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OVERVIEW

Oregonians have long recognized that preservation of the state's historic and scenic resources play a vital role in the enhancement of the state's economic base, and in maintaining its citizens' pride in and respect for its historic and natural resources.

Oregon's immense wealth of history and diverse scenery provide unlimited recreation potential for residents and visitors alike.

On the Oregon Coast, rich estuaries, rocky shorelands, vast beaches, rolling dunes, and massive promontories provide for a feast of scenic expanses. The world-renowned Columbia Gorge is both a magnificent scenic resource and a major link to the state's early settlement. The Willamette Valley contains expansive agricultural vistas and traces of some of the earliest settlements in the Northwest. The state's scenic resources range from the magnificent Cascades, Klamath, Coast, and Blue Mountains to the desert, basin, and range country of the eastern part of the state. Spectacular geologic wonders extend through Southern and Central Oregon.

Early efforts to develop a state transportation system foresaw the importance of preserving the state's scenic and historic values. In 1913, the first state highway commission was authorized to build a state highway system, which included the Pacific Highway, Columbia River Highway, Oregon Beach Highway, The Dalles-California Highway, Central Oregon Highway, McKenzie Highway, and an east-west highway from Eugene to Prineville, and from the Central Oregon Highway to Ontario. The enormous task of constructing the Columbia River Highway in the Columbia Gorge focused on the need to construct a scenic highway that would complement the beauty of the area. This concern for enhancement of scenic areas is reflected in many of the early records of highway building.

Concern for the state's scenic features was apparent during the 1919-20 biennium when the highway commission supported legislation that would protect standing timber and allow the planting of new trees along state highways. Efforts to improve conditions for the highway user during this period included the development of roadside rest areas, tree planting, and outdoor advertising regulations.

In 1934, the federal government became involved in highway beautification. The Bureau of Public Roads, the predecessor to the Federal Highway Administration, under the National Recovery Act, required "the appropriate landscaping of parkways or roadsides on a reasonable extensive mileage and involving not less than one percent of the total apportionment to each state." This program was intended to become an integral part of road construction. The preservation of scenic features was addressed during field location of highways, and through saving top-soil, selective tree-cutting, rounding of slopes, and seeding and planting. When possible, roads were designed to conform with the natural setting.

The mid-1950s and early 1960s saw a revised interest in highway beautification. In 1961 the Legislature created a seven-member Scenic Area Board to be appointed by the Governor. This board was responsible for identifying areas along highways that possessed unusual natural scenic beauty. Advertising signs and junkyards were to be prohibited in these areas with few exceptions. Approximately 3,500 miles of scenic areas along highways were designated under this program. The Scenic Areas Act was repealed in 1977, however, the designations remain valid and subject to the regulation of signs and junkyards.
Federal efforts to control advertising signing began with the “Bonus Act” legislation of 1958 which encouraged states to develop advertising regulations consistent with national standards through a “bonus” federal-aid payment. Federal funding was available during the 1960s to acquire scenic easements along state highways. Oregon participated in these programs and acquired a number of scenic strips and easements. In 1965, the Highway Beautification Act was passed by Congress. The intent of this legislation was to mandate billboard control for all states, and extend control to the primary road system. Oregon revised the Oregon Motorist Information Act in 1971 to comply with the federal legislation.

In 1974, the federal government directed all states to participate in a national scenic highway study for the purpose of determining the feasibility of establishing a national scenic highway system. At the conclusion of this study it was determined that the individual states should set up their own scenic highway programs. Oregon did not establish a program at that time due to lack of funding for program implementation and local interest.

During the 1983 Legislative Session, a statewide concern for preservation of major historic and scenic features of the state highway system created the impetus for passage of Senate Bill 643 which was subsequently amended in 1985. This legislation directed the Department of Transportation to conduct a study of the historic and scenic features of the state highway system, and, to designate appropriate sections of highways or related structures for purposes of preservation.

The Department of Transportation presently addresses historic and aesthetic resources in the transportation planning process under the 1970 National Environmental Policy Act, the 1966 National Historic Preservation Act, and Oregon Revised Statutes Chapter 197 and 377.
As directed by the state's Historic and Scenic Highway Law, the Oregon Transportation Commission appointed an eight-member citizen advisory committee to assist Department staff in carrying out an inventory and evaluation of the state highway system.

Definitions

Historic and Scenic Highway: Any state highway so designated by the Oregon Transportation Commission under provisions of the Historic and Scenic Highway Program.

