COOS BAY BRIDGE - 1936
5339 FEET, 1630.4 METERS
[HAER OR-48]

YAQUINA BAY BRIDGE - 1936
3865 FEET, 1177.4 METERS
[HAER OR-44]

ALSEA BAY BRIDGE - 1936
301 FEET, 91.75 METERS
[HAER OR-44]

UMPQUA RIVER BRIDGE - 1936
276 FEET, 83.9 Meters
[HAER OR-48]

ROGUE RIVER BRIDGE - 1932
1516 FEET, 461.5 METERS
[HAER OR-38]

SUISLAW RIVER BRIDGE - 1936
648 FEET, 203.8 METERS
[HAER OR-54]

CAPE CREEK BRIDGE - 1932
607 FEET, 184.97 METERS
[HAER OR-41]

ROCKY CREEK BRIDGE - 1927
360 FEET, 109.73 METERS
[HAER OR-38]

DEPOE BAY BRIDGE - 1927
299 FEET, 91.183 METERS
[HAER OR-38]

WILSON RIVER BRIDGE - 1931
403 FEET, 122.94 METERS
[HAER OR-49]

Note: Elevation drawings were developed from original drawings located in the Oregon Dept of Transportation files. Measurements are rounded off to the nearest foot.

The OREGON COAST HIGHWAY was constructed in piecemeal fashion beginning in 1914. After World War I, the United States military encouraged completion of the highway as a means of defending the Oregon coastline from foreign invaders. In the 1920s, the popularity of automobile touring and the tourism industry added impetus to completing what was then called the ROOSEVELT COAST MILITARY HIGHWAY.

In 1932 the highway was still to be entirely completed. The Coos Bay, the Umpqua River, the Siuslaw River, and the Yaquina Bay were crossed by ferry service. The Oregon Highway Commission applied in 1932 to President Franklin D. Roosevelt's Public Works Administration for funding to construct these bridges and provide jobs for people unemployed by the Great Depression. State Bridge Engineer Condie B. McCullough and his staff designed these five reinforced concrete bridges in the 'Art Deco' style. This style was popular in the late 1920s and 1930s and was distinguished by simple, clean shapes, often with a streamlined look. The graceful symmetry of the bridges harmonizes with the landscapes of the coast environment for which they were designed. Ornamental pylons and spires, gothic piers, spandrel breakwaters, arched spanning and landscaped abutments were utilized to make the bridges aesthetically pleasing.

Three of the five bridges are in length from 1,100 to 1,500 feet. Each bridge utilizes arch forms of reinforced concrete or combinations of steel and concrete.

The recording project is part of the Historic American Engineering Record (HAER), a long-range program to document historically significant engineering and industrial works in the United States. The Oregon Historic Bridges Recording Project was co-sponsored in 1990 by the Historic American Engineering Record and the Oregon Department of Transportation (ODOT). The Oregon State Historic Preservation Office and the Federal Highway Administration also sponsored this project. Fieldwork, measured drawings, historical reports and photographs were prepared under the general direction of Dr. Robert J. Kapsch, Chair, HAER/HAER, Eric N. Delaney, Chair, HAER, and Dean Herrin, HAER Staff Historian.

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