

823

United States Department of the Interior National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Depoe Bay Bridge No. 01388

other names/site number Depoe Bay Bridge No. 02459

2. Location

street & number Oregon Coast Highway No. 9 (US 101), MP 127.61 not for publication

city or town Depoe Bay vicinity

state Oregon code OR county Lincoln code 041

zip code 97341

3. State/Federal/Tribal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.) James Hamrick 6/14/05 Signature of certifying official / Deputy SHPO Date Oregon State Historic Preservation Office State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.) Signature of commenting or other official Date State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

- entered in the National Register See continuation sheet.
determined eligible for the National Register See continuation sheet.
determined not eligible for the National Register
removed from the National Register
other (explain):

Signature of Keeper Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property

(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing

Noncontributing

 1

 _____ buildings
 _____ sites
 _____ structures
 _____ objects
 _____ Total

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

Current Functions

(Enter categories from instructions)

Transportation

Historic Subfunctions

(Enter subcategories from instructions)

Road-related

Current Subfunctions

(Enter subcategories from instructions)

Road-related

7. Description

Architectural Classification

(Enter categories from instructions)

Late 19th and 20th Century Revivals
Classic Revival

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

1927

Significant Dates

Completed in 1927.

Significant Person

(Complete if Criterion B is marked above)

Cultural Affiliation

Architect/Builder

Conde B. McCullough, Oregon State Bridge Engineer, designer
Kuckenberg-Wittman Company, Portland, Oregon, contractor (1927)
Odom Construction Company, Oregon City, Oregon, contractor (1940)

Narrative Statement of Significance

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

See continuation sheets.

9. Major Bibliographical References

(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-36

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 0.43 acres

UTM References

(Place additional UTM references on a continuation sheet)

1	10	416113	4962174	3	
		Zone	Easting		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

- USGS map** (7.5 or 15 minute series) indicating the property's location.
- 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

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 ServiceNATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEETSection 7 Page 6Depoe Bay Bridge No. 01388

Name of Property

Lincoln County, Oregon

County and State

Narrative Description

The Depoe Bay Bridge No. 01388 is a reinforced-concrete deck arch structure. It spans Depoe Bay at milepost 127.61 on the Oregon Coast Highway No. 9 (US 101). The bridge as originally constructed consisted of a 150-foot reinforced-concrete ribbed parabolic deck arch flanked by one 21-foot reinforced-concrete deck girder approach span to the north and three 41-foot reinforced-concrete deck girder spans to the south. Total length was 312 feet. The roadway, curb-to-curb, was 18 feet, with two travel lanes and no sidewalks. Large piers with segmental-arched pier caps anchor the arch. Conde B. McCullough, the state bridge engineer, employed many classical architectural details on this bridge. On the approach spans and above the arch ribs, he used segmental arched curtain walls along the exterior longitudinal deck beams. His choice furthers the rhythmic, arcade-like quality of the structure. The exterior surfaces of the arched curtain walls and piers have bush-hammered inset panels that offer contrasts in tone and texture to the bridge. The balustrades were originally made up of beveled, one-foot-wide concrete railing caps set on pre-cast segmental arch panels. A modest dentil band was nested under the cantilevered parapet walls and between the brackets. Pyramidal bracketing supported the outside deck and parapet wall. These classically influenced details characterized the aesthetic of many of the bridges that McCullough designed for the Oregon Coast Highway. The contract was awarded to Kuckenber-Wittman Company on 26 May 1926 and work began on 13 July. The bridge was completed on 10 June 1927 at a cost of \$55,000.¹

The bridge deck became a popular spot for sightseers who congregated there to watch fishing boats enter the inlet to Depoe Bay. This created a traffic hazard and in 1940 the bridge was widened. The Bridge Department, under the direction of Glenn S. Paxson, designed a compatible structure that was constructed immediately west of the 1927 span. It consisted of a 150-foot reinforced-concrete ribbed parabolic deck arch flanked by a 29-foot reinforced-concrete deck girder span to the north, and three 40-foot and one 13-foot reinforced-concrete deck girder spans to the south. The arch ribs were offset 13 feet because of the irregular shape of the outlet to Depoe Bay. Flaring of the rock embankments account for the new bridge's increased total length. Interestingly, Paxson employed the Considère hinge at the skewbacks and the crowns of the new arch ribs to aid in construction. The design called for joining the decks of the two bridges to create a 48-foot roadway with two 5-foot sidewalks. In addition, a concrete stairway and walkways under the combined structure were included in the project to provide access to the Depoe Bay State Park west of the combined structure.

The 1940 bridge has architectural detailing that is similar to what was found on the 1927 structure. It helped create a span that is extremely compatible and sympathetic to McCullough's original design. The eastern balustrade on the 1927 span was replaced with a railing composed of a beveled, one-foot-wide concrete railing cap set on pre-cast semicircular arch panels and is a matched companion to the western railing on the 1940 structure. The Odom Construction Company of Oregon City was awarded the contract on 8 December 1939 and completed construction on 15 November 1940 at a cost of just over \$60,000.²

In 1996, the Oregon Department of Transportation completed a three-year, \$4.4 million cathodic protection project on the Depoe Bay Bridge. The existing reinforced-concrete bridge deck had seriously deteriorated with extensive spalling evident on the floor beams and other structural elements. The project included installing a latex modified concrete overlay on the deck and repairing longitudinal beams, floor beams, spandrel columns, and curtain walls. A zinc cathodic protection system was also installed on the bridge. The Oregon State Historic Preservation Office and others participated during the project's development to ensure that the bridge's historic characteristics and basic structural integrity were maintained.

