



**5. Classification****Ownership of Property**

(Check as many boxes as apply)

- private  
 public-local  
 public-State  
 public-Federal

**Number of Resources within Property**

(Do not include previously listed resources in the count)

Contributing	Noncontributing
_____	_____ buildings
_____	_____ sites
_____ 1 _____	_____ structures
_____	_____ objects
_____	_____ Total

**Category of Property**

(Check only one box)

- building(s)  
 district  
 site  
 structure  
 object

**Number of contributing resources previously listed  
 in the National Register** 0

**Name of related multiple property listing**

(Enter "N/A" if property is not part of a multiple property listing)

C. B. McCullough Major Oregon Coast Highway Bridges,  
 1927-36.

**6. Function or Use****Historic Functions**

(Enter categories from instructions)

Transportation

**Historic Subfunctions**

(Enter subcategories from instructions)

Road-related

**Current Functions**

(Enter categories from instructions)

Transportation

**Current Subfunctions**

(Enter subcategories from instructions)

Road-related

**7. Description****Architectural Classification**

(Enter categories from instructions)

Late 19th and 20th Century Revivals  
 Classic Revival  
 Modern Movement  
 Art Deco

**Materials**

(Enter categories from instructions)

Foundation	Concrete
Other	Steel
	Concrete

**Narrative Description**

(Describe the historic and current condition of the property on one or more continuation sheets)

See continuation sheets.

**8. Statement of Significance****Applicable National Register Criteria**

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.

- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield information important in prehistory or history.

**Criteria Considerations**

(Mark "X" in all the boxes that apply.)

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

**Areas of Significance**

(Enter categories from instructions)

Engineering  
Transportation.

**Period of Significance**

1931

**Significant Dates**

Completed in 1931.

**Significant Person**

(Complete if Criterion B is marked above)

**Cultural Affiliation**

**Architect/Builder**

Conde B. McCullough, designer  
Clackamas Construction Company, Clackamas, Oregon, contractor

**Narrative Statement of Significance**

(Explain the significance of the property on one or more continuation sheets.)

See continuation sheets.

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**9. Major Bibliographical References**

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(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS)

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register

- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # OR-39

Primary Location of Additional Data

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: Prints and Photographs Division, US Library of Congress

**10. Geographical Data**

Acreage of Property 0.25 acres

**UTM References**

(Place additional UTM references on a continuation sheet)

1	10	434091	5036226	3	
		Zone	Easting	Northing	Zone/Easting/Northing
2				4	

**Verbal Boundary Description**

(Describe the boundaries of the property on a continuation sheet.)

**Boundary Justification**

(Explain why the boundaries were selected on a continuation sheet.)

**11. Form Prepared By**

name/title Robert W. Hadlow, Ph.D., Senior Historian

organization Oregon Department of Transportation date June 30, 2004

street & number 123 NW Flanders Street telephone (503) 731-8239

city or town Portland state OR zip code 97209-4037

**Additional Documentation**

Submit the following items with the completed form:

**Continuation Sheets**

**Maps**

- A **USGS map** (7.5 or 15 minute series) indicating the property's location.
- A **sketch map** for historic districts and properties having large acreage or numerous resources.

**Photographs**

Representative **black and white photographs** of the property.

**Additional items** (Check with the SHPO or FPO for any additional items)

**Property Owner**

(Complete this item at the request of the SHPO or FPO.)

name Oregon Department of Transportation

street & number 355 Capitol Street NE telephone \_\_\_\_\_

city or town Salem state OR zip code 97301

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**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503

United States Department of the Interior  
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

Section 7 Page 6

Wilson River Bridge No. 01499

Name of Property

Tillamook County, Oregon

County and State

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**Narrative Description**

The Wilson River Bridge No. 01499 is a reinforced-concrete through tied-arch structure. It spans the Wilson River at milepost 64.23 on the Oregon Coast Highway No. 9 (US 101). The bridge is located about 1.3 miles north of the Tillamook, Tillamook County, Oregon, in a mixed-use area between the city's business district and the Tillamook County Creamery Association cheese factory.

The bridge consists of one 30-foot reinforced-concrete deck-girder span on each end of a 120-foot reinforced-concrete tied arch of elliptical shape. Overall length is 180 feet. The roadway, curb-to-curb, is 27 feet, with two travel lanes. Sidewalks are 7 feet wide. Piling for the piers averaged 17 feet deep. Forty piles were driven for pier one and 56 for pier 2. Arch ribs are 3'-6" wide by 2'-8" thick at the crown and 3'-6" thick at the springline. Reinforcing included 1 1/8" square steel bar in the ribs. In addition, 1 1/4" square reinforcing bar was used at the ends of the ribs and fanned out diagonally into the floor of the deck to transmit the thrust of the arch ribs into the 12-inch-thick slab. A temporary "Considère" hinge was used near the crown of each arch rib to aid in construction.<sup>1</sup>

Ornate curved elbow bracketing support the sidewalks. The balustrades are made up of beveled, one-foot-wide concrete railing caps set on pre-cast semicircular-arched panels. Posts are regularly spaced along the balustrade. Slender concrete hangers, with a thickness of 5 inches and placed at 12-foot intervals suspend the road deck from the arch. Reinforced-concrete cross-bracing between arch ribs maintains rigidity of the superstructure. The ensemble of elements combines classical and Art Deco details.

