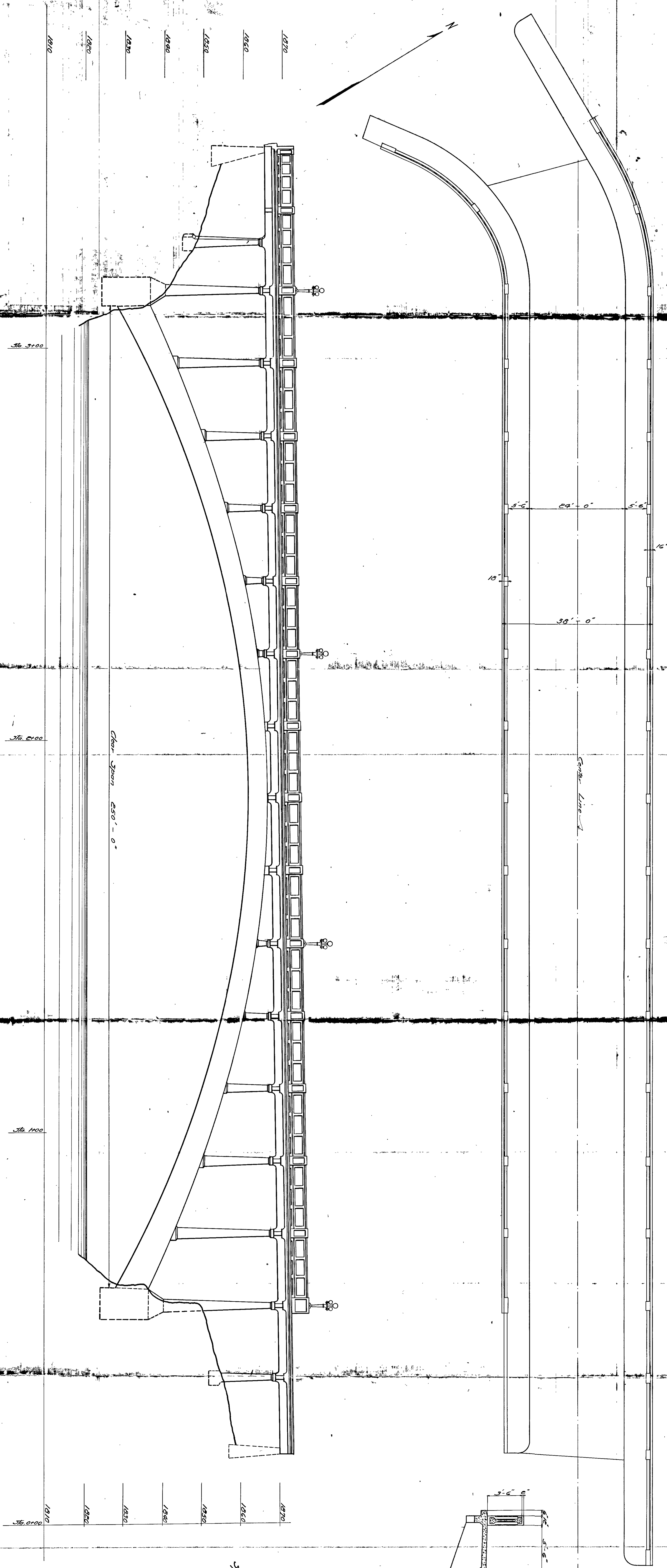


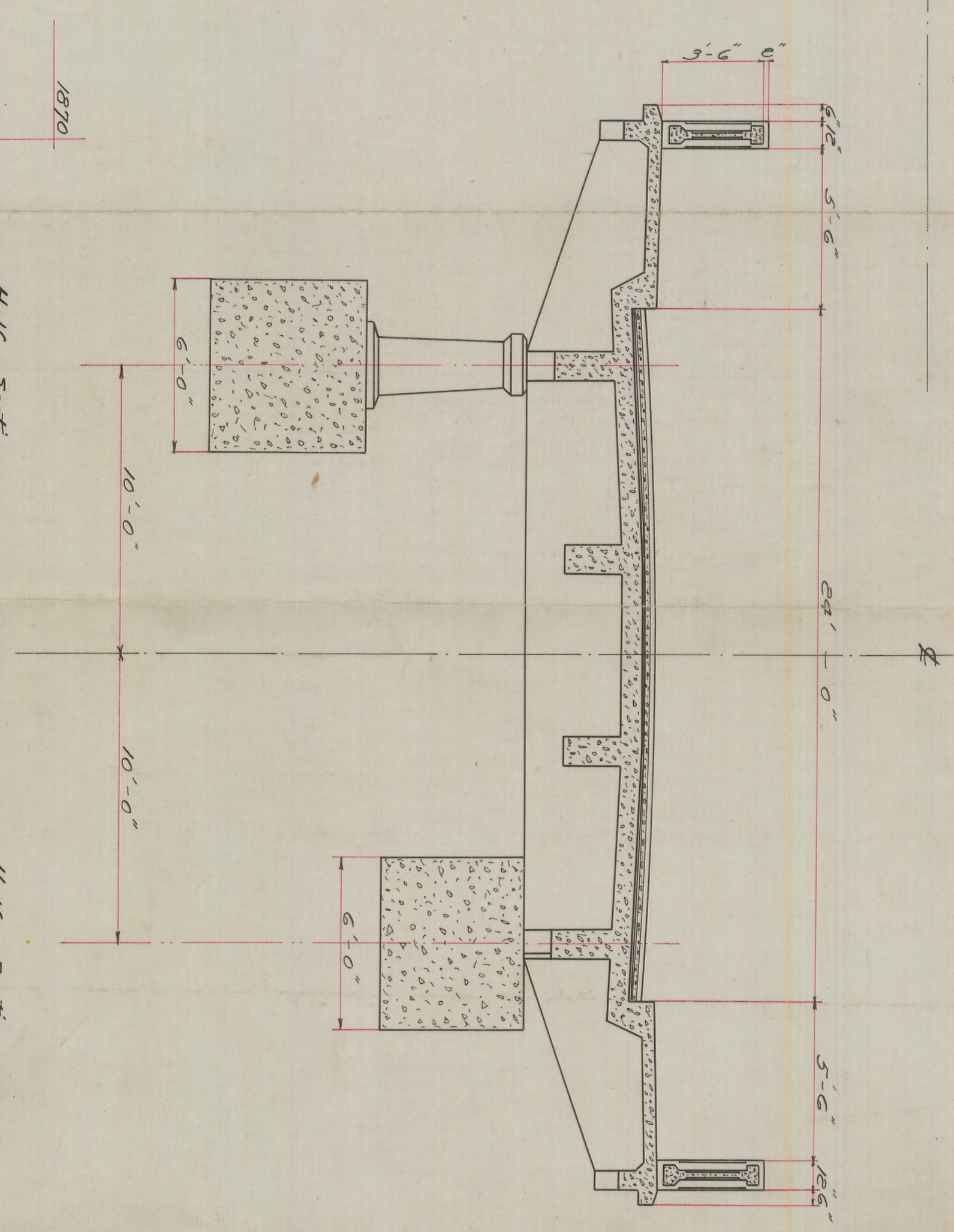
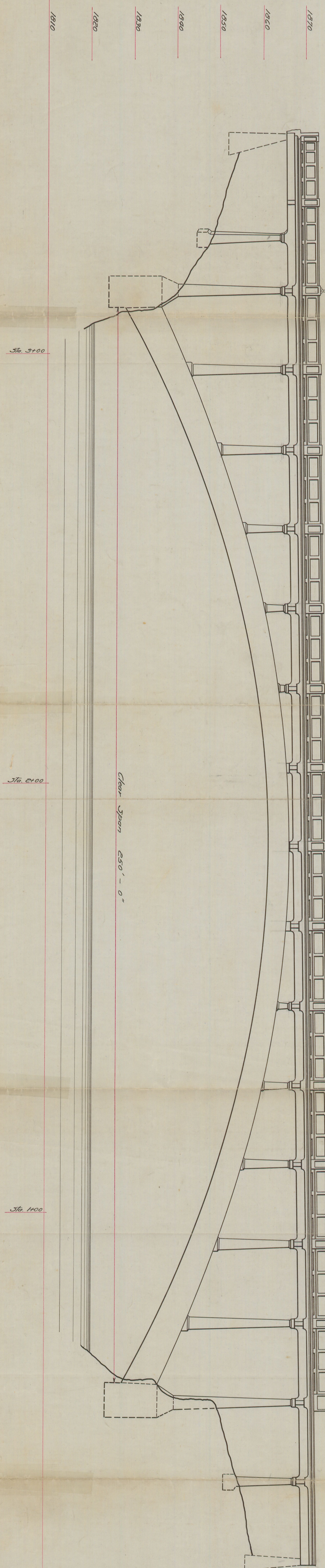
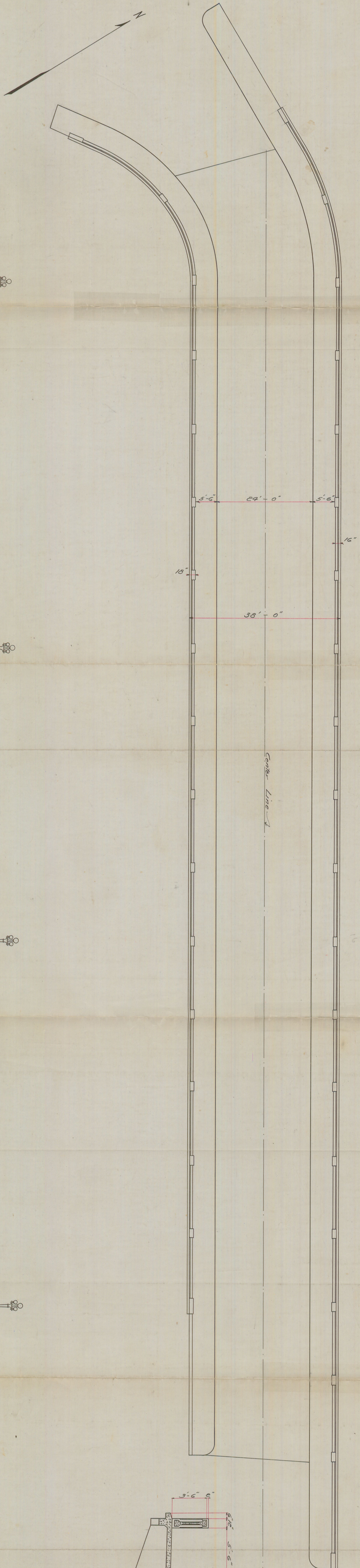
These Plans were approved and adopted by the City Council on April 25, 1916
J. McKelvey, Mayor



