



United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. Complete each item by marking "X" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for not applicable. For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name NORMAN BRIDGE

other names/site number N/A

2. Location

street & number North Fork, Snoqualmie River, Three Forks Park not for publication

city or town North Bend vicinity

state Washington code WA county King code 033 zip code 98045

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Mary H. Simpson 05/25/94
Signature of certifying official/Title Date

Washington State Office of Archaeology and Historic Preservation
State of Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register. See continuation sheet.
- determined eligible for the National Register. See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain:) _____

Signature of the Keeper

Date of Action

Carol A. Skell

7-19-94

5. Classification

Ownership of Property
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property
(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
		_____ buildings
		_____ sites
		1 _____ structures
		_____ objects
1	0	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

Bridges and Tunnels of WA State

Number of contributing resources previously listed
in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

Transportation: road-related

Current Functions
(Enter categories from instructions)

Transportation; pedestrian-related

7. Description

Architectural Classification
(Enter categories from instructions)

N/A

Materials
(Enter categories from instructions)

foundation Wood

walls n/a

roof n/a

other Metal

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

Engineering

Period of Significance

1950

Significant Dates

1950

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

W. H. Evans, King County Engineer

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

King County Cultural Resources Division

NORMAN BRIDGE
Name of Property

KING COUNTY, WA
County and State

10. Geographical Data

Acreage of Property Less than 1

UTM References

(Place additional UTM references on a continuation sheet.)

1

11	0	59	27	50	52	63	05	0	
Zone	Easting	Northing							

3

Zone	Easting	Northing							

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Flo Lentz; revised and edited by Leonard Garfield

organization King County Cultural Resources Division date March 1, 1994

street & number Smith Tower telephone (206) 296-7580

city or town Seattle state WA zip code 98104

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name King County Parks Division

street & number Luther Burbank Park telephone _____

city or town Mercer Island state WA zip code 98040

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 1 Name of Property Norman Bridge

County and State King County, Washington

DESCRIPTION

Located in the shadow of Mount Si, the Norman Bridge is a timber Howe truss bridge crossing the Middle Fork of the Snoqualmie River in eastern King County. The bridge is approximately two miles east of the City of Snoqualmie and one mile north of North Bend in an area characterized by pastureland and undeveloped woodlands. The bridge originally carried the two-lane 428th Avenue SE (formerly known as the North Fork or Asa Storey Road) over the Middle Fork of the Snoqualmie River. From there, the road traveled through rural foothills up the North Fork to the site of early 20th century logging camps. Since 1984, however, the bridge has been closed to automotive traffic and has been preserved as part of a recreational trail for pedestrians and bicyclists. It is now located within Three Forks County Park, where it serves as a popular vantage point from which to observe Mount Si.

The original Howe truss bridge constructed at the site in 1924 was seriously deteriorated and largely reconstructed by the King County Road Engineer in 1950 to duplicate the design and appearance of its predecessor. The bridge measures 295 feet in length overall and is constructed of a timber and metal Howe through truss that measures 171 feet in length with approach spans on either side. The truss is composed of vertical metal elements which serve as tension members and diagonal treated timbers which act as compression members. Each approach span is supported by four cedar pile trestles measuring 15 feet 6 inches in length. The curb-to-curb width of the bridge is 16 feet 8 inches wide, which accommodated two lanes of vehicular traffic when the bridge was part of the road system. The bridge deck surface consists of a one inch asphalt overlay atop three inch cedar planking composed of four by 12-inch split cedar planks. The bridge platform is 20 feet above the high water mark. The Norman Bridge retains excellent integrity of design and condition, and was designated a King County Landmark in 1984.

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Section number 8 Page 1 Name of Property Norman Bridge

County and State King County, WA

STATEMENT OF SIGNIFICANCE

First built in 1924 but largely reconstructed in 1950, the Norman Bridge over the Middle Fork of the Snoqualmie River is the last extant timber truss vehicular bridge under the jurisdiction of King County, and the last of its type to have been constructed by the King County Road Engineer. Based on the design of its 1924 predecessor and incorporating some of its timbers, the reconstructed bridge is one of the last of its kind anywhere in Washington State, an anomaly of design constructed long after the prototype had passed from engineering favor. More than just a quaint artifact, however, the design is striking testimony to the enduring popularity and practicality of the timber truss bridge in rural Western Washington. Today, the Norman Bridge continues to retain integrity of design, structure, materials, and setting.

