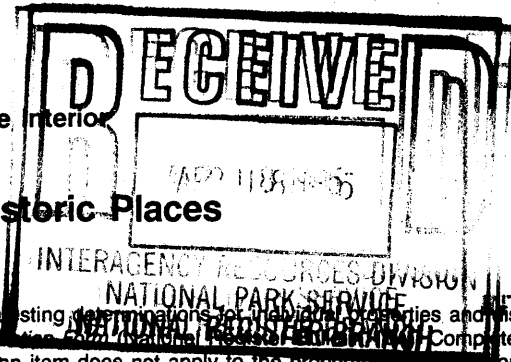


627

United States Department of the Interior  
National Park Service

### National Register of Historic Places Registration Form



RECEIVED 4

FEB 21 1995  
PRELIMINARY

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form*. Complete each item 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 Lake Keechelus Snowshed Bridge

other names/site number WSDOT 90/110

#### 2. Location

street & number Interstate Route 90, near Snoqualmie Pass  not for publication

city or town Hyak  vicinity

state Washington code WA county Kittitas code 037 zip code 98026

#### 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 M. Semper 2/18/95  
Signature of certifying official/Title Date

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 Raf R. Lopez Date of Action 5/24/95

Lake Keechelus Snowshed Bridge  
Name of Property

Kittitas, Washington  
County and State

**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		Total

**Name of related multiple property listing**  
(Enter "N/A" if property is not part of a multiple property listing.)  
"Bridges of Washington State, 1941-1950"  
"Historic Bridges & Tunnels in Washington State"

**Number of contributing resources previously listed in the National Register**  
0

**6. Function or Use**

**Historic Functions**  
(Enter categories from instructions)

Transportation/rail-related/bridge  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Current Functions**  
(Enter categories from instructions)

Transportation/rail-related/bridge  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**7. Description**

**Architectural Classification**  
(Enter categories from instructions)

Other: concrete rigid frame  
\_\_\_\_\_  
\_\_\_\_\_

**Materials**  
(Enter categories from instructions)

foundation \_\_\_\_\_  
walls \_\_\_\_\_  
roof \_\_\_\_\_  
other concrete \_\_\_\_\_  
\_\_\_\_\_

**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**

State of Washington, Dept. of Highways

**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:

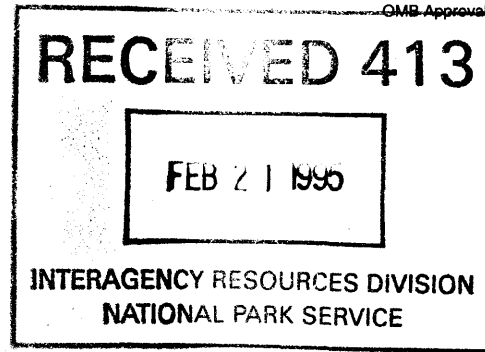
Washington State Dept. of Transp., Bridge Condition Unit, Olympia, WA; AHS, Eastern Washington University, Cheney, WA



United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 7 Page 1



### 7. Physical Description.

In March 1950, the Washington Department of Highways awarded a contract to construct a reinforced concrete snowshed at Lake Keechelus located on the east side of Snoqualmie Pass on Primary State Highway No. 2 (now designated Interstate 90). Included in the contract was construction of similar structure at Airplane Curve, on the same highway but located on the west side of Snoqualmie Pass. The structure at Airplane Curve was subsequently removed in the early 1980s and other measures were taken to contain the snow and slide material.

The present 500-foot-long structure at Lake Keechelus replaced an existing timber snowshed that was 419 feet long. The purpose of the snowsheds was to provide permanent protection for traffic and relieve costly snow and slide removal at those critical locations. With the removal of the snowshed at Airplane Curve, the Lake Keechelus snowshed became the only snowshed remaining on the state highway system.

The structure consists of a girder-slab (T-beam) roof secured to a continuous open spandrel, column and parabolic beam support on the downward side of the slide area. The uphill side is supported by a 30-foot-high counterfort wall abutment. The roof span is 34 feet covers the two westbound lanes of traffic and a three foot sidewalk. When a snow slide moves across the roof, it is deposited on the two eastbound lanes, during which times both eastbound and westbound traffic use the covered roadway. At each end of the structure are portals bearing Art Deco detailing. Raised cast concrete panels form a false front disguising the utilitarian shed roof behind. The panels rise in height to the centers of the portals, over which incised vertical parallel grooves accentuate the rise of the highest panel. Below the grooves, the date of construction is stamped in the concrete.

During the first years after completion, it was found that the structure [provided satisfactory protections from snow and slide interference. However, during excessive snow slides, the buildup of snow on the side of the open spandrel sloughed back onto the roadway under the covered portion. To alleviate this problem, in 1956, a snow fence was attached to the open spandrel for its full length.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 8, 9 Page 1

---

### 8. Statement of Significance.

The Lake Keechelus Snowshed Bridge is eligible for inclusion in the National Register of Historic Places under Criterion C. Completed in 1951, the bridge is significant as one of a type, the sole remaining snowshed on the state highway system. Located on Heavily traveled Interstate 90 (I-90), the structure is important for protecting motor vehicle traffic from snow slides along this high elevation section of the I-90 corridor. Its construction also exemplifies innovative use of materials (multiple pre-cast roof units) to expedite construction where elevation and attendant vagaries of weather limit the working season. Its prosaic shed roof is artfully disguised by stylized Art Deco portal openings whose vertical elements echo the precipitous sweep of the surrounding landscape.

The Lake Keechelus Snowshed Bridge is located on I-90 near the summit of Snoqualmie Pass, one of Washington State's most heavily traveled mountain passes. At this high elevation site, favorable working conditions are limited to a short summer period. In order to take advantage of the limited construction season, the roof of the structure was designed to be fabricated and erected in multiple pre-cast units. This structure probably represents the first time that pre-cast construction was used for highway structures.

Begun in 1950, the Lake Keechelus structure was completed about September 1951, at a cost of \$342,000. William A. Bugge was the Director of Highways. George Stevens was the Bridge Engineer.

### 9. Major Bibliographical References.

Washington State Department of Highways. *Biennial Reports*, 1948-1950, 1950-1952.

Washington State Department of Transportation (WSDOT). Lake Keechelus Snowshed Bridge plans, dated 30 January 1950, on file in the Bridge Preservation Office, WSDOT, Olympia, Washington.

WSDOT. "Bridge Condition Card—Lake Keechelus Snowshed Bridge," 26 July 1950, on file in the Bridge Preservation Office, WSDOT, Olympia, Washington.