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June 25, 2004

Marygrace Jennings
Cultural Resources Manager
Department of General Administration
PO Box 41019
Olympia, WA 98504-1019

RE: OAHP Log No.: 101601-01-FEMA

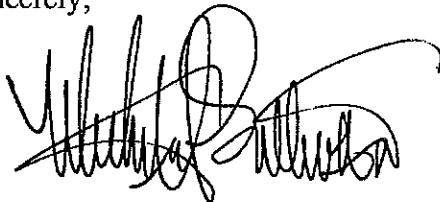
Dear Marygrace:

Enclosed please find HABS documentation for the Highway Building (Newhouse Building), OAHP-101601-01-FEMA.

Please do not hesitate to contact me if you have any questions or comments about this material. My contact information is: phone (253) 572.4599, ext. 5 or email michaelsullivan@artifacts-inc.com.

Thank you.

Sincerely,



Michael Sullivan
Principal

MSS/sss

enclosures

HIGHWAY BUILDING
(Newhouse Building)
WASHINGTON STATE CAPITOL HISTORIC DISTRICT
215 Fourteenth Avenue Southwest
Olympia, West Capitol Campus
Thurston County
Washington

OAHP Log No.: 101601-01-FEMA

PHOTOGRAPHS
ARCHIVAL FUSED MYLAR COPIES OF ORIGINAL DRAWINGS
WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN BUILDINGS SURVEY
Washington State Office of Archaeology and Historic Preservation
1063 South Capitol Way, Suite 106
P. O. Box 48343
Olympia, WA 98504-8343

HISTORIC AMERICAN BUILDINGS SURVEY

HIGHWAY BUILDING (Newhouse Building)

OAHP Log No.: 101601-01-FEMA

- Location:** 215 Fourteenth Avenue Southwest, West Capitol Campus, Olympia, Thurston County, Washington. Bounded to the north by Fourteenth Avenue Southwest, Water Street Southwest to the west, Fifteenth Avenue Southwest along the south, and an alley and paved parking to the east.
- U.S.G.S. Olympia, Tumwater Quadrangle (WGS84/NAD83)
Universal Transverse Mercator Coordinates: 10.507382E.5209052N
- Present Owner:** Department of General Administration
Division of Facilities Planning & Management
1058 Capitol Way South
Olympia, WA 98504-1019
T: 360.902.0977
F: 360.586.5954
- Federal Civil Works Administration project number: CWA BC-12
Department of Business Control project number: SH 34-103
- Present Occupants:** Washington State Senate
- Present Use:** Offices, Washington State Government
- Significance:** The Highway Building bears statewide significance as a character-defining member of the Washington State Capitol Campus and its continued original function as an office building for state government functions. The Highway Building retains important associations with the political and social policies of Depression era unemployment relief work as the only building on the State Capitol Campus constructed with Federal Civil Works Administration labor. The building is an important formative example of designing architect Joseph Wohleb's interpretation, application and harmonizing of Classically-derived Art Deco forms within the overarching Classical character of Wilder & White's 1912 Capitol Campus Plan. The Highway Building is also significant as the first reinforced concrete frame building built on the Capitol Campus, the stylistic elements and building technology of which Wohleb went on to successfully employ in the design of the Capitol Group Cherberg and O'Brien Buildings. The Highway Building makes a unique contribution to the visual character of the West Capitol Campus through its distinctive light buff, granite-faced brick veneer. The adjacent mature Douglas Fir provides an important, character-defining landscaping and natural accent to the visual setting of the Highway Building and adjacent Capitol Group buildings.

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PART I. HISTORICAL INFORMATION

A. PHYSICAL HISTORY

1. **Date of Construction:** Built in 1934, the Washington State Highway Building was the fourth major building completed on the Capitol Campus after the Temple of Justice (1917), Insurance Building (1921), and the Legislative Building (1928). Although it stood on the Capitol Grounds, the Highway Building was not considered by the State Capitol Committee to be part of Wilder & White's originally intended Capitol Group.¹

Construction, including excavation and rough and finish work, lasted just over four months. Contractors began staking out the site for excavation and grading on February 20, 1934.² Construction was complete, furnishings placed in the building, and occupancy formally commenced on July 1, 1934.³ The Highway Department held a grand opening celebrating their new quarters just over a week later on July 10, 1934.⁴

2. **Architect:** The State Capitol Committee retained Joseph Wohleb, a prominent Olympia architect and engineer, to design the Highway Building. Seattle engineer Lincoln Bouillon consulted on and prepared drawings for the building's mechanical and electrical elements. The Seattle structural engineers, W. H. Witt Company, consulted on the structural framing design and calculations. The State Capitol Committee approved all designs and specifications.

Wohleb's work and performance would have been familiar to members of the State Capitol Committee, as he had just previously finished construction of the Thurston County Courthouse (1930). The new building stood in full view of the main Capitol Campus just to the east across Capitol Way.

Born in Waterbury, Connecticut, in 1887, Joseph Wohleb grew up in California. He left Vallejo High School at the age of fifteen to enlist at the Mare Island Naval Shipyard, where he became an apprentice boat builder. Over the next five years, he worked as a boat builder, and later as a carpenter. By 1913, he had moved his family to Olympia, and at the age of twenty-six, he appeared as the only professional architect listed in the Olympia City Directory. What Wohleb lacked in education, he made up for with a clever mind and a strong grasp of construction and engineering concepts. He quickly began making a successful living. Although it was said he lacked an architect's "developed aesthetic sense, being instead industrially oriented with a profound engineering bent," each of

¹ *Daily Olympian*. (February 20, 1934: 1, 6). "Another State Building to be Erected."

² *Ibid*.

³ State of Washington Department of Highways. (1934). *Fifteenth Biennial Report of the Director of Highways: 1932-1934*. Lacey V. Murrow, Director. Olympia: State Printing Plant. p. 21.

⁴ *Daily Olympian*. (July 10, 1934: 1). "New Highway Building to be Opened this Evening."

his projects was unique and he showed an ability to flawlessly administrate each job, managing both details and people. When he was selected by the Capitol Committee, his portfolio already included private residences, local civic buildings, major public schools and county government buildings.⁵

Once the construction of the Highway Building was well underway, Olaf L. Olsen, Director of the Department of Business Control, sent a letter to Joseph Wohleb on March 26, 1934, confirming their previously verbal arrangement. This letter engaged Mr. Wohleb to prepare plans and specifications for the Highway Building for a total fee of five percent of the cost of the building, exclusive of any equipment other than plumbing and heating. According to calculations written on the letter, the fee amounted to \$7,537.70. This amount closely matched the originally estimated building cost of \$150,000, exclusive of furnishings, whereas a fee based on the actual final cost for the building, exclusive of furnishings, would have amounted to slightly more.

The Department of Business Control issued payments to Mr. Wohleb for services rendered on: March 26 for \$2,000; April 25 for \$2,000; May 31 for \$1,500; a subsequent undated payment of \$1,000; and the final payment of the balance of \$1,037.70 on September 21, 1934, for a grand total of \$7,537.70.

In a November 8, 1939, letter to the National Council of Architectural Registration Boards in Chicago, Illinois, the State Capitol Committee submitted a glowing report on the services Wohleb rendered in the design and construction of the Highway Building. The letter stated that they, the members of the State Capitol Committee, "found Mr. Wohleb very alert, honest and thorough in his work. It was because of the complete satisfaction with which Mr. Wohleb served the State in the construction of the first office building [Highway Building] built by the present Capitol Committee that he was retained for the second project."

Thus, Mr. Wohleb's performance on the Highway Building contributed directly to his securing the position of architect for the Cherberg (Public Lands-Social Security) Building, for which he began preparing plans in 1935. This work solidified his reputation for an unflappable ability to keep a project organized and on time, and presented the opportunity for him to install himself as the future "Capitol Architect."

3. **Owners & Occupants:** The Washington State Department of General Administration, Division of Facilities Planning and Management has retained ownership of the Highway Building from the date of its construction through today (2004). Since construction, however, the building has undergone three name changes and several occupancy shifts.

