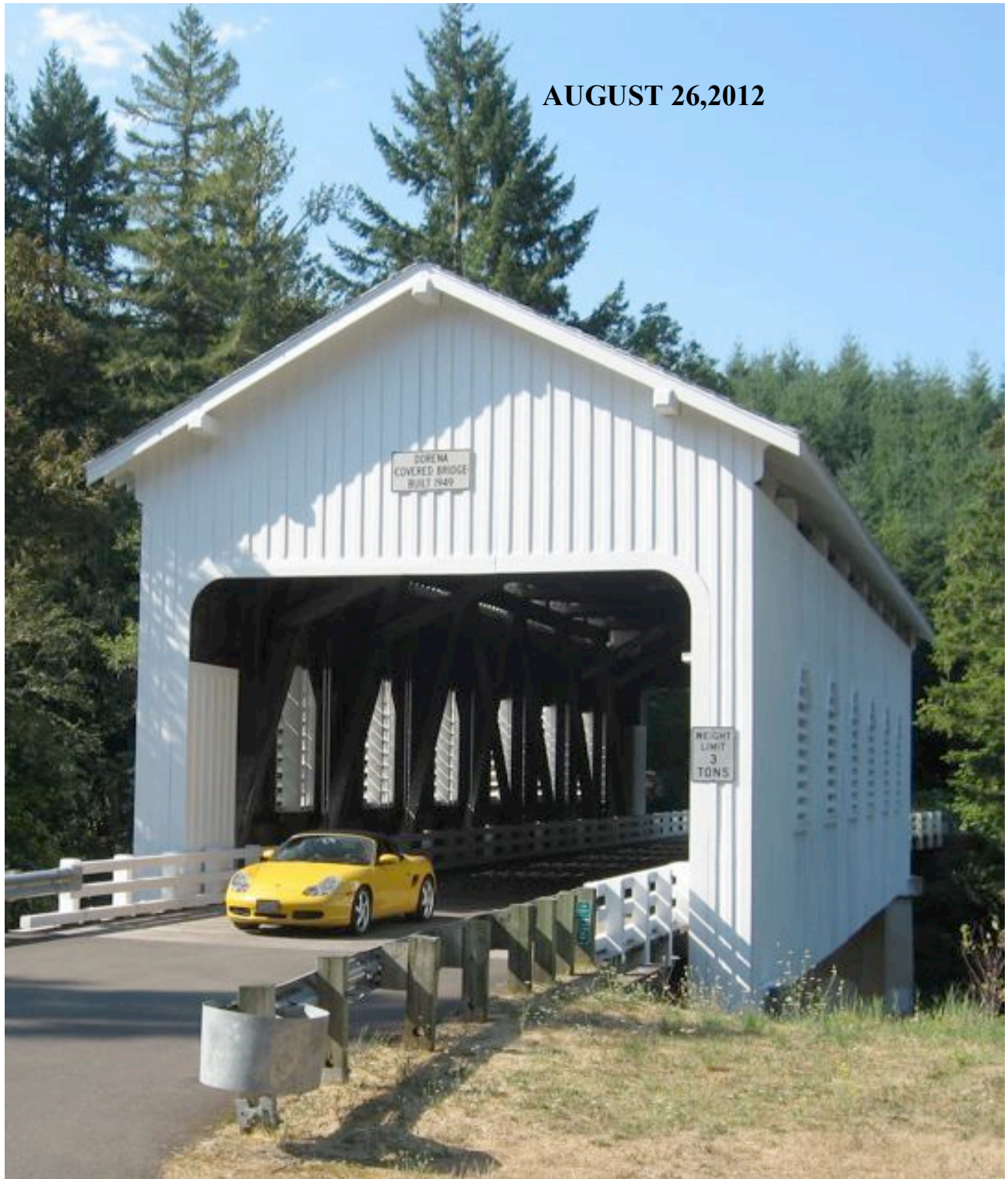


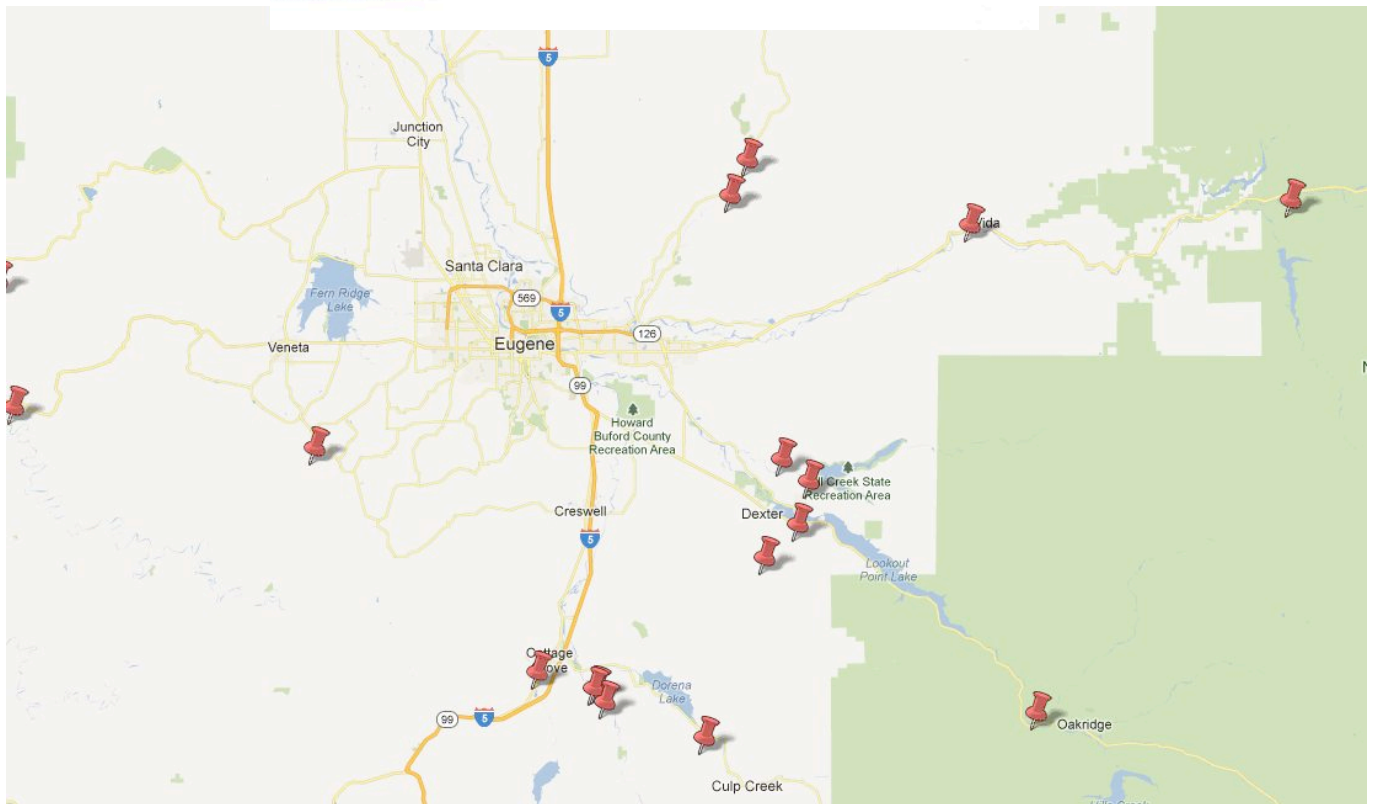
# COVERED BRIDGE TOUR #4

AUGUST 26, 2012



Tourmeister: Bob & Kathleen Ellis

## Stacy's Covered Bridge Restaurant Cottage Grove, Or.



# COVERED BRIDGE TOUR #4

## August 26, 2012

morning

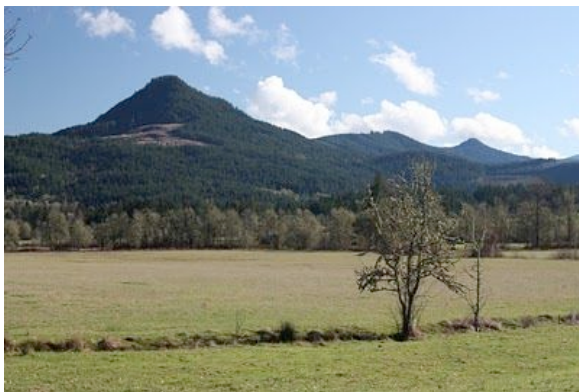
Odometer reading

Leg Length

Village Green parking lot 725 Row River Rd, Cottage Grove

Zero odometer as you exit parking lot.

- |      |   |
|------|---|
| 0.0  | Right out of parking lot exit onto Row River Rd. going south.                                       |
| 1.4  | Left onto Sears Rd. (Killions Market on left)   |
| 11.2 | Right at stop sign onto E. Cloverdale Rd (T intersection)   |
| 13.2 | Right onto Hendricks Rd. (just before sign "end highway maintenance")                               |
| 14.1 | Left at stop sign onto Enterprise Rd.   |
| 15.0 | watch for deer !  |
| 18.0 | Right at stop sign onto OR-58 E/Willamette Hwy. (after school bus lot)<br>passing lane 19.9 to 20.8 |
| 21.4 | Right onto Rattlesnake Creek Rd. (just after State Park, sign on right)                             |
| 21.6 | does this count as a covered bridge???  |
| 24.4 | Good view of Mt Zion to the right   |



