1. SITE I.D. NO	NAER INV						ENTORY He			Heritag	U.S. Department of the Interior Ieritage Conservation and Recreation Service				
2. INDUSTRIAL CLASSIFICATION Bridges, Trestles, and Aqueduc	ts				3. PRIORIT	Y	4. DANGER OF (SPECIFY TH		N?	YES	D NO		-		
			5. DATE		6. GOVT SOUR	CE OF THRE	EAT	ow	NER	ADMIN					
BEAM: concrete	7	5	8	5											
] 193	6	7. OWNER/ADM	AIN							
							City	y of T	umwater						
8. NAME(S) OF STRUCTURE							9. OWNER'S AD	DDRESS							
							Eng ⁻	ineeri	ng Depart	tment					
Capitol Boulevard Crossing					City Hall, Second and Bates										
							Washingt								
10. STATE W A COUNTY NAME	CITY/VICI	VITY			CONG.		STATE		COUNTY NAME	·····	CITY/VICINIT	Ŷ			
COUNTY 0 6 7 Thurston	Tumw	ate	r		DIST.	0 3	COUNTY						CONG. DIST.		
11. SITE ADDRESS (STREET & NO)							12. EXISTING			HABS	HAER-I	HAER	NPS	CL6	
Crossing: Deschutes River						SURVEYS		CONF	STATE	COUNTY	LOCAL		R		
S.T.R.: 26 18N 2W						13. SPECIAL FEATURES (DESCRIBE BELOW)									
							IOR INTAC	т		OR INTACT			IS INTACT		
14. UTM ZONE EASTING NORTHI	NG				SIGN	SCALE	1:24	1:62.5							
1050745052	06	5	0 0	0							e <u>Olymp</u>	ia, Washi	ngton		
UTM ZONE EASTING NORTHI	NG				SIGN	SCALE	1:24	1:62.5		QUA					
							OTHER			NAM					
15. CONDITION. 70 EXCELLENT 71 GOOD	72 🕻	FAIR		73	DETERIOF	RATED	74 🗖 RUINS	75 🗖	UNEXPOSED	76 🗖 ALTI	ERED ಟ್ಲ[DESTROYED	85 🗖 DE	MOLISHED	
16. INVENTORIED BY						FILIATION					DA				
Lisa Soderberg						HAER/Wa	ashington	n Stat	e Bridge	Invento	ry	Februar	y 1979		
17 DESCRIPTION AND PACKOPOUND HISTORY INCLUDING CO	NETRUCTI	ONDA	TE(C)	UISTO	DICAL DATE	CO DUVEICA	DIMENSIONS								

MATERIALS, EXTANT EQUIPMENT, AND IMPORTANT BUILDERS, ENGINEERS, ETC.

An 18 span concrete girder carries the 48 foot roadway of Capitol Boulevard across the Deschutes River. The maximum span length of this 1100 foot structure is 100 feet. The concrete girder, which has evolved entirely in the 20th century, is a predominant feature in the landscape of the American highway.

The Capitol Boulevard crossing was constructed in 1936-37 as a primary State Highway by the Bureau of Public Roads. Clark H. Eldridge was the bridge engineer. The bridge construction was funded as a Federal Aid Project. When Interstal 5 was built through Olympia in the late 1950's, the ownership of the concrete girder bridge was transferred to the City of Tumwater.

The clean, simple lines of this commonplace structure provided an appropriate medium for the chevrons, zigzags, and rectangular forms molded in low relief in a series of setbacks on the railings and columns of the bridge. The (CONTOVER)

18. ORIGINAL USE vehicular		PRESENTUSE vehicular	· · · · · · · · · · · · · · · · ·		ADAPTIVE USE				
^{19.} REFERENCES_HISTORICAL REFERENCES_PERSONAL CONTACTS AND/OR OTHER State Department of Transportation files. Carl Condit, <u>American Building Art</u> , 2 Vols., (New York, 1961) 2:207-213. Marcus Whiffen, <u>American Architecture Since 1780</u> , (Cambridge, Mass., 1969), pp. 235-240. (CONTOVER)									
20. URBAN AREA 50,000 POP. OR MORE? TYES YNO	21. N	22. PUBLIC ACCESSIBILITY	YES, LIMITED	YES, UNLIMITED		23. EDITOR INDEXER			
24. LOCATED IN AN HISTORIC DISTRICT?					DISTRICT I.D. NO	8			

Description (continued)

linear, angular ornament typified the Art Deco style of the 20's and 30's. The salient angular composition was accentuated through geometric curves which are reflected in the robust, rounded forms of the railings at the entranceways of the bridge, and in the subtle arch of the concrete girder. The linear composition was also emphasized through the use of vertical forms. The vertical thrust of the lamp posts is repeated in the vertical motifs on the railing below the post, as well as in the series of vertical, linear setbacks in the columns, emphasizing the vertical form of the column itself. The vertical focus is blatantly manifested in the four protruding totem poles. The polychromed totem poles and lamp posts are also characteristic of Art Deco ornamentation.

The Capitol Boulevard Crossing is one of the best examples within the tate of the influence of Art Deco or Modernistic Architecture on bridge design. The concrete viaduct which exemplifies the way in which decoration was used to transform an ordinary structure into an entranceway into the Capital City, demonstrates the concept that Art Deco or Modernistic Architecture was not achieved through stylistic structural design, but through the application of decoration.

25. Photos and Sketch Map of Location



REFERENCES (CONTINUED)

ABSTRACT				
HAEB NO LC	TECH REPORT HIST REPORT	CONTEMP PHOTO HIST PHOTO	CONTEMP DRWG HIST DRWG	COLOR PLATE PHOTOGRAM SW FILM