA NAM	^D <u> </u>	South, h	lashington								
UTM ZONE EASTING NORTHING					SIGN SCALE	1:24 1:62.5		0114											
						OTHER		NAM	1E										
15 CONDITION 70 EXCELLENT 71 GOOD	72 🗖	FAIR		73 [DETERIORATED	74 🖸 RUINS 75 🕻	UNEXPOSED	76 🗖 ALT	ERED 82		85 DEMOLISHED								
16. INVENTORIED BY					AFFILIATION				1 ^{D4}	ATE									
Lisa Soderberg					HAER/Wa	<u>ishington State</u>	Bridge 1	Inventory	/	<u>April 197</u>	'9								
17. DESCRIPTION AND BACKGROUND HISTORY, INCLUDING CONSTR MATERIALS, EXTANT EQUIPMENT, AND IMPORTANT BUILDERS, EI	NGINE	ERS, E	TE(S), H TC.	HISTO	RICAL DATE(S), PHYSIC	CAL DIMENSIONS,													
In 1937, the City of Tacoma co	onst	tru	cted	1 ar	n open spand	irel concrete a	rch acros	ss the Pa	acific Av	enue Gulo	h, to replace								
a deteriorated untreated timber tre	est	le.	Tł	nis	light, conc	rete form rise	s to a he	eight of	150 feet	above th	he streambed.								
The 485 foot structure consists of	a 2	243	foc	ot p	parabolic ar	rch which is f	lanked by	/ two 47	foot con	tinuous g	jirder spans								
on the east, and three 47 foot give	der	spa	ans	on	the west.														
Ine arch is composed of two ai	rcn	rit	DS V	inic	ch are 24 fe	et center to c	enter, ar	nd are co	onnected	by SIX TI	e struts, three								
reet wide, and 2 reet deep. Each a	arci	n r		las	a depth of	58 Inches, and	a wiath	OT 60 11	icnes at	the crown	i, and a depth								
of 97 Inches at the skewback. Span	nare		2011 11-11		s, spaced It	.5 teet apart,	rest on	the arci	The mai	a support	, d 24 1001 shich ang squang								
while roadway of beam and girder des	siyi	ີ່ງ V ວກ (n = 1	IUUL SILLEWO	arks concrever	eu on eau	In side.	The man	n piers, w	mich are square								
The contractors. MacRae of Sea	att	le.	cer	nte	red the arch	on a form tha	t rested	on a tow	verina ti	mber pile	(CONTOVER)								
18. ORIGINAL USE			I ^{PR}	ESEN	TUSE			ADAPTIVEU	SE	<u></u>									
vehicular			<u>\</u>	/eh ⁻	icular														
19. REFERENCES — HISTORICAL REFERENCES, PERSONAL CONTACT	S, AN	D/OR C	THER																
Lity Engineering Department files.	-	F			nonata Anak	Duidas Duildi	na ot To	omo " W	octown Co	nctwette	n Nous 1027								
raisewurk with 120 TOOL Miles 15	rea o	ure va	: 01 1c	- U(/1	Now York 10	1 Driuge Buildi	ny at id		estern co	ISTRUCT	<u>n news</u> , 1937.								
cari conuit, American Building Art	, 2	۷U	12.	, (1	New TUPK, 19	101), h. 502.													
				1000															
20. URBAN AREA 50,000 21. NPS REGIO		22. F	URFIC	ACC		YES, LIMITED XYES	UNLIMITED												
					U		NOWN												
		NAM	/E					DIST	RICT I.D. NO										
		_																	

USDI-NATIONAL PARK SERVICE FORM 10-292 (10/77)



DESCRIPTION (CONTINUED) falsework which had a maximum height of 126 feet. Because the space was restricted at the site, it was necessary to bring in mixed concrete by truck. A one yard bucket on a highline hoisted the concrete to the distributing hopper on the form where it was transported to its desired location through a system of chutes.

The bridge was designed and constructed under the supervision of C.D. Forsbeck. City Engineer of Tacoma and the Bridge Engineer, O.A. Anderson. It was financed through highway funds and the Emergency Administration of Public Works.

The 34th Street Bridge is a fixed arch, representing a concrete bridge type that was extensively used for spans over 100 feet in length. Of the fixed arches built before 1940 within the State, the 34th Street Bridge has the longest span with the greatest rise. The straightforward simplicity of the arch is impressive as it frames the industrial expanse of Tacoma. Its attenuated, minimal form reveals the capabilities of reinforced concrete, and reflects the progressive reduction in the quantity of structural material used in concrete arch design.

ABSTRACT						Τ								Τ														ľ			Ι			
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HAERN	0	LC	 ECH F	EPOP	1	_ HI	SIR	EPUF	(C C	UNI	EMP	PHC	010	HIS	51 PF	010		NIE	VIP D	RWG	HIST	DRM	/G	 COL	OH F	LAI	P	HOIG	JGRA	M	SW	-	ILM