⁵ Artifacts Consulting, Inc. (2003). *Public Lands-Social Security (John A. Cherberg) Building Historic Structures Report*. Olympia: Washington State Department of General Administration.

The Washington State Highway Department was the building's first occupant. Stone carvers chiseled the department's name in the Wilkeson sandstone panels over the main, north entrance. During this period of use by the Highway Department, which lasted into the 1950s, the building was known as the Highway Building.

By the 1950s through 1954, the building was known as the Labor & Industries Building. By 1956, Wohleb had prepared drawings for remodeling the interior for Labor & Industries personnel. By the early 1960s, lettering above the front entrance identified the building as the Institutions Building. By the 1960s through 1976, Social and Human Services occupied the majority of the offices.

In 1976, some Senate offices and the Lieutenant Governor temporarily moved into the building during structural repairs to the Legislative Building. Since that time, the Senate has continued to occupy the entire building.

In honor of former State Senator Irv Newhouse's contributions and outstanding service to the people of Washington State, the building was formally dedicated as the Irv Newhouse Building on September 17, 1998. Mr. Newhouse had maintained an office on the building's second floor on the east side.

4. **Builders, Contractors, Suppliers:** Total cost of the Highway Building's construction amounted to an estimated \$171,417.09, of which approximately \$164,417.98 was expended on construction costs including labor and materials. Furnishing costs amounted to approximately \$6,999.11. Upon completion of the work, a study of statistical data indicated that labor amounted to approximately 85 percent of all monies paid.⁶ This ratio befit the State's secondary motive of using construction of the Highway Building as a means to relieve unemployment.

Olympia contractor Harry Boyer oversaw and managed construction of the Highway Building. Mr. Boyer had also worked recently with Joseph Wohleb on construction of the Thurston County Courthouse (1930). The Federal Civil Works Administration (CWA) provided labor for constructing the building as part of Depression era unemployment relief. The Washington State Department of Business Control oversaw and dispersed the monies allocated for the project, and coordinated labor and scheduling with the CWA.

Labor for site work, excavation, construction and finishing was drawn from Thurston County's CWA quota. The project employed close to 150 men, working two six-hour shifts. Work proceeded under the impending deadline of May 1, 1934, the federally mandated completion date for all CWA projects and termination of the CWA program.

⁶ State of Washington Department of Highways. (1934). *Fifteenth Biennial Report of the Director of Highways: 1932-1934*. Lacey V. Murrow, Director. Olympia: State Printing Plant. p. 23.

Work was done on "force" accounts, meaning no contracts were let and the State handled all funds and employment details. This expedited the pace of construction for rapid completion of the project. Known suppliers and subcontractors, listed below in alphabetical order, included a number of firms from Olympia, Tacoma and Seattle.

Bob White Company of Olympia provided rental of tools and equipment for work on the building.

O. J. Tollefson of Seattle furnished all materials, labor, tools, and transportation to apply two coats of "Penetrator" damp and stain proofing on all Terrazzo floors, bases, curbs, stair risers and treads.

The Shinn Company provided an air compressor, paint spraying equipment, swing stage, and rope falls for the project.

Spokane Paper & Stationery Company, wholesale merchandisers located in Spokane, supplied and laid linoleum. The linoleum amounted to 1128 yards of "A" Gauge inlaid linoleum with black border and No. 201 3/16" light brown jaspe linoleum. The A Gauge linoleum cost \$1.90 per square yard, the black border was billed at \$0.10 per yard, and the jaspe linoleum cost \$1.38 per square yard. The linoleum was laid over one pound super lining felt. The Spokane Paper & Stationery Company billed their work at the Public Works Administration's (PWA) standard rate of \$1.20 per hour. The Department of Business Control informed them that the project was not a PWA project and that the PWA standard rate did not apply so they would have to adjust the rate to their regular scale.

Steel Products Inc., of Seattle supplied partitions and panels.

Tobin Roofing & Sheet Metal Works supplied the roofing.

Tourtellotte-Bradley Incorporated, Seattle flooring contractors, provided acoustic and insulation materials.

Walker Cut Stone Company of Tacoma carved one stone of the frieze for use as a sample. They also provided rental of equipment for cutting and carving stone, including seven air hammers, six lengths of air hose, one gross of cutting tools and valves and miscellaneous items.

Washington Brick, Lime and Sewer Pipe Company supplied the granite-textured, light buff-colored exterior pressed brick cladding for the building.

Washington Veneer Company, of Olympia provided gumming services for seven saws.

Westinghouse Electrical Supply Company of Seattle provided washers, seals, and other related components.

Wilkeson Sandstone Quarry supplied the exterior sandstone for the building.

5. **Original Plans and Construction:** On February 17, 1934, the Capitol Committee approved tentative plans and specifications prepared by Joseph Wohleb. Just three days later on May 20, superintendents, engineers and laborers were at work staking out the site for clearing and leveling of the ground for work to begin the following day. By the morning of May 21, a crew of twenty CWA workers, a fleet of trucks and a steam shovel were on site.⁷ Trucks began hauling lumber to the site in preparation for the formwork needed to construct the reinforced concrete frame building.⁸

However, construction soon came to a halt. The bill approving erection of the new Highway Building specified the potential site as either Sylvester Plot or Capitol Place, but the preferred location was on the east corner of Water and Fourteenth Streets. Not realizing the site was private property just outside the bounds of the above two plats, crews proceeded to stake out the preferred location.

The 1933 Extraordinary Legislative Session appropriated \$40,000 from the motor vehicle fund to match the State Emergency Relief Administration (SERA) grant and Civil Works Administration (CWA) and Washington Emergency Relief Administration (WERA) labor contributions totaling \$118,000. The \$40,000, however, could be used only for construction on state owned property. Once the site had been staked out and the steam shovel began work, the site was identified as the Edward J. Allen Supplemental Plat, a site then under private ownership and not part of Capitol Place. In order to secure the SERA, CWA and WERA funds, \$40,000 was used from the Governor's emergency fund for work to continue and the parcel to be secured as state property.⁹

Construction resumed, moving ahead at a rapid pace. Wohleb revised and finalized his initial drawings and specifications (dated March 1 through 3, with revisions in mid-March through April) and filed his blueprints with General Administration and the State Archives. The electrical drawings were dated February 27 and the mechanical drawings March 6, 1934. The drawing prepared by Mr. Wohleb showing the sprinkler system layout for the site was dated May 25, 1934.

⁷ *Daily Olympian*. (February 20, 1934: 1, 6). "Another State Building to be Erected."

_____. (February 21, 1934: 1). "Crews Start Work on State Building."

⁸ *Daily Olympian*. (February 21, 1934: 1). "Crews Start Work on State Building."

⁹ *Daily Olympian*. (February 23, 1934: 14). "Under the Dome of the Capitol."

Work was completed by July 1, 1934, and Highway Department staff moved into the new building.¹⁰ The grand celebration was held on July 10, 1934, from 8 to 10 p.m. Lacy V. Murrow, then State Highway Director, made a public announcement. In attendance was the entire Olympia staff of the State Highway Department housed in the new building. Having emerged from the relative obscurity of the Insurance Building's fourth floor storage rooms, the staff welcomed visitors, conducted tours and explained the role and functions of their important State Department.¹¹

6. **Alterations and Additions:** Only one addition was proposed but never implemented for the Highway Building. During the 1950s, the State Library sought adequate quarters for its ever-increasing collection, and Wohleb & Wohleb and Associates prepared a proposal in 1954. This proposal demonstrated the possibility of converting the building into the Washington State Library by adding substantial wings to either side and completely remodeling the interior. Ultimately, the State Library successfully lobbied for construction of its own State Library Building (1959), designed by prominent Seattle architect Paul Thiry and known today as the Joel Pritchard Building.

Modifications and alterations were numerous throughout the ensuing years. Departments adjusted the internal layout of offices to fit their changing needs. Building systems were continually upgraded to provide comfortable working conditions with modern amenities. The following list summarizes projects on record in the General Administration (GA) archives based on archived drawings and specifications. This list does not represent the full scope of ongoing, routine repairs and maintenance for which drawing or specifications were not prepared. However, these are the projects which had the greatest impact to the building's interior and exterior fabric, function, and character. The numbers at left indicate the GA project number and year undertaken.

