



PHOTO BY JOHN GOODENBERGER

These worn gears, which operate on 40 hp motors, will be upgraded in the rehabilitation.



PHOTO COURTESY OF ODOT, REGION 2

During the rehabilitation of the Lewis & Clark Bridge, wood trestlework was replaced by steel piles and concrete decking.



Fifty-eight wood pile trestles carry 1,616 ft. of roadway to the Youngs Bay Bridge span. These wood trestles are part of the bridge's character defining features.

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these two bridges represent some of Conde McCullough's first bridges in the 1920s," said Sarah Jalving, ODOT's Region 2 architectural historian. "It was his first foray into the Highway Department. It speaks to constructing the bridge as it was needed for the location."

Then, when the Youngs Bay Bridge's original gears, motors and electrical panel were scheduled for an upgrade, their removal was also found to negatively affect the bridge's historic integrity. A bridge's mechanical system, even though hidden from view, can convey an important story.

"It's a fascinating part of our bridge history. They don't build bascule bridges anymore," said Jalving. "Now we have the technology to build larger (fixed) spans. It takes a lot of engineering to get across the soggy Youngs Bay. It's a great example of maritime architecture."

Mitigating loss

Competing interests — rehabilitating the bridge and respecting its historic character — are resolved through mitigation. Wood piles, gears and motors will all be incorporated into an interpretive site on the west end of the Lewis and Clark Bridge.

"It's an opportunity to recognize Conde McCullough, and understand a little about the historic context," Suenn Ho, an urban planner with Resolve Architecture + Planning said. Her firm is designing an interpretive site focused on the two bridges. "People rarely see the part... the engineering... below the bridge. When you drive across the bridge, you only see the railings. The display will give people a sense of other parts to the bridge."

McCullough's drawings will be featured as a way to describe the bridges' moving parts and as a way to appreciate him as a draftsman. "His hand drawings put us all to shame in the 21st century. The original plans are really a work of art," Ho said. She hopes to capture them in partial details. "I want to show people things we overlook, that are deserving of our appreciation."

The interpretive display is expected to be installed by next summer.

For more information about renovating an old home or commercial building, visit the Lower Columbia Preservation Society website at www.lcpsweb.org