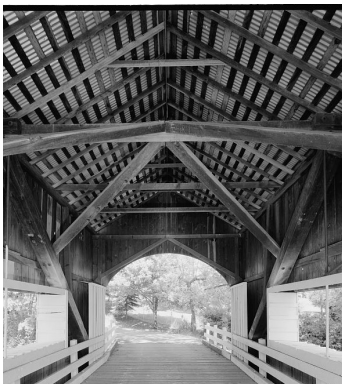
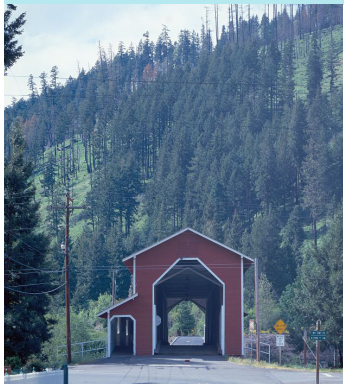
OREGON
COVERED BRIDGES
Needs Assessment

2026

















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The photographs on the cover of this report are all courtesy of the Library of Congress.

Top row, left to right:

- Neal Lane Bridge, interior, framing at center of bridge, facing northeast; spans South Myrtle Creek, Neal Lane (County Road 124), Myrtle Creek, Douglas County, Oregon. Jet Lowe, photographer.
- Office Bridge (also called Westfir Covered Bridge), a covered bridge in Westfir, Lane County, Oregon. Carol M. Highsmith, photographer.
- Gallon House Bridge, Spanning Abiqua Creek at Gallon House Road (County Road 647), Silverton, Marion County, Oregon. Jet Lowe, photographer.
- East portal elevation, Office Bridge, Spanning North Fork of Middle Fork Willamette River, Old Mill Road (former logging road), Westfir, Lane County, Oregon. Jet Lowe, photographer.

Middle row, left to right:

- Sandy Creek Covered Bridge, Coos County, Oregon. Carol M. Highsmith, photographer, 2018.
- Larwood Bridge, Spanning Crabtree Creek, Fish Hatchery Road (CR 648), Lacomb, Linn County, Oregon. Jet Lowe, photographer.
- Fisher School Covered Bridge, Crab Creek Road at Fiver Rivers Road, Fisher, Lincoln County, Oregon.

Bottom row, far right:

- Goodpasture Bridge. Carol M. Highsmith, photographer, 2018.

Executive Summary

Oregon's historic covered bridges provide an important visually distinctive and interactive heritage feature. Their concentration in Oregon—there are 50—is the sixth largest in the nation and far exceeds numbers in the only other two states west of the Mississippi River with covered bridges: California has nine and Washington has five. They contribute to the sense of place and shared identity for locals living around them. They also provide an important glimpse into Oregon's engineering, transportation, and settlement history—one that, for visitors, is both picturesque and easy to access and experience, either driving or on foot.

This project updates the state of Oregon's covered bridges to 2026. It builds off the 1979 *Oregon Covered Bridges Thematic Resource National Register Nomination* and the 1989 *Oregon Covered Bridges* report resulting from a study commissioned by the state legislature. It identifies and confirms which bridges remain, what of previously identified work was implemented, current funding programs, and stabilization, maintenance, and rehabilitation needs. The locations of these bridges can be found on "Map 1. Oregon's Covered Bridges Addressed in the 1989 Report" on page 47. Findings from this study include:

- Critical funding needs for stabilizing six bridges and rehabilitating 15 bridges is between $16 million and $51 million.
- Previous state and federal funding dedicated to covered bridges no longer exists and covered bridge projects are now competing with general infrastructure needs; offline bridges are most at risk since they are ineligible for transportation related funds. Grant programs exist, but are often smaller awards and eligibility requirements vary.
- Covered bridges have value to local communities as place-defining features and contribute to community identity and shared community connections and traditions.
- Oregon's covered bridges contribute to regional tourism and recreation economies in varied ways and are valued and promoted by local, regional, and state tourism entities, but the scope and scale of that impact are unclear due to incomplete data.
- There is no primary entity or coordinated effort focused on advocating for and promoting covered bridges in Oregon as a whole. Most of the outreach happens at the local level.
- Oregon Department of Transportation's annual inspections for covered bridges have greatly contributed to supporting ongoing maintenance for online covered bridges.
- Maintaining roof and siding are critical to preserving covered bridges and protecting their timber framing.

The covered bridge advocacy and preservation efforts that culminated in the in the 1989 *Oregon Covered Bridges* report and state legislation creating the Oregon Covered Bridge Program, led to over 30 years of preservation and substantial investment in Oregon's historic covered bridges. National preservation efforts during this period through the National Park Service (NPS) and Federal Highway Administration (FHWA) provided dedicated federal funding for covered bridges with over $12 million invested in Oregon's bridges, averaging $1.2 million annually. Most of the major bridge preservation projects were funded in part through this program. NPS and FHWA also developed a substantial body of technical guidance to support bridge owners in repairs and rehabilitation.

Of the 52 covered bridges identified in the 1989 report, 50 remain and 47 are in public ownership—a testament to the last 30 years of work. The report identified 12 bridges in poor and 12 in fair condition. As of 2026, this number has been reduced to only six in poor condition and 15 in fair condition. The current funding landscape is significantly different. The main national funding program dedicated to covered bridges no longer exists. State funding sustains only the crucial bridge inspections, and state grant funding (under $200,000 annually and shared among multiple bridge and non-bridge projects) is nowhere near the amounts available through the former federal program that partially funded most of the major covered bridge projects in the early 2000s and cleared a backlog

of repair needs. Of the remaining bridges, only 18 have been bypassed with the rest in active use. The distinction between a covered bridge in active use and one that is bypassed (e.g. off-system, wayside, off-line, out-of-service) is significant for funding. Active use bridges on county or state roads can access county and state road funds for work. They compete within the county and state roadway systems for both funding and in performance with newer, often concrete bridges. Bypassed bridges that are also removed from the county or state roadway system are not eligible for road funds.

Incremental funding to support smaller ongoing stabilization, maintenance, and rehabilitation projects is central to the long-term retention of the covered bridges as funding to support major capital projects to clear deferred repairs will be increasingly rare. Despite the significance of these resources, managers of covered bridges face challenges to find funding to address deferred and ongoing maintenance for these structures. The importance of Oregon's historic covered bridges to local and regional community identity and their contribution to the state's heritage tourism and recreation underscores the importance of ongoing investment, which yields return on visitation and tourist dollars spent in local communities.

In order to support the next 30 years of covered bridge preservation in Oregon, the following summary of recommendations are put forth for consideration with an emphasis on this work requiring a combination of individual and collaborative efforts:

- Develop a coalition of those engaged with and who support the preservation of Oregon's covered bridges. They can raise awareness at the state level of the bridges' cultural and economic value and advocate for both public and private funding needed to preserve them.
- Implement a statewide economic impact study to better understand the role and value of Oregon's covered bridges in tourism, recreation, and any other contributing commercial interests, in addition to the development of evaluation tools that local communities can use to gather information and data for advocacy and fundraising.
- Develop and implement value related messaging and outreach plans that support both coordinated efforts across the network of resource managers and local efforts to continually promote the cultural and economic value of the bridges.
- Strategies to help mitigate larger scale issues down the road should include the continued annual inspections by ODOT and prioritizing roof and siding repairs to protect the trusses and avoid more costly and complex repair needs.
- Be at the table for relevant statewide and local planning process to ensure the covered bridges are acknowledged and preserved.



Figure 1. Goodpasture Bridge. Carol M. Highsmith, photographer, 2018.

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Project Introduction

This project updates the current state of Oregon's covered bridges. It identifies and confirms which bridges remain and any changes in eligibility since the two previous studies. It builds off the 1979 *Oregon Covered Bridges Thematic Resource National Register Nomination* and the 1989 *Oregon Covered Bridges* report.

This information supports evaluating their economic and cultural impact, assessing conditions, and preparing recommendations to support continued preservation of these unique resources. "Map 2. Oregon's Covered Bridges National Register Status" on page 48 showcases the locations of these historic resources throughout the state.

The project was funded by the Oregon Heritage Commission using an Oregon Cultural Trust Partner Grant. The Oregon Heritage Commission is one of four state commissions/committees under Oregon Heritage, which is a division of the Oregon Parks and Recreation Department and includes the State Historic Preservation Office. Oregon Heritage hired historic preservation consultant Northwest Vernacular, Inc. (NWV) to complete the work.

Significance of Oregon's Covered Bridges

Bridge building has always been closely tied to the growth and economic development of communities as people have sought to broaden their access to the world around them. Oregon's covered bridges continue to both strengthen community identity and support regional and community economic growth. In addition to their transportation roles, the bridges now have cultural and economic roles related to community identity, recreation, and tourism providing a unique and iconic experiential and visual role. The following significance addresses both roles.

Cultural Significance and Community Identity

Covered bridges provide communities with an important functional and sentimental connection to their history. There are numerous Facebook posts, blogs, and websites dedicated to conversations around the history and memories of local covered bridges and their current state. Communities have rallied around their covered bridges to save, rehabilitate, and relocate them.

> *It [Goodpasture Bridge] is a treasure of the McKenzie. The importance of it I think will ring true for many years to come because it's standing now. I just hope people can use that as a symbol of inspiration to continue to be in this community[.]* - Quote from Capt. David Sherwood, firefighter involved in saving the bridge in 2020 as the Holiday Farm fire surrounded the bridge.[1]

For Oregon, the state's collection of covered bridges reflects the bridge type's unique engineering technology as well as patterns of settlement and development in the state. They are visually distinctive landmarks in their communities that not only historically provided transportation routes across waterways but also served as meeting places and shelter from inclement weather.[2]

1 Oregon Heritage, "The Value of Heritage: Saving a 'Treasure of the McKenzie,'" Oregon Heritage Exchange, October 2, 2020, https://oregonheritage.wordpress.com/2020/10/02/the-value-of-heritage-saving-a-treasure-of-the-mckenzie/.

2 James Norman, Oregon Covered Bridges: A Study for the 1989–90 Legislature (Oregon State Highway Division, Environmental Section, 1988), 7, https://digitalcollections.library.oregon.gov/nodes/view/203393?showbacklinknav=300240.

Water transportation was long a significant mode of travel throughout Oregon with its many rivers, streams, and creeks. Native people traveled overland first by foot, then later with horses. When Euro-American explorers—followed by fur traders, missionaries, and Western immigrants—began arriving in the region, they initially forded or used small boats to cross rivers. Ferries developed, typically private operations, to help passengers and goods cross the region's waterways. As the region's population increased, though, the need for roads and bridges became clear. Oregon gained statehood in 1859, and the new legislature established a system of county road districts to lay out county roads, assess taxes, and receive requests to construct new public roads and bridges. The earliest bridges, including those that predate statehood, were constructed of logs. As Oregon grew in population and an increasing number of permanent bridges were constructed in the 19th century, bridges built throughout the state reflected national trends in bridge building.[3]



Figure 2. City signage example incorporating a covered bridge.

One of the bridge construction trends that proliferated in Oregon was the covered bridge. The earliest timber truss covered bridges were built in Oregon in the 1850s, and covered bridges continued to be built in Oregon until at least the 1980s. Covered bridges—timber truss bridges whose structural members are protected by a wooden roof and housing—were a natural choice for many bridges built in Oregon given the abundance of timber and the state's rainy climate. Nationally, covered bridges began appearing on the American landscape by the early 19th century. It is believed that the typology was brought to the United States by Southern German and Swiss immigrants.[4] The first covered bridges in the country were built in New England, before spreading to Pennsylvania, Ohio, and beyond. They then began to be constructed in the South and later the West.[5]

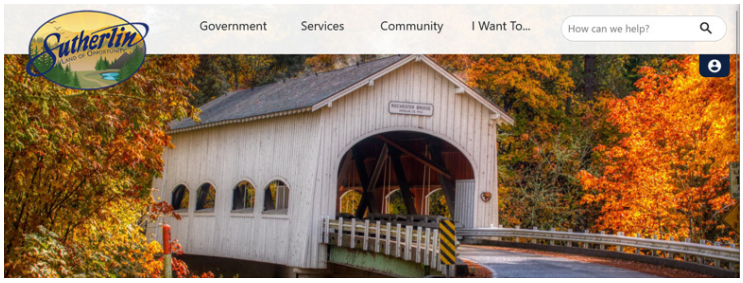


Figure 3. City website example incorporating a covered bridge.

In the first two decades of the 20th century, there were upwards of 10,000 covered bridges present throughout the country.[6] A 1988 report to the 1998–90 state legislature from the Oregon Department of Transportation stated, "As recently as the 1920s, there were over 400 covered bridges in Oregon."[7] The greatest period of covered bridge

3 James Norman, Oregon Covered Bridges: A Study for the 1989–90 Legislature (Oregon State Highway Division, Environmental Section, 1988), 1, https://digitalcollections.library.oregon.gov/nodes/view/203393?showbacklinknav=300240.

4 Historic Preservation Office, Oregon State Parks and Recreation Branch et al., "Oregon Covered Bridges Thematic Resource," National Register of Historic Places Inventory - Nomination Form, Thematic Group Nomination, National Park Service, June 25, 1979, section 8, page 1.

5 Historic Preservation Office, Oregon State Parks and Recreation Branch et al., "Oregon Covered Bridges Thematic Resource," section 8, page 1.

6 Historic Preservation Office, Oregon State Parks and Recreation Branch et al., "Oregon Covered Bridges Thematic Resource," section 8, page 1.

7 James Norman, Oregon Covered Bridges: A Study for the 1989–90 Legislature (Oregon State Highway Division, Environmental Section, 1988), 1, https://digitalcollections.library.oregon.gov/nodes/view/203393?showbacklinknav=300240.

construction in Oregon occurred between 1905 and 1925, with about 450 bridges in existence during that time.[8] In 1913, the State Highway Department was formed in Oregon. Prior to this point, most covered bridges constructed in the state were one-of-a-kind and typically rustic with rough-hewn timbers. Engineers within the new State Highway Department produced standardized covered bridge designs and made them available to county road districts. From this point forward, the majority of newly constructed covered bridges were built from these designs, which ranged from utilitarian to more ornate examples with Gothic Revival influences.[9] In 1938, E. G. Ricketts, an engineer with the State Highway Commission, categorized the state's covered bridges into two categories: those built for horse-drawn vehicles and those built to accommodate automobiles. This did not include covered bridges built for railroad use (e.g., Chambers Railroad Bridge). Ricketts noted in his 1938 report that many of the older bridges that originally catered to horse-drawn vehicles were rapidly deteriorating and inadequate to carry present-day traffic loads.[10] Some of these early covered bridges were replaced by designs that were considered more modern.

Despite the number of bridges constructed in the earliest decades of the 20th century, the state's bridge engineer C. B. McCullough reported in 1946 that there were only 250 covered bridges remaining in use, with just 30 included in the State Highway System. Between 1910 and 1946, an average of eight bridges were lost per year.[11] Attrition of bridges continued after the end of World War II, with only 96 covered bridges standing by 1963. Despite these loses, by 1988, the state boasted the largest collection of covered bridges west of the Mississippi River and the sixth largest in the country.

In 1979, a *Multiple Property Document of Oregon Covered Bridges* was submitted to the National Register of Historic Places, which highlighted the significance of these bridges to Oregon's history. Then in 1987, Oregon's Legislative Emergency Board approved a special appropriation of $25,000 to study the condition of Oregon's covered bridges and recommendations for their preservation. The study noted,

> *Covered bridges represent a significant economic benefit to Oregon through their tourist and scenic interest. Visits to historic and cultural sites are the second most important reason for vacation trips to Oregon.*[12]

Since that time, Oregon's covered bridges have remained a significant part of the state's heritage tourism landscape. Cities and counties continue to rely on community support and consider community identity and economic benefit as a factor in the retention of bridges, even incorporating the bridges into their logos (e.g., Lane County and Cottage Grove). This shared appreciation for the



Figure 4. Logo examples incorporating covered bridges.

8 Dwight A. Smith et al., Historic Highway Bridges of Oregon (Oregon Department of Transportation, 2018), 30.
9 Norman, Oregon Covered Bridges: A Study for the 1989–90 Legislature, 4.
10 Norman, Oregon Covered Bridges: A Study for the 1989–90 Legislature, 4.
11 Historic Preservation Office, Oregon State Parks and Recreation Branch et al., "Oregon Covered Bridges Thematic Resource," section 8, page 2.
12 Norman, Oregon Covered Bridges: A Study for the 1989–90 Legislature, i.

community identity role of covered bridges extends to city and county roads and parks staff interviewed for this report and responsible for bridge maintenance. Community response to threats to covered bridges has repeatedly affirmed the value of their preservation.[13]

> *In the early 2000s, the Chambers Covered Bridge (the only remaining covered railroad bridge in Oregon) was at risk of failure until the City of Cottage Grove was able to purchase the bridge from private ownership. Following the purchase, Cottage Grove ferociously pursued grant funding and residents raised money for restoration. Today, the bridge is a jewel in the string of covered bridges in South Lane County and a special point of pride for Cottage Grove.* [14]

> *More recently, the Currin and Stewart covered bridges were discovered to be in disrepair and at risk of failure. Local residents, preservation advocates, tourism organizations, and elected officials have voiced strong support for preserving them. Community discussions have emphasized the bridges' role in preserving local history, contributing to community identity, and attracting visitors to rural communities. Recent county actions to stabilize these bridges were supported by ongoing public interest in ensuring these iconic resources remain part of Lane County's landscape for future generations.* [15]

County- and city-produced materials highlighting their covered bridges include the following:

- Linn County covered bridges tour: https://www.linncountyor.gov/roads/page/covered-bridge-tour-route
- Lane County covered bridges ArcGIS StoryMap: https://storymaps.arcgis.com/stories/4e97999562c34ec5b9e288f6766de658
- City of Drain: https://www.cityofdrain.org/community/page/pass-creek-covered-bridge

Visitor associations operate at the city and state level and work to provide destination and experience marketing and augment the local and regional tourism industry. Their work with Travel Oregon helps align promotional strategy. The Oregon Destination Association is a statewide network of these groups; examples include the Oregon Coast Visitors Association and the Willamette Valley Visitors Association.

Tourism entities include governmental, such as Travel Oregon (Oregon Tourism Commission) a semi-independent state agency and private non-profit organizations, such as a local chamber of commerce or Travel Lane County (managing Eugene Cascades Coast). Both promote tourism by helping visitors to plan trips and connect with unique regional and local experiences. The 1.5% statewide transient lodging tax on overnight stays typically funds governmental and non-profit tourism entities, while member dues, fees, and events support chambers of commerce.

13 Matt Tarnoff, "Lane County Covered Bridges," personal communication, July 29, 2026.
14 Matt Tarnoff, "Lane County Covered Bridges."
15 Matt Tarnoff, "Lane County Covered Bridges."

Economic Development, Heritage Tourism, and Recreation

The current economic impact of covered bridges is most directly related to their role in heritage tourism and recreation. Heritage tourism is traveling to experience places and engage in activities that authentically convey the stories and practices of people living in a particular area. Integration in recreation is the value added inclusion of covered bridges in recreation activities, such as cycle tour routes. Historic covered bridges provide both a direct experience for visitors driving or walking through them and indirect as visual features of the landscape. Heritage tourists tend to "stay longer, spend more, and travel more often."[16]

There are a multitude of visitor associations, and governmental and private nonprofit tourism entities connected with Oregon's travel industry. These organizations are important in helping to bring tourism related dollars into communities. Oregon's covered bridges are a cornerstone of the region's draw for heritage tourism.[17] As a tourism asset, covered bridges may be a destination experience but most often contribute as a visitation extender and enhancer. They can contribute to recreation as part of a group of resources to a curated destination experience, such as with scenic bikeways and byways.

Promotion is done in part through advertising, curated tours, informational pamphlets, and articles highlighting unique experiences and characteristics. These promotional materials utilize covered bridges as part of the tourism and recreation experience to draw visitors to the region and communities. Travel Oregon and Travel Lane County as well as other tourism promotion entities feature the state's covered bridges as destinations for scenic driving, cycling, photography, and heritage tourism. Travel Lane County Reports that covered bridges are mentioned in over 100 of their blog posts and on over 60 web pages on their site. In addition, they use approximately 50 images of covered bridges on their website. This includes the promotion of tour and scenic byway curated recreation experiences such as the Covered Bridges Scenic Bikeway and Cottage Grove Covered Bridge Tour, which draw visitors statewide and nationally.[18]



Figure 5. A scorecard from the Lane County Destination Master Plan identifying the different Demand Driver Scoring categories.

Covered bridge website traffic peaks in July and September, attributed to summer and fall travel times, and is at its lowest point in January. Travel Lane County presents their region's covered bridges as both a standalone attraction and packaged with other primary destinations. During Travel Lane County's recent destination planning process data from a Demand Driver's Scorecard showed Cottage Grove in the 40–59 point range, putting it in the category of "'Must see' if in the area."[19] The Willamette Valley Visitors Association promotes covered bridges as an attraction for visitors and anecdotally

16 "Heritage Tourism | Advisory Council on Historic Preservation," accessed June 23, 2026, https://www.achp.gov/heritage_tourism.
17 Matt Tarnoff, "Lane County Covered Bridges."
18 Matt Tarnoff, "Lane County Covered Bridges."
19 JLL Global Destination Advisory, Lane County Destination Master Plan, (Travel Lane County, 2026).

reported that several visitor associations report that the Covered Bridges Driving brochure is very popular among visitors, so much so that WVVA is planning on budgeting money to reprint this brochure due to its popularity.

The benefits and importance of this destination and curated experience promotion are evident in the communities and counties with covered bridges. As a destination example, the City of Lowell hosts an annual Christmas Light show at their covered bridge each December and opens the bridge for holiday festivities. The bridge is attached to a parking wayside with restrooms and public amenities. Drivers along Highway 58 can see the bridge lit up with the multi-colored lights reflecting along Dexter Lake.[20] At the Belknap and Goodpasture bridges, the Late Bloomers Garden Club works with the County Bridge and Special Projects crew to make wreaths for the portals. The Bridge and Special Projects Crew also decorates each portal of the Belknap Bridge with holiday lights during December for the Upper McKenzie Community Center to light during their Holiday Bridge Lighting Celebration. [21] At the Goodpasture Bridge, the County Bridge and Special Projects lead worker has lights programed in all 20 windows for seven different occurrences. At the Office Bridge, the City of Westfir decorates it in December for the holiday season. The high school often uses the bridge for prom, and mountain biking gatherings are held at the bridge and park.[22]

Cottage Grove and the surrounding area combine both the curated experience promotion related to the Covered Bridges Scenic Bikeway and marketing as the "Covered Bridge Capital of Oregon." The area benefits from and depends on tourism from in-state and out-of-state visitors who often lodge, refuel, dine out and purchase supplies, and frequent downtown Cottage Grove while touring the surrounding area.

Travel publications promoting covered bridges as part of the experience for visitors include the following:

- Things to do: https://traveloregon.com/things-to-do/culture-history/covered-bridges/
- Covered bridge tour: https://traveloregon.com/things-to-do/culture-history/covered-bridges/tour-willamette-valleys-historic-covered-bridges/
- History: https://www.eugenecascadescoast.org/explore/history-culture-museums/covered-bridges/
- Scenic drive: https://www.experienceroseburg.com/things-to-do/attractions/covered-bridges/
- Bridge directory: https://www.southernoregon.com/bridges/index.html
- Scenic bikeway: https://cottagegroveor.gov/1300/Covered-Bridges-Scenic-Bikeway
- Scenic bikeway: https://traveloregon.com/things-to-do/culture-history/covered-bridges/grants-getaways-covered-bridges-scenic-bikeway/

20 Brett Henry, "Lane County Parks Covered Bridges," personal communication, August 10, 2026.
21 Matt Tarnoff, "Lane County Covered Bridges."
22 Matt Tarnoff, "Lane County Covered Bridges."

Total Bicycle-Related Travel Expenditures	($000)
on Overnight Trips	$1,165
Day Rides	$225
Total	**$1,390**
Bicycle-Related Travel Expenditures By Commodity Purchased	**($000)**
Accommodation & Food Services	$768
Arts, Entertainment & Recreation	$20
Retail	$602
Total	**$1,390**
Earnings Generated by Bicycle-Related Travel Expenditures	**($000)**
Accommodation & Food Services	$327
Arts, Entertainment & Recreation	$8
Retail	$47
Total	**$382**
Employment Generated by Bicycle-Related Travel Expenditures	**Number of Jobs**
Total	**18**
Tax Receipts Generated by Bicycle-Related Travel Expenditures	**($000)**
Local Tax Receipts	$27
State Tax Receipts	$25
Total	**$52**

Details may not add to totals due to rounding.
Source: Dean Runyan Associates.

Figure 6. Table III-4 for the Covered Bridges Scenic Bikeway reporting the economic impact of the bikeway in 2014.

Scenic Bikeways and Byways Programs

Scenic bikeways and byways that include or provide access to covered bridges are an important recreation and heritage tourism resource. Their purpose and national recognition for connecting users with the best touring routes in Oregon draws both in-state and out-of-state visitors. The following identifies where these programs overlap with Oregon's covered bridges. See "Map 4. Oregon's Covered Bridges Along Scenic Bikeways and Byways" on page 50 for where scenic bikeways and byways overlap with Oregon's covered bridges.

> *We often find that the covered bridge experience embellishes a guest's visit, adding to their positive impression of the area. As you know, there is always something magical as you drive through the structures. Visitors feel it, too!*[23]

23 Stephanie Siegel, Executive Director, "Ashtabula County Covered Bridge Tourism," personal communication, October 8, 2018.

Oregon Scenic Bikeway Program

The Oregon Scenic Bikeway program was the first such program in the nation. Locals nominate the routes and Oregon State Parks makes the final selection and official state designation. These routes are promoted as "the best bike rides in Oregon and showcase beautiful scenery, state history and local communities."[24] The Oregon Scenic Bikeways program resulted from the partnership between the Oregon Parks and Recreation Department, Travel Oregon, Oregon Department of Transportation and Cycle Oregon.[25]

The following table identifies scenic bikeways with covered bridges that are traversed as part of the route and adjacent (connected to but not part of the route) and visible from the route. Visible bridges are typically more distant and form part of the contextual landscape.

Table 1. Scenic Bikeways with Covered Bridges

Scenic Bikeway	Covered Bridge Count	Covered Bridges Traversed	Covered Bridges Visible/ Adjacent	View Score	Asset Score
Aufderheide (recognized in 2024)	2	Office Bridge Belknap Bridge	N/A	158	4
Covered Bridges (recognized in 2011)	5	Chambers Railroad Bridge Stewart Bridge	Mosby Creek Bridge (adjacent) Currin Bridge (visible) Dorena Bridge (adjacent)	29,760	474

Cyclists recreating along the Oregon Scenic Bikeways spend money at nearby communities. This includes food and lodging, often for overnight and day trips. Figure 6 on page 13 presents a table quantifying some of these expenditures.[26]

The more popular a bikeway is, the higher potential cyclist volume and corresponding economic benefits for nearby communities. The popularity of bikeways is quantified through view and asset scores to measure the route's engagement versus content quality.