POST BRIDGE

GENERAL PLAN and ELEVATION
 SCALES: 1"=10' 1"=4'

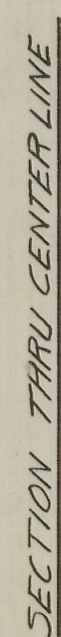
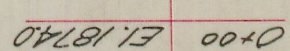
BRIDGE DEPARTMENT
 OFFICE OF CITY ENGINEER SPOKANE, WASH.
 DRAWN BY *Garnett* P. H. PETERSON
 CHECKED BY *E. O. BAKER* JR. D. E. BAKER
 DESIGNED BY *W. H. BAKER* JR. D. E. BAKER
 REVISIONS BY *W. H. BAKER* JR. D. E. BAKER
 APPROVED BY *W. H. BAKER* JR. D. E. BAKER
 #814



These Plans were approved and adopted by the City Council on 11-23-1914
C. M. Kellum, Mayor

POST BRIDGE
GENERAL PLAN AND ELEVATION
SCALE: 1"=10' 1"=4'
BRIDGE DEPARTMENT
OFFICE OF CITY ENGINEER, SPOKANE, WASH.
DESIGNED BY GARNETT
DRAWN BY GARNETT
CHECKED BY GARNETT
APPROVED BY GARNETT
#814

S. M. Kellam
City Clerk
N. Y.



Note: All concrete except in Hand Rail to be Class B (1-2-4)

POST BRIDGE

GENERAL REINFORCING DETAILS

SCALE: $\frac{1}{8}'' = 1'-0''$

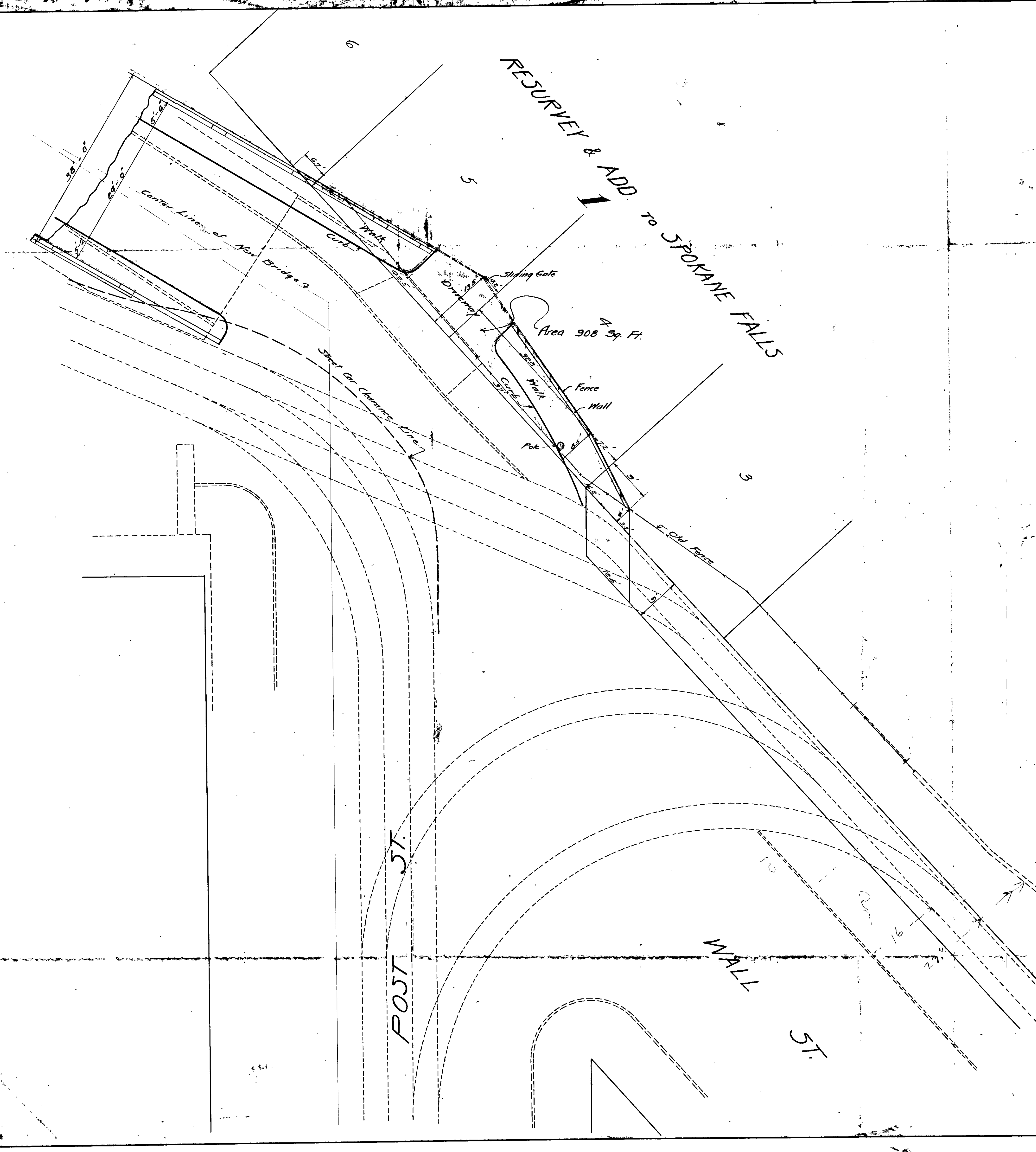
BRIDGE DEPARTMENT

to charge of..... *Garnett*..... FILE NUMBER3

APPROVED by *Anton Macan* Specifications

Cook #33903

164



PLAT
SHOWING THE PROPERTY TO BE ACQUIRED
BY THE CITY FOR THE CONSTRUCTION OF
POST ST. BRIDGE.

SCALE : 1" = 10'-0"