Historic Features: Outstanding values and related structures within state highway rights-of-way which illustrate the historic development of Oregon.

Scenic Features: Values within state highway rights-of-way which provide outstanding visual qualities and opportunities and are of such significance to constitute a destination or preferred route for the traveling public.

Policies

1. While this study was confined to the state highway system, other significant historic and scenic travel routes brought to the attention of the Oregon Highway Division was identified for possible future study or use.

2. The intent in designating highway segments or related structures within state right-of-way as historic and scenic was to provide a signal to the agency that precautionary and perhaps additional measures must be taken in proposing activities that may impact identified values of significance.

3. The objective of this study was to designate only the state's most outstanding highways and related structures. The Old Columbia River Highway is an example of a highway nationally known for its historic and scenic values.

4. A designation is an official acknowledgment that there are outstanding historic or scenic values of the highway itself.

Inventory

An initial inventory of the state highway system was conducted to identify the most significant historic and scenic segments and structures on the state highway system and those segments of highway that provide outstanding scenic views. The actual inventory was conducted by Highway Division Region staff. The advisory committee identified areas for inventory consideration. Local government, interested federal and state agencies, and historic associations also were asked to submit recommendations. To assist the Highway regional staff in the inventory process, the following eligibility guidelines were used:

1. The highway segment provides an outstanding view or vista.

2. The highway segment or structure contain outstanding or particularly unusual historic values which illustrate the development of Oregon.
3. The highway segment provides for historic or scenic values which promote use of the facility as a destination or preferred route.

4. Historic or scenic values provided by the highway segment or structure appear in local or regional travel promotional literature.

5. The highway segment or structure contain unique design or construction features.

6. The highway segment or structure contains significant features that are connected with a notable designer or architect.

7. The significant views or vistas provided by the highway segment contain unique examples of landforms, vegetation, or scenic values of the geographic region.

8. The significant historic or scenic values are recognized by the local population.

Upon completion of the initial inventory, Highway Division Region staff presented the information, supplemented with slides, to the advisory committee. The committee then rated the areas utilizing the following evaluation criteria:

1. A determination that the candidate is exceptionally rare and beautiful, and/or historically significant.

   The visual qualities of the segment or those viewed from the segment are considered one-of-a-kind and included among Oregon's most extraordinary scenic resources. The segment or structure possesses outstanding historic significance that illustrates the historic development of Oregon.

2. A determination of statewide recognition.

   The candidate's values are broadly known throughout the state.

3. A determination of use of the segment/structure as a destination and/or preferred route of the traveling public.

In addition to providing general transportation needs, the segment/structure is used for the purpose of enjoying the identified qualities.

It was determined that all areas rated as high or top priority would be retained for further consideration. At that time, due to legislative clarification from the Senate Interim Transportation and Tourism Committee, the areas that contained significant features within highway rights-of-way were separated from those highway segments that provided for outstanding scenic views outside the right-of-way. A second round of evaluations were held with regional staff and advisory committee members to review the full committee's determinations for each region. Following this a final listing of highway segments and related structures was established by the committee for recommendation to the Transportation Commission as designations under Senate Bill 643. The Committee developed recommendations on how best to address the segments that traverse outstanding scenic areas.
DESIGNATED HISTORIC AND SCENIC HIGHWAY SECTIONS

1. Columbia Gorge Scenic Highway
   Section 1 State Hwy. 125
   Mileposts 1.85-23.44
   Section 2 37.60 miles
   Section 3 State Hwy. 292
   Mileposts 0.37-14.99

