

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 BRIDGE DETERMINATION OF ELIGIBILITY FORM**

Agency/Project: South Yamhill River (Bridge Street) Green Bridge Rehabilitation Project, Key No. 17409	
Structure Name and Number: 02557	City, County: Sheridan, Yamhill County
Location: Bridge Street at Willamina-Sheridan Hwy/OR 157	
USGS Quad Name: Sheridan 7.5m	General Class of Main Structure
Township: 5S Range: 6W Section: 35	<input checked="" type="checkbox"/> Truss <input type="checkbox"/> Arch <input type="checkbox"/> Moveable <input type="checkbox"/> Slab/Beam/Girder <input type="checkbox"/> Other

Structural Information: Super Structure: Steel Main Span: Steel Floor/decking: Concrete/Asphalt Support Structure: Concrete Material: <input checked="" type="checkbox"/> Concrete <input checked="" type="checkbox"/> Steel <input type="checkbox"/> wood	Dimensions: Roadway Width: 26'-0" Structure Length: 258' Structural Width: 43'-4" Floor/decking: 26' <input checked="" type="checkbox"/> plaque <input checked="" type="checkbox"/> sidewalk	Date of Construction: 1939
		Designer: OSHD (Glenn Paxson, Ivan Merchant) Contractor: Mt. States Construction (Eugene, OR)
		Alterations/moved (dates): No major alterations
		Other Features: Flared bridge railing at SW approach, decorative concrete light standards, detail panels. Rail type: Cast Concrete with steel rail

Condition: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor	Integrity: <input checked="" type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor
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Sheridan Bridge, Looking NW, from Chester J. Moore Park (July 2011)

Preliminary National Register Findings:

National Register listed Potentially Eligible: Individually As part of District
 Not Eligible: In current state Irretrievable integrity loss Lacks Distinction Not 50 Years

State Historic Preservation Office Comments:

Concur Do Not Concur.
 Potentially Eligible Individually Potentially Eligible As part of District Not Eligible

Signed: *Ian P. Johnson* Date: *12/16/2011*

Comments: **IAN JOHNSON**
503-986-0678
ian.johnson@state.or.us *See letter dated 12/16/2011*

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Structure Name and Number: So. Yamhill River (Bridge St) Green Bridge Location: Bridge St at Willamina-Sheridan Hwy/OR-18	City, County: Sheridan, Yamhill
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Owner:
 Private Local Government State Federal Other

Name: Yamhill County Public Works Department, Attn: Mr. John Phelan, Road Department Director

Address: 2060 Lafayette Ave

City, State, Zip: McMinnville, OR 97210

Phone: 503.434.7515 phelanj@co.yamhill.or.us

Significance:	Technological Significance:	Historical Significance:	National Register Criteria:
<input type="checkbox"/> Represents the work of a master	<input type="checkbox"/> Possesses high artistic values	<input type="checkbox"/> Associated with significant persons	<input checked="" type="checkbox"/> Criterion A
<input checked="" type="checkbox"/> Represents a type, period or method of construction	<input checked="" type="checkbox"/> Represents a type, period or method of construction	<input checked="" type="checkbox"/> Associated with significant events or patterns	<input type="checkbox"/> Criterion B
	<input type="checkbox"/> Contributes to historical district		<input checked="" type="checkbox"/> Criterion C

The South Yamhill (Bridge Street) Green Bridge, historically known as the "Sheridan Bridge" carries Sheridan's main business corridor, Bridge Street, across the South Yamhill River, intersecting with the Willamina-Sheridan Highway (OR-157) at the northern edge of downtown Sheridan, Oregon. A steel through truss with four concrete approach spans, the Sheridan Bridge was completed in 1939 and remains an integral element in the Yamhill County road system. The Sheridan Bridge retains exceptionally high integrity to its original design and is considered historically significant under Criterion A, for its association with the development of Sheridan, and under Criterion C, as an intact and increasingly rare example of the standardized steel thru truss bridge form as designed by the Oregon State Highway Department.