City Engineer's Office

July 1916

#814

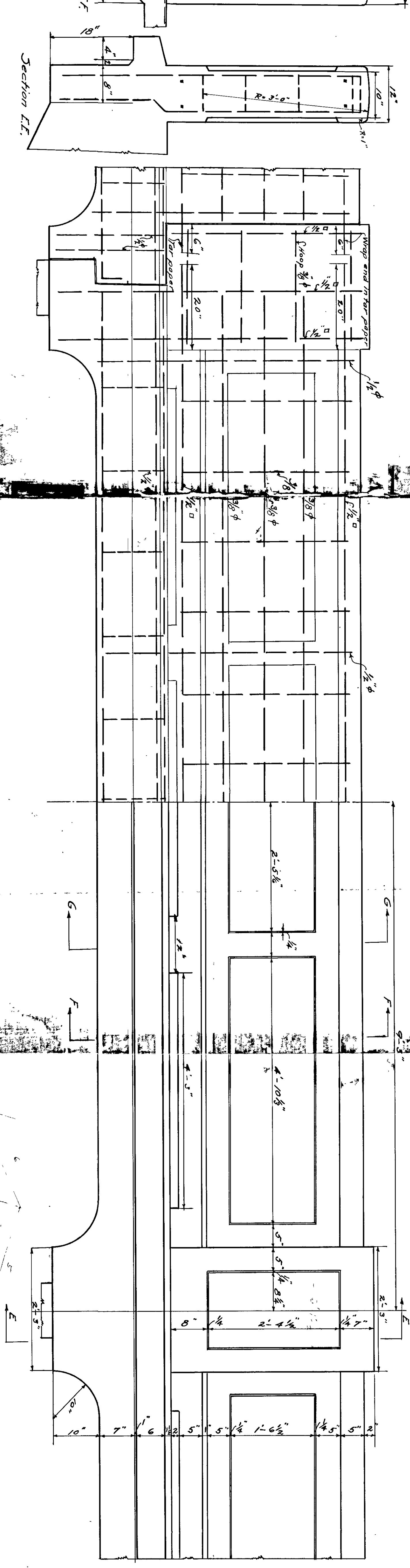
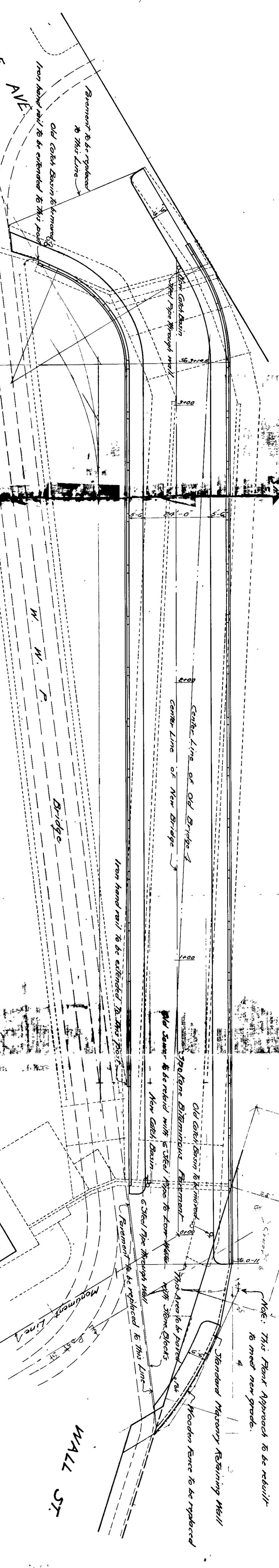
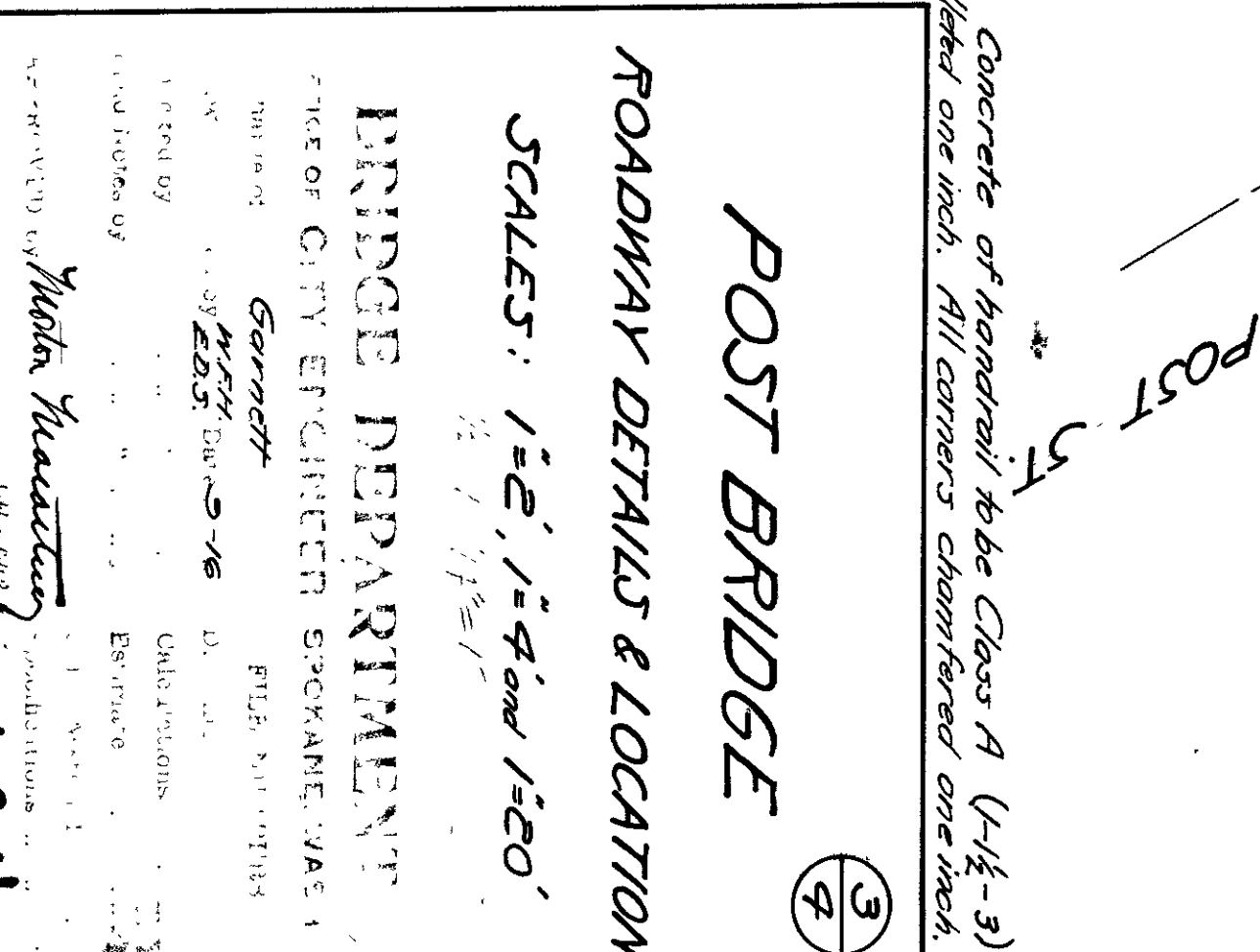