The Clackamas Construction Company, Clackamas, Oregon, completed the Wilson River Bridge in 1931 contractor. The bridge needed little more than minimal maintenance from 1931 until the mid 1960s. In 1964 ends of the sidewalks on the approach spans began to deteriorate. Inspections in 1983 revealed that earth pressure was causing horizontal movement of the north pier.<sup>2</sup>

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<sup>1</sup>"Bridge Inspection Report for 14 October 1931," Wilson River Bridge (No. 1499), Maintenance Files, Bridge Section, Highway Division, ODOT.

<sup>2</sup>Job Records for Wilson River Bridge (No. 1499), Big Creek Bridge (No. 1180), and Ten Mile Creek Bridge (No. 1181), Bridge Section, Highway Division, ODOT; "Bridge Inspection and Maintenance Reports [1931-64]," Wilson River Bridge at Tillamook (No. 1499), Maintenance Files, Bridge Section, Highway Division, ODOT; Jack Davis to C. D. Fredrickson, Region 2 Engineer, 5 October 1983.

United States Department of the Interior  
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

Section 8 Page 7

Wilson River Bridge No. 01499

Name of Property

Tillamook County, Oregon

County and State

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**Narrative Statement of Significance**

The Wilson River Bridge No. 01499 is being nominated under the Oregon Coast Highway Bridges Multiple Property Submission. It is significant under National Register criterion C because it embodies the distinctive characteristics of a type, period, and method of construction for mid-twentieth-century reinforced-concrete arch bridge technology. The Wilson River Bridge is one of the first reinforced-concrete tied-arch spans in the Pacific Northwest region of the United States. Just as important, it significant under criterion C as the work of a master, Conde B. McCullough, Oregon state bridge engineer from 1919 to 1936. The bridge is also significant under criterion A for its association with construction of the Oregon Coast Highway, which eventually ran the length of Oregon and connected with adjacent segments in California and Washington. The road would not have been complete without eleven major bridges, including the Wilson River Bridge, and many other spans.<sup>3</sup>

In the 1880s, Stephen D. Bester began to farm about five miles northeast of the town of Tillamook, near the Wilson River. He established a ferry crossing for the use of settlers who lived further up stream. Some time later, around the turn-of-the-century local citizens constructed a 130-foot steel truss span with frame trestle approaches near the site of the ford. Inspections in 1924 revealed that the steel span over the Wilson River was coming close to the end of its useful life. The trestle approaches needed to be replaced, along with the decking on the main structure. In addition, scouring had caused some instability in the steel tube piers.<sup>4</sup>

McCullough reported in 1929 that some of the steel truss's lower chord tension members had rusted through and that the bridge was in a serious state of disrepair. The Oregon State Highway Commission decided to replace the span with the present structure down river, about 1.3 miles north of Tillamook, because it planned to realign a local market road to become part of the Oregon Coast Highway. The new Wilson River Bridge was part of the OSHC's initial construction of this route.<sup>5</sup>

The reinforced-concrete tied arch is an adaptation of the "bowstring arch-truss" that Squire Whipple developed in 1841. Iowa bridge engineer James B. Marsh first expressed it in a concrete form as one of the variations of the "rainbow arch" bridges that he designed and popularized in the 1910s and 1920s throughout the American prairie states. McCullough worked for Marsh in 1910 when he was first constructing these concrete and angle steel bridges throughout the mid-section of the country.

McCullough chose concrete over other materials for the span because of its proximity to the ocean's corrosive salt air. His experience with Marsh Engineering influenced his decision to use the through tied arch form for the Wilson River crossing. Shortly thereafter, he created identical structures to span Ten Mile Creek and Big Creek on US 101 in Lane County, Oregon. All three bridges were sited at lowland coastal locations that provided inadequate foundation conditions for

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<sup>3</sup>A Historic American Engineering Record inventory of bridges in the state of Washington, completed in 1980, suggested that there are reinforced-concrete tied-arch spans in that state that date from the mid-1920s. In particular, the report mentioned the 1923 Indian Timothy Memorial Bridge, the 1923 Goldsborough Creek Bridge, and the 1924 North and South Hama Hama River bridges. Contact by the author of this nomination with Al Mix, a structural engineer with the Bridge and Structures Section of the Washington State Department of Transportation, in Olympia, confirmed assumptions that the Duckabush River Bridge, in Jefferson County is that state's oldest reinforced-concrete tied arch. It was completed in 1934, three years after the Wilson River Bridge at Tillamook. See also, Lisa Soderberg, "Historic Bridges and Tunnels in Washington State," National Register of Historic Places Thematic Nomination (Lacey: Washington State Office of Archaeology and Historic Preservation, 1980).