2. Fremont Bridge
   I-405 State Hwy. 61
   Mileposts 2.59-3.98

3. Willamette Falls Viewpoint
   Rockwork, I-205 State Hwy. 64
   Milepost 7.70

4. Willamette Falls Viewpoint
   Rockwork, U.S. 99E State Hwy. 1E

5. St. John's Bridge
   U.S. 30 State Hwy. 123
   Mileposts 0.57-1.25

6. Cape Falcon Rockwork
   U.S. 101 State Hwy. 9
   Mileposts 40.49-41.17

7. Depoe Bay Bridge & Rockwork
   U.S. 101 State Hwy. 9
   Mileposts 127.35-127.63

8. Yaquina Bay Bridge
   U.S. 101 State Hwy. 9
   Mileposts 141.37-141.98

9. Alsea Bay Bridge
   U.S. 101 State Hwy. 9
   Mileposts 155.25-155.82

10. Siuslaw River Bridge
    U.S. 101 State Hwy. 9
    Mileposts 190.84-191.15

11. Umpqua River Bridge
    U.S. 101 State Hwy. 9
    Mileposts 211.00-211.42

12. McCullough Memorial Bridge
    U.S. 101 State Hwy. 9
    Mileposts 233.48-234.50

13. Cape Perpetua Rockwork
    U.S. 101 State Hwy. 9
    Milepost 166.40

14. Sea Lion Point Rockwork
    U.S. 101 State Hwy. 9
    Mileposts 178.82-179.18

15. Cape Creek Bridge
    U.S. 101 State Hwy. 9
    Mileposts 178.29-178.42

16. Rogue River Bridge
    U.S. 101 State Hwy. 9
    Mileposts 327.51-327.88

17. Green Springs Highway
    ORE 66 State Hwy. 21
    Mileposts 8.45-49.66

18. Oregon Caves Highway
    ORE 46 State Hwy. 38
    Mileposts 8.01-19.51

19. Siskiyou Highway, Old 99
    State Hwy. 273
    Mileposts 0.00-6.57

20. McKenzie Highway
    ORE 242 State Hwy. 15
    Mileposts 61.80-83.81

21. Crooked River Bridge
    U.S. 97 State Hwy. 4
    Mileposts 112.50-112.80

22. Crooked River Highway (Palisades)
    ORE 27 State Hwy. 14
    Mileposts 6.00-20.00

23. John Day Highway - Pictographs
    U.S. 26 State Hwy. 5
    Mileposts 125.34-125.45

24. La Grande-Baker Highway - Trees
    ORE 30 State Hwy. 66
    Mileposts 44.67-48.00

25. Dooley Mountain Highway, ORE 245
    State Hwy. 415
    Mileposts 20.16-37.03
The Columbia River Highway, from Astoria to The Dalles, was started in 1913. The construction of this highway through the Columbia Gorge was considered an engineering achievement that was unequalled in its day. Steep escarpments and solid rock necessitated the construction of a series of bridges, viaducts, and tunnels along the narrow area between the river and bluffs. In addition to the engineering feat in designing the roadbed, great efforts were made to blend the highway into the magnificent scenery of the Gorge. The highway was completed in 1922.
The segment of this highway identified for historic and scenic designation extends from the Sandy River near Troutdale to the west city limits of The Dalles, a distance of 73.8 miles. This segment was included as a historic district in the National Register of Historic Places in December 1983. The highway is also recognized as a National Historic Civil Engineering Landmark by the American Society of Civil Engineers. The designation termini coincides with those of the district, which includes the original route through the cities of Troutdale, Cascade Locks, Hood River, and several unincorporated communities. Most of the original highway structures still exist, including 17 bridges, 7 viaducts, and 3 tunnels.

Coordination between the Department's Highway Division, State Parks Division, and U.S. Forest Service is essential to the preservation of the highway and its corridor. Wherever possible, efforts should be made to utilize similar materials and designs in carrying out maintenance activities. Attention should also be given to selective trimming of roadside trees to open views for the highway users.
This structure, a steel through tied arch type, was constructed across the Willamette River in Portland in 1973 at an approximate cost of $80 million. The bridge is a total length of 2,159 feet with a main span length of 1,255 feet.

The Fremont Bridge was designed by Parsons, Brinckerhoff, Quade, and Douglas of New York. Its graceful sweep across the Willamette is widely recognized as one of Portland's most distinctive visual landmarks.

Overall, this structure is in good condition. It will require routine maintenance of the asphaltic concrete wearing surface on the upper deck and painting of the structural steel.
This portion of Interstate 205 was constructed during the early 1970s. A viewpoint was constructed on the west bank of the Willamette River near Willamette Falls. This viewpoint provides for parking and contains an interpretive sign which describes the historic development of the area.

A wall, constructed of native rock, extends across the length of the viewing area. Although there is no historic significance associated with the wall itself, its aesthetic qualities greatly enhance the highway and viewpoint, and is a fine example of present day attention to the need for highway beautification.
This section of Highway 99E, just south of Oregon City, was constructed during the mid-1920s and the viewpoint was constructed at a later date. The viewpoint overlooks Willamette Falls and contains interpretive signs which tell of the historic development of the area. Low rock walls extend for the entire length of the viewpoint.

There are actually three separate sections of highway that contain the rock walls between the highway and the Willamette River. The low wall is constructed of native rock and contains a series of arches which extend from the base.
This structure was built by Multnomah County in 1931 and became part of the state highway system in the 1970s. The steel suspension bridge was designed by the internationally known bridge engineer, David Steinman.