- Asset Score: Measures the completeness and richness of the metadata attached to the routes.
- View Score Measures the visibility and user interest generated by the account's content.[27]

This information is collected across all scenic bikeways and includes information on how often users view each bikeway, click or expand on the route cards; and save, pin or export the routes.[28] Based on 2026 metrics as of July 31, 2026:

- The Covered Bridges Scenic Bikeway is ranked third in view score among all of the bikeways, after the

24 Oregon State Parks and Recreation Department, "Scenic Bikeways," Scenic Bikeways, Oregon State Parks and Recreation Department, 2026, https://stateparks.oregon.gov/index.cfm?do=things-to-do.scenic-bikeways.
25 Dean Runyan Associates, The Economic Significance of Cycling on Oregon Scenic Bikeways, 2014 (Travel Oregon and State Parks and Recreation Department, 2015), iii.
26 Dean Runyan Associates, The Economic Significance of Cycling on Oregon Scenic Bikeways, 2014.
27 Nicole Sprecher, "Scenic Bikeways Question," personal communication, August 4, 2026.
28 Nicole Sprecher, "Scenic Bikeways Question."

Willamette Valley Scenic Bikeway and the Twin Bridges Scenic Bikeway.

- The Covered Bridges Scenic Bikeway is ranked second in asset score after the Twin Bridges Scenic Bikeway.

This places the scenic bikeway with the most covered bridges near the top in popularity and corresponding potential for economic benefit to nearby communities.

Scenic Byways Program

The Scenic Byways Program includes the following route designation categories: All-American Roads, National Scenic Byways and Tour Routes. These routes showcase Oregon's unique scenery, historical, and cultural sites. Motorists recreating along the scenic byways spend money at nearby communities. This includes fuel, food, and lodging, often for overnight and day trips.

The following table identifies scenic byways that either traverse a covered bridge as part of the route or have covered bridges that are adjacent to or visible from the byway.

Table 2. Oregon and National Scenic Byways with Covered Bridges

Scenic Byway	Designation Category	Covered Bridge Count	Covered Bridges Traversed	Covered Bridges Visible/ Adjacent
Cottage Grove Covered Bridge (similar to the Covered Bridges Bikeway and the national scenic byway with the same name)	Oregon Tour Route	5	Mosby Creek Bridge	Dorena Bridge (adjacent) Stewart Bridge (adjacent) Currin Bridge (adjacent) Chambers Railroad Bridge (adjacent)
Cottage Grove Covered Bridge Tour Route (similar to Covered Bridges Scenic Bikeway and the Oregon tour route with the same name)	National Scenic Byway	2	0	Currin Bridge (adjacent) Dorena Bridge (adjacent)
Marys Peak to Pacific	Oregon State Scenic Byway	1	0	Hayden Bridge (visible) Irish Bend Bridge (Campus Way; nearby but not directly visible from the byway)
McKenzie River	Oregon State Scenic Byway	1	0	Goodpasture Bridge (adjacent)

Scenic Byway	Designation Category	Covered Bridge Count	Covered Bridges Traversed	Covered Bridges Visible/ Adjacent
Myrtle Creek-Canyonville Tour Route	National Scenic Byway; Oregon Tour Route	2	0	Horse Creek Bridge (National, visible; Oregon, adjacent) Milo Academy Bridge (adjacent) Neal Lane Bridge (nearby but not directly visible from the byway)
Over the Rivers and Through the Woods Scenic Byway	National Scenic Byway; and Oregon State Scenic Byway	3	0	Weddle Bridge (visible) Crawfordsville Bridge (adjacent) Short Bridge (visible)
Silver Falls Tour Route	National Scenic Byway; Oregon Tour Route	1	0	Gallon House Bridge (visible)
Umpqua River	Oregon State Scenic Byway	1	0	Rochester Bridge (visible)
West Cascades Scenic Byway	National Scenic Byway	2	0	Belknap Bridge (visible) Office Bridge (adjacent)

An Update to Oregon's Covered Bridges Inventory

Identifying which covered bridges remain and where is key to supporting planning and their integration in tourism and recreation. The project area encompassed all known covered bridges within the state limits of Oregon.

This statewide desktop review identified 131 known (former and existing) covered bridges. This inventory is not exhaustive and is limited to bridges identified through the combining of data from previous surveys and published studies identified and represents only a portion of the hundreds of covered bridges that formerly existed in Oregon. Of those identified in this review, 50 remain; see "Map 1. Oregon's Covered Bridges Addressed in the 1989 Report" on page 47 for their locations. All these extant covered bridges are addressed in the 1989 Oregon Covered Bridges report. The rest no longer exist (e.g., demolished; destroyed in a storm). There are no covered bridges known to be in a disassembled state in storage as of 2026.

The 1989 *Oregon Covered Bridges* report, in Table 1 Oregon Covered Bridges,[29] had identified 52 extant bridges; since then two have been demolished. This survey updated the OHSD to include all 50 extant bridges and grouped them under a single project within the OHSD.

29 Norman, *Oregon Covered Bridges: A Study for the 1989–90 Legislature*.

Table 3. 1989 Report Bridges Demolished

Resource ID	Bridge Name	City	County	Spans
44721	Bohemian Hall Bridge	Scio	Linn	Crabtree Creek
35889	Roaring Camp Bridge	Drain	Douglas	Elk Creek

Construction dates for former and extant covered bridges included in this inventory range from 1876 (Knights Bridge; demolished) to 1982 (Cedar Crossing Bridge). There are three (3) former bridges for which the year built is not known. Most of the former and extant bridges were built in the 1920s, followed by the 1930s, and 1910s. The following table provides a count of bridges built by applicable decades. No records were identified for construction of covered bridges in the 1880s, 1890s, 1970s, or the 1990s to 2026. Only a few former and extant covered bridges were identified as having been rebuilt.

Table 4. Covered Bridge Summary Count

Period Built	Built	Rebuilt	Demolished	Extant
1870s	1	0	1	
1900–1909	2	0	1	1
1910–1919	19	0	13	6
1920–1929	52	0	34	18
1930–1939	39	1	22	17
1940–1949	10	0	5	5
1950–1959	2	0	1	1
1960–1969	2	3	0	2
1980–1989	1	1	0	1

The table in "Appendix A – Bridge Table" on page 52 lists in alphabetical order by bridge name, the bridges identified in Table 1 Oregon Covered Bridges in the 1989 *Oregon Covered Bridges* report. All the bridges in this table listed to the NRHP meet the ODOT classification for a "high value" bridge. Refer to "Map 1. Oregon's Covered Bridges Addressed in the 1989 Report" on page 47 showing the locations of these bridges.

Condition Issues Affecting Oregon's Covered Bridges

This section, which summarizes condition issues, is organized into the broad categories of funding, stabilization, rehabilitation, and maintenance. All are ongoing. The cycle of use, wear, investment, and renewal is central to long-term planning for investment. Tables in the stabilization and rehabilitation sections identify these investment needs for specific bridges. Condition issues for individual bridges are identified in "Table 15. Bridge Conditions and Previous Work" on page 65.

The 1989 *Oregon Covered Bridges* report identified 12 bridges in poor and 12 in fair condition. As of 2026, this number has reduced to only six in poor condition; and 15 in fair condition.

1989 Work Implementation Record

A substantial body of work has been completed since the 1989 *Oregon Covered Bridges* report. The Covered Bridge Rehabilitation Program recommended in the 1989 report was established as the Oregon Covered Bridge Program. This along with the former National Historic Covered Bridge Preservation Program provided partial funding for many of the projects completed since 1989.

From 1984 through 2026, 37 (74%) of the 50 extant bridges were rehabilitated. Costs for this work, in 2026 dollars, ranged from around $100,000 to over $3 million, with the average cost being over $500,000. During this period, six bridges were relocated, with the costs for this work and associated repairs ranging from just over $100,000 to $300,000. General repairs ranged in cost from $15,000 to over $90,000 depending on the scope of work.

Work completed for the bridges in Table 1 Oregon Covered Bridges in the 1989 *Oregon Covered Bridges* report is identified in the "Condition and Previous Work" column of the "Table 15. Bridge Conditions and Previous Work" on page 65.[30]

The 1989 *Oregon Covered Bridges* report recommended the following tasks for which no record of implementation has been identified:[31]

- Covered Bridge Maintenance Program: the 1989 report identified $7,500 [$21,000 in 2026 dollars] as the adequate annual maintenance amount for each bridge. The recommended program would have provided half of the annual amount to bridge owners having been established.
- Covered Bridge Advisory Committee: recommended approving and allocating funds from the grant and maintenance programs, as well as provide status reports to ODOT and the Oregon Legislature.
- Standardized Covered Bridge Inspection Program: recommended providing standardized inspections statewide. Although this specific program was not implemented, the annual inspections by ODOT fulfill this role and are critical to the early identification of maintenance issues.

The funding and project activity contributed to nationwide research and best practices development, as well as the documentation of bridges being worked on. From 2002 to 2019, the Historic American Engineering Record (HAER) and FHWA's Office of Infrastructure Research and Development jointly operated a research and technology program for historic covered bridges. This led to the documentation of eleven covered bridges in Oregon to the HAER standards, along with nationwide engineering studies of truss types, preparation of a National Historic Landmark context and nomination of seven covered bridges as National Historic Landmarks.[32]

Table 5. Oregon Covered Bridges Recorded in HAER Inventory

Bridge Name	HAER Inventory Number
Fisher School Bridge	HAER OR-145
Gallon House Bridge	HAER OR-123
Goodpasture Bridge	HAER OR-136

30 Norman, Oregon Covered Bridges: A Study for the 1989–90 Legislature.
31 Norman, Oregon Covered Bridges: A Study for the 1989–90 Legislature, i.
32 "National Covered Bridges Recording Project - Heritage Documentation Programs (U.S. National Park Service)," accessed June 21, 2026, https://www.nps.gov/subjects/heritagedocumentation/ncbrp.htm.

Bridge Name	HAER Inventory Number
Grave Creek Bridge	HAER OR-26
Horse Creek Bridge	HAER OR-15
Jordan Bridge	HAER OR-08
Larwood Bridge	HAER OR-124
Neal Lane Bridge	HAER OR-126
Office Bridge	HAER OR-125
Pengra Bridge	HAER OR-119
Short Bridge	HAER OR-120

Funding Needs

Funding to support stabilization, rehabilitation, and maintenance needs is central to the long-term retention of the covered bridges. None of the stabilization, rehabilitation, and maintenance work moves forward without funding (e.g., Pass Creek Bridge closure since 2014 due to needed repairs). The main national funding program dedicated to covered bridges no longer exists. The Oregon State Highway Fund has severe funding deficiencies and is prioritized to essential state highway system components. As such, active use covered bridges compete with other infrastructure needs for funding. Bypassed bridges must seek alternative funding sources.

> *"Ongoing investment in preserving these historic structures can ensure we do not continue to see near-failures and the need for expensive, emergency measures to prevent catastrophic failure."*[33]

State, federal, and local funding all manage multiple competing interests with covered bridges competing with general infrastructure needs.

Bypassed versus Active Use Bridges

The distinction between a covered bridge in active use and one that is bypassed (e.g. off-system, wayside, off-line, out-of-service) is significant for funding. Active use bridges on county or state roads can access county and state road funds for work. They compete within the county and state roadway systems for both funding and in performance with newer, often concrete bridges. Bypassed bridges that are also removed from the county or state roadway system are not eligible for road funds. Bypassed bridges that can be retained within the county or state roadway system for supporting roles (e.g., covered rest areas, or detour routes) can continue to access road funds. Former funding programs specifically addressing bypassed bridges included the Rural Community Improvement Council organization in the 1990s to identify grants and establish a fund-raising program. In 1993 the Oregon Legislative Assembly appropriated Executive Department (Lottery) Funds for the inspection, maintenance, and rehabilitation of the state's bypassed covered bridges.[34]

There are two pathways identified in the 1989 *Oregon Covered Bridges* report for bypassed bridges to be able to use county road maintenance funds. The first is retaining the bridge as a detour or secondary route for use when the main bridge is being worked on. The bypassed bridge is mothballed by rehabilitating it to carry some level of

33 Matt Tarnoff, "Lane County Covered Bridges."
34 Brett Henry, "Lane County Parks Covered Bridges."

vehicular traffic and then kept in reserve until it is needed. The other option is reuse of the bypassed bridge as a covered rest area.[35]

State Funding

These funds stem from a variety of sources, including vehicle registration fees, fuel and gas taxes, State hotel taxes (transient occupancy taxes), State Highway Fund, Secure Rural Schools, and state grants.[36]

The Oregon Covered Bridge Program remains active to support work on covered bridges and is attributed to funding the critical annual inspections. The Oregon Covered Bridge Program stemmed from the recognition in the 1980s that the rate of covered bridge loss encapsulated in part in the efforts to save the Weddle Bridge, the Oregon State Legislature established the program in 1987. Bridges granted "hardship status" under the program were eligible to have 70 cents reimbursed for each dollar spent on eligible expenditures.[37] It remains active under ODOT. Funding allocations from the State Legislature are integrated into ODOT's biennial budget and the Statewide Transportation Improvement Program (STIP). The STIP is ODOT's capital improvement plan for state and federally funded projects.[38]

Mitigation from ODOT transportation projects is not a reliable funding source. There are few adverse effects resulting in required mitigation. When mitigation is required, it must be both a specific action (e.g. re-roofing) not money banking and there has to be a connection between the affected resource and the covered bridge. So, if mitigation stems from a single-family residence being demolished due to road widening, it is unlikely there will be a connection between that residence and a covered bridge.

Local Funding

These funds stem from a variety of sources, including property taxes, local municipal and county hotel taxes (transient occupancy taxes), and development impact fees.[39] These funds, in addition to any state and federal funds accessible through the local government, are used to maintain all the city and county's transportation infrastructure. Only local funds can be used as a match for federal grants. Federal funds even if they are being passed through the local government cannot be used to match federal funds, except for the Community Development Block Grant. If emergency stabilization work is needed, then discretionary funding is requested from the County Board of Commissioners often drawing on the County Transient Lodging Tax reserves.[40]



Figure 7. Chambers Covered Bridge hosting a luncheon. Courtesy Travel Lane County.

The hotel taxes are taxes paid on short-term lodging rentals. Funds collected typically support investment in facilities and infrastructure to support visitors and local services heavily affected by tourism and recreation.

35 Norman, Oregon Covered Bridges: A Study for the 1989–90 Legislature, 15.
36 Matt Tarnoff, "Lane County Covered Bridges."
37 Brett Henry, "Lane County Parks Covered Bridges."
38 "Oregon Department of Transportation : Common STIP Questions : Statewide Transportation Improvement Program : State of Oregon," accessed June 19, 2026, https://www.oregon.gov/odot/STIP/Pages/About.aspx.
39 Matt Tarnoff, "Lane County Covered Bridges."
40 Brett Henry, "Lane County Parks Covered Bridges."

Federal Funding

Federal funding no longer has a covered bridge specific set aside through the National Historic Covered Bridge Preservation Program. This program was removed in favor of all transportation infrastructure projects competing within each state's STIP allocation.

The former National Historic Covered Bridge Preservation Program, established in 1998 by Section 1224 of the Transportation Equity Act for the 21st Century (TEA21) program, had provided a dedicated nation-wide funding pool for covered bridges. The Federal Highway Administration (FHWA) managed the former program distributing funds to ODOT, with grants funding up to 80% of eligible project costs. Grant eligible work included rehabilitation, repair, fire suppression systems, security systems against vandalism, and relocation to safer preservation sites.[41] The program ceased following establishment in 2012 of the Moving Ahead for Progress in the 21st Century Act (MAP-21).

From 2000 through 2012, the National Historic Covered Bridge Preservation Program funded over $12 million in rehabilitation and preservation work on covered bridges in Oregon. This included six bridges with two projects and one bridge with three projects funded in part through this program. The following table lists the Oregon covered bridges that received funding (up to 80% of eligible project costs) through this program from 2000 through 2012. The table is organized alphabetically by covered bridge name.

Table 6. National Historic Covered Bridge Preservation Program Grant Awards

Covered Bridge Historic Name	Award Year	Award Amount
Belknap Bridge	2011	$390,230
Cavitt Creek Bridge	2006	$125,622
Cavitt Creek Bridge	2010	$703,212
Chambers Railroad Bridge	2008	$1,315,370
Chitwood Bridge	2008	$176,760
Deadwood Bridge	2009	$181,270
Fisher School Covered Bridge	2000	$300,000
Gallon House Bridge	2006	$106,778
Gallon House Bridge	2008	$51,147
Good Pasture Bridge	2007	$181,270
Grave Creek Bridge	2010	$31,455
Grave Creek Bridge	2011	$92,545
Hannah Bridge	2006	$696,900
Hoffman Bridge	2006	$685,200
Horse Creek Bridge	2001	$35,000
Irish Bend Bridge	2007	$56,081
Larwood Bridge	2011	$708,428
Marys River & Hayden Bridges	2001	$104,000
McKee Bridge	2012	$49,148

41 "NHCBP - Funding Programs - Management and Preservation - Bridges & Structures - Federal Highway Administration," accessed June 18, 2026, https://www.fhwa.dot.gov/bridge/covered.cfm.

Covered Bridge Historic Name	Award Year	Award Amount
Mosby Creek (Layng) Bridge	2008	$17,946
Mosby Creek (Layng) Bridge	2009	$897,300
Neal Lane Bridge	2006	$108,574
Neal Lane Bridge	2010	$427,250
Nelson Mountain Bridge	2008	$17,946
North Fork Yachats River Bridge	2008	$596,704
Office Bridge	2012	$317,285
Parvin Bridge	2006	$733,722
Pass Creek Bridge	2007	$49,800
Pass Creek Bridge	2010	$62,700
Pass Creek Bridge	2011	$62,922
Pengra Bridge	2008	$17,946
Pengra Bridge	2012	$214,555
Ritner Creek Bridge	2003	$339,360
Rochester Bridge	2006	$157,925
Rochester Bridge	2011	$845,985
Short Bridge	2006	$102,000
Unity Bridge	2012	$199,200
Wildcat Bridge	2012	$330,655
Wimer Bridge	2001	$528,480

Comparative Funding

Oregon is the state with the sixth most covered bridges with 50 existing bridges. The following table lists the other five states in the nation with more covered bridges according to the 2021 *World Guide to Covered Bridges*. A general overview of key funding sources are listed for each. This list is not comprehensive. Common to all states and not listed in the table are each state's Department of Transportation infrastructure and transportation funds and each county's road funds. Sources listed in the following table are intended to illustrate some of the different approaches states with a high number of covered bridges have used to support covered bridge preservation.

Table 7. Comparative Funding Sources

State	Covered Bridge Count as of 2021	Key Funding Available
Pennsylvania	209	The State Pennsylvania Historical and Museum Commission open to nonprofit organizations and local governments providing Keystone grants for both planning ($5,000 to $25,000) and capital improvements (up to $100,000) with a 50/50 cash match for National Register listed or eligible properties. Covered bridges compete with other historic properties for funding.

State	Covered Bridge Count as of 2021	Key Funding Available
Ohio	144	State capital budget appropriations through the Ohio Facilities Construction Commission in the Cultural Facilities Grant Program for specific historic property capital projects. Ohio Department of Natural Resources Outdoor Recreation Facility grants for covered bridges functioning as part of a park, trail or pedestrian pathway. Funding is up to 75-percent, with a maximum award of $150,000, and the grant is only open to local governments.
Vermont	96	As a one-time funding mechanism, the Vermont Transportation Department invested over $80 million in 2022 from the federal General Bridge Fund Program established through the Infrastructure Investment and Jobs Act into bypassed bridges, which included covered bridges.
Indiana	92	Community Crossings Matching Grant Program, established in 2016 and state-funded, providing matching grants to communities for local roads and bridges. The match requirement is scaled based on community population and the maximum award is $1 million per state fiscal year.
New Hampshire	55	Land and Community Heritage Investment Program established in 2000 is an independent state entity. Funds generated through a $25 surcharge on four types of documents recorded at the counties. The fund generates around $4 million each year. Grants are awarded to local governments and non-profits for National or local register listed properties that are publicly owned or owned by a publicly supported nonprofit.

Public Education, Heritage Tourism and Recreation Needs

Public education, heritage tourism and recreation are essential to the ongoing preservation of Oregon's historic covered bridges. The increased awareness for and appreciation for them by the public supports funding and increases visitation. This extends to both the local communities served by the bridge and to regional and out-of-state tourists and recreational users.

Several communities already hold events around their historic covered bridges to promote public awareness, appreciation and draw visitors. The City of Lowell hosts an annual Christmas Light show at their covered bridge each December and opens the bridge for holiday festivities. At the Belknap and Goodpasture bridges, the Late Bloomers Garden Club works with the County Bridge and Special Projects crew to make wreaths for the portals. At the Goodpasture Bridge, the County Bridge and Special Projects lead worker has lights programed in all 20 windows for seven different occurrences. At the Office Bridge, the City of Westfir decorates it in December for the holiday season.[42] Cottage Grove and the surrounding area combine both the curated experience promotion related to the Covered Bridges Scenic Bikeway and marketing as the "Covered Bridge Capital of Oregon."

There are multiple entities statewide all engaged in Oregon's covered bridges conveying their history and promoting them to drive tourism and their integration in recreational activities (e.g. driving, hiking, or bicycle tours). However, there is no shared, consistent data set quantifying the economic role of covered bridges. The tools and resources needed to gather visitor data during certain seasons also varies across communities.

42 Matt Tarnoff, "Lane County Covered Bridges."

Many of the existing promotional information is about the history and not about the value. Establishing community value by understanding how people engage with and use the bridges (e.g., family photos, taking visitors from out of town, weddings, commercial photographs) would be meaningful to convey the cultural value and documenting the types of uses and number of visitors.

Stabilization Needs

Stabilization needs are conditions that make the bridge structurally deficient and present a high risk for imminent loss of bridge integrity if they are not implemented. Identification of these needs in the "Map 5. Oregon's Covered Bridges Conditions" on page 51 stemmed from outreach to bridge managers and data from 2025 condition information in the "Condition and Previous Work" column of the "Table 15. Bridge Conditions and Previous Work" on page 65 identify a rating of "Serious."[43]

The Federal Highway Administration, "Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges" defines this rating as follows with the National Bridge Inventory rating in parenthesis ().

- Poor (4): Advanced section loss deterioration, spalling or scour.
- Serious (3): Loss of section, deterioration, spalling or scour have seriously affected primary structural components. Local failures are possible. Fatigue in steel or shear cracks in concrete may be present.[44]

Ratings below this (i.e., worse) in the ranking, for context, are critical, imminent failure, and failed. Bridges are classified as structurally deficient when a component (deck, superstructure, or substructure) has a National Bridge Inventory rating of four or less.[45]

Table 8. Covered Bridge Stabilization Needs

Bridge	County	Issue	National Bridge Inventory (NBI) *(Over 20-feet long, subject to National Bridge Inspection Standards, and carrying public vehicular traffic)*[46]
Currin Bridge (Bypassed)	Lane	County approved emergency measures to repair the bridge in 2026. The bridge was rehabilitated in the 1990s. This bridge was identified as in poor condition in the 1989 report.	No

43 Bridge Section, Oregon Department of Transportation (ODOT), "Bridges," GIS REST layer, Geographic Information Services Unit, Oregon Department of Transportation (ODOT), July 25, 2025, https://geohub.oregon.gov.

44 Bridge Section, Oregon Department of Transportation (ODOT), "ODOT Bridge Data."

45 Oregon Department of Transportation, Bridge Condition Report and Tunnel Data (Salem, OR, 2025), 10, https://www.oregon.gov/ODOT/Bridge/Pages/BCR.aspx.

46 Bridge Section, Oregon Department of Transportation (ODOT), "ODOT Bridge Data."

Bridge	County	Issue	National Bridge Inventory (NBI) *(Over 20-feet long, subject to National Bridge Inspection Standards, and carrying public vehicular traffic)*[46]
Hayden Bridge (ODOT Bridge ID 14538)	Benton	Serious substructure rating conveying deteriorated state of primary structural components supporting the bridge superstructure. This bridge was identified as in good condition in the 1989 report.	Yes
Hoffman Bridge (ODOT Bridge ID 01724)	Linn	Serious substructure rating conveying deteriorated state of primary structural components supporting the bridge superstructure. The bridge was rehabilitated in the 2000s. This bridge was identified as in good condition in the 1989 report.	Yes
Mosby Creek Bridge (ODOT Bridge ID 39C241)	Lane	Substructure rated poor and super structure rated fair. The bridge overall has a poor condition rating. The bridge was rehabilitated in the 2000s. This bridge was identified as in good condition in the 1989 report.	Yes
Pass Creek Bridge (Bypassed)	Douglas	Deteriorated bottom chord and helper beam supporting the bridge superstructure. First identified in 2014. This bridge was identified as in good condition in the 1989 report.	No
Stewart (Bypassed)	Lane	County approved emergency measures to repair the bridge in 2026. The bridge was rehabilitated in the 1990s. This bridge was identified as in poor condition in the 1989 report.	No

Estimated Stabilization Costs

Stabilization costs are estimated to range from $250,000 to $1 million per bridge depending on the scale of the bridge and scope of work needed. Based on the six bridges identified with stabilization needs, this places the total estimated costs at $1.5 million to $6 million.

This broad cost range is based on rehabilitation data on work completed from 1984 to 2026. No specific stabilization cost models were identified, and the complexity and scope of stabilization work is likely to vary considerably on a case-by-case basis.

Maintenance Needs

Preventative maintenance provides a cost-effective way to extend the serviceable life of bridges and the prior round of investment. Funding for major capital projects is increasingly more difficult to obtain, making maintenance

critical to addressing issues before they grow and the cost to resolve them is insurmountable. Sourcing of clear vertical grain Cedar (typically old growth) for roof shakes and siding (often 5/4 by 12-inch boards in 14- and 16-foot lengths) from Canada is becoming increasingly difficult and costly.[47] The primary function of the covered bridges is now visual rather than transportation making materials selection and associated costs a key concern.[48] Alternative materials have either changed visual characteristics or under-performed, such as fir (versus Cedar) siding rotting and cupping.

Annual ODOT bridge inspection reports are used by County staff to identify repair needs. This work is then typically done by County staff. Ongoing maintenance of a bridge including pest control is estimated to range between $3,500 and $5,000.[49]

The following table considers each issue individually in contrast with a rehabilitation project that would address multiple issues as part of a single large project. Due to funding limitations larger projects are not always feasible, instead requiring repairs to be made in stages over a longer time period. General frequencies are estimations based on data received from bridge managers to provide a general reference point for planning purposes.

The *Covered Bridge Manual* (FHWA-HRT-04-098) prepared by FHWA provides detailed information on covered bridge maintenance. Most if not all this work is intended to be completed in-house by County and City staff, which retains the technical skills in the community and substantially reduces project cost.

Typical issues identified in the 1989 *Oregon Covered Bridges* report that remain a concern include loads exceeding posted limits and wide loads that damage portal and chord members and stress throughout the bridge structure. Cost range data in the following table stems from "Table 3 Estimated Costs for Annual Covered Bridge Maintenance" in the 1989 report and is converted to estimated 2026 dollars for planning purposes.[50]

Table 9. Preventative Maintenance Needs Summary

Issue	Description	General Frequency
Approaches, repairs	Repair and selective rebuilding of approaches and jump spans to support continued vehicular use.	Every 20 to 25 years, based on conditions
Chemical Treatment	The fumigation and applied treatment of substructure, superstructure and deck wood members to resist insect activity. Product literature for the treatments is often related to telephone pole applications, which have a 10-year reapplication cycle. At least one covered bridge manager recommended a shorter cycle based on the risk posed by insect activity.[51]	Every 5 to 6 years

47 Kelly Folley, "Lincoln County Covered Bridges," personal communication, July 29, 2026.
48 Kelly Folley, "Lincoln County Covered Bridges."
49 Steve Preszler, PE, "Marion County Covered Bridges," personal communication, July 29, 2026.
50 Norman, Oregon Covered Bridges: A Study for the 1989–90 Legislature, 15.
51 Kevin Groom, PE, "Linn County Covered Bridges," personal communication, July 29, 2026.

