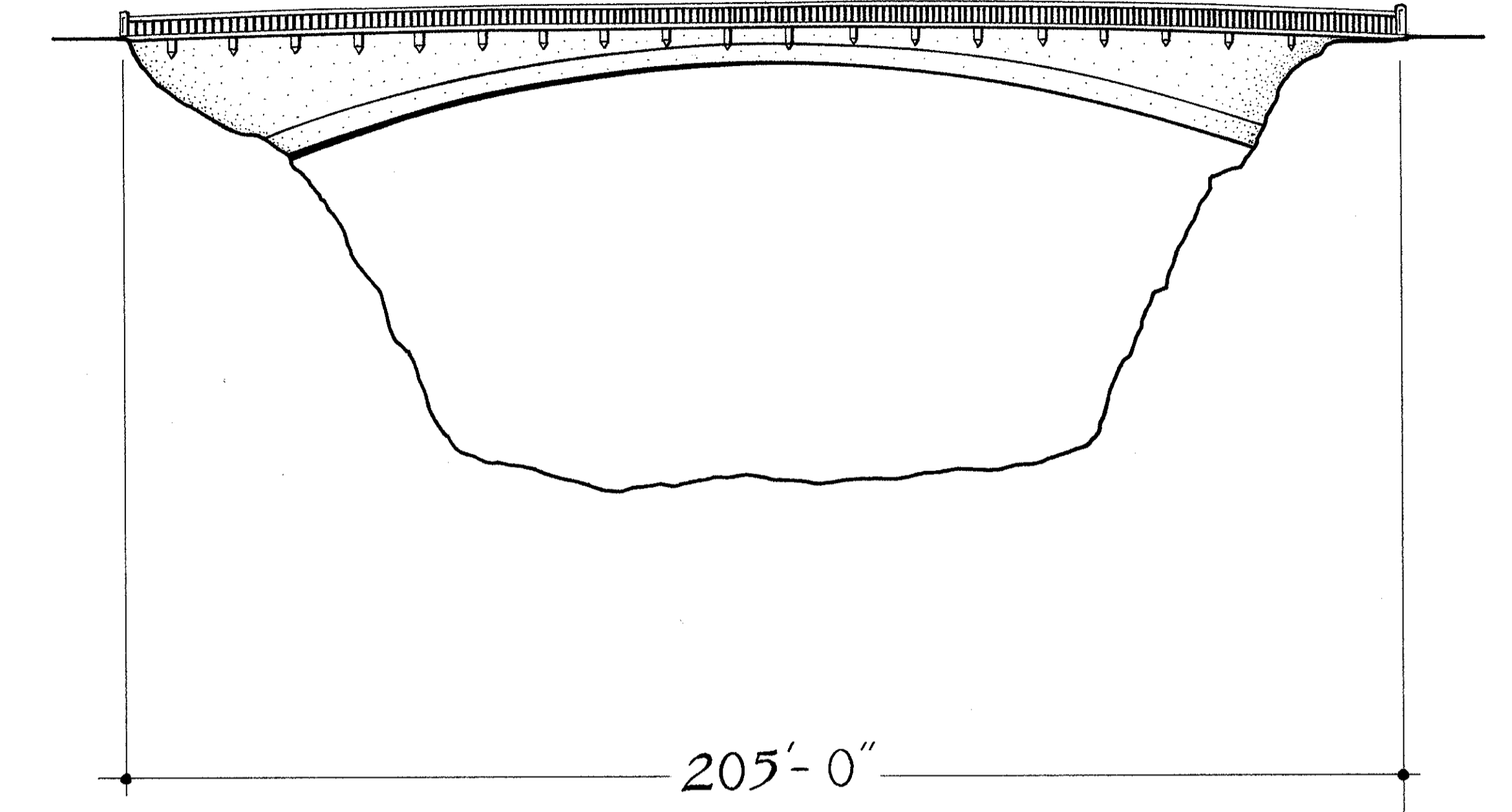
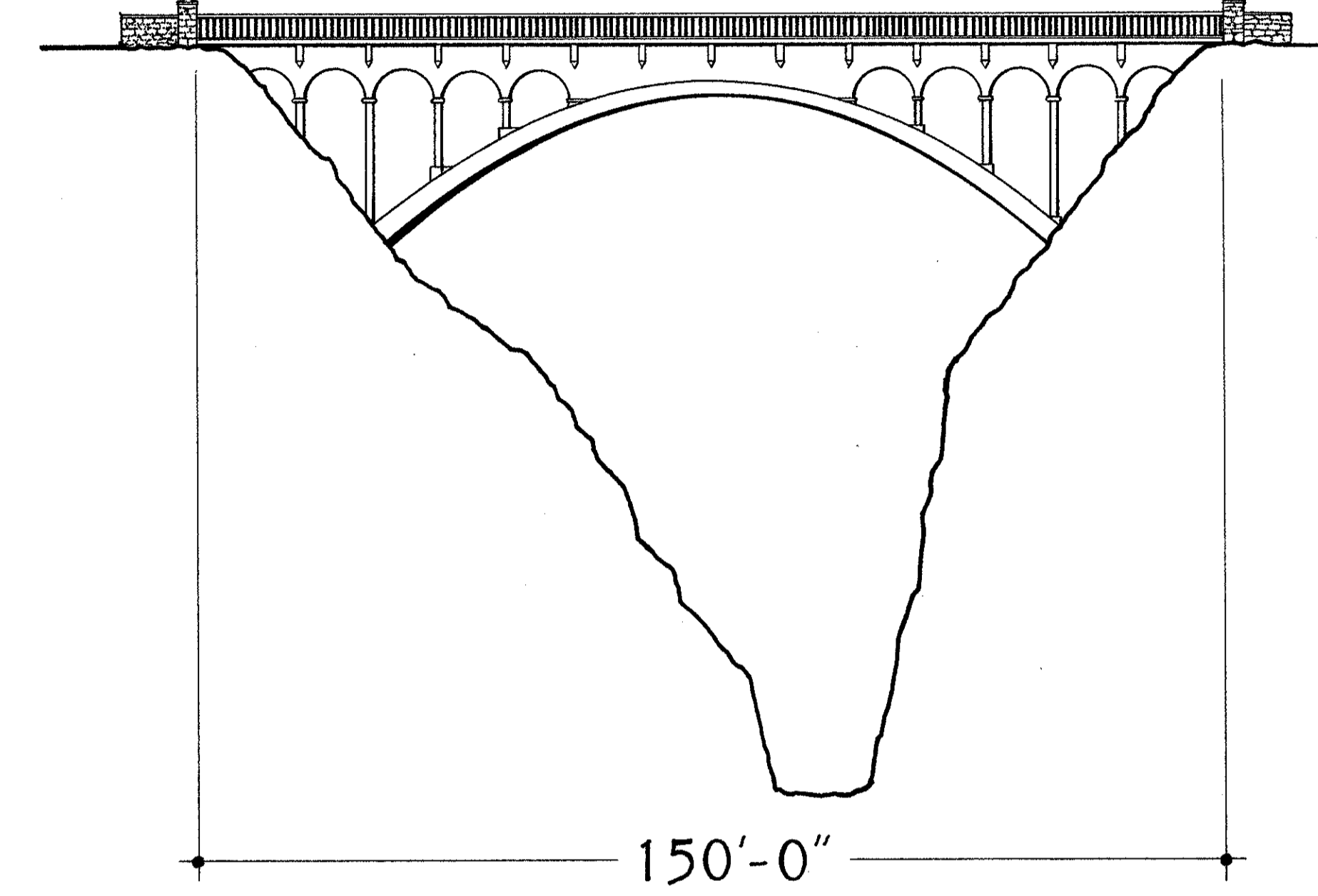
