*ERF Bridge over Mill Creek Uinta County

erection date:	1907	contractor:	Charles G. Sheely
span length:	36' 0"	abutments:	concrete retaining w/ sweptback wings
total length:	36'11"	piers:	none
roadway width:	13' 6"	roadway:	timber stringers and decking
span type:	simple	approaches:	none

Single-span, steel pin-connected 3-panel Pratt Half-hip pony truss
top chords: two channels w/ cover plates and lacing; bottom chords: paired square eyebars; verticals: four angles w/ lacing; diagonals: paired square eyebars w/ single eyebar counters w/ turnbuckles; lattice guardrails.

Uinta County Road CN19-157	milepost:	7.0
13.4 miles south of Evanston		T13N, R120W, S25.
USGS Myers Reservoir 7½' quad.	UTM:	12.507605.4547020

DOE Bridge over Laramie River Albany County

erection date:	1926 (mvd:1932)	contractor:	N.A. Swenson Laramie Wyoming
span length:	75'0" ea.	abutments:	concrete retaining w/ sweptback wings
total length:	153'7"	piers:	steel cased concrete piles
roadway width:	15'7"	roadway:	timber stringers and decking
span type:	simple	approaches:	none

Two-span, steel rigid-connected 5-panel Pratt Half-hip pony truss
top chords: two channels w/ cover plates and lacing; bottom chords: two channels w/ batten plates; verticals: four angles w/ lacing; diagonals: two angles w/ batten plates; angle guardrails; supplemental pile bents under spans.

Albany County Road CNA-740	milepost:	1.0
1.4 miles north of Bosler		T19N, R74W, S28.
USGS Bosler 7½' quadrangle	UTM:	13.445290.4604500

Pratt through trusses with straight top chords were overshadowed on the longer spans by the polygonal top chord Pratt variants - the Parker, Camelback and Pennsylvania trusses. These graceful long-span bridges combined the compression-tension web members of the standard Pratt truss with multi-faceted top chords. The long spans and attenuated members, however, have made these types principal targets for bridge replacement programs, as they have been rendered functionally obsolete by today's heavier loading requirements. Consequently, few of the early pin-connected Parker and Camelback throughs remain in use on the county road systems - two of each type. All four bridges are included here.

EAU Arvada Bridge Sheridan County (over Powder River)

erection date:	1917	contractor:	Monarch Engineering Company Denver
span length:	160'0"	abutments:	concrete retaining w/ sweptback wings

EAU (continued)

total length: 162'0" piers: none
roadway width: 15'6" roadway: timber stringers and decking
span type: simple approaches: none
Single-span, steel pin-connected 8-panel Parker through truss
top chords: two channels w/ cover plates and lacing; bottom chords: rigid-connected channels or pin-connected paired flat eyebars; verticals: two channels w/ lacing; diagonals: paired square eyebars; struts: angle; sway bracing: angles in lattice configuration; lateral bracing: round bars; angle guardrails.

Sheridan County Road CN3-38 milepost: 0.3
southern fringe of Arvada T54N, R77W, S16.
USGS Arvada 7½' quadrangle UTM: 13.410415.4945545

✓ DMJ Pick Bridge Carbon County (over North Platte River)

erection date: 1909-10 contractor: Charles G. Sheely Denver Colorado
span length: 175' 0" abutments: west - steel-cased concrete caissons
east - timber retaining w/steel piles
total length: 194'10" piers: steel-cased concrete caissons
roadway width: 14' 5" roadway: timber stringers and decking
span type: simple approaches: 18'4" timber stringer on west end
Single-span, steel pin-connected 10-panel Parker through truss
top chords: two channels w/ cover plates and lacing; bottom chords: paired flat eyebars; verticals: two channels w/ lacing; diagonals: paired rectangular eyebars w/ single eyebar counters; struts: angle; lateral and sway bracing: round bars; timber guardrails.

Carbon County Road CN6-508 (Pick Bridge Road) milepost: 4.2
7.0 miles northwest of Saratoga T18N, R84W, S17.
USGS Overland Crossing 7½' quad. UTM: 13.343110.4600140

✓ DML Butler Bridge Carbon County (over North Platte River)

erection date: 1930 contractor: Chris O'Neil Platteville Colorado
span length: 170'0" abutments: timber and concrete retaining
total length: 282'2" piers: timber piles and steel-cased concrete caissons
roadway width: 15'8" roadway: steel stringers w/ timber decking
span type: simple approaches: 112'2" timber stringer
Single-span, steel pin-connected 8-panel Camelback through truss
top chords: two channels w/ cover plates and lacing; bottom chords: paired flat eyebars; verticals: two channels w/ lacing or four angles w/ batten plates; diagonals: paired rectangular eyebars w/ single eyebar counters w/ turnbuckles; struts: angle; sway bracing: round bars in lattice configuration; lateral bracing: round bars.

DXN (continued)

end posts. It is an interesting variation for a vehicular bridge in the state.

EAU Arvada Bridge

In February 1917, the Sheridan County Board of Commissioners received bids for 4 steel trusses - this one over the Powder River at Arvada, a 100' span over Clear Creek, an 80' span over the Tongue River and a 60' span over Lower Prairie Dog Creek. Monarch Engineering Company of Denver received the contract out of a field of eight bidders, with a proposal of $18,000 ($19,201 the day before). This pin-connected Parker through is one of only two examples remaining of its type in the state - one of the more significant of Wyoming's early bridges.

EAW Bridge over Little Goose Creek

(History - see DGC) An excellent early example of an uncommon truss type.

EAX Bridge over Little Goose Creek

(History - see DGC) An excellent early example of an uncommon truss type.

EBF Bridge over Powder River

In October 1914 the Sheridan County commissioners, seeking to take advantage of an atypically dry riverbed for the Powder River, contracted with Gregg and Stout Bridge Company of Sheridan to build a center pier for a two-span truss bridge. Jack Gregg was awarded the contract for the superstructure in February 1915. This through truss, consisting of a Pratt and a Warren span, presents classic configurations of the two truss types. One of the earlier rigid-connected vehicular trusses in Wyoming, it presents a transition from the earlier pin-connected bridges. One of the state's more interesting vehicular trusses.

ECR Kooi Bridge

In May 1913 the Sheridan County commissioners advertised for bids for two 80' steel trusses - one over Lower Piney Creek and this one over the Tongue River at the town of Kooi. Five bridgebuilding firms submitted proposals for both high (through) and low (pony) trusses: Canton Bridge Company (low - $4740; high - $5080), Missouri Valley Bridge Company (low - $3791; high - $5733), C.G. Sedgewick (low - $5298), Midland Bridge Company (low - $5335) and Jack Gregg (low - $3791; high - $4493). Gregg from Sheridan was awarded the contract received the contract and completed the bridges later that year. This five-panel, pin-connected Pratt truss is a classic early example of a relatively common vehicular truss type in Wyoming. With a clear span of eighty feet, it is the longest pin-connected Pratt pony still in use on the state and county road systems.

ECS Bridge over Big Goose Creek

The Canton Bridge Company of Canton, Ohio, was awarded the construction contract