<sup>4</sup>Lewis A. McArthur, *Oregon Geographic Names*, fifth edition (Portland: Oregon Historical Society Press, 1982), 57-58; "Report on the Investigation of the Wilson River Bridge near Tillamook," by E. G. Ricketts, 17 October 1924, (Wilson River Bridge at Tillamook (No. 1499), Maintenance Files, Bridge Section, Highway Division, ODOT.

<sup>5</sup>C. B. McCullough to Tillamook County Court, 2 January 1929, Wilson River Bridge at Tillamook (No. 1499), Maintenance Files, Bridge Section, Highway Division, ODOT.

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**NATIONAL REGISTER OF HISTORIC PLACES  
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Wilson River Bridge No. 01499

Name of Property

Tillamook County, Oregon

County and State

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laterally-stressed abutments. The high water during flood periods and extreme tidal conditions at these locations required that any bridge have minimum profile supporting piers.

The theory behind the tied arch is that, unlike more traditional fixed through arches, the ends of the ribs were not integral parts of the piers, where their horizontal thrust action was contained by the mass of the piers. The tied arch configuration removed lateral stresses from the arch ends, so there was no need for the usual massive abutment structures. In McCullough's spans, the ends of the arch ribs were connected to the deck by hinged shoes and rebar, much like a bow is pulled taught and tied off with a string. The deck, like the string with the bow, holds the arch's thrust. Lateral forces were balanced within the structure itself, with the bridge loads transmitted vertically through the piers. This allowed for the narrow, low mass pier design that was ideal for the flood-prone area at the bridge site.

McCullough differed from his mentor, Marsh, in that he used reinforcing bar instead of steel plate in his arches. His particular adaptation of the tied arch design was credited in the technical literature as having the unique feature of using the bridge deck slab itself as the "tie" structural member, rather than steel girders. Another key to the success of McCullough's reinforced-concrete through tied arch was his use of French engineer Armand Considère's hinge, or articulation point, in the arch ribs. It consisted of bent reinforcing bar bundled with steel hoops to resemble an hour glass. Considère's hinges, placed near the crown of each arch rib eliminated stresses on the span due to shrinkage and dead load during construction. The hinges were encased in high-strength concrete once the ribs bore the span's full weight.<sup>6</sup>

McCullough considered his design and use of a tied arch configuration as an approach to solving the problems of lowland coastal locations to be rare and innovative in the United States. A few years later, he created reinforced-concrete through tied arches using the same design for the main spans for the Alsea Bay Bridge and the side spans for the Siuslaw River Bridge and the Umpqua River Bridge, all on the Oregon Coast Highway.

McCullough's pioneering use of the reinforced-concrete through tied arch has not gone unnoticed. In 1999, in honor of its one hundred twenty-fifth anniversary, the periodical *ENR*, once known as *Engineering News-Record*, published a list of the top people who had made outstanding contributions to the construction industry since 1874. "Their efforts," *ENR* believed, "helped shape this nation and the world . . . by developing new analytical tools, equipment, engineering or architectural design." Ten bridge engineers made the list, and among them was C. B. McCullough. "These leading designers dared to span great lengths," wrote *ENR*, "with the most elegant, constructible and economical solutions possible." The periodical cited McCullough's use of the reinforced-concrete tied arch as his most innovative contribution. He was listed among such engineering greats as Othmar H. Ammann, designer of the George Washington, Bayonne, Triborough, Bronx-Whitestone, Throgs Neck, and Verrazano-Narrows bridges in New York; James Eads, designer of the Eads Bridge over the Mississippi River in St. Louis; Robert Maillart, designer of many early-20th-century reinforced-concrete arch bridges in Switzerland; and David B. Steinman, designer of many significant American suspension bridges, including the St. Johns in Portland, Oregon, the Waldo-Hancock in Maine, and the Mackinac in Michigan.<sup>7</sup>

The Wilson River Bridge is also significant under criterion C as the work of a master, Oregon State Bridge Engineer, Conde B. McCullough, and due to its thematic association with several other major steel and reinforced-concrete bridges designed by McCullough and erected along the Oregon Coast Highway in the 1920s and 1930s. During his years as State Bridge Engineer, and later as Assistant State Highway Engineer, McCullough authored several books and many technical articles on bridge design and construction. He is significant for his use of innovative bridge technology, and for his visually appealing designs. He attained international recognition for the large-scale structures he designed to span the major rivers and

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<sup>6</sup>Conde B. McCullough, "Design of a Concrete Bowstring-Arch Bridge, Including Analysis of Theory," *Engineering News-Record*, 27 August 1931, 337.