A dominant feature in the valley that can be seen as you approach the Parvin Covered Bridge is the nearby ancient volcanic cone named Mt. Zion. In the photo, Mt Zion is the cinder cone on the left and Eagles Rest is the cinder cone in the distant right.



### **Parvin Covered Bridge, Lost Creek**

The original bridge at this location was a 66-foot Howe truss span. Replaced in 1921 with the present day 75-foot Howe span at this site. The cost of the structure was \$3,617 and included a 62-foot east approach and a 17-foot west approach.



The span was bypassed in the mid-1970s when the road was realigned, with only pedestrians able to cross the bridge. Lane County decided to reopen the structure, in November 1986.

Repairs to the structure, which included new guardrails and paint, permit a load of 10 tons to pass through the portals.

Bridge Length (ft): 75 Year Built: 1921

Average daily traffic: 310

### **Lowell Covered Bridge, Middle Fork Willamette River**



When Amos Hyland settled on the Middle Fork of the Willamette River in 1874, he plotted a small townsite and named it after his birthplace of Lowell, Maine.

Hyland operated a ferry across the Willamette near the present site of the Lowell Bridge until Nels Roney built the first bridge at Lowell in 1907. Roney was paid \$6,295 for the 210-foot span.

A truck mishap in the old Lowell Bridge in the early 1940s knocked the truss out of alignment. The Roney-built bridge was replaced at a cost of \$25,473 in 1945.

Two years later it was housed. In 1953, the whole bridge was raised six feet and the roadway rebuilt in anticipation of the flooding produced by Dexter Dam. The engineers'

estimates were correct, and water has never risen closer than 2 feet from the bottom of the bridge.

Until 1981, some of the heaviest truck traffic in Oregon passed through the Lowell Bridge. It was closed that year when a modern concrete span was built paralleling the old wooden one. Prior to the closure, a dump truck passing through the bridge with its bed raised extensively damaged the span. Lane County replaced broken lateral roof braces and portal boards, only to close the structure several weeks later when it was bypassed.

Western Federal Lands Highway Division, Lane County, Oregon Department of Transportation and the United States Forest Service created an interpretive center for the Lowell Covered Bridge. This project included restoration and rehabilitation of the bridge, as well as creating a parking area with bathrooms, developing interpretive features and signing.