1956-000	Remodel for Labor & Industries offices. Designs by Joseph Wohleb.
1959-000	Remodel of room 109 with new partitions and layout. Basement offices remodel. Designs by General Administration.
1961-000	Partition construction and relocation in the central portion of the basement, first and second floors. Designs by General Administration.
1962-000	Basement computer room revisions. Designs by General Administration.
1964-039	Electrical revisions. Designs by General Administration.
1965	Earthquake repairs.
1965-012	Exhaust system installation and storage facility addition in basement stockroom. Designs by General Administration.

¹⁰ State of Washington Department of Highways. (1934). *Fifteenth Biennial Report of the Director of Highways: 1932-1934*. Lacey V. Murrow, Director. Olympia: State Printing Plant. p. 21.

¹¹ *Daily Olympian*. (July 10, 1934: 1). "New Highway Building to be Opened this Evening."

1965-395	Office alterations in the northwest basement corner. Designs by General Administration.
1966-109	Remodel of basement area for research and program analysis section. Electrical systems upgrade. Designs by General Administration.
1967-559	Computer room expansion. Designs by General Administration.
1968-077	Computer cable installation. Designs by General Administration.
1972-369	Second floor partitions alterations and lounge addition in the southwest basement corner. Designs by General Administration.
1972-826	Southeast basement corner alterations. Designs by General Administration.
1981-310	Vacuum condensate pump unit installation. Designs by General Administration.
1982-000	Receptacle and lighting modifications, removing incandescent fixtures and replacing with fluorescent tube type fixtures. One line safety system installation. Designs by Weeden's Consulting Engineering, Inc.
1985-055	Second floor fan addition in the north end. Designs by General Administration.
1988-000	Floor plan revisions. Designs by General Administration.
1990-099	Window replacement applying fabricated aluminum coverings over existing exterior trim and replacing sash and frame with new aluminum windows. Designs by KMB Design-Development.
1990-158	Hotline call center and page school alterations. Expansion of existing page school into southwest basement corner and hotline in southeast basement corner. Designs by Masini Sanford Gabrielse & Schoenfeldt Architects.
1992-150	High voltage upgrades adding an outdoor air conditioning unit and interior ducting. Designs by the Greenbusch Group.
1992-191G	Roof repairs applying new roofing and replacing the roof hatch. Designs by Masini Sanford Gabrielse & Schoenfeldt Architects.
1996-235	Exterior door replacement on rear entrance. Designs by Masini Sanford Gabrielse & Schoenfeldt Architects.
1998-011B	HVAC repairs and addition of new chilled water lines connecting from exterior. Designs by Washington Engineering.
1998-131	Elevator addition centrally located on the building's south end and serving all three floors. Designs by Montgomery Kone, approved by Masini Sanford Gabrielse & Schoenfeldt Architects and Sargent Engineering.
2000-2/21	Miscellaneous HVAC repairs. Designs by Richmond/Archos Engineering.
2001-093	Building systems upgrade. Designs by BCRA Architects and Johnson Controls.

- 2001-122 Fire sprinkler system upgrade adding sprinklers on each floor. Designs by Fire Shield.
- 2003-057 Emergency exterior repairs affecting the areaways, brick and stone work, and addition of metal straps on the front facade following the 2001 Nisqually Earthquake. Designs by Masini Sanford Gabrielse & Schoenfeldt Architects.

7. **Historical Context:** The Highway Building emerged amidst the keenly felt struggles and hardships of the Great Depression. Unemployment was on the rise, the next winter quickly approaching, federal monies were available for relief work, the Highway Department was crowded into inadequate quarters given the volume of their relief work and statewide role, and the Washington State Capitol Campus remained unfinished. Thus, the Capitol Committee and State Legislators, with some prompting from local organizations, realized the opportunity at hand. The Highway Building became the first in what would amount to a series of federally supported work relief projects directed towards providing suitable quarters for state government and completing Wilder & White's Capitol Campus plan while offering significant work relief for Washington's citizens, building trades and industries. The Highway Building is unique among later relief projects as the only building constructed on the Capitol grounds using labor from the Federal Civil Works Administration.

A February 13, 1933, letter from Seattle structural engineers Strandberg & Reuter, to A. C. Martin, Land Commissioner, advocated the effectiveness of finishing the Capitol Group as a relief measure. Strandberg & Reuter estimated the production, transportation, and construction of the buildings with materials and labor from Washington State could generate 1,000,000 hours of work. Utilization of federal support meant the work would not impose an undue debt on the State or add to the tax burden to Washington's citizens.

A petition followed on February 15, 1933. Prepared by Washington State business and labor interests, the petition urged the completion of the Capitol Group as a means of relieving unemployment through work that was viewed as inevitable. The petition stated an estimated 270,000 labor days could be spread among 100-plus building trades, factories and industries as part of the construction and landscape improvements. This work would relieve the impending urgency of providing work and would be in accordance with the national government's first objective of putting people back to work.¹²

¹² Signatories to the petition included the Washington State Chapter, American Institute of Architects; Pacific Northwest Brick & Tile Association; Central Labor Council of Seattle and Vicinity; Seattle Building Trades Council; West Coast Lumberman's Association; Retail Furniture Association of Washington; Seattle Chapter, Associated General Contractors of America; and the Walker Cut Stone Company.

Meanwhile, the Highway Department, having experienced a drastic cut in appropriations from the Legislature, was handling \$6,000,000 in federal public works programs, \$1,400,000 under the Federal Civil Works Program, and more than \$1,000,000 from the state bond issue. The Department had in excess of \$5,000,000 worth of work under contract employing over 8,000 workers. According to the Highway Department's December 4, 1933, report to the Twenty-Third Extraordinary Legislative Session, these figures amounted to "\$8,400,000 more than provided or contemplated by the legislature."¹³

The headquarters for the Highway Department, from which this immense volume of work was directed, was located in storage rooms on the fourth floor of the Insurance Building. The spaces were entirely inadequate in lighting and ventilation for office and drafting room use. The small spaces required the relocation of some of the bridge drafting tables to other buildings, and the relocation of additional offices to the first floor of the Legislative Building, spreading the department across the Capitol Campus.

The above described pressures coupled with the availability of funds supplied by the Federal Government contributed to the December 12, 1933, resolution by the State Capitol Committee:

WHEREAS, Present office space at the State Capitol Campus is inadequate to properly care for State departments and commissions whose principal business should be conducted from the Capitol, and, WHEREAS, No funds are available to construct additional permanent building or buildings, and,

WHEREAS, the Federal Civil Works Administration is willing to assign sufficient number of skilled and unskilled men, including necessary engineers and supervisors, and materials necessary to construct a fireproof building of a type and design to conform generally to present buildings:

NOW, THEREFORE, Be it resolved that the Department of Business Control be requested to complete negotiations with the aforesaid Federal Civil Works Administration for construction of a building in accordance with plans and specifications to be approved by said department, and, Be it further resolved that the Legislature be requested to enact appropriate legislation authorizing the Department of Business Control to permit the erection of a building of fireproof type, on a site to be selected on Capitol grounds, for occupancy by State department or departments until such time as funds may be available for permanently completing or replacing said building.¹⁴

¹³ "House Journal of the Extraordinary Session of the Twenty-Third Legislature of the State of Washington." Convened December 4, 1933, adjourned Sine Die, January 12, 1934. George F. Yantis, Speaker. S. R. Holcomb, Chief Clerk. p. 18. Olympia: State Printing Plant.

¹⁴ Resolution by State Capitol Committee (December 12, 1933). Washington State Archives. Capitol Committee Record Group.

This was followed by the Extraordinary Session of the Legislature convened on December 4, 1933, during which Senate Joint Resolution No. 6, on December 14, 1933, authorized "the Department of Business Control to complete negotiations with the Civil Works Administration of the United States for construction of one office building in accordance with plans and specifications to be approved by the State Capitol Committee."¹⁵ The resolution passed with seventy-seven yeas, one nay, and twenty-one abstentions or absentees.

