

Supplementary Listing Record

NRIS Reference Number: SG100004394

Date Listed:

9/13/19

Property Name: Castle Dale Bridge

County: Emery

State: UT

This Property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation

for Alexis Abernathy

Signature of the Keeper

9/13/19

Date of Action

=====
Amended Items in Nomination:

The National Register nomination form has a conflicting end date for the period of significance. The logical end date is 1964 as stated in the text of section 8 of the National Register nomination form. This SLR changes the form section to read 1964 as the end date of the period of significance.

The UTAH SHPO was notified of this amendment.

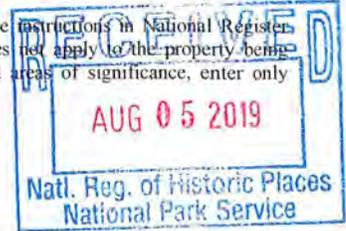
DISTRIBUTION:

- National Register property file
- Nominating Authority (without nomination attachment)

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.



1. Name of Property

Historic name: Castle Dale Bridge

Other names/site number: Cottonwood Wash Bridge (8C-21)

Name of related multiple property listing:

N/A

(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: Approx. 200 S. Center Street

City or town: Castle Dale State: UT County: Emery

Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

 national statewide X local

Applicable National Register Criteria:

 X A B X C D

[Signature] Deputy SHPO 7-31-19
 Signature of certifying official/Title: Date
Utah Division of State History/Office of Historic Preservation
 State or Federal agency/bureau or Tribal Government

In my opinion, the property meets does not meet the National Register criteria.

 Signature of commenting official: Date

 Title : State or Federal agency/bureau
or Tribal Government

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4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:)


Signature of the Keeper

9/13/19
Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
_____	_____	buildings
_____	_____	sites
<u>1</u>	_____	structures
_____	_____	objects
<u>1</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register _____

6. Function or Use

Historic Functions

(Enter categories from instructions.)

TRANSPORTATION: road-related (vehicular)

Current Functions

(Enter categories from instructions.)

TRANSPORTATION: pedestrian-related
TRANSPORTATION: road-related (vehicular)

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7. Description

Architectural Classification

(Enter categories from instructions.)

OTHER: Pratt Truss

Materials: (enter categories from instructions.)

Principal exterior materials of the property: _METAL: Steel, CONCRETE, WOOD_

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

Constructed in 1910, the Castle Dale Bridge is a six-panel Pratt truss, through-design bridge, located immediately south of Castle Dale City in a rural setting, on Center Street crossing over Cottonwood Creek. It features a pin-connected steel truss, with steel and concrete abutments, and timber decking. Originally constructed for vehicular traffic on the old main (currently Center Street through Castle Dale) "wagon road" through the county, and more recently used for pedestrian and all-terrain vehicular traffic, the bridge has recently (c. 2015) been closed, with post barriers, to all but pedestrian and small all-terrain vehicle (ATV) traffic.

Narrative Description

The Castle Dale Bridge, constructed in 1910, is located just outside (immediately south) of the Castle Dale City limits in Emery County on Center Street, near Utah State Road 10, over Cottonwood Creek. The steel (Carnegie Steel) constructed bridge used to be located on the main state road through the county until the road was realigned in the 1960s (the bridge now sits approximately ¼ mile southeast of State Road 10). Since being conveyed to Emery County in an agreement with the Utah Department of Transportation in 1964, the bridge has been used

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primarily for all-terrain vehicles and pedestrian traffic, and although barriers were installed in c. 2015 at both ends of the bridge due to safety concerns, it is still used for ATVs.

Originally constructed for vehicular traffic, the Castle Dale Bridge is a high pass-through, six-panel, pin-connected, Pratt truss. It is one of less than 10 remaining pin-connected bridges in Utah. It features inclined end posts rising from the bottom chords at each end that meet the horizontal top chords, forming the bridge to the shape of a trapezoid. The single span truss is 106 feet in length and 17 feet 6 inches in total width (decking/travel width is 15 feet 6 inches). The highest point of the bridge, measured from the deck, is 22 feet, with clearance at approximately 17 feet, and it sits approximately 12 feet above Cottonwood Creek.

