

1. SITE I.D. NO

HAER INVENTORY

Historic American Engineering Record
Department of the Interior, Washington, D.C.

2. INDUSTRIAL CLASSIFICATION

Bridges, Trestles, and Aqueducts 7 6 0 3

3. PRIORITY

1

4. DANGER OF DEMOLITION?
(SPECIFY THREAT) YES NO UNKNOWN

TRUSS: steel

5. DATE
1915

6. GOVT SOURCE OF THREAT

OWNER

ADMIN

Designation Number 140

7. OWNER/ADMIN

Whatcom County

8. NAME(S) OF STRUCTURE

Middle Fork Nooksack River Bridge

9. OWNER'S ADDRESS

County Engineer
Whatcom County Courthouse
Bellingham, Washington 9822510. STATE
COUNTYW A
0 7 3

COUNTY NAME

Whatcom

CITY/VICINITY

Acme

CONG.
DIST.

0 2

STATE
COUNTY

COUNTY NAME

CITY/VICINITY

CONG.
DIST.

11. SITE ADDRESS (STREET & NO)

Crossing: Middle Fork Nooksack River
Mosquito Lake Road
S.T.R. 13 38N 5F12. EXISTING
SURVEYS NR NHL HABS HAER-1 HAER NPS CL6
 CONF STATE COUNTY LOCAL OTHER

13. SPECIAL FEATURES (DESCRIBE BELOW)

 INTERIOR INTACT EXTERIOR INTACT ENVIRONS INTACT

14. UTM ZONE

EASTING

NORTHING

SIGN

SCALE

 1:24 1:62.5 OTHERQUAD
NAME

Van Zandt, Washington

UTM ZONE

EASTING

NORTHING

SIGN

SCALE

 1:24 1:62.5 OTHERQUAD
NAME

15. CONDITION

70 EXCELLENT71 GOOD72 FAIR73 DETERIORATED74 RUINS75 UNEXPOSED76 ALTERED82 DESTROYED85 DEMOLISHED

16. INVENTORIED BY

Lisa Soderberg

AFFILIATION

HAER/Washington State Bridge Inventory

DATE

September 1979

17. DESCRIPTION AND BACKGROUND HISTORY, INCLUDING CONSTRUCTION DATE(S), HISTORICAL DATE(S), PHYSICAL DIMENSIONS,
MATERIALS, EXTANT EQUIPMENT, AND IMPORTANT BUILDERS, ENGINEERS, ETC.

In 1951, the Guide Meridian Bridge, a through pinconnected modified Petit Truss, was moved to cross the Middle Fork Nooksack River. Two panels were removed from this 380 foot structure in order to adapt the bridge to the new location. At a diminished 338 feet, it remains the longest pinconnected highway bridge within the State. The bridge was built by the Toledo Bridge and Crane Company and the Weymouth Construction Company in 1915. The Toledo Bridge and Iron Company fabricated the steel.

The truss is referred to as a Pennsylvania Petit truss because of its polygonal top chord. The use of a polygonal top chord rather than a top chord which was parallel to the bottom chord, not only reflected the increase in bending moment from the ends to the center of a simple span, but was also important in the economy of construction.

Unlike the traditional Pennsylvania Petit truss in which the counters and diagonals are intersected vertically with members slightly lighter than the vertical panel members, all vertical members in the Middle Fork Bridge are of uniform strength and construction. In addition, unlike the Pennsylvania Petit truss, the outer panels of the Middle

18. ORIGINAL USE

Bridge/vehicular

PRESENT USE

Bridge/vehicular

ADAPTIVE USE

19. REFERENCES—HISTORICAL REFERENCES, PERSONAL CONTACTS, AND/OR OTHER

Whatcom County Bridge Files.
Bridge Plate.20. URBAN AREA 50,000
POP. OR MORE? YES NO

21. HCRS REGION

N W

22. PUBLIC ACCESSIBILITY

 YES, LIMITED YES, UNLIMITED NO UNKNOWN

23. EDITOR

INDEXER

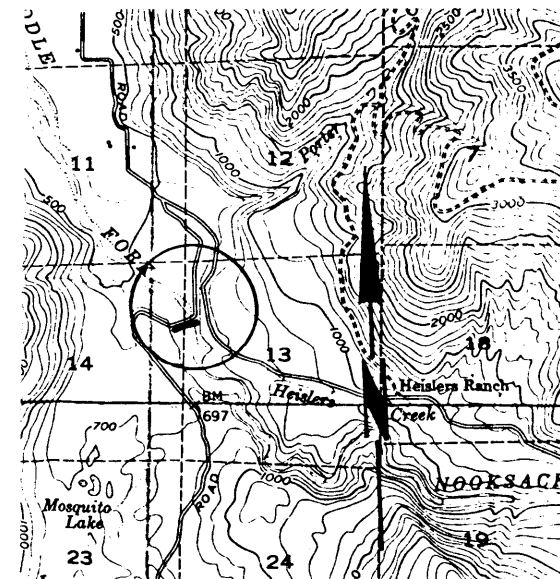
24. LOCATED IN AN HISTORIC DISTRICT?

 YES NO

NAME

DISTRICT I.D. NO

(CONT OVER)



DESCRIPTION (CONTINUED)

Fork Bridge are not subdivided, and there are horizontal struts intersecting the 4th, 6th, 8th, 9th and 11th panels. In contrast to the diverse structural members of the traditional Pennsylvania Petit truss, the verticals, diagonals and counters of the Middle Fork Bridge were uniform, which may have represented a means of standardizing the fabrication of the component parts, and consequently reducing the cost of the structure. This 416 foot bridge consists of sixteen 21 foot 1½ inch panels and two approach spans. It rests on concrete abutments, and provides a roadway 14.5 feet wide, curb to curb.

The bridge is significant not only as the longest pinconnected highway bridge remaining within the State, but also as an example of the way in which the Pratt truss configuration was adapted and modified to create a long pinconnected structure.

ABSTRACT															
HAER NO	LC	TECH REPORT	HIST REPORT	CONTEMP PHOTO	HIST PHOTO	CONTEMP DRWG	HIST DRWG	COLOR PLATE	PHOTOGRAM	SW	FILM				