Bridge Length (ft): 165 Year Built: 1945 Average daily traffic: 0

## COVERED BRIDGE TOUR #4

### August 26, 2012

- 25.3 3.9 Right onto Lost Valley Ln.  
25.5 0.2 Arrive at **Parvin Covered Bridge** (very good photo op)  
25.7 0.2 After driving thru bridge go to stop sign, continue straight on Parvin Rd.  
26.3 0.6 Left at stop onto Lost Creek Rd.  
27.2 0.9 Right at stop sign onto OR-58 E/Willamette Hwy. ( T intersection)  
29.0 1.8 Left on Jasper-Lowell Road (next bridge on left)  
29.1 0.1 Left into parking lot **Lowell Covered Bridge** (outhouse)  
29.1 0.0 (Outhouse at far end, no sinks)  
29.1 0.0 next **restrooms in 15 minutes** and 45 minutes



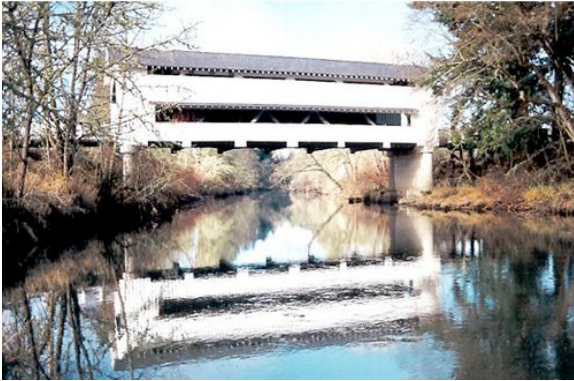
Lowell State Park



## Unity Covered Bridge, Fall Creek

In 1890, the first bridge across Fall Creek was constructed by Nels Roney. The 129-foot Howe structure cost Lane County \$2,925. The original bridge was finally removed in 1953, having served as a footbridge since 1936. A new covered span was built three-fourths of a mile upstream in 1936 at the community of Unity.

The county used a standardized 90-foot Howe truss design but added a full length window in the east side to give motorists a glimpse of oncoming traffic, adding an aesthetic effect to the

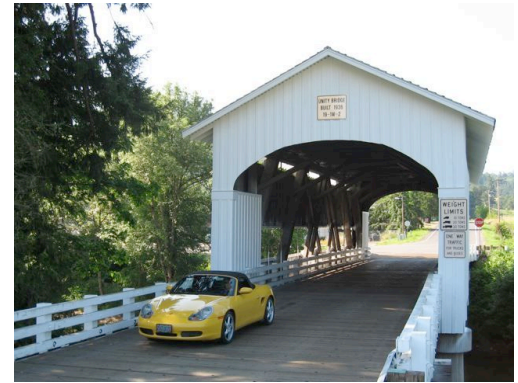


structure. The county spent only \$4,400 in constructing the span.

In July 1986, Lane County temporarily closed the bridge for repairs. In addition to replacing the flooring, other work included repair of the piers and guardrails, exterior painting, and removing evidence of vandalism.

Bridge Length (ft): 90 Year Built: 1936

Average daily traffic: 211



## Pengra Covered Bridge, Fall Creek

The Pengra Bridge contains two of the longest timbers ever cut for a bridge in Oregon. The timbers for the lower chords, 16" x 18" x 126 feet, were cut by the Booth-Kelly Lumber Company east of Springfield.

Since 18" timbers were too large to be run through a mill, they were rough-hewn in the woods, transported to the bridge site by truck and resurfaced before being set into place.

The dimensions of the upper chord are similar proportions at 14" x 18" x 96 feet.

The use of one-piece chords simplified construction techniques and resulted in a stronger truss, but handling such large timbers was often difficult.

The Pengra Bridge replaced a 192-foot span built in 1904 which had been only a few feet upstream from the present structure.