¹Oregon State Highway Commission, *Seventh Biennial Report, for 1925-26*, 369. See "Job Record," File No. 2459 (Depoe Bay Bridge), ODOT Bridge Section files, Salem.

²See "Job Record," File No. 2459 (Depoe Bay Bridge), ODOT Bridge Section files, Salem.

United States Department of the Interior
National Park ServiceNATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEETSection 8 Page 7Depoe Bay Bridge No. 01388

Name of Property

Lincoln County, Oregon

County and State

Narrative Statement of Significance

The Depoe Bay Bridge No. 01388 is being nominated under the C. B. McCullough Major Oregon Coast Highway Bridges Multiple Property Submission. It is significant at the statewide level 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. Just as important, the bridge is significant under criterion C as the work of a master. The bridge is also significant at the statewide level 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 Depoe Bay Bridge, and many other spans.

The Depoe Bay Bridge is an integral structure of the Oregon Coast Highway and is historically significant due to its association with the 1920s construction of the highway. The completion of the Oregon Coast Highway in the mid-1930s was accomplished through New Deal public works projects. It concluded with the construction of several large spans that visually enhance the highway through their engineering and architectural designs. The highway was a major factor in the development of commerce and tourism in Oregon's coastal regions. With its many picturesque bridges, the Oregon Coast Highway has since become one of the most notable scenic routes in the United States.

The Depoe Bay Bridge is an integral structure of the Oregon Coast Highway between the Siletz River and Newport. It is purported to be the world's smallest harbor. It is believed that the community was named for Willie Depoe, a member of the local Siletz Indian tribe. The "Spouting Horns" and the narrow inlet attract thousands of tourists yearly to Depoe Bay. The bridge is located across the bay's narrow mouth.³

The Depoe Bay Bridge is significant under criterion C as the work of a master. It has a strong thematic association with the design and construction of several other major steel and reinforced-concrete bridges designed by C. B. McCullough, Oregon state bridge engineer from 1919 to 1936, and erected along the Oregon Coast Highway No. 9 (US 101) 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 estuaries, and several other thematically-similar concrete beam and girder structures, along the Oregon coast for the completion of the Oregon Coast Highway in the 1930s.

McCullough employed many common design themes and elements in his bridges. These signature components included stylized sidewalk railing balustrades; curved bracketing; arched curtain walls, often with bush-hammered inset panels and employing classical and Gothic forms. By the 1930s, they also included the then popular Art Deco/Moderne ornamentation on entrance pylons, stringers, piers and bents, and other vertical structural members. Much of the ornamentation was possible because inexpensive hand labor was available to construct the timber forms necessary to mold the concrete to the desired shapes. 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."⁴

The Depoe Bay Bridge is significant under criterion A because of its association with the initial construction of the Oregon Coast Highway in the 1920s. 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 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

³Oregon State Highway Commission, *Fourteenth Biennial Report, for 1939-40*, 115.

⁴Eric DeLony, *Landmark American Bridges*, (New York: American Society of Civil Engineers and Bulfinch Press, 1993), 125-35 (quote, 125).

**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 8 Page 8

Depoe Bay Bridge No. 01388

Name of Property

Lincoln County, Oregon

County and State

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 Depoe Bay 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.

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 9 Page 9

Depoe Bay Bridge No. 01388

Name of Property

Lincoln County, Oregon

County and State

Major Bibliographic References

- Banks, Maxine. "Depoe Bay Bridge." January 1981. In Bridge Files, LINC-ARCH-111-1-27 #2459, ODOT Environmental Section, Salem, OR.
- DeLony, Eric. *Landmark American Bridges*. New York: American Society of Civil Engineers and Bulfinch Press, 1993.
- Guzowski Kenneth J. "Depoe Bay Bridge, HAER No. OR-36, Report." Historic American Engineering Record, National Park Service, 1990.
- Hadlow, Robert W. *Elegant Arches, Soaring Spans: C. B. McCullough, Oregon's Master Bridge Builder*. Corvallis: Oregon State University Press, 2001.
- Oregon Department of Transportation. Bridge Section files. Salem, OR.
- Oregon State Highway Commission. *Fourth Biennial Report, 1919-20*. Salem: State Printing Department, 1920.
- *Eighth Biennial Report, 1927-28*. Salem: State Printing Department, 1928.
- *Ninth Biennial Report, 1929-30*. Salem: State Printing Department, 1930.
- *Fourteenth Biennial Report, 1939-40*. Salem: State Printing Department, 1940
- Smith, Dwight A. "Depoe Bay Bridge" in the *Engineering Antiquities Inventory*. Salem: Oregon Department of Transportation, 1982.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section 10 Page 10

Depoe Bay Bridge No. 01388
Name of Property

Lincoln County, Oregon
County and State

Verbal Boundary Description

The property is described as beginning at the north end of the Depoe Bay Bridge, at mile post 127.61 on the Oregon Coast Highway No. 9, and running 312 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 Depoe Bay Bridge.

**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 11 Page 11

Depoe Bay Bridge No. 01388

Name of Property

Lincoln County, Oregon

County and State

Photographs

James B. Norman, Photographer, June 2003
(Original negatives housed at Oregon Department of Transportation, Salem, Oregon)

Photographic Description

View No.	Description
1	General view of the Depoe Bay Bridge, view looking northeast.
2	General view of the Depoe Bay Bridge, view looking northeast.
3	Elevation view of the bridge, view looking west.
4	Detail view of the main deck arch span, view looking east.

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

Photographic Description

View No.	Description
5	Detail view of the spandrel walls, cantilevered deck and railing, view looking south.
6	Detail view of the reinforced concrete, arched balusters in the bridge railing, view looking east.
7	Substructure view of the southbound deck arch span, view looking south.
8	Substructure view of the northbound deck arch span, view looking south.
9	Detail view of the bridge plaque at the north end of the bridge, view looking east.