With approval now in hand to move forward, the Capitol Committee met on February 17, 1934, to discuss the construction of the building for the Highway Department. Joseph Wohleb submitted tentative plans and specifications to the Capitol Committee at this meeting. Possible sites were also discussed. Based on Wilder & White's plan for the Capitol Group, two additional buildings were planned for the south portion of the campus. The proposed location cited in the following resolution was deemed not to interfere with the future construction of those buildings.¹⁶ The Committee unanimously adopted the following resolution:

WHEREAS, the Extraordinary Session of the Legislature convened December 4th, 1933, Section 4 of Chapter 32, authorized the erection of a fire proof office building on capitol grounds for the use of the State Highway Department; and,
WHEREAS, the said legislature appropriated the sum of \$40,000.00, or so much thereof as shall be necessary for the construction of said building in cooperation with the Federal Civil Works Administration of the United States of America;
NOW, THEREFORE, the Capitol Committee, in special session, hereby approves tentative plans and specifications prepared by Joseph Wohleb for aforesaid building, and designate site for said structure the south portion of the partial block embraced in the capitol grounds, bounded on the south by 15th Street and on the west by Water Street.¹⁷

Funding to construct the building came from a variety of different sources. An appropriation of \$40,000 from the motor vehicle fund was authorized by the State Legislature. This funding was contingent upon receiving \$118,000 from other sources. SERA provided a \$110,000 grant for the purchase of building materials. CWA and WERA provided allotments for labor totaling \$54,173.79.

¹⁵ "House Journal of the Extraordinary Session of the Twenty-Third Legislature of the State of Washington." Convened December 4, 1933, adjourned Sine Die, January 12, 1934. George F. Yantis, Speaker. S. R. Holcomb, Chief Clerk. p. 78. Olympia: State Printing Plant.

¹⁶ *Daily Olympian*. (February 20, 1934: 1, 6). "Another State Building to be Erected."

¹⁷ Minutes of State Capitol Committee Meeting. (February 17, 1934).

Construction of the Highway Building was the last outstanding project on the entire CWA program.¹⁸ The Federal CWA program was inaugurated on November 23, 1933, and started in Washington State on November 30, 1933. CWA projects typically focused on road improvements, but also included building construction and repair work on the Eastern, Western and Northern State Hospitals, the State School for the Blind, the State Soldiers' Home, and the Washington Veterans' Home. The CWA was intended as a short-term program to sustain the nation during the 1933-34 winter while successor programs such as the Federal Emergency Relief Administration were under development. Governor Clarence D. Martin and Director Charles F. Ernst headed the Washington program. The program was reformed into WERA.¹⁹

February 15, 1934, was the closing date of the original CWA program. A demobilization period followed with a cut off date of May 1, 1934, during which time the payroll volume for the state dropped by nearly half. The State was able to apply to the CWA program during the final stages of the program, start the Highway Building construction during the demobilization period, and continue through support of WERA and motor vehicle funds after the May 1, 1934, closing date.²⁰

Upon completion, the Highway Building housed a unique technical function of the state government. Though located on the Capitol Grounds, the building was not a part of the Capitol Group. The building stood slightly to the side of the administrative group.²¹ Today, although the building remains outside the Washington State Capitol National Register District Nomination, the Highways Building has achieved importance in its own right as a significant contributing component of the West Capitol Campus. The building is important as the first office building designed specifically to house the State Highway Department. As the only building on the Capitol Campus constructed with the aid of the Federal Civil Works Program, it attests to the early role federal relief programs held in the completion of the Capitol Group, the provision of state offices, and unemployment relief for Washington citizens. The building fulfilled a historically significant role as the successful project of Joseph Wohleb that led to his continued employment by the State Capitol Committee for designs that included two defining members of the Capitol Group -- the Capitol Conservatory, and a substantial renovation of the Old Capitol Building.

¹⁸ State of Washington Department of Highways. (1934). *Fifteenth Biennial Report of the Director of Highways: 1932-1934*. Lacey V. Murrow, Director. Olympia: State Printing Plant. p. 57.

¹⁹ University of Washington Library. Special Collections. Essay: "The Civil Works Administration."

²⁰ The Civil Works Administration was followed by the new work relief program of President Roosevelt, known as the Works Program, then anticipated to be active in larger industrial centers of 5,000 population or more. *Daily Olympian*. (February 23, 1934: 1). "State CWA Payroll Totals 8 Million."

²¹ Capitol Committee Record Group, Accession No. 03-A-246, Box 79, *Minutes*, Capitol Committee, 1929-1935. Box 51, House Office Building (Highways, O'Brien), 1937-1942.

PART II. ARCHITECTURAL INFORMATION

B. GENERAL STATEMENT

1. **Architectural Character:** The Highway Building's architectural character is one of economy and direct planning using Art Deco stylistic elements. It was intended to achieve monumentality that was harmonious with Wilder & White's 1912 plan for the Capitol Group, while conveying a distinctive yet discrete presence on the Capitol Campus that did not intrude upon plans to complete the Capitol Group.

Stylistically, the building conveys designing architect Joseph Wohleb's preference for interpretation of the Capitol Group's prevailing Classical theme through the distilled and streamlined vocabulary of Art Deco.²² In terms of massing, fenestration and overall form, the Highway Building drew on influences from the then existing Insurance, Temple of Justice and Legislative Buildings. The parapet detailing and slight projections bear strong similarities to the then recently completed Thurston County Courthouse (1930), also designed by Wohleb. The brick veneer and internal reinforced concrete frame employed set the building fabric apart from all other Capitol Campus buildings as a distinctive character-defining element unique to the Highway Building at its time of construction. Wohleb later employed this same technique of a concrete frame for the Cherberg and O'Brien Buildings.

2. **Condition of Fabric:** The building exterior remains in fair condition despite recent damage from the 2001 Nisqually Earthquake. Exterior stone panels and brickwork exhibit some spalling and delamination of the stone. Anticipated work will correct parapet and roof flashing/parapet junction water leaks. Interior spaces remain in good condition. Successive building systems upgrades, alterations to accommodate changing tenant needs, and routine maintenance by General Administration staff have kept the interior in good repair.

C. DESCRIPTION OF EXTERIOR

1. **Overall Dimensions:** The Highway Building features a 65' x 128' footprint. This compact, two-story building with a full daylight basement maintains a low profile relative to the surrounding four-story buildings of the Capitol Group. The front north facade features nine bay divisions and the rear south facade features seven bay divisions. Engaged pilasters framing first and second story window bays continue along the side east and west facades, forming sixteen bays on each facade.

²² Wohleb would continue this theme in the Cherberg and O'Brien Buildings, although largely through interior detailing, to maintain the authenticity of Wilder & White's original plans for the exterior designs of these buildings.

2. **Foundation:** Reinforced square concrete footings carry a perimeter foundation wall and basement slab on grade. These footings range in dimension from 1'-3" to 6'-0" in width and 1'-3" to 2'-4" in height. The larger footings support the east length of the building. Footing layout within the perimeter foundation consists of three north/south rows with footings spaced on 12'-10³/₄" centers. One row runs along the east side of the building. The other two rows are grouped along the west side, leaving a larger gap between these two groupings. The outer rows are set in approximately 16'-11" from the perimeter walls.
3. **Structural System:** A load-bearing, reinforced concrete frame carries the building's stone and brick cladding with approximately 1' x 16" reinforced concrete columns integrated within the wall panels on intervals matching the footing placement. The basement wall thickness is 18", with wall thickness reduced to approximately 13" above grade. Window and door openings between the concrete columns are framed in by hollow clay tile. Horizontally- and vertically-run re-bar both reinforce the walls and tie them to the footings. Unreinforced brick masonry comprises the parapet core.