The riveted lacing bars and latticed vertical posts create the web members that form 6 similarly sized panels. It has timber decking, which is not original but similar to the original (and is being proposed to be replaced again for future pedestrian/ATV use), and it also retains the original steel lattice guard rails. Floor beams underneath the bridge are located at the base of each vertical post and are integrated with the large I-beam (eight original steel I-beam stringers run the course of the bridge) and timber stringer supports. Eye bars and bottom laterals help support the bridge. The top of the bridge is connected by portal bracing members, top laterals, sway bracing, and struts.

The abutments consist of two large 42" steel tubes, filled with concrete, on each bridge end support. Additional concrete and steel walls are located at each end of the bridge, with additional support with timber and stone along the approach (likely remaining from the previous bridge at the site, which was constructed in 1888 and washed away in a 1909 flood) that complete the abutment. Remaining in its original location, largely unaltered, in good condition and featuring most of its original materials—or materials added in the 1930s when upgrades were completed—the bridge retains excellent integrity in all aspects.¹

¹ Kerry Davis and Elizabeth Rosin, *Atchison, Topeka & Santa Fe Pratt Truss Bridge (Osage, Kansas)*, National Register of Historic Places Nomination, 2002.

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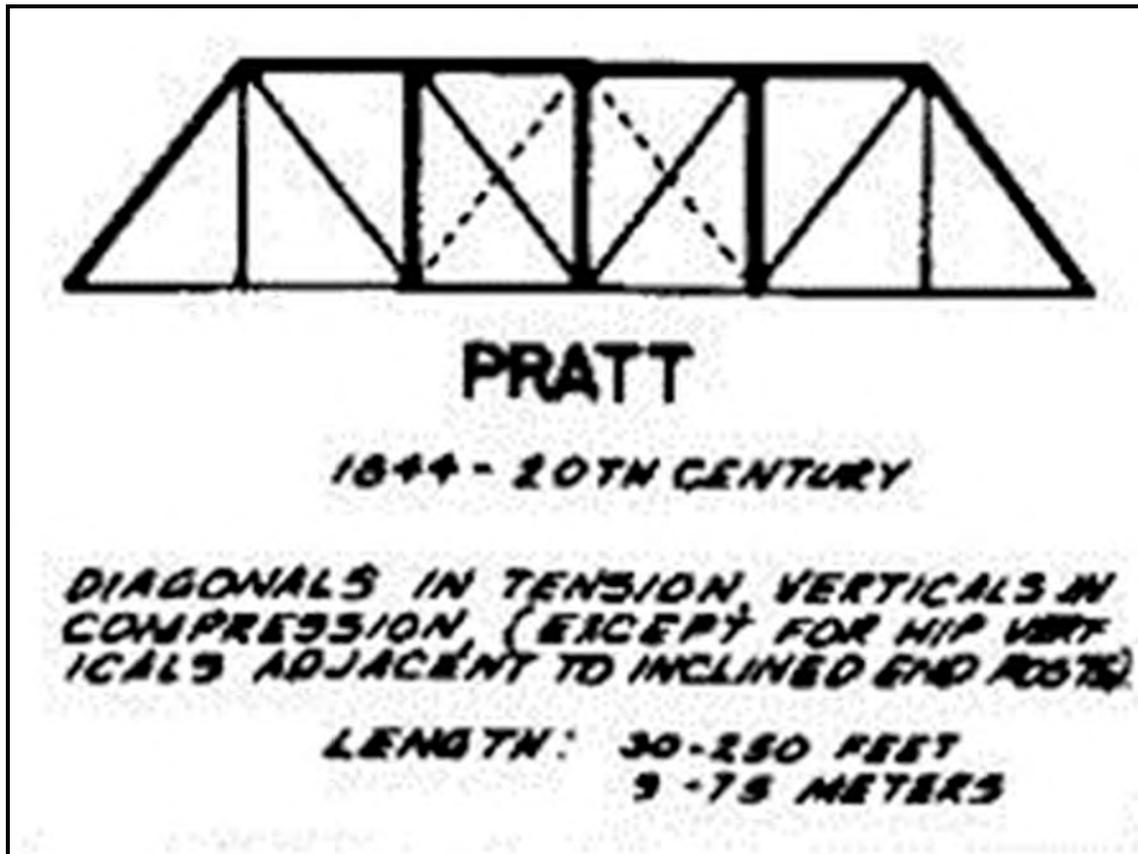


Figure 1. Pratt Design Diagram (HAER TI-1, NPS, image).

