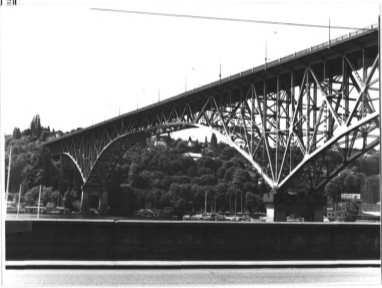


# NAER INVENTORY

1. SITE I.D. NO										2. INDUSTRIAL CLASSIFICATION <b>Bridges, Trestles, and Aqueducts</b>										3. PRIORITY <b>1</b>					4. DANGER OF DEMOLITION? (SPECIFY THREAT) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> UNKNOWN									
TRUSS: <b>steel</b>										7 6 0 3					5. DATE <b>1931/00</b>					6. GOVT SOURCE OF THREAT OWNER ADMIN														
99/560 099000341400										7. OWNER/ADMIN <b>State Department of Transportation</b>										9. OWNER'S ADDRESS <b>Highway Administration Building, KF-01 Olympia, WA 98504</b>														
8. NAME(S) OF STRUCTURE <b>Aurora Avenue (George Washington Memorial) Bridge</b>										10. STATE COUNTY <b>WA 033</b> COUNTY NAME <b>King</b> CITY/VICINITY <b>Seattle</b> CONG. DIST. <b>03</b>										10. STATE COUNTY <b>WA 033</b> COUNTY NAME <b>King</b> CITY/VICINITY <b>Seattle</b> CONG. DIST. <b>03</b>														
11. SITE ADDRESS (STREET & NO) <b>7.3 N. Jct. SR 509 Aurora Avenue North over Lake Washington Ship Canal</b>										12. EXISTING SURVEYS <input type="checkbox"/> NR <input type="checkbox"/> NHL <input type="checkbox"/> HABS <input type="checkbox"/> HAER-I <input type="checkbox"/> HAER <input type="checkbox"/> NPS <input type="checkbox"/> CL6 <input type="checkbox"/> CONF <input type="checkbox"/> STATE <input type="checkbox"/> COUNTY <input type="checkbox"/> LOCAL <input type="checkbox"/> OTHER										13. SPECIAL FEATURES (DESCRIBE BELOW) <input type="checkbox"/> INTERIOR INTACT <input type="checkbox"/> EXTERIOR INTACT <input type="checkbox"/> ENVIRONS INTACT														
14. UTM ZONE EASTING NORTHING SIGN					SCALE <input checked="" type="checkbox"/> 1:24 <input type="checkbox"/> 1:82.5					QUAD NAME <b>Seattle North, Washington</b>																								
1 0 549100 5277710					<input type="checkbox"/> OTHER																													
1 0 549120 5276680					<input checked="" type="checkbox"/> 1:24 <input type="checkbox"/> 1:62.5					QUAD NAME <b>Seattle North, Washington</b>																								
<input type="checkbox"/> OTHER																																		
15. CONDITION 70 <input type="checkbox"/> EXCELLENT 71 <input type="checkbox"/> GOOD 72 <input type="checkbox"/> FAIR 73 <input type="checkbox"/> DETERIORATED 74 <input type="checkbox"/> RUINS 75 <input type="checkbox"/> UNEXPOSED 76 <input type="checkbox"/> ALTERED 77 <input type="checkbox"/> DESTROYED 85 <input type="checkbox"/> DEMOLISHED										16. INVENTORIED BY <b>Lisa Soderberg</b> AFFILIATION <b>HAER/Washington State Bridge Inventory</b> DATE <b>September 1980</b>																								
17. DESCRIPTION AND BACKGROUND HISTORY, INCLUDING CONSTRUCTION DATE(S), HISTORICAL DATE(S), PHYSICAL DIMENSIONS, MATERIALS, EXTANT EQUIPMENT, AND IMPORTANT BUILDERS, ENGINEERS, ETC. In 1931, the State of Washington erected a 2955 foot steel cantilever arch truss over Lake Union and the Lake Washington Ship Canal to link Seattle's business center with the expanding residential districts to the northwest. This 57 foot wide structure consisted of a four lane highway which provided a major connection to the Pacific and Lincoln Highways. Because the bridge was a significant link, it was funded jointly by the State, County and City at a cost of about \$2.5 million. The bridge absorbed the growing volume of automobile traffic which could no longer be handled adequately by the four bascule bridges built across the canal during the late teens and 20's. The cumbersome delays that occurred on the bascule bridges due to the raising of the spans to allow for the passage of ships were eliminated on the Aurora Avenue Bridge, because its 135 foot vertical clearance provided unobstructed passage for most conventional vessels. It was the first Seattle bridge to be constructed without street car tracks - a tangible result and affirmation of the emerging dominance of the automobile in the city's transportation network. (CONT OVER)																																		
18. ORIGINAL USE <b>vehicular</b>										PRESENT USE <b>vehicular</b>										ADAPTIVE USE														
19. REFERENCES—HISTORICAL REFERENCES, PERSONAL CONTACTS, AND/OR OTHER Department of Transportation bridge files. "Lake Union Bridge Provides New Traffic Link in Seattle," <u>Engineering News-Record</u> , 3 March 1932, p. 343. "Superstructure for Highway Bridge at Seattle, Washington," <u>Engineering News-Record</u> , 28 August 1930, p. 351. "Lake Union Bridge, Seattle, Washington," <u>Western Construction News</u> , 10 May 1930, pp. 226-229. (CONT OVER)																																		
20. URBAN AREA 50,000 POP. OR MORE? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO										21. <b>N W</b>					22. PUBLIC ACCESSIBILITY <input type="checkbox"/> YES, LIMITED <input checked="" type="checkbox"/> YES, UNLIMITED <input type="checkbox"/> NO <input type="checkbox"/> UNKNOWN										23. EDITOR INDEXER									
24. LOCATED IN AN HISTORIC DISTRICT? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO										NAME										DISTRICT I.D. NO														





Aurora Avenue (George Washington Memorial) Bridge