

1. SITE I.D. NO

HAER INVENTORY

Historic American Engineering Record
Department of the Interior, Washington, D.C.

2. INDUSTRIAL CLASSIFICATION

Bridges, Trestles, and Aqueducts 7 6 5 3

3. PRIORITY

1

4. DANGER OF DEMOLITION?
(SPECIFY THREAT) YES NO UNKNOWN

MOVE: Vertical lift

State Designation Number:
0500000 5/1E 5/1W5. DATE
1916/59

6. GOVT SOURCE OF THREAT

OWNER

ADMIN

7. OWNER/ADMIN

Washington State Department of Transportation

8. NAME(S) OF STRUCTURE

Vancouver-Portland Bridge
Columbia River Interstate

9. OWNER'S ADDRESS

Highway Administration Building
Olympia, Washington 98504

10. STATE COUNTY W A COUNTY NAME

0 11 Clark

CITY/VICINITY

Vancouver

CONG. DIST.

0 4

STATE COUNTY COUNTY NAME

CITY/VICINITY

CONG. DIST.

11. SITE ADDRESS (STREET & NO)

Crossing: Columbia River

12. EXISTING SURVEYS

 NR NHL HABS HAER-I HAER NPS CL6
 CONF STATE COUNTY LOCAL OTHER

13. SPECIAL FEATURES (DESCRIBE BELOW)

 INTERIOR INTACT EXTERIOR INTACT ENVIRONS INTACT

14. UTM ZONE EASTING NORTHING SIGN

1 0 5 2 4 8 9 0 5 0 5 0 1 7 0

SCALE 1:24 1:62.5 OTHER QUAD NAME Portland, Washington/Oregon

UTM ZONE EASTING NORTHING SIGN

1 0 5 2 5 6 2 0 5 0 5 1 9 6 0

SCALE 1:24 1:62.5 OTHER QUAD NAME15. CONDITION 70 EXCELLENT 71 GOOD 72 FAIR 73 DETERIORATED 74 RUINS 75 UNEXPOSED 76 ALTERED 82 DESTROYED 85 DEMOLISHED

16. INVENTORIED BY

Lisa Soderberg

AFFILIATION

HAER/Washington State Bridge Inventory

DATE

April 1980

17. DESCRIPTION AND BACKGROUND HISTORY, INCLUDING CONSTRUCTION DATE(S), HISTORICAL DATE(S), PHYSICAL DIMENSIONS, MATERIALS, EXTANT EQUIPMENT, AND IMPORTANT BUILDERS, ENGINEERS, ETC.

"With brilliant formality, the Columbia River Interstate bridge yesterday swung into its niche in the great scheme of commercial and industrial development of the Northwest," reported the Oregonian on February 15, 1917. The vertical lift bridge, consisting of a series of through riveted truss spans with polygonal top chords, was the second highway bridge to cross the Columbia River, linking Portland, Oregon and Vancouver, Washington. It replaced a ferry boat which "tooted a mournful salute to the cheering thousands crowded on the bridge." Construction which began on the bridge in March 1915, was completed in January 1917. On February 14, 1917, the vertical lift span was formally opened to traffic.

The bridge was built by the people of Clark and Multnomah Counties under the direction of the Columbia River Interstate Bridge Commission. The monumental importance and pride that the people of Clark and Multnomah Counties instilled in the structure is reflected in a quotation by the 19th century art critic, John Ruskin, mounted on a

18. ORIGINAL USE

Bridge/vehicular

PRESENT USE

Bridge/vehicular

ADAPTIVE USE

19. REFERENCES—HISTORICAL REFERENCES, PERSONAL CONTACTS, AND/OR OTHER

Washington State Department of Transportation files.
Bridge PlateE.E. Howard, "Columbia River Interstate Bridge," Pacific Builder and Engineer, 29 June 1917, pp. 7, 8, 18, 19."State of Washington Moves to Abolish Toll Bridges," Engineering News-Record, 89, 1927, p. 856.

20. URBAN AREA 50,000 POP. OR MORE?

 YES NO

21. HCRS REGION

N W

22. PUBLIC ACCESSIBILITY

 YES, LIMITED YES, UNLIMITED
 NO UNKNOWN

23. EDITOR INDEXER

24. LOCATED IN AN HISTORIC DISTRICT?

 YES NO NAME

DISTRICT I.D. NO

