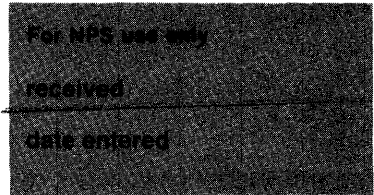


United States Department of the Interior
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Continuation sheet Wyoming Vehicular Bridges Item number 7

Page 4

* DDW (continued)

top chords: two channels w/ cover plates and lacing; bottom chords: paired rectangular eyebars; verticals: two channels w/ lacing; diagonals: paired rectangular eyebars; struts: angle; lateral and sway bracing: round bars; laced guardrails.

Sweetwater County Road 175-1 milepost: 0.70
0.2 mile south of Granger T19N, R111W, S32.
USGS Granger 7½' quadrangle UTM: 12.586060.4604505

ETD Bridge over Green River Sweetwater County

erection date: 1913 contractor: Colorado Bridge and Construction Co.
span length: 150'0" abutments: concrete retaining w/ sweptback wings
total length: 153'0" piers: none
roadway width: 14'9" roadway: steel stringers w/ timber decking
span type: simple approaches: none
Single-span, steel pin-connected, 8-panel Pratt through truss
top chords: two channels w/ cover plates and lacing; bottom chords: paired rectangular eyebars; verticals: two channels w/ lacing; diagonals: paired rectangular eyebars; struts: angle; lateral and sway bracing: round bars; laced guardrails.

Sweetwater County Road CN4-8SS (Fontenelle Townsite Road) milepost: 1.0
1 mile east of Fontenelle T23N, R111W, S7.
USGS Fontenelle 7½' quadrangle UTM: 12.579105.4647800

* DFT Bridge over Medicine Bow River Carbon County

erection date: 1911-12 contractor: Charles G. Sheely Denver Colorado
span length: 152'0" abutments: concrete full retaining
total length: 178'0" piers: concrete columns
roadway width: 17'7" roadway: steel stringers w/ timber decking
span type: simple approaches: 12' timber stringers
Single-span, steel pin-connected, 8-panel Pratt through truss
top chords: two channels w/ cover plates and lacing; bottom chords: paired rectangular eyebars; verticals: two channels w/ lacing; diagonals: paired rectangular eyebars; struts: angle; lateral and sway bracing: round bars; angle guardrails.

Carbon County Road 291 milepost: 11.00
10 miles north of Hanna T24N, R81W, S34.
USGS T.E. Ranch 7½' quadrangle UTM: 13.374825.4651840

* EEN Schoonover Bridge Johnson County (over Powder River)

erection date: unknown contractor: unknown
moved: ca.1928

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date entered FEB 28 1985

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ELY (continued)

the Wind River Diversion Dam, this bridge is reportedly the first vehicular truss to be incorporated into a dam structure in this fashion. The Wyoming Highway Department awarded the construction contract for it on 2 May 1924 to Taggart Construction Company of Cody; truss material was supplied by the American Bridge Company. At the estimated cost of \$58,000, the spans were built on Federal Aid Project 159A. The bridge consists of eight Warren pony trusses - the greatest number of spans for a highway bridge in Wyoming, which combined, span a length of 655' - the longest highway truss in the state. It is one of Wyoming's most significant trusses.

ENP Bridge over Green River

Built early in this century by the Western Bridge Construction Company, this two-span truss is a classic example of early roadway bridge technology. It consists of two Pratt trusses - one through and one pony, both pin connected - which are typical representatives of truss configurations common in the state's county road system. The combination of through and pony spans is unusual, though not unique, in Wyoming; this is the only pinned Pratt combination left. One of the more interesting of the earliest trusses.

ERF Bridge over Mill Creek

This 36' pony truss, built by Charles G. Sheely in 1907, is an excellent early example of a pin-connected Pratt Half-hip - a truss configuration which is relatively uncommon on the county roads in Wyoming. One of the oldest remaining steel trusses in the state.

ERT Bridge over Blacks Fork

Spanning Blacks Fork, this 80' pony is an early example of a rigid-connected Warren with verticals and polygonal top chords - a configuration which was later used extensively by the Wyoming Highway Department from standard designs. Erected for Uinta County, it represents a transition from county-built roadway bridges to Highway Department highway bridges.

ETD Bridge over Green River

In June 1913 the Sweetwater County commissioners solicited bids for two bridges in the county; later that month the contract was awarded to the Colorado Bridge and Construction Company for \$5895. With a span of 150' this bridge is one of the longest of the early pin-connected Pratt throughs built in the state. It is an excellent example of a truss type which proved to be a staple for the early county road system - a significant early remnant.

ETR Big Island Bridge

In October 1909 Charles G. Sheely was awarded the contract for this bridge over