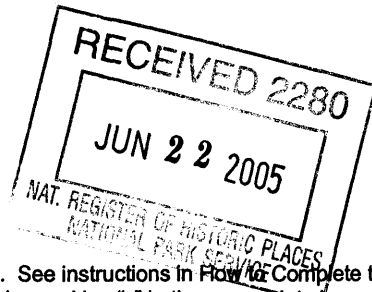


United States Department of the Interior
National Park Service

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 Rocky Creek Bridge No. 01089

other names/site number Benjamin F. Jones Bridge

2. Location

street & number Otter Crest Loop Road (US 101 frontage road) MP F130.00 not for publication

city or town Otter Rock vicinity X

state Oregon code OR county Lincoln code 041

zip code 97369

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 Edson Beall 8/5/85
 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]
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

1

Noncontributing

_____ 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

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

Materials

(Enter categories from instructions)

Foundation
Other

Concrete
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

1926-27

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
H. E. Doering, Portland, Oregon, contractor

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-111

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 0.50 acres**UTM References**

(Place additional UTM references on a continuation sheet)

1	10	415327	4958692	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 Byname/title Robert W. Hadlow, Ph.D., Senior Historianorganization Oregon Department of Transportation date June 30, 2004street & number 123 NW Flanders Street telephone (503) 731-8239city 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.

PhotographsRepresentative **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 Transportationstreet & 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 6Rocky Creek Bridge No. 01089

Name of Property

Lincoln County, Oregon

County and State

Narrative Description

The Rocky Creek (Ben Jones) Bridge No. 01089 is a reinforced-concrete deck arch structure. It spans Rocky Creek on a bypassed section of the original Oregon Coast Highway No. 9 (US 101) alignment, at milepost F130.00. The bridge is located about two miles south of Depoe Bay on what is known as Otter Crest Loop.

The bridge consists of a 160 foot reinforced-concrete ribbed parabolic deck arch flanked by ten 20-foot reinforced-concrete deck girder approach spans (five on each side). Total length is 360 feet. The roadway, curb-to-curb, is 20 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 semi-circular Roman 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.

Other structure components have architectural elements. These include ornate curved elbow bracketing that supports the outside deck and parapet wall, and balustrades made up of beveled, one-foot-wide concrete railing caps set on pre-cast segmental arch panels. A modest dentil band is nested under the cantilevered roadbed and between the brackets. These classical details characterize the aesthetic of many of the bridges that McCullough designed for the Oregon Coast Highway. When it was completed in 1927, the Ben Jones Bridge was cited as "one of the most beautiful bridges in the state highway system." The contract was awarded to H. E. Doering, of Portland, Oregon. Final cost for the bridge was \$56,000.¹

The Oregon State Highway Department bypassed the Otter Crest section of Oregon Coast Highway in 1955 to provide a wider, straighter route south of Depoe Bay. The nearly one-mile stretch of old highway was closed until local residents and tourist interests petitioned the State Highway Commission to reopen and maintain the old highway for leisure travel. Over the years, however, the Rocky Creek Bridge deteriorated, in part to neglect, and in part to heavy live loads from tour buses.

In 2001, the Oregon Department of Transportation rehabilitated and reconstructed portions of the Rocky Creek 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 removing and reconstructing the bridge deck and railings, and repairing and longitudinal beams, floor beams, spandrel columns, and curtain walls. The original balustrades were replaced with a visual replica, but the new railings were reinforced with additional structural steel to improve their crashworthiness; the new deck is composed of micro silica concrete for durability and imperviousness. A cathodic protection system was installed for the entire bridge structure. 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, *Eighth Biennial Report, for 1927-28*, 368. See "Job Record," File No. 1089 (Rocky Creek Bridge), ODOT Bridge Section files, Salem.

United States Department of the Interior
National Park ServiceNATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEETSection 8 Page 7Rocky Creek Bridge No. 01089
Name of PropertyLincoln County, Oregon
County and State

Narrative Statement of Significance

The Rocky Creek (Ben Jones) Bridge No. 01089 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, it is 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 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 Rocky Creek (Ben Jones) Bridge, and many other spans.

This 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. It was dedicated in honor of Benjamin F. Jones, "the Father of the Roosevelt Coast Highway." Jones was a prominent lawyer who had helped to establish Lincoln County in 1893. He also had been mayor of Toledo and Newport and served as a state representative for Lincoln and Benton counties. Jones is noted for introducing legislation in 1919 calling for construction of the Oregon Coast Highway. Jones died in 1925 and the bridge was dedicated to him posthumously.