This bridge is well known for its innovative design. Steinman used the highest concrete rigid frame pier in the world, the first use of main steel towers without conventional bracing, the use of prestressed rope strands instead of the conventional parallel wire cable construction, and the use of riveted silicon steel plates in place of eyebars for anchorage chains.

The bridge is included in the recently completed ODOT Historic Highway Bridge Study and considered eligible for the National Register of Historic Places. The structure is also a designated Portland Historical Landmark.

A number of the hanger cables were replaced soon after the bridge was turned over to the State. It is anticipated that additional cable replacement will be needed. The concrete deck is in need of repair and resurfacing, and the structural steel will need repainting in the future. The overall condition of the structure is good.
The Oregon Coast Highway traverses the seaward side of Neahkahnie Mountain allowing for spectacular viewing of the coastline. Of special interest, around Cape Falcon, a large promontary, is a solid rockwork wall.

The wall continues for 0.68 mile above a series of half viaducts and the Neahkahnie Chasm Bridge providing several pull-outs for viewing. This section of highway also lies within the Oswald West State Park. The wall was constructed under the federal Public Works Administration Program during the 1930s.

This section of highway which skirts Neahkahnie Mountain provides some of the most spectacular views of the Oregon coastline. The solid parapet wall enhances the appearance of the highway and provides a sense of local history and beauty for travelers.
The Depoe Bay Bridge and adjoining rock wall is located within the Depoe Bay State Park.

This single span reinforced concrete arch structure was constructed across the mouth of Depoe Bay in 1927. In 1940 the bridge was widened to double its capacity and provide five foot sidewalks and a subway walk to permit pedestrians to cross under the roadway. The bridge has a total length of 312 feet.

A solid rock wall continues from the north end of the bridge for a distance of 0.35 miles. The construction of this wall was carried out under the Federal Public Works Administration Program during the 1930s.

This structure is recognized for its structural and design compatibility with the environment of the coastline. The bridge is included in the recently completed ODOT Historic Highway Bridge Study and is considered eligible for the National Register of Historic Places.

The overall condition of this structure is below average. The bridge is experiencing localized deterioration of the reinforcing and spalling of the concrete. It will require fairly extensive repairs in the near future.
Begun in 1914, the Roosevelt Highway (Oregon Coast Highway) was completed in 1932 from Astoria to California except for five bridges across major coastal estuaries. Construction of bridges across major waterways was all that was needed to provide continuous transportation along the entire coast, and thereby replace inadequate ferry service. The bridges still needed were across Alsea Bay in Waldport, Yaquina Bay in Newport, Siuslaw River in Florence, Umpqua River in Reedsport, and Coos Bay in North Bend.

Unable to finance the construction of these bridges with ordinary highway funds, the State arranged for financing with the Public Works Administration under the National Recovery Act. This federal program was developed primarily to finance the construction of public facilities while providing jobs for the unemployed. The state initially planned to finance the coast bridges through a federal grant and loan to be repaid by revenues from toll receipts. Shortly thereafter the state legislature removed the authority to establish toll bridges in the state so the bonds were sold on the open market. The total construction cost of the five bridges was $5,455,847.

Conde B. McCullough, Assistant State Highway Engineer and Bridge Engineer, was responsible for preparation of the bridge design and plans. McCullough directed the construction of the bridges until October, 1935. At this time he was granted a leave of absence to accept an appointment with the U.S. Bureau of Public Roads in Central America. In McCullough's absence, Glen Paxson, Acting Bridge Engineer, supervised the remaining construction. At the close of the 1934-36 biennium all five of the coast highway bridges were completed and open to traffic. These bridges today are all widely known for their aesthetic and historic values.
The Yaquina Bay Bridge is the most northerly of the five major coast bridges completed in 1936. Located in Newport, the structure spans the Yaquina Bay for a distance of 3,223 feet. The main spans of this structure consist of a 600-foot steel arch flanked on either side by a 350-foot structure with five concrete arch spans extending to the south approach, connecting to a concrete viaduct with a plaza. A shorter concrete viaduct with a similar plaza also connects the north approach of the structure.

Of special interest are the bridge's decorative elements, including ornamental spandrel deck railing and brackets, fluted entrance pylons, and a pedestrian plaza with elaborate stairways leading to observation areas.

The deck, curb, and railing of the structure were replaced several years ago due to severe deterioration of the deck. There presently is some corrosion damage in the concrete spans at the north approach. The structural members are in need of minor repair and on-going painting is required. In general, considering the age of the structure, it is in average condition.