DESCRIPTION:

The Sheridan Bridge was designed by the Oregon State Highway Department under the direction of State Bridge Engineer Glenn S. Paxson.¹ Long-time bridge designer (and later State Bridge Engineer) Ivan Merchant drew the original plans, as shown on OSHD Drawings Nos. 6609 through 6617.

The Sheridan Bridge consists of four concrete approach spans across the South Yamhill River; three on the south (33'-0", 33'-0" and 34'-3" in length) leading to the main, 130'-8" (78.6m) long steel Parker thru truss. Parker trusses, a variant of the Pratt truss, are characterized by a polygonal upper chord and were a common bridge form in Oregon after the creation of the State Bridge Department in 1913-1914. A single concrete approach span (26'-3") on the north carries Bridge Street to its intersection with the Willamina-Sheridan Highway. Main structural steel members, all original, are tied with riveted gussets. Concrete panel and post-type piers support the main span. Outer bridge railings, lining the sidewalks on either side of the truss, are of steel with cast concrete verticals, incorporating five concrete lamp standards, each with a paneled base, tapered shaft and glass luminaire. Two cast bronze plaques identifying the bridge and its builders are inset into the lamp bases at the southeast and northwest corners. A short (12") pierced concrete guard-rail curbing lines the roadbed and protects the truss while separating pedestrian and vehicular traffic. Because the bridge was built in close proximity to an adjacent structure at the SW, the original railing delicately curves to terminate at the building edge (see Figure 10). Existing natural concrete and "green" paint on the steel are based on the original, typical of OSHD design. The current luminaires, though not as specified by OSHD in 1938 nor has, apparently, were initially installed (see Figure 5), have been on the bridge at least since 1971 according to available images.

¹ Paxson served as Oregon's Bridge Engineer from 1936 to 1955, and was Assistant State Bridge Engineer under Conde McCullough 1922-1935.
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Structure Name and Number: So. Yamhill River (Bridge St) Green Bridge Location: Bridge St at Willamina-Sheridan Hwy/OR-18	City, County: Sheridan, Yamhill
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While the Sheridan Bridge exhibits some minor modifications, primarily repainting, the installation of utility lines below the deck and the replacement of the luminaires, the structure remains substantially "as-built" and shown on the original OSHD plan set. The Sheridan (South Yamhill/Bridge Street) Bridge retains very high integrity to its original design and character.

CONTEXT:

Long a commercial center in western Yamhill County, the town of Sheridan was platted in 1866 by A. B. Faulconer. In August of that year A.B.'s brother Thomas was named the community's first postmaster. The city incorporated in 1880 and quickly grew and prospered. From about 300 residents at incorporation, the population swelled to more than 1000 by 1910 and over 1500 just five years later (*Oregon Bluebook*, 1911:133, *Chapman*, 1915:295). Sheridan faced several challenges, as a series of fires swept through the downtown, wiping out the business core several times. Rebuilt after a major fire in July 1913, downtown was then flooded in November 1921, followed by another major fire in July 1922. Each time Sheridan rebuilt, "...in witness to the monumental courage and indomitable spirit of this little city" (*Oregonian*, 23-July-1922).

The original plat of Sheridan, as filed in 1866, shows a bridge crossing the South Yamhill River, although this may have been a pedestrian-only crossing. Another bridge, also wooden, was completed in 1882. "The new bridge across the Yamhill River at Sheridan is about completed" (*Willamette Farmer*, 30-June-1882, 2:2). A description of the Sheridan printed in 1894 reports that "A wooden bridge spans the stream connecting the main street of the town" (Jones, 1894:258). In 1910 the wooden bridge was replaced with Sheridan's first steel bridge, a thru-truss structure. "Last winter a new bridge was built across the Yamhill River, on Bridge Street, the main business street of the city" (*Oregonian*, 9-Nov-1911, 8:1). This first steel bridge, with lattice-work verticals, is shown in Figure 3.² Although the steel bridge at Sheridan survived the 1921 flood when several other bridges across the Yamhill were lost, the city soon began to seek funding from the State for a new bridge to accommodate increased traffic, apparently with little success.