<sup>7</sup>See "Top People of the Past 125 Years," *ENR*, 30 August 1999, 27 (quote), 47-48.



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**NATIONAL REGISTER OF HISTORIC PLACES  
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Wilson River Bridge No. 01499

Name of Property

Tillamook County, Oregon

County and State

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estuaries, and several other thematically-similar concrete arch, beam and girder structures, along the Oregon Coast Highway.

McCullough's bridges also had in common design themes and elements executed in classical, Gothic, and Art Deco/Moderne styles. They are evident on sidewalk railing balustrades; bracketing; arched curtain walls, entrance pylons, columns, stringers, piers, staircases, and other structural members. Eric N. DeLony, chief of the Historic American Engineering Record, remarked in his book, *Landmark American Bridges*, that this family of spans on the Oregon Coast Highway "represents some of the best and most innovative concrete and steel bridges in the world." The Yaquina Bay Bridge represents the pinnacle of McCullough's use of Gothic and Art Deco/Moderne architectural elements. The Gothic arch forms seen in the handrails and piers complement the Art Deco verticalness seen in the pier legs, entry pylons, and flowing staircases to create a streamlined elegance.<sup>8</sup>

The Wilson River Bridge is significant under criterion A because of its association with construction of the Oregon Coast Highway in the 1930s. Completion of the Oregon Coast Highway was a major public works effort in the early and mid-1930s that sought to establish an uninterrupted coastal transportation route from California to Washington. The effort was aided in the years after completion of the Wilson River Bridge by the Oregon Coast Bridges Project in which the federal Public Works Administration provided funds for the construction of five modern bridges to replace the existing slow, cumbersome ferries which serviced the crossings of the larger bays, rivers and estuaries. An immediate accomplishment of the route's completion was the construction jobs that it provided to many unemployed workers. In more long lasting terms, the Oregon Coast Highway became a major factor in the development of commerce and tourism in Oregon's coastal regions, and has since become one of the most notable scenic routes in the United States, and has been designated a National Scenic Byway.

The Wilson River Bridge meets the property type and registration requirements for the C. B. McCullough Major Oregon Coast Highway Bridges Multiple Property Submission. It was completed during the period of significance (1927-36) on the then current alignment of the Oregon Coast Highway. It was designed by Oregon State Highway Department bridge engineers under the direction of Conde B. McCullough. Its primary or secondary main spans are reinforced-concrete arches. It possesses a high degree of original integrity of design and materials.

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<sup>8</sup>Eric DeLony, *Landmark American Bridges*, (New York: American Society of Civil Engineers and Bulfinch Press, 1993), 125-35 (quote, 125); Elizabeth Shellin Atly, "C. B. McCullough and the Oregon Coastal Bridges Project," TMs, 1977, 12-14, copy held by author.

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Wilson River Bridge No. 01499

Name of Property

Tillamook County, Oregon

County and State

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**Major Bibliographic References**

- DeLony, Eric. *Landmark American Bridges*. New York: American Society of Civil Engineers and Bulfinch Press, 1993.
- Hadlow, Robert W. *Elegant Arches, Soaring Spans: C. B. McCullough, Oregon's Master Bridge Builder*. Corvallis: Oregon State University Press, 2001.
- "Wilson River Bridge, HAER No. OR-39, Report." *Historic American Engineering Record*, National Park Service, 1990.
- McArthur, Lewis A.. *Oregon Geographic Names*. Fifth edition. Portland: Oregon Historical Society Press, 1982.
- McCullough, Conde B. "Design of a Concrete Bowstring-Arch Bridge, Including Analysis of Theory," *Engineering News-Record*, 27 August 1931.
- Oregon Department of Transportation. Bridge Section. Job Record Cards. Wilson River Bridge No. 1499, Big Creek Bridge No. 1180, and Ten Mile Creek Bridge No. 1181.
- Bridge Section Maintenance File #1499.
- Smith, Dwight A., James B. Norman, and Pieter T. Dykman. *Historic Highway Bridges of Oregon*. Portland: Oregon Historical Society Press, 1989.
- Soderberg, Lisa. "Historic Bridges and Tunnels in Washington State." National Register of Historic Places Thematic Nomination. Lacey: Washington State Office of Archaeology and Historic Preservation, 1980.
- "Top People of the Past 125 Years," *ENR*, 30 August 1999.