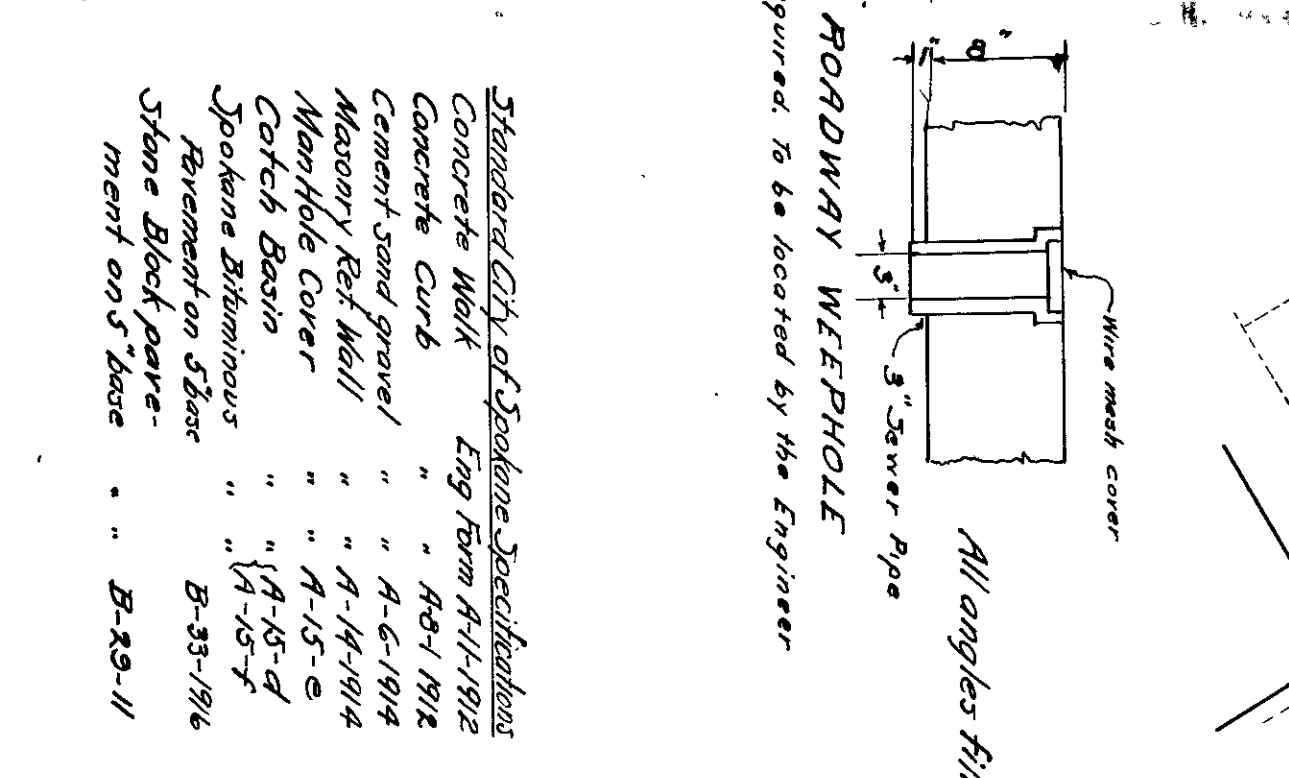
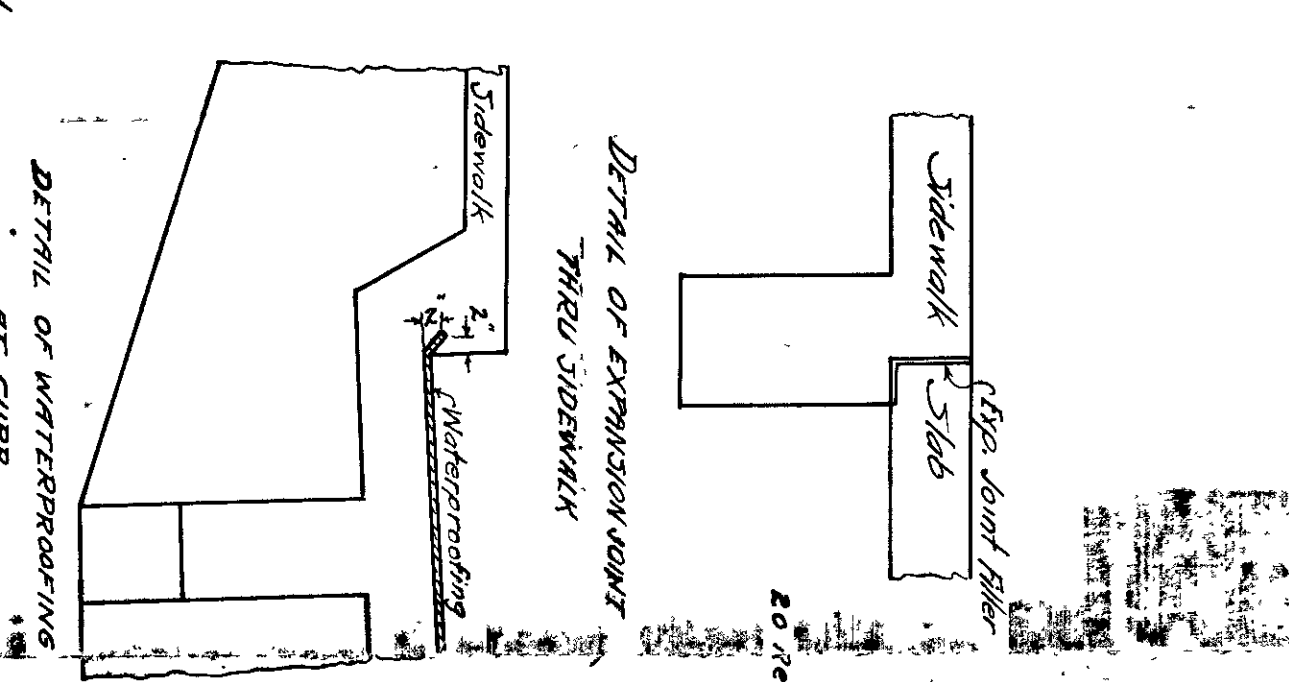
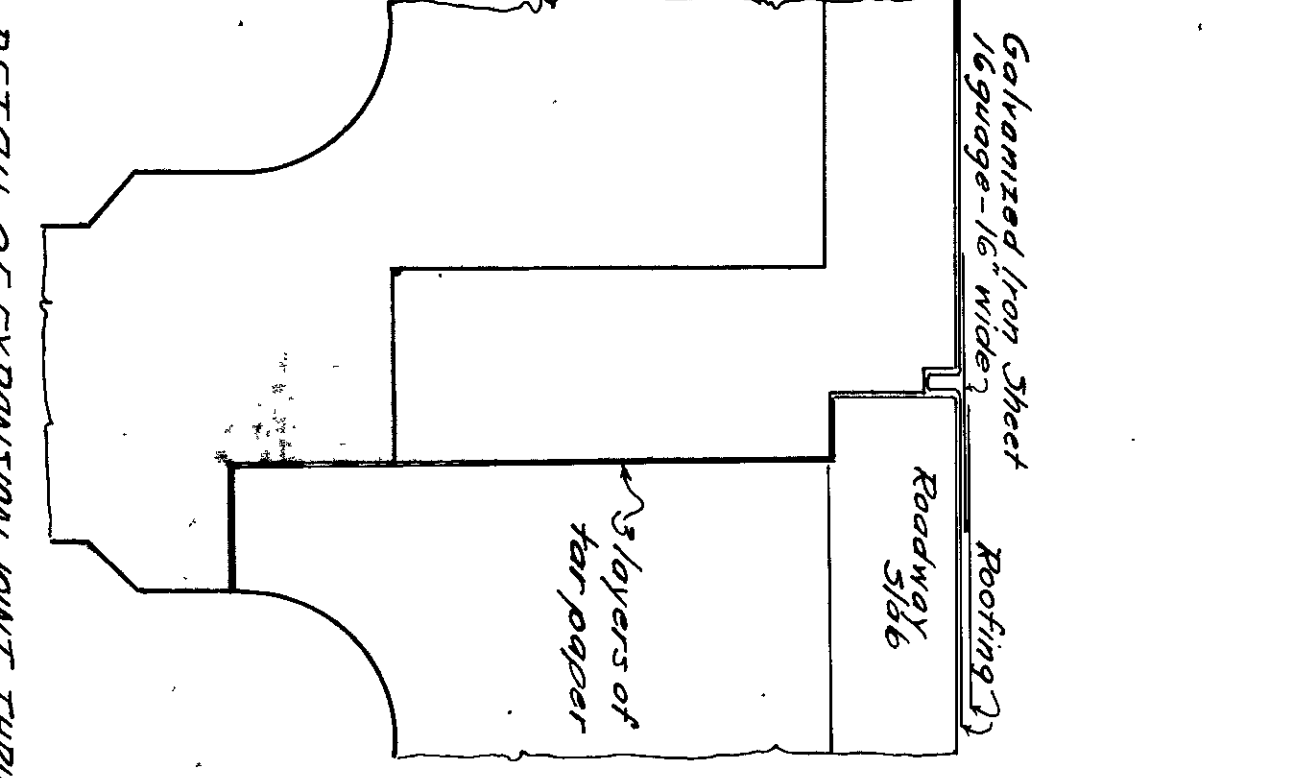
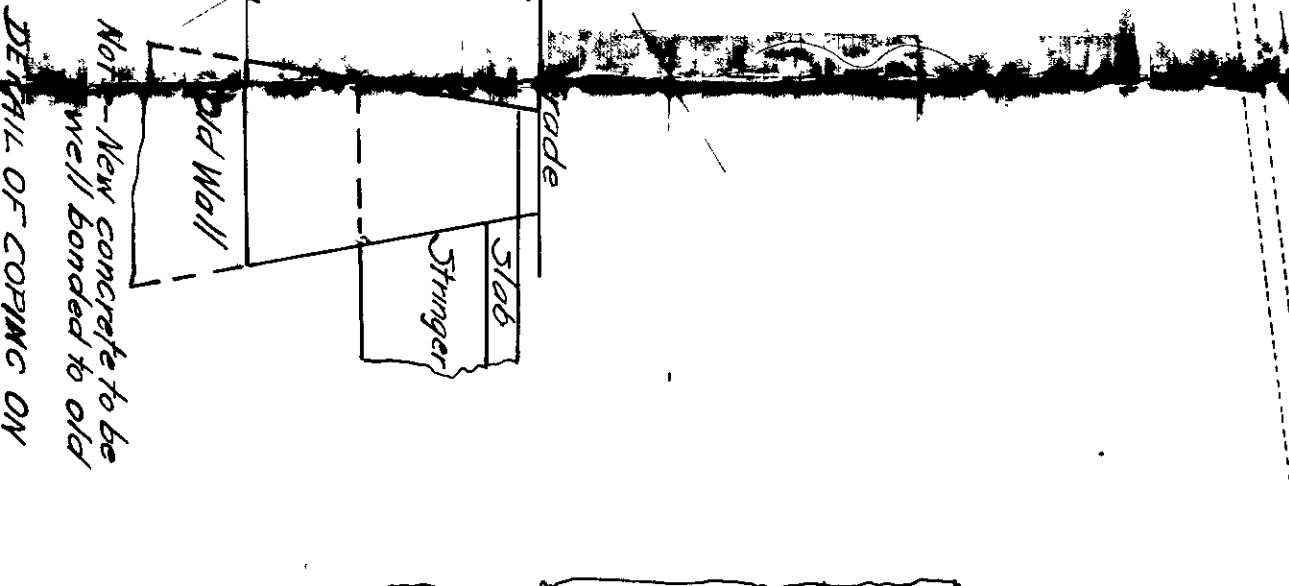
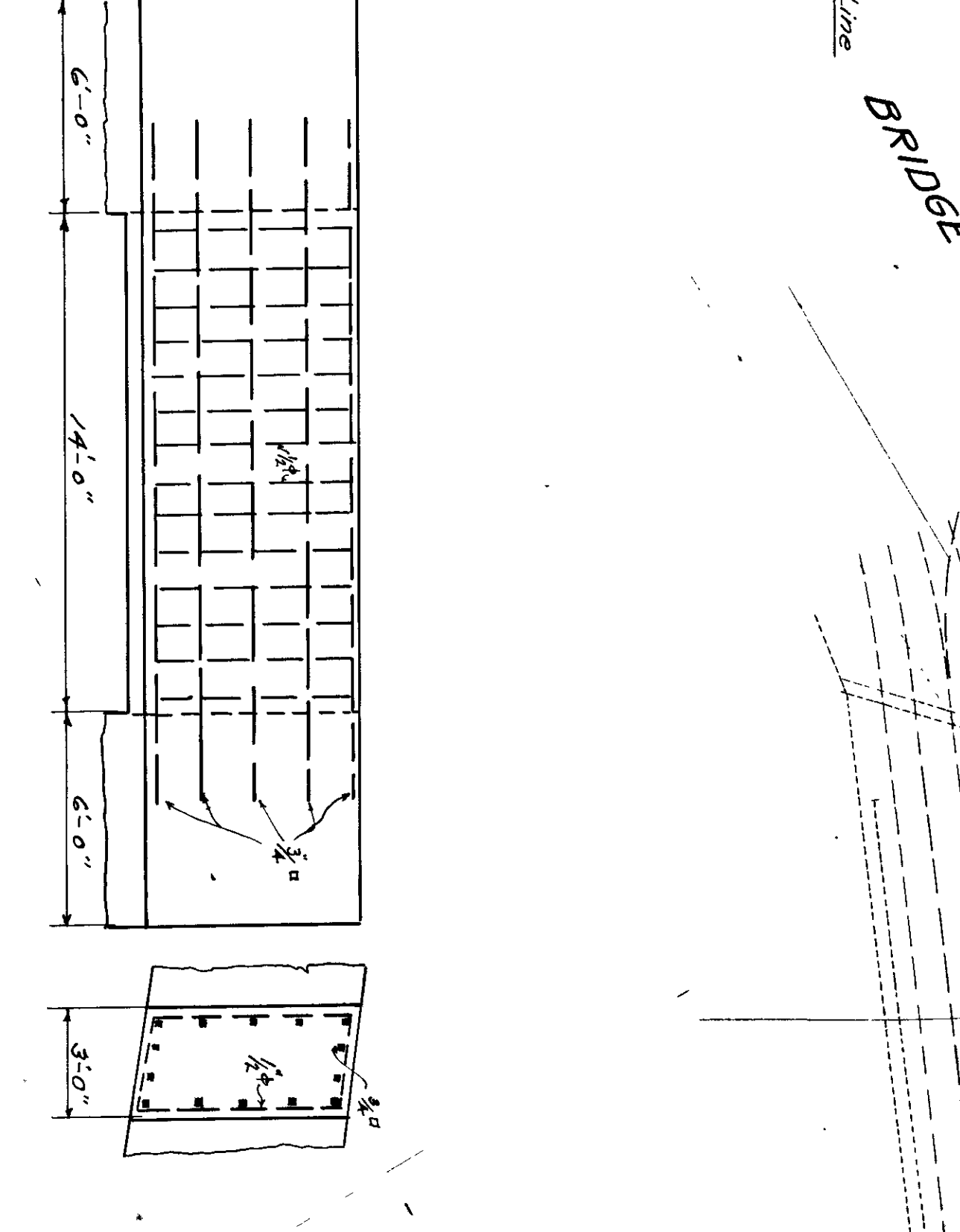