The Oregon state highway commission to date has not been able to hear Sheridan's courteous, if persistent, requests for a new bridge at this point across the South Yamhill river....A bridge wide enough to handle the traffic that moves day and night across the span and safe enough to insure life and limb..." (*Sheridan Sun*, as reprinted in *Oregonian*, 23-April-1938, 8:4).

Ultimately, Sheridan's new bridge was partially funded by the Public Works Administration, which paid approximately one-half of the bridge's estimated \$47,000 cost. The PWA was a New Deal agency established during the first term of President Franklin D. Roosevelt. The agency was tasked with reducing unemployment by providing funding for highway and public building projects, as authorized by the National Industrial Recovery Act of June 1933. During its six years of operation (1933-1939), PWA spent about \$6 billion nationwide, building new dams, airports, schools, courthouses, hospitals and other works in addition to bridges, dams and highways (Short, 1939:XXIII).³ The new Sheridan Bridge was designed by the Oregon State Highway Department in late 1938, as shown on drawings 6609 through 6617. Glenn Paxson, Oregon Bridge Engineer, was in charge of the project, which was drawn by Ivan Merchant.

Construction of the Sheridan Bridge began in early January 1939, after the contract for construction was awarded to the Mountain States Construction Company, of Eugene (*Oregonian*, 6-January-1939, 4:7).⁴ The old steel span was moved to the east, on temporary pilings, to allow access across the river during construction (see Figure 4). The Sheridan Bridge was completed and dedicated by city, county and PWA officials on August 4, 1939.

² While not definitive, the first steel bridge at Sheridan was reportedly salvaged from an older span across the Willamette River in Portland (See *Oregonian*, 4-August-1939, 3:3). Yamhill County relocated this bridge for continued use near Willamina after 1939 but it no longer survives (Gille, 2011, Yamhill Historical Society).

³ For example, PWA provided funds to assist with the construction of the Coastal Bridges, the Oregon State Library in Salem, The Klamath Armory, and the Bonneville Dam, among other Oregon projects.

⁴ Mountain States was also the contractor for several cast concrete arch bridges in Oregon, including the Estacada Bridge (1936) and the Nehalem River Bridge (1939) (www.bridgehunter.com, visited 10-August-2011).

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A parade, featuring Sheridan's band, will be followed by a speaking program in honor of the bridge's completion. Mayor E. J. Bayliss will represent the city, County Judge W. O. Powell will appear for the Yamhill County Court, and others on the program will include Paul Donald, PWA Regional information assistant and G. S. Paxson, of the state highway bridge department (*Oregonian*, 4-September-1939, 3:3).

Since its completion, the Sheridan Bridge has remained an important part of the city, anchoring the northern edge of downtown and providing the only river crossing within the city limits. A key visual element in the community and, obviously, the character defining feature of Bridge Street, Sheridan's main commercial corridor, an image of the "Green Bridge" is part of the City of Sheridan's logo.

EVALUATION:

By structural type, the Sheridan Bridge is identified in the Oregon Bridge Inventory as "310," a Steel (3) Thru Truss (10), as determined by the bridge's main span. Comparative information on this structural type, based upon the latest available National Bridge Inventory database (December 2010), shows the following data within the 2500 listed bridges in Oregon:

Measures of Rarity/Uniqueness/Distribution

Total number of type 310 (Steel Thru Truss) in Oregon:	114
Total number of type built prior to 1952: (50 years old or older)	65
Total number of type built prior to or during the year of subject bridge (<1940):	51
Total number of type that is longer (>131ft, 78.6m):	27
Total number of type within same county (Yamhill):	2