The effect of weather and increased traffic caused the county to close the bridge in 1979.

County officials had planned to reopen the structure, but readying a contract for work was delayed for several years.

The bridge was repaired and re-opened to traffic by the county in 1995 with the help of a grant from the Oregon Covered Bridge Program.

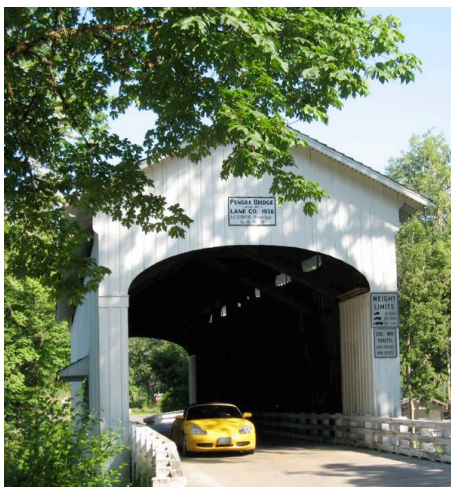
Pengra was a station on the Cascade Line of the Southern Pacific Railroad and was named for B. J.

Pengra, a pioneer who became general surveyor of Oregon in 1862.

Pengra had surveyed the route of the Oregon Central Military Road to link the Willamette Valley with the Owyhee mining country of Eastern Oregon.

The road was finished to the summit of the Cascades in 1867 but was seldom used. The Pengra Unity Road lies on the old railroad grade and has been renamed Place Road.

Bridge Length (ft): 120 Year Built: 1938 Average daily traffic: 82



## COVERED BRIDGE TOUR #4

### August 26, 2012

- 29.1 0.0 Left out of parking lot (go north across reservoir)  
29.7 0.6 Left onto W. Boundary Rd. (sign for Lowell / Fall Creek)  
29.8 0.1 1st right onto S Moss St. which becomes Jasper Lowell Rd.  
31.6 1.8 Straight at stop sign at Place Rd.  
\*\*\* if too many cars here, use parking lot to right\*\*\*  
31.7 0.1 Drive through **Unity Covered Bridge** (good photo op)
- 31.7 Continue on Jasper Lowell Rd.  
34.0 2.3 Left at T intersection to stay on Jasper Lowell Rd.  
36.1 2.1 Left onto Place Rd. and through **Pengra Covered Bridge**  
37.1 1.0 At stop sign, right to stay on Place Rd. then in 138 feet turn  
37.1 Left at stop sign onto Pengra Rd.  
40.6 3.5 Becomes N Shore Dr. Lowell State Park on right  
Right into park, go down to far end by buildings  
— **sinks and water (restrooms)**
- 41.2 0.6 Return to park entry and at stop sign go right  
41.9 0.7 Right at stop sign onto Pioneer St.  
42.6 0.7 Pass Lowell Covered Bridge again.  
0.0 0.0 Continue across bridge to stop sign and **ZERO odometer.**  
0.0 Left at stop sign towards Oakridge OR-58 / Willamette Hwy.
- 1.2 passing lane 1.2 to 1.7  
4.8 passing lane 4.8 to 5.5  
9.1 oncoming center lane passing 9.1 to 9.5  
**Watch for "speed traps" as you near Oakridge**  
straight-pass with care 11.1 to 11.6  
straight-pass with care 15.8 to 16.3

## Office Covered Bridge, North Fork of the Middle Fork Willamette River



The Office Covered Bridge was built in 1944 by the Westfir Lumber Company and spans the North Fork of the Middle Fork of the Willamette River, once the site of a millpond at the town of Westfir.

It is Oregon's longest covered span at 180 feet. The company-owned town, including the bridge, was sold to an investment company in 1977. In the early 1980s the mill burned and the bridge was closed to traffic.

In 1992 the bridge became the property of Lane County through tax foreclosure. Extensive repair work in 1992 stabilized the bridge condition, and in 2002, a new roof was added.