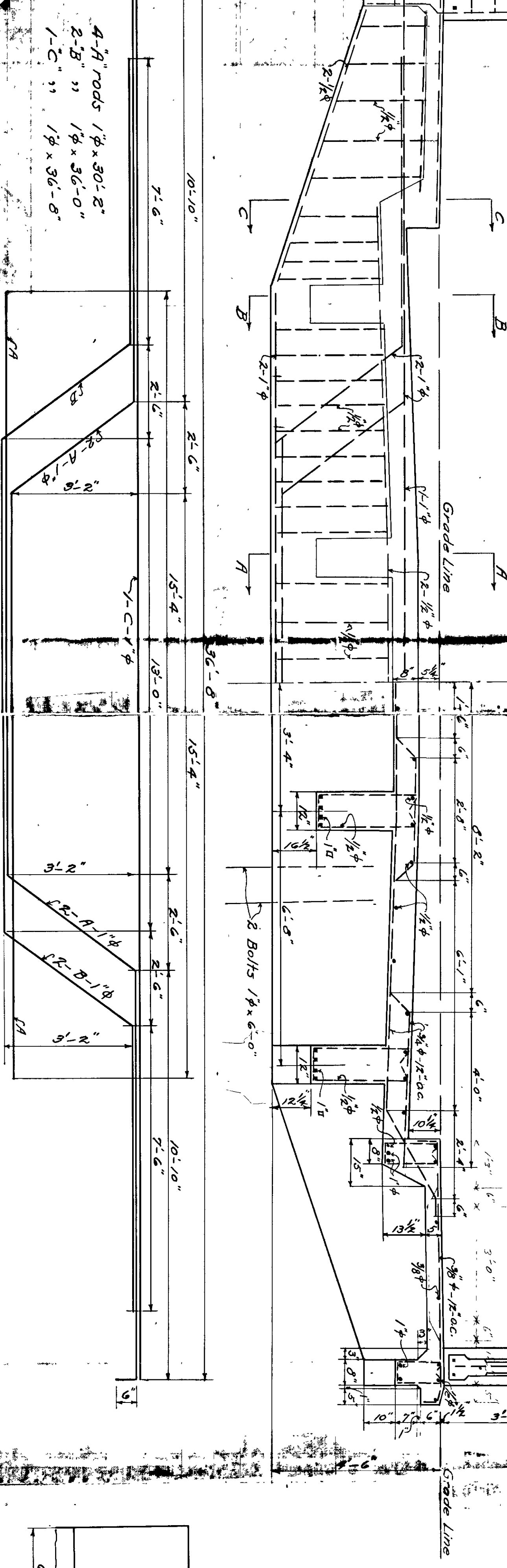
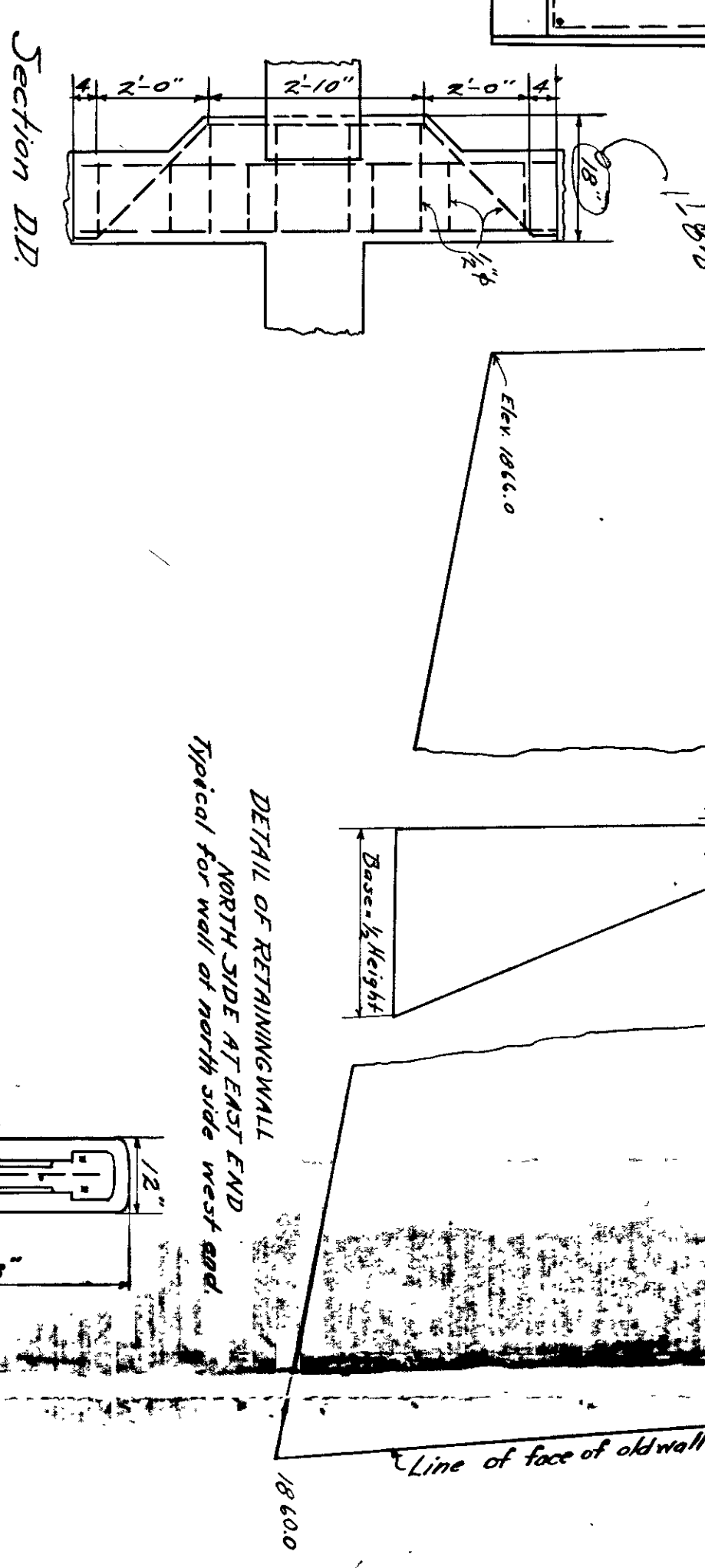
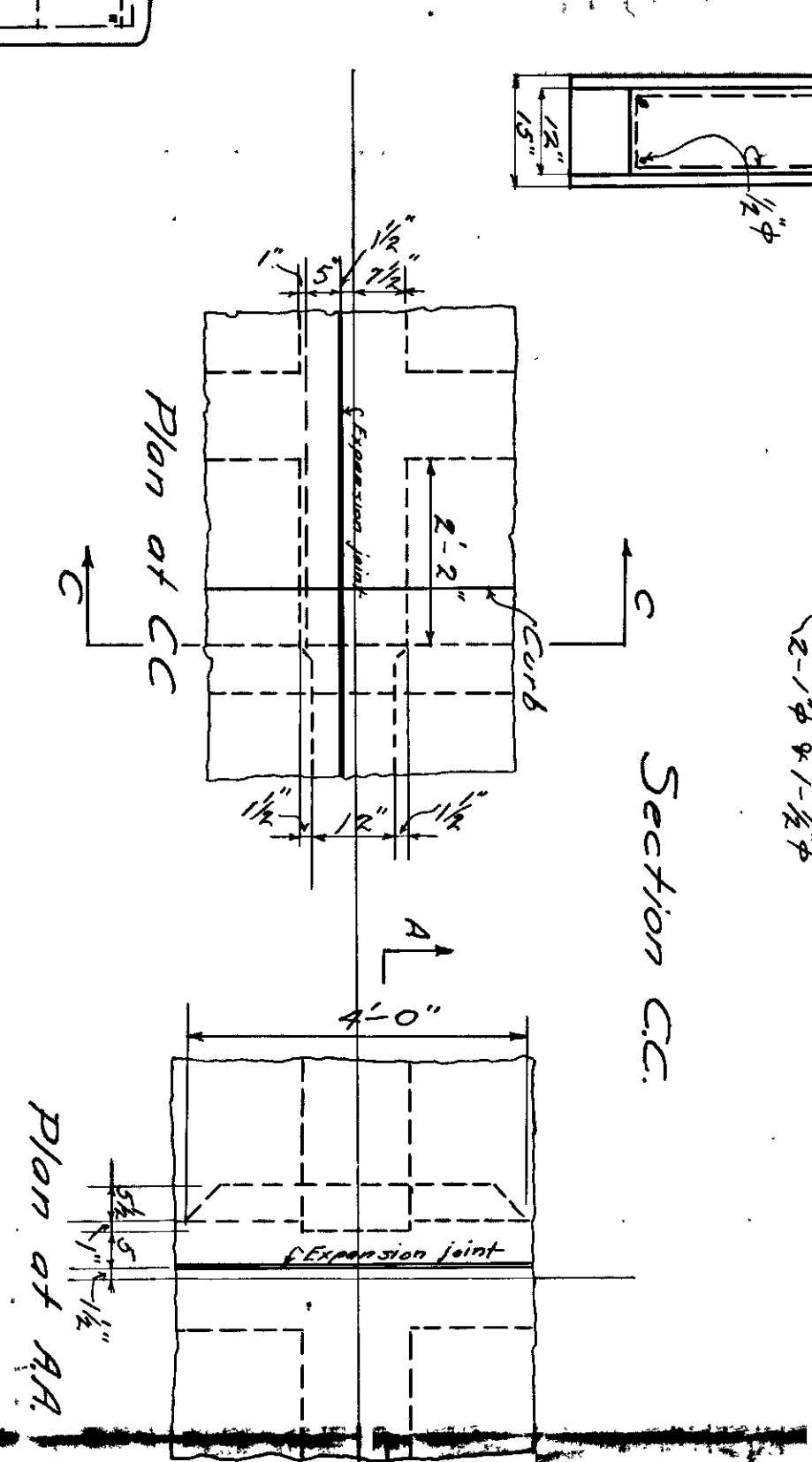
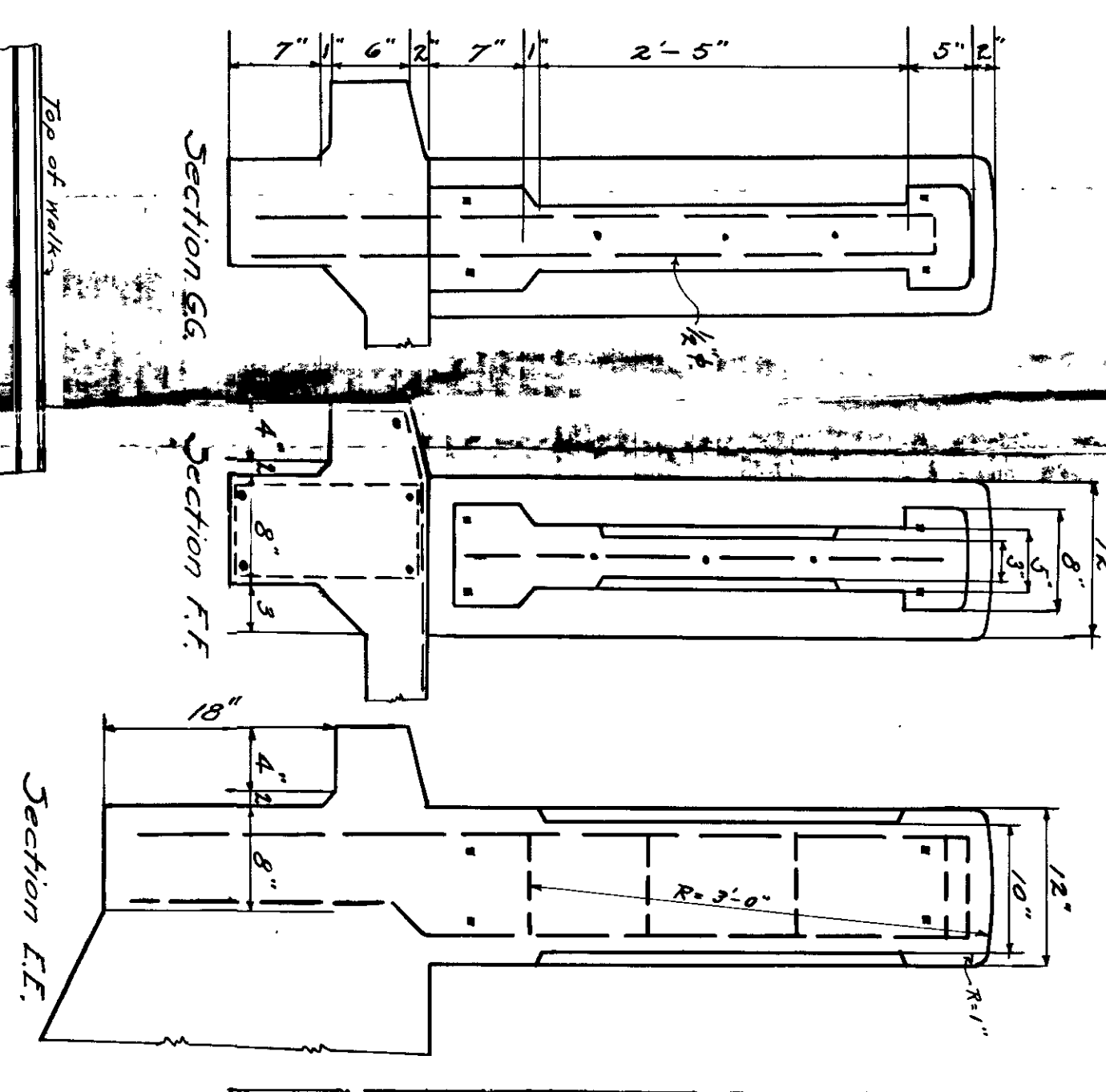
3053