Issue	Description	General Frequency
Cleaning and brush clearing	Cleaning to remove road debris that accumulates on the deck and superstructure members. Clearing of brush around the bridge as applicable to reduce fire load and keep vegetation away from direct contact with the bridge.	Annually
Connectors Tightening	Checking connectors and tightening as needed.	Every 1 to 2 years
Deck, repair	Repair and replacement of decking to protect floor beams and carry vehicular traffic. This includes the removal of any asphalt topping slabs that trap moisture and increase dead loads on the bridge. These are exposed to the weather and deteriorate faster than the rest of the structure.	Every 5 to 10 years
Floor Beams, repair	Selective repairs or replacement of individual floor beams to address isolated deficiencies (e.g., decay pockets, cracked beam due to overloading).	Every 10 to 15 years, based on conditions
Graffiti, removal	Removal from the interior and exterior of the structure as needed. Some bridges install message boards on the interior for visitors to leave comments.	As needed based on conditions
Inspections	Formal Routine ODOT Bridge Inspection completed annually. The Timber Boring Inspection is completed every 12 months. The Fracture Critical Inspection is completed every 24 months. The X-Channel Inspection is completed every 48 months. Informal visual inspections are done by the Bridge & Special Projects supervisor and lead worker at least annually.	Variable, see notes under the Description column
Painting	Renewal of paint at exterior surfaces to protect siding from weather exposure.	Every 6 to 10 years depending on exposure
Roof, repairs	Repair of roofing to maintain its ability to protect the deck and superstructure from weather exposure.	Every 10 years, based on conditions
Roof, renewal	Re-roofing of the bridge and repair of roof framing as needed.	Every 25 years, depending on exposure
Scour Mitigation	Preventing the erosion and loss of bridge supports due to water action.	As needed based on conditions
Siding, repair	Selective repair and replacement of siding elements.	Every 10 to 15 years, based on conditions
Truss and guard rail, repair	Repairs to the bridge trusses including selective diagonal repairs and replacement. Repairs to the guard rails including selective member replacement.	As needed based on conditions (e.g., when hit by a vehicle)

Rehabilitation Needs

Rehabilitation needs are conditions that are needed to support ongoing use, correct major safety defects, and retain bridge integrity. They are not as urgent as stabilization needs and anticipate a longer time frame for planning and fund raising. Identification of these needs in the "Table 10. Covered Bridge Rehabilitation Needs" below stemmed from outreach to bridge managers and data from 2025 condition information in the "Condition and Previous Work" column of the "Table 15. Bridge Conditions and Previous Work" on page 65 that identify a rating of "Fair."[52]

The Federal Highway Administration, "Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges" defines this rating as:

- Fair: All primary structural elements are sound but may have minor section loss, cracking, spalling or scour.[53]

Table 10. Covered Bridge Rehabilitation Needs

Bridge	County	Issue	National Bridge Inventory (NBI) *(Over 20-feet long, subject to National Bridge Inspection Standards, and carrying public vehicular traffic)*[54]
Belknap Bridge (ODOT Bridge ID 39C123)	Lane	Super structure rated fair.	Yes
Cavitt Creek Bridge (ODOT Bridge ID 19C018)	Douglas	Super structure rated fair.	Yes
Cedar crossing Bridge (ODOT Bridge ID 51C05)	Multnomah	Substructure rated fair.	Yes
Deadwood Creek Bridge (ODOT Bridge ID 39C551)	Lane	Substructure rated fair.	Yes
Dorena Bridge (ODOT Bridge ID 18139)	Lane	Super structure rated fair.	Yes
Earnest Bridge (ODOT Bridge ID 39C176)	Lane	Super structure rated fair.	Yes
Gallon House Bridge (ODOT Bridge ID 05381)	Marion	Super structure rated fair.	Yes
Goodpasture Bridge (ODOT Bridge ID 39C118)	Lane	Decking and superstructure rated fair.	Yes
Grave Creek Bridge (ODOT Bridge ID 141005)	Josephine	Super structure rated fair.	Yes
Hannah Bridge (ODOT Bridge ID 12948)	Linn	Super and substructure rated fair.	Yes
Neal Lane Bridge (ODOT Bridge ID 19C220)	Douglas	Super structure rated fair.	Yes

52 Bridge Section, Oregon Department of Transportation (ODOT), "ODOT Bridge Data."
53 Bridge Section, Oregon Department of Transportation (ODOT), "ODOT Bridge Data."
54 Bridge Section, Oregon Department of Transportation (ODOT), "ODOT Bridge Data."

Bridge	County	Issue	National Bridge Inventory (NBI) *(Over 20-feet long, subject to National Bridge Inspection Standards, and carrying public vehicular traffic)*[54]
Rochester Bridge (ODOT Bridge ID 19C487)	Douglas	Super and substructure rated fair.	Yes
Short Bridge (ODOT Bridge ID 14025)	Linn	Super structure rated fair.	Yes
Unity Bridge (ODOT Bridge ID 014721)	Lane	Super structure rated fair.	Yes
Wendling Bridge (ODOT Bridge ID 39C174)	Lane	Super and substructure rated fair.	Yes

Estimated Rehabilitation Costs

Rehabilitation costs are estimated to range from $1 to $3 million per bridge depending on the scale of the bridge and scope of work needed. Five bridges have been rehabilitated in the 2020s. Frequency of rehabilitation is estimated to be approximately every 20 to 30 years based on the pattern of work completed from 1984 to 2026.

Based on the 15 bridges identified with rehabilitation needs, this places the total estimated costs at $15 million to $45 million.

The following table identifies those bridges not included in the "Map 5. Oregon's Covered Bridges Conditions" on page 51 by decade of their last known rehabilitation. This provides a planning tool to support the long-term identification of which other bridges are likely to approaching the need for a rehabilitation or major repairs project based on the general 20-year cycle.

Table 11. Decade of Last Bridge Rehabilitation

Decade of last rehabilitation	Number of bridges	List of bridges
1980s	3	• Lake Creek Bridge • Remote Bridge • Weddle Bridge
1990s	1	• Jordon Bridge
2000s	6	• Coyote Bridge • Marys River Bridge • North Fork Bridge • Parvin Bridge • Ritner Bridge • Wimer Bridge

Decade of last rehabilitation	Number of bridges	List of bridges
2010s	9	• Chambers Railroad Bridge • Chitwood Bridge • Gilkey Bridge • Horse Bridge • Larwood Bridge • McKee Bridge • Office Bridge • Pengra Bridge • Wildcat Bridge

Recommendations to Preserve Oregon's Covered Bridges

Oregon's covered bridges are essential to community identity and economy. The updated condition report and needs assessment affirms that consistent investment in their preservation can maintain these important community resources into the future. The following recommendations are based on the findings of the report and offer a multi-prong and collaborative approach to promotion, management, and funding that continues the beneficial work of the last 30 years into the next.

- **Continue annual inspections**. Currently funded and implemented through ODOT, these are invaluable in supporting ongoing maintenance and preservation of the online covered bridges. The annual frequency allows issues to be identified while minor rather than less frequent checks allowing issues to become larger in scope and costlier which makes them difficult if not impossible for bridge managers to implement

- **Ensure all covered bridges have a preservation maintenance plan.** These plans support efficient maintenance work and regulatory review, as well as provide a record of institutional knowledge and known best practices to support ongoing changes in bridge managers. This should draw on the 2019 *Guidelines for Rehabilitating Historic Covered Bridges* prepared by FHWA and NPS. These 2019 guidelines adapt the *U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preservation, Rehabilitation, Restoration, and Reconstruction* for historic covered bridges. Ideally this should be a standardized plan that with consistent data sets could facilitate both data sharing and larger funding applications.

- **Prioritize roof and siding repairs and long-term budgeting for reroofing**. Maintaining the roof and siding in good condition substantially increases the longevity of truss systems. It is imperative that funding be found to support this work, which is significantly less than the cost of a full bridge rehabilitation project if conditions are allowed to deteriorate.

- **Build a coalition of covered bridge owners and supports.** This group can develop coordinated campaigns, promotions, maintenance methods, materials sourcing, and fundraising. This group should include those engaged with and support preservation of Oregon's covered bridges. This group can work to raise awareness at the state level of cultural and economic value of Oregon's covered bridge's and advocate for both public and private funding needed to preserve them. The benefits for forming a coalition include sharing resources and skills, networking, coordinated messaging, increase in credibility, and more. A coordinated effort assembling plans, evaluations, and cost estimates for needed work and communicating value could support the following:



Figure 8. Covered bridge used as part of the Mid-Valley Bicycle Club logo.

  - » Requests for state and/or federal appropriations to support stabilizing and rehabilitating Oregon's covered bridges.
  - » Requests to increase state grant funding dedicated to historic properties and advocating with private funders the value and need of supporting the preservation of Oregon's covered bridges.
  - » Take advantage of strategic opportunities such as large grants that become available through federal initiatives.

  Resources to support coalition development include:

  - » Restore Oregon
  - » Cultural Advocacy Coalition of Oregon
  - » Creating and Maintaining Coalitions and Partnerships Toolkit, part of University of Kansas's Community Tool Box.



Figure 9. Vermont Covered Bridge Society Facebook posting announcing their second annual Covered Bridge Week in 2026 including a proclamation by the Governor.

- **Conducting a statewide economic impact analysis to better understand the role and value of Oregon's covered bridges in tourism, recreation, and any other contributing commercial interests in addition to the development of evaluation tools that local communities can use to gather information and data for advocacy and fundraising.** It's clear that covered bridges are seen as assets with promotion and featured imaging on state and regional tourism platforms, but the data that exists does not provide a complete picture of how engagement with Oregon's covered bridges contributes to the economy both statewide and locally. Doing a study to help understand that impact would help with educating the public and decision makers, communicating value, and advocating for funding. Developing tools for local communities to gather data can help capture a better picture of the value of covered bridges to the local communities they reside in or nearby. It can identify the ripple effect of those passing through to view covered bridges such as money being spent in local businesses as part of their trip. It could also help demonstrate the economic impact of these historic resources to support using Oregon Economic Development funds to support preservation work.

- **Develop partnerships with non-profit partners (e.g., cycling, running, outdoor recreation groups) and heritage organizations (e.g., museums, historical societies, friends of groups) to support public education, programming, and fundraising.** In addition to adding to the benefits of previous recommendations such as adding to the coalition to help with advocacy efforts, developing partnerships with

nonprofits that have related interests can allow for additional opportunities to help with public education and fundraising.

Most of the covered bridges in Oregon are managed by local governments and may not be eligible for certain grant programs. Forming a partnership with a local nonprofit that has a mission that includes preservation of heritage resources to apply for grants can help expand grant funding options. If allowed in the grant program guidelines, the nonprofit may be able to include an administrative fee in the grant request to cover time spent managing and reporting on the grant. Recreation related groups may be an avenue for partnership opportunities for fundraising events, education, and advocacy if they include covered bridges in any regular organized activities. Museums and historical societies may also be willing to partner for public education campaigns or with ways to gather stories of community value and highlight the value of these unique resources.

Resources to support partnership development:

» History Organizations and Friends Groups: A Practical Guide for Success, published by the American Association for State & Local History, 2023.

» Creating and Maintaining Coalitions and Partnerships Toolkit, part of University of Kansas's Community Tool Box.

» Community Building & Partnerships Toolkit, Colorado Department of Local Affairs. While geared towards Main Street efforts, there are tools that can be applied to partnerships in general such as a partnership plan, partnership agreement, and more.

» Cycle Oregon

» Oregon Heritage and Oregon Museums Association may be able to help identify heritage organizations in the region to contact about opportunities.

- **Develop and implement a public education campaign that supports both coordinated efforts across the network of resource managers and local efforts to continually promote the cultural and economic value of Oregon's covered bridges to the public and educate on what is needed to preserve them.** Coordinating strategic messaging and communication campaigns across the regions containing covered bridges can help with raising awareness which in turn can support advocacy, fundraising, and engagement. It's critical to develop strategic messaging emphasizing the number of remaining covered bridges in Oregon as unique on this side of the country as it can elevate this resource in how Oregonians and visitors to Oregon connect with what makes Oregon special.

  Examples of opportunities for coordinated campaigns include:

  » Promotion of the value of Oregon's covered bridges during National Preservation Month in May, a commemorative month for historic preservation efforts across the country led by the National Trust for Historic Preservation.

  » Coordinating an "Oregon Covered Bridges" week during a week in fall, a time that data suggests a heightened interest in touring covered bridges.

  Resources to support public education campaigns:

  » National Trust for Historic Preservation

  » Vermont Covered Bridge Society Covered Bridge Week

  » Communications to Promote Interest, University of Kansas's Community Tool Box

- **Review National Register nominations to determine if a case can be made for national significance for any of the covered bridges**. This can be undertaken by the SHPO staff. National significance would help a bridge to be eligible for the Save America's Treasure Grant.

- **Increase funding for the Preserving Oregon Grant**. This is part of the Oregon Parks and Recreation Department budget and so is approved by the Governor's Office and the State Legislature. As such, an increase of funding would need to come from the Governor's Office or the State Legislature. This grant benefits all National Register listed resources statewide. Increasing available funds would increase the number of projects that could receive funding each grant round. This is the only designated grant for National Register listed properties and 41 of Oregon's covered bridges are listed on the National Register with another four identified as National Register eligible. In addition this would benefit bypassed bridges that are not able to use road funds. The amount available each year for awards has remained static (approximately $200,000 per year) since 2019 despite cumulative inflation since 2019 exceeding 30 percent.[55]

- **Coordinate grant applications.** If larger state or national grants are available (e.g., Bruhn Grant, Oregon Cultural Resources Economic Fund (CREF)), this could provide a network for multiple bridges across the state to apply collectively. This would benefit from work building a coalition of covered bridge owners and supporters.

- **Lobby for State Funding and a Federal Appropriation through the coordinated network of covered bridge preservation, management, and heritage tourism groups**. Oregon has the sixth highest amount of covered bridges in the nation and the most west of the Mississippi. A coordinated effort assembling plans, evaluations, and cost estimates for needed work could support a request to federal Senators and Representatives to appropriate funds and to the State Legislature for capital project dollars. This would benefit from work building a coalition of covered bridge owners and supporters.

- **Be at the table for relevant statewide and local planning process to ensure the covered bridges are acknowledged and preserved**. Some of the planning process to be aware of at the state and local level that may have opportunities for public/community input include but are not limited to local and statewide disaster preparedness and response plans, statewide historic preservation plans, statewide and regional tourism plans, statewide recreation plans, economic development plans, local government long range plans, and more. It is also a benefit to resource managers and supporters of covered bridges to be aware of relevant state, regional, and/or local plans whose goals can be referenced to support requests for funding. This would benefit from work building a coalition of covered bridge owners and supporters.

The FHWA maintains resources supporting bridge preservation and providing additional details beyond those identified in this report.

Table 12. Preserving Oregon Grant Amounts 2016-2026

Award Year	Amount Awarded	Amount Requested
2016	$124,995.00	$425,525.00
2017	$136,445.00	$309,175.00
2018	$128,262.00	$505,793.00

55 "CPI Inflation Calculator: U.S. Bureau of Labor Statistics," Bureau of Labor Statistics, accessed September 10, 2026, https://www.bls.gov/data/inflation_calculator.htm.

Award Year	Amount Awarded	Amount Requested
2019	$199,241.00	$380,086.00
2020 (COVID)	$0, Canceled due to COVID	
2021	$200,000.00	$586,273.00
2022	$215,466.00	$475,687.00
2023	$195,377.00	$384,919.00
2024	$199,999.00	$328,387.00
2025	$200,539.00	$531,971.00
2026	$200,000.00	$385,849.00
Total	$1,800,324.00	$4,313,665.00

Current Funding Programs to Utilize

Funding for projects typically involves multiple funding sources, often to meet match requirements for grants. Investment in historic covered bridges has the added benefit of bringing outside dollars into the community through heritage tourism both as destinations and as part of the collective experience attracting visitors. The following list identifies applicable grant programs.

The following table summarizes funding programs currently available to National Register listed or eligible covered bridges.

Table 13. Funding Programs to Utilize

Funding Program	Applicant Eligibility	Grant Award Amounts	Match Requirement	Eligible Work
Cultural Advocacy Coalition of Oregon	Non-profit	$150,000 minimum	None	Construction
Federal Local Bridge Program	Local government, ODOT	Unknown	None	Construction
FEMA Hazard Mitigation Assistance	Local government, ODOT	Unknown	Unknown	Construction
Kinsman Foundation	Local government, non-profit	Both, less than $5,000; and more than $5,000	None	Studies, Construction
National Society for the Preservation of Covered Bridges	Local government, non-profit	$5,000 to $10,000, variable funding	None	Construction
National Trust Preservation Funds	Local government, non-profit	$2,500 to $5,000	1:1	Studies
Oregon Covered Bridge Program	ODOT	Annual inspections, attributed	None	Annual inspections
Oregon Cultural Trust Development Grants	Non-profit	$5,000 to $40,000	None	Studies, Construction

Funding Program	Applicant Eligibility	Grant Award Amounts	Match Requirement	Eligible Work
Oregon Heritage Grant	Local government, non-profit	$3,000 to $20,000 (can't exceed 50% of total project costs)	1:1	Studies, Construction
Paul Bruhn Grant	Subgrant program	Up to $700,000	None	Construction
Preserving Oregon	Local government, non-profit, Private	Up to $20,000	1:1	Construction
Round Up for the Bridge Program	Local government	Unknown	None	Studies, Construction
Save America's Treasures	Local government (properties must be of national significance)	Unknown	None	Construction
Small City Allotment Program	Local government	Unknown	Unknown	Construction

Cultural Advocacy Coalition of Oregon

The Cultural Advocacy Coalition of Oregon works in coordination with the Oregon Arts Commission and the Oregon Cultural Trust to review grant applications for capital construction projects. Grants are available only to non-profit arts, culture, heritage, and humanities organizations. The minimum grant award amount is $150,000. Grants are funded each biennium since 2013 by the State Legislature through the Cultural Resources Economic Funds.

Federal Local Bridge Program

The Federal Local Bridge Program provides funding to support bridge replacement, rehabilitation and preventative maintenance. This program does not require a local match. ODOT anticipated approximately $100 million in available funds for the 2025 application round. The program is open to local agency bridge owners. To be eligible, bridges must meet the following base requirements: be listed on the National Bridge Inventory (NBI), over 20-feet long, subject to National Bridge Inspection Standards, and carrying public vehicular traffic. Bridges meeting these requirements are identified in "Map 5. Oregon's Covered Bridges Conditions" on page 51.

If an otherwise eligible bridge has been closed, it can still be eligible as long as it meets the following requirements. The closure has to have been for less than five years. Upon completion of the work and reopening the bridge would need to meet the base requirements.[56]

56 "Local Bridge Program Call for Projects | WSDOT," accessed June 22, 2026, https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/local-bridge-program/local-bridge-program-call-projects.

Rehabilitation eligible projects must meet one of the following criteria:

- Have a culvert, deck, superstructure, and/or substructure overall condition code of 4 or less.
- Have an inventory rating factor of less than 0.30 and be load posted for all legal vehicles.
- Have a waterway adequacy code of two or less, or overtopping likelihood of five or higher.
- Improve climate resiliency, with adequate supporting documentation, such as a long-term study showing effects of climate change.[57]

Preventative maintenance criteria applicable to covered bridges follows:

- Scour mitigation for structures that are calculated or assessed as scour critical, having a scour code of three or less OR having scour vulnerability code of C, D, or E. Bridges with a scour code or scour vulnerability code of U may be considered eligible with a scour condition code of four or less.
- Seismic retrofit on structures with study showing high seismic vulnerability.
- Deck resurfacing/repair on structures that have a total area of 2% or greater of patches, spalls, and delaminations in the deck surface (Condition State 2, 3 and 4).[58]

FEMA Hazard Mitigation Assistance

FEMA Hazard Mitigation Assistance grants can be applied for by the state, with cities and counties as sub applicants. There are several funding programs within the overall program. The Building Resilient Infrastructure and Communities program provides an opportunity for historic covered bridges in active use to partially fund upgrades, modernizing, and natural hazard risk mitigation. This could extend to scour protection and upgrades for scour vulnerable bridges.[59] The Goodpasture Bridge is funded for work in 2027 including the use of a FEMA Hazard Mitigation grant.[60]

Kinsman Foundation

The Kinsman Foundation funds historic preservation work on properties listed to the National Register. Grants for less than $5,000 are processed throughout the year, while grant request for more than $5,000 are reviewed annually. Grants are awarded only to tax-exempt nonprofit 501(c)(3) organizations and government agencies.

National Society for the Preservation of Covered Bridges

The National Society for the Preservation of Covered Bridges funds work on any historic covered bridge which is publicly owned or owned by a non-profit organization. Applicants can apply for grants between $5,000 to $10,000. The funding is variable but interested bridge managers should inquire.

57 "Local Bridge Program Call for Projects | WSDOT."
58 "Local Bridge Program Call for Projects | WSDOT."
59 "Building Resilient Infrastructure and Communities | FEMA.Gov," May 1, 2026, https://www.fema.gov/grants/mitigation/learn/building-resilient-infrastructure-communities.
60 "Goodpasture Covered Bridge Retrofit," accessed June 10, 2026, https://www.lanecountyor.gov/government/county_departments/public_works/engineering_and_construction_services/traffic_engineering_services/transportation_planning/current_projects___plans_under_development/goodpasture_covered_bridge_retrofit.

National Trust Preservation Funds

The National Trust Preservation Funds awards grants for $2,500 to $5,000. Applicants can be a local government, 501(c) (3), or other nonprofit organization. Grants are encouraged to have a one-to-one match.

Oregon Covered Bridge Program

The Oregon Covered Bridge Program remains active under ODOT to support work on covered bridges. Funding allocations from the State Legislature are integrated into ODOT's biennial budget and the Statewide Transportation Improvement Program (STIP). The STIP is ODOT's capital improvement plan for state and federally funded projects.[61] This funding is attributed the source for annual inspections; with consultants hired through ODOT and by ODOT staff.

Oregon Cultural Trust Development Grants

Oregon Cultural Trust Development Grants awards grants for $5,000 to $40,000. Applicants must be a tax-exempt nonprofit 501(c)(3) organization.

Oregon Heritage Grant

The Oregon Heritage Grant program is a matching grant (1:1) program available for non-profit organizations, federally recognized tribal governments, universities, and local governments. Funding will support the preservation, development and interpretation of resources. Award amounts range from $3,000 to $20,000, require a match, and can't exceed 50% of total project costs. Other funds from the Oregon Heritage Commission or Oregon Parks and Recreation Department cannot be used as the match.

Paul Bruhn Grant

The Paul Bruhn Grant is available to bridges that are National Register listed or eligible and in rural areas. There are several key considerations around use of the grant that require coordination across a network of bridge managers. The first is that it is a subgrant program. So, a county or city cannot apply and use the grant to fund work on their own bridges. But an economic district, or non-profit (such as Restore Oregon or the State Historic Preservation Office) could apply for the grant and then use it to fund work in each county and city. The second is that the National Park Service won't fund the same resource type more than once. So how the application is structured to specific counties or a specific bridge use would be important to allow for multiple rounds of applications.

Preserving Oregon Grant

The Preserving Oregon Grant is a matching grant (1:1) for rehabilitation work on National Register listed resources. Award amounts can be up to $20,000. Over the last ten years the program has awarded the following annual totals supporting historic preservation projects statewide and leveraging local investment.

61 "Oregon Department of Transportation : Common STIP Questions : Statewide Transportation Improvement Program : State of Oregon."

Round Up for the Bridge Program

Round up programs can be used by utilities to support specific local community assistance funds and charities. Lane County used this type of mechanism to raise funds for the Chambers Railroad Bridge. This relies on public awareness and education on the importance of the bridge and the need for repairs.

Save America's Treasures

The Save America's Treasures grant program was established in 1998. Eligible properties must be National Historic Landmarks or National Register of Historic Places listed with national significance. This grant is administered by the National Park Service. A property can only receive funding once.

Small City Allotment Program

This program is available only to incorporated cities with a population of 5,000 or fewer. A match is not required. The program will fund projects on streets that are not part of the state highway system to improve safety and support the capacity they serve.

The following examples are bridges that could potentially be eligible since they are not on the state highway system and in incorporated cities with populations of 5,000 or fewer.

- Chitwood Bridge in Toledo
- Lowell Bridge in Lowell
- Pass Creek Bridge in Drain

Methodology

NWV began this project setting up the survey in an extraction of the SHPO's Oregon Historic Sites Database (OHSD) and reviewing the 1979 *Oregon Covered Bridges Thematic Resource National Register Nomination*, the 1989 *Oregon Covered Bridges* report, the 2013 *Oregon's Historic Bridge Field Guide*, and the *Historic Highway Bridges of Oregon* updated through 2018.

NWV utilized the Geographic Information System (GIS) REST layer (a web-accessible geospatial dataset) of the Oregon Historic Sites Database (OHSD). We clipped the GIS layer to only include the plan/type "Covered Bridge." We cross-checked the resulting list of resources with the following:

1. "Table 1 Oregon Covered Bridges" in the 1989 *Oregon Covered Bridges* report;[62]

2. The "Oregon Covered Bridges Index to Numbered Inventory Sheets and Key to Map Locations and Photographs" in the 1979 *Oregon Covered Bridges Thematic Resource National Register Nomination;*[63]

62 James Norman, *Oregon Covered Bridges: A Study for the 1989–90 Legislature* (Oregon State Highway Division, Environmental Section, 1988), 50, https://digitalcollections.library.oregon.gov/nodes/view/203393?showbacklinknav=300240.

63 Historic Preservation Office, Oregon State Parks and Recreation Branch et al., "Oregon Covered Bridges Thematic Resource," National Register of Historic Places Inventory - Nomination Form, Thematic Group Nomination, National Park Service, June 25, 1979.

3. The 1947, 1963, and 1965 maps published by the Oregon State Highway Commission showing covered bridges of Oregon;

4. The "Guide to Covered Bridges in Oregon" list published in the 1963 *Covered Bridges of the West: A History and Illustrated Guide*; and,

5. The bridges identified in the 1952 *Covered Bridges in Oregon* report published by the Oregon State Highway Commission.

This step resulted in a GIS point layer containing all the bridges (both extant and former) identified in the sources described above. No field work was undertaken as part of this project.

We conducted an initial review of this GIS point layer using high resolution Environmental Systems Research Institute, Inc. (ESRI) and Google satellite imagery and Oregon Department of Transportation (ODOT) GIS bridge data. For each bridge we used this data to confirm if the bridge still exists and we adjusted point locations to the midpoint of each span.

NWV updated, as applicable, survey form data for each surveyed resource, including address, historic/current name(s), original use, construction date(s), materials, style, plan type, comments (such as alterations observed, window details, or any notable aspects), number of contributing and non-contributing resources, and an eligibility evaluation. For resources for which no change is recommended, we provided a statement noting that. For resources that had been demolished we updated their status to demolished. We updated the spatial coordinates for surveyed resources in the forms. We processed latitude and longitude coordinates in decimal degrees, to the sixth decimal place, for all updated survey forms and in spatial location updates on old GIS forms based on the center of the primary resource on the property using the North American Datum of 1983 (NAD83).

NWV conducted outreach to bridge managers in coordination with Oregon Heritage staff. NWV prepared questions based on the questions used in developing the 1989 report. These were sent to bridge managers and responses integrated into the report. Virtual and phone calls were held with several bridge managers to receive responses on the questions. Bridges in private ownership were the most difficult to identify contact information for.

NWV supported the Oregon Heritage staff in holding a virtual roundtable with the bridge managers on October 20, 2026 to review initial findings from the project.