The bridge is included in the recently completed ODOT Historic Highway Bridge Study and considered eligible for the National Register of Historic Places.
Traveling south, the second of the five major coast bridges is a reinforced concrete through tied arch structure spanning the Alsea Bay for a distance of 3,028 feet. A 210-foot concrete arch stretches over the main channel, with smaller 154-foot concrete arches on each side. At both ends of the three main arches are three 150-foot concrete arches, with the arches placed below deck level.

Decorative features include ornamental railing and spandrel post brackets, fluted entrance pylons, obelisk spires at the arch portals, and a pedestrian observation plaza. The structure was officially determined eligible for the National Register of Historic Places in March, 1981.

Because of extensive deterioration from the severe marine environment, the Highway Division has recommended replacement of the structure. In consideration of the public’s concern for the structure’s future, the Transportation Commission conducted an independent study of the bridge which concluded, “While preserving the structure would be desirable from a historic standpoint, the results of this rehabilitation study indicate that the replacement of the existing structure is the most suitable and effective course of action to take at Alsea Bay”.

In response to a review of the rehabilitation study, the Historic and Scenic Highway Study’s Citizen Advisory Committee recommends, “After review of the consultant’s report, it is the opinion of the Historic and Scenic Highway Study Citizen Advisory Committee that it is not economically feasible to preserve the Alsea Bay Bridge. Furthermore, the committee strongly recommends that one of the principal criteria in the selection of a consultant be expertise in the aesthetic and architectural details of bridge construction.” As of this writing, the Alsea Bay Bridge is scheduled for replacement and is being designed by a private consulting firm.
The third major coastal bridge, from the north, crosses the Siuslaw River at Florence. This structure consists of a double leaf steel bascule draw span for navigation purposes. On each side of the draw span is a concrete arch span with the arch ribs above the deck level. A concrete viaduct extends from the north and south approaches providing a total structure length of 1,568 feet.

The overall condition rating of this bridge is average or above average. The machinery in the movable spans is old and will need rehabilitation some time in the near future. The steel members require normal routine maintenance painting.

The Siuslaw Bridge is the smallest and least expensive of the five coast bridges. Interesting ornamental features include the detail on the approach pylons, ornate railing and the obelisk towers. The bridge is included in the recently completed ODOT Historic Highway Bridge Study and considered eligible for the National Register of Historic Places.
From the north, the Umpqua River Bridge at Reedsport is the fourth of the five major coast bridges. This structure is a 430-foot steel through truss central span, with two concrete through tied arch spans at both ends. It is the largest swing span bridge in Oregon.

The condition of this structure is above average. There is no apparent corrosion damage in the concrete spans and the steel spans were painted in 1983.

Although not as ornate as some bridges designed by C. B. McCullough, the Umpqua Bridge contains decorative railings, bracketing, and approach pylons. The bridge is included in the recently completed ODOT Historic Highway Bridge Study and considered eligible for the National Register of Historic Places.
The most southern of the major coastal bridges, the Coos Bay Bridge, is a steel through truss type structure. The bridge consists of a 1,709 foot cantilever truss main span flanked by a series of concrete arches varying from 170 feet to 265 feet in length.

The construction of this bridge was accomplished through two contracts. The Northwest Roads Company of Portland built the piers and concrete approaches; and, the Virginia Bridge and Iron Company of Roanoke, Virginia built the structural steel of the cantilever span and concrete deck.

The general condition of this bridge is average to above average. Routine maintenance with a major expenditure for painting is required in the foreseeable future.

This structure has the distinction of being the longest of the coast bridges with a length of 5,305 feet, and, was most costly to construct at $2,143,391. The bridge's distinctive architectural and decorative features makes it one of the most widely known coastal bridges. The bridge is included in the recently completed ODOT Historic Highway Bridge Study and considered eligible for the National Register of Historic Places.
Construction of the Lincoln County section of the Roosevelt (Coast) Highway was completed in the early 1930s. The rockwork wall along this section was constructed of native rock under the federal Public Works Administration during the 1930s. The rockwork wall visually enhances the highway as it winds around the Cape, blending with the vertical exposed rock on the cliffs.
This section of rock wall extends around Sea Lion Point, providing a pull-out for viewing, to the entrance of the Sea Lion Caves parking lot. The wall is a low, solid structure and believed to have been built under the federal Public Works Administration Program during the early 1930s.