Exceptional Significance: Although the Norman Bridge is less than fifty years old, the structure is an exceptionally significant surviving example of its type and period. A recent survey of bridges in Washington State constructed since 1940 (conducted by the Washington State Office of Archaeology and Historic Preservation and the State Department of Transportation) did not identify any timber Howe truss bridges along the State highway system. Former State Highway Engineer Robert Krier, who provided technical assistance during the survey, has no record of other such extant bridges in the statewide county road system. Rather, the survey underscored the rapid replacement in recent decades of timber bridges with concrete and metal structures, particularly along roadways. Clearly, the Norman Bridge is an unusual survivor, a bridge built after the heyday of the type had vanished from the scene but one of the few extant reminders of a technology that dominated bridge construction for most of the State's history.

Historical Background: Between 1880 and 1940, the truss bridge was the most common type of bridge in Washington State for both railroad and highway uses. The earliest truss bridge type found in Washington was the timber Howe truss; the oldest example is believed to be the Little Sheep Creek Railroad Bridge constructed in 1896. By the turn of the century, however, steel trusses were used increasingly in place of timber for both railroad and highway purposes, and the superiority of all-metal Pratt and Warren trusses had already been demonstrated.

But in Washington the timber truss continued in favor simultaneously with steel and iron well into the 1930s. Timber bridges were commonly constructed during World War II, as well, in response to wartime rationing. The longevity of the timber truss form was due principally to the availability and economy of large timbers in Washington rather than a lag in technology. Even so, timber truss bridges were relatively short-lived: untreated timber trusses had a lifespan of approximately 10 to 15 years; treated timbers (as in the case of the Norman bridge) extended the life of these structures. Even so, by the second half of the century, timber bridges were rapidly being replaced, and, according to a recent survey by the State Office of Archaeology and Historic Preservation (1992), "there has been a major reconstruction program to replace the older timber bridges. As a result, many of those constructed in the 1940s - 1950s have been replaced."

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Section number 8 Page 2 Name of Property Norman Bridge

County and State King County, WA

Significance Statement Continued:

The Norman Bridge is an example of a through Howe truss, employing both timber and metal elements. The patent for the design dates to 1840 when it was registered by William Howe of the New England family of inventors that produced Elias Howe, creator of the sewing machine. The Howe truss was a transitional type that characteristically employed metal vertical elements as tension members and wooden diagonals as compression members. The design was an improvement over all-wood bridges and was frequently used in railroad construction all over the country. It was not a success in the long run, however, and a number of major railroad disasters in the mid-19th century were attributed to structural failures in the Howe truss. The all-metal Pratt and Warren trusses eventually proved their versatility, durability, and long-range economy. Vehicular bridges in the automobile age were increasingly constructed of concrete.

Nevertheless, the Howe truss was still used in areas of rural Washington like the Snoqualmie Valley. The Norman Bridge is located in an agricultural district near North Bend in eastern King County. After the area was logged in the late 19th century, settlers cleared the land of stumps and developed diary farms. Henry and Bessie Norman purchased their property along the Middle Fork of the Snoqualmie in 1904 and moved to the site from Seattle. When they arrived, they had to paddle their canoe to North Bend for supplies. But in 1909, a suspension bridge designed by A. L. Valentine under the supervision of the County Engineer was built at the western edge of the Norman property. The bridge accessed logging camps further up the river valley. In 1924, the bridge was replaced slightly downriver with a timber Howe truss designed by the offices of County Engineer Thomas Beewon. The new bridge improved access into town for the developing diary industry in the area, which included the Norman Brook Farm, established by Henry Norman's son Dean.

Over time, the bridge deteriorated and in 1944 it was condemned by the County engineer. The bridge remained standing but un-used (with its middle span partially collapsed) until 1950 when the current bridge was built to duplicate the predecessor in appearance and structure. Designed under the supervision of County Engineer W. H. Evans, the current bridge re-used timber elements (a cost-saving practicality during the immediate post-war years when metal was still in short supply), but was realigned 45 feet downstream at the north end, requiring new approaches. It would be the last wood truss bridge constructed under the supervision of the King County Engineer. By the 1980s, heavy use by logging trucks and other vehicles had taken a toll, and a replacement was built downstream about 200 feet. As a result, the bridge was transferred to the County Parks Division, rehabilitated, and is now used as a part of a recreational trail in Middle Fork Park.

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Section number 10 Page 1 Name of Property Norman Bridge

County and State King County, WA

Verbal Boundary Description: The nominated property includes the bridge and approaches, and is described thusly: The Norman Bridge located in Three Forks Park, being that 40 foot right-of-way on old 428th Avenue SE across the Middle Fork of the Snoqualmie River, and extending from 150 feet north to 150 feet south of the bridge centerpoint.

Boundary Justification: The nominated parcel includes the entire historic bridge including truss and trestles and approaches.