While the total number of steel thru truss bridges built in Oregon is uncertain since 1913 is uncertain, as a type the form is becoming increasingly rare statewide and today accounts for less than 5% of the Oregon's total bridge number.⁵ Slightly more than half (57%) of Oregon's remaining steel thru bridges including the subject bridge were built prior to 1952 and so are 50 years old or older. The Sheridan Bridge is in the top 25%, in terms of the length of its main span, among all remaining steel thru truss bridges in Oregon. The Sheridan Bridge is one of only two steel thru truss bridges within Yamhill County and is the only example in the county pre-dating 1952.

SIGNIFICANCE & CONCLUSION:

The Sheridan Bridge, located over the South Yamhill River, in downtown Sheridan, Oregon is the fourth known span at this location and is significantly connected to the city's history and development. As the namesake for Bridge Street, Sheridan's primary commercial corridor, the bridge figures prominently in local events and serves as a graphic element in the City of Sheridan logo. Built in 1939, the Sheridan Bridge is the oldest and longest steel thru truss in Yamhill County. Representative of the Standard 130-Foot Steel Truss bridge, as designed by the Oregon State Highway Department and built with partial funding from the Public Works Administration, the Sheridan Bridge retains very high integrity and services as an exemplar of this increasingly rare type in Oregon.

It is the determination of the Oregon State Historic Preservation Office, in coordination with the Oregon Department of Transportation, that the Sheridan (South Yamhill River-Bridge Street) Bridge is significant for its association with the history and development of Sheridan, Oregon and is, additionally, significant as an exemplar of the steel thru truss type as designed by the Oregon State Highway Commission that retains very high integrity to its original design. The Sheridan (South Yamhill-Bridge Street) Bridge is considered **Eligible** for listing on the National Register of Historic Places under Criterion A and C.

⁵ The National Bridge Inventory does not differentiate between various forms of thru trusses, although the Parker Truss logically accounts for a high percentage of Oregon's thru truss span total.

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SOURCES:

- Jones, Edward Gardner. *The Oregonian's Handbook of the Pacific Northwest*. Portland, OR: The Oregonian Publishing Company, 1894.
- Chapman, C. C. *Oregon Almanac*. Salem, OR: Oregon State Immigration Commission, 1915.
- Gille, Bill. Yamhill County Bridge Interview, personal communication, August 2011
- ODOT, *Engineering Antiquities Inventory-ODOT Historic Bridges Study, Category III Bridges*, March 1984.
- Oregon State Highway Commission. *14th Biennial Report of the Oregon State Highway Commission*. Salem, OR: State Printing Department, 1940.
- Oregonian*. Misc. issues as cited by date.
- Short, C.W. and R. Stanley Brown. *Public Buildings: A Survey of Architecture of Projects Constructed by Federal and Other Governmental Bodies Between the Years 1933 and 1939 with Assistance of the Public Works Administration*. Washington, D.C.: USGPO, 1939.
- Smith et al. *Historic Highway Bridges of Oregon, Rev. 2nd Edition*. Portland, OR: Oregon Historical Society, 1989.
- Stoller, Ruth. "Sheridan - A. B. Faulconer's Town," in *Old Yamhill: The Early History of its Towns and Cities*. Portland, OR: Binfords & Mort, 1976.
- Oregon Blue Book, 1911-1912*. Salem, OR: State Printing Department, 1911.
- Willamette Farmer*, 30-June-1882, 2:2.
- Yamhill County Historical Society, personal communication, August 2011.

Websites:

- www.bridgehunter.com/ (visited August 2011).
- www.nationalbridges.com/ (visited August 2011).

