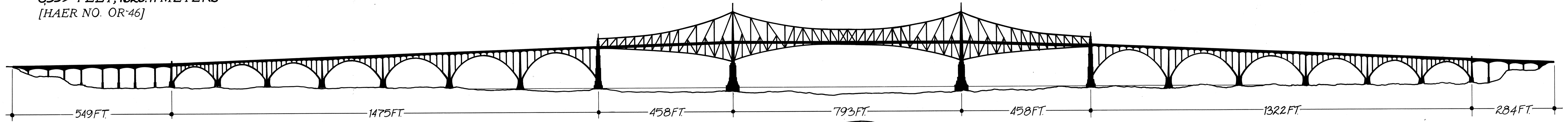
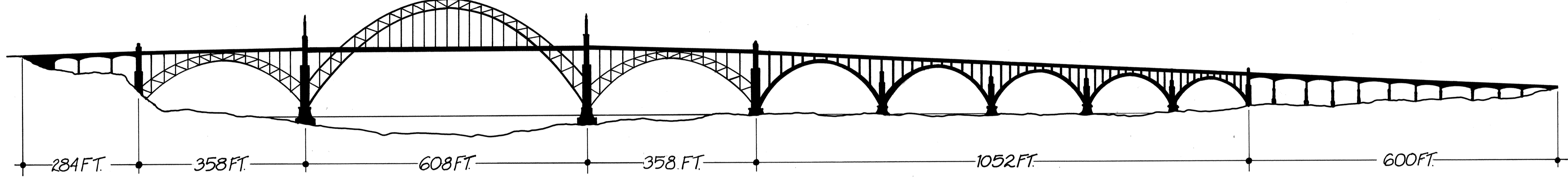


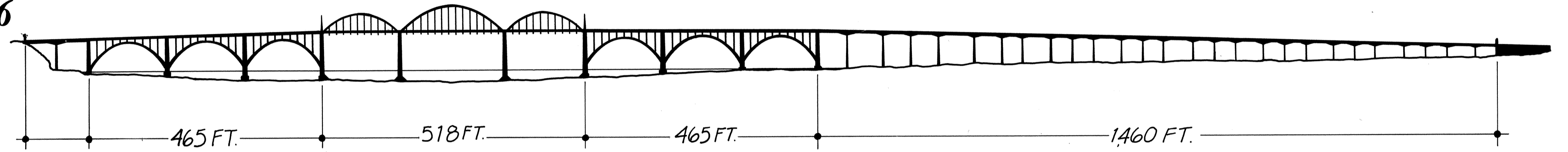
COOS BAY BRIDGE - 1936
5339 FEET, 1626.41 METERS
[HAER NO. OR-46]



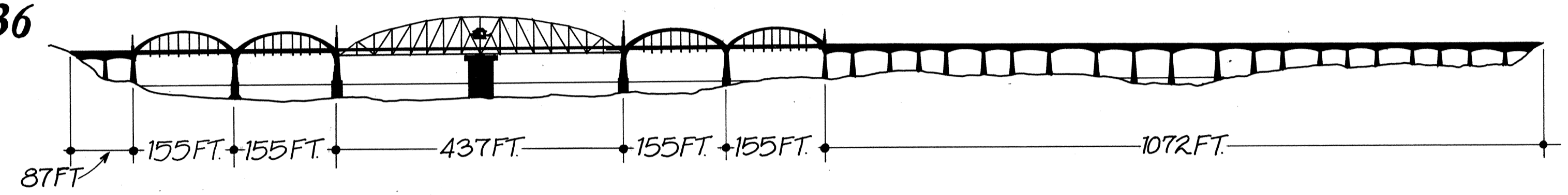
YAQUINA BAY BRIDGE - 1936
3260 FEET, 993.64 METERS
[HAER NO. OR-44]