The Rocky Creek (Ben Jones) Bridge is an integral structure of the Oregon Coast Highway along the rugged and beautiful section of the Oregon Coast between Newport and Lincoln City and connects the community of Otter Rock to the rest of the state. It is significant under criterion C as the work of a master. It has a strong thematic association with 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 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."²

The Rocky Creek (Ben Jones) 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 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.

²Eric 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

Rocky Creek Bridge No. 01089
Name of Property

Lincoln County, Oregon
County and State

The Rocky Creek 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

Rocky Creek Bridge No. 01089
Name of Property

Lincoln County, Oregon
County and State

Major Bibliographic References

DeLony, Eric. *Landmark American Bridges*. New York: ASCE and Bulfinch Press, 1992.

Hadlow, Robert W. *Elegant Arches, Soaring Spans: C. B. McCullough, Oregon's Master Bridge Builder*. Corvallis: Oregon State University Press, 2001.

McMurry, Alex. Draft National Register Nomination for the Rocky Creek (Ben Jones) Bridge. n.d.

Oregon Department of Transportation. Bridge Section files. Salem, OR.

Oregon State Highway Commission. *Fourth Biennial Report, 1919-20*. Salem: State Printing Department, 1920.

Oregon State Highway Commission. *Eighth Biennial Report, 1927-28*. Salem: State Printing Department, 1928.

Oregon State Highway Commission. *Ninth Biennial Report, 1929-30*. Salem: State Printing Department, 1930.

Salem Capital Journal, 3 October 1956, sec. 1, p. 10.

Schwab, Leslie and Alex McMurry. "Rocky Creek Bridge, HAER No. OR-111, Report." *Historic American Engineering Record*, National Park Service, 2002.

Smith, Dwight A. "Rocky Creek 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

Rocky Creek Bridge No. 01089
Name of Property

Lincoln County, Oregon
County and State

Verbal Boundary Description

The property is described as beginning at the north end of the Rocky Creek Bridge, at mile post F130.0 on Otter Crest Loop, and running 360 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 Rocky Creek Bridge.

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

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 11 Page 11

Rocky Creek Bridge No. 01089
Name of Property

Lincoln County, Oregon
County and State

Photographs

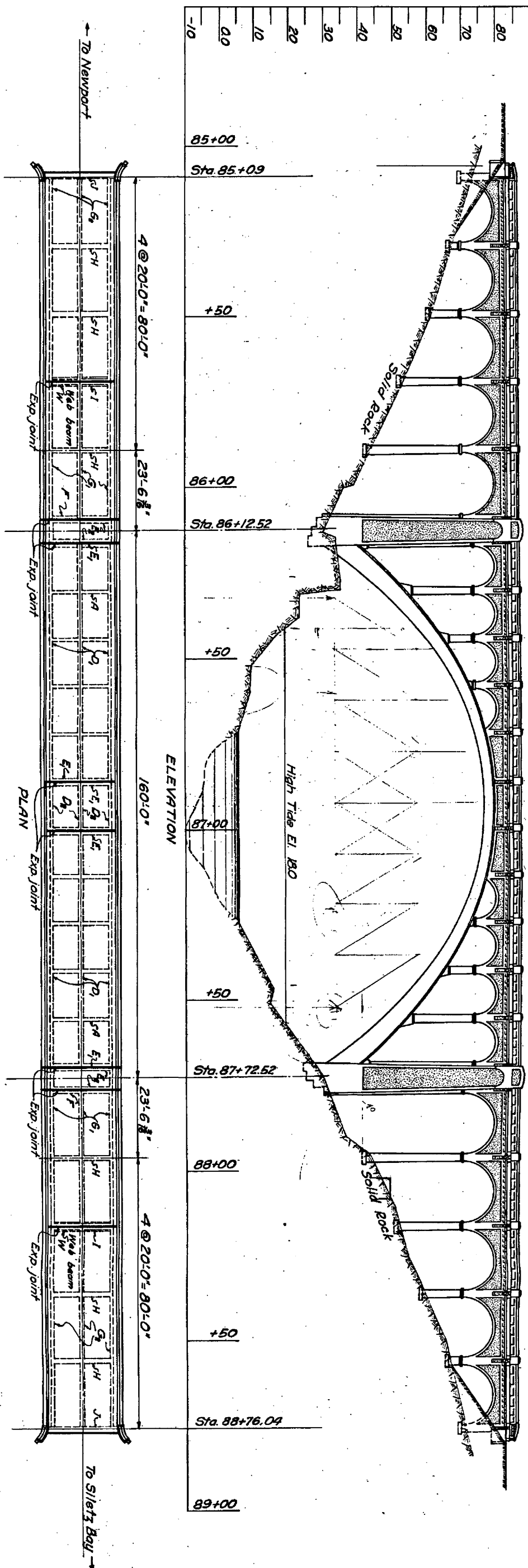
James B. Norman, Photographer, June 2003
(Original negatives housed at Oregon Department of Transportation, Salem, Oregon)