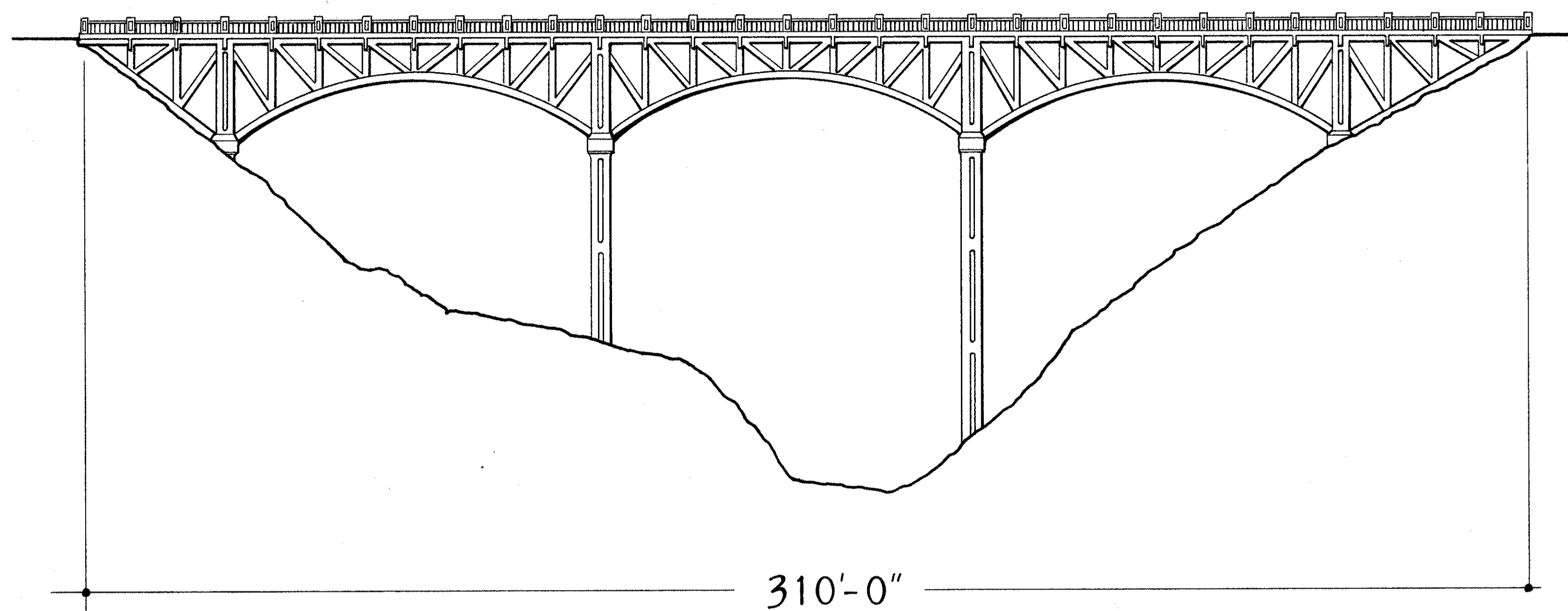