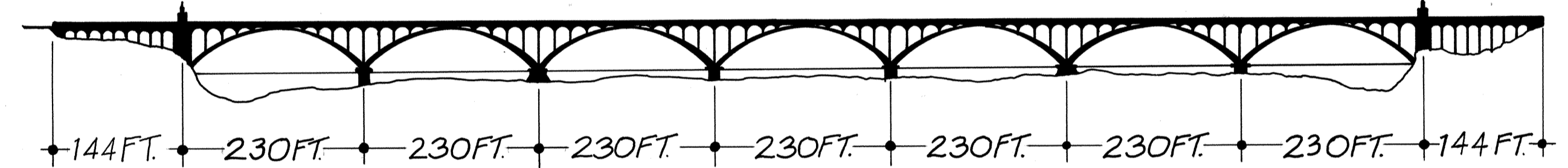
ALSEA BAY BRIDGE - 1936
3,011 FEET, 917.75 METERS
[HAER NO. OR-14]



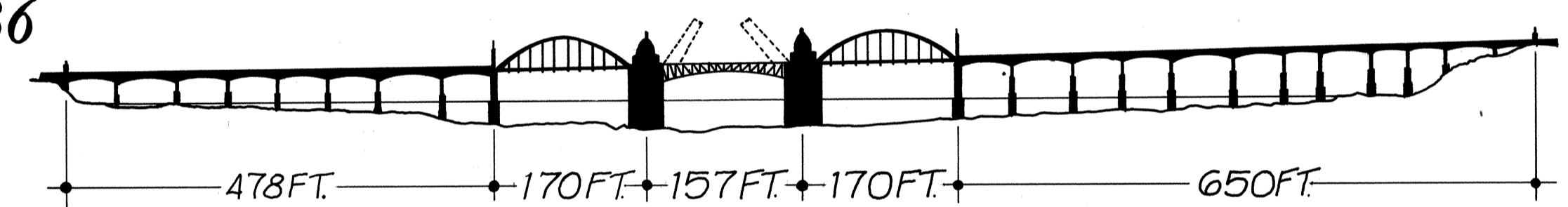
UMPQUA RIVER BRIDGE - 1936
2216 FEET, 672.39 METERS
[HAER NO. OR-45]



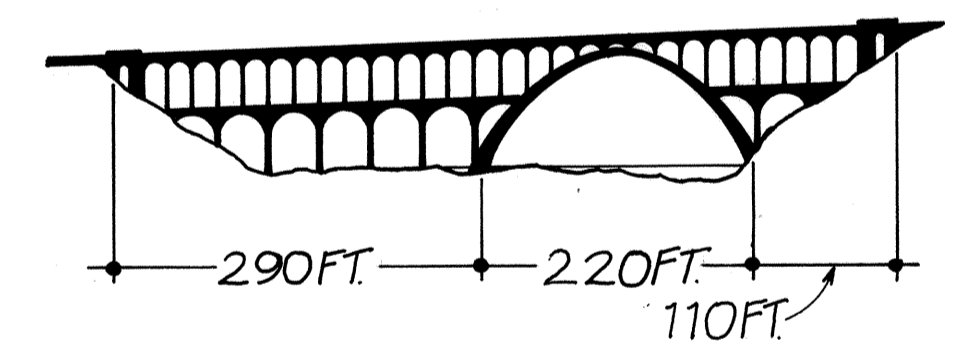
ROGUE RIVER BRIDGE - 1932
1898 FEET, 587.05 METERS
[HAER NO. OR-38]



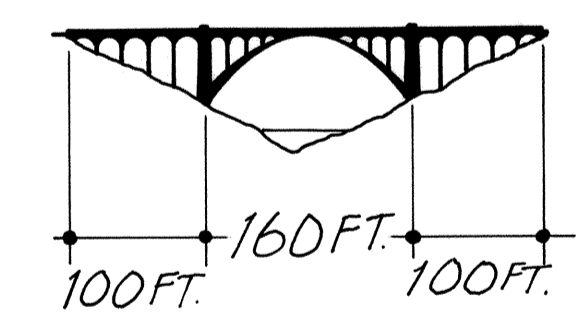
SIUSLAW RIVER BRIDGE - 1936
1643 FEET, 500.78 METERS
[HAER NO. OR-58]