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Wilson River Bridge No. 01499

Name of Property

Tillamook County, Oregon

County and State

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**Verbal Boundary Description**

The property is described as beginning at the north end of the Wilson River Bridge, at mile post 64.23 on the Oregon Coast Highway No. 9, and running 180 feet to the south end of the bridge. It is 60 feet wide (30 feet either side of center line on the bridge).

**Boundary Justification**

The boundary includes property associated historically with the Wilson River Bridge.

**United States Department of the Interior  
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CONTINUATION SHEET**

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Wilson River Bridge No. 01499

Name of Property

Tillamook County, Oregon

County and State

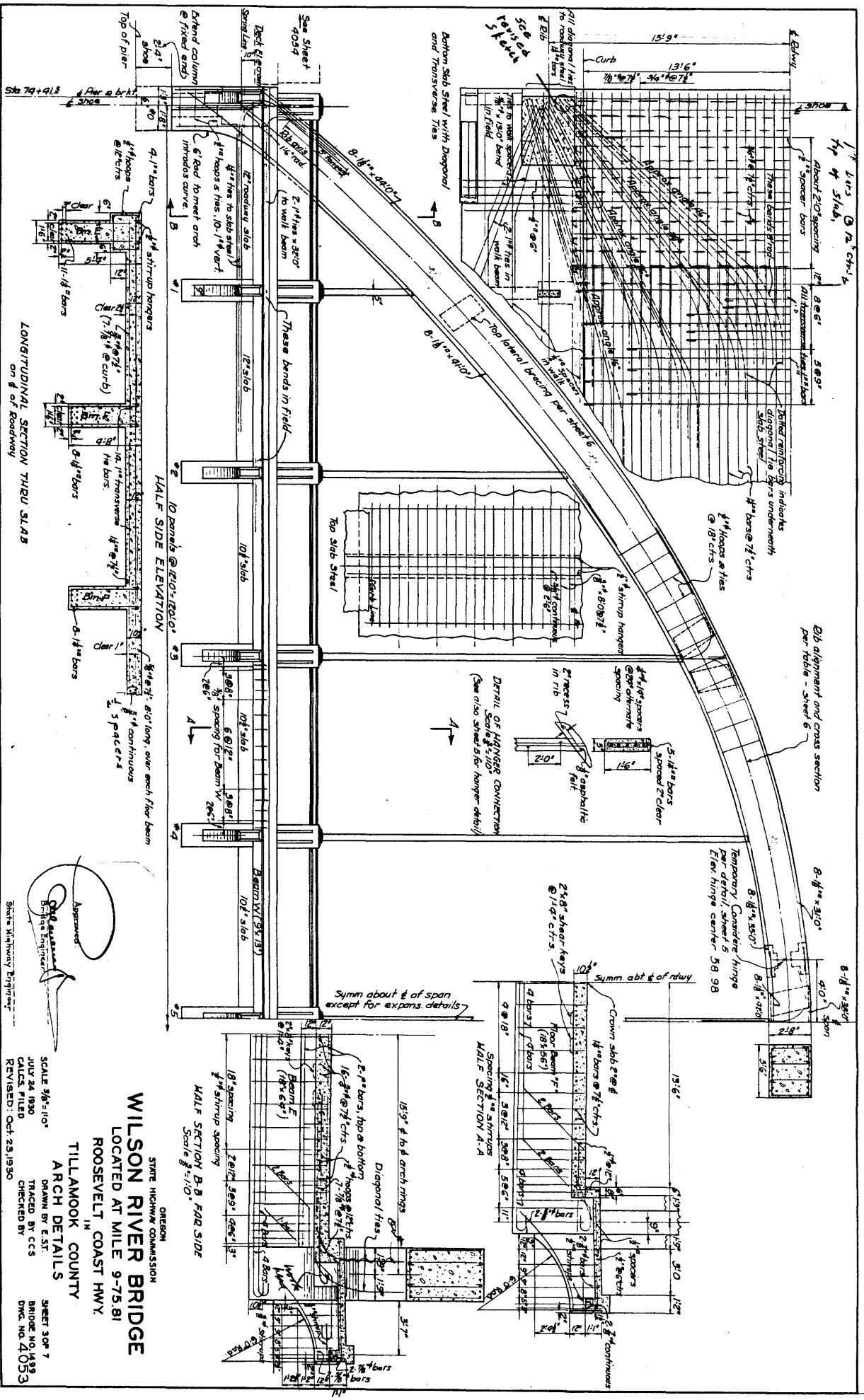
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**Photographs**

Leslie Schwab, Photographer, June 2004  
(Original negatives housed at Oregon Department of Transportation)

Photographic Description

View No.	Description
1	General View of the Wilson River Bridge, view looking northeast.
2	General View of the Wilson River Bridge, view looking northwest.
3	General view of the Wilson River Bridge, view looking north.
4	Detail view of the tied arch, "X" bracing and concrete hangers, view looking northeast.
5	Detail view of the approach span, illustrating decorative detailing at abutments, view looking northwest.
6	Detail view of the reinforced concrete balustrade pedestrian railing, view looking northeast.
7	Detail view of the bridge plaque, view looking northwest.
8	Substructure view of the Wilson River Bridge illustrating the transverse beam deck supports, view looking north.