Sta 211+97.35
El. 62.90

Pt. Sta. 212+47.35
El. 62.95

Sta. 212+49.69
El. 62.95

Sta. 212+89.69
El. 62.95

Sta. 213+30.69
El. 62.87

Sta. 213+75.00
El. 62.70

Pt. Sta. 213+97.35
El. 63.10

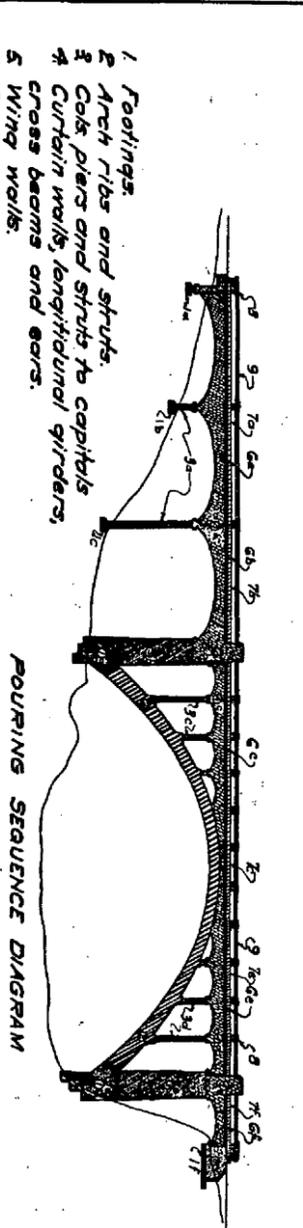
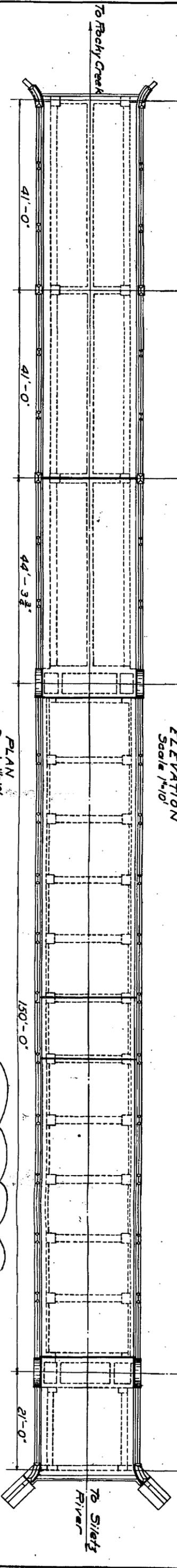
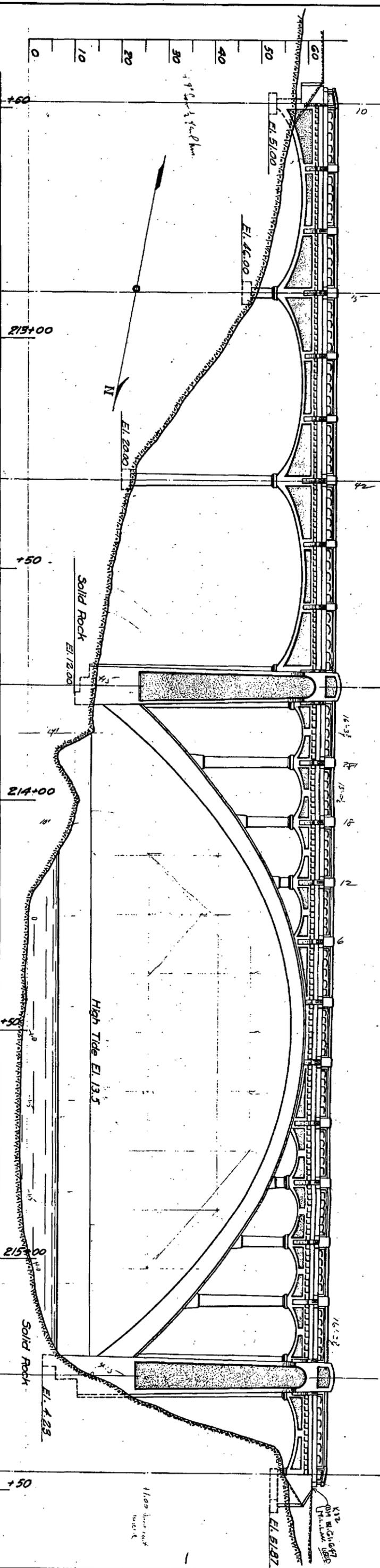
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Sta. 215+46.00
El. 60.50

Pt. Sta. 215+47.35
El. 61.15

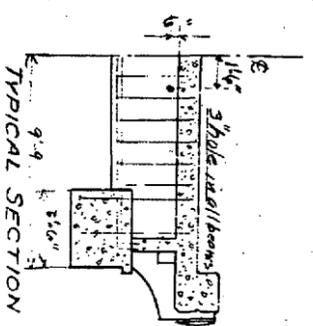
215+97.35
El. 60.50

CAMBER DIAGRAM
Elevations of Deck of & of Roadway



POURING SEQUENCE DIAGRAM

- 1 Footings
- 2 Arch ribs and struts
- 3 Cast piers and struts to capitals
- 4 Curtain walls, longitudinal girders,
- 5 cross beams and sors.
- 6 Deck.
- 7 Curbs.
- 8 Hand-rail posts.
- 9 Hand-rail.



