1. SITE I.D. NO					NAER INV	ENTOR	Y		Heritag		-	creation Service
2. INDUSTRIAL CLASSIFICATION				T -	3. PRIORITY	4. DANGER OF)	☐ YES	⊠ NO	UNKNOWN	
Bridges, Trestles, and Aqueducts				Ì	1	(SPECIFY T	HREAT)					
•					5. DATE	6. GOVT SOUR	CE OF THREAT		OW	NER	ADMIN	
TRUSS: steel	7	6	0	3	1931/00		,					
						7. OWNER/ADM						
99/560 099000341400			<u> </u>					ent of Tr	ransport	<u>ation</u>		
8. NAME(S) OF STRUCTURE			٠,		1	9. OWNER'S AI	_		n 19 11	o	_	
Aurora Avenue (George Washington M	iemo	rıa	11)	Bri	age				ı Bullal	ng, KF-0	1	
						Ulympia	, WA 9	8504				
10. STATE I, I A COUNTY NAME CITY	VICIN	ITY			CONG.	STATE	С	OUNTY NAME		CITY/VICINIT	ГҮ	
COLUMNIA MARKATANA	att				DIST.	COUNTY						CONG. DIST.
11. SITE ADDRESS (STREET & NO.)	acc	16				12. EXISTING	□NR	□NHL	□HABS	L ☐HAER—I	HAER	□NPS □CL6
7.3 N. Jct. SR 509						SURVEYS	_	CONF	STATE	COUNTY	LOCAL	OTHER
Aurora Avenue North over Lake Wash	ing	ton	Sh	ijр	Canal	13. SPECIAL FE	ATURES (DES	CRIBE BELOW)				
						INTER	IOR INTACT		☐EXTERIO	OR INTACT		ENVIRONS INTACT
14. UTM ZONE EASTING NORTHING					SIGN SCALE	1:24	1:62.5		QUA	D Con++10	Noveth L	achinatan
1 0 5 4 9 1 0 0 5 2 7	7	7	1	0		OTHER			NAM	Seattle	North, W	ashington
UTM ZONE EASTING NORTHING	1 6	7	ما	_	SIGN SCALE	1:24	1:62.5		QUA	D Spattle	North W	ashington
1 0 5 4 9 1 2 0 5 2 7	<u> </u>	þ	8	U		OTHER_						
15. CONDITION. 70 EXCELLENT 71 GOOD	72 🗖	FAIR		73	DETERIORATED	74 RUINS	75∐ (JNEXPOSED	76□ ALT		DESTROYED ATE	85 DEMOLISHED
Lisa Soderberg					AFFILIATION	chinato	o C+n+o	Bridge	Tnuantar	i	September	1000
17. DESCRIPTION AND BACKGROUND HISTORY, INCLUDING CONSTR	RUCTIO	ON DA	TE(S).	HISTO	RICAL DATE(S), PHYSICA	L DIMENSIONS	Juace	bridge	THAGHEOL	.у1	<u> 2eb cember</u>	1900
MATERIALS, EXTANT EQUIPMENT, AND IMPORTANT BUILDERS, EI	NGINE	ERS, E	ETC.							•		
In 1931, the State of Washington en												
Ship Canal to link Seattle's busine												
wide structure consisted of a four Because the bridge was a significan												
million. The bridge absorbed the												
the four bascule bridges built acro												
on the bascule bridges due to the												
Avenue Bridge, because its 135 foot	t. ve	ert?	ica:	l cl	learance prov	ided und	obstruci	ted pass	age for	most con	ventional	vessels. It
was the first Seattle bridge to be	COL	ารปา	CUC	ted	without stre	et car	tracks 🧸	- a tang	ible res	sult and	affirmati	on of the OVER
emerging dominance of the automobil 18. ORIGINAL USE	le :	in_	<u>the</u>	cit	<u>ty's transpor</u>	tation	network		. ADAPTIVE U			
vehicular					icular				ADAPTIVE			
19. REFERENCES—HISTORICAL REFERENCES, PERSONAL CONTACT	TS. AN	D/OR (-	704141							
Department of Transportation bridge												
"Lake Union Bridge Provides New Tra				< ir	n Seattle,"	Engineer	ring New	ws-Recor	d, 3 Mar	rch 1932,	p. 343.	
"Superstructure for Highway Bridge												351.
"Lake Union Bridge, Seattle, Washir												(CONT OVER)
20. URBAN AREA 50,000 POP. OR MORE? ☑ YES ☐ NO 21.	·	22.	PUBLI	CACC	ESSIBILITY Y	ES, LIMITED		NLIMITED				23. EDITOR
		1				0	UNKN	NWC		Ex.		INDEXER
24. LOCATED IN AN HISTORIC DISTRICT?		NI A	ME						DIS1	TRICT I.D. NO		

Description (cont.)

The 800 foot cantilever structure is of the deck type and consists of two 325 foot cantilever arms and one 150 foot Warren truss suspended span. The main span is flanked by two anchor arms, 300 and 350 feet in length, and two Warren deck truss spans, 200 and 225 feet in length. All truss panels are 25 feet long, and the trusses are spaced 40 feet apart. The superstructure, which is composed of carbon and silicon steel, was fabricated and erected by the U.S. Steel Products Corporation.

The approaches are composed of reinforced concrete spans ranging in length from 41 to 63 feet. There are 12 girder spans at the north end, and three girder spans at the south end. The south approach also includes three 75 foot Warren deck truss spans. The foundations for the substructure, which were constructed by N. Nygren of Seattle, consist of reinforced concrete piles upon which the piers and bents were poured.

The two main piers and the two anchor piers were erected by the Pacific Bridge Company of Portland, Oregon. The main piers, which support a load of 8000 tons, rest on timber piles. There are 828 piles in the south main pier, and 684 piles in the north main pier. These 110 to 120 foot piles were driven so that their tops are 50 to 55 feet below the water surface. The work required a specially designed pile driver with long, subaqueous leads.

The final design of the bridge was prepared in the office of Jacobs and Ober, consulting engineers of Seattle. The Washington Department of Highways, under the direction of Samuel J. Humes, Director, T.G. McCrory, Chief Engineer, and R.M. Murray, Resident Engineer, supervised the design and construction of the bridge. On February 22, 1932 the George Washington Memorial Bridge was opened to traffic.

The bridge, more commonly known as the Aurora Avenue Bridge, demonstrates the evolution and progressive refinement of the cantilever truss in the 20th century. Its bold structural simplicity epitomizes the merging of a functional and an aesthetic form in the cantilever truss.

REFERENCES (CONTINUED)

Elizabeth Shellin Atly, "Landmark Nomination Form," Office of Urban Conservation, 2 January 1980.

ABST	RACT		Τ	Π		Τ					T	П		Τ	Π	T	T		Π		T	Τ				I									Τ		Τ			
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