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

TRANSPORTATION
ENGINEERING

Period of Significance

1910 - 1969

Significant Dates

1910

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

N/A

Architect/Builder

James J. Burke & Co.

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Castle Dale Bridge, built in 1910, and located immediately south of the Castle Dale City boundaries, is significant locally under Criteria A and C. Under Criterion A, the bridge is significant in the area of Transportation. It is the only bridge remaining in Emery County out of six bridges, total, that were constructed at the time as a result of a 1909 flood that washed out the county's existing bridges, substantially affecting traffic movement throughout the region. In 1910, county residents overwhelmingly approved a bond in a relief effort to build the six new substantive bridges. The bridge represents an outgrowth of modern public infrastructure changes in the county during the early twentieth century. Under Criterion C, the bridge is significant in the area of Engineering. Hiring a construction firm out of Salt Lake City, James J. Burke & Co., to design and build the modern bridge, it is a major departure from the previous 1888 bridge at the site and is a reflection of Burke's overall engineering skills and reflective of early-twentieth century bridge design and building in Utah. The Pratt through truss is one of nine such truss bridges in Utah and one of only eight pin-connected bridges remaining in the state. It retains all aspects of integrity. The period of significance, 1910-1964, encompasses the time that the bridge was built in 1910, then turned over to the State of Utah and formally named SR-10 by the Utah State Road Commission in the 1920s, to the time it was then conveyed back to Emery County in 1964—roughly the same time the road was bypassed with the new highway construction. Still used for ATV and foot traffic, the bridge is still a local landmark.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Criterion A Significance: Transportation

Castle Dale, the county seat of Emery County, is located near a mouth of a canyon within the Castle Valley region east of the Wasatch Plateau and lying on the north side of Cottonwood Creek (a tributary of the San Rafael River). It was one of the last areas of Utah to be settled—Brigham Young, President of the Church of Jesus Christ of Latter-day Saints who directed colonization of the region, called for this area to be settled in 1877, in one of his last pronouncements before his death.²

Shortly after being settled, the census in 1880 listed 237 residents along approximately six miles of Cottonwood Creek. Two town sites were then surveyed and created along the six mile stretch of the creek—Upper and Lower Castle Dale. Upper Castle Dale became Orangeville (named after the area's first LDS Bishop, Orange Seely), and the lower town became known as Castle Dale. Castle Dale continued to grow, and from 1890 (about the time when the original bridge

² Terrence W. Epperson, *Castle Dale School (Castle Dale, Utah)*, National Register of Historic Places Nomination, 1977.

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across Cottonweed Creek was constructed) to 1910 (when the current bridge was constructed to replace the old bridge) the population had more than doubled from 409 to 848.³

The bridge is located on the main transportation route through town. In the early history of Emery County, most of the county roads were developed as mere wagon tracks (rural county roads in the nineteenth and early-twentieth century were often poorly maintained rough tracks, often turning into “liquid messes”⁴ during major rain storms); the path of the original wagon roads are still in large followed by State Road 10 throughout the county. Additional earlier roads in the county were built to access coal in the county and also timber in Ferron Canyon. By 1888, the legislature appropriated funds to enable Emery County to construct several of its first bridges, including the bridge over Cottonwood Creek. Through the early-1900s, road appropriations by the county government went to keeping the roads in a passable condition, although public sentiment had started to favor building better roads and improved bridges, as regular seasonal rain and flooding often damaged or destroyed the roads and bridges. This base-level maintenance cycle continued until the year 1909.⁵