Floor systems consist of reinforced concrete beams and joists spanning the perimeter walls. Beam arrangement consists of three east/west beams and three north/south beams. Two of the east/west beams are placed approximately 17' in from the south and north building ends. The third beam is located 12'-10³/₄" north of the south beam described above. The three north/south beams span the north and innermost south east/west beams. These inner north/south beams mirror the foundation footing placement, with one beam set in 16'-11" from the east wall, and two on the west side. Beams typically measure 15" in width, 18" in depth, with a slightly smaller 16" depth for the roof framing.

Set between the beams are reinforced concrete joists measuring 5¹/₂" in width and 12¹/₂" in depth, with a slightly smaller 10¹/₂" depth for the roof framing. Joists run north/south at the north and south ends of the building, and east/west in the center portion. Joists are spaced on approximately 27" centers with perpendicular stiffening joists between them.

A reinforced concrete slab forms the floor substrate on each level. Floor slabs measure approximately 3" in depth, although the basement slab is 5¹/₂" thick. Non-load-bearing, hollow clay tile walls form interior partitions. Subsequent partition wall additions consist of wood 2" x 4" stud walls and metal stud walls.

4. **Cladding:** The building exterior features two cladding materials, a predominately warm gray Wilkeson sandstone with dark reddish veins, and granite glazed press brick having variegated coloration. Courses of 2' high sandstone panels capped with a 10" high course clad the building's approximately 6'-10"-plus high base. Sandstone also provides caps for the parapet, the approximately 1'-4¹/₄" high carved frieze running along the upper

portion of the building, and the upper trim along the slight side and front façade wall projections. Stone was originally specified to be pointed with mortar specified as one barrel of hydraulic lime, one barrel of Portland cement, and three-quarters of a cubic yard of sand.

The 3¾" x 2¼" x 8" brick features a hard, cream-colored bisque with a thin glazing on the outer face. The glazing consists of dark speckles intermixed with warmer tones. Off-white speckles overlay these. During the firing of the brick, some portions fired darker than others and produced more pronounced brown to reddish coloring shifts across the brick face. Approximately five different levels of coloring exist within the basic scheme. When the bricks were laid up, these different types were randomly intermixed across the building's facades in a running bond. Recessed panels above the windows received only the brick having a darker, more pronounced coloring, effectively highlighting these panels that featured a stacked soldier course bond. Bricks were originally set and pointed with mortar specified as one barrel of hydraulic lime, one barrel of Portland cement, and three-quarters of a cubic yard of sand.

5. **Windows:** The building features all contemporary aluminum windows added in 1990. These windows feature a bronze finish and are sympathetic in form to the original vertical grain fir windows. The new molded outer trim covers the existing original mahogany window trim. Windows consist of a bottom hopper-type window surmounted by two casement windows with a transom above. Basement windows feature contemporary one-over-one single-hung sash. Reinforced concrete areaways with contemporary skylight coverings enable day lighting for the basement office spaces.
6. **Roof & Drainage:** A flat roof that is sloped to drain at the south end covers the building. Bronze scuppers set within the parapet provide overflow drainage off the building's south end. Roof drains feed downspouts enclosed within the building that connect to the Capitol Campus storm water system. Contemporary bituminous built-up roofing over hard insulation covers the concrete roof deck. The roofing wraps up onto the sides of the parapet walls. A roof hatch provides access to the roof from the interior attic space.
7. **Entrances:** The Highway Building features a main, approximately 9' tall x 10' wide front entrance, a secondary south entrance and a utilitarian side entrance. The main, front entrance provides the monumental approach to the building onto the first floor. A flight of sandstone stairs leads to a recessed exterior vestibule. An outer set of metal frame doors, each having a single glass panel, leads to an inner lobby. Sidelights flank the doors with a fixed transom above each. A set of inner wood door jambs with a fixed transom frame the 10' x 10'-2" lobby. Alaskan Tokeen marble panels clad the exterior vestibule walls, with a darker 8" tall marble base and approximately 2" to 3" tall cap. The ceiling is finished with painted plaster with a cove molding. The lobby features painted plaster walls. An approximately 26' x 21' reception area is located just beyond the inner set of doors.

The secondary, approximately 9' tall x 6' wide south entrance leads to a small first floor vestibule. The doorway consists of a pair of contemporary metal frame, two panel doors with glass in both panels and a fixed transom above. A concrete landing leads to the entrance. A non-original metal canopy shelters this entrance.

The utilitarian entrance leads down a steep concrete ramp to the basement doorway. This entrance provides delivery truck access for offloading supplies directly to the stock room. A contemporary door is framed in within the original opening and provides access.

D. DESCRIPTION OF INTERIOR

1. **Floor Plans:** The Highway Building features approximately 24,374 square feet of floor space. Offices continue to be located along the outer perimeter of the north and west walls. The original drafting rooms formerly on the east side have been converted to offices. Particular emphasis was given to natural lighting. Placement of the offices and the former drafting rooms along the outer wall perimeters afforded the greatest amount of day lighting.

Internal circulation depends upon the central corridor for access between offices and conference rooms as well as connection to the stairs. Stairs are located at the south and north ends of the building and provide mobility between all three floors.

Original space-use plans called for offices, vaults, drafting and board rooms to occupy 16,000 square feet. Archives received 4,000 square feet, and the balance was utilized in corridors and incidental spaces. As building tenants and their needs changed, the vaults and archives shifted to conference, copy and storage rooms, and smaller offices.

- a. *Basement:* The basement layout resembles the floors above, with the central corridor for circulation and offices located around the perimeter walls.

The 1956 remodel designed by Joseph Wohleb converted the archives and the west portion of the boardroom into offices and a machine room. An 8' wide corridor was formed from the east side of the former archives. This corridor was later integrated into open office space.

Originally, the basement housed the department's approximately 16' wide archives along the full length of the west wall, a repository for all inactive material. The department's main, approximately 38' x 68' boardroom occupied the eastern portion of the basement. Meetings and public openings of contract bids were held in this space. The southeast corner held the approximately 16' x 25' stock room for department supplies. On the opposite northeast corner was the approximately 16' x 12' men's restroom, an approximately 8' x 10' battery room, and an approximately 14' x 16' file room.

- b. *First Floor:* Offices occupy the former drafting room along the east wall and the central vault. Subsequent changes by new occupants retained the basic layout of offices along the perimeter walls.

Originally, the central portion of the first floor contained the approximately 20' x 50' fire proof Highway Department vault. There was direct access from this vault to the approximately 16' x 70' Highway Department drafting room that stretched along the floor's east side. The vault contained all current files and records for active projects. Immediately north of the vault was the reception room. Visitors entering through the main, north entrance arrived directly at the reception desk from which they were directed to the appropriate office.

Offices occupied the floor's west and north perimeters. The Director of Highways occupied the approximately 16' x 20' northwest corner office. Along the west wall, in relatively uniformly-sized, approximately 16' x 13' offices were the Office Engineer and Secretary, Construction, Plans & Surveys, Assistant, Maintenance, and Equipment Engineers. The Secondary Highway Engineer occupied the approximately 16' x 16' southwest corner office. The stenographers occupied the approximately 16' x 25' northeast corner office. The southeast corner contained the approximately 16' x 10' set-up room, approximately 13' x 23' blue print room, and 9'-6" x 12' stock room.

- c. *Second Floor:* Offices occupy the former drafting room along the east wall and Auditors office in the northeast corner. A narrow corridor services the east and west side offices. The central vault shifted to a general office and storage role. Men's and women's restrooms flank the stairway on the south end of the floor.

Subsequent changes by new occupants retained the basic layout of offices along the north and west perimeter walls, while converting the former drafting room into individual offices. The Auditor's office and drafting room were subdivided into offices in the 1956 remodel. The main vault was converted into general office space. New wood partitions were added and the smaller vaults were used for storage.