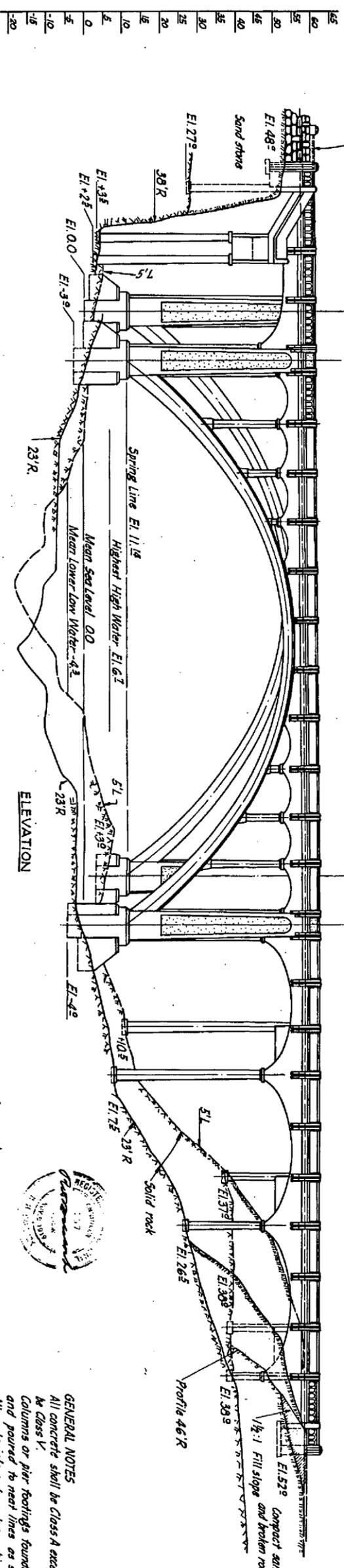
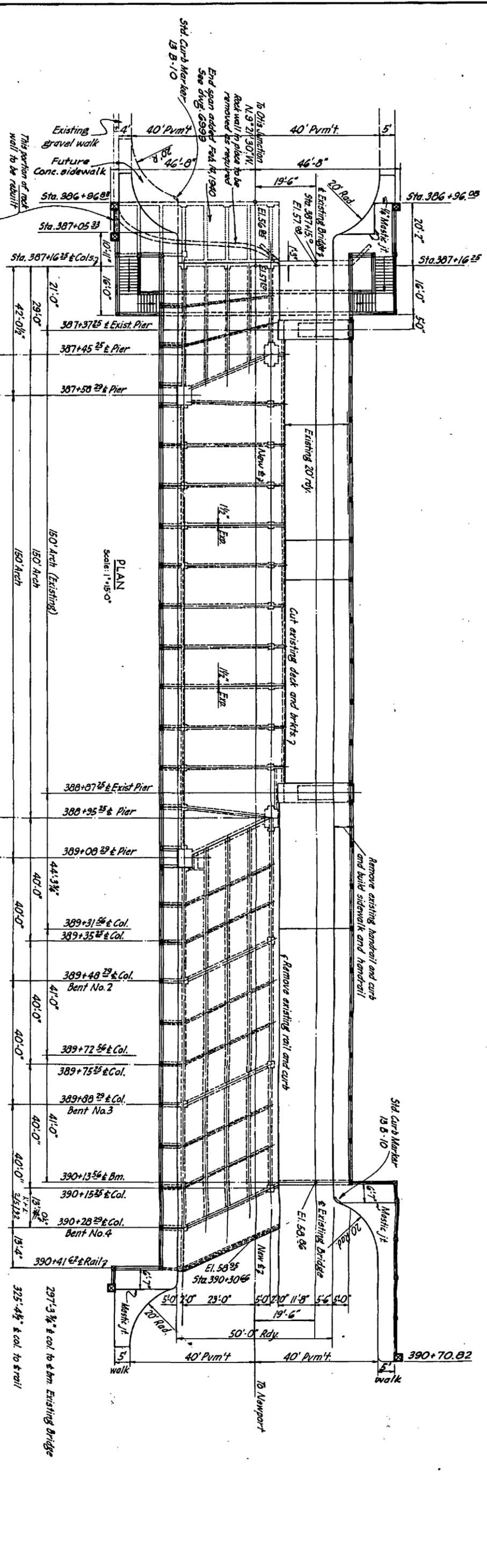
FOR INFORMATION ONLY
DRAWINGS
3343 - 3348,
6865 - 6881,
and 6999

APPROVED
W. D. S.
BRIDGE ENGINEER
STATE HIGHWAY ENGINEER

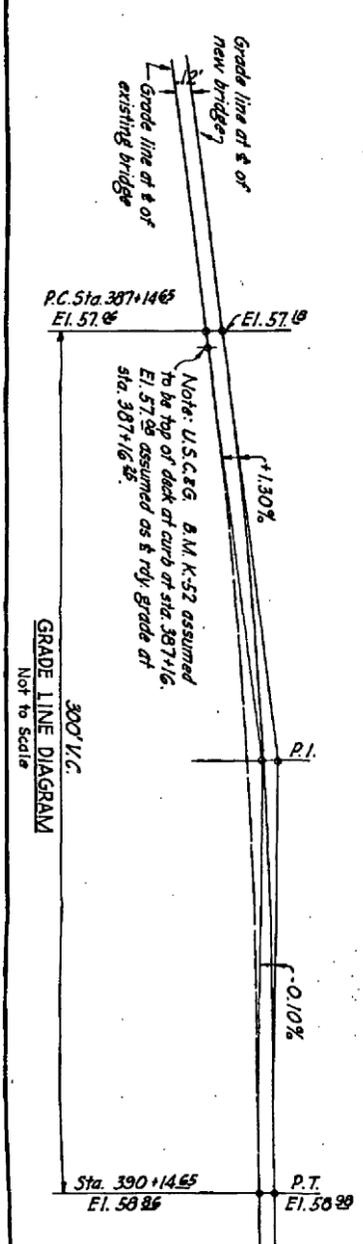
OREGON
STATE HIGHWAY COMMISSION
DE-POE BAY ARCH
ON
ROOSEVELT COAST HIGHWAY
LINCOLN CO.
PLAN & ELEVATION