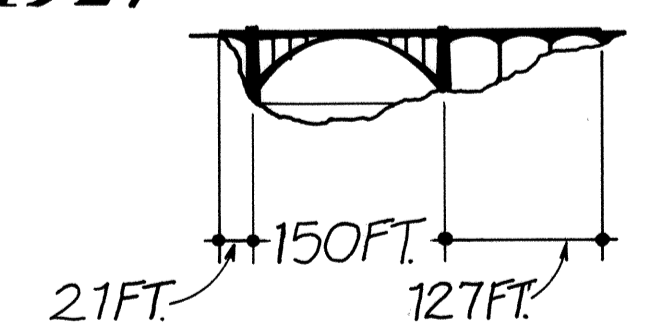
CAPE CREEK BRIDGE - 1932
620 FEET, 188.97 METERS
[HAER NO. OR-41]



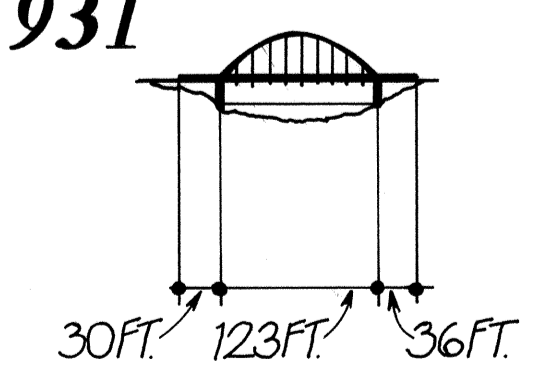
ROCKY CREEK BRIDGE - 1927
360 FEET, 109.73 METERS



