

Cultural Resource Survey Form:

CLACKAMAS COUNTY

I. D. NUMBER _____

PHOTO INFORMATION:

ROLL: LXXXIX
FRAME: 21

STUDY AREA: C.E.F.
LEGAL: T. 3S R. 4E SEC. 29AD
TAX (LOTS): _____
ZONE _____ SIZE _____

IDENTIFICATION:

COMMON/HISTORICAL NAME: ESTACADA CLACKAMAS RIVER BRIDGE
ADDRESS: _____ AREA: Estacada
CURRENT OWNER: _____ USE: Bridge
OWNER'S ADDRESS: _____
ORIGINAL OWNER: _____ USE: Bridge
AREA OF SIGNIFICANCE: TOWN: _____ COUNTY: X STATE: _____ NATION: _____

HISTORIC INTEREST:

THEME: _____ DATE: 1936
DESCRIPTION: The plaque on this bridge reads:

"Built by U. S. Bureau of Public Roads, Oregon State Highway
Construction, Mountain States Construction Company, Contractors,
1936."

ENGINEERING INTEREST:

STYLE: _____
DATE: 1936 CONDITION: Good ENGINEER: Mountain States
FEATURES: Construction Co.



BIBLIOGRAPHY:

DATE: August 1984
RECORDER: Altier/Hayden

CLACKAMAS COUNTY
HISTORIC RESOURCES INVENTORY 1989-91

HISTORIC NAME: ESTACADA CLACKAMAS RIVER BRIDGE
COMMON NAME:
PROPERTY ADDRESS: Highway 211 at the Clackamas River
OWNER: Clackamas County
OWNER ADDRESS: 902 S. Abernethy Road, Oregon City, OR 97045
RESOURCE TYPE: Structure
PRESENT USE: Bridge
ORIGINAL USE: Bridge
THEME: Commerce and Industry: Transportation; Culture: Science
and Engineering
ARCHITECT/BUILDER: Conde B. McCullough, architect and engineer;
Mountain States Construction Company, builders
COUNTY: Clackamas
QUAD: Estacada
T/R/S: 3 4E 29AD
TAX LOT: N/A
ADDITION: N/A
BLOCK: N/A
LOT: N/A
LOT SIZE: N/A
ZONE: RRFF-5

SETTING: The Clackamas River Bridge is located on Highway 211,
just south of Highway 224 and the city of Estacada. The bridge
site is wooded on the south side and open on the north side.
There are a few early 20th century dwellings near the south end
of the bridge. The surrounding area is a mixture of rural
residential uses and commercial uses associated with the highway.

NOTEWORTHY LANDSCAPE FEATURES: None

NON-CONTRIBUTING FEATURES: None

RECORDED BY: Koler/Morrison
DATE: February 1991



BRIDGE

Style - None

DATE BUILT: 1936
TYPE: Reinforced concrete deck arch
PLAN/TYPE/SHAPE: N/A
NO. OF STORIES: N/A
FOUNDATION MATERIAL: Concrete
BASEMENT: No
ROOF FORM AND MATERIALS: N/A
WALL CONSTRUCTION/STRUCTURAL FRAME: Masonry/reinforced
PRIMARY WINDOW TYPE: N/A
EXTERIOR SURFACING MATERIALS: Concrete
DECORATIVE FEATURES: Cast balustrade
OTHER: None
CONDITION: Good
EXTERIOR ALTERATIONS (DATE): Unknown

STATEMENT OF SIGNIFICANCE

Address: Highway 211 at Clackamas River
Historic Name: ESTACADA CLACKAMAS RIVER BRIDGE

The Estacada Clackamas River Bridge is located at Estacada. The subject bridge may be evaluated as a linear resource.

HISTORIC BACKGROUND

The earliest settlers in the Carver-Eagle Creek-Fischer's Mill area was the Phillip Foster family. Phillip Foster, an immigrant merchant from Maine, arrived in Oregon by sea with his business partner Francis W. Pettygrove in 1843. They established a mercantile in Oregon City that same year. Foster settled in the area near what would later be known as Eagle Creek. According to local legend, Foster learned of the area from a Native American. At Eagle Creek, Foster staked a land claim, built a large log cabin, planted fruit trees from seeds brought from Maine, and erected a grist mill along Goose Creek, which bisected his claim.

Foster was an influential man in early Oregon affairs. He was elected Treasurer of the Provisional Government, which included the future states of Washington, Idaho, parts of Montana, and Wyoming. He was also a partner of John McLoughlin and others in the Willamette Cattle Company. Foster may be best known for his participation in the establishment of the Barlow Road.