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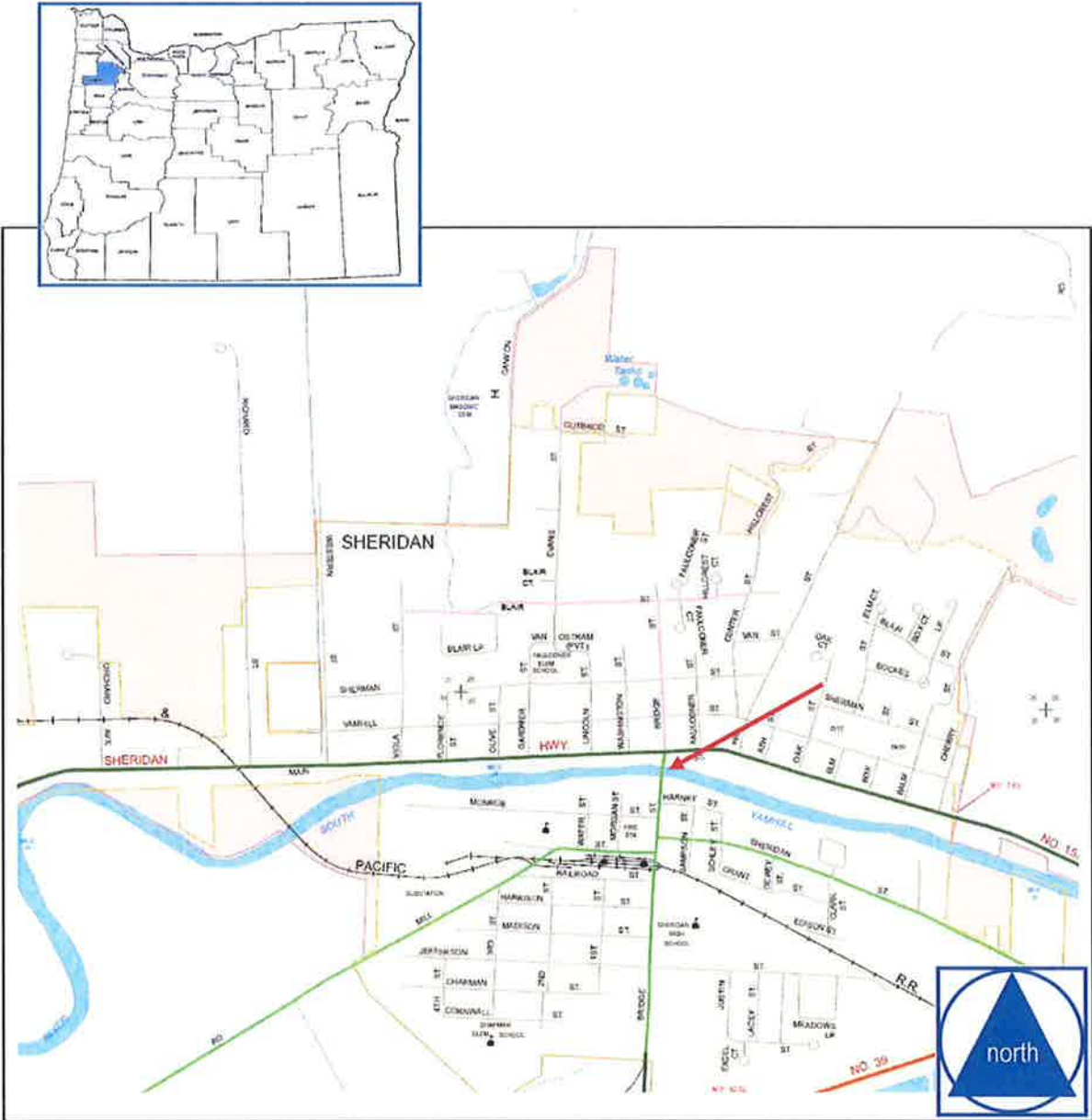


Figure 1. Sheridan Bridge Vicinity Map
(Source, ODOT Sheridan City Map)