Photographic Description

View No.	Description
1	General view of the Rocky Creek Bridge, view looking east.
2	General perspective view of the bridge, view looking northeast.
3	Elevation view of the bridge, view looking east.
4	Detail elevation view of the Rocky Creek Bridge, view looking east.
5	Detail perspective view of the bridge, view looking northeast.

VERTICAL CURVE
Elevations of deck of & of Roadway

PC Sta 84+57.52	El. 83.00
Sta 85+09	El. 83.30
Sta 85+29	El. 83.70
Sta 85+49	El. 83.98
Sta 85+69	El. 83.55
Sta 85+89	El. 83.62
Sta 86+12.52	El. 83.68
Sta 86+22.00	El. 83.71
Sta 86+42.22	El. 83.73
Sta 86+57.73	El. 83.75
Sta 86+71.65	El. 83.76
Sta 86+85.57	El. 83.76
PI Sta 86+92.52	El. 83.76
Sta 86+96.49	El. 83.76
Sta 87+13.40	El. 83.76
Sta 87+27.31	El. 83.75
Sta 87+41.23	El. 83.73
Sta 87+55.14	El. 83.71
Sta 87+72.52	El. 83.68
Sta 87+96.04	El. 83.62
Sta 88+16.04	El. 83.55
Sta 88+36.04	El. 83.48
Sta 88+56.04	El. 83.40
Sta 88+76.04	El. 83.30
PT Sta 89+27.52	El. 83.00



GENERAL NOTES:
 All concrete shall be class "A" mix except precast rail members which shall be 1:2 mortar and the roadway slab which shall be class "D" mix.
 All exposed corners shall have 1/4" bevel unless noted or shown otherwise.
 All exposed surfaces shall be finished with carborundum, except as noted.
 Bars to be placed 2" clear from nearest face of concrete unless noted or shown otherwise.
 Footings shall be carried deeper than shown if necessary to secure firm foundation.
 Provide water stops at all construction joints.
 Contractor shall check bending lists.
 Material and workmanship shall conform to the specifications for bridges of the Oregon State Highway Commission edition of 1926.
 Loading H 15 as per specifications.