SCALE AS NOTED DRAWN BY W. D. S. SHEET 1 OF 7
MARCH 25 1928 TRACED BY " BRIDGE NO. 1198
CALC. BR. NO. 83 CHECKED BY " DWG. NO. 3343
ACCOMPANIED BY DWGS. NO. 3344-5-6-7-8 & 3292

Revised 4-27-21



15	10	5	0	5	10	15	20	25	30	35	40	45	50	55	60
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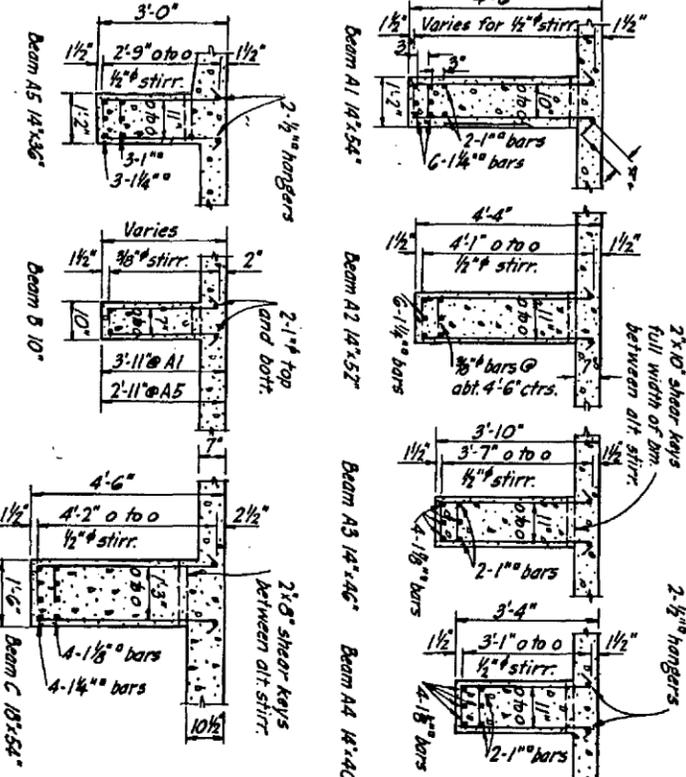
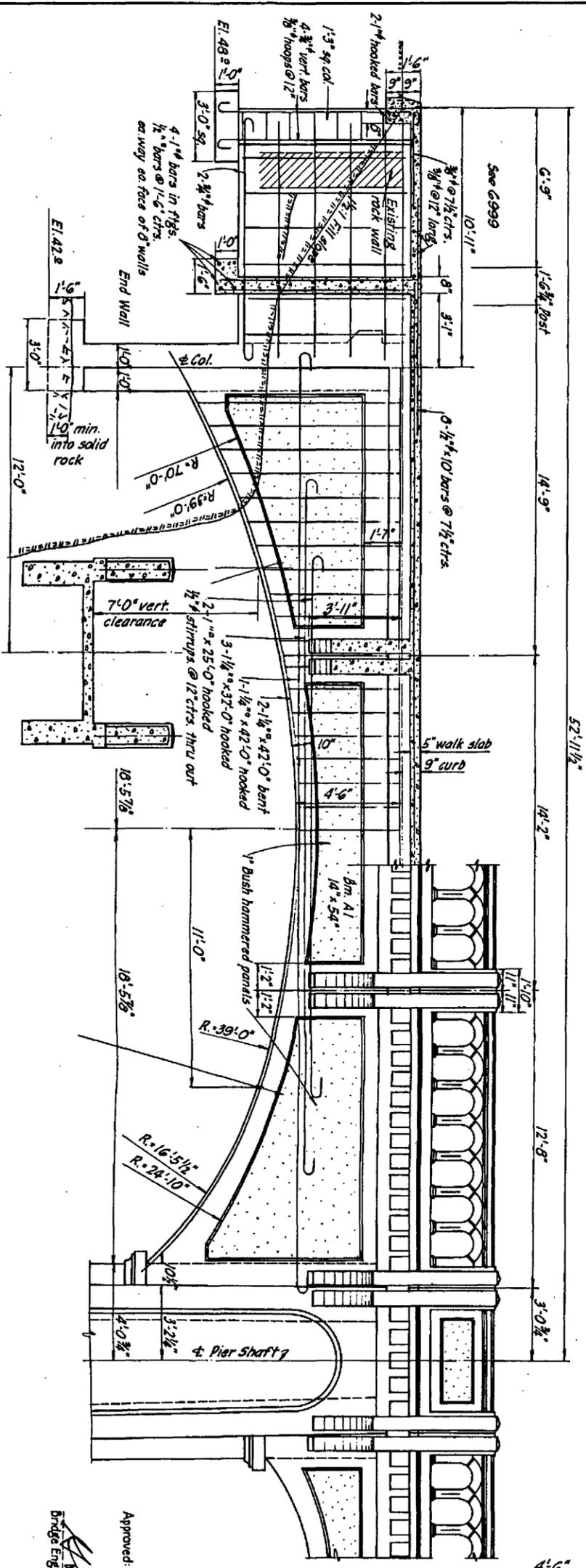
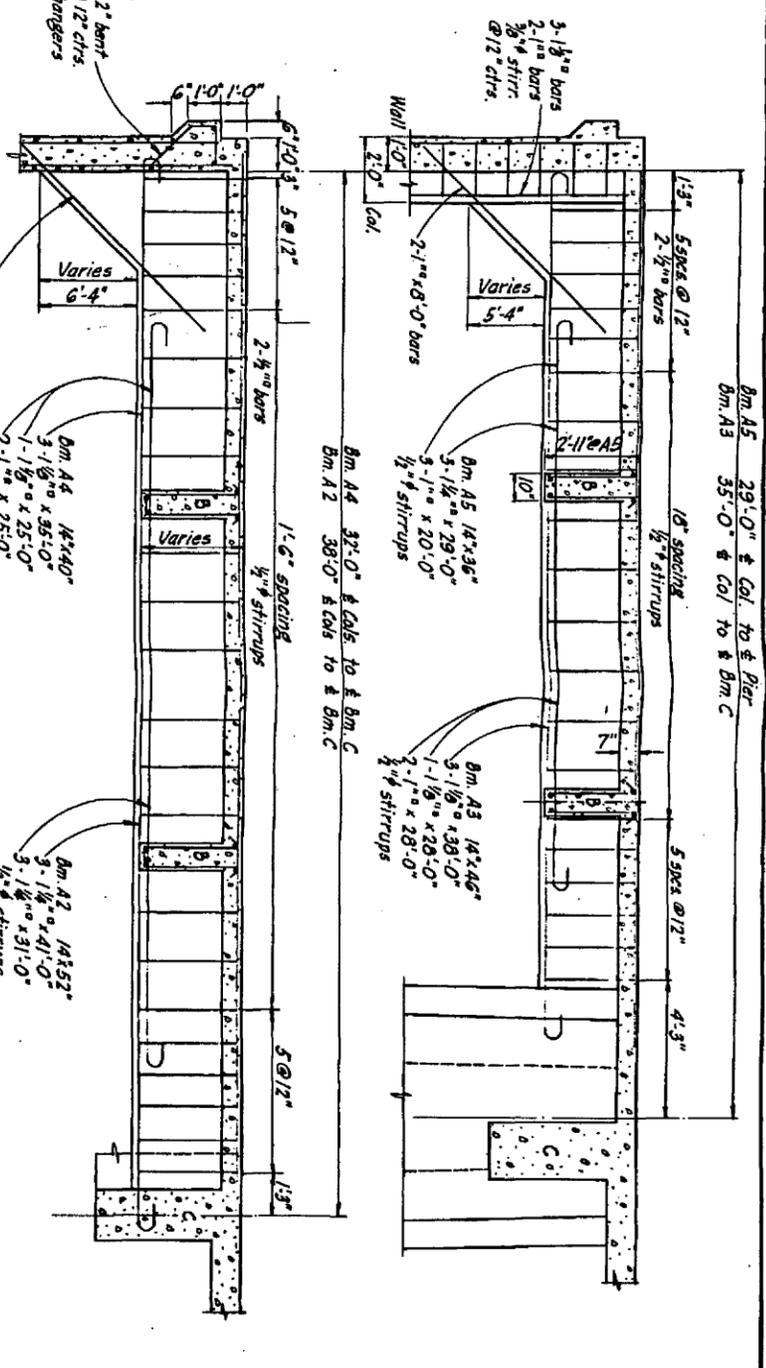
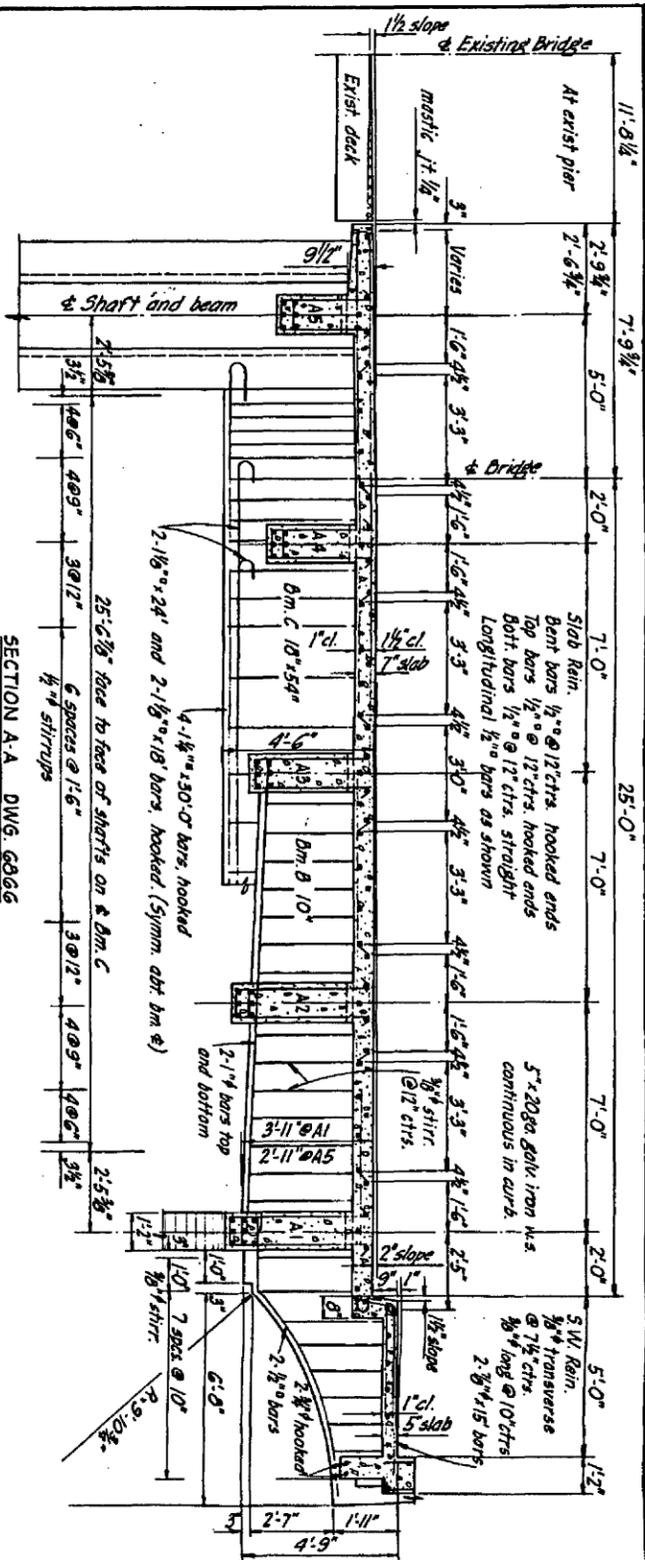