COLUMBIA RIVER HIGHWAY BRIDGES

LATOURELL CREEK BRIDGE
1914

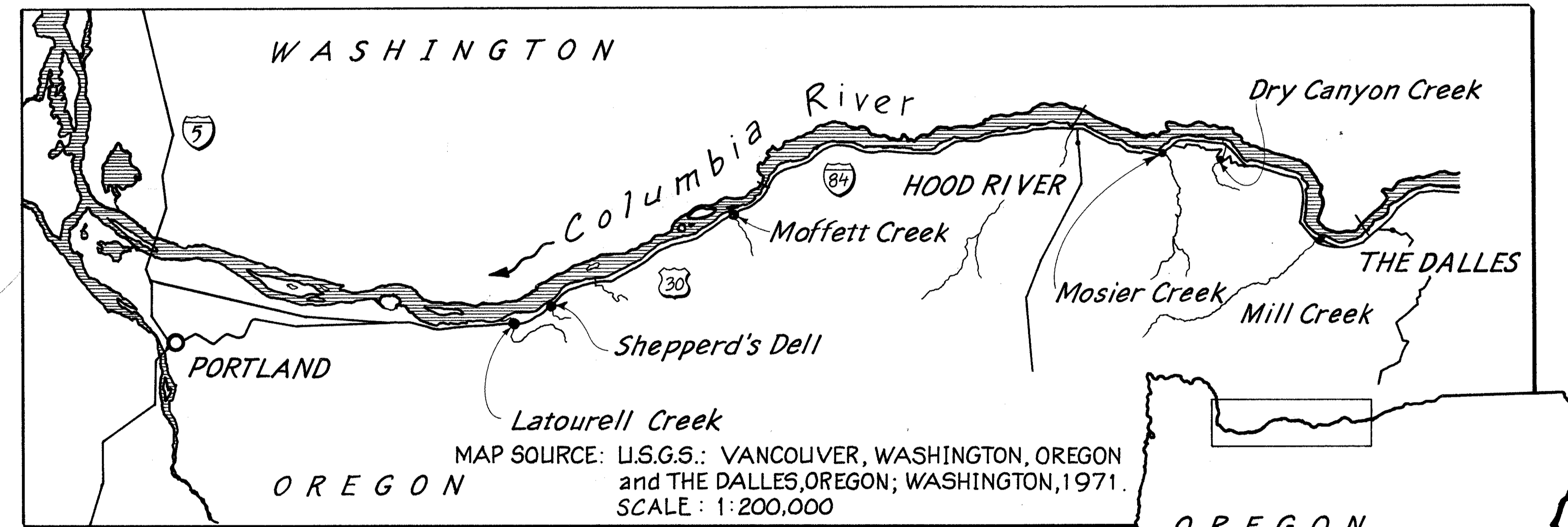
SHEPPERD'S DELL BRIDGE
1914

MOFFETT CREEK BRIDGE
1915



THE NATION'S FIRST SCENIC HIGHWAY

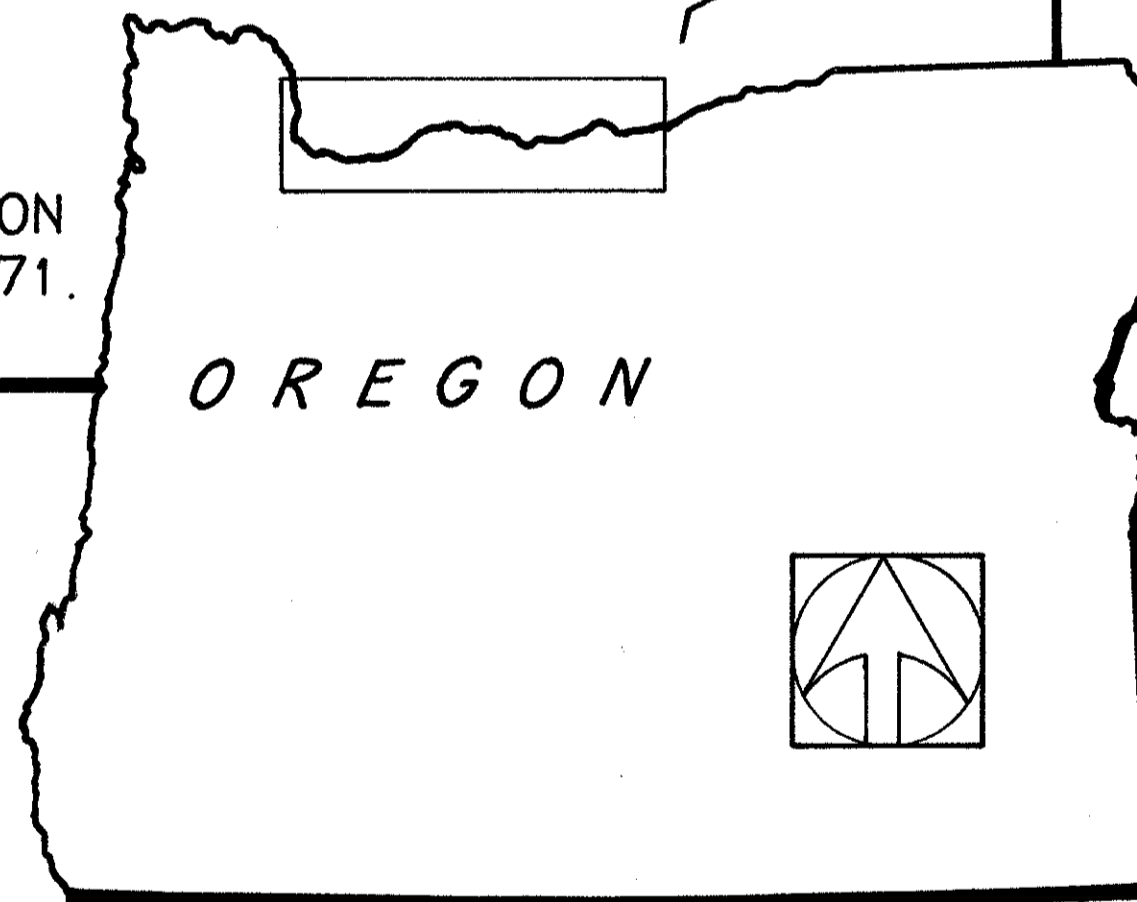
The idea of building a scenic highway along the south bank of the Columbia River was conceived by Samuel Hill and other prominent Portland businessmen. Hill took Samuel Lancaster and future State Highway Engineer, Henry Bowlby, to Paris and the Rhine River Valley of Germany to analyze highway development in Europe. With the establishment of the Oregon State Highway Department in 1913, Sam Lancaster was hired to oversee all preliminary engineering proposals and designs prior to pavement construction. State Bridge Engineers C.H. Purcell, K.P. Billner and L.W. Metzger created the innovative bridge designs that were constructed between Troutdale and Eagle Creek. The grade of the highway is never more than 5% and the average road width is twenty feet. Topographical and scenic values of the gorge were important factors in determining the bridge designs and locations. The Columbia River Highway was the first scenic highway constructed in the United States.