The project was completed using the latest "Guidelines for Conducting Historic Resource Surveys in Oregon" (2011) from the Oregon SHPO. This desktop review was conducted in compliance with the Secretary of the Interior's Standards for Preservation Planning and utilized the National Park Service's "Guidelines for Local Surveys: A Basis for Preservation Planning" (1985). Katie Pratt and Spencer Howard of NWV conducted this desktop review and both meet the Secretary of the Interior's Professional Qualifications Standards for Architectural History.

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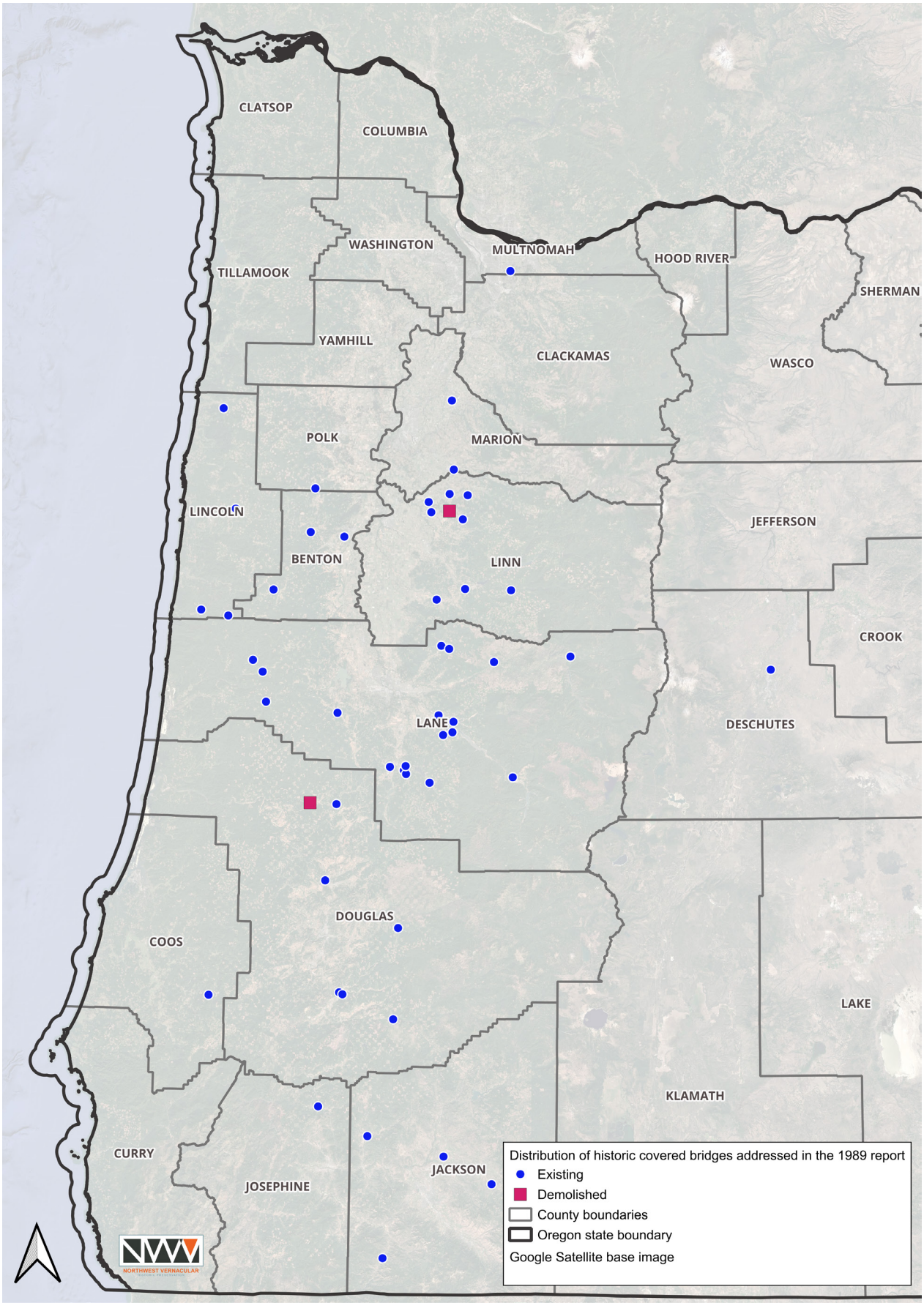
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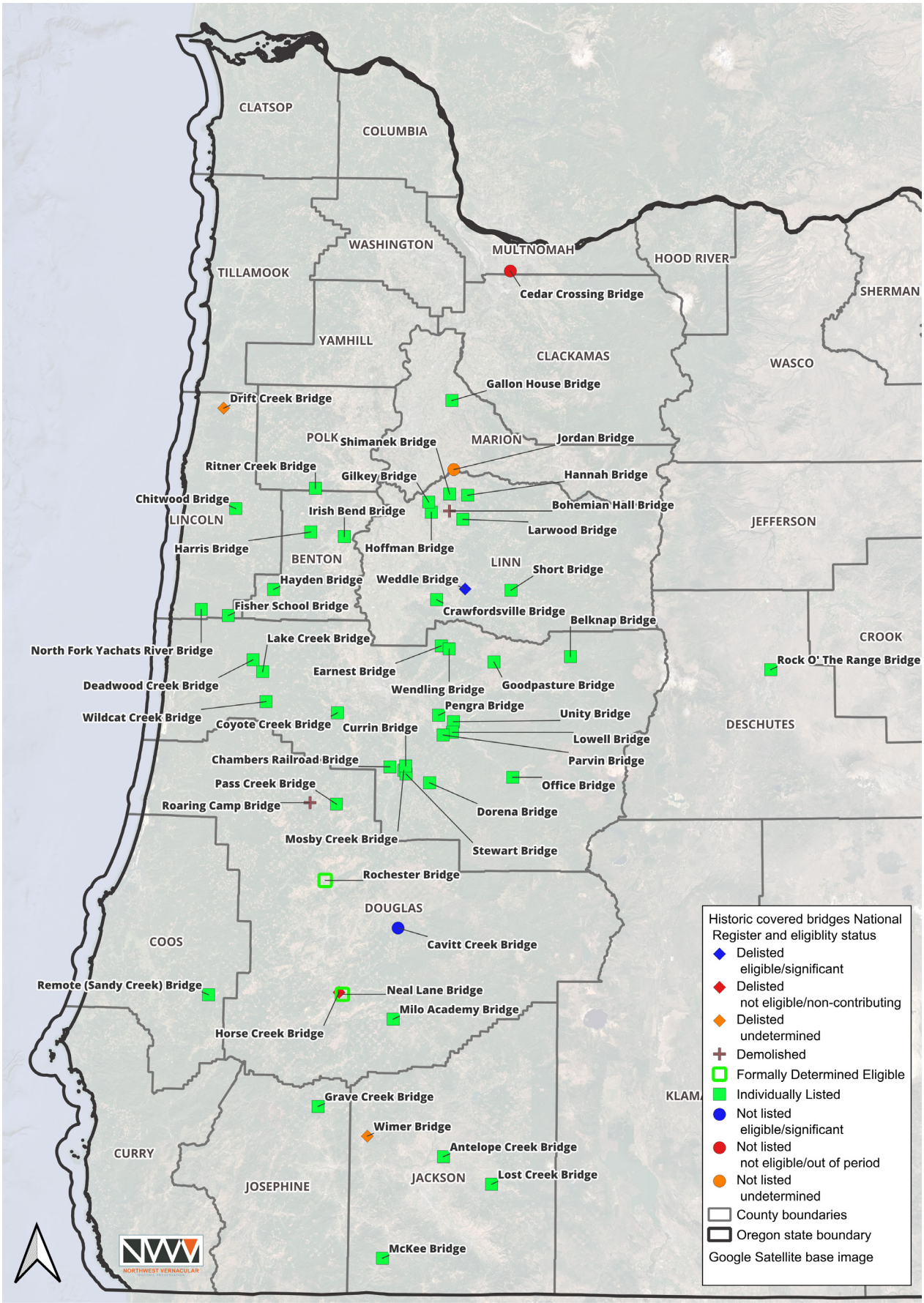
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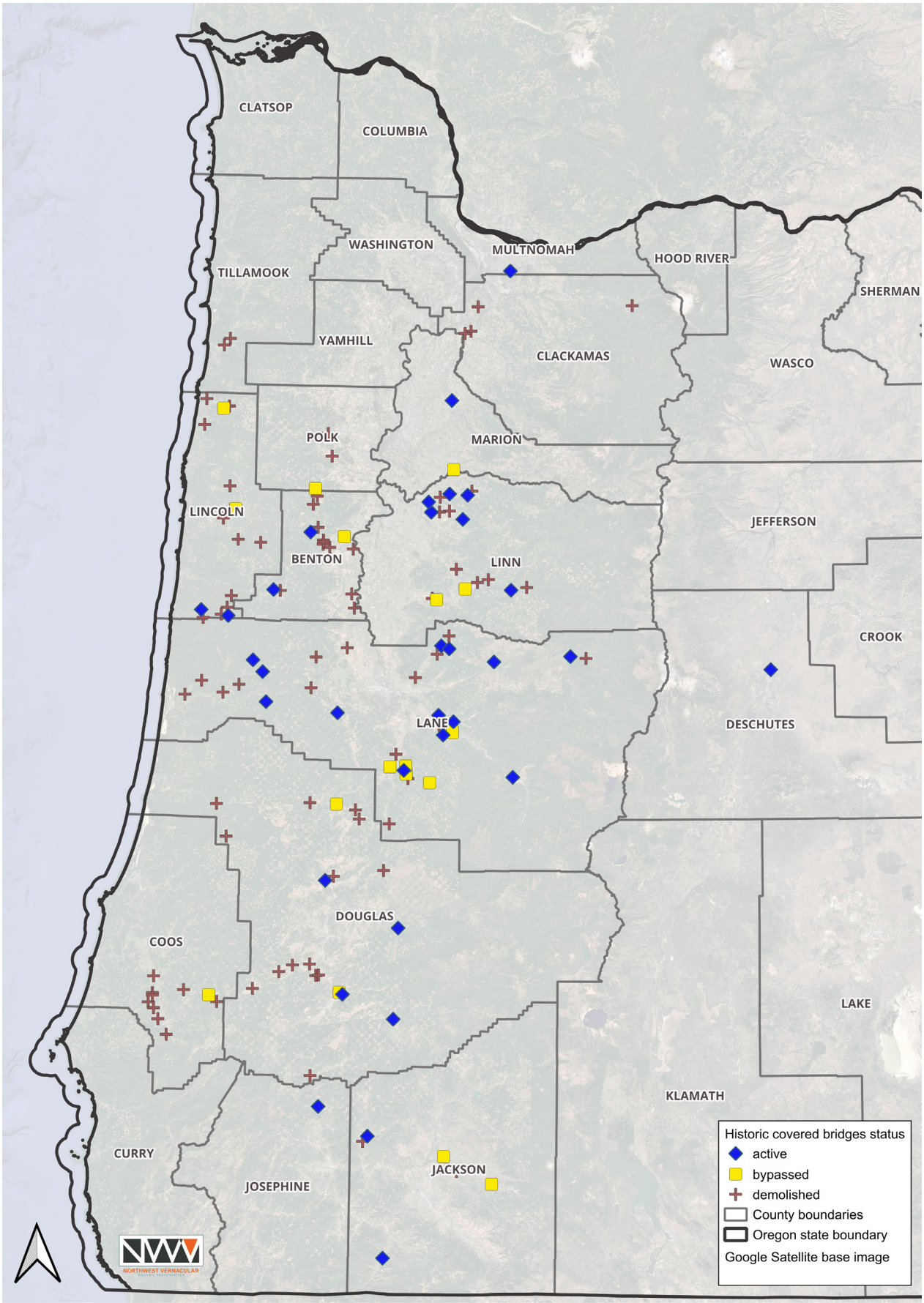
Maps



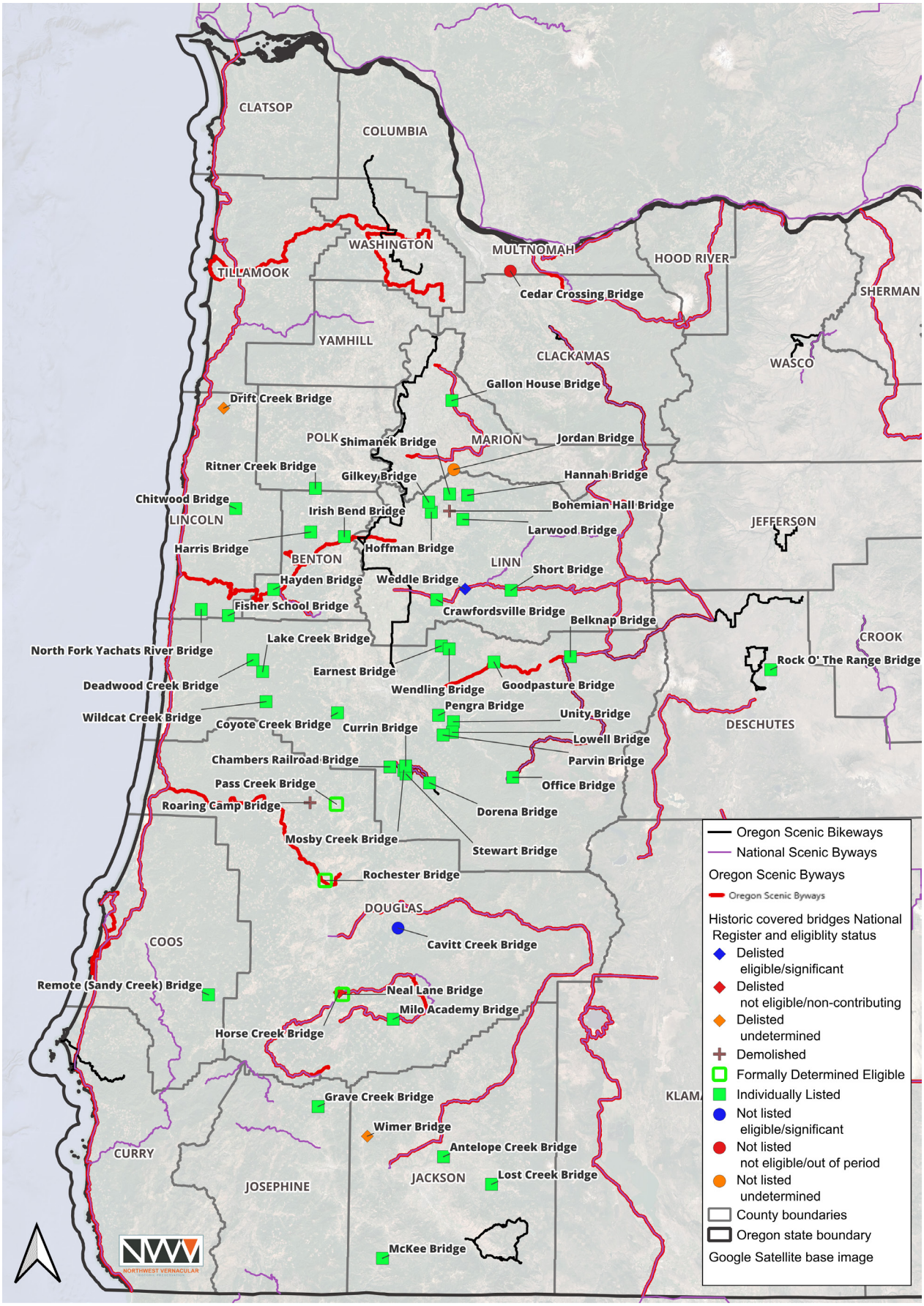
Map 1. Oregon's Covered Bridges Addressed in the 1989 Report



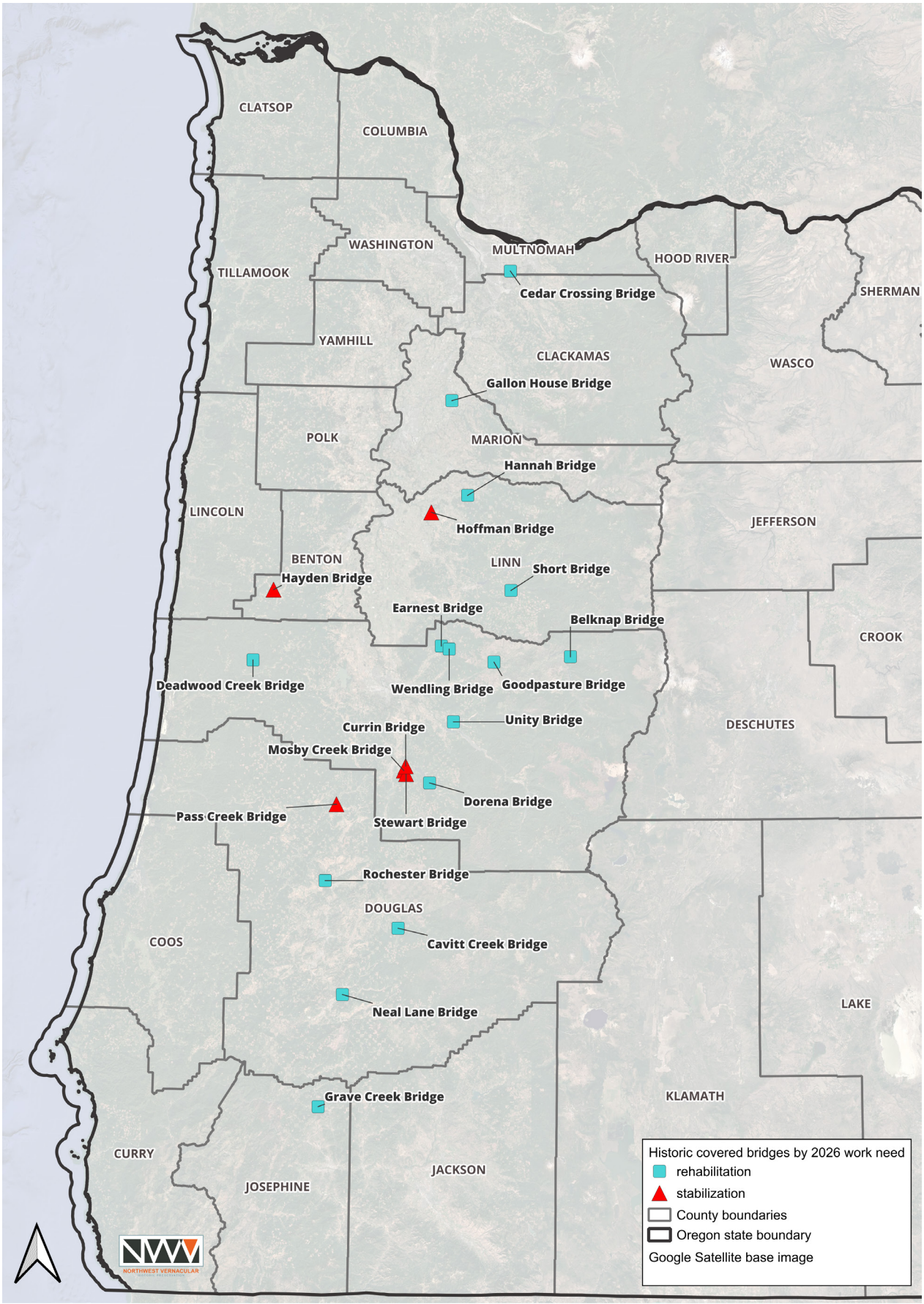
Map 2. Oregon's Covered Bridges National Register Status



Map 3. Oregon's Covered Bridges Bypassed vs Active



Map 4. Oregon's Covered Bridges Along Scenic Bikeways and Byways



Map 5. Oregon's Covered Bridges Conditions

Appendices

Appendix A – Bridge Table

Table 14. Oregon Covered Bridges

Resource ID	Bridge Name	City	County	Year Built	Eligibility	NR Status	Date Listed	Crossing	Role
39694	Antelope Creek Bridge	Eagle Point	Jackson	1922	Eligible/ Significant	Individually Listed	12/26/2012	Antelope Creek	Bypassed
63172	Belknap Bridge	Rainbow	Lane	1966	Eligible/ Significant	Individually Listed	11/29/1979	McKenzie River	Active
44721	Bohemian Hall Bridge	Scio	Linn	1947; 1987 demolished	Demolished			Crabtree Creek	Demolished
36656	Cavitt Creek Bridge	Peel	Douglas	1943	Eligible/ Significant			Little River	Active
673808	Cedar Crossing Bridge	Portland	Multnomah	1982	Not Eligible/ Out Of Period			Johnson Creek	Active
43782	Chambers Railroad Bridge	Cottage Grove	Lane	1925	Eligible/ Significant	Individually Listed	11/29/1979	Coast Fork Willamette River	Bypassed
38004	Chitwood Bridge	Toledo	Lincoln	1926	Eligible/ Significant	Individually Listed	11/29/1979	Yaquina River	Bypassed
56349	Coyote Creek Bridge	Crow	Lane	1922	Eligible/ Significant	Individually Listed	11/29/1979	Coyote Creek	Active
44030	Crawfordsville Bridge	Crawfordsville	Linn	1932	Eligible/ Significant	Individually Listed	11/29/1979	Calapooia River	Bypassed
43336	Currin Bridge	Cottage Grove	Lane	1925	Eligible/ Significant	Individually Listed	11/29/1979	Row River	Bypassed
63174	Deadwood Creek Bridge	Swisshome	Lane	1932	Eligible/ Significant	Individually Listed	11/29/1979	Deadwood Creek	Active
56358	Dorena Bridge	Dorena	Lane	1949	Eligible/ Significant	Individually Listed	11/29/1979	Row River	Bypassed
37986	Drift Creek Bridge	Taft	Lincoln	1914	Undetermined		11/29/1979	Drift Creek	Bypassed

Resource ID	Bridge Name	City	County	Year Built	Eligibility	NR Status	Date Listed	Crossing	Role
63159	Earnest Bridge	Marcola	Lane	1938	Eligible/ Significant	Individually Listed	11/29/1979	Mohawk River	Active
38005	Fisher School Bridge	Fisher	Lincoln	1919	Eligible/ Significant	Individually Listed	11/29/1979	Five Rivers	Active
45750	Gallon House Bridge	Silverton	Marion	1916	Eligible/ Significant	Individually Listed	11/29/1979	Abiqua Creek	Active
44061	Gilkey Bridge	Crabtree	Linn	1939	Eligible/ Significant	Individually Listed	02/19/1987	Thomas Creek	Active
63186	Goodpasture Bridge	Vida	Lane	1938	Eligible/ Significant	Individually Listed	11/29/1979	McKenzie River	Active
41921	Grave Creek Bridge	Sunny Valley	Josephine	1920	Eligible/ Significant	Individually Listed	11/29/1979	Grave Creek	Active
44038	Hannah Bridge	Scio	Linn	1936	Eligible/ Significant	Individually Listed	11/29/1979	Thomas Creek	Active
29927	Harris Bridge	Wren	Benton	1936	Eligible/ Significant	Individually Listed	11/29/1979	Marys River	Active
28372	Hayden Bridge	Alsea	Benton	1918	Eligible/ Significant	Individually Listed	11/29/1979	Alsea River	Active
44041	Hoffman Bridge	Crabtree	Linn	1936	Eligible/ Significant	Individually Listed	02/17/1987	Crabtree Creek	Active
63162	Horse Creek Bridge	Myrtle Creek	Douglas	1930	Not Eligible/ Non-Contributing	Delisted	11/29/1979	Horse Creek	Bypassed
666788	Irish Bend Bridge	Corvallis	Benton	1954; 1988 disassembled; 1998 rebuilt	Eligible/ Contributing	Listed	3/27/2013	N/A	Bypassed
651923	Jordan Bridge	Stayton	Marion	1937; 1986 disassembled; 1988 re-assembled in Stayton; 1998 rebuilt after fire	Undetermined			Santiam Canal	Bypassed

Resource ID	Bridge Name	City	County	Year Built	Eligibility	NR Status	Date Listed	Crossing	Role
63123	Lake Creek Bridge	Greenleaf	Lane	1928	Eligible/ Significant	Individually Listed	11/29/1979	Lake Creek	Active
44044	Larwood Bridge	Larwood	Linn	1939	Eligible/ Significant	Individually Listed	11/29/1979	Crabtree Creek	Active
39696	Lost Creek Bridge	Lakecreek	Jackson	1919	Eligible/ Significant	Individually Listed	11/29/1979	Lost Creek	Bypassed
63154	Lowell Bridge	Lowell	Lane	1945	Eligible/ Significant	Individually Listed	11/29/1979	Middle Fork Willamette River	Bypassed
39697	McKee Bridge	Ruch	Jackson	1917; 1956 pedestrian only	Eligible/ Significant	Individually Listed	11/29/1979	Applegate River	Bypassed
35904	Milo Academy Bridge	Days Creek	Douglas	1920; 1962 rebuilt	Eligible/ Significant	Individually Listed	11/29/1979	South Umpqua River	Active
43332	Mosby Creek Bridge	Cottage Grove	Lane	1920	Eligible/ Significant	Individually Listed	11/29/1979	Mosby Creek	Active
36307	Neal Lane Bridge	Myrtle Creek	Douglas	1929	Eligible/ Significant		5/2/1985	South Myrtle Creek	Active
37993	North Fork Yachats River Bridge	Yachats	Lincoln	1938	Eligible/ Significant	Individually Listed	11/29/1979	North Fork Yachats River	Active
63191	Office Bridge	Westfir	Lane	1944	Eligible/ Significant	Individually Listed	11/29/1979	North Fork of the Middle Fork Willamette River	Active
56356	Parvin Bridge	Dexter	Lane	1921	Eligible/ Significant	Individually Listed	11/29/1979	Lost Creek	Active
36992	Pass Creek Bridge	Drain	Douglas	1925; 1987 moved	Eligible/ Significant	Individually Listed	5/2/1985; 2026	Pass Creek	Bypassed
63128	Pengra Bridge	Jasper	Lane	1904; 1938 rebuilt	Eligible/ Significant	Individually Listed	11/29/1979	Fall Creek	Active

Resource ID	Bridge Name	City	County	Year Built	Eligibility	NR Status	Date Listed	Crossing	Role
34471	Remote (Sandy Creek) Bridge	Remote	Coos	1921	Eligible/ Significant	Individually Listed	11/29/1979	Sandy Creek	Bypassed
47276	Ritner Creek Bridge	Pedee	Polk	1926	Eligible/ Significant	Individually Listed	11/29/1979	Ritner Creek	Bypassed
35889	Roaring Camp Bridge	Drain	Douglas	1929; c. 1996 demolished	Demolished		11/29/1979	Elk Creek	Demolished
36161	Rochester Bridge	Sutherlin	Douglas	1933	Eligible/ Significant	Formally Determined Eligible	05/02/1985	Calapooya Creek	Active
34779	Rock O' The Range Bridge	Bend	Deschutes	1963	Eligible/ Significant	Individually Listed	11/29/1979	Swalley Canal	Active
44062	Shimanek Bridge	Scio	Linn	1927; c. 1966 rebuilt	Eligible/ Significant	Individually Listed	02/19/1987	Thomas Creek	Active
44059	Short Bridge	Cascadia	Linn	1945	Eligible/ Significant	Individually Listed	11/29/1979	South Fork Santiam River	Active
43333	Stewart Bridge	Cottage Grove	Lane	1930	Eligible/ Significant	Individually Listed	11/29/1979	Mosby Creek	Bypassed
63153	Unity Bridge	Lowell	Lane	1936	Eligible/ Significant	Individually Listed	11/29/1979	Fall Creek	Active
44016	Weddle Bridge	Sweet Home	Linn	1937	Eligible/ Significant	Delisted	11/29/1979	Ames Creek	Bypassed
63190	Wendling Bridge	Wendling	Lane	1938	Eligible/ Significant	Individually Listed	11/29/1979	Mill Creek	Active
56364	Wildcat Creek Bridge	Eugene	Lane	1925	Eligible/ Significant	Individually Listed	11/29/1979	Wildcat Creek	Active
39472	Wimer Bridge	Wimer	Jackson	1927; 1962 rebuilt	Undetermined	Not listed	11/29/1979	Evans Creek	Active