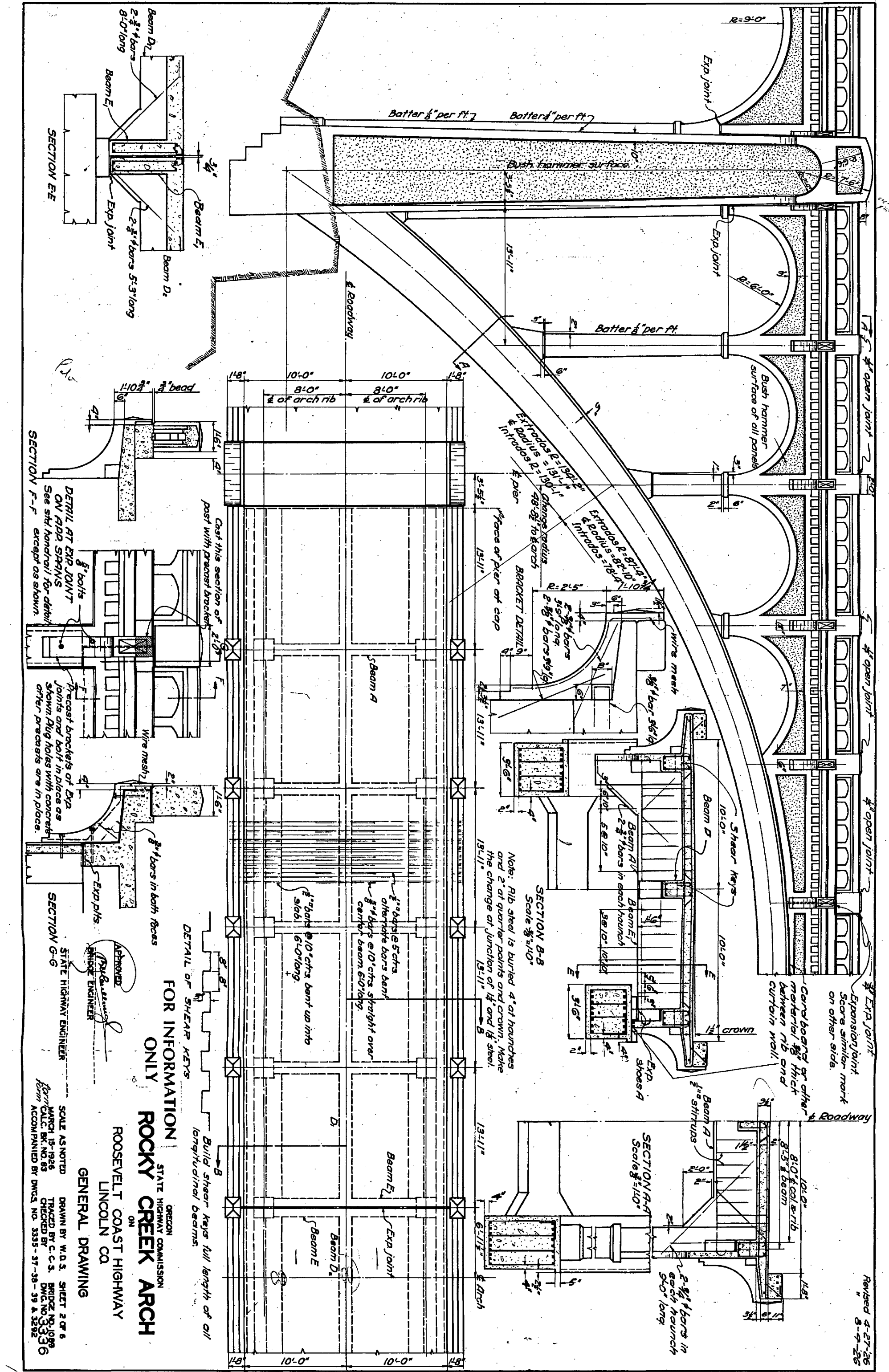
FOR INFORMATION ONLY

APPROVED
 BRIDGE ENGINEER

OREGON
 STATE HIGHWAY COMMISSION
ROCKY CREEK ARCH
 ON
 ROOSEVELT COAST HIGHWAY
 LINCOLN CO.

PLAN & ELEVATION

SCALE 1"=15'-0"
 MARCH 15-1926
 CALC. BY: NO. 65
 DRAWN BY: W. D. S.
 TRACED BY: C. C. S.
 CHECKED BY: D.M.C. NO. 3335
 ACCOMPANIED BY: D.M.C. NO. 3336 - 37 - 38 - 39 & 3282



Revised 4-27-26
8-9-26

FOR INFORMATION ONLY
ROCKY CREEK ARCH

STATE HIGHWAY COMMISSION
ROOSEVELT COAST HIGHWAY
LINCOLN CO.

GENERAL DRAWING

SCALE AS NOTED
DRAWN BY W.D.S. SHEET 2 OF 6
MARCH 15-1926 TRACED BY C.C.S. BRIDGE NO. 1098
FOR CALC. BR. NO. 88 CHECKED BY DWG. NO. 3336
FORM ACCOMPANIED BY DWGS. NO. 3335-37-38-39 & 3292

DETAIL AT EXP. JOINT
ON APP. SPANS
See std. handrail for detail
except as shown.

