

10 — Mosby Creek Bridge • Constructed in 1920 (Restored in 1990) • Cost \$4,125 • Span 90 ft. • Design, timber through (Howe) truss • Open to traffic • Located on Layng Road east of Cottage Grove. - This is Lane's oldest covered bridge and is typical of most of the smaller covered bridges in the County. It is located in one of the most picturesque settings. 11 - Office Bridge (Cover photo)(The longest covered bridge in Oregon) • Constructed in 1944 • Span 180 ft. • Design, triple (Howe) truss • Open to traffic • Located at the north edge of the town of Westfir. — Built with triple trusses and beams to support logging trucks, this bridge originally connected a mill with the mill office, hence its name. Westfir was a company town built in 1923 by the Western Lumber Company. A covered walkway along one side of this bridge gives it a unique look, along with its red exterior with white trim and all white interior.

12 - Parvin Bridge • Constructed in 1921 (Restored in 1986) • Cost \$3,617 • Span 75 ft. • Design, Howe truss • Closed to trucks • Located southeast of Pleasant Hill, off Rattlesnake Road on Lost Valley Lane. - Named for a pioneer family, this current bridge replaced one erected in the late 1880s. This bridge is in daily use by automobiles and is easy to photograph. 13 - Pengra Bridge • Constructed in 1938 (Restored in 1994) • Cost \$7,334 • Span 126 ft. • Design, timber through (Howe) truss • Open to traffic • Located on Place Road just off Jasper-Lowell Rd. - Named for the first General Surveyor of Oregon in 1862, this bridge has the two longest bridge timbers ever cut in Oregon. Measuring 16"x18"x126' the timbers were

rough-hewn in the woods and then finished on site. This bridge location is a photographer's delight.

14 - Stewart Bridge • Constructed in 1930 (Restored in 1996) • Cost \$4,125 • Span 60 ft. • Design, Howe truss • Closed to traffic • Located on Layng Road off Mosby Creek Road near Cottage Grove. - This bridge now serves only pedestrian and bicycle traffic. 15 - Unity Bridge • Constructed in 1936 (Restored in 1994) • Cost \$4,469 • Span 90 ft.

• Design, Howe truss • Open to traffic • Located 2.8 miles north of the community of Lowell. - This bridge represents the "standard" Lane County bridge design typical of the era. An eyelevel full length awning window on one side provides cross traffic visibility for motorist safety. 16 - Wendling Bridge • Constructed in 1936 • Cost \$2,241 • Span 60 ft. • Design, Howe truss Closed to trucks 
Located at milepost 3.5 on Wendling Road — Named for George Wendling who was not only the director of the old Booth-Kelly Lumber Co., but also established the post office and built the company town that bore his name.

17 — Wildcat Creek Bridge (aka Austa Bridge) • Constructed in 1925 (Restored in 1990) • Span 75 ft. • Design, timber through (Howe) truss • Open to traffic • Located near Siuslaw Rd. off State Highway 126 near Mapleton. - This bridge spans Wildcat Creek near the Siuslaw River in a very picturesque setting. A sidewall opening allows motorists to see oncoming cross traffic.

## Other Local Bridges

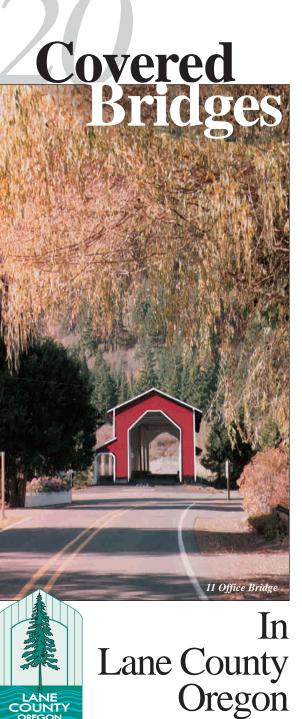
## (These bridges are not owned or maintained by Lane County)

18 - Cannon Street Bridge (Footbridge) • Constructed in 1988 • Span 20 ft. • Timber design · Located on Cannon Street in Greenway Park in the city of Lowell. - This privately constructed bridge doesn't span a waterway but rather serves as a community conversation piece. 19 - Centennial Bridge (Footbridge) • Constructed in 1987 • Span 84 ft. • Design, timber