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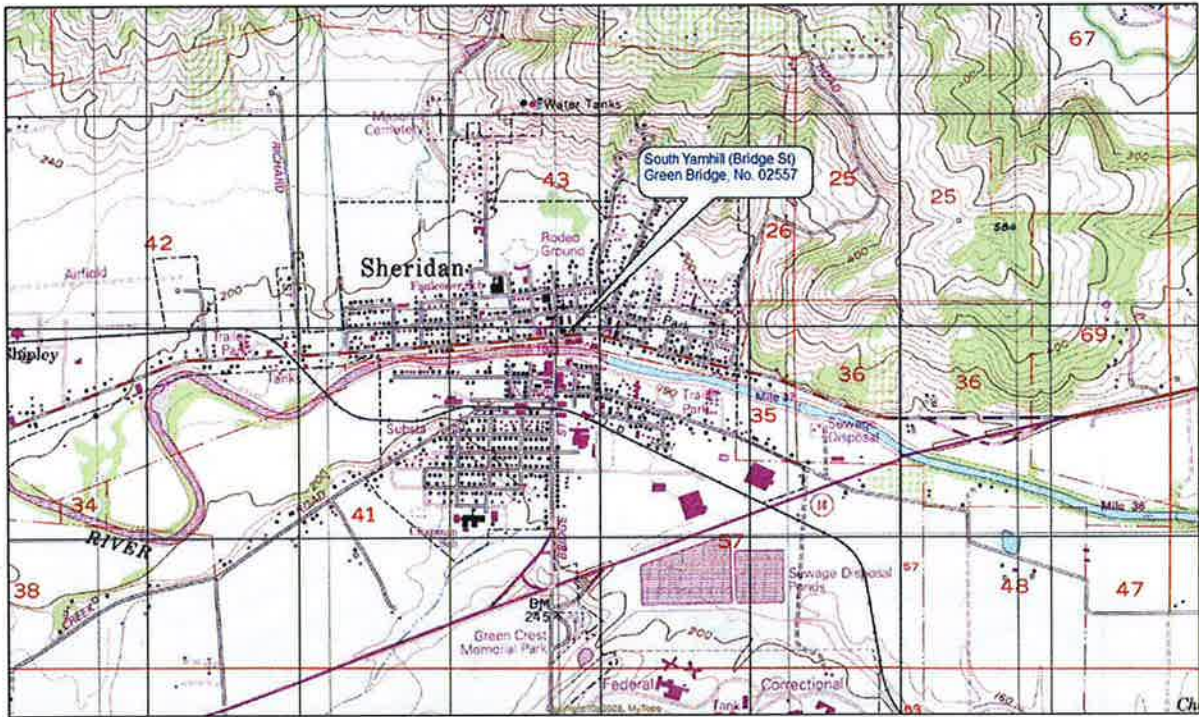


Figure 2. Sheridan Bridge Vicinity Map
(Source, USGS Sheridan Quadrangle)

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Figure 3. First Steel Bridge @Sheridan, Bridge Street, Looking South, c1912 (Postcard View, Yamhill County Historical Society)



Figure 4. Sheridan Bridge, with 1911 span moved off alignment, Looking South, 1939 (Yamhill County Historical Society)

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Figure 5. Sheridan Bridge, Looking East, circa 1942 (City of Sheridan) (Detail showing luminaire as first installed)



Figure 6.: Sheridan Bridge, Looking North toward Willamina-Sheridan Hwy, July 2011 (Detail showing current luminaire)

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Figure 7.: Sheridan Bridge, Looking South, toward downtown Sheridan, July 2011



Figure 8.: Sheridan Bridge, Looking Southeast, showing railing and bridge guards, July 2011

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Figure 9.: Sheridan Bridge, Looking South, showing outer bridge rail and plaques, July 2011



Figure 10.: Sheridan Bridge, Looking Northeast from SW approach, July 2011

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Figure 11.: Sheridan Bridge, Substructure, Looking North, across S. Yamhill River, July 2011