SIZE OF BAR	LENGTH
3/8"	13
1/2"	20
3/4"	20
1"	20
1 1/4"	20
1 1/2"	20
1 3/4"	20
2"	20
2 1/2"	20
3"	20
3 1/2"	20
4"	20
4 1/2"	20
5"	20
5 1/2"	20
6"	20
6 1/2"	20
7"	20
7 1/2"	20
8"	20
8 1/2"	20
9"	20
9 1/2"	20
10"	20
10 1/2"	20
11"	20
11 1/2"	20
12"	20
12 1/2"	20
13"	20
13 1/2"	20
14"	20
14 1/2"	20
15"	20
15 1/2"	20
16"	20
16 1/2"	20
17"	20
17 1/2"	20
18"	20
18 1/2"	20
19"	20
19 1/2"	20
20"	20

These Plans are Approved and
 signed by the Engineer in Charge
 of the City of St. Louis, Mo.
 J. K. Williams, M.E.

Reinforcing	Bar Size	Bar Spacing
Concrete	3/8"	18"
Foundation	1/2"	24"
Foundation	3/4"	24"
Foundation	1"	24"
Foundation	1 1/4"	24"
Foundation	1 1/2"	24"
Foundation	1 3/4"	24"
Foundation	2"	24"
Foundation	2 1/4"	24"
Foundation	2 1/2"	24"
Foundation	2 3/4"	24"
Foundation	3"	24"
Foundation	3 1/4"	24"
Foundation	3 1/2"	24"
Foundation	3 3/4"	24"
Foundation	4"	24"
Foundation	4 1/4"	24"
Foundation	4 1/2"	24"
Foundation	4 3/4"	24"
Foundation	5"	24"
Foundation	5 1/4"	24"
Foundation	5 1/2"	24"
Foundation	5 3/4"	24"
Foundation	6"	24"
Foundation	6 1/4"	24"
Foundation	6 1/2"	24"
Foundation	6 3/4"	24"
Foundation	7"	24"
Foundation	7 1/4"	24"
Foundation	7 1/2"	24"
Foundation	7 3/4"	24"
Foundation	8"	24"
Foundation	8 1/4"	24"
Foundation	8 1/2"	24"
Foundation	8 3/4"	24"
Foundation	9"	24"
Foundation	9 1/4"	24"
Foundation	9 1/2"	24"
Foundation	9 3/4"	24"
Foundation	10"	24"
Foundation	10 1/4"	24"
Foundation	10 1/2"	24"
Foundation	10 3/4"	24"
Foundation	11"	24"
Foundation	11 1/4"	24"
Foundation	11 1/2"	24"
Foundation	11 3/4"	24"
Foundation	12"	24"
Foundation	12 1/4"	24"
Foundation	12 1/2"	24"
Foundation	12 3/4"	24"
Foundation	13"	24"
Foundation	13 1/4"	24"
Foundation	13 1/2"	24"
Foundation	13 3/4"	24"
Foundation	14"	24"
Foundation	14 1/4"	24"
Foundation	14 1/2"	24"
Foundation	14 3/4"	24"
Foundation	15"	24"
Foundation	15 1/4"	24"
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Foundation	15 3/4"	24"
Foundation	16"	24"
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Foundation	16 3/4"	24"
Foundation	17"	24"
Foundation	17 1/4"	24"
Foundation	17 1/2"	24"
Foundation	17 3/4"	24"
Foundation	18"	24"
Foundation	18 1/4"	24"
Foundation	18 1/2"	24"
Foundation	18 3/4"	24"
Foundation	19"	24"
Foundation	19 1/4"	24"
Foundation	19 1/2"	24"
Foundation	19 3/4"	24"
Foundation	20"	24"