Historic Building Report/Counts

(All Properties Inventoried)

Evaluation Counts - Oregon Covered Bridges RLS 2026

Evaluation	Quantity	% of Total
demolished	2	4%
eligible/contributing	1	2%
eligible/significant	45	85%
not eligible/non-contributing	1	2%
not eligible/out of period	1	2%
undetermined	3	6%
Total:	**53**	

Construction Date Decade Counts - Oregon Covered Bridges RLS 2026

Decade	Quantity	% of Total
1900s	1	2%
1910s	6	11%
1920s	17	32%
1930s	17	32%
1940s	6	11%
1950s	2	4%
1960s	3	6%
1980s	1	2%
Total:	**53**	

Original Use Counts - Oregon Covered Bridges RLS 2026

Original Use	Quantity	% of Total
TRANSPORTATION	53	100%
Total:	**53**	

Material Counts - Oregon Covered Bridges RLS 2026

Materials	Quantity	% of Total
CONCRETE	1	2%
METAL	2	4%
WOOD	50	94%
Total:	**53**	

Historic Building Report/Counts

(All Properties Inventoried)

Style Category Counts - Oregon Covered Bridges RLS 2026

Style Categories	Quantity	% of Total
OTHER		
Not Applicable	6	
Other / Undefined	44	
Utilitarian	2	
Vernacular	1	
Category Total:	53	100%
Total:	**53**	

Architectural Survey Data for Oregon Covered Bridges RLS 2026

Oregon State Historic Preservation Office

Address/ Property Name	Ht	Eval/ NR	Yr(s) Built	Materials	Arch Classifs/Styles	Orig. Use/ Plan (Type)	RLS / ILS Dates	Listed Date	
Hayden Rd Hayden Bridge *ODOT Bridge ID 14538*	1	ES NRI	1918	Wood:Other/Undefined	Other / Undefined	Water Related Covered Bridge	6/9/2026	11/29/1979	*No image available.*
Bowery Lane Rock O' The Range Bridge	1	ES NRI	1963	Wood:Other/Undefined	Other / Undefined	Road Related (vehicular) Covered Bridge	6/9/2026	11/29/1979	*No image available.*
High Deck Rd Short Bridge *Short Covered Bridge*	1	ES NRI	1945	Wood:Other/Undefined	Other / Undefined	Road Related (vehicular) Covered Bridge	6/9/2026	11/29/1979	*No image available.*
SW Campus Way Irish Bend Bridge		ES NRI	1954 1989	Vertical Board Cedar Rake Shingle	Other / Undefined	Road Related (vehicular) Covered Bridge	6/9/2026	3/27/2013	*No image available.*
Comments: Built in 1954, dismantled in 1988, re-built in 1989; originally delisted on 5/15/1989 Relisted on 3/27/2013									
Garoutte Rd Stewart Bridge	1	ES NRI	1930 1964	Wood:Other/Undefined	Other / Undefined	Road Related (vehicular) Covered Bridge	6/9/2026	11/29/1979	*No image available.*
E Harrison Ave Chambers Bridge *Chambers Railroad Bridge*	1	ES NRI	1925	Wood:Other/Undefined	Other / Undefined	Road Related (vehicular) Covered Bridge	6/9/2026	11/29/1979	*No image available.*
Laying Rd Mosby Creek Bridge *ODOT Bridge ID 39C241*	1	ES NRI	c.1920	Wood:Other/Undefined	Other / Undefined	Road Related (vehicular) Covered Bridge	6/9/2026	11/29/1979	*No image available.*
Layng Rd Currin Bridge	1	ES NRI	1925 1974	Wood:Other/Undefined	Other / Undefined	Road Related (vehicular) Covered Bridge	6/9/2026	11/29/1979	*No image available.*
Fish Hatchery Rd Larwood Bridge *ODOT Bridge ID 12876*	1	ES NRI	1939	Wood:Other/Undefined	Utilitarian	Road Related (vehicular) Covered Bridge	6/9/2026	11/29/1979	*No image available.*
Goar Rd Gilkey Bridge *Gilkey Covered Bridge; Bridge #12943*	1	ES NRI	1939	Wood:Other/Undefined	Other / Undefined	Road Related (vehicular) Covered Bridge	6/9/2026	2/19/1987	*No image available.*
Comments: Damaged by truck, Sept. 2007 (Democrat Herald, Albany, 9/18/2007). Gretchen Ranger, Intern, 10/5/07.									

Evaluation Codes: ES=eligible/significant EC=eligible/contributing NC=not eligible/non-contributing NP=not eligible/out of period UN=undetermined/lack of info XD=demolished
NR Status Codes: NRI=individually listed NHD=listed in Hist Dist NRB=listed individually and w/i Hist Dist NHL=listed as National Hist Landmark NS=listed as part of an NRI

Architectural Survey Data for Oregon Covered Bridges RLS 2026

Oregon State Historic Preservation Office

Address/ Property Name	Ht	Eval/ NR	Yr(s) Built	Materials	Arch Classifs/Styles	Orig. Use/ Plan (Type)	RLS / ILS Dates	Listed Date	
Hungry Hill Dr Hoffman Bridge *Hoffman Covered Bridge*	1	ES NRI	1936	Wood:Other/Undefined	Other / Undefined	Road Related (vehicular) Covered Bridge	6/9/2026	2/17/1987	*No image available.*
Halsey-Sweet Home Hwy Crawfordsville Bridge	1	ES NRI	1932	Wood:Other/Undefined	Other / Undefined	Road Related (vehicular) Covered Bridge	6/9/2026	11/29/1979	*No image available.*
Battle Creek Rd Coyote Creek Bridge *ODOT Bridge ID 39C409*	1	ES NRI	1922 1969	Wood:Other/Undefined	Other / Undefined	Road Related (vehicular) Covered Bridge	6/9/2026	11/29/1979	*No image available.*
Milo Dr Milo Academy Bridge *F. Fate Bridge*	1	ES NRI	c.1920 1962	Steel Wood:Other/Undefined	Other / Undefined	Water Related Covered Bridge	6/9/2026	11/29/1979	*No image available.*
			Comments: 2026: Originally the F. Fate Bridge built ca. 1920; rebuilt 1962.						
Parvin Rd Parvin Bridge *ODOT Bridge ID 39C643*	1	ES NRI	1921	Wood:Other/Undefined	Other / Undefined	Road Related (vehicular) Covered Bridge	6/9/2026	11/29/1979	*No image available.*
Shoreview Dr Dorena Bridge *Spar Covered Bridge*	1	ES NRI	1949 1973	Wood:Other/Undefined	Other / Undefined	Road Related (vehicular) Covered Bridge	6/9/2026	11/29/1979	*No image available.*
W A Ave Pass Creek Bridge *Bridge #19B01*	1	ES NDE	1925 1987	Vertical Board	Vernacular	Road Related (vehicular) Covered Bridge	6/9/2026 12/26/1984	5/2/1985	*No image available.*
			Comments: Physical file located in MPS section under Group Name. Bridge moved and restored by community fundraiser in 1987.						
Roaring Camp Lane Roaring Camp Bridge	1	XD XNR	1929	Wood:Other/Undefined	Other / Undefined	Road Related (vehicular) Covered Bridge	6/9/2026	11/29/1979	*No image available.*
			Comments: (Dismantled)						
E Main St Antelope Creek Bridge *Little Butte Creek Pedestrian Bridge,*	1	ES NRI	1922 1965	Vertical Board	Other / Undefined	Road Related (vehicular) Covered Bridge	6/9/2026	12/26/2012	*No image available.*
			Comments: (Moved,Modified). Re-recorded for new nomination, 2012.						
Austa Rd Wildcat Creek Bridge *Wildcat Creek Covered Bridge*	1	ES NRI	1925	Wood:Other/Undefined	Other / Undefined	Road Related (vehicular) Covered Bridge	6/9/2026	11/29/1979	*No image available.*

Evaluation Codes: ES=eligible/significant EC=eligible/contributing NC=not eligible/non-contributing NP=not eligible/out of period UN=undetermined/lack of info XD=demolished
NR Status Codes: NRI=individually listed NHD=listed in Hist Dist NRB=listed individually and w/i Hist Dist NHL=listed as National Hist Landmark NS=listed as part of an NRI

Architectural Survey Data for Oregon Covered Bridges RLS 2026

Oregon State Historic Preservation Office

Address/ Property Name	Ht	Eval/ NR	Yr(s) Built	Materials	Arch Classifs/Styles	Orig. Use/ Plan (Type)	RLS / ILS Dates	Listed Date	
Crab Creek Rd Fisher School Bridge *ODOT Bridge ID 19236*	1	ES NRI	1919 1925	Wood:Other/Undefined	Other / Undefined	Road Related (vehicular) Covered Bridge	6/9/2026	11/29/1979	*No image available.*
County 82 Rd Cavitt Creek Bridge *ODOT Bridge ID 19C018*		ES	1943	Vertical Board	Other / Undefined	Road Related (vehicular) Covered Bridge	6/9/2026		*No image available.*
			Comments: owner objected 6/79 so this was not included in the thematic nomination of covered bridges						
Nelson Mountain Rd Lake Creek Bridge *ODOT Bridge ID 39C386*	1	ES NRI	1928	Wood:Other/Undefined	Other / Undefined	Road Related (vehicular) Covered Bridge	6/9/2026	11/29/1979	*No image available.*
Place Rd Pengra Bridge *ODOT Bridge ID C39004*	1	ES NRI	1904 1938	Wood:Other/Undefined	Other / Undefined	Road Related (vehicular) Covered Bridge	6/9/2026	11/29/1979	*No image available.*
			Comments: 2026: built 1904; rebuilt 1938 based on 1952 "Covered Bridges in Oregon" report published by Oregon State Highway Commission.						
Lost Creek Rd Lost Creek Bridge		ES NRI	1919	Wood:Other/Undefined	Other / Undefined	Road Related (vehicular) Covered Bridge	6/9/2026	11/29/1979	*No image available.*
Drift Creek Rd Drift Creek Bridge	1	UN XNR	1914 c.1998	Wood:Other/Undefined	Other / Undefined	Road Related (vehicular) Covered Bridge	6/9/2026	11/29/1979	*No image available.*
			Comments: (Dismantled) 2026: ca. 1998 moved by the non-profit "Save the Covered Bridge" to a concrete bridge deck of the same size on Bear Creek, near Otis on private property but remains in county ownership.						
Jasper-Lowell Rd Lowell Bridge *Lowell Covered Bridge*	1	ES NRI	1945 1946	Wood:Other/Undefined	Other / Undefined	Road Related (vehicular) Covered Bridge	6/9/2026	11/29/1979	*No image available.*
Jasper-Lowell Rd Unity Bridge *ODOT Bridge ID 014721*	1	ES NRI	1936 1975	Wood:Other/Undefined	Other / Undefined	Road Related (vehicular) Covered Bridge	6/9/2026	11/29/1979	*No image available.*
Paschelke Rd Earnest Bridge *ODOT Bridge ID 39C176*	1	ES NRI	1938 1965	Wood:Other/Undefined	Other / Undefined	Road Related (vehicular) Covered Bridge	6/9/2026	11/29/1979	*No image available.*

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NR Status Codes: NRI=individually listed NHD=listed in Hist Dist NRB=listed individually and w/i Hist Dist NHL=listed as National Hist Landmark NS=listed as part of an NRI

Architectural Survey Data for Oregon Covered Bridges RLS 2026

Oregon State Historic Preservation Office

Address/ Property Name	Ht	Eval/ NR	Yr(s) Built	Materials	Arch Classifs/Styles	Orig. Use/ Plan (Type)	RLS / ILS Dates	Listed Date	
Willamette Slough Irish Bend Bridge [old form]	1	EC XNR	1954	Wood:Other/Undefined	Other / Undefined	Road Related (vehicular) Covered Bridge	6/9/2026	11/29/1979	*No image available.*
			Comments: Property removed from National Register due to move and subsequent loss of integrity. Preliminary evaluation completed and property determined eligible under Criterion C in current location *2026:When the bridge was moved a new inventory form was prepared for the same bridge at the new location. New data from the 2026 survey is recorded in that form. This form is tracked in the project to provide a record.*						
S Main St Horse Creek Bridge *Myrtle Creek Covered Bridge*	1	NC XNR	1930 1993	Wood:Other/Undefined	Other / Undefined	Road Related (vehicular) Covered Bridge	6/9/2026 5/9/2007	11/29/1979	*No image available.*
			Comments: Dismantled by county 1987; delisted in 1988; rebuilt in Douglas County. See Historical Narrative. *Section 106 evaluation by ODOT in 5/2007: ODOT: not eligible in new location; SHPO concurred (5/9/2007, CC)*						
Neal Ln Neal Lane Bridge *South Myrtle Creek Covered Bridge*	1	ES NDE	1929	Vertical Board	Not Applicable	Road Related (vehicular) Covered Bridge	6/9/2026	5/2/1985	*No image available.*
			Comments: Physical file located in unlisted MPD section under Historic Highway Bridges of Oregon						
Kings Valley Hwy Ritner Creek Bridge	1	ES NRI	1926 1960	Wood:Other/Undefined	Other / Undefined	Road Related (vehicular) Covered Bridge	6/9/2026	11/29/1979	*No image available.*
			Comments: 2026: updated year built from 2027 to 2026.						
SE Deardorf Rd Cedar Crossing Bridge *ODOT Bridge ID 51C05*		NP	1982	Concrete: Other/Undefined Wood:Other/Undefined	Other / Undefined	Road Related (vehicular) Covered Bridge	6/9/2026		*No image available.*
King Rd W Belknap Bridge *ODOT Bridge ID 39C123*	1	ES NRI	1966	Wood:Other/Undefined	Other / Undefined	Road Related (vehicular) Covered Bridge	6/9/2026	11/29/1979	*No image available.*
Coos Bay-Roseburg Rd Remote Bridge *Sandy Creek Bridge*	1	ES NRI	1921	Wood:Other/Undefined	Not Applicable	Road Related (vehicular) Covered Bridge	6/9/2026	11/29/1979	*No image available.*
Upper Applegate Rd McKee Bridge	1	ES NRI	1917 1965	Wood:Other/Undefined	Other / Undefined	Road Related (vehicular) Covered Bridge	6/9/2026	11/29/1979	*No image available.*
Camp Morrison Rd Hannah Bridge *ODOT Bridge ID 12948*	1	ES NRI	c.1936	Wood:Other/Undefined	Other / Undefined	Road Related (vehicular) Covered Bridge	6/9/2026	11/29/1979	*No image available.*

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Architectural Survey Data for Oregon Covered Bridges RLS 2026

Oregon State Historic Preservation Office

Address/ Property Name	Ht	Eval/ NR	Yr(s) Built	Materials	Arch Classifs/Styles	Orig. Use/ Plan (Type)	RLS / ILS Dates	Listed Date	
Richardson Gap Rd N Shimanek Bridge *ODOT Bridge ID 12965*	1	ES NRI	1966	Wood:Other/Undefined	Other / Undefined	Road Related (vehicular) Covered Bridge	6/9/2026	2/19/1987	*No image available.*
Richardson Gap Rd Bohemian Hall Bridge *Richardson Gap Bridge*		XD	1947 1987	Corrugated metal	Not Applicable	Road Related (vehicular) Covered Bridge	6/9/2026		*No image available.*
			Comments: 2026: Demolished ca. 1987, replaced with concrete bridge. Changed status from EC to XD.						
Gallon House Rd NE Gallon House Bridge *ODOT Bridge ID 05381*	1	ES NRI	1916 1978	Wood:Other/Undefined	Other / Undefined	Road Related (vehicular) Covered Bridge	6/9/2026	11/29/1979	*No image available.*
Park Lane Jordan Bridge *Stayton Covered Bridge*		UN	1937 1998	Wood:Other/Undefined	Not Applicable	Road Related (vehicular) Covered Bridge	6/9/2026		*No image available.*
			Comments: Exact reconstruction of original bridge destroyed by fire *2026: 1937 built; 1986 disassembled; 1988 re-assembled in Stayton; 1998 rebuilt after fire. Changed status from NP to UN.*						
Sunny Valley Lp Grave Creek Bridge *Grave Creek Landmark; Grave Creek*	1	ES NRI	1920	Wood:Other/Undefined	Other / Undefined	Road Related (vehicular) Covered Bridge	6/9/2026	11/29/1979	*No image available.*
County 10A Rd Rochester Bridge *Rochester Covered Bridge; Bridge #1893*	1	ES NDE	1933	Vertical Board	Utilitarian	Road Related (vehicular) Covered Bridge	6/9/2026	5/2/1985	*No image available.*
			Comments: Physical file located in MPS section under Group Name.						
14th Ave Weddle Bridge *Weddle Covered Bridge; Devaney Covered*	1	ES XNR	1937 1990	Vertical Board	Other / Undefined	Road Related (vehicular) Covered Bridge	6/9/2026	11/29/1979	*No image available.*
			Comments: delisted in 1991, but ODOT thinks it's eligible for re-listing in its new location. See Historical Narrative. *Section 106 evaluation 5/9/2007. ODOT: eligible; SHPO concurred. (CC-5/9/2007)*						
Deadwood Loop Rd Deadwood Creek Bridge *ODOT Bridge ID 39C551*	1	ES NRI	1932 1975	Wood:Other/Undefined	Other / Undefined	Road Related (vehicular) Covered Bridge	6/9/2026	11/29/1979	*No image available.*
Chitwood Rd Chitwood Bridge *Yaquina River Bridge*	1	ES NRI	1926	Wood:Other/Undefined	Not Applicable	Road Related (vehicular) Covered Bridge	6/9/2026	11/29/1979	*No image available.*

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NR Status Codes: NRI=individually listed NHD=listed in Hist Dist NRB=listed individually and w/i Hist Dist NHL=listed as National Hist Landmark NS=listed as part of an NRI

Architectural Survey Data for Oregon Covered Bridges RLS 2026

Oregon State Historic Preservation Office

Address/ Property Name	Ht	Eval/ NR	Yr(s) Built	Materials	Arch Classifs/Styles	Orig. Use/ Plan (Type)	RLS / ILS Dates	Listed Date	
Goodpasture Rd Goodpasture Bridge *McKenzie River Suspension Bridge*	1	ES NRI	1938	Wood:Other/Undefined	Other / Undefined	Road Related (vehicular) Covered Bridge	6/9/2026	11/29/1979	*No image available.*
Wendling Rd Wendling Bridge *ODOT Bridge ID 39C174*	1	ES NRI	1938	Wood:Other/Undefined	Other / Undefined	Road Related (vehicular) Covered Bridge	6/9/2026	11/29/1979	*No image available.*
County 6129 Rd Office Bridge *Edward Hines Co. Bridge*	1	ES NRI	1944	Wood:Other/Undefined	Other / Undefined	Road Related (vehicular) Covered Bridge	6/9/2026	11/29/1979	*No image available.*
County 887 Rd Wimer Bridge *ODOT Bridge ID 20366*	1	UN XNR	1927 1962	Wood:Other/Undefined	Other / Undefined *Comments: 2026: 200 collapsed; 2008 rebuilt with new materials. Changed status from XD to UN.*	Road Related (vehicular) Covered Bridge	6/9/2026	11/29/1979	*No image available.*
Harris Rd Harris Bridge *Harris Covered Bridge*	1	ES NRI	1936	Wood:Other/Undefined	Other / Undefined	Water Related Covered Bridge	6/9/2026	11/29/1979	*No image available.*
N North Yachats River Rd North Fork of the Yachats Bridge *North Fork Yachats Bridge*	1	ES NRI	c.1938	Wood:Other/Undefined	Not Applicable	Road Related (vehicular) Covered Bridge	6/9/2026	11/29/1979	*No image available.*

Total Resources Identified: **53**

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NR Status Codes: NRI=individually listed NHD=listed in Hist Dist NRB=listed individually and w/i Hist Dist NHL=listed as National Hist Landmark NS=listed as part of an NRI

Appendix C – Bridge Conditions and Previous Work

This appendix carries forward and provides updates to condition and rehabilitation needs identified in the 1989 report.

- The "OHSD Resource ID" is a unique identifier assigned with the OHSD for each resource and the associated inventory form.
- The "Bridge Name" column identifies the historic name for the bridge were known. The historic names did not included "covered."
- The "Bridge Data" column provides a summary of key information for each bridge including crossing, year built, NRHP status, and ODOT bridge number as applicable.
- The "1989 Work Needs Summary" column summarizes the Appendix A Structural Condition and Rehabilitation Needs work scope identified in the 1989 report. This information was provided by the bridge owners at that time. Estimated capital improvement costs are included and followed by the amount in brackets [] showing the adjusted 2026-dollar value.
- The "Condition and Previous Work" column provides general condition information where available and summarizes known previous work for each bridge. The 2025 condition information stems from the ODOT bridge condition data.[1]

The Federal Highway Administration, "Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges" establishes the following categories utilized in the "Condition and Previous Work" column for the 2025 condition information.[2]

Ratings for deck, super structure and substructure:

- Very Good: No problems noted.
- Good: Some minor problems.
- Satisfactory: Structural elements show some minor deterioration.
- Fair: All primary structural elements are sound but may have minor section loss, cracking, spalling or scour.
- Poor: Advanced section loss deterioration, spalling or scour
- Serious: Loss of section, deterioration, spalling or scour have seriously affected primary structural components. Local failures are possible. Fatigue in steel or shear cracks in concrete may be present.

Rail rating:

- Substandard
- Meets standards

1 Bridge Section, Oregon Department of Transportation (ODOT), "ODOT Bridge Data." Geographic Information Services Unit, Oregon Department of Transportation (ODOT

2 Bridge Section, Oregon Department of Transportation (ODOT), "ODOT Bridge Data." Geographic Information Services Unit, Oregon Department of Transportation (ODOT

Scour vulnerability:

- Unstable: Bridge is scour critical; bridge foundations determined to be stable for calculated scour conditions: - scour within limits - scour below spread-footing base or pile tips.
- Stable, needs action: Bridge foundations determined to be stable for calculated scour conditions; field review indicates action is required to protect exposed foundations from effects of additional erosion and corrosion.
- Stable, within footing: Bridge foundations determined to be stable for calculated scour conditions; scour within limits of footing or piles.
- Unknown scour: Bridge with "unknown" foundation that has not been evaluated for scour. Since risk cannot be determined, flag for monitoring during flood events, and if appropriate, closure.

Table 15. Bridge Conditions and Previous Work

OHSD Resource ID	Bridge Name	Bridge Data	1989 Work Needs Summary	Conditions and Previous Work
39694	Antelope Creek Bridge	Crossing: Antelope Creek Year built: 1922 (1965 partially restored; 1986 moved) Nearest city: Eagle Point County: Jackson Status: ES; Individually NR listed (1979 listed; 1988 delisted; 2012 listed) Bypassed	Issues and work needs identified in 1989: • Fair structural condition. Most rehabilitation work accomplished during relocation. • In pedestrian service. • Capital outlay requirements for a 20-year rehabilitation were estimated at $60,000 [$168,000 in 2026 dollars].	• No ODOT bridge condition data since the bridge is bypassed. • 1986: Bridge relocated to City of Eagle Point. Relocation and rehabilitation, including chemical treatment, new decking and new roof, cost $80,000 [$224,000 in 2026 dollars].[3]
63172	Belknap Bridge	Crossing: McKenzie River Year built: 1966 (first built 1890; rebuilt 1911, 1938, 1966)[4] Nearest city: Rainbow County: Lane Status: ES; Individually NR listed (1979) ODOT Bridge ID: 39C123 Facility carried: King Road West	Issues and work needs identified in 1989: • Good structural condition: 15-, 25-, and 35-ton load restrictions. Some decay in substructure members of truss and approach span, structure requires chemical treatment . • In vehicular service: Local, farm, and logging traffic. Alternate heavy truck route available within 2-mile radius. Three phase maintenance program scheduled: • Immediate maintenance, including chemical treatment of structural members, replacement of structural members and decking as required, repair of roof and housing, and removal of asphalt pavement to eliminate unnecessary dead loads . Estimated cost - $7700 [$22,000 in 2026 dollars]. • Preventive (Annual) maintenance, including inspection of bridge and approaches four times each year, maintenance of vegetative clear zones, adjustment of tension members, cleaning, and repair of vandalism damage. Estimated cost - $1900 [$5,300 in 2026 dollars]. • Future maintenance, including new paint approximately every 5 years, replacement of the roof approximately every 15 years, chemical treatment of structural members approximately every 15 years. Estimated cost - $41,700 [$117,000 in 2026 dollars]. • Estimated cost of annual maintenance was $1900 [$5,300 in 2026 dollars] (preventive maintenance only).	• 2026: Condition is satisfactory, with the last formal ODOT inspection, performed by DOWL done 7/16/2025. The Lane County Public Works Bridge & Special Projects Crew pressure washed and painted the house and railings in July 2026. Belknap Covered Bridge was last fumigated in March of 2024. Formal Routine ODOT Bridge Inspections are done every 12 months for this covered bridge, by DOWL. The Timber Boring Inspection is completed every 12 months. The Fracture Critical Inspection is completed every 24 months. The X-Channel Inspection is completed every 48 months. Informal visual inspections are done by the Bridge & Special Projects supervisor and lead worker at least annually.[5] • 2025: Fair condition. Posted for load. Deck and substructure are rated satisfactory, with the superstructure in fair condition. Railings are substandard and it is a scour critical bridge.[6] • 2016: Part of a rehabilitation project that included a new roof. • 1992, 2002, 2014: Repaired.[7]
36656	Cavitt Creek Bridge	Crossing: Little River Year built: 1943 Nearest city: Peel County: Douglas Status: ES ODOT Bridge ID 19C018	Issues and work needs identified in 1989: • Good structural condition: 3-ton load restriction. • In vehicular service, local traffic only: alternate truck route available within 2-mile radius. • Routine maintenance only is scheduled.	• 2026: The bridge is in fair condition. Weight limit is posted at 3 tons, with a vertical clearance of 12’ 10” and one lane traffic only. Maintenance is handled by the Douglas County Bridge Crew as needed (in-house staff). Typical issues and work include replacement of damaged members (when hit), guardrail repairs (when hit), cleaning (annually), and brush clearing (annually).[8] • 2025: Fair condition. Deck and substructure rated satisfactory. Super structure rated fair. The bridge is scour critical. Railings rated substandard. • 2015: Restored in a $2.2 million project. • 1986: New deck and chemical treatment of load-bearing members completed. Repair work cost $5500 [$15,000 in 2026 dollars].

3 Norman, *Oregon Covered Bridges: A Study for the 1989–90 Legislature*.
4 Historic Preservation Office, Oregon State Parks and Recreation Branch et al., “Oregon Covered Bridges Thematic Resource,” 108.
5 Matt Tarnoff, “Lane County Covered Bridges.”
6 Bridge Section, Oregon Department of Transportation (ODOT), “ODOT Bridge Data.” Geographic Information Services Unit, Oregon Department of Transportation (ODOT
7 “Belknap Covered Bridge in Oregon,” Eugene Cascades and Coast, 2026, https://www.eugenecascadescoast.org/explore/history-culture-museums/covered-bridges/belknap-covered-bridge/.
8 Tiffany M. Dean, PE, “Douglas County Covered Bridges.”