In early September of 1909, days of heavy rain flooded the Price River and surrounding waterways—one of the worst rain storms the region had suffered in twenty years. Bridges were washed out, roads were torn up and the rail lines were damaged. Access to the canyons was halted, the railroads north of Emery County were brought to a standstill, and crops which the region depended on were destroyed. As a result, by January of 1910, a bond was put to a vote within the county to “take a long step into the future” and build modern infrastructure, including several new bridges. New, substantial, bridges had long been on the county’s wish list and much needed, but didn’t become a reality until after the bond overwhelmingly passed in early 1910, enabling the county to move forward. The bond issued \$32,500 toward new bridges, and \$2,500 toward road improvements to be spent on grading and repairing the road between Castle Dale and the county line.⁶ These early twentieth-century vehicular bridges, particularly at the size and quality of construction of the 1910 Emery County bridges, were truly noteworthy local endeavors, without State, private (such as railroad bridge funding), or other appropriation assistance. And, the bridge was built during a time of transportation fragmentation in Utah, during an era on the cusp of significant change within the state. Mead & Hunt point out in their 2011 UDOT Bridge Survey:

“Prior to 1909 when Utah established an independent commission to oversee statewide transportation policy and funding, the state had a limited number of state-designated routes that radiated outward from Salt Lake City. One major route extended north connecting the capital with Ogden, Brigham City, and Logan before reaching the Idaho border. Another major route extended south from the capital to Nephi where it split into two branches, one extending from Nephi south through Cedar City and St. George, the other branch traversing Sanpete, Sevier, Piute, and Garfield counties toward Kanab. These two southerly routes followed the general alignments of the later U.S. Highways (U.S.) 91 (the route of former

³ Edward A. Geary, *Castle Dale, Utah History Encyclopedia*; 1994.

⁴ Edward A. Geary, *A History of Emery County*, Utah State Historical Society; 1996; pg. 217.

⁵ Geary, *A History of Emery County*, USHS; 1996; pg’s 117-118, 217-220, and 265-266.

⁶ Eastern Utah Advocate, Newspaper Articles, 1909-1910.

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U.S. 91 became current I-15) and 89 respectively. Only one road travelled east from Salt Lake City as far as Vernal in Uinta County, but did not cross into Colorado. No western roads connected Salt Lake City to Nevada and California. The major north-south and eastern routes ended at St. George, Kanab, and Vernal. From these towns, the graded state routes ended, turning into county roads of uncertain condition. This situation created an insular road network centered on Salt Lake City that characterized the state from the nineteenth century through the first decades of the twentieth century. This period, both nationally and within Utah, is characterized by a general lack of coordination among counties, with the result that many local roads often failed to provide connections across county lines or to link major towns and county seats. Most bridges on the major routes and county roads were constructed of timber and varied greatly in condition and reliability. Like most western states, Utah entered the twentieth century with a fragmented road system that limited the transport of goods beyond local areas and made interstate commerce, except by rail, almost impossible.”⁷

Locally, in Emery County, the area was forced to deal with transportation issues as the high waters of the 1909 flooding event washed away all bridges of importance on the Huntington, Cottonwood, Ferron, and Muddy Rivers. The county bond was to cover new bridges at Ferron, Orangeville, Castle Dale, Emery, and Huntington. Specifications for the bridges included a steel rail and joist (truss) bridge to be built, with wood decking, and concrete abutments with 42 inch steel tubes (filled with concrete) for extra support. An additional, larger three-span bridge in the county in Green River City over the Green River was also constructed in 1910—paid for largely with a state appropriation of \$19,000. The Utah State Road Commission in 1910 had limited funding for road projects, which did include the Green River Bridge. (The old bridge at Huntington was also moved and erected over Cedar Creek in 1910.)

A request for bids went out for the county bridge work to be done in January of 1910 as soon as the bond passed, and James J. Burke & Co., of Salt Lake City, came in as the lowest bidder out of six bids total, at a bid of \$29,597. James J. Burke & Co. already had two existing bridge projects underway in Carbon County, near Price, at the time.

James Joseph Burke was from Pittsburgh where he was educated and started his career in engineering. He eventually moved out West to work for mining companies and made his way to Salt Lake City in 1899 to work for George K. Fisher, the designing engineer for a smelter in Murray. Burke continued in the contracting and mining business in the early 1900s in Utah, and by 1910 had established his own firm, the James J. Burke & Co, specializing in constructing buildings, industrial plants, and other structures throughout the state during much of the first half of the century. He built bridges in Utah and throughout the rest of the United States, including bridges in Nevada, Arizona, and Missouri. The majority of the bridge work he did was for state highway commissions. Early on as a bridge builder, he specialized in basic Warren Pony Truss bridges, but incorporated other truss designs in his work later on—including this pass through Pratt Truss just outside of Castle Dale.