Originally, the central portion of the second floor contained the fire proof, approximately 20' x 45' Bridge Department, the approximately 12' x 12' Right-of-Way Engineer, and the Auditor's vaults. The approximately 18' x 65' Bridge Department drafting room occupied the east portion of the floor with the approximately 18' x 12' Bridge Engineer's office at the north end of the drafting room. The floor's northeast corner contained the approximately 17' x 47' Auditor's office with the approximately 16' x 16' Right-of-Way Engineer's office on the northwest corner attached to a suite of associated offices along the west wall. In addition, relatively uniform, approximately 13' x 16' offices

along the west wall were the Materials Engineer, Statistics and Research Department, department library and radio room. The radio room was a new feature on the Capitol Campus. The Highway Department installed a short wave radio system in the room to keep direct contact with the department's work crews. In particular was the need for communication with snow removal crews during the winter to provide direction when telephone lines were down.²³ The department's attorney occupied the approximately 10' x 16' southwest corner office.

2. **Stairways:** Three stairways provide mobility between the building's various floors. The first floor reception room opens onto the main northeast public stairway for direct access to the basement and second floor. This half-turn stairway is approximately 5' wide and features terrazzo tread and risers with a terrazzo base. A wood railing and metal balusters run along the inside edge of the stairway with a round wood railing mounted to the walls on the opposite side. Walls above the baseboard are painted plaster. The half space landing between the basement and first floor features a three pane window. The half space landing between the first and second floor features a similar three pane window with transom. These windows are unique to these locations and from the exterior clearly identify the stairway location and function.

The public south stairway provides direct access from the south entrance to the basement and second floor. A direct flight of terrazzo finished stairs measuring 4'-6" in width leads to the basement. The stairs feature a wood railing with metal balusters and a round wood railing mounted along the side wall. A similarly sized and finished half-turn stair leads to the second floor. The walls above the baseboard are painted plaster, as are the ceilings.

The northwest stairway provides private access between the first floor northwest corner office, formerly the Director of Highway's office, and the north end of the basement corridor. This stairway originally provided a rapid and discrete means for the Director to arrive at the basement boardroom without having to cross through the public reception room or walk to the south end of the building. A direct flight of terrazzo stairs measuring 2'-8" in width lead to the basement. A mahogany base and wood railings run along the stairway. Walls and ceilings are painted plaster.

3. **Flooring:** The front entrance vestibule features marble flooring. The front lobby, between the two door sets, and the rear entrance feature terrazzo flooring. The lobby features a grid pattern consisting of two terrazzo types. One consists of pink (majority) and black (minority) aggregate set in a brown binder. This type is also used for the stairways. The other consists of white and green (majority) and black and pink (minority) aggregate set in a brown binder. The border features smaller brown, pink and green aggregate set in a brown binder. The front

²³ *Daily Olympian*. (July 10, 1934: 1). "New Highway Building to be Opened this Evening."

reception area, all offices, corridors and storage rooms feature contemporary carpeting with a 6" mahogany base. Originally, these spaces featured vinyl flooring. Toilet rooms feature terrazzo with brass dividers and a 6" darker terrazzo border and base. The lobby and rear entry feature a 7½" wood base.

4. **Wall and Ceiling Finishes:** Wall finishes throughout the building consist of painted plaster. Original hollow clay tile partition walls feature the original three-coat plaster system applied to the tiles. Added wood and metal stud walls feature a skim coat of plaster over sheetrock. First floor and basement ceilings consist of contemporary acoustical drop panels set in tracks throughout the building. Second floor ceilings feature painted sheetrock. Toilet rooms feature ceramic tile wainscots with dark tile caps. The dark tile caps are used to trim the doorway. Painted metal partitions divide the stalls.
5. **Openings:** Openings between offices and the corridors are approximately 3' x 7'. Interoffice openings also measure approximately 3' x 7'. Openings to toilet rooms are approximately 3' x 7'. All openings feature stained mahogany casings and jambs. The two panel, stained wood office doors feature a recessed lower wood panel with obscure upper glass panel and a hopper-type transom above. Toilet rooms feature similar doors, although slightly narrower. Doors to closets and storerooms consist of similar two panel doors, with wood in both the upper and lower panels. Doors feature either round doorknobs or contemporary lever type handles.
6. **Decorative Features:** A mahogany chair rail runs along the length of the corridor on each floor. The north entrance vestibule features metal trim and jambs. Toilet rooms feature original mirrors. Original desks and other equipment were selected for their practicality and overall harmony with the interior finish of the building.
7. **Mechanical Equipment:**
 - a. *HVAC:* Heat continues to be supplied from the central heating plant that serves other buildings on the Capitol Campus. A contemporary external air conditioning unit with new interior ducting services the building.
 - b. *Lighting:* Contemporary recessed tube type fluorescent fixtures provide artificial lighting for offices, conference rooms, corridors, and storage spaces in the basement and first floor. Second floor corridors utilize contemporary pendant-type institutional fixtures. Original artificial lighting chosen for the building utilized the most modern type of indirect fixtures, according to the Highway Department's Fifteenth Biennial Report (1933-1934). The front entrance vestibule features a non-original pendant-type inverted cone fixture.
 - c. *Plumbing:* Contemporary chilled pipes enter the basement to service the building. Contemporary sinks with upgraded piping occupy the toilet rooms. Men's toilet rooms feature original pedestal type urinals and toilets.

E. SITE DESCRIPTION

1. **General Setting:** The Highway Building stands just south of the Insurance Building on a site bounded by Fifteenth Avenue Southwest to the south, Fourteenth Avenue Southwest to the north, Water Street Southwest to the west and an alley on the east. The building stands apart from the main Capitol Group on a slightly-sloped site that descends from south to north. Prevailing weather conditions tend to be northeasterly, impacting primarily the building's southwest corner.

The building's axial north/south orientation places offices along the east and west sides for the benefit of full day lighting. The front entrance faces north along a common path between entrances to the Insurance, Legislative and Cherberg Buildings. The building's front facade aligns with the front facades of the Cherberg and O'Brien Buildings.

A semi-circular paved parking space is located immediately south of the building. The space functioned originally as parking for departmental cars. The paved incline off the building's southeast corner facilitated the unloading of supplies directly to the storage room from delivery trucks.

2. **Plantings:** Because the building is set back from the sidewalk line, there is sufficient space for a lawn and plantings. A mature *Pseudotsuga Menzies* (Douglas Fir) tree estimated to be 100-plus years in age and approximately 100' tall stands off the building's northwest corner. Three *Prunus Serrulata* (Ukon Cherry) trees are located on the west side and two on the east side of the front sidewalk connecting the building to Fourteenth Street Southwest. *Buxus Sempervirens* (Boxwood) shrubs, *Rhododendrons*, and other small plants and shrubs grow along and near the base of the building on all sides.²⁴

The May 1928, the "Washington State Capitol Grounds General Plan," prepared by the Olmsted Brothers, Landscape Architects, indicated plantings around the perimeter of the site currently occupied by the Highway Building. The plan, however, did not anticipate the construction of the Highway Building, and as such, plantings were not tailored specifically to the building. Similarly, the Capitol Group Planting Plan, "Trees-Shrubs," dated 1931, indicated a line of shrubs along the north and west and partial south sides of the building.

²⁴ Artifacts Consulting, Inc. and Susan Black & Associates. (2001). *West Capitol Campus and Sylvester Park Landscape History and Regeneration Study*. 'Landscape Inventory, Area 13.' Olympia: State of Washington General Administration, Department of Capitol Facilities.

PART III. SOURCES OF INFORMATION

F. ORIGINAL ARCHITECTURAL DRAWINGS

Washington State Archives. Capitol Committee Record Group, Accession No. 03A246, LoWt 0-3, Map Case, Folder 26, Building Plans, Original and 1956 Alterations by Wohleb for conversion to Labor & Industries Building.

State of Washington Department of Highways, Fifteenth Biennial Report of the Director of Highways: 1932-1934. Lacey V. Murrow, Director. Olympia: State Printing Plant. p. 22.