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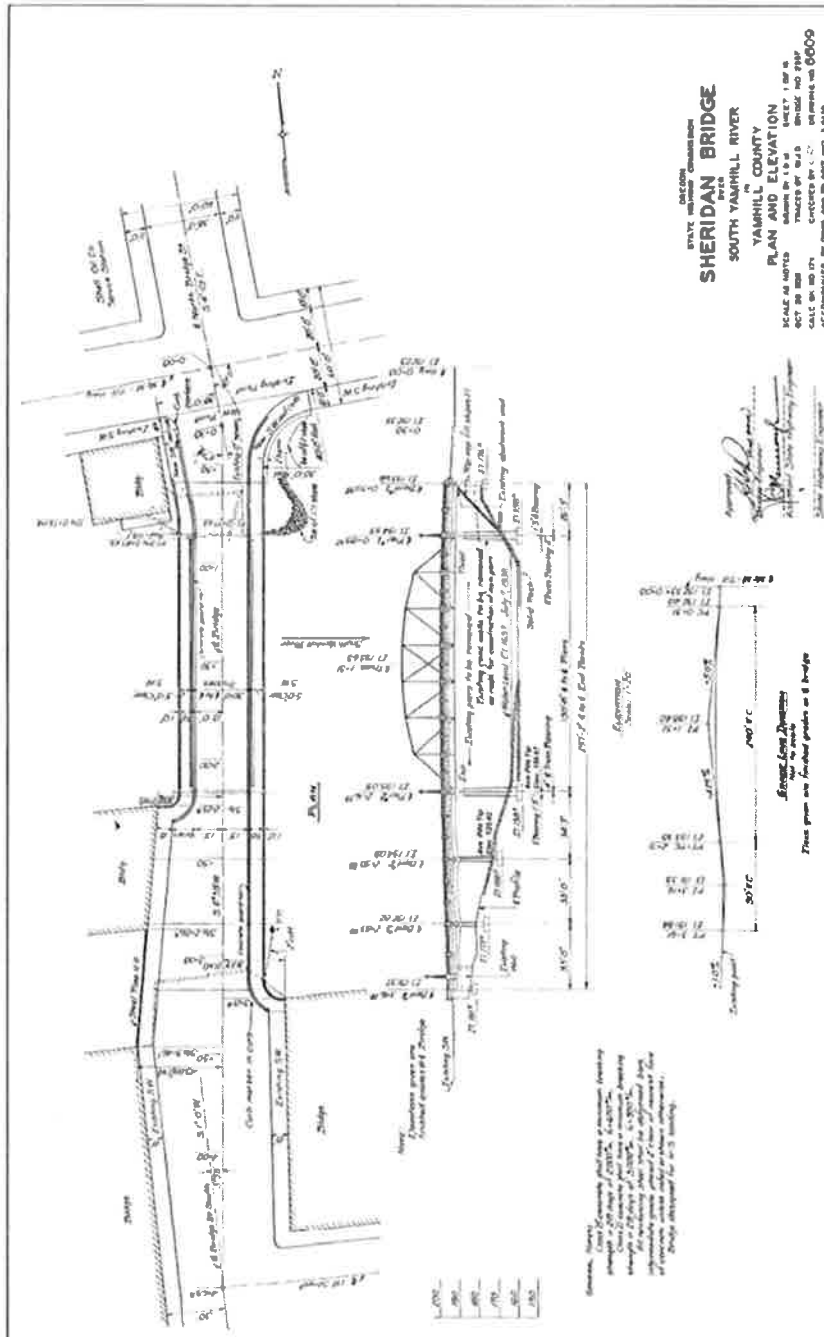


Figure 12.: Sheridan Bridge, Dedication Plaques, July 2011
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City, County: **Sheridan, Yamhill**



