

STATE OF OREGON INVENTORY
 HISTORIC SITES AND BUILDINGS
 Oregon State Highway Department, Salem 97310

Site/Structure is historically significant to: Town County State Nation

Site/Structure has historical associations with the following themes:

- | | |
|------------------------------|-------------------------------------|
| Aboriginal man | <u>Transportation/Communication</u> |
| Maritime exploration | |
| Overland exploration | Military/Indian Affairs |
| Fur trade | Government |
| Missionary frontier | Arts and Sciences |
| Oregon Trail migration | Religion/Philosophy |
| Mining frontier | Social/Humanitarian movements |
| Cattlemen's empire | Ethnic immigration |
| Agriculture | <u>Travel/Recreation</u> |
| <u>Commerce/Industry</u> | Conservation |
| <u>Development town/city</u> | |
| Other _____ | |

2. County Lincoln
 Town Newport, Ore.
 Name (Common) Yaquina Bay Bridge
 (Historic) (Same)
 Original Use State Highway Bridge
 Present Use (Same)
 Present Owner State of Oregon
 Date 1934-36 Style Steel Arch, Concrete Arch
 Source of Date C.B. McCullough
 Architect See Historical Significance
 Builder Gilpin Construction Co. and General Construction Co. for Oregon Highway Commission

3. CONDITION: Good Fair Poor Re-sited Altered Restored _____
 (Site) Open Overgrown Developed Obliterated by _____

NEIGHBORING LAND USE: Commercial/Industrial Residential Blighted Undeveloped

SITE ENDANGERED BY _____ ACCESSIBLE TO PUBLIC: Yes No

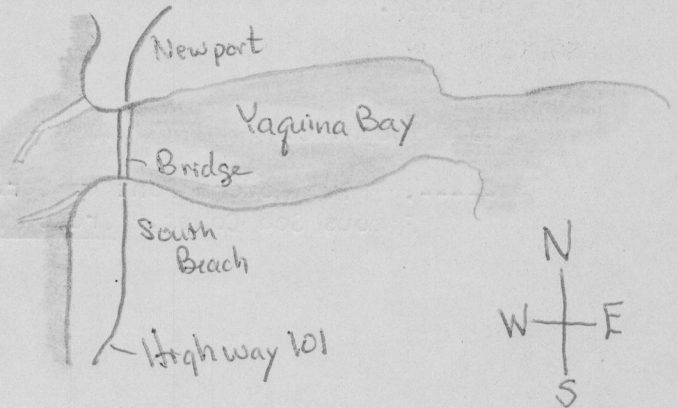
On what basis Fee Access

Indicate North

4. DESCRIPTION

Frame: Wood Iron Steel
 Wall cover: Rough-hewn timber
 Lap/Tongue-in-groove siding
 Brick/Stone masonry Concrete Glass
 Stories: Basement 1 2 3 _____ Attic
 Roof: Gable Gambrel Hipped Mansard
 Dormers _____ Cupola Tower Spire Dome
 Other _____
 Chimneys: 1 2 3 4 _____ Stone Brick
 Interior trim:
 Paneling: Milled Carved
 Wainscot Baseboard Chair-rail
 Interior Walls: Boards Brick Plaster
 Ornament: Molded plaster Wood-carved
 Decorative painting _____
 Original: Fixtures Hardware Furniture
 Stairs: Central stair-hall Straight flight
 Geometric Dog-legged Double-return
 Enclosed Wood Iron
 Openings: Regular Irregular
 Attachments: Simple Porch Double Piazza
 One/Two-story portico Veranda(s)
 Side/Center ell Wing(s) Shed
 Outbuildings: Wood shed Bath/Cook house
 Smoke house Carriage house Barn
 Other _____
 Landscaping: Formal Forecourt Informal
 Date executed _____ By _____