⁷ Mead & Hunt, Utah Historic Bridge Inventory: Volume 1: Historic Bridge Context, Statehood – 1965, June 2011.

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By April of 1910, as Burke completed the projects in Carbon County and as winter had passed, Burke's engineering crews made their way to Emery County to start planning for the construction of the bridges. The contract called for the Castle Dale Bridge to be completed by June 1st. The abutments and truss were put into place by the end of June, but final work of the bridge was held up until September because of delays in receiving the plank decking. After the decking arrived in early September, the bridge was completed. It was formally accepted by the county commissioners, after final review by county engineers, on September 10, 1910. This bridge, along with the others constructed in the county in 1910, helped pave the way for continued growth in agriculture and development of natural resources in the county, in addition to making safe travel possible by the automobile now making its way through the county, especially critical since the railroad never gained traction here. The bridge remained on the main road throughout the county, which was Center Street in Castle Dale, until the State of Utah reconfigured the alignment of State Road 10 approximately a quarter mile north and west of the bridge, thus bypassing it in the early-1960s.⁸

Criterion C Significance: Engineering

A bridge had been constructed at this location across the Cottonwood Creek previously, in 1888, and was washed away by heavy flooding in 1909. What elements of the bridge that had not been washed away by the flood was mostly removed in preparation for this bridge. Flash floods were somewhat common occurrences in Emery County along Cottonwood Creek and other waterways, thus in 1910 the county made the decision to fund, via a local bond, five substantial steel truss and concrete abutment bridges.⁹ Out of all the bridges built in the county in 1910—Ferron, Orangeville, Castle Dale, Emery, and Huntington (also Green River, which was constructed using other, mostly state, funds)—the Castle Dale bridge is the only bridge remaining.

Built by the James J. Burke & Co., the Castle Dale Bridge is significant in its design and construction. It is one of the earliest large span bridges built by the Burke Company, who went on to build many other important bridges and structures throughout the state and larger region during the first half of the twentieth century. The bridge is a Pratt truss, which was one of the most popular bridge designs in the early 1900s (originally patented in 1844 by father and son Caleb and Thomas William Pratt), due to its effectiveness in dissipating force and holding substantial loads.¹⁰ It is one of approximately nine Pratt through truss bridges remaining in Utah.¹¹

Another important feature is that its main components are pin-connected (versus riveted), which is a type of construction where truss members are bolted together by a pin that passes through holes in each of the members, with the pin being threaded on both ends and then a nut is used to

⁸ Emery County Progress, Newspaper Articles, 1909-1910

⁹ Eastern Utah Advocate and Emery County Progress, Newspaper Articles, 1909-1910.

¹⁰ Machines4u, *4 Types of Truss Bridges: Which is Worth the Weight*, machines4u.com.au; downloaded February 22, 2019.

¹¹ Other Pratt through truss bridges in Utah include the Trenton Bridge, Bear River Bridge, Bear River City Bridge, Provo River Bridge, Jordan River Bridge, UCRY Weber River Bridge, UP Weber River Bridges No. 2 and No. 4, Woodside Bridge, and Central RR Weber River Bridge. Source: Bridgehunter.com

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tighten the members together. Less than ten pin-connected truss bridges remain in Utah, with this bridge being one of the last to be built in Utah using this technique, as the technology faded in favor of riveted and other connection methods around 1910.¹² The main steel components of the bridge are Carnegie Steel and have “Carnegie” stamped on them, likely, in part, due to Burke’s history and relationship with the Carnegie Steel Company in Pittsburgh during the turn-of-the-century.

In the 1930s, several upgrades to the bridge extended its life until this portion of the corridor, including the bridge, was discontinued as the main route along State Road 10 in the early 1960s. Updates in the 1930s did not change the character of the bridge’s design, but they did include an asphalt and tar coating with asphalt along the decking (since removed), replacement of structural hardware components (extant nails with the date 1934 stamped on them; 1934 also being the year the road surface through Castle Dale was paved), and the approach to and rip rap along the creek to the bridge was stabilized.