OHSD Resource ID	Bridge Name	Bridge Data	1989 Work Needs Summary	Conditions and Previous Work
673808	Cedar Crossing Bridge	Crossing: Johnson Creek Year built: 1982 Nearest city: Portland County: Multnomah Status: NP ODOT Bridge ID 51C05	Issues and work needs identified in 1989: • Good structural condition: No load restrictions. • In vehicular service: Local residential area with very little truck traffic. • Routine maintenance only is scheduled. Bridge inspected every 2 years.	• 2025: Fair condition. Deck and super structure are in very good condition. Substructure in fair condition. The bridge is scour critical. Railings rated substandard.
43782	Chambers Railroad Bridge	Crossing: Coast Fork Willamette River Year built: 1925 Nearest city: Cottage Grove County: Lane Status: ES; Individually NR listed (1979) Bypassed	Issues and work needs identified in 1989: • Poor structural condition: Severe deterioration of deck. • Not in service: Bridge approaches are not present, bridge is not accessible. • Capital outlay requirements for immediate needs estimated at $20,000 [$56,000 in 2026 dollars]. • Capital outlay requirements for a 20-year rehabilitation are estimated at $80,000 [$224,000 in 2026 dollars]. • Bridge has not received maintenance attention since it was abandoned in the 1950's, and into 2006 under private ownership.[9]	• 2026: Good condition. No restrictions for pedestrian use. Most maintenance work is repairs for vandalism, (graffiti, broken boards) and vegetation maintenance. City staff performs the work. • 2011: Restoration completed. Funded through $1,315,370 National Historic Covered Bridge Preservation Program grant. City match of at least $136,000. Additional funds awarded from the American Recovery and Reinvestment Act and the Oregon Surface Transportation Program. Round Up for the Bridge program started in 2007 for local donations through their utility bills.[10] • 2006: City of Cottage Grove purchased.
38004	Chitwood Bridge	Crossing: Yaquina River Year built: 1926 Nearest city: Toledo County: Lincoln Status: ES; Individually NR listed (1979)	Issues and work needs identified in 1989: • Good structural condition: 15-ton load restriction. • In vehicular service: Local residential traffic only. No alternate route available. • Routine maintenance only is scheduled.	• 2026: no issues, good condition, fumigated last year[11] • 2025: Fair condition. Deck, superstructure, and substructure rated satisfactory. Railings substandard. Scour critical. • 2015: bridge restoration. The total project cost $1,254,209. Funded in part through the National Historic Covered Bridge Preservation (NHCBP) with Lincoln County providing $176,210 of the total project cost.[12] • 1984: Bridge completely renovated at cost of $244,000 [$713,000 in 2026 dollars] through federal and county funding. Rebuilt Howe Truss design and matched original siding.[13]

9 "Chambers Railroad Bridge | Cottage Grove, OR," accessed June 9, 2026, https://www.cottagegroveor.gov/1445/Chambers-Railroad-Bridge.
10 "Chambers Railroad Bridge | Cottage Grove, OR."
11 Kelly Folley, "Lincoln County Covered Bridges."
12 "Chitwood Bridge | Lincoln County, OR," art. Media Release, accessed June 9, 2026, https://www.co.lincoln.or.us/383/Chitwood-Bridge.
13 "Chitwood Bridge | Lincoln County, OR."

OHSD Resource ID	Bridge Name	Bridge Data	1989 Work Needs Summary	Conditions and Previous Work
56349	Coyote Creek Bridge	Crossing: Coyote Creek Year built: 1922 Nearest city: Crow County: Lane Status: ES; Individually NR listed (1979) ODOT Bridge ID 39C409	Issues and work needs identified in 1989: • Good structural condition: 10-ton load restriction. • In vehicular service: Local, farm, and logging traffic. Alternate heavy truck route available within 2 mile radius. Three phase maintenance program scheduled [as of 1989]: • Immediate maintenance, including chemical treatment of structural members, replacement of structural members and decking as required, repair of roof and housing, and removal of asphalt pavement to eliminate unnecessary dead loads. Estimated cost - $6600 [$18,500 in 2026 dollars]. • Preventive (Annual) maintenance, including inspection of bridge and approaches four times each year, maintenance of vegetative clear zones, adjustment of tension members, cleaning, and repair of vandalism damage. Estimated cost - $1900 [$5,300 in 2026 dollars]. • Future maintenance, including new paint approximately every 5 years, replacement of the roof approximately every 15 years, chemical treatment of structural members approximately every 15 years. Estimated cost - $18,400 [$52,000 in 2026 dollars]. • Estimated cost of annual maintenance is $1900 [$5,300 in 2026 dollars] (preventive maintenance only).	• 2026: Condition is satisfactory, with the last formal ODOT inspection, performed by DOWL done 10/30/2025. Decking boards replaced in January. Formal Routine ODOT Bridge Inspections are done every 12 months for this covered bridge, by DOWL. The Timber Boring Inspection is completed every 12 months. The Fracture Critical Inspection is completed every 24 months. The X-Channel Inspection is completed every 48 months. Informal visual inspections are done by the Bridge & Special Projects supervisor and lead worker at least annually.[14] • 2025: Bridge fumigated in March. Fair condition. Deck, superstructure, and substructure rated satisfactory. The bridge is scour critical. Railings rated substandard.[15] • 2024: A rotten timber sill was repaired. • 2020: The Lane County Public Works Bridge & Special Projects Crew pressure washed and painted the house and railings in July 2020. This is part of a average 10 year cycle for covered bridge painting. • 2017: rehabilitation project that included a new roof. • 2003: Rehabilitation work completed.[16]
44030	Crawfordsville Bridge	Crossing: Calapooia River Year built: 1932 Nearest city: Crawfordsville County: Linn Status: ES; Individually NR listed (1979) Bypassed	Issues and work needs identified in 1989: • Good structural condition: Bridge needs replacement of one decayed floor beam. • Not in vehicular service. • Capital outlay requirements for immediate needs are estimated at $8,000 [$22,300 in 2026 dollars]. • Capital outlay requirements for a 20-year rehabilitation are estimated at $15,000 [$42,000 in 2026 dollars]. Maintenance of deficient floor beam anticipated in near future, dependent on availability of non-County funds, • Regular maintenance has not been performed due to shortage of funds. • Estimated cost to replace existing deficient floor beam is $8000 [$22,300 in 2026 dollars].	• 2026: tarp on this one; roof failing; daylight visible through roof; rotted roof rafters. Work needs include a new roof, rafters; fumigated; repair decay pockets; replacement siding; deck; and timber approach spans. The bridge is not connected to roadways; 30-feet from where was before ; inspector limited the number of people that can use; used for weddings[17] • 1987: Chemical treatment, new roof, and new paint performed in 1987 by Linn/Benton Community Services Consortium at cost of $23,000 [$67,000 in 2026 dollars] (totally funded by Federal fund revenues). • 1981: Approaches rebuilt in 1981 at cost of $4800 [$17,500 in 2026 dollars] (county road maintenance funds).

14 Matt Tarnoff, "Lane County Covered Bridges."
15 Bridge Section, Oregon Department of Transportation (ODOT), "ODOT Bridge Data." Geographic Information Services Unit, Oregon Department of Transportation (ODOT
16 "Historic Covered Bridges In Lane County," accessed June 9, 2026, https://www.lanecountyor.gov/government/county_departments/public_works/historic_covered_bridges_in_lane_county.
17 Kevin Groom, PE, "Linn County Covered Bridges."

OHSD Resource ID	Bridge Name	Bridge Data	1989 Work Needs Summary	Conditions and Previous Work
43336	Currin Bridge	Crossing: Row River Year built: 1925 (1883 first built)[18] Nearest city: Cottage Grove County: Lane Status: ES; Individually NR listed (1979) Bypassed	Issues and work needs identified in 1989: • Poor structural condition: Decayed structural members present in approach spans and main truss. • Not in service: Bypassed by adjacent concrete bridge. • Capital outlay requirements for immediate needs are estimated at $40,000 [$112,000 in 2026 dollars]. • Capital outlay requirements for a 20-year rehabilitation are estimated at $220,000 [$615,000 in 2026 dollars]. Three phase maintenance program scheduled: • Immediate maintenance, including chemical treatment of structural members, replacement of structural members and decking as required, repair of roof and housing, and removal of asphalt pavement to eliminate unnecessary dead loads. Estimated cost - $9300 [$26,000 in 2026 dollars]. • Preventive (Annual) maintenance, including inspection of bridge and approaches four times each year, maintenance of vegetative clear zones, adjustment of tension members, cleaning, and repair of vandalism damage . Estimated cost - $1900 [$5,300 in 2026 dollars]. • Future Maintenance, including new paint approximately every 5 years, replacement of the roof approximately every 15 years, chemical treatment of structural members approximately every 15 years. Estimated cost - $28,000 [$78,000 in 2026 dollars]. • Estimated cost of annual maintenance is $1900 [$5,300 in 2026 dollars] (preventive maintenance only).	• 2026: On the brink of structural failure. The bridge is no longer connected to the County road system. The following condition was noted in the DOWL report. Timber decay is pervasive throughout in various members, including portions of the truss. The bottom chord has almost disappeared to the point that the first diagonal has crushed the member at the southeast corner of the bridge. The corbel supporting the bottom chord is hinging at the face of the pier. The bridge poses a risk of collapsing into the adjacent bridge or injuring anyone passing beneath it. Severe crushing at the bottom of the furthest northeast floor beam. It is suspected that a bottom chord/corbel failure is occurring at the northwest corner of the bridge. DOWL recommended the County find funding required to temporarily support and rehabilitate both bridges immediately. Currently, the County is procuring a contract with Wildish to complete the stabilization work prior to October 31, 2026. • 2020: County removed both timber approach spans to the bridges to eliminate pedestrian access. • 1995: Restoration project included repairs to portions of the truss, siding, rafters, roof and railing on Currin Bridge. • 1993: Recipient of an Oregon Covered Bridge Program grant and substantially renovated, including structural work, rails, roof, siding, and paint.[19]
63174	Deadwood Creek Bridge	Crossing: Deadwood Creek Year built: 1932 Nearest city: Swisshome County: Lane Status: ES; Individually NR listed (1979) ODOT Bridge ID 39C551	Issues and work needs identified in 1989: • Good structural condition: 5-ton load restriction. Bridge just rehabilitated and reopened for vehicular traffic. • In vehicular service: Local traffic only. Alternate heavy truck route available within 2-mile radius. Three phase maintenance program scheduled: • Immediate maintenance, just completed, included chemical treatment of structural members, replacement of structural members and decking as required, repair of roof and housing, and removal of asphalt pavement to eliminate unnecessary dead loads. Estimated cost - $9,700 [$27,000 in 2026 dollars]. • Preventive (Annual) maintenance, including inspection of bridge and approaches four times each year, maintenance of vegetative clear zones, adjustment of tension members, cleaning, and repair of vandalism damage , Estimated cost - $1900 [$5,300 in 2026 dollars]. • Future maintenance, including new paint approximately every 5 years, replacement of the roof approximately every 15 years, chemical treatment of structural members approximately every 15 years. Estimated cost - $29,400 [$82,000 in 2026 dollars]. • Estimated cost of annual maintenance is $1900 [$5,300 in 2026 dollars] (preventive maintenance only).	• 2026: Bridge being painted.[20] Condition is satisfactory, with the last formal ODOT inspection, performed by DOWL done 8/27/2025. The Lane County Public Works Bridge & Special Projects Crew pressure washed and painted the house and railings in June 2026. Damaged siding boards from the previous winter storm were also replaced at this time. Rotten false beams on the portal ends were replaced August of 2026. Formal Routine ODOT Bridge Inspections are done every 12 months for this covered bridge, by DOWL. The Timber Boring Inspection is completed every 12 months. The Fracture Critical Inspection is completed every 24 months. The X-Channel Inspection is completed every 48 months. Informal visual inspections are done by the Bridge & Special Projects supervisor and lead worker at least annually. • 2025: Fair condition. Deck and superstructure rated satisfactory. Substructure rated fair. The bridge is posted for load and scour vulnerable.[21] • 2017: last fumigated.

18 "Covered Bridges | Cottage Grove, OR."
19 "Currin Covered Bridge in Oregon," accessed June 10, 2026, https://www.eugenecascadescoast.org/explore/history-culture-museums/covered-bridges/currin-covered-bridge/.
20 "Road Closure: Deadwood Covered Bridge," accessed June 10, 2026, https://www.lanecountyor.gov/news/what_s_new/RC_051126_DeadwoodBridge.
21 Bridge Section, Oregon Department of Transportation (ODOT), "ODOT Bridge Data." Geographic Information Services Unit, Oregon Department of Transportation (ODOT

OHSD Resource ID	Bridge Name	Bridge Data	1989 Work Needs Summary	Conditions and Previous Work
56358	Dorena Bridge	Crossing: Row River Year built:1949 Nearest city: Dorena County: Lane Status: ES; Individually NR listed (1979) ODOT Bridge ID 18139	Issues and work needs identified in 1989: • Poor structural condition. Bridge requires chemical treatment, replacement of floor beam, corbel bearing block, and replacement of decayed stringers, deck, and rail. • Not in service: county plans to construct pedestrian accessway and reopen bridge for pedestrian use. • Capital outlay requirements for immediate needs are estimated at $55,000 [$154,000 in 2026 dollars]. • Capital outlay requirements for a 20-year rehabilitation are estimated at $167,000 [$467,000 in 2026 dollars]. Three phase maintenance program scheduled: • Immediate maintenance, including chemical treatment of structural members, replacement of structural members and decking as required, repair of roof and housing, and removal of asphalt pavement to eliminate unnecessary dead loads. Estimated cost - $10,100 [$28,000 in 2026 dollars]. • Preventive (Annual) maintenance, including inspection of bridge and approaches four times each year, maintenance of vegetative clear zones, adjustment of tension members, cleaning, and repair of vandalism damage. Estimated cost - $1900 [$5,300 in 2026 dollars]. • Future maintenance, including new paint approximately every 5 years, replacement of the roof approximately every 15 years, chemical treatment of structural members approximately every 15 years. Estimated cost - $30,700 [$86,000 in 2026 dollars]. • Estimated cost of annual maintenance is $1900 [$5,300 in 2026 dollars] (preventive maintenance only).	• 2026: Condition is satisfactory, with the last formal ODOT inspection, performed by DOWL done 9/12/2025. Deck rated as satisfactory, super structure as fair, and substructure as good. Railings are substandard. The bridge is scour vulnerable.[22] • 2021: The Lane County Public Works Bridge & Special Projects Crew pressure washed and painted the house and railings. This is part of an average 10-year cycle for covered bridge painting. The bridge was fumigated in September and bollards installed.[23] • 2018: Roof replaced.[24] • 1996: Work to create a wayside park included substructure replacement, approach spans rerouting, siding replaced, and windows installed. [25] Work funded through the Oregon Covered Bridge Program ($59,000) [$125,000 in 2026 dollars].[26] • 1987: Repairs undertaken and structured mothballed. Work included removing asphalt topping at deck, chords fumigated. [27]
37986	Drift Creek Bridge	Crossing: Drift Creek, relocated to Bear Creek Year built: 1914 (ca. 1998 moved) County: Lincoln Status: UN; Delisted (1998)	• No work scope provided in the 1989 report.	• No ODOT bridge condition data since the bridge is bypassed.

22 Bridge Section, Oregon Department of Transportation (ODOT), "ODOT Bridge Data." Geographic Information Services Unit, Oregon Department of Transportation (ODOT
23 Dana Merryday-for The Chronicle, "Dorena Bridge Getting Facelift," The Chronicle, September 23, 2021, https://www.chronicle1909.com/2021/09/23/dorena-bridge-getting-facelift/.
24 Chronicle, "Dorena Bridge Getting Facelift."
25 Chronicle, "Dorena Bridge Getting Facelift."
26 "Row River (Dorena) Covered Bridge | Oregon.Com," accessed June 10, 2026, https://oregon.com/attractions/row-river-dorena-covered-bridge.
27 Chronicle, "Dorena Bridge Getting Facelift."

OHSD Resource ID	Bridge Name	Bridge Data	1989 Work Needs Summary	Conditions and Previous Work
63159	Earnest Bridge	Crossing: Mohawk River Year built: 1938 Nearest city: Marcola County: Lane Status: ES; Individually NR listed (1979) ODOT Bridge ID 39C176	Issues and work needs identified in 1989: • Fair structural condition: 10, 20, and 30-ton load restrictions . Needs replacement of decayed substructure members and exterior stringers and requires chemical treatment. • In vehicular service: Local, farm, and logging traffic. Alternate heavy truck route available within 2-mile radius. • Capital outlay requirements for immediate needs are estimated at $6000 [$17,000 in 2026 dollars]. • Capital outlay requirements for a 20-year rehabilitation are estimated at $60,000 [$168,000 in 2026 dollars]. Three phase maintenance program scheduled: • Immediate maintenance, including chemical treatment of structural members, replacement of structural members and decking as required, repair of roof and housing, and removal of asphalt pavement to eliminate unnecessary dead loads. Estimated cost - $5700 [$16,000 in 2026 dollars]. • Preventive (Annual) maintenance, including inspection of bridge and approaches four times each year , maintenance of vegetative clear zones, adjustment of tension members, cleaning, and repair of vandalism damage. Estimated cost - $1900 [$5,300 in 2026 dollars]. • Future maintenance, including new paint approximately every 5 years , replacement of the roof approximately every 15 years, chemical treatment of structural members approximately every 15 years. Estimated cost - $21,600 [$61,000 in 2026 dollars]. • Estimated cost of annual maintenance is $1900 [$5,300 in 2026 dollars] (preventive maintenance only).	• 2026: Condition is satisfactory, with the last formal ODOT inspection, performed by DOWL done 8/25/2025. Deck and substructure rated as satisfactory, superstructure as fair, and railings as substandard. • 2024: The Lane County Public Works Bridge & Special Projects Crew pressure washed and painted the house and railings in 2024. This is part of an average 10-year cycle for covered bridge painting. The bridge was fumigated. • 2017: Part of a rehabilitation project that included a new roof.
38005	Fisher School Bridge	Crossing: Five Rivers Year built: 1919 (1927 rebuilt) Nearest city: Fisher County: Lincoln Status: ES; Individually NR listed (1979) ODOT Bridge ID 19236 HAER No. OR-145 Bypassed	Issues and work needs identified in 1989: • Fair structural condition: Decayed members present in truss, bents, deck, housing, and roof. • Not in vehicular service. • Capital outlay requirements for immediate needs are estimated at $10,000 [$28,000 in 2026 dollars]. • Capital outlay requirements for *a* 20-year rehabilitation are estimated at $50,000 [$140,000 in 2026 dollars]. Inspection only is scheduled. Maintenance decision dependent on inspection results. • Maintenance costs have averaged $800/year [$2,300 in 2026 dollars] over past 6 years.	• 2026: Good condition. Roof and shingles recently replaced; used fake wood in 2016 that failed; had to reside with cedar had used fir that rotted and cupped. Clear cedar VG out of Canada; 5/4 x 12 14 and 16 foot lengths.[28] • 2025: Fair condition. Posted for load. Deck and substructure rated as very good, superstructure rated as satisfactory. Railings are rated substandard. The bridge is scour vulnerable. • 2003: Bridge was slightly relocated, rehabilitated, and upgraded for and reopened to vehicular traffic.[29] A Federal grant funded most of the work, which included painting the bridge and installing new pilings, replacement floor beams, deck, stringers, siding, and roof.[30] Grant proposal included new piling, replacement of floor beams, deck, stringers, siding, and roof. All new wood will be treated with Pentachlorophenol wood preservative in accordance with WWPA standards.[31] • 1975: Closed to vehicular traffic.[32] Bypassed by a prestressed concrete bridge.[33]

28 Kelly Folley, "Lincoln County Covered Bridges."
29 Alex McMurry, Cultural Resources Specialist, ODOT, "HAER Fisher School Covered Bridge (Five Rivers Bridge)," Historic American Engineering Record, National Park Service, September 2004, https://tile.loc.gov/storage-services/master/pnp/habshaer/or/or0500/or0541/data/or0541data.pdf.
30 "Fisher School Bridge (Five Rivers Bridge) | Lincoln County, OR," accessed June 10, 2026, https://www.co.lincoln.or.us/385/Fisher-School-Bridge-Five-Rivers-Bridge.
31 "Historic Covered Bridge Preservation Program - FY 2000 Project Selection - Safety Inspection - Bridges & Structures - Federal Highway Administration," accessed June 18, 2026, https://www.fhwa.dot.gov/bridge/cbfy00ps.cfm.
32 Alex McMurry, Cultural Resources Specialist, ODOT, "HAER No. OR-145."
33 "Historic Covered Bridge Preservation Program - FY 2000 Project Selection - Safety Inspection - Bridges & Structures - Federal Highway Administration."

OHSD Resource ID	Bridge Name	Bridge Data	1989 Work Needs Summary	Conditions and Previous Work
45750	Gallon House Bridge	Crossing: Abiqua Creek Year built: 1916 Nearest city: Silverton County: Marion Status: ES; Individually NR listed (1979) ODOT Bridge ID 05381	Issues and work needs identified in 1989: • Very poor structural condition: 10-ton load restriction. Severe decay of lower chords, floor beams, and pilings, heel joint needs repair. Housing and roof are in good condition. • In vehicular service: local and farm traffic. Alternate heavy truck route available within 2-mile radius. • Capital outlay requirements for immediate needs are estimated at $28,000 [$78,000 in 2026 dollars]. • Capital outlay requirements for a 20-year rehabilitation are estimated at $100,000 [$280,000 in 2026 dollars]. Anticipated maintenance within 2 years includes repair of lower chords, floor beams, piling, and heel joint (estimated cost - $28,000 [$78,000 in 2026 dollars]). • Bridge is inspected about every 6 months. • Maintenance costs have averaged about $7500/year [$21,000 in 2026 dollars]. Recent maintenance items have included new paint ($3400) [$9,500 in 2026 dollars], reconstruct approach ($2500) [$7,000 in 2026 dollars], and new deck on approach ($10,000) [$28,000 in 2026 dollars]. Alternate plans for the future of the bridge include: • Close the bridge to vehicular traffic, Construct cul-de-sacs at the ends of the approach roadways, and maintain the bridge for pedestrian service, as a tourist attraction. • Replace the structural members (truss and floor system) with steel members but retain the wooden housing (estimated cost - $65,000) [$182,000 in 2026 dollars]. • Replace the bridge, and donate the covered bridge to historical society or other interested party (estimated cost - $260,000) [$727,000 in 2026 dollars].	• 2026: The existing bridge has an 8-ton load limit, limiting to passenger vehicles and small trucks. • 2025: The most recent bridge inspection report from August 2025 notes the deck is in satisfactory condition (6), the superstructure is in fair condition (5) and the substructure is in good condition (7). A cracked timber stringer is noted as being in condition state 4 (poor) and needs repair. Other bridge members range from condition state 1 (good) to condition state 3 (fair).[34] • 2011: Bridge rehabilitated.[35] • 1990: Bridge rehabilitated.[36] • 1987: Bridge painted.
44061	Gilkey Bridge	Crossing: Thomas Creek Year built: 1939 Nearest city: Crabtree County: Linn Status: ES; Individually NR listed (1979) ODOT Bridge ID 23099	Issues and work needs identified in 1989: • Fair structural condition: 15-ton load restriction. Replacement of top truss chord and one diagonal needed. Anticipated need for new deck, new roof, and reconstruction of approach spans within 5 years. • In vehicular service: local and farm traffic. Alternate truck route available within 3 miles. • Capital outlay requirements for immediate needs are estimated at $10,000 [$28,000 in 2026 dollars]. • Capital outlay requirements for a 20-year rehabilitation are estimated at $63,000 [$176,000 in 2026 dollars]. Routine maintenance only is scheduled. • Linn County has spent $98,000 [$274,000 in 2026 dollars] on maintenance for this bridge in the last 8 years. Estimated costs for needed maintenance items are $63,000 [$176,000 in 2026 dollars] (chord -$20,000, diagonal - $5000, deck - $10,000, roof - $8000, approaches - $20,000).	• 2026: No issues, good condition since last rehabilitation.[37] • 2025: Condition is fair. Deck rated as very good, with substructure and superstructure rated as satisfactory. Railings meet the standards. The bridge is scour vulnerable. • 2017: rehabilitation, including new approach spans, and substructure replacement.[38] • 1986: Bridge was painted and received chemical treatment.

34 Steve Preszler, PE, "Marion County Covered Bridges."
35 "Gallon House Covered Bridge," accessed June 10, 2026, https://www.arciform.com/arciform-commercial-building-projects/gallon-house-covered-bridge-restoration.
36 "Gallon House Bridge," accessed June 10, 2026, https://www.co.marion.or.us:443/PW/Pages/gallonhouse.aspx.
37 Kevin Groom, PE, "Linn County Covered Bridges."
38 "Gilkey Covered Bridge over Thomas Creek," McGee Engineering, September 23, 2020, https://www.mcgee-engineering.com/projects/gilkey-covered-bridge-over-thomas-creek/.

OHSD Resource ID	Bridge Name	Bridge Data	1989 Work Needs Summary	Conditions and Previous Work
63186	Goodpasture Bridge	Crossing: McKenzie River Year built: 1938 Nearest city: Vida County: Lane Status: ES; Individually NR listed (1979) ODOT Bridge ID 39C118	Issues and work needs identified in 1989: • Good structural condition: 10, 15, and 30 ton load restrictions. Bridge needs are currently under study. • In vehicular service: Local , farm, and logging traffic. Alternate heavy truck route available within 2-mile radius. Three phase maintenance program scheduled: • Immediate maintenance, including chemical treatment of structural members, replacement of structural members and decking as required, repair of roof and housing, and removal of asphalt pavement to eliminate unnecessary dead loads. Estimated cost not available. • Preventive (Annual) maintenance, including inspection of bridge and approaches four times each year, maintenance of vegetative clear zones, adjustment of tension members, cleaning, and repair of vandalism damage. Estimated cost - $1900 [$5,300 in 2026 dollars]. • Future maintenance, including new paint approximately every 5 years, replacement of the roof approximately every 15 years, chemical treatment of structural members approximately every 15 years . Estimated cost - $44 ,900 [$126,000 in 2026 dollars]. • Estimated cost of annual maintenance is $1900 [$5,300 in 2026 dollars] (preventive maintenance only).	• 2027: Project planned to seismically retrofit the bridge, install fire mitigation measures, including a roof sprinkler system. Work is funded through a FEMA Hazard Mitigation grant[39] and a State General Fund grant for $3.6 million approved by the Oregon Legislature.[40] • 2026: Condition is satisfactory, with the last formal ODOT inspection, performed by DOWL done 8/15/2024. Formal Routine ODOT Bridge Inspections are done every 24 months for this covered bridge, by DOWL. The Timber Boring Inspection is completed every 24 months. The Fracture Critical Inspection is completed every 24 months. The X-Channel Inspection is completed every 48 months. The Underwater Inspection is completed every 60 months. Informal visual inspections are done by the Bridge & Special Projects supervisor and lead worker at least annually. Decking boards replaced in February. • 2025: Fair condition. Posted for non-load. Deck and superstructure rated fair, and substructure rated satisfactory. The railings are substandard. The bridge is scour vulnerable. • 2021: New roof installed.[41] Bridge & Special Projects Crew replaced a rotten stringer. After an incident with a log truck, the Northwestern portal end was repaired. A new roof was installed. • 2018: Fumigated in March. • 2013: Work consisted of major truss repairs and other work funded through a federal highway grant program with a 10-percent match from the Lane County road fund with a total project amount of $2 million.[42] • 1986: Work included trusses member rehabilitation, replacement of approach spans with a retaining wall and short jump span.[43]
41921	Grave Creek Bridge	Crossing: Grave Creek Year built: 1920 Nearest city: Sunny Valley County: Josephine Status: ES; Individually NR listed (1979) ODOT Bridge ID 141005	Issues and work needs identified in 1989: • Good structural condition: 20-ton load restriction. Little or no decay in truss structural members, south approach needs to be reconstructed. • In vehicular service, rural area, Alternate truck route available within 2-mile radius. • Capital outlay requirements for a 20-year rehabilitation are estimated at $10,000 [$28,000 in 2026 dollars]. Routine maintenance only is scheduled. Bridge is inspected every 2 years. New paint, reconstruction of south approach, and minor repairs to housing anticipated within 5 years (estimated cost -$75,000 [$210,000 in 2026 dollars]). • Maintenance costs have averaged $700/year [$2,000 in 2026 dollars]over the past 12 years.	• 2025: Fair condition. Posted for load. The deck and substructure are rated as satisfactory, with the superstructure as fair. Railings are substandard and the bridge is scour vulnerable. • 2001: Repairs to the bridge approaches and superstructure.[44]

39 "Goodpasture Covered Bridge Retrofit."
40 McKenzie River Reflections, "$3.6 Million Approved for Goodpasture Bridge Upgrades," McKenzie River Reflections, accessed June 10, 2026, https://www.mckenzieriverreflectionsnewspaper.com/story/2025/08/21/news/36-million-approved-for-goodpasture-bridge-upgrades/8351.html.
41 "Goodpasture Island Bridge – Foundation Engineering, Inc.," accessed June 10, 2026, https://foundationengr.com/goodpasture-island-bridge/.
42 Terry Richard, "Goodpasture Bridge over McKenzie River in Lane County to Get $2 Million Upgrade," Oregonlive, January 17, 2012, https://www.oregonlive.com/terryrichard/2012/01/goodpasture_bridge_over_mckenz.html.
43 "Goodpasture Island Bridge – Foundation Engineering, Inc."
44 "Grave Creek Covered Bridge | Oregon.Com," accessed June 10, 2026, https://oregon.com/attractions/grave-creek-covered-bridge.