DETAIL OF
 WATER PROOFING



POST BRIDGE A.D. 1917

CITY COMMISSIONERS

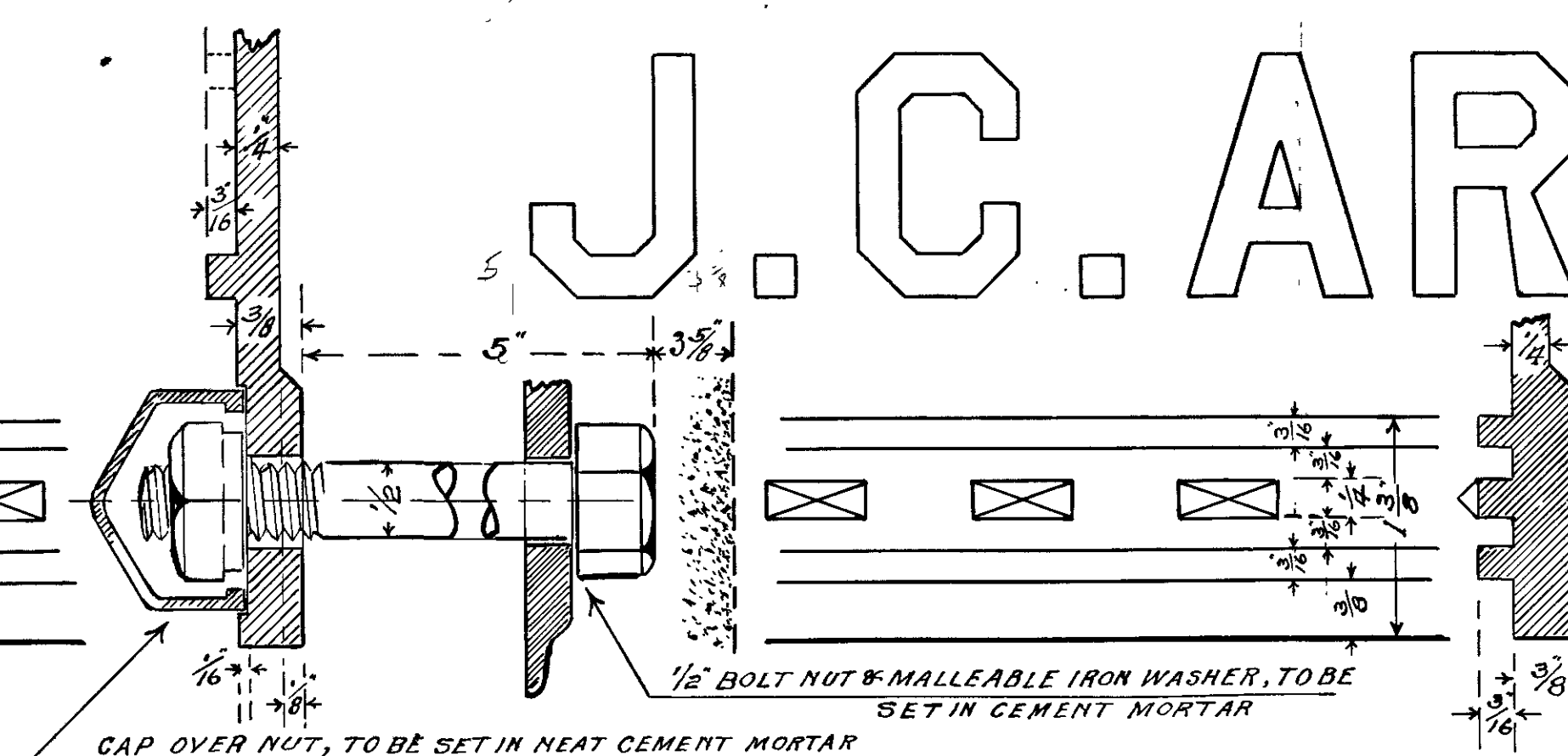
C.A. FLEMING, MAYOR

C.M. FASSETT

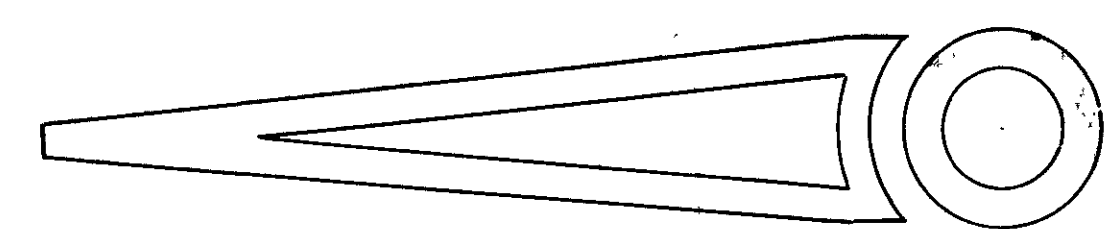
F.K. McBRROOM

LEONARD FUNK

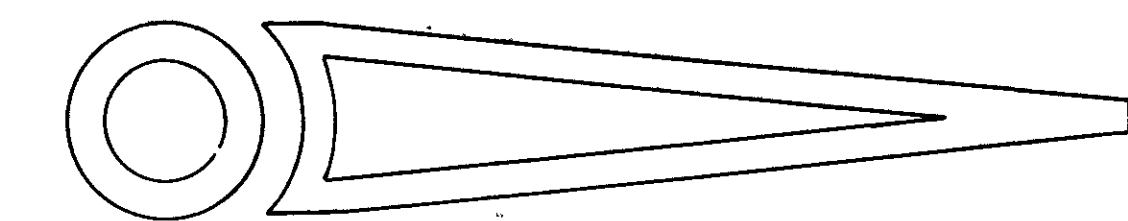
J.C. ARGALL



ORIGINAL WOOD BRIDGE ERECTED ON THIS SITE A.D.1885
WOODEN BRIDGE REPLACED BY STEEL BRIDGE A.D.1893
PRESENT CONCRETE BRIDGE ERECTED A.D.1917



ENGINEERS



M. MACARTNEY

A. D. BUTLER

N. J. TUBBS

B. J. GARNETT

OLSON & JOHNSON Co. CONTRACTORS

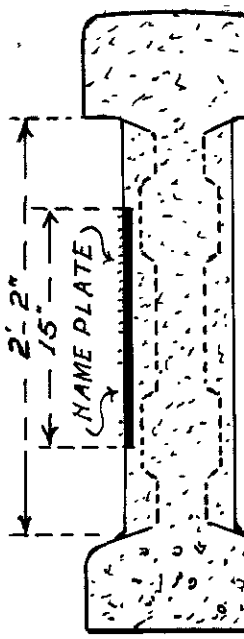
NOTE:- Make the 3-Upper Lines of Lettering $\frac{1}{8}$ " High
Make all other Lettering $\frac{3}{16}$ " High.

MAKE THE BORDER SAME AS ON COMMISSIONERS PLATE.

#814

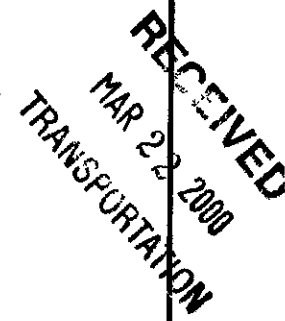
Post Bridge

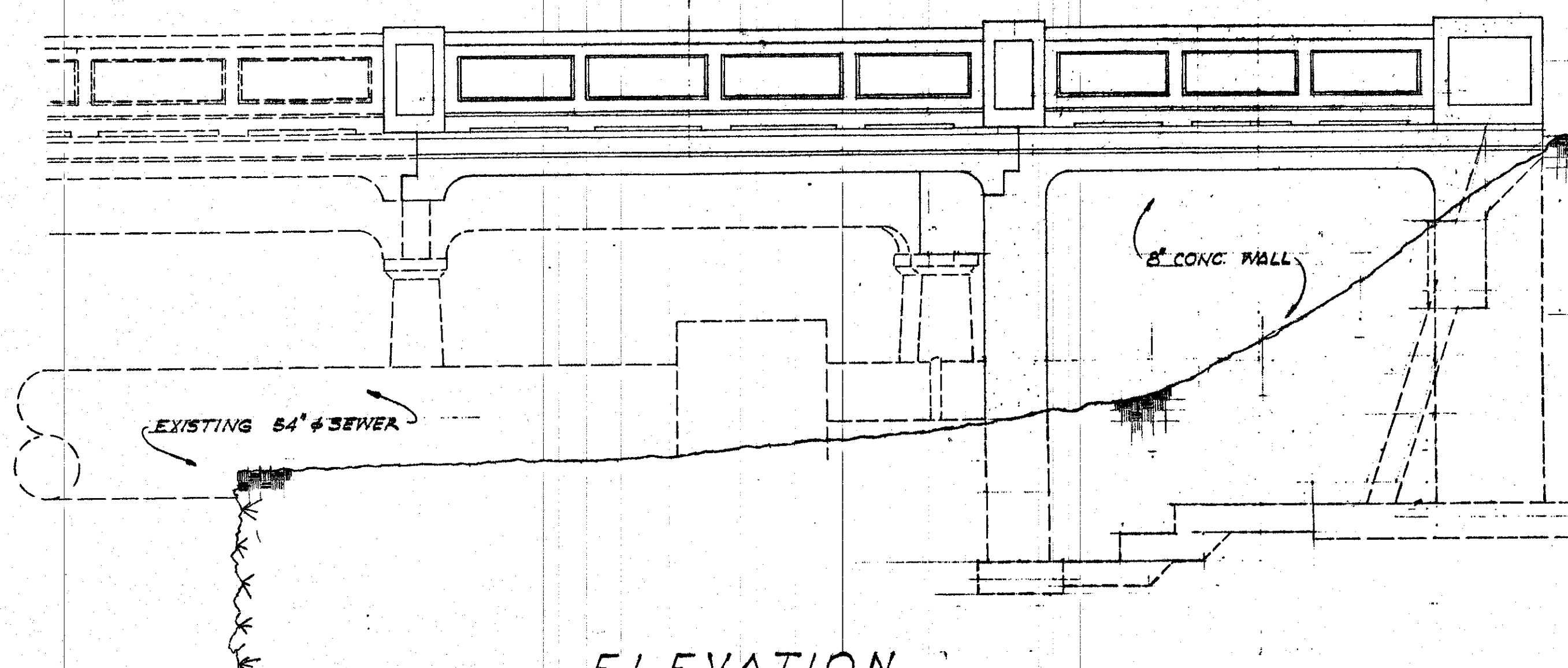
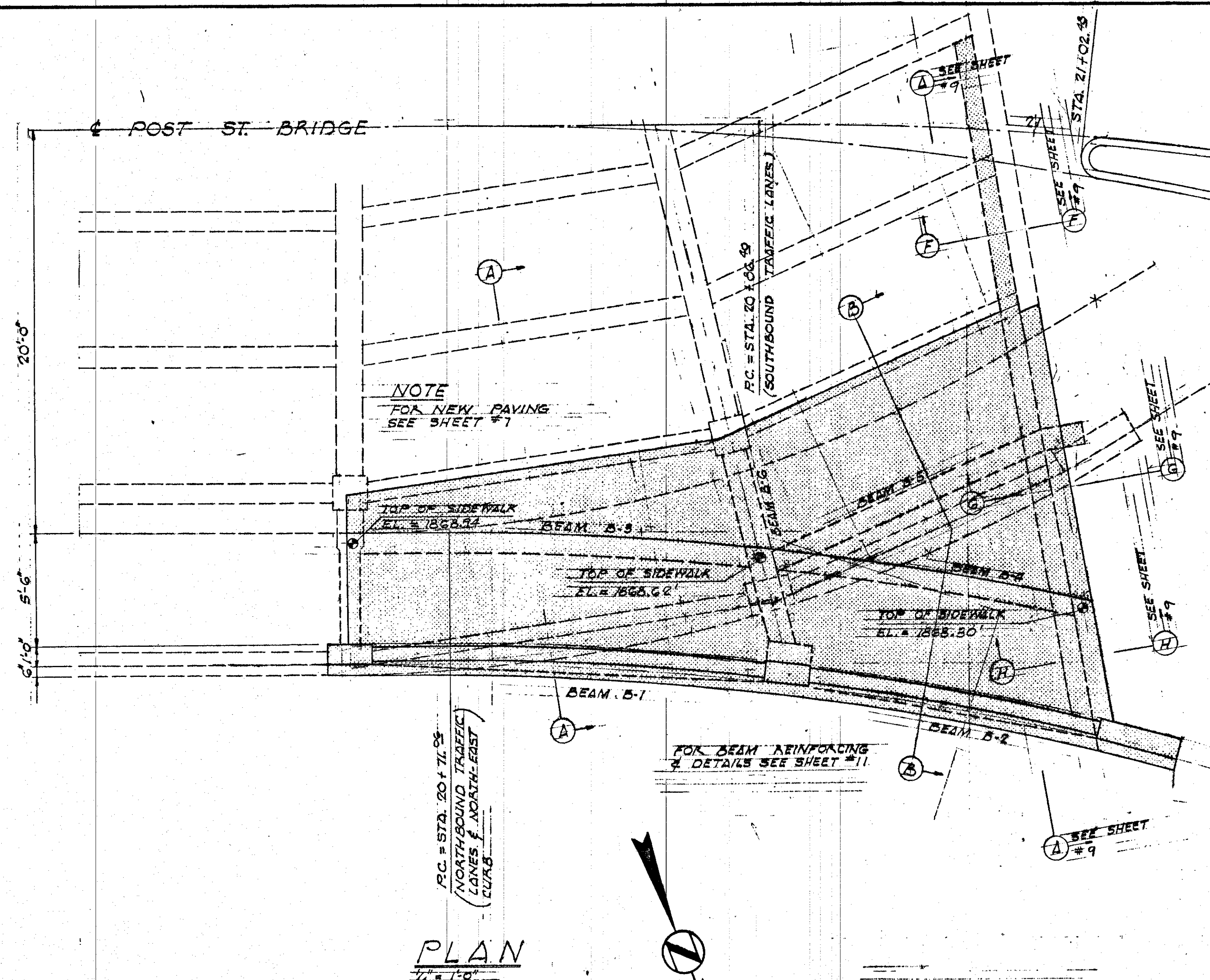
Office City Eng'r Spokane Wash. Sept. 1917. Leskard Del.