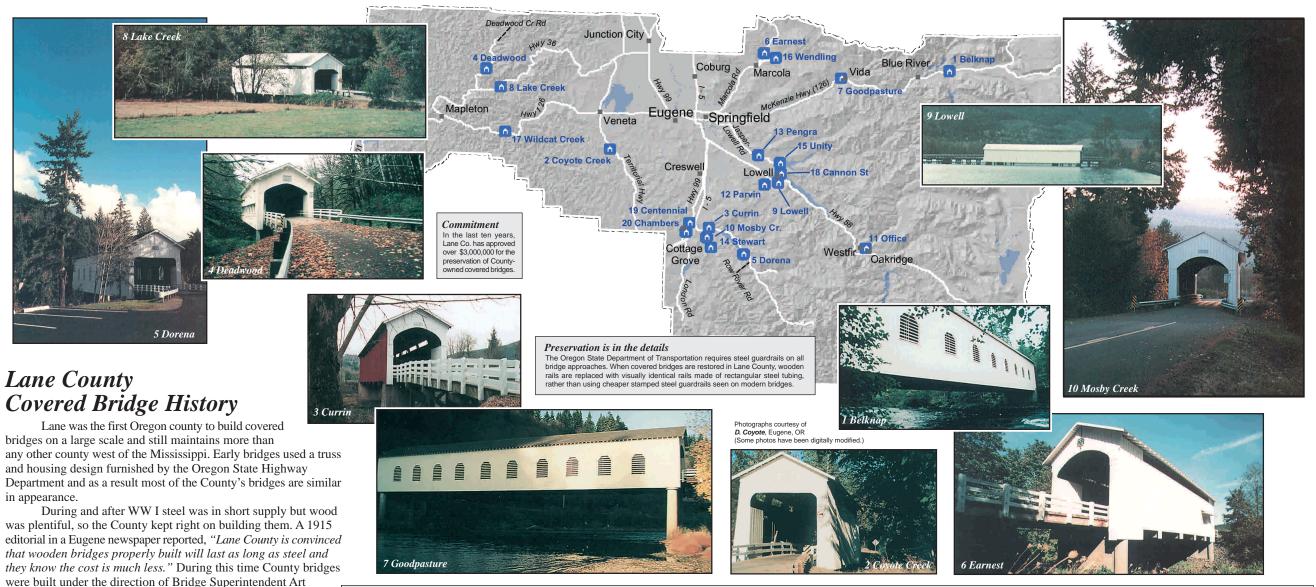
through (Howe) truss . Located adjacent to City Hall in downtown Cottage Grove - Utilizing timbers from dismantled County bridges, a local volunteer work force completed this bridge to commemorate the 100th anniversary of the founding of Cottage Grove.

20 - Chambers Bridge (Oregon's only covered railroad bridge) • Constructed in 1925 • Span 78 ft. • Design, timber through (Howe) truss • Located in Cottage Grove at the intersection of South River Rd. at Harrison St. - Originally built for trains to bring logs to a local mill, this bridge was in use for just seven years when the mill burned down and the trains stopped rolling. It is long abandoned, and in very poor repair, but the heavy steel railroad reinforcing is still in place.

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Striker. Two local builders, Nels Roney and A.S. Miller & Sons, competed for contracts to build the very first bridges in the County. The craftsmanship of both of these builders was a

testimony to their dedication and skill. Lane's covered bridges attract many tourists to the area each year, so the County is reluctant to remove them. Sixteen bridges are listed on the National Register of Historical Places, fourteen are still open to traffic, a testimony to timely rehabilitation and continued good maintenance. Road Funds maintain the ones open to traffic, but no Federal funds are used to maintain any of the others.

5 — Currin bridge \* Considered in 1722 (costored in 1727) \* Cost (costored in 1747) \* Cost (c

4 — Deadwood Bridge • Constructed in 1932 (Restored in 1986) • Cost \$4,814 • Span 105 ft. • Design, Howe truss • Closed to trucks • Located five miles north of Hwy. 36 just off Deadwood Creek Road on Deadwood Loop — Considerable architectural attention has been given to this structure, including false end beams, semi-elliptical portal arches with trim, and a large visibility opening along one side. The setting is a photographer's delight.

5 — Dorena Bridge (aka Star Bridge) • Constructed in 1949 (Restored in 1996) • Cost \$16,547
• Span 105 ft. • Design, Howe truss • Open to vehicles • Located on Shoreview Drive off Garoutte Road near Cottage Grove. — Named after the town of Dorena which was covered by water when the reservoir of the same name was completed in 1949. Rehabilitated and modified with new windows in 1996, this bridge now serves as a rest area and a popular site for weddings.
6 — Earnest Bridge (aka Paschelke Bridge) • Constructed in 1938 • Cost \$2,949 • Span 75 ft.
• Design, Howe truss • Open to traffic • Located on Paschelke Road just off Marcola Road near Marcola. — The second bridge at this location, this bridge appeared in the 1964 movie Shenandoah where it was "altered" to be a Civil War prop then "restored" to its original condition.

7 — Goodpasture Bridge • Constructed in 1938 (Restored in 1987) • Cost \$13,000 • Span 165 ft. • Housed Howe truss design • Open to traffic • Located just off State Highway 126 at the Leaburg Dam near Vida. — Named after a pioneer family homestead, this is Lane County's most visible and probably most photographed covered bridge. The outstanding architectural details include 10 gothic, louvered windows on each side, false end beams, and semi-elliptical portal arches. This is the second longest covered bridge in the state.

8 — Lake Creek Bridge (aka Nelson Mt. Bridge, Nelson Bridge) • Constructed in 1928 (Rebuilt in 1984) • Cost \$3,339 • Span 105 ft. • Design, timber through (Howe) truss • Open to traffic • Located on Nelson Mt. Road, just off State Highway 36, 30 miles west of Highway 99. — This is the only County bridge not listed on the National Register of Historic Places. Located near the old Nelson Forest Service camp, this bridge is in a very photographable rural setting.

9 — Lowell Bridge • Constructed in 1945 • Cost \$25,473 • Span 165 ft. • Design, timber through (Howe) truss • Closed to traffic • Located just off State Hwy, 58 at the Lowell intersection. — At 24 ft. this is the widest covered bridge in the County. The bridge was raised 6 ft. in 1953 before Dexter Dam was completed and the reservoir filled for the first time. Plans are underway to restore this bridge transforming it into an interpretive tourist information center.