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G. EARLY VIEWS

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Washington for Certain Means of Relieving Unemployment in Some Measure by
the Construction of Capitol Group Buildings without Impairing the Credit of the
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I. SUPPLEMENTAL MATERIAL

1. Index to Photographs

PART IV. PROJECT INFORMATION

This Historic American Building Survey (HABS) Level II documentation was prepared for the Highway Building as mitigation required by a Memorandum of Agreement in anticipation of planned exterior 2001 Nisqually Earthquake damage related repairs. Parties to the agreement included Washington State General Administration, the Washington State Office of Archaeology and Historic Preservation, and the Federal Emergency Management Agency. Planned alterations included: parapet reconstruction and seismic retrofit; brick and stone veneer anchoring with Helifix type anchors; brick and stone re-pointing; re-roofing; removal of existing brick veneer over doors and windows, replacement of steel window and door lintels and reinstallation of veneer; removal of existing joint sealant; removal of existing areaway covers, areaway drain repair and slab replacement; and exterior ramp repair and sump and pump installation.

Marygrace Jennings, Cultural Resources Manager, Department of General Administration, and David Scott, Facilities Senior Planner also with General Administration, directed preparation of the HABS documentation. Vikki Poitra, Owner Project Manager, Department of General Administration, coordinated documentation and building access. Artifacts Consulting, Inc. assembled the HABS documentation. Michael Sullivan, Principal, supervised research, photography, and reviewed report contents. Spencer Howard conducted the research and writing. Susan Seykota-Smith undertook editing and production. Photographer Terry Rishel conducted the large format photographic documentation. Fused Mylar original drawings were scanned from the originals by the Washington State Archives and printed from digital files by Ford Graphics of Tacoma. Archival quality photographs were printed by Hi-Gloss Photo Service of Tacoma. All research, photography and record preparation was conducted in June of 2004.

HISTORIC AMERICAN BUILDINGS SURVEY

INDEX TO ORIGINAL DRAWINGS

HIGHWAY BUILDING

OAHP Log. No.: 101601-01-FEMA

(Newhouse Building)

WASHINGTON STATE CAPITOL HISTORIC DISTRICT

215 Fourteenth Avenue Southwest

Olympia, West Capitol Campus

Thurston County

Washington

Source: Washington State Archives. Capitol Committee Record Group, Accession No. 03A246, LoWt 0-3, Map Case, Folder 26, Building Plans, Original and 1956 Alterations by architect Joseph Wohleb for conversion to Labor & Industries Building.

Note: Original drawings in form of blue prints. Scanned by State Archives staff on their JumboScan large-format scanner manufactured by Lumiere Technology in grayscale. Images have a resolution of 343 pixels per inch and saved as uncompressed TIF Images. Blue print images inverted in Adobe Photoshop 7.0 to black line drawings and resized maintaining aspect ratio/proportions to 24" as the largest dimension. Ford Graphics printed the drawings on 19"x24" archival fused Mylar sheets.

SHEET NO.: 1 PLOT PLAN.

SHEET NO.: 2 GROUND FLOOR PLAN.

SHEET NO.: 3. FIRST FLOOR PLAN.

SHEET NO.: 4 SECOND FLOOR PLAN.

SHEET NO.:6 NORTH & SOUTH ELEVATIONS.

SHEET NO.: 7 WATER STREET ELEVATION (WEST).

SHEET NO.: 8 EAST ELEVATION.

SHEET NO.: 10 LONGITUDINAL SECTION AT "A-A" (REFER TO FLOOR PLANS).

SHEET NO.: 11 WALL SECTIONS.

HISTORIC AMERICAN BUILDINGS SURVEY

INDEX TO PHOTOGRAPHS

HIGHWAY BUILDING

OAHP Log. No.: 101601-01-FEMA

(Newhouse Building)

WASHINGTON STATE CAPITOL HISTORIC DISTRICT

215 Fourteenth Avenue Southwest

Olympia, West Capitol Campus

Thurston County

Washington

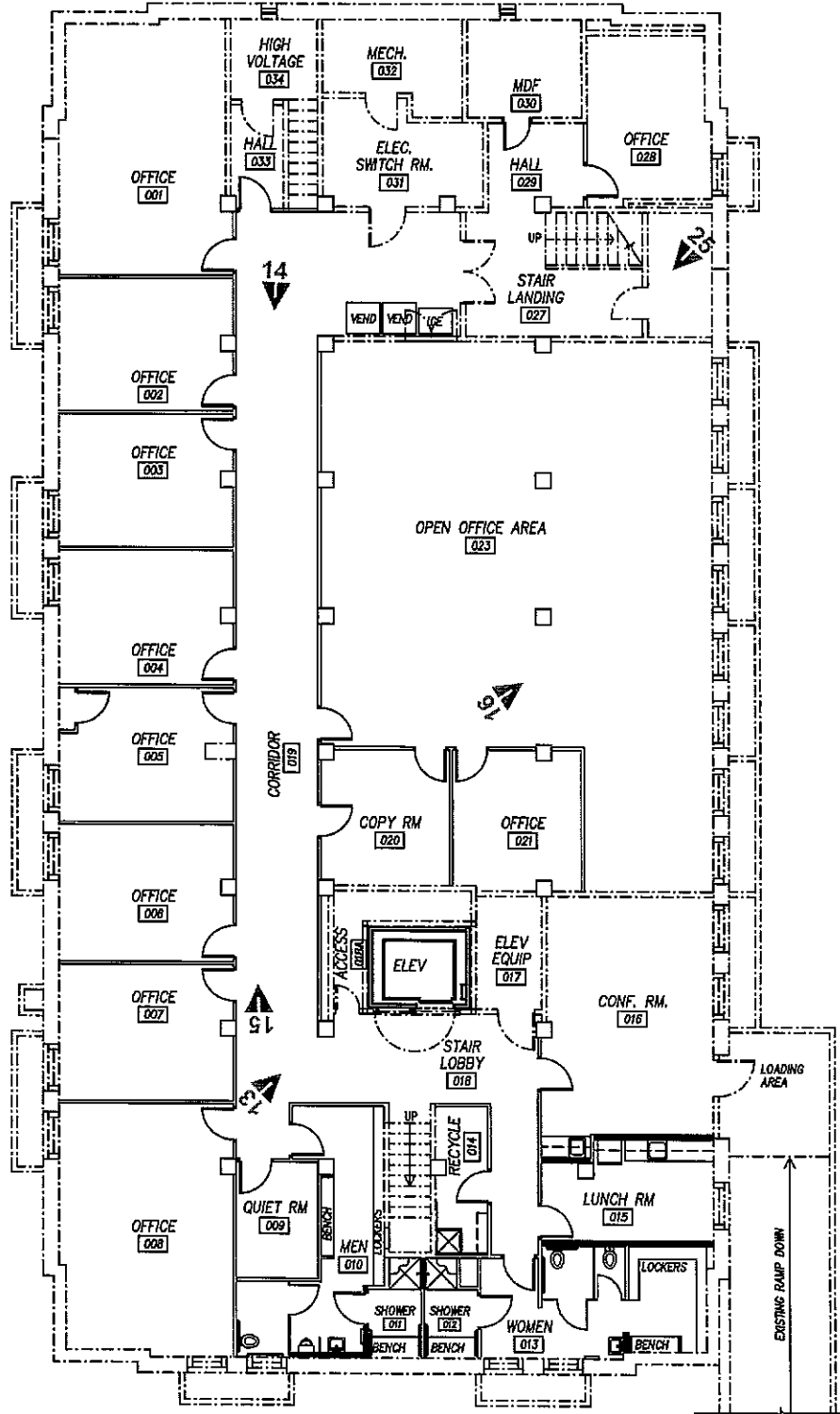
Terry Rishel, Photographer June 5, 19 2004

Note: Exterior photographs taken with large format camera producing 4"x5" negatives. Photograph Nos. OAHP Log. No.: 101601-01-FEMA-01 through OAHP Log. No.: 101601-01-FEMA-09 are 8"x10" enlargements from the 4"x5" negatives. Interior photographs taken with medium format camera producing 2"x2" negatives. Photograph Nos. OAHP Log. No.: 101601-01-FEMA-10 through OAHP Log. No.: 101601-01-FEMA-30 are 8"x8" enlargements from the 2"x2" negatives, printed on 8"x10" paper to avoid cropping.