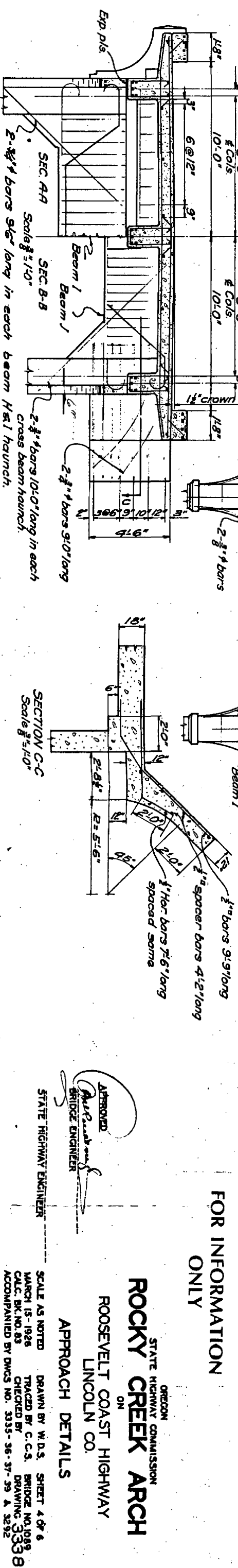
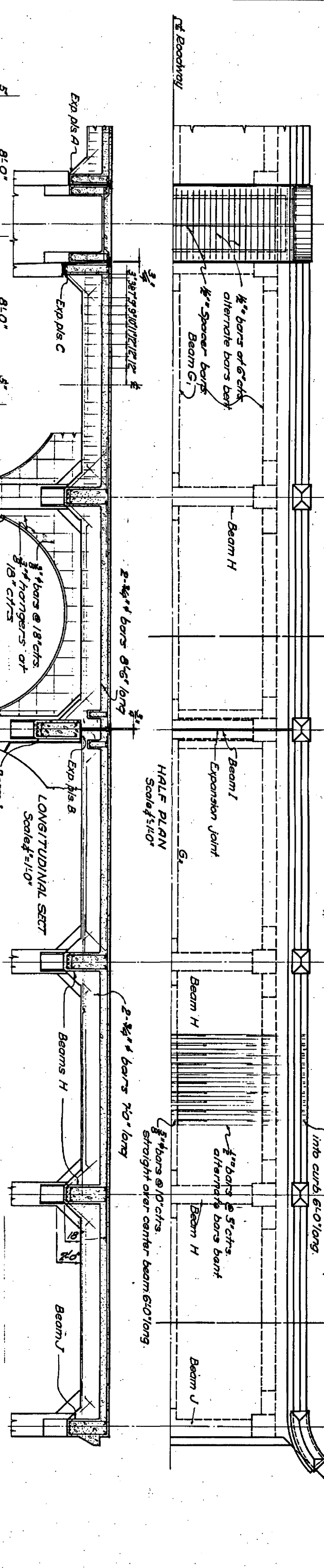
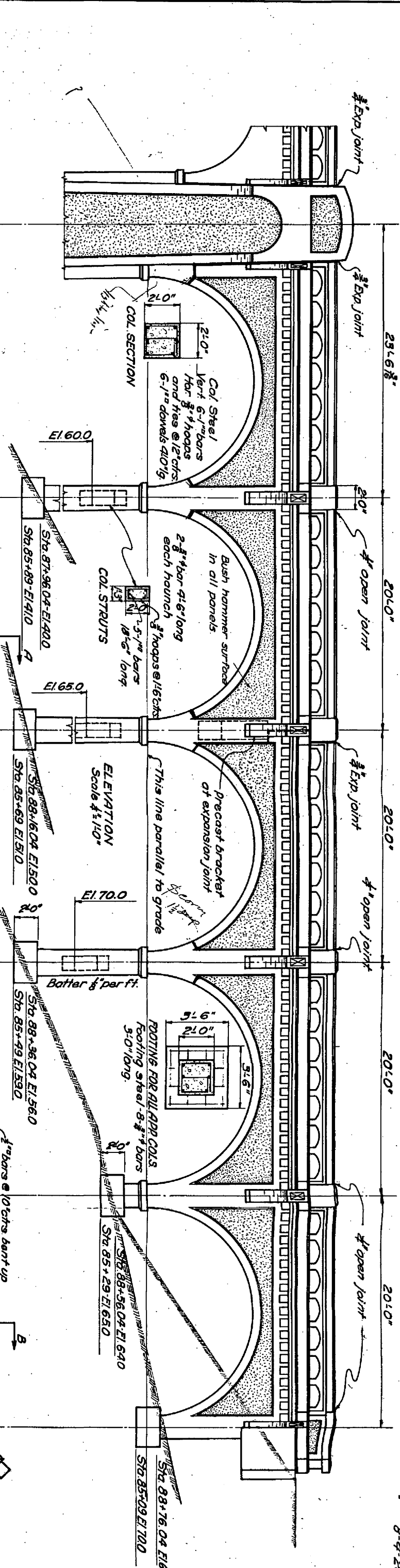
Cast this section of 2'-0" post with precast brackets

DETAIL OF SHEAR KEYS
Build shear keys full length of all longitudinal beams.