The wall is significant in that it is representative of the early development of the highway and accentuates the scenic beauty of the point.
This reinforced concrete deck and structure was designed by C. B. McCullough and constructed in 1931. The structure consists of a 200-foot open-spandrel flanked by a double tier series of small arches. To gain a full appreciation of the structure and its architectural detail, it is best viewed from Devils Elbow State Park rather than from the highway.

There is advancing deterioration of the concrete due to corrosion of the reinforcing steel. A repair contract is proposed for this structure. In general, the structure is in below average condition.

The bridge is included in the recently completed ODOT Historic Highway Bridge Study and considered eligible for the National Register of Historic Places.
This structure, which crosses the Rogue River at Gold Beach, is yet another design of noted state bridge engineer, C. B. McCullough. The bridge consists of seven 230-foot reinforced concrete arch spans and 360 feet of reinforced concrete approach with sidewalks on either side.

The bridge was completed in 1931. At the time of construction this bridge had the distinction of being the largest structure on the state highway system. The bridge is nationally important because it was the first structure in America to be constructed with the Freysinnet method of arch decentering and stress control. The success of the bridge led to the wide use of prestressing techniques.

In consideration of its age, this structure is in above average condition. There is a local distress problem in the concrete which will require minor repair.

Architectural and decorative features include fluted, art-deco entrance pylons, dentils, ornate bracketing and sidewalk railing, fluted spandrel columns and detailed arched fascia curtain walls.

The bridge is included in the recently completed ODOT Historic Highway Bridge Study and considered eligible for the National Register of Historic Places. The bridge is also recognized as a National Historic Civil Engineering Landmark.
This route was officially designated during the 1917-18 biennium as a state highway known as the Ashland-Klamath Falls Highway. The road was initially constructed between 1868 and 1873, and was first known as the Southern Oregon Wagon Road. In places this road coincided with the Applegate Trail. Improvement of the road as a state highway commenced in 1919 and continued for several years.

The present highway maintains the integrity of the original construction, being a series of sharp curves and dips and rises. At its western terminus its descent into Bear Creek Valley affords travelers panoramic views of Ashland and the surrounding hills.
This portion of the Oregon Caves Highway was completed in 1922 by the federal Bureau of Public Roads under a cooperative forest road agreement. With the completion of this project better access was provided for tourists to the Oregon Caves National Monument. Further improvement followed in 1929 when the Highway Department widened the road for two-way travel.

In traveling over this section of road between Cave Junction and the Caves, the highway passes through dense timber of the Siskiyou National Forest. The sharply winding road hugs the natural contours of the land producing a slow but enjoyable ride. The integrity of this highway should be maintained by retaining the existing alignment.
This section of highway was part of the original Pacific Highway and was one of the first sections improved under the State Highway Commission established in 1913. Grading of this six and one-half mile section was completed in 1914, and pavement constructed in 1921. Subsequent construction of I-5 over the Siskiyou Summit bypassed this section, which now serves as a local access road.

Historically this route followed the old north/south Indian Trail, the Siskiyou Wagon Road of the 1850s, and the California-Oregon Stage Road. The road winds its way up towards the summit providing spectacular views of the valley and surrounding mountains. After crossing the concrete bridge at Steinman, the road makes a complete loop, passing under the railroad.

Two structures are included within this segment, the Steinman and Dollarhide Overcrossings. Both structures are included in the recently completed ODOT Historic Highway Bridge Study and are considered eligible for the National Register of Historic Places.
The McKenzie Highway was preceded by the McKenzie Toll Road opened by John Craig in 1872 and the Scott Trail which was blazed by Felix Scott in 1862. After the closure of the toll road Lane County assumed responsibility for the road until 1926 when it became part of the State Highway System.

Improvement of the road to state highway standards was completed in 1939. The engineering of a modern highway over the route was indeed an engineering challenge due to rough topography near the summit and lava beds, which the earlier routes had avoided.

Today this highway is widely recognized as one of the state's most significant historic and scenic highways. The route is used primarily for recreation purposes in the summer, and is closed during the winter months. The highway provides spectacular views of the McKenzie River, the Three Sisters Mountains, and Mt. Washington Wilderness Area.

The present highway near the summit is basically unchanged from the 1939 construction, consisting of a narrow roadway containing many hairpin curves, allowing the traveler to experience the highway's historic roots. Although routine improvements and maintenance must be carried out to ensure public safety, there are no plans to upgrade the highway to today's construction standards. The highway is adequate for the volume and type of use it receives.
This structure crosses the Crooked River Gorge near Terrebonne in the Peter Skene Ogden State Wayside Park, where the Gorge is approximately 300 feet across and 300 feet deep with nearly vertical walls.