OHSD Resource ID	Bridge Name	Bridge Data	1989 Work Needs Summary	Conditions and Previous Work
44038	Hannah Bridge	Crossing: Thomas Creek Year built: 1936 Nearest city: Scio County: Linn Status: ES; Individually NR listed (1979) ODOT Bridge ID 12948	Issues and work needs identified in 1989: • Good structural condition: 15-ton load restriction. • In vehicular service: local traffic only. Alternate truck route available within 2-mile radius. • Capital outlay requirements for immediate needs are estimated at $3000 [$8,400 in 2026 dollars]. • Capital outlay requirements for a 20-year rehabilitation are estimated at $25,000 [$70,000 in 2026 dollars]. Maintenance anticipated within 5 years includes chemical treatment ($3000) [$8,400 in 2026 dollars], replacement of approaches ($10,000) [$28,000 in 2026 dollars], and replacement of deck ($10 ,000) [$28,000 in 2026 dollars]. • Linn County has spent $58,000 [$163,000 in 2026 dollars] on maintenance for this bridge in the last 8 years.	• 2026: Good condition.[45] Had a decay pocket but fixed. • 2025: Fair condition. Posted for non-load. Deck rated satisfactory, with superstructure and substructure rated as fair. Bridge is vulnerable to scour. Railings meet standards.[46] • 2014: Rehabilitation work funded through a $696,000 National Covered Bridge Preservation Program grant.[47] • 1980-1988: New roof and all floor beams replaced within last 10 years, new paint in 1981, deck and approaches repaired in 1983.[48]
29927	Harris Bridge	Crossing: Marys River Year built: 1936 Nearest city: Wren County: Benton Status: ES; Individually NR listed (1979) ODOT Bridge ID 01441	Issues and work needs identified in 1989: • Good structural condition. No known structural problems – weight restriction anticipated in near future. • In vehicular service for local residents, farming activities, and logging route. Alternate truck routes also involve weight-restricted bridges. • Capital outlay requirements for immediate needs are estimated at $3000 [$8,400 in 2026 dollars]. • Capital outlay requirements for a 20-year rehabilitation are estimated at $3000 [$8,400 in 2026 dollars] (same as immediate needs). Plans to paint bridge in 1989–90: estimated cost is $5-10,000 [$14,000 to $28,000 in 2026 dollars]. • Maintenance costs have averaged $800/year [$2,200 in 2026 dollars] over past ten years.	• 2025: Fair condition. Posted for load. Deck and superstructure rated satisfactory, substructure rated good. Railings meet the standards.
28372	Hayden Bridge	Crossing: Alsea River Year built: 1918 Nearest city: Alsea County: Benton Status: ES; Individually NR listed (1979) ODOT Bridge ID 14538	Issues and work needs identified in 1989: • Good structural condition: 15-ton load restriction. Will require new roof and paint within five years. • In vehicular service for local residents and farming activities, little logging traffic. No alternate route available. • Capital outlay requirements for immediate needs are estimated at $3000 [$8,400 in 2026 dollars]. • Capital outlay requirements for a 20-year rehabilitation are estimated at $3000 [$8,400 in 2026 dollars]. • Paint and new roof scheduled for 1989–90: estimated cost is $15,000 [$42,000 in 2026 dollars]. • Maintenance costs have averaged $2500 [$7,000 in 2026 dollars]/year over past ten years.	• 2025: Poor condition. Posted for load. Deck and superstructure rated as satisfactory. Substructure rated as serious. The bridge is vulnerable to scour. Railings meet the standards. Planning underway to replace the bridge with a concrete and steel bridge meeting access needs while retaining in-place the covered bridge adjacent the new bridge for pedestrian only use.[49]

45 Kevin Groom, PE, "Linn County Covered Bridges."
46 Bridge Section, Oregon Department of Transportation (ODOT), "ODOT Bridge Data." Geographic Information Services Unit, Oregon Department of Transportation (ODOT
47 "Hannah Covered Bridge," Portland Bolt, n.d., accessed June 10, 2026, https://www.portlandbolt.com/about/projects/covered-bridges/hannah-covered-bridge/.
48 Norman, Oregon Covered Bridges: A Study for the 1989–90 Legislature.
49 Thwaits, Anne, "Hayden Road Bridge Replacement," Benton County Public Works, Oregon, February 3, 2025, https://pw.bentoncountyor.gov/hayden-road-bridge-replacement/.

OHSD Resource ID	Bridge Name	Bridge Data	1989 Work Needs Summary	Conditions and Previous Work
44041	Hoffman Bridge	Crossing: Crabtree Creek Year built: 1936 Nearest city: Crabtree County: Linn Status: ES; Individually NR listed (1987) ODOT Bridge ID 01724	Issues and work needs identified in 1989: • Fair structural condition: 15-ton load restriction. Decayed floor beam needs replacement. • Bridge needs within 5 years include reconstruction of approach span , roof replacement, and reconstruction of deck. • In vehicular service: local and farm traffic. Alternate truck route available . • Capital outlay requirements for immediate needs are estimated at $8000 [$23,000 in 2026 dollars]. • Capital outlay requirements for a 20-year rehabilitation are estimated at $48,000 [$135,000 in 2026 dollars]. Routine maintenance only is scheduled. • Linn County has spent $54,000 [$151,000 in 2026 dollars] on maintenance for this bridge in the last 8 years. Cost estimate to repair floor beam is $8000 [$23,000 in 2026 dollars], Estimated cost for 5-year needs is $40,000 (approach work - $20,000 [$56,000 in 2026 dollars], roof - $10,000 [$28,000 in 2026 dollars], deck - $10,000 [$28,000 in 2026 dollars]).	• 2026: Good condition and the only bridge with hand hewn members, the top and bottom chords that are continuous.[50] • 2025: Poor condition. The deck and superstructure are rated satisfactory, but the substructure is rated serious. The bridge is scour vulnerable. The railings meet the standards. • 2013: rehabilitated and fumigated. • 1986: Bridge painted and received chemical treatment.
63162	Horse Creek Bridge	Crossing: Horse Creek Year built: 1930 Nearest city: Myrtle Creek County: Douglas Status: NC; Delisted (1979) HAER OR-15[51] (1987)	No condition data provided in the 1989 report.	• 2026: Carries pedestrian traffic over Myrtle Creek between Riverside Park and parking area. No vehicular traffic or oversize heavy loads access is provided to the park facilities.[52] • 2015: work undertaken as part of a $2.2 million dollar Douglas County Covered Bridges Restoration project. Funded through the Federal Highway Administration under the National Historic Covered Bridge Preservation Program, with $200,000 provided by Douglas County.[53] • 1990-93: relocated to current site in Myrtle Creek's Millsite Park for pedestrian use.
29743	Irish Bend Bridge	Crossing: Willamette Slough Year built: 1954 Nearest city: Monroe County: Benton Status: EC; Delisted (1979); Relisted (2013) Bypassed	Issues and work needs identified in 1989: • Bridge structure is in fair condition. Piling, roof, and siding are deteriorated. • Bridge is not in service and not accessible. • Capital outlay requirements for immediate needs are estimated at $40,000 [$112,000 in 2026 dollars]. • Capital outlay requirements for a 20- year rehabilitation are estimated at $55,000 [$154,000 in 2026 dollars]. • County plans to relocate and restore the bridge. • No maintenance performed for the past ten years. • County prepared relocation study for this bridge in December, 1987.	• No ODOT bridge condition data since the bridge is bypassed. • 2020: rehabilitation of the bridge including installing a fire suppression system, repainting and repairs.[54] Project costs estimated at $305,000, including funds from the State Transportation Enhancement Discretionary Funds and National Historic Covered Bridge Preservation Program.[55]

50 Kevin Groom, PE, "Linn County Covered Bridges."
51 Historic American Engineering Record, "Horse Creek Covered Bridge, Spanning Horse Creek Road at Milepost 1.28, McKenzie Bridge, Lane County, OR," still image, Oregon -- Lane County -- McKenzie Bridge, accessed June 11, 2026, https://www.loc.gov/pictures/item/or0196/.
52 Tiffany M. Dean, PE, "Douglas County Covered Bridges."
53 "Covered Bridges Historical Landmarks | | Nrtoday.Com," accessed June 11, 2026, https://www.nrtoday.com/covered-bridges-historical-landmarks/article_609c5b4a-9307-5f83-a341-2571f886ac46.html.
54 lelandab, "7/6-9/30/2020: Irish Bend Covered Bridge Rehabilitation," OSU Corvallis Campus Closures, Shutdowns and Detours, July 1, 2020, https://blogs.oregonstate.edu/closurenotices/2020/07/01/7-6-9-30-2020-irish-bend-covered-bridge-rehabilitation/.
55 Sam Schultz, "Benton County Seeks Bids to Rehab Iconic Irish Bend Bridge," The Corvallis Advocate, August 29, 2019, https://corvallisadvocate.com/benton-county-seeks-bids-to-rehab-iconic-irish-bend-bridge/.

OHSD Resource ID	Bridge Name	Bridge Data	1989 Work Needs Summary	Conditions and Previous Work
651923	Jordan Bridge	Crossing: Santiam Canal Year built: 1937 (1998 rebuilt) Nearest city: Stayton County: Marion Status: UN Bypassed	Issues and work needs identified in 1989: • Good structural condition. • In pedestrian service. • Capital outlay requirements for immediate needs are estimated at $3600 [$10,000 in 2026 dollars], • Capital outlay requirements for a 20-year rehabilitation are estimated at $3600 [$10,000 in 2026 dollars]. Routine maintenance only is scheduled. • Maintenance cost history is not available. Future maintenance is expected to average about $1800/year [$5,000 in 2026 dollars].	• No ODOT bridge condition data since the bridge is bypassed. • 2014: Repair needs included floor beam deterioration. • 1998: Bridge rebuilt using volunteers, the "Rebuild the Jordan Bridge Committee," and $150,000 of insurance funds.[56] • 1994: Bridge burned due to defective Christmas lights. [57] • 1986-88: Bridge disassembled and reassembled in Stayton by city residents. [58] Bridge rehabilitated during the relocation to Pioneer Park in Stayton. Relocation of bridge cost about $40,000 [$112,000 in 2026 dollars], plus volunteer efforts of several local groups and non-profit organizations. Contractor estimate to accomplish the relocation was $250,000 [$700,000 in 2026 dollars].
63123	Nelson Mountain (Lake Creek) Bridge	Crossing: Lake Creek Year built: 1928 Nearest city: Greenleaf County: Lane Status: ES; Individually NR listed (1979) ODOT Bridge ID 39C386	Issues and work needs identified in 1989: • Good structural condition: No load restriction. • In vehicular service: Local, farm, and logging traffic. Alternate heavy truck route available, but requires lengthy detour . Three phase maintenance program scheduled: • Immediate maintenance, including chemical treatment of structural members, replacement of structural members and decking as required, repair of roof and housing, and removal of asphalt pavement to eliminate unnecessary dead loads. Estimated cost - not available. • Preventive (Annual) maintenance, including inspection of bridge and approaches four times each year, maintenance of vegetative clear zones, adjustment of tension members, cleaning, and repair of vandalism damage. Estimated cost - $1900 [$5,300 in 2026 dollars]. • Future maintenance, including new paint approximately every 5 years , replacement of the roof approximately every 15 years, chemical treatment of structural members approximately every 15 years. Estimated cost - $26,500 [$74,000 in 2026 dollars]. • Estimated cost of annual maintenance is $1900 [$5,300 in 2026 dollars] (preventive maintenance only).	• 2026: Condition is satisfactory, with the last formal ODOT inspection, performed by DOWL done 9/9/2025. Fumigated in 2026. Formal Routine ODOT Bridge Inspections are done every 24 months for this covered bridge, by DOWL. The Timber Boring Inspection is completed every 24 months. The X-Channel Inspection is completed every 48 months. The Underwater Inspection is done every 60 months. Informal visual inspections are done by the Bridge & Special Projects crew and supervisors at least annually. Due to a log truck incident, both portal ends and diagonals in the bridge were damaged. This was repaired in January of 2026. A similar incident happened in 2017 and 2022. • 2025: Fair condition. The decking and superstructure rated good, and the substructure rated satisfactory. The bridge is vulnerable to scour. Railings are substandard. • 2024: The corbel blocks on the northern end were replaced. • 2018: The Lane County Public Works Bridge & Special Projects Crew pressure washed and painted the house and railings. • 1984: Rehabilitation that included installing concrete slab decking supported on a new center pier and new concrete approaches that replaced the former wood trestle approaches.[59]
44044	Larwood Bridge	Crossing: Crabtree Creek Year built: 1939 Nearest city: Larwood County: Linn Status: ES; Individually NR listed (1979) ODOT Bridge ID 12876 HAER OR-124	Issues and work needs identified in 1989: • Fair structural condition: 15-ton load restriction. Anticipated 5-year needs include replacement of approach, replacement of floor beam, possible new concrete deck. • In vehicular service: local and farm traffic. Alternate truck route available. • Capital outlay requirements for immediate needs are estimated at $8000 [$23,000 in 2026 dollars]. • Capital outlay requirements for a 20-year rehabilitation are estimated at $65,000 [$182,000 in 2026 dollars]. Routine maintenance only is scheduled. • Linn County has spent $47,000 [$132,000 in 2026 dollars]on maintenance for this bridge in the last 8 years. Cost estimates for future needs are $8000 [$23,000 in 2026 dollars] for floor beam replacement, and $25,000 to 40,000 [$70,000 to $112,000 in 2026 dollars] for reconstruction of approach and new concrete deck. • Consideration given to possible future relocation of bridge into adjacent Larwood Park for pedestrian use, with construction of new concrete bridge on existing alignment.	• 2026: No issues.[60] • 2025: Fair condition. Deck rated as very good, superstructure as good, and substructure as satisfactory. The bridge is vulnerable to scour. The railings meet the standards. • 2014: Restoration work using federal funds.[61] Attributed to the National Historic Covered Bridge Preservation Program. • 2002: Temporary bridge closure due to deterioration. • 1986: New paint and chemical treatment completed.

56 Justin Much, "Jordan Bridge to Undergo Repairs," Statesman Journal, accessed June 11, 2026, https://www.statesmanjournal.com
57 Much, "Jordan Bridge to Undergo Repairs."
58 Much, "Jordan Bridge to Undergo Repairs."
59 Vera Harp, "Nelson Mountain Covered Bridge - 100 Years of Craftsman's Ingenuity!," Oregon Discovery, June 4, 2024, https://oregondiscovery.com/nelson-mountain-covered-bridge; "Lake Creek Covered Bridge in Oregon," accessed June 11, 2026, https://www.eugenecascadescoast.org/explore/history-culture-museums/covered-bridges/lake-creek-covered-bridge/.
60 Kevin Groom, PE, "Linn County Covered Bridges."
61 "Larwood Covered Bridge," Portland Bolt, n.d., accessed June 11, 2026, https://www.portlandbolt.com/about/projects/covered-bridges/larwood-covered-bridge/; "Covered Bridges | Linn County, OR," accessed June 11, 2026, https://www.linncountyor.gov/roads/page/covered-bridges.

OHSD Resource ID	Bridge Name	Bridge Data	1989 Work Needs Summary	Conditions and Previous Work
39696	Lost Creek Bridge	Crossing: Lost Creek Year built: 1919 Nearest city: Lakecreek County: Jackson Status: ES; Individually NR listed (1979) Bypassed	Issues and work needs identified in 1989: • Fair structural condition, poor general condition. Severe decay in end posts and lower chords, insect problems in most truss members, moderate decay in floor beams, severe decay in bents. • Closed to vehicular traffic. • Capital outlay requirements for immediate needs are estimated at $30,000 [$84,000 in 2026 dollars]. • Capital outlay requirements for a 20-year rehabilitation are estimated at $50,000 [$140,000 in 2026 dollars]. No maintenance is scheduled. Estimated maintenance cost to keep bridge open for pedestrian use is $30,000 [$84,000 in 2026 dollars]. • Bridge has not been maintained since closure, and maintenance cost history is not available.	• No ODOT bridge condition data since the bridge is bypassed. • 1985: Roof replaced.
63154	Lowell Bridge	Crossing: Middle Fork Willamette River Year built: 1945 Nearest city: Lowell County: Lane Status: ES; Individually NR listed (1979) Bypassed	Issues and work needs identified in 1989: • Poor structural condition: decayed floor beam and top chord blocking, decayed stringers and decking, needs chemical treatment. • Not in vehicular service: Alternate heavy truck route available within 2-mile radius. • Capital outlay requirements for immediate needs are estimated at $50,000 [$140,000 in 2026 dollars]. • Capital outlay requirements for a 20-year rehabilitation are estimated at $100,000 [$280,000 in 2026 dollars]. Three phase maintenance program scheduled: • Immediate maintenance, including chemical treatment of structural members, replacement of structural members and decking as required, repair of roof and housing, and removal of asphalt pavement to eliminate unnecessary dead loads. Estimated cost - $16,300 [$46,000 in 2026 dollars]. • Preventive (Annual) maintenance, including inspection of bridge and approaches four times each year, maintenance of vegetative clear zones, adjustment of tension members, cleaning, and repair of vandalism damage. Estimated cost - $1900 [$5,300 in 2026 dollars]. • Future maintenance, including new paint approximately every 5 years, replacement of the roof approximately every 15 years, chemical treatment of structural members approximately every 15 years. Estimated cost - $57,500 [$161,000 in 2026 dollars]. • Estimated cost of annual maintenance is $1900 [$5,300 in 2026 dollars] (preventive maintenance only).	• 2026: County hired a contractor to install tin shingles to patch leaks on the roof as well as wood shingles to replace all the missing shingles. Currently, the overhead door that provides pedestrian access to Lowell Bridge needs repairs. We received a quote from Overhead Door Company out of Springfield for installing a new curtain, bottom bar, and operator for the door. The primary need for the bridge is a roof replacement, as the existing roof is near the end of its lifespan. Recently, LCP received SHPO approval to attach anchors that allow a contractor to safely access the roof to replace damaged shingles and repair leaks. • No ODOT bridge condition data since the bridge is bypassed. • 2006, ca.: Interpretive center built at the bridge, including history on the bridge.[62] • 1953: Bridge raised 6-feet and rebuilt to accommodate new water levels of Dexter Reservoir, between Dexter Dam and Lookout Point Dam.[63]
39697	McKee Bridge	Crossing: Applegate River Year built: 1917 Nearest city: Ruch County: Jackson Status: ES; Individually NR listed (1979) Bypassed	Issues and work needs identified in 1989: • Very poor structural condition: severe decay of most structural members. Temporary bents are in-place to support the span until structural maintenance is performed. • Closed to vehicular traffic: pedestrian traffic only. • Capital outlay requirements for immediate needs are estimated at $40,000 [$112,000 in 2026 dollars]. • Capital outlay requirements for a 20-year rehabilitation are estimated at $100,000 [$280,000 in 2026 dollars]. Structural repair is scheduled for 1988, dependent on success of county- wide fund-raising efforts. Estimated cost of repairs is $45,000 [$126,000 in 2026 dollars]. • Bridge has received only minimal maintenance since closure in 1956.	• 2024: Deck and structural maintenance work undertaken.[64] • 2015: Rehabilitation completed and bridge reopened. Project cost $600,000 [$840,000 in 2026 dollars].[65] National Historic Covered Bridge Preservation Program grant awarded in 2012 funded the work to rehabilitate and replace deteriorated structural components, adjust truss for proper alignment, and repair deck and roof. • 1956: Restricted to pedestrian only use.

62 "Lowell Covered Bridge Interpretive Center | Lowell Oregon," accessed June 11, 2026, https://www.lowelloregon.gov/parksrec/page/lowell-covered-bridge-interpretive-center.
63 Historic Preservation Office, Oregon State Parks and Recreation Branch et al., "Oregon Covered Bridges Thematic Resource."
64 "McKee Bridge - Temporary Closure for Repairs - Jan 29-31, 2024," accessed June 11, 2026, https://jacksoncountyor.gov/news_detail_T10_R383.php.
65 Why Is McKee Bridge Still Standing? – McKee Bridge Historical Society, n.d., accessed June 11, 2026, https://mckeebridge.org/why-is-mckee-bridge-still-standing/.

OHSD Resource ID	Bridge Name	Bridge Data	1989 Work Needs Summary	Conditions and Previous Work
35904	Milo Academy (F. Fate) Bridge	Crossing: South Umpqua River Year built: 1962 (1920 first built) Nearest city: Days Creek County: Douglas Status: ES; Individually NR listed (1979)	Issues and work needs identified in 1989: • Good structural condition: no load restrictions. • In vehicular service, private access to academy. • Routine maintenance only is scheduled.	• 2026: Provides private access to Milo Adventist Academy over the South Umpqua River. No alternative routes are available. [66] • No ODOT bridge condition data since the bridge is on private property.
43332	Mosby Creek Bridge	Crossing: Mosby Creek Year built: 1920 Nearest city: Cottage Grove County: Lane Status: ES; Individually NR listed (1979) ODOT Bridge ID 39C241	Issues and work needs identified in 1989: • Good structural condition : 25-ton load restriction. Some substructure members need replacement, and structure requires chemical treatment . • In vehicular service: local and farm traffic. Alternate heavy truck route available within 3.5 mile radius. • Capital outlay requirements for immediate needs are estimated at $5300 [$15,000 in 2026 dollars]. • Capital outlay requirements for a 20-year rehabilitation are estimated at $5300 [$15,000 in 2026 dollars]. Three phase maintenance program scheduled: • Immediate maintenance, including chemical treatment of structural members, replacement of structural members and decking as required, repair of roof and housing, and removal of asphalt pavement to eliminate unnecessary dead loads. Estimated cost - $5300 [$15,000 in 2026 dollars]. • Preventive (Annual) maintenance, including inspection of bridge and approaches four times each year, maintenance of vegetative clear zones, adjustment of tension members, cleaning, and repair of vandalism damage . Estimated cost - $1900 [$5,300 in 2026 dollars]. • Future maintenance , including new paint approximately every 5 years, replacement of the roof approximately every 15 years, chemical treatment of structural members approximately every 15 years. Estimated cost - $29,500 [$83,000 in 2026 dollars]. • Estimated cost of annual maintenance is $1900 [$5,300 in 2026 dollars] (preventive maintenance only).	• 2026: Condition is satisfactory, with the last formal ODOT inspection, performed by DOWL done 9/12/2025. Bridge was fumigated. Formal Routine ODOT Bridge Inspections are done every 12 months for this covered bridge, by DOWL. The Timber Boring Inspection is completed every 12 months. The Fracture Critical Inspection is completed every 24 months. The X-Channel Inspection is completed every 48 months. Informal visual inspections are done by the Bridge & Special Projects supervisor and lead worker at least annually. • 2025: Poor condition. Deck rated as satisfactory, superstructure as fair, and substructure as poor. Bridge vulnerable to scour. Railings are substandard. • 2024: The Lane County Public Works Bridge & Special Projects Crew pressure washed and painted the house and railings. • 1990: Restored.[67]
36307	Neal Lane Bridge	Crossing: South Myrtle Creek Year built: 1929 Nearest city: Myrtle Creek County: Douglas Status: ES ODOT Bridge ID 19C220	Issues and work needs identified in 1989: • Good structural condition: 5-ton load restriction. • In vehicular service, local traffic only: alternate truck route available within 2-mile radius. • Routine maintenance only is scheduled.	• 2026: Fair condition. Weight limit is posted at 3 tons, with a vertical clearance of 10-feet. • 2025: Fair condition. Deck and substructure rated as satisfactory, superstructure as fair, and railings as meeting the standards. The bridge is vulnerable to scour. • 2015: Work undertaken as part of a $2.2 million dollar Douglas County Covered Bridges Restoration project. Funded through the Federal Highway Administration under the National Historic Covered Bridge Preservation Program, with $200,000 provided by Douglas County.[68] • 1988 ca.: Chemical treatment of structural members and repair of truss housing cost $7000 [$20,000 in 2026 dollars].

66 Tiffany M. Dean, PE, “Douglas County Covered Bridges.”
67 “Covered Bridges | Cottage Grove, OR.”
68 “Covered Bridges Historical Landmarks | | Nrtoday.Com.”