"The single most important road building project during this period was the construction of the Barlow Road, the western segment of the Oregon Trail. Upon receiving funds and a license from the Provisional Government in 1846, Samuel K. Barlow formed a partnership with Phillip Foster and constructed a wagon road around Mount Hood, creating the first major overland option to the Columbia River passage. When completed, the road covered 80 miles. In July of 1846, former fur trapper Reuben Gant became the first person to drive a wagon over the new toll road" (Koler/Morrison: 1990).

The presence of the Barlow Road contributed to the development of Clackamas County and the Pacific Northwest. The Barlow Road, which evolved into a number of present day thoroughfares, became a Territorial Road and it would retain its status as a primary east-west thoroughfare. Today portions of the road are state highways 26, 212 and 224.

The Carver-Eagle Creek-Fischer's Mill area was subject to more intensive and early settlement than any other location in the county for two reasons: (1) the land was suitable for farming and (2) it was on or near the Barlow Road. Many settlers traveling along this early road would identify a desirable place and then file a claim in Oregon City. Others went directly to Oregon City and later "shopped" for a suitable location. Settlement patterns

At the turn-of-the-century innovative American styles came into being. The most popular in Clackamas County was the Craftsman-Bungalow. The designers of this type rejected the machine-made ornament and instead embraced the handmade look and natural materials. This building type would continue to be the most popular through the following period.

Agricultural buildings changed dramatically during the Progressive Era. By the turn-of-the-century barns had become quite tall. Most barns were equipped with devices to raise hay to a second floor or to a higher loft. Barns began to be designed in a variety of shapes, including Gambrel and Gothic Gambrel.

During the Motor Age (1914-1940), transportation improvements and growth in population continued to fuel agricultural activity. By the 1920s specialized crops, such as fruit and nut cultivation and dairying, began to supplant general farming in the Carver-Eagle Creek-Fischer's Mill vicinity.

An additional interurban railroad was constructed during this period. Stephen Carver envisioned a rail service that would emanate from the urban areas and serve the lower Clackamas River Valley. Fighting against more powerful financiers and industrialists, and the tide of automobiles, Carver constructed a rail line that was never fully realized. Service was established in 1923, six years after he founded the town of Carver. The company was incorporated into a larger railroad, and the line eventually went to Viola where lumber was the major commodity carried. Service ceased in 1940.

During the Depression and the years following, the population remained steady. The towns continued as agricultural centers.

The Craftsman-Bungalow style continued to be the most popular style although a variety of Period Revival styles were introduced from Europe after World War I.

Changes in agricultural buildings continued. Large barns were still constructed, but the most notable change was the introduction of outbuildings for large-scale specialized farming.

After World War II, the Carver-Eagle Creek-Fischer's Mill area witnessed dramatic changes. Changes occurred in agricultural practices. Growing grass for seed became an important agricultural product. More recently, the cultivation of Christmas trees has become the most visible component of the Carver-Eagle Creek-Fischer's Mill landscape. Suburban development has also intruded into parts of the study area.

SUBJECT PROPERTY

The Clackamas River Bridge at Estacada was constructed in 1936. It was built for the United States Bureau of Public Roads and

Oregon Department of Highway Construction. Mountain States Construction Company were the contractors.

The bridge was described in the book **Historic Highway Bridges of Oregon** as follows,

The main span of this 371-foot structure is a 140-foot open-spandrel, rib-type reinforced concrete deck arch between eight concrete girder approach spans. The main arch has a high rise. The roadway is skewed on the structure. The structure was designed by Conde B. McCullough and is embellished with a decorative precast concrete railing, elaborate projecting brackets and lean, tall spandrel columns. This bridge replaced a timber Howe truss covered bridge at this site. The arch bridge was constructed by Mountain States Construction Company, Eugene.