SECTION C
HAND RAIL PLATE
WITH NAME PLATE
Scale 1" = 1'

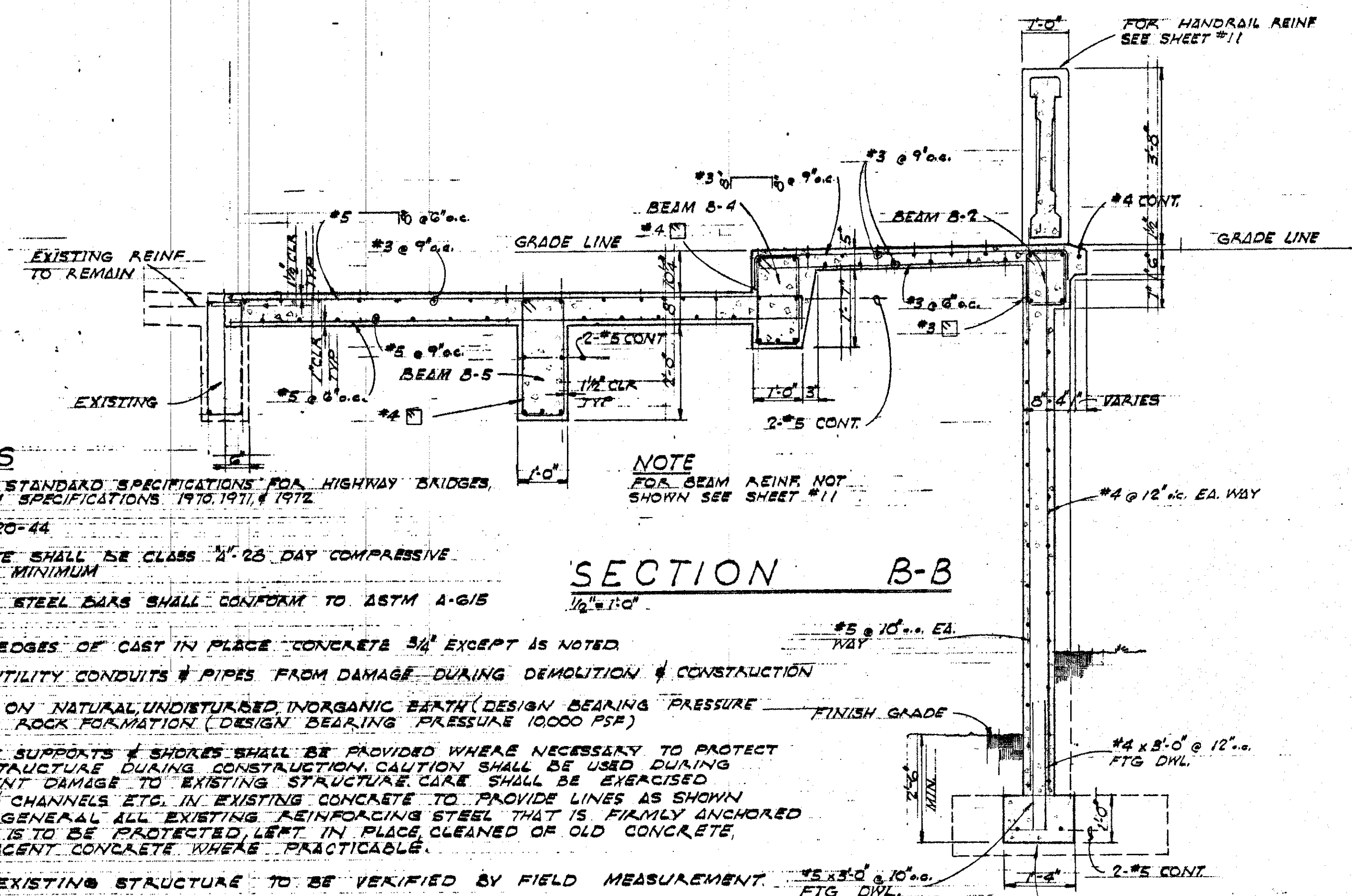
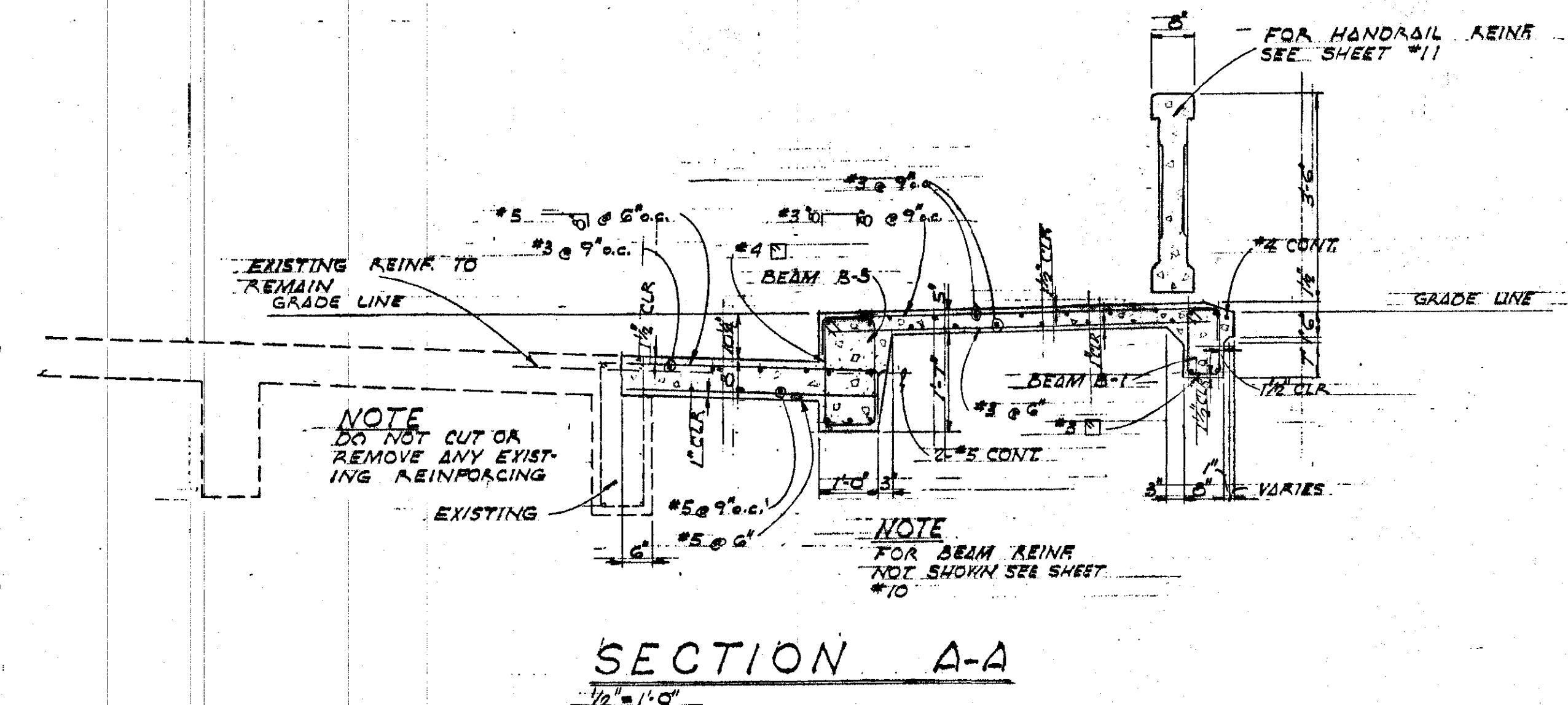
to S. Butler
M. Macartney & J. Butler





GENERAL NOTES

1. SPECIFICATIONS: "AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, 1964" AND "AASHTO INTERIM SPECIFICATIONS 1970, 1971, & 1972"
2. DESIGN LIVE LOAD: HS 20-44
3. CONCRETE: ALL CONCRETE SHALL BE CLASS 40, 28 DAY COMPRESSIVE STRENGTH OF 3000 PSI. MINIMUM
4. REINFORCING: DEFORMED STEEL BARS SHALL CONFORM TO ASTM A-615 GRADE 40
5. CHAMFER ALL EXPOSED EDGES OF CAST IN PLACE CONCRETE 3/4" EXCEPT AS NOTED
6. PROTECT ALL EXISTING UTILITY CONDUITS & PIPES FROM DAMAGE DURING DEMOLITION & CONSTRUCTION
7. ALL FOOTINGS TO BEAR ON NATURAL UNDISTURBED INORGANIC EARTH (DESIGN BEARING PRESSURE 3000 PSF) OR ON SOLID ROCK FORMATION (DESIGN BEARING PRESSURE 10000 PSF)
8. DEMOLITION: TEMPORARY SUPPORTS & SHORES SHALL BE PROVIDED WHERE NECESSARY TO PROTECT & SUPPORT EXISTING STRUCTURE DURING CONSTRUCTION. CAUTION SHALL BE USED DURING DEMOLITION TO PREVENT DAMAGE TO EXISTING STRUCTURE. CARE SHALL BE EXERCISED IN CUTTING POCKETS & CHANNELS ETC. IN EXISTING CONCRETE TO PROVIDE LINES AS SHOWN ON THE DRAWINGS. IN GENERAL ALL EXISTING REINFORCING STEEL THAT IS FIRMLY ANCHORED IN EXISTING CONCRETE IS TO BE PROTECTED, LEFT IN PLACE, CLEANED OF OLD CONCRETE, & CAST INTO NEW ADJACENT CONCRETE WHERE PRACTICABLE.
9. ALL DIMENSIONS OF EXISTING STRUCTURE TO BE VERIFIED BY FIELD MEASUREMENT.



#314

RIVERFRONT DEVELOPMENT PROJECT				10
SITE DEVELOPMENT				
SITE IMPROVEMENTS		TRENT AVENUE REALIGNMENT		SHEET NUMBER
REVISIONS		DEPARTMENT OF PUBLIC WORKS		PLAN NUMBER
		ENGINEERING DIVISION		
		CITY OF SPOKANE, WASHINGTON		
DRAWN		SCALE	POST STREET BRIDGE	
CHECKED		HORIZONTAL	STRUCTURAL ADDITIONS - N.W. END	
APPROVED		VERTICAL		