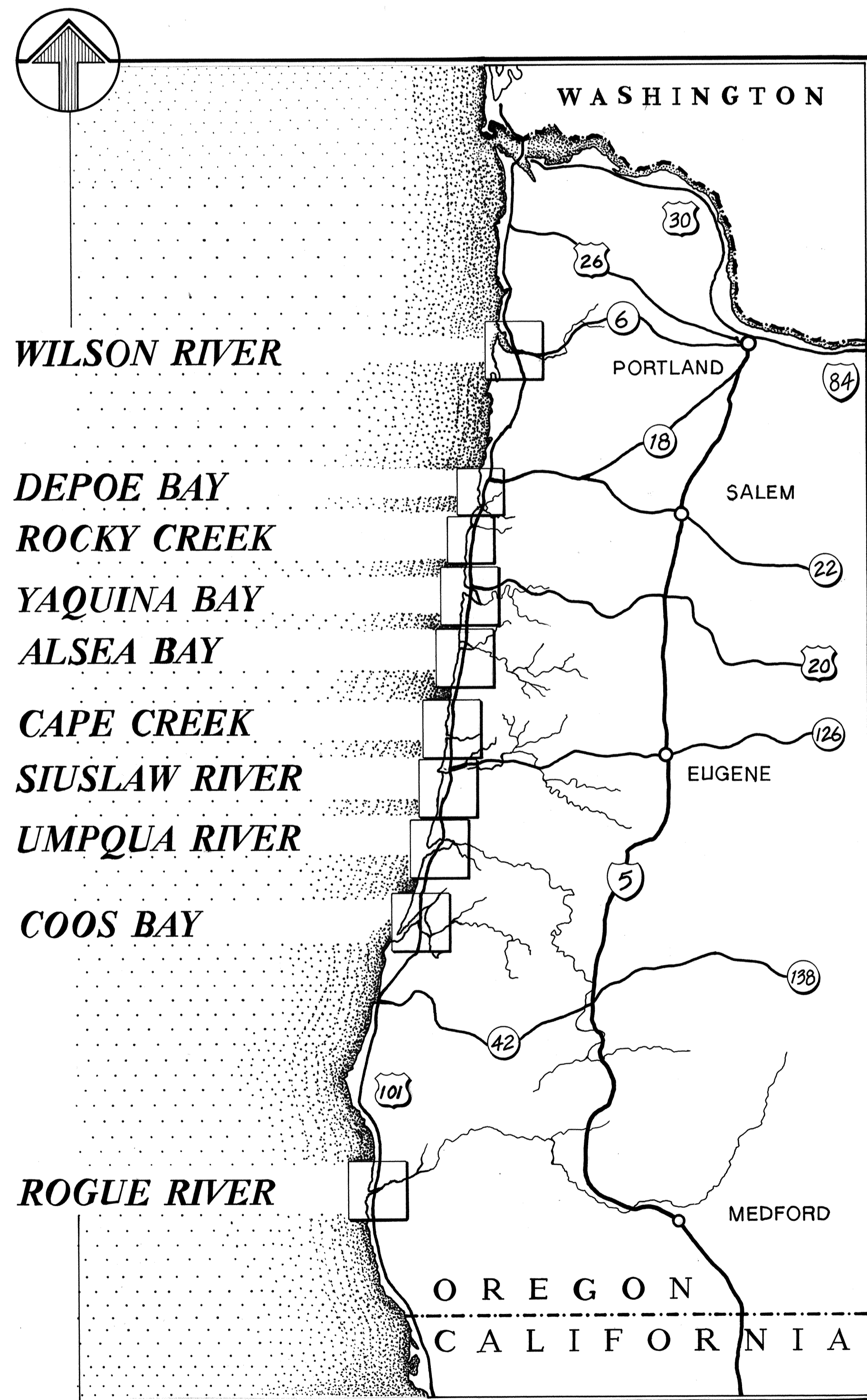
DEPOE BAY BRIDGE - 1927
298 FEET, 90.83 METERS
[HAER NO. OR-36]



WILSON RIVER BRIDGE - 1931
185 FEET, 56.39 METERS
[HAER NO. OR-39]



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 1920's, 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 yet to be entirely connected. Five channels in the southern half of the state: COOS BAY, THE UMPQUA RIVER, THE SIUSLAW RIVER, ALSEA BAY and YAQUINA BAY - were crossed by ferry service. The Oregon Coast Highway Association encouraged the construction of five bridges to span these waterways.

The Oregon Coast 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 Conde B. McCullough and his staff designed these five reinforced concrete bridges in the "Art Deco" style. This style was popular in the late 1920's and 1930's and was distinguished by simple, clean shapes, often with a stream-lined look. The graceful symmetry of the bridges harmonizes with the landscapes of the estuarine environment for which they were designed. Ornamental pylons and spires, gothic piers, spandrel brackets, arched railings and landscaped waysides were utilized to make the bridges aesthetically pleasing.

These five multispans range in length from 1,650 to 5,339 feet. Each bridge utilizes arch forms of reinforced concrete or combinations of steel and concrete.

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, HABS/HAER; Eric N. DeLony, Chief, HAER; and 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. (Universidad de Costa Rica), Architectural Technicians; Robert W. Hadlow (Washington State University), Gary M. Link (Duke University) and Kenneth J. Guzowski (University of Oregon), Historians; and Jet Lowe, HAER Photographer.

OREGON • COAST • HIGHWAY • BRIDGES

DRAWN BY: TODD A. CROTEAU, RICHARD L. KOOCHAGIAN, GRETCHEN VAN DUSEN, RAFAEL VILLALOBOS, 1991
 OREGON HISTORIC HIGHWAY BRIDGES
 COOS, LINCOLN, DOUGLAS, CURRY, LAKE, & TILLAMOOK
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