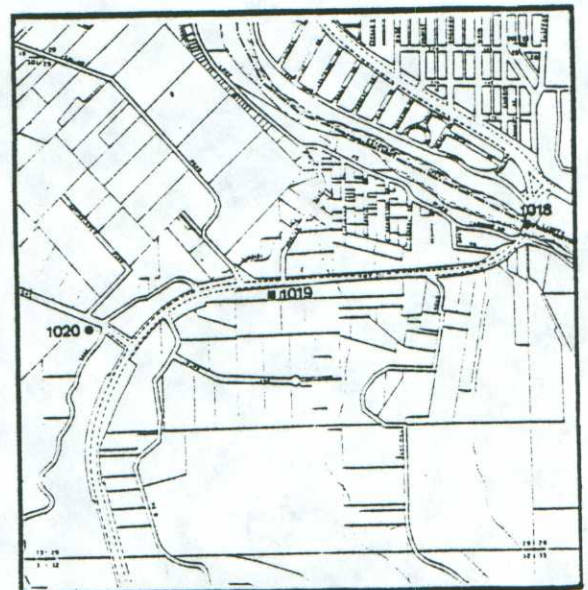
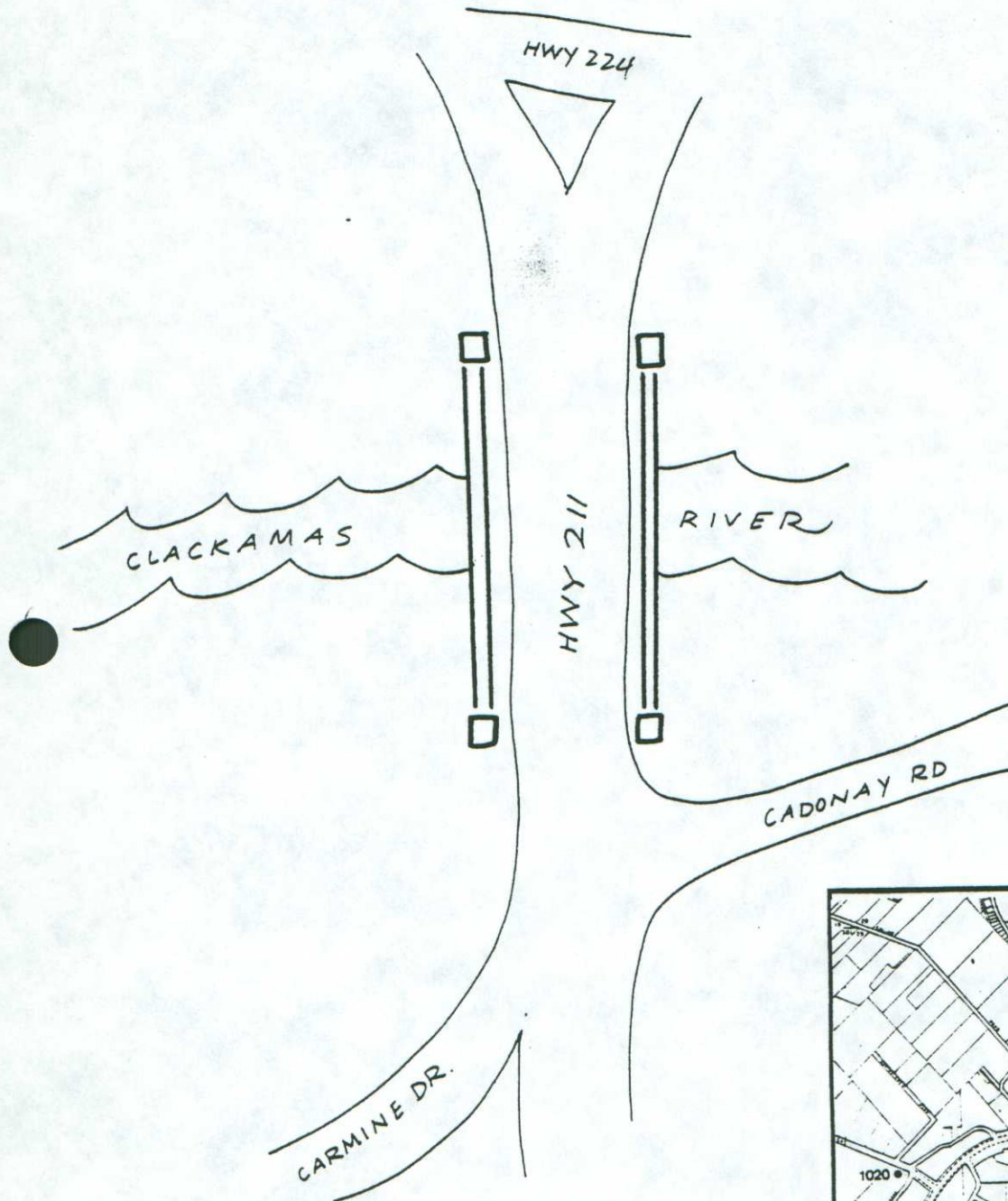
The Estacada Clackamas River Bridge is the only bridge on the inventory in the Carver-Eagle Creek-Fischer's Mill study area. It was built during the Motor Age (1914-1940).

The Clackamas River Bridge is a significant as an important visual element on Highway 211, and perhaps more so from the Clackamas River. The bridge is also significant for being one of few bridges in Clackamas County designed by noted engineer Conde B. McCullough.

Bibliography: Clackamas County Cultural Resource Inventory, 1984.
Smith, Dwight A., et al., **Historic Highway Bridges of Oregon**, Oregon Department of Transportation, Salem, OR, 1985, p. 285.

SITE PLAN AND VICINITY MAP

Address: Highway 211 at Clackamas River
Historic Name: ESTACADA CLACKAMAS RIVER BRIDGE



SHPO NO.: 1018