A distinctive feature of the span is the covered walkway separate from the roadway. This makes it the only Oregon covered bridge that is both a traffic and pedestrian structure. It is also painted the rare red, unique to Oregon's covered bridges.

The wooden span was constructed for logging trucks and connected a lumber mill and its office; hence its name. Because the bridge was built for carrying loaded log trucks, the truss members are gigantic with multiple tension rods and compound chord members. The house has horizontal shiplap siding.

Bridge Length (ft): 180 Year Built: 1944 Average daily traffic: 26



### Map of Aufderheide Scenic Drive

Open May through October, this 60-mile segment of the West Cascades National Scenic Byway traverses stunning old-growth forests, alpine meadows and wild and scenic rivers. What was once a horse and wagon trail is now smooth pavement, making it a popular road cycling route.

This scenic byway, connecting Highways 126 and 58, winds through the lush undergrowth of the majestic Willamette National Forest and meanders along the cold, clear waters of the McKenzie and Willamette Rivers.

Aufderheide Drive was named after Robert Aufderheide, the Willamette National Forest Supervisor from 1954 until his death in 1959.



- 18.4 18.4 Left onto Westfir Rd. (left turn lane) bridge across Willamette River
- 18.9 0.5 Sharp left at stop sign onto N Fork Rd.
- 20.7 1.8 At stop, left on Westoak Rd and cross **Office Covered Bridge**  
(nice **restrooms** here and photo op)
- 0.0 0.0 Return through bridge, **ZERO odometer** and turn left at stop sign.
- 4.6 4.6 Stay on NF-19 Aufderheide Dr. at all junctions
- 19.1 sign says "dip" yes!
- 24.7 Rough road for 5 miles sign (isn't too bad, watch @25.8 and 26.9)
- 27.0 Passing thru "constitution grove"
- 31.3 half mile of rough road
- 32.2 Box Canyon Fireman station on right- yes that is a little old outhouse
- 34.7 Hairpin "S" turn
- 46.9 "falling rock"
- 47.3 French Pete campground (outhouses)
- 48.8 Slide Creek (outhouse next to road)
- 50.8 Careful @ crosswalk (outhouse next to road)
- 51.2 1/10th mile of gravel - road under repair
- 57.7 57.7 At stop sign, right onto McKenzie Hwy. OR-126
- 59.8 2.1 Right onto Mill Creek Road, then right past Shell Station and Harbick's Country store to Takoda's Restaurant.  
Arrive at Takoda's Restaurant  
91806 Mill Creek Road, Blue River

### **Lunch Stop**

Shell gas at Harbick's Country store

## Belknap Covered Bridge, McKenzie River

This bridge occupies a site on which a covered bridge has been in continuous use since 1890. The local community adopted the name "McKenzie Bridge." In 1911 the original bridge was replaced by another covered structure. The third covered bridge at this site was built in 1939 and was destroyed in the Christmas Flood of 1964. The current Belknap covered bridge was opened in 1966. Louvered windows were added to the bridge later to increase interior lighting. Extensive repairs in 1992 and 2002 strengthened the structure, and a new roof was installed.



Bridge Length (ft): 120 Year Built: 1966 \*1992 Average daily traffic: 240

## Goodpasture Covered Bridge, McKenzie River

The Goodpasture Bridge is one of the most beautiful and most photographed covered bridges in the Oregon and features classical Gothic style windows on both sides of the structure.

At 165 feet, the span is the second longest existing covered bridge in Oregon and the longest still in daily use.

Lane County originally spent \$13,154 constructing the Goodpasture Bridge.

Renovation work was completed in 1987 which included renovation to handle the daily loads of log trucks.

The remodeling included a right-turn lane for traffic exiting Highway 126 onto the bridge, and a concrete retaining wall along the north bank of the McKenzie River.