This 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 encouraged the project. Fieldwork, measured drawings, historical reports and photographs were prepared under the general direction of Dr. Robert J. Kapsch, Chief of HABS/

HAER; Eric N. DeLony, Chief of HAER; Dean Herrin, HAER Staff Historian.

The recording team consisted of Richard L. Koochagian (University of Tennessee), Architect and Field Supervisor; Todd A. Croteau (Rhode Island School of Design), Gretchen Van Dusen (University of Washington) and Rafael Villalobos S. (ICOMOS/Universidad de Costa Rica), Architectural Technicians; Robert W. Hadlow (Washington State University), Gary M. Link (Duquesne University) and Kenneth J. Guzowski (University of Oregon), Historians; Jet Lowe, HAER Photographer.



Drawings based on original design documents located in the Oregon Department of Transportation files.

Latourell Bridge was the lightest reinforced concrete three-span deck arch on the highway. Shepperd's Dell is a deck arch design with a unique solid curtain wall above the center of the arch. Moffett Creek Bridge was the longest single span three-hinged deck arch in the United States in 1915. These three bridges are representative examples of the creative genius of Bridge Engineers, Purcell Billner and Metzger.

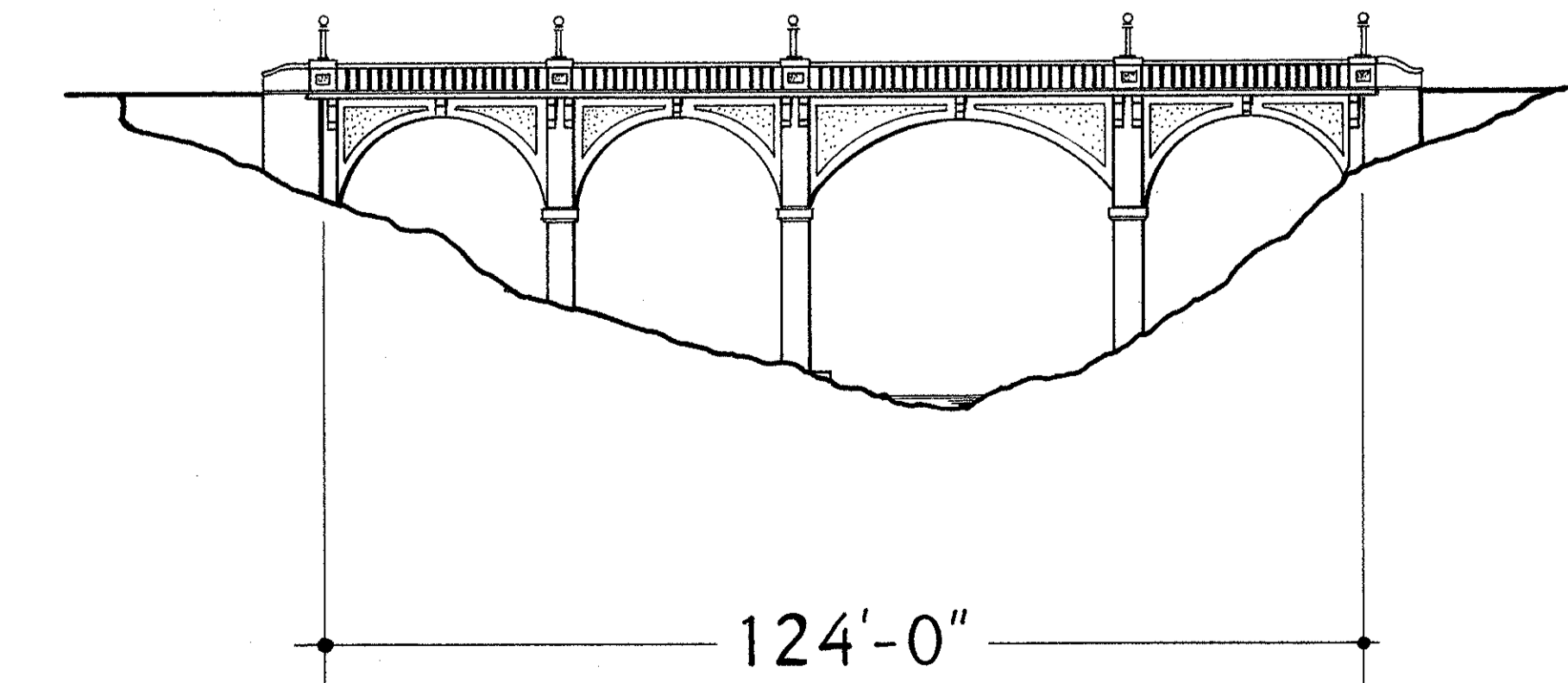
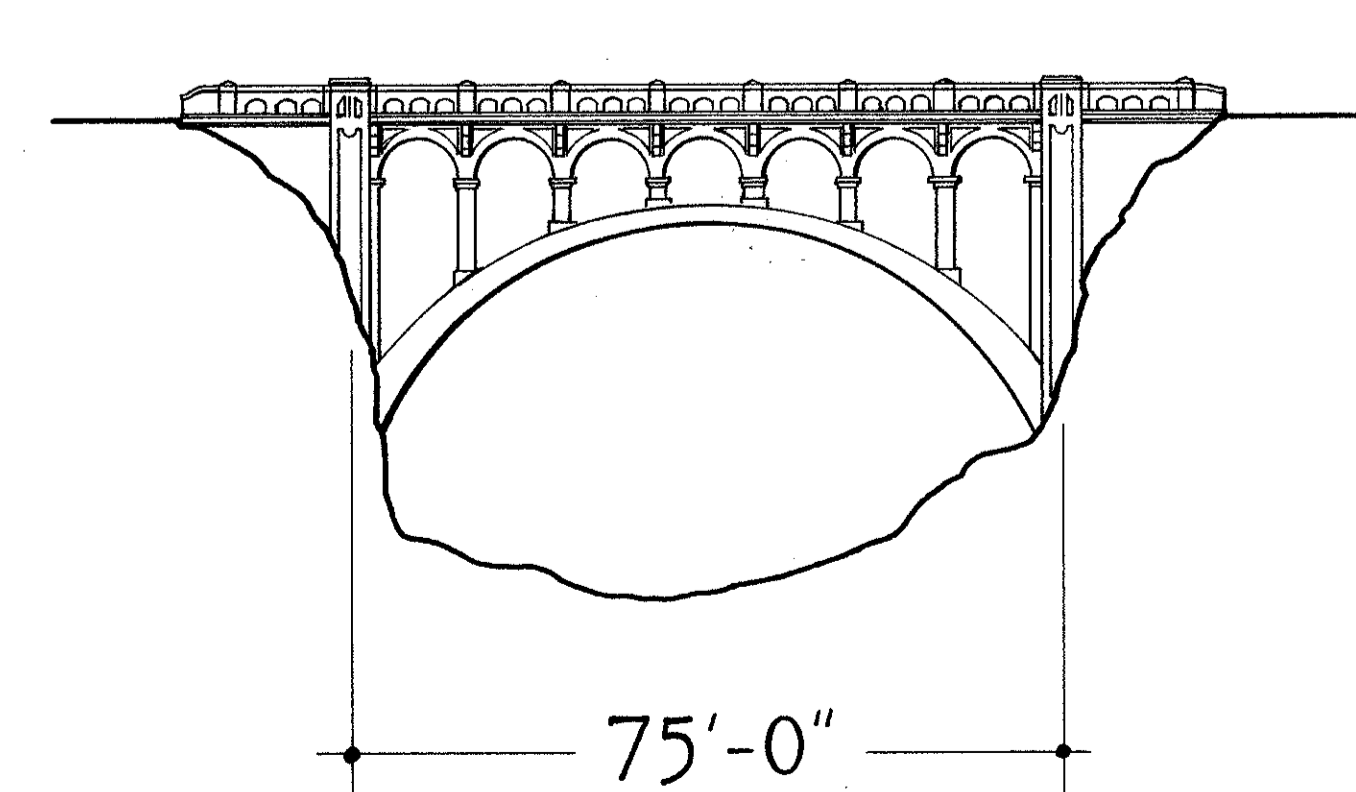
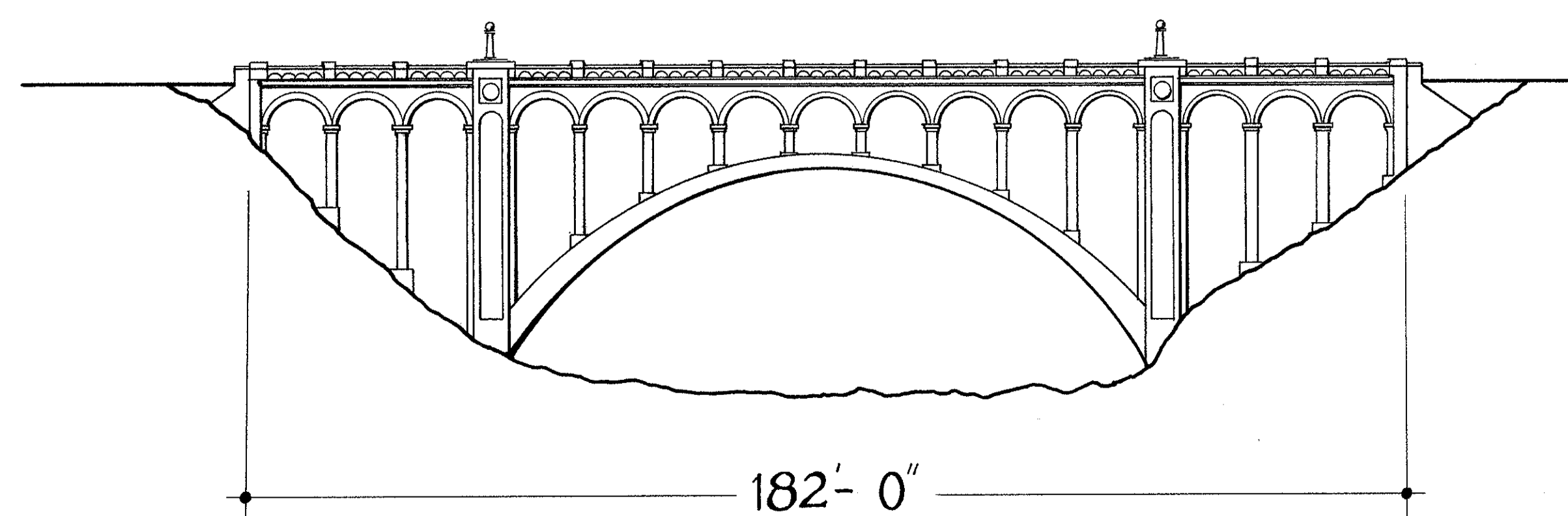
The State of Oregon established a three-man State Highway Commission in 1917 and committed a sizeable amount of funds for the completion of the Columbia River Highway. In 1919, the Commission hired Conde B. McCullough as State Bridge Engineer. McCullough designed three bridges that connected the highway to the Dalles. The designs of Mosier Creek and Dry Canyon bridges were influenced by the rib arch form of K.P. Billner's Shepperd's Dell Bridge. McCullough assumed the work of Sam Lancaster and designed these bridges so that they complemented the scenic beauty along the Columbia River Gorge.

Scale: 1:20

MOSIER CREEK BRIDGE
1920

DRY CANYON CREEK BRIDGE
1921

MILL CREEK BRIDGE
1920



DRAWN BY: TODD A. CROTEAU, RICHARD L. KOOCHAGIAN, GRETCHEN VAN DUSEN, RAFAEL VILLALOBOS S., 1990
 OREGON BRIDGES RECORDING PROJECT
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 HISTORIC AMERICAN ENGINEERING RECORD
 NATIONAL PARK SERVICE
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