5. LOCATION DIAGRAM (Refer to known points)



Road or Highway Highway 101

Street and No. _____

Township 11 S Range 11 W Section 17

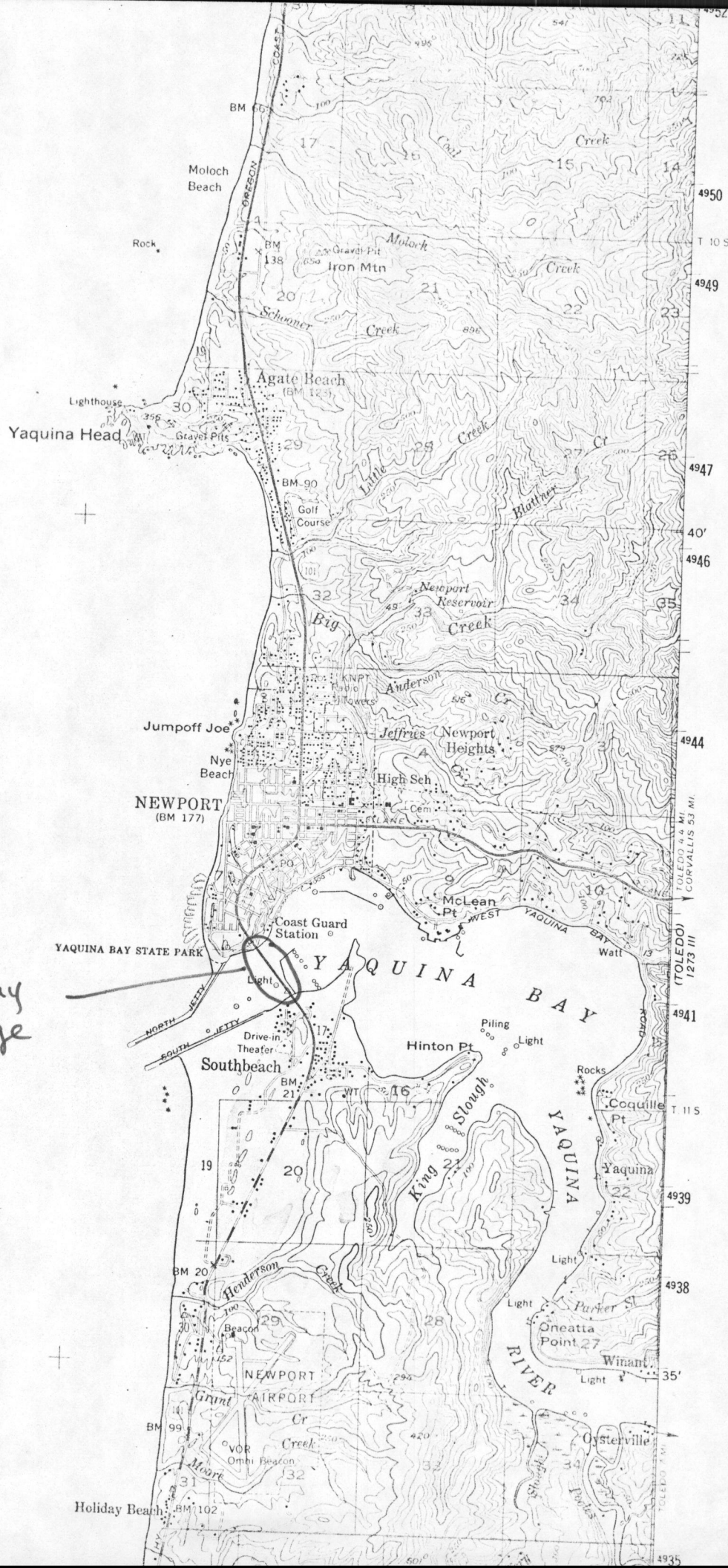
Recorded by Stephen Dow Beckham

For OCCDC and State Parks Division

Date 1 August 1974

Attached
 Photo: Available _____

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Yaquina Bay Bridge

PHYSICAL DESCRIPTION (Comment on original condition, alterations, and notable features)

The Yaquina Bay Bridge is 3,260 feet long. Its roadway is 27 feet wide and on each side is a walkway 3½ feet in width. The bridge has a central span, a steel arch, 600 feet in length. It rises 245 feet above the water; the deck at mid-span is 138 feet above the water. At each end of the central span are steel arches 350 feet long. On the north approach is a connecting concrete viaduct 235 feet long and a plaza 51 feet long. On the south approach is a series of five concrete spans, each shorter in length. That closest to the steel span arch is 265 feet long. The north end of the bridge is footed on bedrock; the south end is set on piling driven deep in the mud.

HISTORICAL SIGNIFICANCE (Elaborate on the historical theme circled on front of form)

The Yaquina Bay Bridge is one of the most graceful of the coast bridges built in the mid-1930's to replace the Yaquina Bay Ferry. The bridge required the excavation of 25,000 cubic feet of earth, 123,000 cubic feet of piling, 30,000 cubic feet of concrete, 1,123 tons of reinforcing steel, and 2,065 tons of structural steel. For the contractor Otto Hermann was Superintendent, Al McEachern, Assistant Superintendent; for the Public Works Administration, M.E. Reed was Resident Engineer Inspector; R.A. Furrow was Resident Engineer for the State of Oregon. Bids were let on May 17, 1934. Gilpin Construction Company and General Construction Company received the contracts. Work started on August 1, 1934 at a contract cost of \$1,357,587.50. It was completed in September, 1936. 220 men worked on the project weekly and brought a payroll of \$5,000 a week into Lincoln County.

The building of the bridge diverted traffic from waterfront Newport for many years and led to the development of a new business district along the Coast Highway.

SOURCES CONSULTED (Existing surveys, publications, records)

McCullough, C.B. "Yaquina Bay Bridge," Oregon Motorist 16 (May, 1936), 11.

----- "Five Modern Pont du Garids: A 1935 Saga of Bridge Building Along Oregon's Famous Sea Coast," Oregon Motorist 15 (July, 1935), 8-9.

District-Site Boundaries _____

Approximate acreage of site _____

Location of current property title(s) _____

_____ County Assessor's Map No. _____ attached.