LONGITUDINAL SECTION THRU SLAB  
on  $\frac{1}{2}$  of Roadway

HALF SIDE ELEVATION

Symm about  $\frac{1}{2}$  of span  
except for expans. details

HALF SECTION B-B FWD SIDE  
Scale  $\frac{1}{2}$ "=1'-0"

Approved: *[Signature]*  
C. J. [Name]  
Civil Engineer

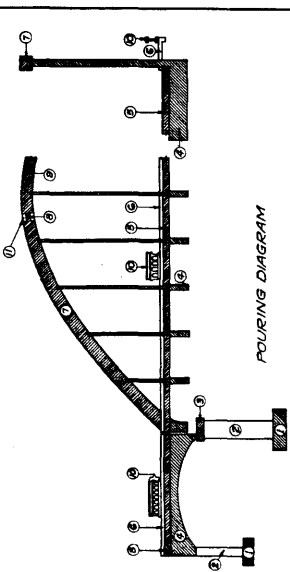
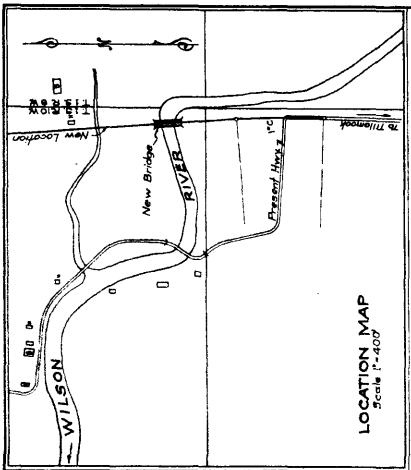
State Highway Engineer

OREGON STATE HIGHWAY COMMISSION  
**WILSON RIVER BRIDGE**  
 LOCATED AT MILE 9-75.81  
 ROOSEVELT COAST HWY.  
 IN  
 TILLAMOOK COUNTY

ARCH DETAILS

SCALE  $\frac{3}{8}$ "=1'-0"  
 JULY 24, 1930  
 CALCS. FILED  
 TRACED BY E.S.T.  
 CHECKED BY  
 REVISIONS: Oct. 23, 1930