Conde B. McCullough, noted state bridge engineer, designed this steel deck arch structure. The bridge was completed July 19, 1926.

The condition of this bridge is above average. The structure is narrow, significantly below current safety levels, and may require widening in the future. Otherwise, only routine maintenance, painting, and minor repairs will be needed.

The aesthetic qualities of the structure are enhanced by the dramatic backdrop of the gorge setting. Architectural features of significance include ornamental bridge railing and rectangular entrance pylons.

The bridge is included in the recently completed ODOT Historic Highway Bridge Study and considered eligible for the National Register of Historic Places.
As part of the early state highway system, grading of this section began during the 1919-1920 biennium; however, paving did not occur until 1976. The highway is noted for its compatibility with the surrounding environment. The roadway was designed and constructed using a minimum of cutting and filling in order to preserve the natural contours of the land.

The highway provides views of unique geologic formations and eroded lava flows have formed naturally sculptured cliffs through a narrow, winding canyon. The Oregon Department of Transportation received a Federal Highway Administration award for the construction of this highway section.

This highway meets all current safety regulations. There are no foreseeable improvements other than routine maintenance.
Indian pictographs can be viewed from this section of the John Day Highway, most of which are beyond the right-of-way on federal land. On the north side of the highway, however, between the roadway and the river, are several pictographs that are within state highway rights-of-way.

Highway construction and maintenance has been sensitive over the years to the presence of the pictographs within the right-of-way, recognizing the unique opportunity for viewing by travelers.
During the mid-1920s approximately 6,000 roadside trees were planted by the State Highway Department along some of the major highways in central and eastern Oregon; primarily along the Columbia River Highway and the Old Oregon Trail Highway. The trees provided a natural windbreak for the highway.

Originally, two rows of willow trees lined the highway between Baker and Haines. Today only a small segment of the roadway has a continuous row of the willows. The preservation of these trees maintain a link with the past and a remembrance of the effort to plant the trees in the arid areas of eastern Oregon. It is felt that this highway section represents the best example of what remains of the earlier tree planting effort.
In the mid 1860s, John Dooley bought a toll road from Dr. J.M. Boyd which ran from Baker to the Malheur and El Dorado Mines over what came to be known as Dooley Mountain. Dooley sold the road to Baker County in the early 1890s, and it became part of the State Highway System in 1920.

Today, this highway provides an excellent example of mountain road construction of its era, following a serpentine route traversing a series of steep flanks. The highway is no longer a vital transportation link and is used primarily by local residents. Efforts should be made to retain the roadway in its present design and condition.
Senate Bill 643 directed the Oregon Transportation Commission to designate segments of state highways that contained significant historic and scenic features for preservation purposes. The bill contained nine preservation directives that would apply upon designation. To address these directives, it was recommended that the Commission establish a process for an historic and scenic highway program.

**Authority**

The Oregon Legislative Assembly has declared it to be in the best interest of the state to maintain and preserve certain highways and highway-related structures for their historical, engineering, recreational, scenic, and tourism significance.

Oregon Revised Statutes 377.100 and 377.105 directed the Oregon Transportation Commission to conduct a study of the historic, scenic, and cultural values of the state highway system. The legislation called for a volunteer citizen committee to advise the Commission on the study. The objectives of the study were to identify, evaluate and designate highways and related structures as historic and scenic.

Upon completion of the Historic and Scenic Highway Study, the Scenic Highway Study Citizens Advisory Committee asked that the Oregon Transportation Commission designate the recommended segments of highways as historic and scenic highways. It was further recommended that the Commission establish an Historic and Scenic Highway Program.

**Designation Provisions**

In accordance with ORS 377.100, upon designation the Department and Commission:

1. Shall provide for the rehabilitation, restoration, maintenance and preservation of those features of the highway or structure that have historical, engineering, recreational, scenic or tourist related significance, whenever prudent and feasible.

2. May consult with the State Historic Preservation Officer, state historic organizations and other appropriate groups or organizations to determine how to best rehabilitate, restore, maintain and preserve the significant features of the highway or structure.

3. In all highway planning and funding considerations, shall provide for the continuance of the significant features of the highway or structure, whenever prudent and feasible.

4. As the Commission determines appropriate, may arrange for and provide for posting of signs, consistent with ORS 377.700 to 377.840 and 387.850, to inform the traveling public of the location and significant features of the highway or structure.