Although the bridge is no longer on a main corridor in Castle Dale, it still is considered an important landmark. The local preservation commission is planning to address some deferred-maintenance issues to keep the bridge in use for pedestrian and light vehicular traffic.

¹² Bridgehunter.com, Photographs and Data, Utah Bridges, downloaded March 3, 2019.

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9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

- “4 Types of Truss Bridges: Which is Worth the Weight.”
<https://www.machines4u.com.au/mag/4-types-of-truss-bridges-which-is-worth-the-weight/>.
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- “Bridge Contract Let to Zion Firm.” *Eastern Utah Advocate*, 2 February 1910.
- Bridgehunter.com. Data Accessed March 3, 2019.
- “Bridges Washed Out and Crops Damaged.” *Emery County Progress*, 4 September 1909, p.1.
- Davis, Kerry and Elizabeth Rosin. *Atchison, Topeka & Santa Fe Pratt Truss Bridge*.
Washington, D.C.: National Register of Historic Places Nomination Form, 2002.
- Epperson, Terrence W. *Castle Dale School*. Washington, D.C.: National Register of Historic
Places Nomination Form, 1977.
- Geary, Edward A. *History of Emery County*. Salt Lake City: Utah Historical Society, 1996.
- Geary, Edward A. “Utah History Encyclopedia: Castle Dale”
https://www.uen.org/utah_history_encyclopedia/c/CASTLE_DALE.shtml. Accessed 10
March 2019.
- “Good Road Works in Progress.” *Emery County Progress*, 10 September 1910, p.1.
- “Heavy Rain Takes Away Bridge.” *Emery County Progress*, 2 July 1910, p.1.
- “Let Us Vote Bonds for Roads and Bridges.” *Emery County Progress*, 11 September 1909, p.1.
- Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1: Historic Bridge Context,
Statehood – 1965*, Report Prepared for the Utah Department of Transportation, June 2011.
- “S.L. Contractor Dies after Illness.” *Salt Lake Tribune*, 9 October 1944, p. 11.

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Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
 - Other State agency
 - Federal agency
 - Local government
 - University
 - Other
- Name of repository: Digital Newspapers

Historic Resources Survey Number (if assigned): _____

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10. Geographical Data

Acreage of Property 2 Acres

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____
(enter coordinates to 6 decimal places)

- | | |
|-------------------------|-------------------------|
| 1. Latitude: 39.208857° | Longitude: -111.020564° |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

- | | | |
|-------------|-----------------|------------------|
| 1. Zone: 12 | Easting: 498222 | Northing: 433994 |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

Verbal Boundary Description (Describe the boundaries of the property.)

The property is bounded by the footprint of the exterior dimensions of the bridge and its supporting abutments.

Boundary Justification (Explain why the boundaries were selected.)

The boundary is the minimal size necessary to convey the bridge's setting and significance.

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11. Form Prepared By

name/title: Utah State Historic Preservation Office Staff
organization: Utah SHPO
street & number: 300 South Rio Grande Street
city or town: Salt Lake City state: UT zip code: 84101
e-mail _____
telephone: _____
date: July 18, 2019