Sheridan Bridge, Plan and Elevation, OSHD Drawing #6609, October 1938

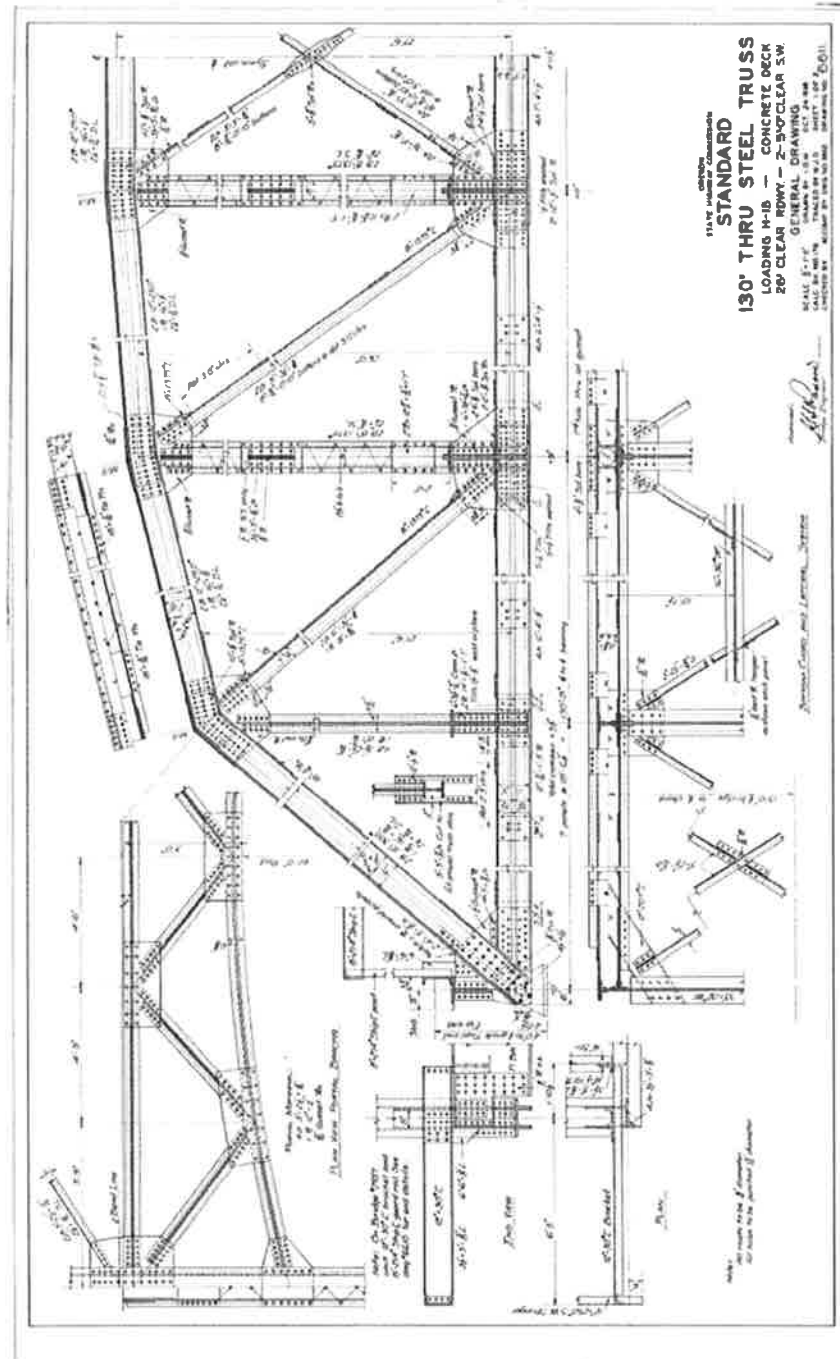
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Sheridan Bridge, Standard 130' Steel Thru Truss, OSHD Drawing #6611, October 1938

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