The Goodpasture family settled near the town of Vida and gave their name to the bridge

Bridge Length (ft): 165 Year Built: 1938 Average daily traffic: 750



# COVERED BRIDGE TOUR #4

## August 26, 2012

Odometer reading

Leg Length

Takoda's 91806 Mill Creek Rd. Blue River, Or.

Depart from Takoda's parking lot, drive past Shell station  
**zero odometer**

0.0	0.0	Right onto Mill Creek Rd.
0.1	0.1	Right onto McKenzie River Dr.
0.5	0.4	Left onto W King Rd and drive through <b>Belknap Covered Bridge</b>
0.6	0.1	At stop sign right onto King Rd.
2.3	1.7	Right at stop sign onto Cougar Dam Rd. (T intersection)
3.2	0.9	Left at stop sign onto OR-126 / McKenzie Hwy.
9.9		short passing lane 9.9 to 10.3 four tenths of a mile
20.9		short passing lane 20.9 to 21.2 (but we are turning off road soon)
22.9	19.7	Left onto Goodpasture road, cross <b>Goodpasture Covered Bridge</b>
		Make a U turn on Leashore Dr. and return through bridge
0.0	0.0	Zero odometer at stop sign
0.6	0.6	Left at stop sign onto McKenzie Hwy. / OR-126
2.2		short passing lane 2.2 to 2.4
6.7		short passing lane 6.7 to 7.2
10.8		short passing lane 10.8 to 11.2
13.0	13.0	Right onto Camp Creek Road (not much warning) across from white fence - - if you pass the post office take next right on Thienes Ln.
21.5	8.5	Left at signal onto Marcola Rd.
23.4	1.9	Left at signal onto Mohawk Rd. (2 turn lanes- past Mohawk marketplace)

We have 85 miles to the next fuel stop

24.1	0.3	Left into Chevron 1111 Mohawk Blvd. Springfield
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## Wendling Covered Bridge, Mill Creek

In the 1890s, George Wendling established a post office in the small town which bears his name. The Wendling Bridge, built just prior to World War II, is quietly tucked away on the road northeast of Marcola.

Lane County spent only \$2,241 to build the bridge in 1938 and like many other short span bridges in the county, it used single piece chords for the Howe truss.

Bridge Length (ft): 60 Year Built: 1938

Average daily traffic: 56



## Earnest Covered Bridge, Mohawk River



The Earnest Bridge enjoys the distinction of having appeared in the movie "Shenandoah," filmed in the Mohawk Valley during the mid-1960s. The movie company requested permission from the county to "alter" the bridge to reflect Civil War architecture, and promised to restore the bridge to equal or better condition. The promise was kept, and the span received new siding and paint in 1965.

A.N.Striker erected the original covered bridge at this site, an 83-foot structure called the Adams Bridge, in 1903. When it was replaced in 1938 by Lane County, the \$2,449 cost included \$72 for wrecking the old bridge.

The new bridge with upper chord dimensions of 12" x 12" x 50 feet and lower dimensions of 12" x 14" x 81.5 feet, was named after longtime residents of the area.

Bridge Length (ft): 75 Year Built: 1938 Average daily traffic: 159

If you only need something to drink or a break we will **reassemble at McDonalds** 1565 Mohawk Blvd. (corner Olympic Street) or Burger King across intersection.

This is our final gathering before heading home. We have two return routes to south Salem for you to choose from. We will be leading the longer route since it is more enjoyable than driving on the freeway, plus the freeway route is quite straightforward and... well freeway, whereas our route has more turns that might get missed.

In 3/10th of a mile we cross OR-126. From there I-5 is 2.4 miles west. Salem is 67 miles away by that route.

We have 83 miles left in the planned drive and about 95 minutes driving.

You will miss two bridges or a later option allows you to miss one bridge and get to south Salem a little sooner.

Zero odometer and exit McDonald's parking lot, right onto Mohawk Blvd.