APPROVED
BRIDGE ENGINEER

STATE HIGHWAY ENGINEER

GENERAL DRAWING



FOR INFORMATION ONLY

OREGON STATE HIGHWAY COMMISSION
ROCKY CREEK ARCH
ON
ROOSEVELT COAST HIGHWAY
LINCOLN CO.

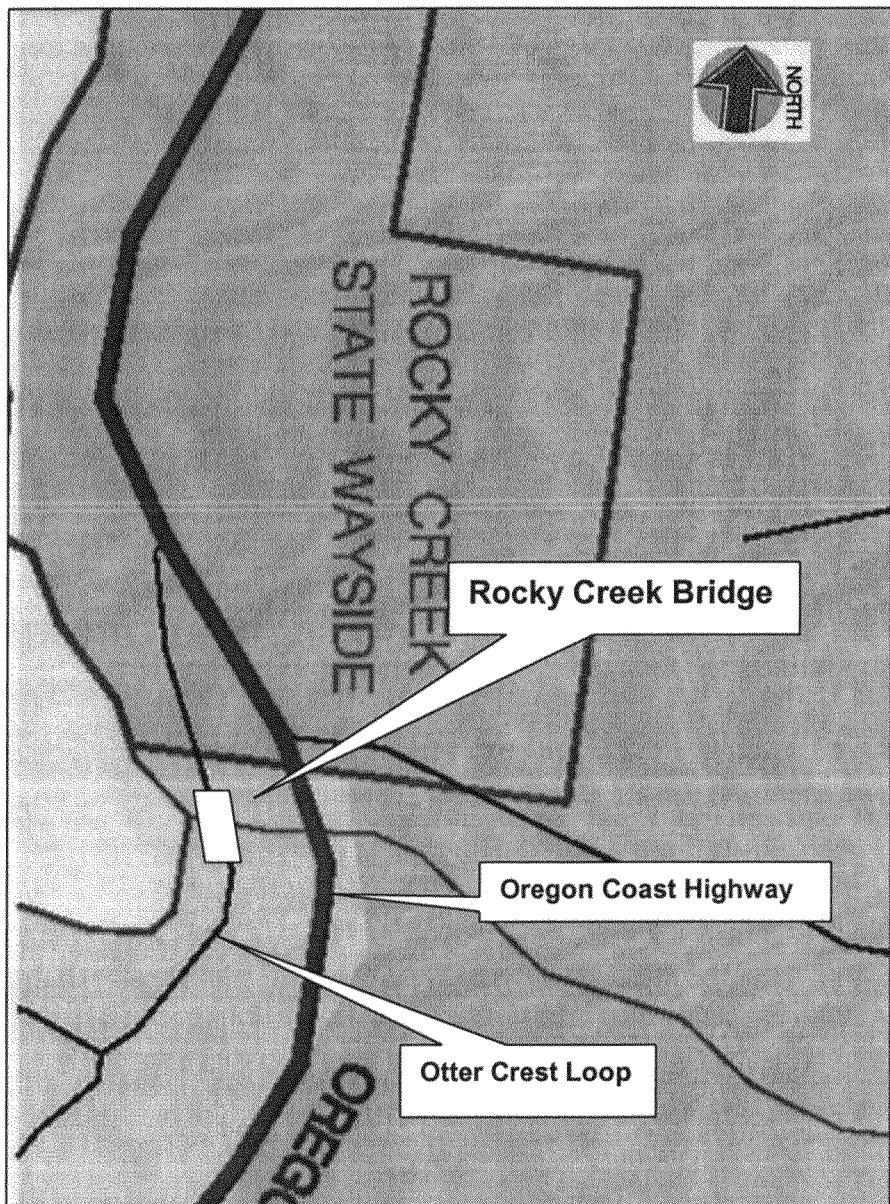
APPROACH DETAILS

APPROVED
R. C. S. *[Signature]*
BRIDGE ENGINEER

STATE HIGHWAY ENGINEER

SCALE AS NOTED
MARCH 15-1926
CALC. BK. NO. 83
DRAWING NO. 3338
DRAWN BY W. D. S.
CHECKED BY C. C. S.
TRACED BY C. C. S.
DRAWING NO. 3338
ACCOMPANIED BY DWGS NO. 3335-36-37-38-39 & 3292

SEC. A-A Scale 3/4\" = 1'-0\"
SEC. B-B Scale 3/4\" = 1'-0\"
SEC. C-C Scale 3/4\" = 1'-0\"



**Rocky Creek Bridge No. 01089
MP F130.00, Otter Crest Loop
Vicinity of Otter Rock, Lincoln County, Oregon**