Approved:
[Signature]
Bridge Engineer
State Highway Engineer

GENERAL NOTES
All concrete shall be Class A except concrete in handrail which shall be Class V.
Columns or pier footings founded on solid rock shall be encased and poured to next lines as shown on the plans.
All materials and workmanship shall conform to the specifications for bridges of the Oregon State Highway Commission.
Bridges designed for H-15 loading.

Retaining Wall Revised: Feb. 19, 1940
North Approach Revised: Feb. 14, 1940

OREGON STATE HIGHWAY COMMISSION
DEPOE BAY BRIDGE
LINCOLN CO. - OREGON COAST HWY.
PLAN AND ELEVATION
SHEET 1 OF 19
DRAWN BY I.D.M.
TRACED BY N.B.N.
CHECKED BY
ACCOMPANIED BY DWGS. NO. 8886 TO 8891, 8994 & 8999

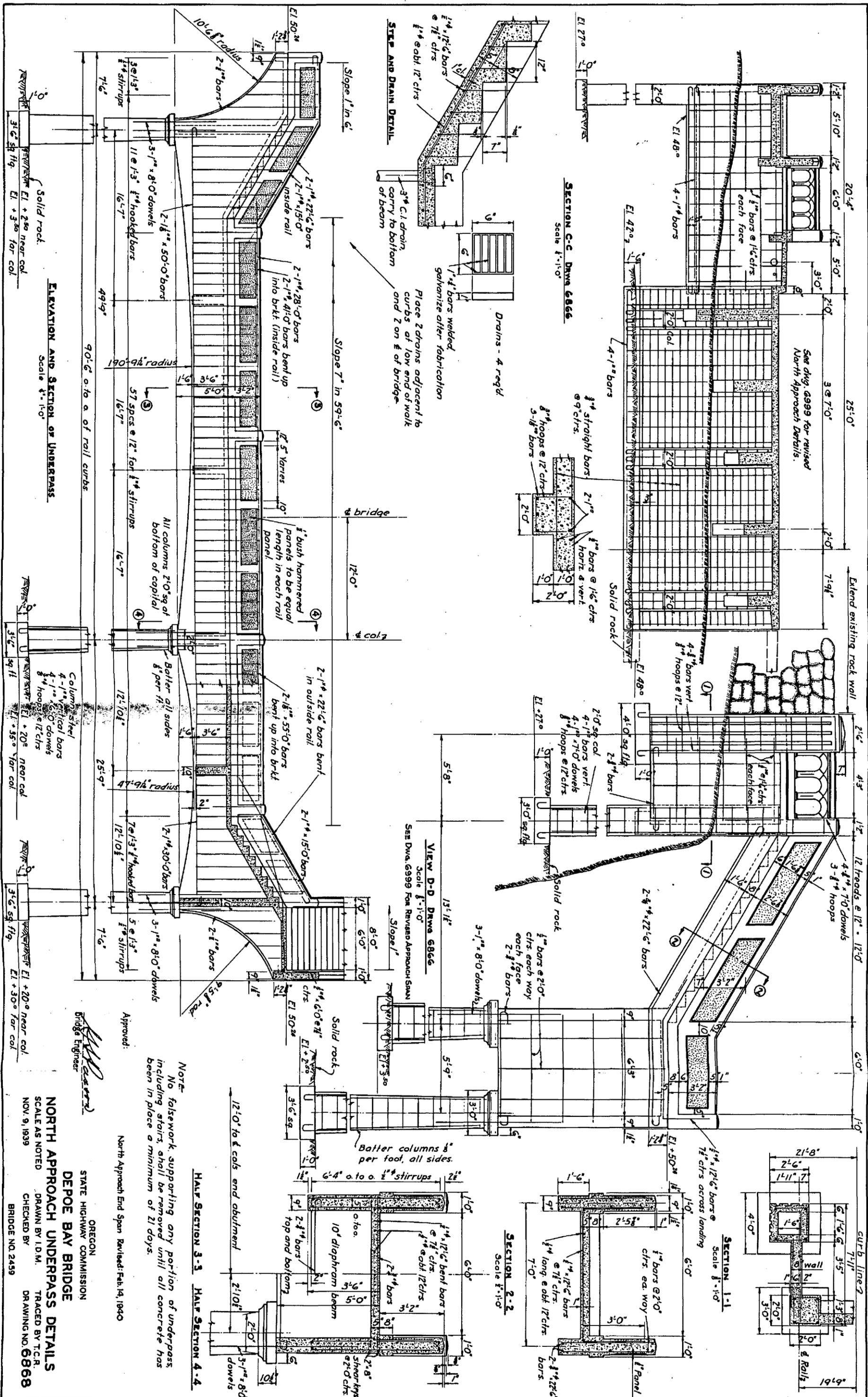


Approved: *[Signature]*
Bridge Engineer

SECTION B-B DWG. 6866
Scale: 3/8" = 1'-0"