- OAHP Log. No.: 101601-01-FEMA-01 VIEW OF FRONT NORTH FACADE.
- OAHP Log. No.: 101601-01-FEMA-02 VIEW OF FRONT NORTH AND SIDE EAST FACADES.
- OAHP Log. No.: 101601-01-FEMA-03 VIEW OF SIDE EAST FACADE WITH LEGISLATIVE BUILDING IN BACKGROUND. RAILING ALONG RECESSED BASEMENT ENTRANCE IS VISIBLE AT LEFT IN PHOTOGRAPH.
- OAHP Log. No.: 101601-01-FEMA-04 VIEW OF SIDE EAST FACADE.
- OAHP Log. No.: 101601-01-FEMA-05 VIEW OF BACK SOUTH FACADE.
- OAHP Log. No.: 101601-01-FEMA-06 VIEW OF SIDE WEST AND BACK SOUTH FACADES.
- OAHP Log. No.: 101601-01-FEMA-07 VIEW OF SIDE WEST FACADE. NOTE DOULGAS FIR IN FOREGROUND.
- OAHP Log. No.: 101601-01-FEMA-08 VIEW OF BACK SOUTH AND SIDE EAST FACADES.
- OAHP Log. No.: 101601-01-FEMA-09 VIEW OF BACK SOUTH AND SIDE EAST FACADES.
- OAHP Log. No.: 101601-01-FEMA-10 DETAIL VIEW OF NORTH ENTRANCE.
- OAHP Log. No.: 101601-01-FEMA-11 DETAIL VIEW OF SOUTH ENTRANCE.
- OAHP Log. No.: 101601-01-FEMA-12 DETAIL VIEW OF CARVED SANDSTONE FRIEZE.

OAHP Log. No.: 101601-01-FEMA-13	VIEW OF BASEMENT CORRIDOR AT SOUTH END LOOKING NORTH.
OAHP Log. No.: 101601-01-FEMA-14	VIEW OF BASEMENT CORRIDOR LOOKING SOUTH.
OAHP Log. No.: 101601-01-FEMA-15	VIEW OF BASEMENT CORRIDOR LOOKING NORTH.
OAHP Log. No.: 101601-01-FEMA-16	VIEW OF TYPICAL BASEMENT OFFICE SPACE.
OAHP Log. No.: 101601-01-FEMA-17	VIEW OF FIRST FLOOR CORRIDOR LOOKING NORTH.
OAHP Log. No.: 101601-01-FEMA-18	DETAIL VIEW OF FIRST FLOOR CORRIDOR LOOKING NORTH.
OAHP Log. No.: 101601-01-FEMA-19	DETAIL VIEW OF FIRST FLOOR CORRIDOR AT SOUTH END ADJACENT SOUTH STAIRWAY
OAHP Log. No.: 101601-01-FEMA-20	DETAIL VIEW OF FIRST FLOOR OFFICE DOOR AND TRANSOM.
OAHP Log. No.: 101601-01-FEMA-21	VIEW OF SECOND FLOOR CORRIDOR LOOKING SOUTH.
OAHP Log. No.: 101601-01-FEMA-22	DETAIL VIEW OF SECOND FLOOR CORRIDOR.
OAHP Log. No.: 101601-01-FEMA-23	VIEW OF SECOND FLOOR CORRIDOR LOOKING NORTH.
OAHP Log. No.: 101601-01-FEMA-24	DETAIL VIEW OF SECOND FLOOR WOMEN'S TOILETROOM DOOR, OFFICE DOOR, AND RELITE.
OAHP Log. No.: 101601-01-FEMA-25	VIEW OF NORTHWEST STAIRWAY LOOKING UP FROM THE HALF SPACE LANDING BETWEEN BASEMENT AND FIRST FLOOR.
OAHP Log. No.: 101601-01-FEMA-26	VIEW OF NORTHEAST STAIRWAY LOOKING UP FROM FIRST FLOOR.
OAHP Log. No.: 101601-01-FEMA-27	VIEW OF NORTHEAST STAIRWAY LOOKING DOWN FROM SECOND FLOOR.
OAHP Log. No.: 101601-01-FEMA-28	DETAIL VIEW OF SECOND FLOOR TOILET ROOM. NOTE THE TILE WAINSCOT AND TERRAZZO BASE AND FLOOR.
OAHP Log. No.: 101601-01-FEMA-29	DETAIL VIEW OF TOILETS AND STALLS IN SECOND FLOOR TOILET ROOM.
OAHP Log. No.: 101601-01-FEMA-30	DETAIL VIEW OF URINALS IN SECOND FLOOR TOILET ROOM.

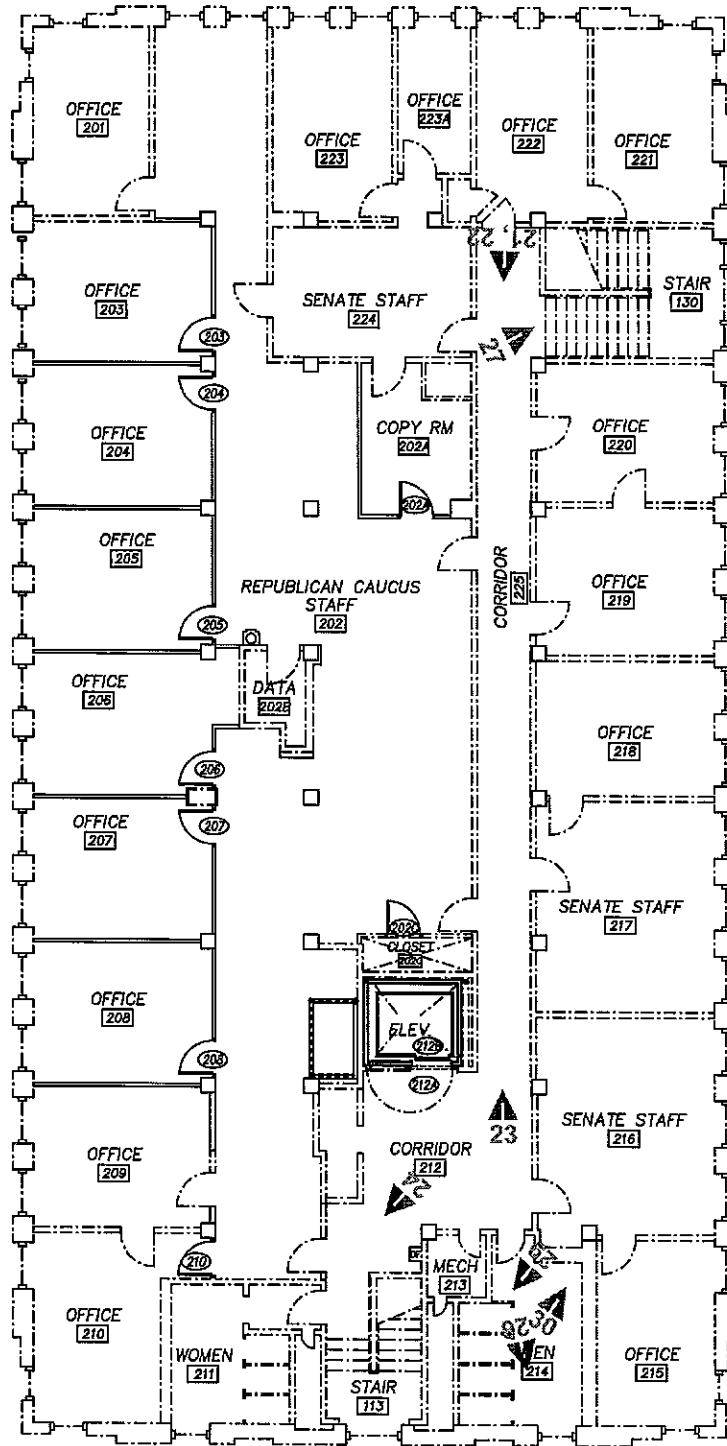
HIGHWAY BUILDING (NEWHOUSE BUILDING)
OAHF Log No.: 101601-01-FEMA
PHOTOGRAPH KEY



BASEMENT PLAN



HIGHWAY BUILDING (NEWHOUSE BUILDING)
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PHOTOGRAPH KEY



SECOND FLOOR PLAN