- |      |     |   |
|------|-----|---|
| 0.4  | 0.4 | Right at signal onto Marcola Rd. Just past "Lucky Lizard"   |
| 2.3  | 1.9 | Left at signal onto Old Mohawk Rd. (after "child care")   |
| 8.3  | 6.0 | Left at stop sign onto Marcola Rd. (speed traps next 4 miles?)  |
| 12.2 | 3.9 | Right onto Wendling Rd.   |
| 13.8 | 1.6 | Left onto Paschelke Rd. (to go to Earnest CB)<br>(if time is no object continue 2.0 miles east on Wendling Rd. to <b>Wendling Covered Bridge</b> ), then make a U turn and return to this corner. |
| 15.2 | 1.4 | Arrive at <b>Earnest Covered Bridge</b> and drive through.  |

## Shimanek Covered Bridge, Thomas Creek

As Linn County's newest and longest covered span, the Shimanek Bridge offers an exception to the usual open-sided structure with rounded portals.

Red paint, portal design and louvered windows are features similar to the former span, which was built in 1927, and found on no other bridge in Linn County. Rods in the truss are grouped into a series of four instead of the usual three at each compression joint. The bridge shares the white painted interior of other Linn County bridges.



In 2002, a Linn County bridge crew repaired damage caused by the 1996 flood. The crew also replaced the horizontal housing material on the south end, and the structure was then repainted.



The first bridge built at this location is believed to have been constructed as early as 1861, while the first documented covered bridge was built in 1891 for a cost of \$1,150.

In 1904, the county rebuilt the bridge, only to have it washed out in 1921. Its replacement lasted until 1927, when high water damaged the piers and the span was replaced.

Trees were blown against the fourth covered bridge at this site during the Columbus Day Storm of 1962. The resulting damage forced the county to restrict the covered bridge to a 2-ton load limit with single lane traffic.

The bridge was destroyed soon after, and in 1966 the current Shimanek Bridge was completed, the fifth covered bridge to occupy this site.

It has been rumored that the 1891 bridge had a welcomed accommodation of a two-hole toilet built into the foundation, a luxury not found at the current covered bridge.

Bridge Length (ft): 130 Year Built: 1966      Average daily traffic: 1236

Bridge information from State of Oregon website

[http://www.oregon.gov/ODOT/HWY/BRIDGE/covered\\_bridges.shtml](http://www.oregon.gov/ODOT/HWY/BRIDGE/covered_bridges.shtml)

Which credits as a Source: "Roofs Over Rivers" by Bill and Nick Cockrell



0.0	0.0	At stop sign, zero odometer, turn right onto Marcola Rd.
13.1	13.1	At stop sign:
		[left (leaving tour early) takes OR-228 11.1 miles through Brownsville to I-5 about 49 miles and 50 minutes to south Salem]
		Right we go thru Sweet Home and Stayton and take Santiam Hwy to south Salem and is about 58 miles, 65 minutes
20.9	7.8	Left at stop light onto Main St.
29.6	8.7	Right onto Waterloo Dr.
32.0	2.4	Right at stop sign onto Berlin Rd
32.3	0.3	Left at stop sign onto Bellinger Scale Rd.
37.2	4.9	Left at stop sign onto Lacombe dr.
37.9	0.7	Right onto Kowitz rd. (follow truck rt)
38.9	1.0	Left at stop sign onto Baptist Church Dr.
39.2	0.3	Right onto Richardson Gap Rd.
70.5		Straight at stop sign, Fish Hatchery Dr.
75.1		Straight at stop sign, Rt-226 Albany-Lyons Hwy.
		Drive thru <b>Shiminak Covered Bridge</b>
63.9		don't turn hard left onto Ridge Dr.
48.8	9.6	Left onto Cole School Rd.
52.0	3.2	Right at stop sign onto Stayton-Scio Rd. drive thru Stayton
55.3	3.3	Take ramp right onto OR-22 West toward Salem
67.2	11.9	Right on ramp for I-5 North toward Portland

Thank you all for joining us! I hope that you have enjoyed driving these roads and touring the covered bridges as much as we do.

Bob & Kathleen