Covered Bridges

11 — Office Bridge • Constructed in 1987 • Span 84 ft. • Design, timber through (Howe) truss • Closed to traffic • 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.

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 at 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 $7,534 • Span 126 ft. • Design, timber through (Howe) truss • Open to traffic • Located on Place Road just off Highway-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 1919 (Restored in 1996) • Cost $4,425 • Span 60 ft. • Design, Howe truss • Closed to traffic • Located on Layng Road off Mohry Creek Road near Cottage Grove. — This bridge now serves only pedestrians and bicycle traffic.

15 — Unity Bridge • Constructed in 1918 (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 eye-level full-length awning window on one side provides cross traffic visibility for motorists safety.

16 — Wendling Bridge • Constructed in 1946 • 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 sidewalk running along one side of the bridge offers a unique view, along with a red exterior with white trim and all white interior.

Other Local Bridges

These bridges are not owned or maintained by Lane County.

18 — Cannon Street Bridge (Footbridge) • Constructed in 1987 • Span 84 ft. • Design, timber through (Howe) truss • 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 rail reinforcement is still in place.

Lane County on the Internet — http://www.lanecounty.org

Published 2003 by: Lane County Public Work Department

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Lane County Covered Bridge History

Lane County, located in the westernmost corner of Oregon, is known for its rich history and well-preserved covered bridges. The county was the first in Oregon to build covered bridges, a practice that continued for many years. Lane County has 16 active covered bridges, a testament to the dedication and skill of its builders. These bridges are not only a testament to Lane County’s past but also a reminder of the county’s commitment to preserving its heritage.

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. During and after WW I steel was in short supply but wood was plentiful, so the County kept right on building them. A 1915 editorial in a Eugene newspaper reported, “Lane County is convinced that wooden bridges properly built will last as long as steel and they know the cost is much less.” During this time County bridges were built under the direction of Bridge Superintendent Art Striker.

Covered Bridge History

1. Belknap Bridge • Constructed in 1966 (Restored in 1990) • Cost $86,430 • Span 120 ft. • Design, timber through (Howe) truss • Closed to traffic • Located on King Road West off McKenzie Road near Cottage Grove. — Named after the town of Belknap 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.

2. Coyote Creek Bridge • Constructed in 1922 • Cost (unknown) • Span 60 ft. • Design, timber through (Howe) truss • Closed to trucks • 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 with trim. A large visibility opening along one side. The setting is a photographer’s delight.

3. Currin Bridge • Constructed in 1929 (Restored in 1986) • Cost $2,949 • Span 75 ft. • Design, timber through (Howe) • Closed to traffic • Located on Battle Creek Road just off Territorial Highway south of Vida. — Named after the town of Currin which was covered by water 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.

4. Deadwood Bridge • Constructed in 1932 (Restored in 1988) • Cost $4,814 • Span 105 ft. • Design, Howe truss • Open to traffic • Located on Laying Road 12 miles from Row River Road near Cottage Grove. — Named after a pioneer family in the area, this bridge replaced an earlier covered bridge built in 1883. Currin Bridge is the only one in Lane County with white portals and red sides.

5. Dorena 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 it was “altered” to be a Civil War prop then “restored” to its original condition.

6. Earnest Bridge • Constructed in 1938 • Cost $2,949 • Span 75 ft. • Design, timber through (Howe) • Open to traffic • Located on Pascullia Road just off Marcola Road near Marcola. — The second bridge at this location, this bridge appeared in the 1964 movie Shenandoah.

7. Goodpasture Bridge • Constructed in 1938 (Rebuilt in 1984) • Cost $3,339 • Span 105 ft. • Design, timber through (Howe) truss • Open to traffic • Located just off State Highway 126 at the Goodpasture 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 with trim. A large visibility opening along one side. The setting is a photographer’s delight.

8. Lake Creek Bridge • Constructed in 1945 • Cost $25,473 • Span 165 ft. • Design, timber through (Howe) • Open to traffic • Located on State Highway 58, 10 miles west of Highway 19. — 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 photographic rural setting.

9. Lowell Bridge • Constructed in 1945 • Cost $3,339 • Span 105 ft. • Design, timber through (Howe) • Open to traffic • Located on Nelson Mt. Road, just off State Highway 58, 10 miles west of Highway 19. — 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 photographic rural setting.

10. Mosby Cr Bridge • Constructed in 1938 • Cost $87,150 • Span 165 ft. • Design, timber through (Howe) • Open to traffic • Located on Mosby Creek Road. — Named after R.S. Belknap who built the Belknap Springs resort. His son, J.H. Belknap, had an early bridge built here in 1850 which was replaced by a new one in 1938.

Preservation is in the details

The Oregon State Department of Transportation requires steel guardrails on all bridge approaches. When covered bridges are restored in Lane County, wood rails are replaced with visually identical rails made of rectangular steel tubing, rather than using cheaper stamped steel guardrails seen on modern bridges.