. SITE I.D. NO					HAER INV	RINVENTORY			Historic American Engineering Record Department of the Interior, Washington, D.C. 2024				. 20240
Bridges, Trestles, and Aqueduct	s				3. PRIORITY 1	4. DANGER OF DE (SPECIFY THR			YES	D NO		WN	
BEAM: concrete	7	5	8	5	^{5. date} 1935-36	6. GOVT SOURCE	OF THREAT		OW	NER	ADMI	N	
City Number: 13						7. OWNER/ADMIN City of		2				200 0 2	
NAME(S) OF STRUCTURE		1	<u> </u>			9. OWNER'S ADD							·
Schmitz Park Bridge						Engineer Seattle Seattle,	Munici	pal Bui	lding, H	Room 704	Ļ		
COUNTY NAME	CITY/VICIN				CONG. DIST. 03	STATE COUNTY		UNTY NAME	50101	CITY/VICIN	NITY	CONC DIST.	6.
site Address(street & NO) rossing: Schmitz Park Ravine						12. EXISTING SURVEYS			□HABS □STATE		HAER		
.T.R.: 10 24N 3E					.	13. SPECIAL FEAT	R INTACT	RIBE BELOW)		OR INTACT			ONS INTA
	2 6 9	2	8	0	SIGN SCALE	1:24 C] 1:62.5		QUA NAM	D Duwami	sh Head,	Washing	ton
UTM ZONE EASTING NORTH					SIGN SCALE	1:24 0THER] 1:62.5		QUA NAM				
CONDITION 70 EXCELLENT 71 GOOD	72 🗖	FAIR		73	DETERIORATED	74 RUINS		EVDOORD				01	
					DETERIORATED		75 🗋 UN	EXPOSED	76 🗖 ALT	ERED 8	82 DESTROYED	85	DENIOLISI
isa Soderberg					AFFILIATION	ashington					DATE August		DEMOLISI
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USDI-NATIONAL PARK SERVICE	FORM 10-292	(10/7
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Description (continued)

roadway and two 6 foot sidewalks, part of which are cantilevered from the deck.

The upper portion of the girders are laterally braced by a reinforced concrete slab that also forms a part of the deck, while the lower portion of the girders are stiffened by 2 3/4 inch filler slabs. The rigidity of the structure is increased by the use of transverse stiffening frames between the girders, as well as stiffening beams and fillets within the girder itself. Two inclined diaphragm frames radiating from the springline provide additional bracing at the haunches

Concrete walls were also constructed between the legs. The walls on the inner face carry no load, and are used to maintain a continuity in form. The outer walls, however, are heavy non-continuous vertical celled retaining walls which are designed to resist the pressure of the end fills. Although separate from the legs, they appear as an integral part of them, creating the illusion of massive abutments.

The main reinforcement of the frame consisted of $1\frac{1}{2}$ inch round bars. Reinforcing in the box frame is similar to that in solid construction. However, in hollow box construction, the steel and concrete is carefully placed only at those points where it functions actively when under a live load.

Because the foundation material is of glacial origin, the west footing was constructed in two separate parts, each of which was to support two frames. Clay layers were found on the east end so that it was possible to construct this footing as a monolith.

The bridge which cost about \$134,000 was funded through the State Gas Tax and the Public Works Administration. Like many of the buildings and bridges constructed during the Depression era, the predominant stylistic shapes and patterns of Art Deco Architecture pervade the design. The architectural design was prepared by J. Mahoney of the City Bridge Department.

The Schuchle Brothers were the contractors for the bridge which was constructed under the supervision of the City Engineering Department.

In his book <u>American Building Art</u>, Carl Condit asserts that the concrete rigid frame was the most important innovation in concrete bridge design since the development of the column and slab system, and ranked second only to prestressing as an economical means of construction. And the method of hollow box construction introduced in the Schmitz Park Bridge expanded further the capabilities of the rigid frame design.