SHEET 307-7  
 BRIDGE NO. 1493  
 DWG. NO. 4.053

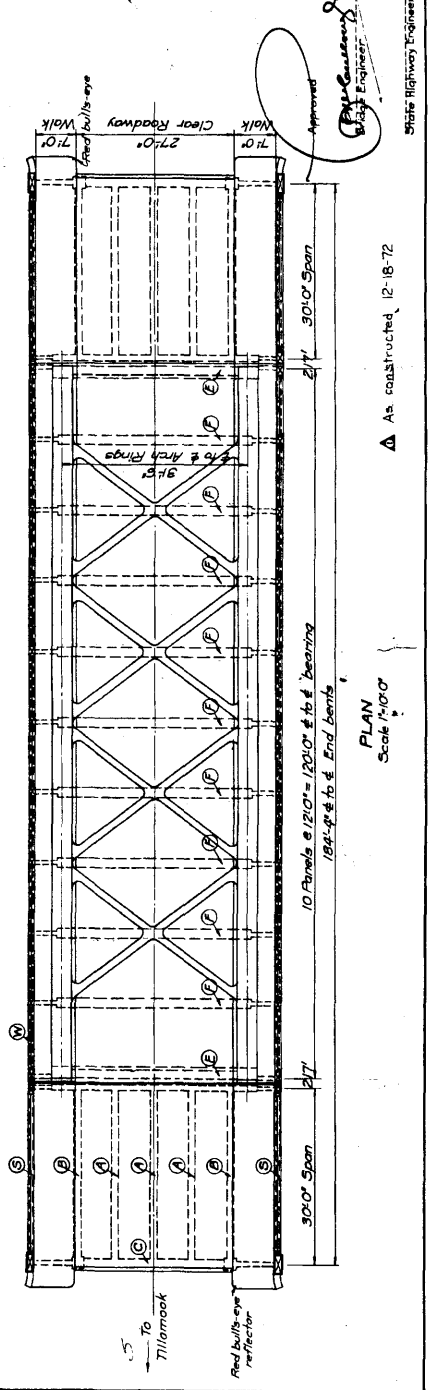
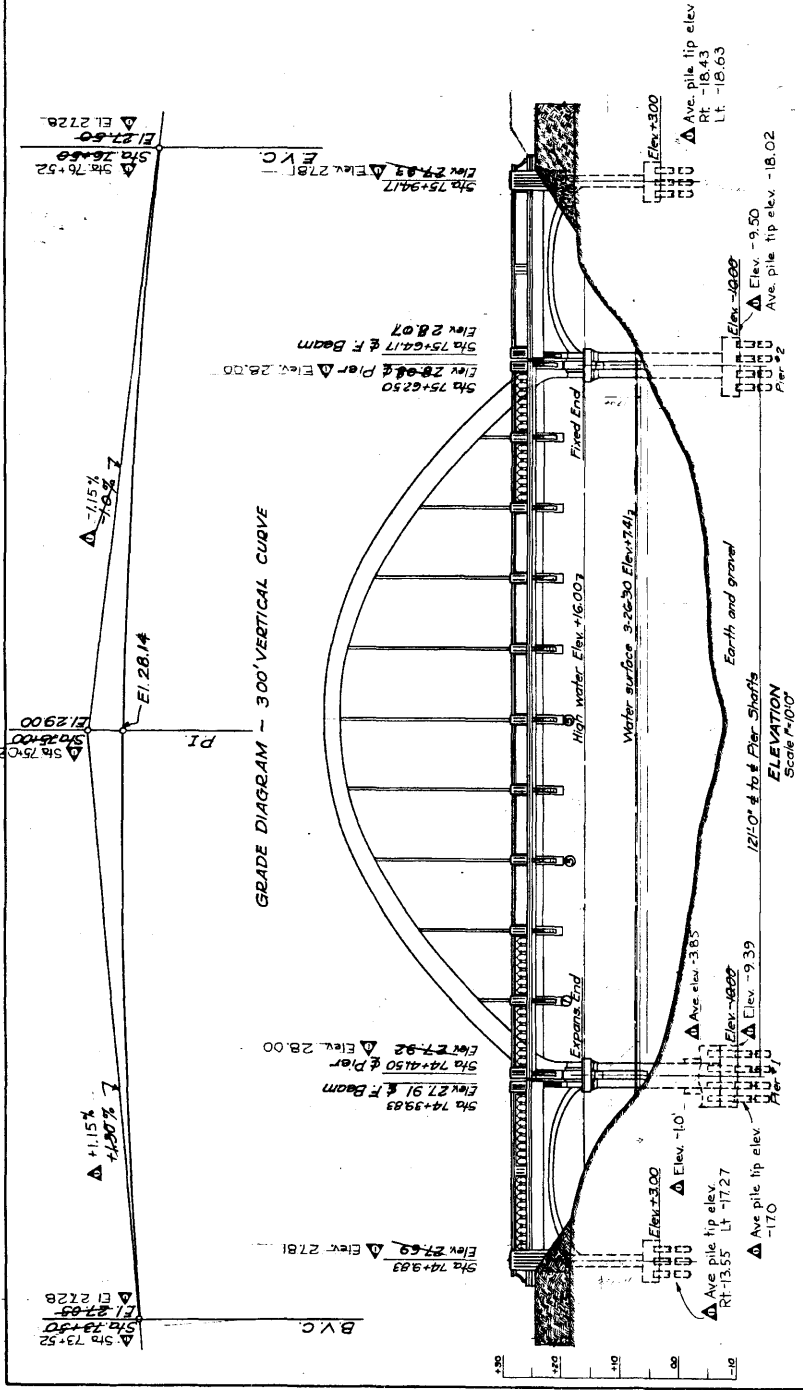


**Operation Schedule**  
 Make pours 1 to 4 in numerical order. Pour deck 5 and walk 6 to complete roadway. Pour piers 7 and pile bents 8 so that they will be in place long enough to set all hinges 9. Place final key 9 in place. While centering, place rail and rail base 10. Place concrete around hinge 11.

**GENERAL NOTES:**  
 Pier and column footings to be class B concrete. Roadway slab and curb, walk slab and rail base, post and cap, to be class D concrete. Handrail precast to be class E concrete. All other concrete to be class A.  
 Footings may be carried deeper than shown if required by the Engineer. All construction joints to be provided with #20 gal copper water stops as required by the Engineer. All exposed surfaces shall have a carbonium stone finish. All exposed surfaces shall have a workmanship shall conform to the specifications for the Bridges of the Oregon State Highway Commission.