OHSD Resource ID	Bridge Name	Bridge Data	1989 Work Needs Summary	Conditions and Previous Work
37993	North Fork Yachats River Bridge	Crossing: North Fork Yachats River Year built: 1938 Nearest city: Yachats County: Lincoln Status: ES; Individually NR listed (1979) ODOT Bridge ID 12037	Issues and work needs identified in 1989: • Fair structural condition: 10-ton load restriction. Structure needs repairs to decayed stringers, needle beams, end caps, deck, and housing. • In vehicular service: local residences only. No alternate route available. • Capital outlay requirements for immediate needs are estimated at $15,000 [$42,000 in 2026 dollars]. • Capital outlay requirements for a 20-year rehabilitation are estimated at $75,000 [$210,000 in 2026 dollars]. Rehabilitation project anticipated within 2 - 3 years. • Maintenance costs have averaged $800/year [$2,300 in 2026 dollars] over past 6 years.	• 2026: Rebuilt 10-12 years ago, no worked planned, good condition[69] • 2025: Fair condition. Deck rated very good, superstructure good, and substructure as satisfactory. Railings are substandard. • 1989: Rehabilitation project rebuilt the bridges, added concrete piers and footings.[70]
63191	Office Bridge	Crossing: North Fork of the Middle Fork Willamette River Year built: 1944 Nearest city: Westfir County: Lane Status: ES; Individually NR listed (1979) ODOT Bridge ID 39C650	Issues and work needs identified in 1989: • Poor structural condition. • Not in service: bridge is fenced off and is not accessible. • Capital outlay requirements for immediate needs are estimated at $30,000 [$84,000 in 2026 dollars]. • Capital outlay requirements for a 20-year rehabilitation are estimated at $80,000 [$224,000 in 2026 dollars]. No maintenance is scheduled.	• 2026: Condition is satisfactory, with the last formal ODOT inspection, performed by DOWL done 10/7/2025. Formal Routine ODOT Bridge Inspections are done every 12 months for this covered bridge, by DOWL. The Timber Boring Inspection is completed every 12 months. The Fracture Critical Inspection is completed every 24 months. The X-Channel Inspection is completed every 48 months. Informal visual inspections are done by the Bridge & Special Projects supervisor and lead worker at least annually. • 2025: Fair condition. Deck, superstructure, and substructure rated satisfactory. Bridge is vulnerable to scour. Railings are substandard. • 2022: Bridge was pressure washed and painted inside and outside by contractors and fumigated. • 2021: Several rotten stringers and beam caps were replaced in November. • 2012: National Historic Covered Bridge Preservation Program grant awarded to strengthen and replace floor beams, install a drainage system and replace deteriorated structural components.[71] • 1992: Attributed as structural repairs.
56356	Parvin Bridge	Crossing: Lost Creek Year built: 1921 Nearest city: Dexter County: Lane Status: ES; Individually NR listed (1979) ODOT Bridge ID 39C643	Issues and work needs identified in 1989: • Good structural condition: 5-ton load restriction. Bridge needs chemical treatment, replacement of decayed floor beams, realignment of truss, and rebuilding of approach spans. • In vehicular service: local traffic only. Alternate heavy truck route available within 2-mile radius. Three phase maintenance program scheduled: • Immediate maintenance , just completed, included chemical treatment of structural members, replacement of structural members and decking as required, repair of roof and housing, and removal of asphalt pavement to eliminate unnecessary dead loads. Estimated cost - $6600 [$18,500 in 2026 dollars]. • Preventive (annual) maintenance, including inspection of bridge and approaches four times each year, maintenance of vegetative clear zones, adjustment of tension members, cleaning, and repair of vandalism damage. Estimated cost - $1900 [$5,300 in 2026 dollars]. • Future maintenance, including new paint approximately every 5 years, replacement of the roof approximately every 15 years, chemical treatment of structural members approximately every 15 years. Estimated cost - $22,000 [$62,000 in 2026 dollars]. • Estimated cost of annual maintenance is $1900 [$5,300 in 2026 dollars] (preventive maintenance only).	• 2026: Condition is very good, with the last formal ODOT inspection, performed by DOWL done 10/06/2025. Formal Routine ODOT Bridge Inspections are done every 12 months for this covered bridge, by DOWL. The Timber Boring Inspection is completed every 12 months. The Fracture Critical Inspection is completed every 24 months. The X-Channel Inspection is completed every 48 months. Informal visual inspections are done by the Bridge & Special Projects supervisor and lead worker at least annually.[72] • 2025: Fair condition. Deck rated as good, superstructure as satisfactory, and substructure as very good. Bridge is scour vulnerable. Railings are substandard. • 2024: Bridge was fumigated in June. • 2021: The Lane County Public Works Bridge & Special Projects Crew pressure washed and painted the house and railings in July. • 2011: Steel reinforcing rods installed.[73]

69 Kelly Folley, “Lincoln County Covered Bridges.”
70 “Yachats Bridge | Lincoln County, OR,” accessed June 11, 2026, https://www.co.lincoln.or.us/386/Yachats-Bridge.
71 KVAL News, “Feds Give Oregon $1.5M to Repair Covered Bridges in Lane County,” KVAL, August 15, 2012, https://kval.com/outdoors/feds-give-oregon-15m-to-repair-covered-bridges-in-lane-county.
72 Matt Tarnoff, “Lane County Covered Bridges.”
73 “Parvin Road,” Portland Bolt, n.d., accessed June 11, 2026, https://www.portlandbolt.com/about/projects/covered-bridges/parvin-road-covered-bridge/.

OHSD Resource ID	Bridge Name	Bridge Data	1989 Work Needs Summary	Conditions and Previous Work
36992	Pass Creek Bridge	Crossing: Pass Creek Year built: 1925 (1987 moved) Nearest city: Drain County: Douglas Status: ES; Individually NR listed (2026) Bypassed	Issues and work needs identified in 1989: • Good structural condition. • In pedestrian service at city park. • Routine maintenance only is scheduled.	• 2026: This bridge is currently closed and not being used. It is located off roadway and served pedestrians prior to closure. Closed due to structural concerns and decay[74] • 2025: Poor structural condition: closed to use due to a deteriorated bottom chord and helper beam first identified in 2014. • 2014: ODOT grant received to stabilize the bridge. Work included a new roof, reinforcing selective superstructure elements, and repairs to wood member deterioration. As part of the project, engineers identified failing conditions in the bottom chord and an added helper beam. Funding was not available to undertake these repairs, resulting in closure of the bridge pending funding.[75] • 1987: Relocated to the city park and restored.[76]
63128	Pengra Bridge	Crossing: Fall Creek Year built: 1904; 1938 rebuilt Nearest city: Jasper County: Lane Status: ES; Individually NR listed (1979) ODOT Bridge ID C39004	Issues and work needs identified in 1989: • Poor structural condition: Decayed floor beams, truss needs realignment, approaches need rebuilding, structure requires chemical treatment. • Not in vehicular service: Alternate heavy truck route available within 2-mile radius. • Capital outlay requirements for immediate needs are estimated at $37,000 [$103,000 in 2026 dollars]. • Capital outlay requirements for a 20-year rehabilitation are estimated to be $196,000 [$548,000 in 2026 dollars]. Three phase maintenance program scheduled: • Immediate maintenance, including chemical treatment of structural members, replacement of structural members and decking as required, repair of roof and housing, and removal of asphalt pavement to eliminate unnecessary dead loads. Estimated cost - $18,300 [$52,000 in 2026 dollars]. • Preventive (Annual) maintenance, including inspection of bridge and approaches four times each year, maintenance of vegetative clear zones, adjustment of tension members, cleaning, and repair of vandalism damage. Estimated cost - $1900 [$5,300 in 2026 dollars]. • Future maintenance, including new paint approximately every 5 years, replacement of the roof approximately every 15 years, chemical treatment of structural members approximately every 15 years. Estimated cost - $33,100 [$93,000 in 2026 dollars]. • Estimated cost of annual maintenance is $1900 [$5,300 in 2026 dollars] (preventive maintenance only).	• 2026 :Condition is satisfactory, with the last formal ODOT inspection, performed by DOWL done 10/06/2025. Formal Routine ODOT Bridge Inspections are done every 12 months for our covered bridges, by DOWL. The Timber Boring Inspection is completed every 12 months. The Fracture Critical Inspection is completed every 24 months. The X-Channel Inspection is completed every 48 months. The Underwater Inspection is completed every 60 months. Informal visual inspections are done by the Bridge & Special Projects supervisor and lead worker at least annually.[77] • 2025: The Lane County Public Works Bridge & Special Projects Crew pressure washed and painted the house and railings in 2025. Fair condition. Deck and superstructure rated satisfactory, and substructure rated good. Railings are rated substandard. • 2020: Bridge fumigated in February. • 2015: National Historic Covered Bridge Preservation Program grant awarded in 2012 to replace the roof with cedar shingles.[78] • 1995: Rehabilitated and reopened following a 15-year closure.[79]

74 Tiffany M. Dean, PE, "Douglas County Covered Bridges."
75 "Pass Creek Covered Bridge | Drain, OR," accessed June 17, 2026, https://www.cityofdrain.org/community/page/pass-creek-covered-bridge; Scott Carroll NR Today, "Drain Officials Seek Recognition for Historic Bridge," Nrtoday.Com, May 1, 2026, https://www.nrtoday.com/news/local/drain-officials-seek-recognition-for-historic-bridge/.
76 "Pass Creek Covered Bridge | Drain, OR."
77 Matt Tarnoff, "Lane County Covered Bridges."
78 "Pengra Covered Bridge," accessed June 17, 2026, https://www.eugenecascadescoast.org/explore/history-culture-museums/covered-bridges/pengra-covered-bridge/.
79 "Pengra Covered Bridge."

OHSD Resource ID	Bridge Name	Bridge Data	1989 Work Needs Summary	Conditions and Previous Work
34471	Remote Bridge	Crossing: Sandy Creek Year built: 1921 Nearest city: Remote County: Coos Status: ES; Individually NR listed (1979) Bypassed	Issues and work needs identified in 1989: • Fair structural condition, new paint, roof and siding are in good condition. Insect damage apparent on lower truss chords and blocking. • In pedestrian service for county park. • Capital outlay requirements for immediate needs are estimated at $20,500 [$58,000 in 2026 dollars]. • Capital outlay requirements for a 20-year rehabilitation are estimated at $20,500 [$58,000 in 2026 dollars] (same as immediate needs). • Estimated cost to repair existing dry rot and insect damage, and to chemically treat the bridge is $20,500 [$58,000 in 2026 dollars]. • Maintenance is responsibility of Coos County Parks and Recreation Department.	• No ODOT bridge condition data since the bridge is bypassed. • 1984: Bridge rehabilitated for pedestrian use at county park in at a cost of $28,500 [$80,000 in 2026 dollars]. New roof installed for about $3500 [$10,000 in 2026 dollars]. Rehabilitation used volunteer effort and donated materials.
47276	Ritner Creek Bridge	Crossing: Ritner Creek Year built: 1926 (1975 relocated) Nearest city: Pedee County: Polk Status: ES; Individually NR listed (1979) Bypassed	Issues and work needs identified in 1989: • Good structural condition: No immediate needs identified. • In pedestrian service at county park. • Routine maintenance only is scheduled. • Maintenance costs have averaged about $1500/year [$4,200 in 2026 dollars]. County levy passed in 1975 allocating $2000/year [$12,300 in 2026 dollars] for maintenance of this bridge.	• No ODOT bridge condition data since the bridge is bypassed. • 2007: State and federal grants with matching funds from the county and community used for bridge repair. Total project costs are estimated at $600,000.[80] • 1975: Bridge was relocated at cost of $41,000 [$252,000 in 2026 dollars] ($29,000 county levied funds, $12,000 state match) plus volunteer efforts of several nonprofit organizations.[81]
36161	Rochester Bridge	Crossing: Calapooya Creek Year built: 1933 Nearest city: Sutherlin County: Douglas Status: ES; Determined NR eligible(1985) ODOT Bridge ID 19C487	Issues and work needs identified in 1989: • Good structural condition: 5-ton load restriction. Structure requires chemical treatment and minor repairs to the truss housing. • In vehicular service, local traffic only. • Capital outlay requirements for a 20-year rehabilitation are estimated at $8,000 [$22,400 in 2026 dollars]. Routine maintenance, chemical treatment of structural members, and repairs to the truss housing are scheduled within two years. • Scheduled maintenance (described above) is estimated to cost $8000 [$22,400 in 2026 dollars].	• 2026: In fair condition. Weight limit is posted at 5 tons, with a vertical clearance of 10’ 9”. The bridge is single lane controlled by stop signs. • 2025: Fair condition. Deck rated satisfactory, super structure and substructure rated fair. The bridge is scour vulnerable. Railings are rated substandard. • 2015: restored as part of larger three bridge $2.2 million project. No significant projects have been completed, just routine maintenance and repairs since then. No work is planned.
34779	Rock O’ The Range Bridge	Crossing: Swalley Canal Year built: 1963 Nearest city: Bend County: Deschutes Status: ES; Individually NR listed (1979)	Issues and work needs identified in 1989: • Good structural condition. Detailed analysis not available. • In vehicular service for residential area, no heavy truck traffic. • Capital outlay requirements for immediate needs are estimated at $5,000 [$14,000 in 2026 dollars]. • Capital outlay requirements for a 20-year rehabilitation are estimated at $20,000 [$56,000 in 2026 dollars].	• No ODOT bridge condition data since the bridge is on private property. • Maintenance paid by property owners who utilize the bridge for local access.[82]

80 Polk County Itemizer-Observer, “Ritner Bridge Work to Begin in 2007,” Polk County Itemizer-Observer, December 12, 2006, https://www.polkio.com/archive/ritner-bridge-work-to-begin-in-2007/.
81 Vera Harp, “Ritner Creek Covered Bridge - Open Air Community Center!,” Oregon Discovery, May 1, 2024, https://oregondiscovery.com/ritner-creek-covered-bridge.
82 “Rock O’ The Range Bridge,” accessed June 17, 2026, https://weblink.deschutes.org/.

OHSD Resource ID	Bridge Name	Bridge Data	1989 Work Needs Summary	Conditions and Previous Work
44062	Shimanek Bridge	Crossing: Thomas Creek Year built: 1927; 1966 ca. rebuilt Nearest city: Scio County: Linn Status: ES; Individually NR listed (1987) ODOT Bridge ID 12965	Issues and work needs identified in 1989: • Fair structural condition: No load restrictions. Bridge painted, deck replaced, and structural members chemically treated in 1987. • In vehicular service: local and farm traffic. Alternate truck route available. • Capital outlay requirements for a 20-year rehabilitation are estimated at $45,000 [$126,000 in 2026 dollars]. Routine maintenance only is scheduled. • Linn County has spent $51,000 [$143,000 in 2026 dollars] on maintenance for this bridge in the last 8 years. 5-year needs include approach work (estimated cost - $15-20,000) [$42,000 to $56,000 in 2026 dollars], and roof repair (estimated cost - $10,000) [$28,000 in 2026 dollars].	• 2026: Rehabilitated through $4 million project. Work included stripped trusses, lifted to field, replaced foundation, replaced slower chord with pressure treated glulam, lifted back, new deck, new siding, new approach spans; only one of the county bridges that is painted red. No issues since the last rehabilitation.[83] • 2025: Fair condition. Deck, superstructure and substructure rated satisfactory. Railings meet the standards. The bridge is scour vulnerable. • 2022: Approximately $2.9 million rehabilitation and repair project to rehabilitate the bridge including replacement of structural elements.
44059	Short Bridge	Crossing: South Fork Santiam River Year built: 1945 Nearest city: Cascadia County: Linn Status: ES; Individually NR listed (1979) ODOT Bridge ID 14025	Issues and work needs identified in 1989: • Good structural condition: 35-ton load restriction. • In vehicular service: local and logging traffic. No alternate truck route available. • Capital outlay requirements for immediate needs are estimated at $10,000 [$28,000 in 2026 dollars]. • Capital outlay requirements for a 20-year rehabilitation are estimated at $25,000 [$70,000 in 2026 dollars]. • Linn County has spent $69,000 [$193,000 in 2026 dollars] on maintenance for this bridge in the last 8 years. Replacement of two floor beams (estimated cost (estimated cost $15,000) [$42,000 in 2026 dollars], and chemical treatment (cost - $2800) [$8,000 in 2026 dollars]was just completed. 5-year needs include replacement of deck and approaches (estimated cost - $20,000) [$56,000 in 2026 dollars].	• 2026: no issues, good since last rehab[84] 2012 new siding, new roof, deck, painted, new corbels, trusses tuned, work completed in 2012 • 2025: Fair condition. Deck and substructure rated satisfactory, superstructure rated fair. Railings rated substandard. • 1991: County completed restoration work, reinforcing the truss system, repairing timbers and the wood shingle roof.[85]
43333	Stewart Bridge	Crossing: Mosby Creek Year built: 1930 Nearest city: Cottage Grove County: Lane Status: ES; Individually NR listed (1979) Bypassed	Issues and work needs identified in 1989: • Poor structural condition: End post joints need repair, top transverse bracing and decking need replacement, structure requires chemical treatment. • Not in vehicular service: Alternate heavy truck route available within 2 mile radius. • Capital outlay requirements for immediate needs are estimated at $10,000 [$28,000 in 2026 dollars]. • Capital outlay requirements for a 20-year rehabilitation are estimated at $147,000 [$411,000 in 2026 dollars]. Three phase maintenance program scheduled: • Immediate maintenance, including chemical treatment of structural members, replacement of structural members and decking as required, repair of roof and housing, and removal of asphalt pavement to eliminate unnecessary dead loads. Estimated cost - $9000 [$25,200 in 2026 dollars]. • Preventive (Annual) Maintenance, including inspection of bridge and approaches four times each *year,* maintenance of vegetative clear zones, adjustment of tension members, cleaning, and repair of vandalism damage. Estimated cost - $1900 [$5,400 in 2026 dollars]. • Future Maintenance, including new paint approximately every 5 years, replacement of the roof approximately every 15 years, chemical treatment of structural members approximately every 15 years. Estimated cost - $17,800 [$50,000 in 2026 dollars]. • Estimated cost of annual maintenance is $1900 (preventive maintenance only) [$5,400 in 2026 dollars].	• 2026: On the brink of structural failure. Currin Bridge and Stewart Bridge are on the brink of structural failure. On January 13, 2026, DOWL bridge inspectors observed deterioration visible from a safe distance on specific portions. In a November 21, 2025 inspection by Lane County Traffic Engineering, the inspectors were alarmed by the amount of deterioration of the structural supports. A structural evaluation performed by DOWL engineers indicated that the bridge presented safety risks to pedestrians. The bridge lacked the strength to support any live loads, including pedestrians, as stated in a referenced reports from a structural engineer. Currently, the County is procuring a contract with Wildish to complete the stabilization work prior to October 31, 2026. Lane County approved emergency measures to repair. Closed to pedestrians. Allocated $500,000 from hotel taxes to fund repair and stabilization work for this and the Stewart Bridge.[86] • No ODOT bridge condition data since the bridge is bypassed. • 2020: County removed timber approach spans to the bridge to eliminate pedestrian access. • 1995: Restored.[87] Portions of the truss, siding, rafters, roof, and railing were repaired.

83 Kevin Groom, PE, "Linn County Covered Bridges."
84 Kevin Groom, PE, "Linn County Covered Bridges."
85 Vera Harp, "Short Covered Bridge - The Only Covered Bridge over the South Santiam River," Oregon Discovery, July 21, 2021, https://oregondiscovery.com/short-covered-bridge.
86 Hansen-White, "Lane County Approves Emergency Measure to Stabilize Two Historic Covered Bridges."
87 "Covered Bridges | Cottage Grove, OR."

OHSD Resource ID	Bridge Name	Bridge Data	1989 Work Needs Summary	Conditions and Previous Work
63153	Unity Bridge	Crossing: Fall Creek Year built: 1936 Nearest city: Lowell County: Lane Status: ES; Individually NR listed (1979) ODOT Bridge ID 014721	Issues and work needs identified in 1989: • Good structural condition: 10, 15, and 20 ton load restrictions. Decayed substructure in approaches, broken siding in portals, structure requires chemical treatment. • In vehicular service: local, farm, and logging traffic. Alternate heavy truck route available within 2-mile radius. Three phase maintenance program scheduled: • Immediate maintenance, just completed, included chemical treatment of structural members, replacement of structural members and decking as required, repair of roof and housing, and removal of asphalt pavement to eliminate unnecessary dead loads. Estimated cost - $6800 [$19,000 in 2026 dollars]. • Preventive (Annual) maintenance, including inspection of bridge and approaches four times each year, maintenance of vegetative clear zones, adjustment of tension members, cleaning, and repair of vandalism damage. Estimated cost - $1900 [$5,400 in 2026 dollars]. • Future maintenance, including new paint approximately every 5 years, replacement of the roof approximately every 15 years, chemical treatment of structural members approximately every 15 years. Estimated cost - $26,500 [$74,100 in 2026 dollars]. • Estimated cost of annual maintenance is $1900 (preventive maintenance only) [$5,400 in 2026 dollars].	• 2026: Condition is satisfactory, with the last formal ODOT inspection, performed by DOWL done 10/06/2025. Formal Routine ODOT Bridge Inspections are done every 12 months for this covered bridge, by DOWL. The Timber Boring Inspection is completed every 12 months. The Fracture Critical Inspection is completed every 24 months. The Underwater Inspection is completed every 60 months. The X-Channel Inspection is completed every 48 months. Informal visual inspections are done by the Bridge & Special Projects supervisor and lead worker at least annually. Decking boards replaced in February. • 2025: Fair condition. Deck and substructure rated satisfactory. Superstructure rated fair. Bridge is scour vulnerable. Railings rated substandard. Bridge fumigated in April. • 2020: The Lane County Public Works Bridge & Special Projects Crew pressure washed and painted the house and railings. Rehabilitation work on the bridge, including repainting and replacing wood abutments with concrete.[88] • 2012: National Historic Covered Bridge Preservation Program grant awarded to replace the roof with cedar shingles.[89] • 1986: Work included decking, pier and guard rail repairs and exterior painting.[90]
44016	Weddle Bridge	Crossing: Ames Creek Year built: 1937 Nearest city: Sweet Home County: Linn Status: ES; Delisted (1979) Bypassed	No condition data provided in the 1989 report.	• No ODOT bridge condition data since the bridge is bypassed. • 2005: Bridge closed for repairs.[91] • 1989: Bridge rebuilt using Oregon Covered Bridge Program grant funds.[92]
63190	Wendling Bridge	Crossing: Mill Creek Year built: 1938 Nearest city: Wenling County: Lane Status: ES; Individually NR listed (1979) ODOT Bridge ID 39C174	Issues and work needs identified in 1989: • Good structural condition: 10, 20, and 30 ton load restrictions. Structure requires chemical treatment. • In vehicular service: local and logging traffic. No alternate heavy truck route available. • Three phase maintenance program scheduled: • Immediate maintenance, just completed, included chemical treatment of structural members, replacement of structural members and decking as required, repair of roof and housing, and removal of asphalt pavement to eliminate unnecessary dead loads. Estimated cost - $2600 [$7,300 in 2026 dollars]. • Preventive (Annual) maintenance, including inspection of bridge and approaches four times each year, maintenance of vegetative clear zones, adjustment of tension members, cleaning, and repair of vandalism damage. Estimated cost - $1900 [$5,400 in 2026 dollars]. • Future maintenance, including new paint approximately every 5 years, replacement of the roof approximately every 15 years, chemical treatment of structural members approximately every 15 years. Estimated cost - $17,800 [$50,000 in 2026 dollars]. • Estimated cost of annual maintenance is $1900 (preventive maintenance only) [$5,400 in 2026 dollars].	• 2026: Condition is satisfactory, with the last formal ODOT inspection, performed by DOWL done 8/25/2025. Formal Routine ODOT Bridge Inspections are done every 12 months for this bridge, by DOWL. The Timber Boring Inspection is completed every 12 months. The Fracture Critical Inspection is completed every 24 months. The X-Channel Inspection is completed every 48 months. Informal visual inspections are done by the Bridge & Special Projects supervisor and lead worker at least annually. The northern approach was repaired in July. • 2025: Fair condition. Deck rated satisfactory, super structure and substructure rated fair. The bridge is scour vulnerable. Railings are rated substandard. • 2023: The Lane County Public Works Bridge & Special Projects Crew pressure washed and painted the house and railings. • 2022: Bridge fumigated in November.

88 "Unity Covered Bridge," accessed June 17, 2026, https://www.registerguard.com/picture-gallery/news/2020/08/20/unity-covered-bridge/3397094001/.
89 News, "Feds Give Oregon $1.5M to Repair Covered Bridges in Lane County."
90 "Unity Covered Bridge in Oregon," accessed June 17, 2026, https://www.eugenecascadescoast.org/explore/history-culture-museums/covered-bridges/unity-covered-bridge/.
91 Vera Harp, "Weddle Covered Bridge - The First Oregon Covered Bridge Program Success Story," Oregon Discovery, October 13, 2025, https://oregondiscovery.com/weddle-covered-bridge.
92 Roberta McKern, "Adventures in Preservation: Saving Weddle Bridge," The New Era, August 31, 2022, https://www.sweethomenews.com/adventures-in-preservation-saving-weddle-bridge/.

OHSD Resource ID	Bridge Name	Bridge Data	1989 Work Needs Summary	Conditions and Previous Work
56364	Wildcat Creek Bridge	Crossing: Wildcat Creek Year built: 1925 Nearest city: Eugene County: Lane Status: ES; Individually NR listed (1979) ODOT Bridge ID 39C446	Issues and work needs identified in 1989: • Poor structural condition: 5 ton load restriction. Main truss joints need repair, siding and substructural elements need replacement, interior bridge rail needed, structure requires chemical treatment. • In vehicular service: local and farm traffic. Alternate heavy truck route available within 2 mile radius. • Capital outlay requirements for immediate needs are estimated at $60,000 [$168,000 in 2026 dollars]. • Capital outlay requirements for a 20-year rehabilitation are estimated at $60,000 [$168,000 in 2026 dollars]. Three phase maintenance program scheduled: • Immediate maintenance, including chemical treatment of structural members, replacement of structural members and decking as required, repair of roof and housing, and removal of asphalt pavement to eliminate unnecessary dead loads. Estimated cost - $5200 [$15,000 in 2026 dollars]. • Preventive (Annual) maintenance, including inspection of bridge and approaches four times each year, maintenance of vegetative clear zones, adjustment of tension members, cleaning, and repair of vandalism damage. Estimated cost - $1900 [$5,400 in 2026 dollars]. • Future maintenance, including new paint approximately every 5 years, replacement of the roof approximately every 15 years , chemical treatment of structural members approximately every 15 years. Estimated cost - $20,700 [$58,000 in 2026 dollars]. • Estimated cost of annual maintenance is $1900 (preventive maintenance only) [$5,400 in 2026 dollars].	• 2026: Condition is satisfactory, with the last formal ODOT inspection, performed by DOWL done 8/8/2025. Formal Routine ODOT Bridge Inspections are done every 12 months for this covered bridge, by DOWL. The Timber Boring Inspection is completed every 12 months. The Fracture Critical Inspection is completed every 24 months. The X-Channel Inspection is completed every 48 months. Informal visual inspections are done by the Bridge & Special Projects supervisor and lead worker at least annually. • 2025: Fair condition. Deck, superstructure, and substructure rated satisfactory. The bridge is scour vulnerable. Railings rated substandard. • 2024: Bridge was fumigated in March. • 2017: The Lane County Public Works Bridge & Special Projects Crew pressure washed and painted the house and railings. Rehabilitation project that included a new roof.[93] • 2012: National Historic Covered Bridge Preservation Program grant awarded to replace deteriorated structural components and adjust truss for proper alignment.[94]
39472	Wimer Bridge	Crossing: Evans Creek Year built: 1927; 1962 rebuilt; 2008 rebuilt Nearest city: Wimer County: Jackson Status: UN Delisted 2006 ODOT Bridge ID 20366	Issues and work needs identified in 1989: • Fair structural condition: 9 ton load restriction. • In vehicular service, local traffic only: alternate truck route available within 1 mile radius. • Capital outlay requirements for a 20-year rehabilitation are estimated at $70,000 [$196,000 in 2026 dollars]. Routine maintenance only is scheduled. Predicted need for new deck and major structural work within 10 years at estimated cost of $70,000 [$196,000 in 2026 dollars].	• 2025: Fair condition. Deck and substructure rated as very good. Superstructure rated as satisfactory. Railing rated as substandard. • 2008: Bridge rebuilt.[95] • 2003: Bridge collapsed. • 1985: Bridge rehabilitated at cost of $65,000 [$182,000 in 2026 dollars]: work included reinforcement and replacement of structural members, realignment of truss, and a new roof

93 Matt Tarnoff, “Lane County Covered Bridges.”
94 News, “Feds Give Oregon $1.5M to Repair Covered Bridges in Lane County.”
95 Portland Bolt Portland Bolt et al., “Wimer Covered Bridge,” Portland Bolt, n.d., accessed June 17, 2026, https://www.portlandbolt.com/about/projects/covered-bridges/wimer-covered-bridge/.