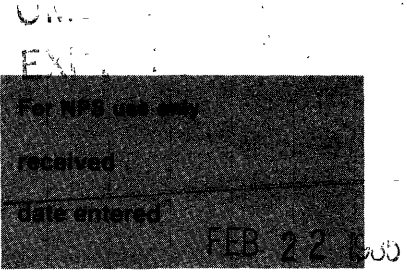


**United States Department of the Interior
National Park Service**

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(continued)

top chords: two channels w/ cover plates and lacing; bottom chords: paired flat eyebars; verticals: two channels w/ lacing; diagonals: paired flat eyebars or single square eyebars w/ turnbuckles; struts: angle; sway bracing: angles in lattice configuration; lateral bracing: round bars; lattice guardrails.

Immediately south of Big Horn County Road CN9-30 (abandoned)
5.7 miles south of Manderson T49N, R92W, S28.
USGS Rairden 7½' quadrangle UTM: 13.267080.4897390

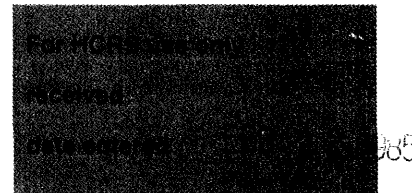
Pratt truss configurations have also been used extensively for deck trusses in this country. Wyoming has no major deck trusses on its county road systems and only two on the state highway system. Both built in the early 1930s, these represent two distinct forms of later truss design - the continuous deck truss and the cantilevered truss. Both are included here.

✓ CKW Bridge over Powder River Sheridan County
erection date: 1932-33 contractor: W.P. Roscoe Co.
span length: 102' ea. abutments: concrete spill-through w/ sweptback wings
total length: 452'0" piers: multiple columns on spread footings
roadway width: 20'0" roadway: steel stringers w/ concrete deck
span type: continuous approaches: shallower Pratt deck trusses
Three-span, steel rigid-connected continuous Pratt deck truss
top chords: two channels w/ batten plates and lacing; bottom chords: two channels w/ batten plates; verticals: rolled beams; diagonals: rolled beams; steel pipe guardrails.
U.S. 14/16 (Ucross Junction - Gillette Road; S-0302) milepost: 55.06
3.1 miles north of Arvada T55N, R77W, S34.
USGS Arvada NE 7½' quadrangle UTM: 13.412885.4949715

✓ AJX Bridge over South Fork of Powder River Johnson County
erection date: 1931-32 contractor: Omaha Steel Works Omaha Nebraska
span length: unknown abutments: concrete retaining w/ sweptback wings
total length: 306'10" piers: concrete solid shaft
roadway width: 20' 0" roadway: steel stringers w/ concrete deck
span type: cantilevered approaches: none
Three-span, steel rigid-connected cantilevered Pratt deck truss w/ pin-connections between cantilever and approach spans
top chords: two channels w/ batten plates; bottom chords: two channels w/ batten plates; verticals: rolled beams; diagonals: rolled beams; steel pipe guardrails.
I-25 West Service Road (old Highway 87) milepost: 246.30
6.9 miles south of Kaycee T42N, R81W, S09.
USGS Johnson Wall Creek 7½' quad. UTM: 13.372815.4830690

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Heritage Conservation and Recreation Service

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After World War II, new trussbuilding was rare in Wyoming. Most trusses erected from that time to the present have been salvaged from other locations - dismantled, transported and reassembled at the new locations. In 1952 the Highway Department removed a 119-foot, six-panel truss from the Laramie River near Uva and moved it intact into Platte County; the county elected to use only 85' (five panels) of the truss to replace a washed-out bridge over the North Laramie River. The Wind River Bridge [BMU] is another Highway Department-moved truss, assembled at its present location by Charles M. Smith in 1953. Today trusses have been largely superceded by more sophisticated engineering designs - girders, box beams, twin Ts - and are seldom erected. The remaining highway and roadway truss bridges are just that - remnants of past technologies, whose numbers are continually dwindling through attrition.

Individual Bridges

AJX ✓ Bridge over South Fork of Powder River

This 306' steel deck truss, built in 1931-32 by the Omaha Steel Works of Omaha, Nebraska, under contract with the Wyoming Highway Department, is one of the state's spectacular vehicular bridges built during the Depression-sparked 1930s. Erected at a time when the large interstate-type highway cantilevered trusses were appearing across the country, this three-span Pratt truss is Wyoming's only large cantilever bridge. As such it is one of the state's most important highway trusses.

BMU ✓ Bridge over Wind River

During the early- to mid-1930s the Highway Department erected several rigid-connected Parker through trusses across the state. Of these seven remain. Most are in the 120'- 175' span range, but one bridge freespans 250'. The Highway Department contracted with Charles M. Smith of Thermopolis in July 1953 to reassemble this bridge over the Wind River on Wyoming 132. It is the longest single-span highway truss in Wyoming still in use.

CKW Bridge over Powder River

The Highway Department contracted with the W.P. Roscoe Company in August 1932 to construct two steel bridges on the Sheridan-Gillette Road as part of Federal Aid Project 206B. This Pratt deck truss is one of the bridges. Consisting of three continuous main spans and two shallower approach spans, it is an excellent example of the long span deck trusses built in the 1930s through the 1950s for major highway crossings. As one of only two major highway deck trusses built in Wyoming and the only continuous vehicular truss still in use in the state, it is an important representative of the most recent truss development. Although slightly less than fifty years old, it possesses the exceptional significance as the only one of its type for eligibility.

CQA Four Mile Bridge

The Highway Department reopened Federal Aid Project 90 in 1927, and in April awarded