**STATE HIGHWAY COMMISSION**  
**WILSON RIVER BRIDGE**  
 LOCATED AT MILE 9-75.81  
 ROOSEVELT COAST HWY  
 IN  
 TILLAMOOK COUNTY  
 PLAN AND ELEVATION

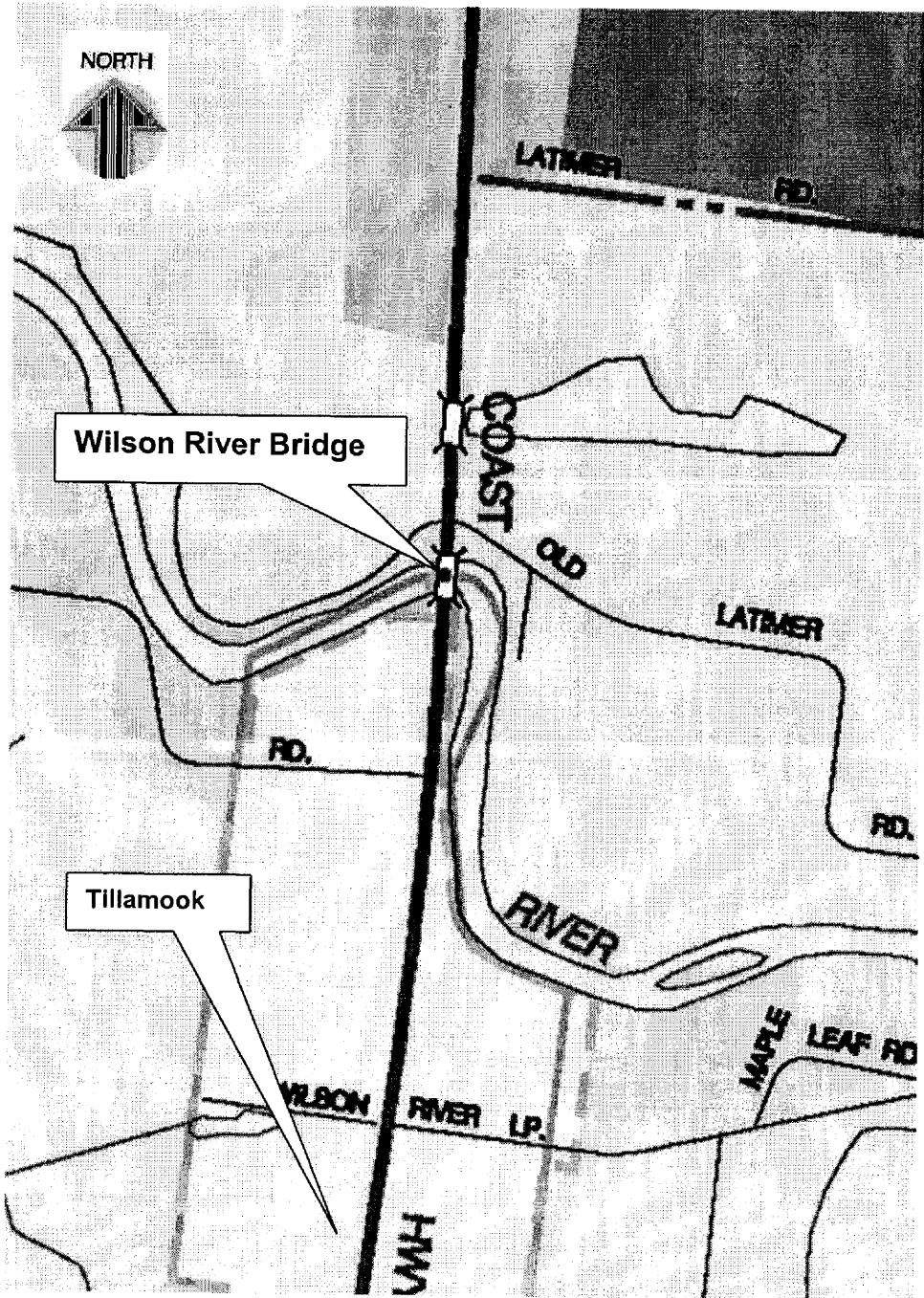
SCALE AS NOTED  
 DRAWN BY L.S.S.  
 JULY 3, 1930  
 TRACED BY " "  
 CHECKED BY " "  
 ACCOMPANIED BY DWGS. 4030-32-53-54-55-56-57-58  
 REVISED OCT. 25, 1930 - APRIL 17, 1931  
 SHEET NO. 9  
 BRIDGE NO. 1499  
 DRAWING NO. 4051



As constructed 12-18-72

PLAN Scale 1"=10'

State Highway Engineer



Wilson River Bridge No. 01499  
MP 64.23, Oregon Coast Highway No. 9  
Tillamook, Tillamook County, Oregon