5. Shall not dismantle, destroy, abandon, significantly transform or sell the highway or structure or any portion thereof or take any other action that will adversely affect the preservation of the highway or structure as an historic and scenic highway when it is prudent or feasible not to take such action.
6. May provide for bypass highways to divert damaging traffic from use of the highway or structure or provide other means of limiting or diverting use of the highway or structures by damaging traffic.

7. Are directed to seek and may accept and use for the purposes of this section and ORS 377.100 contributions, gifts, grants and monies from any source, public or private.

8. May hold hearings that have been given appropriate public notification before any significant action is taken relating to a highway, portion of a highway or highway related structure that is so designated.

9. Shall consider aesthetics and environmental effects when the only alternative to rehabilitation or restoration is to replace a portion of a highway or highway related structure so designated.

Designation Application Procedures

Initiation of Application

1. An application can be submitted by any individual.

2. The application must contain the highway name and U.S. or Oregon route number, termini mileposts, and reasons for designation or deletion.

3. Applications are to be directed to the Oregon Department of Transportation (ODOT) Director.

Application Criteria

1. The proposed segment or structure must be part of the state highway system.

2. The proposed segment or structure must contain significant historic and/or scenic values within the right-of-way.

3. The values should be broadly recognized.

Review Procedures For New Proposals

1. New proposals or proposed deletions of designated highways or segments will be evaluated by the ODOT Highway Division staff on a yearly basis or as required.

2. Division staff recommendations will be submitted, when appropriate, to the Oregon Transportation Commission for action.
Procedures for Highway Related Activities or Designated Highways or Segments.

Maintenance and Safety Related Activities

1. Maintenance on designated sections must not alter or degrade the historic and scenic characteristics for which the highway or segment was designated.

2. The Supervisor of the Highway Maintenance District encompassing the designated highway or segment is responsible for all maintenance activities in that area. If the District Maintenance Supervisor determines that maintenance or safety related activities may alter or degrade the historic and scenic qualities of that area, he must notify the Region Engineer of the Region where the particular highway or segment is located. The Region Engineer will make the decision on whether or not to proceed with the maintenance activity or to refer it to the Highway Division, Planning Section for review. All referrals will be in writing describing the area, the problem, and the consequences.

3. The Planning Section will review all referrals from the Region Engineer regarding possible conflicts between maintenance activities and the historic and scenic characteristics of the designated highways or segments.

4. If the Highway Division, Planning Section determines that the maintenance activity will alter or degrade the historic and scenic characteristics of the highway or highway segment, the referral will then be forwarded to an appropriate citizens review committee and Highway Division Technical Task Force for a decision on whether or not to proceed with the maintenance activity in question.

New Construction

1. All new construction or major reconstruction within a designated section will be reviewed by the Highway Division Environmental Section for possible impacts to the historic and scenic characteristics of the highway or segment, through its project environmental classification process. This is standard procedure for all new construction or reconstruction projects in the Highway Division.

2. Potential impacts determined through the environmental classification process will be documented and identified in the appropriate environmental document.

3. During the environmental review process, impacts will be reviewed for prudent and feasible alternatives. A recommendation regarding modification or cancellation of the proposed project will be made during this process.

4. A member of the Highway Division, Planning Section will serve on the Technical Advisory Committee for all projects within the historic and scenic designated sections.
Signing

1. Signs designating the highway or highway segment as a historic or scenic highway will be installed at each historic and scenic designated section.

2. Signs will be of a "keystone" shape and two-toned with cream and brown. (see example on back cover).

Economic Development

1. The Highway Division, Planning Section will notify the Department of Economic Development of any changes in designation of the designated historic and scenic highway sections.

2. The Department of Economic Development may use any information on historic and scenic highways to promote tourism in Oregon.
Prepared by the
Oregon Department of Transportation
Highway Division, Planning Section
Systems Studies Unit

This document is based on the Historic and Scenic Highway Study. Input from the following groups and individuals were very helpful in developing this program.

**Historic and Scenic Highway Study**

**Citizens Advisory Committee**
- Sharr Prohaska, Chair, Portland
- Lewis McArthur, Vice-Chair, Portland
  - Ray Atkeson, Portland
  - Gordon Glass, John Day
  - Sharon Gray, Salem
  - Elizabeth Johnson, Redmond
  - Sam Johnson, Redmond
  - Marjorie O’Harra, Ashland
  - Nellie Ripper, North Bend

**ODOT Technical Task Force**
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- Larry Jacobson
- Gary Potter
- David Powers
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- Claudia Howells
- Dwight Smith
- Mike Stovall
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- Roberta Young