See Dwg. G999 For Revised Approach Span

OREGON
STATE HIGHWAY COMMISSION
DEPOE BAY BRIDGE
NORTH APPROACH DETAILS
SCALE AS NOTED
NOV. 9, 1939
DRAWN BY I.D.M.
CHECKED BY
BRIDGE NO. 2459
TRACED BY N.B.N.
DRAWING NO. 6867



SECTION C-C DRIVE 6866
Scale 1/2"=1'-0"

VIEW D-D DRIVE 6866
Scale 1/2"=1'-0"
See Dwg. 6999 For Revised Approach Span

SECTION 1-1
Scale 1/2"=1'-0"

SECTION 2-2
Scale 1/2"=1'-0"

HALF SECTION 3-3 **HALF SECTION 4-4**

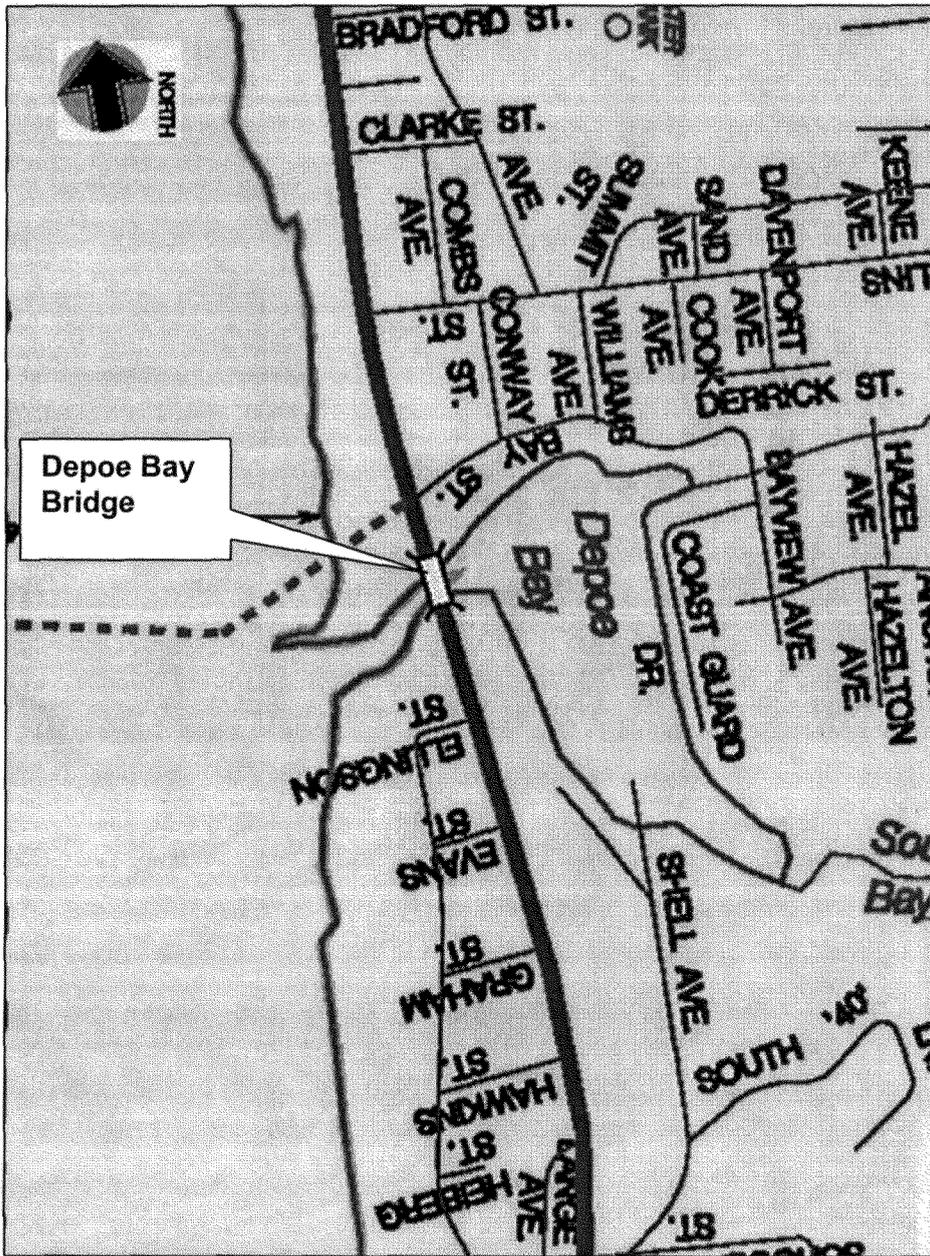
ELEVATION AND SECTION OF UNDERPASS
Scale 1/2"=1'-0"

Approved: *[Signature]*
Bridge Engineer

North Approach End Span Revised: Feb. 14, 1940

NOTE:
No falsework supporting any portion of underpass including stairs, shall be removed until all concrete has been in place a minimum of 21 days.

OREGON STATE HIGHWAY COMMISSION
DEPOE BAY BRIDGE
NORTH APPROACH UNDERPASS DETAILS
SCALE AS NOTED DRAWN BY I.D.M. TRACED BY T.C.R.
NOV. 9, 1939 CHECKED BY DR. DRAWING NO. 6868
BRIDGE NO. 2459



Depoe Bay Bridge No. 02459
MP 127.61, Oregon Coast Highway No. 9
Depoe Bay, Lincoln County, Oregon