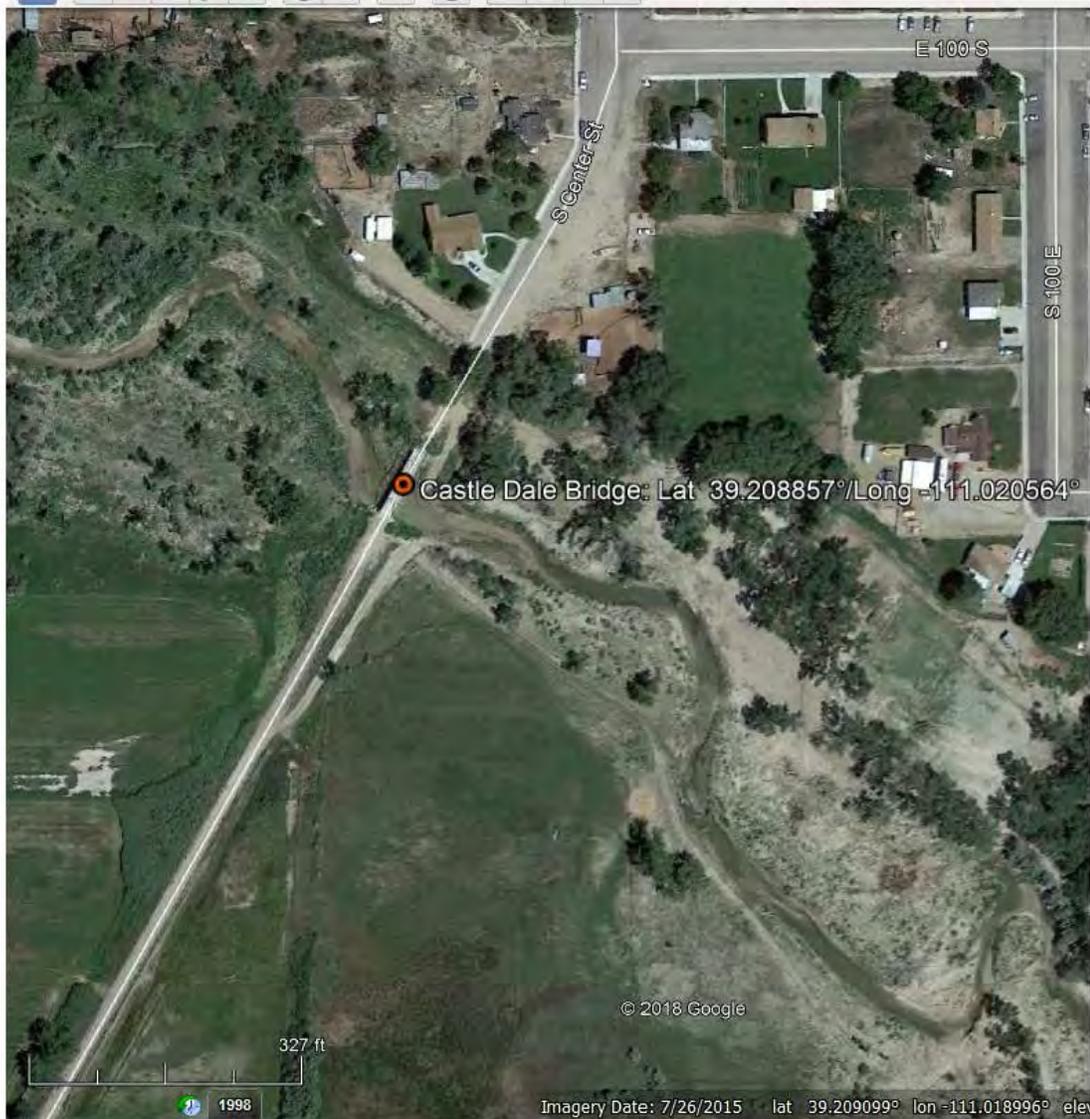
Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

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0 Feet 327 Feet



Castle Dale Bridge
Castle Dale, Emery County, Utah
Latitude 39.208857° Longitude -111.020564°

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0 Feet 101 Feet



Castle Dale Bridge
Castle Dale, Emery County, Utah
Latitude 39.208857° Longitude -111.020564°

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Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Castle Dale Bridge

City or Vicinity: Castle Dale

County: Emery

State: Utah

Photographer: Cory Jensen

Date Photographed: June 2019

Description of Photograph(s) and number, include description of view indicating direction of camera:

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Photo 1 of 15. East elevation. Camera facing northwest.



2 of 15. East elevation. Camera facing southwest.

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3 of 15. North and east elevations. Camera facing southwest.



4 of 15. West elevation. Camera facing southeast.

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5 of 15. South elevation. Camera facing northeast.

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6 of 15. Deck detail. Camera facing northeast.

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7 of 15. Bridge approach from north. Camera facing southwest.



8 of 15. Bridge structure detail. Camera facing north.

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9 of 15. Bottom chord connection detail. Camera facing northwest.

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10 of 15. Bottom chord connection/structural detail. Camera facing west.

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11 of 15. Iron-plate abutment, south end. Camera facing west.



12 of 15. Iron-plate abutment and understructure. Camera facing southwest.

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13 of 15. Understructure detail. Camera facing southwest.



14 of 15. Repair detail. Camera facing west.

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County and State



15 of 15. Lattice railing damage detail. Camera facing southeast.

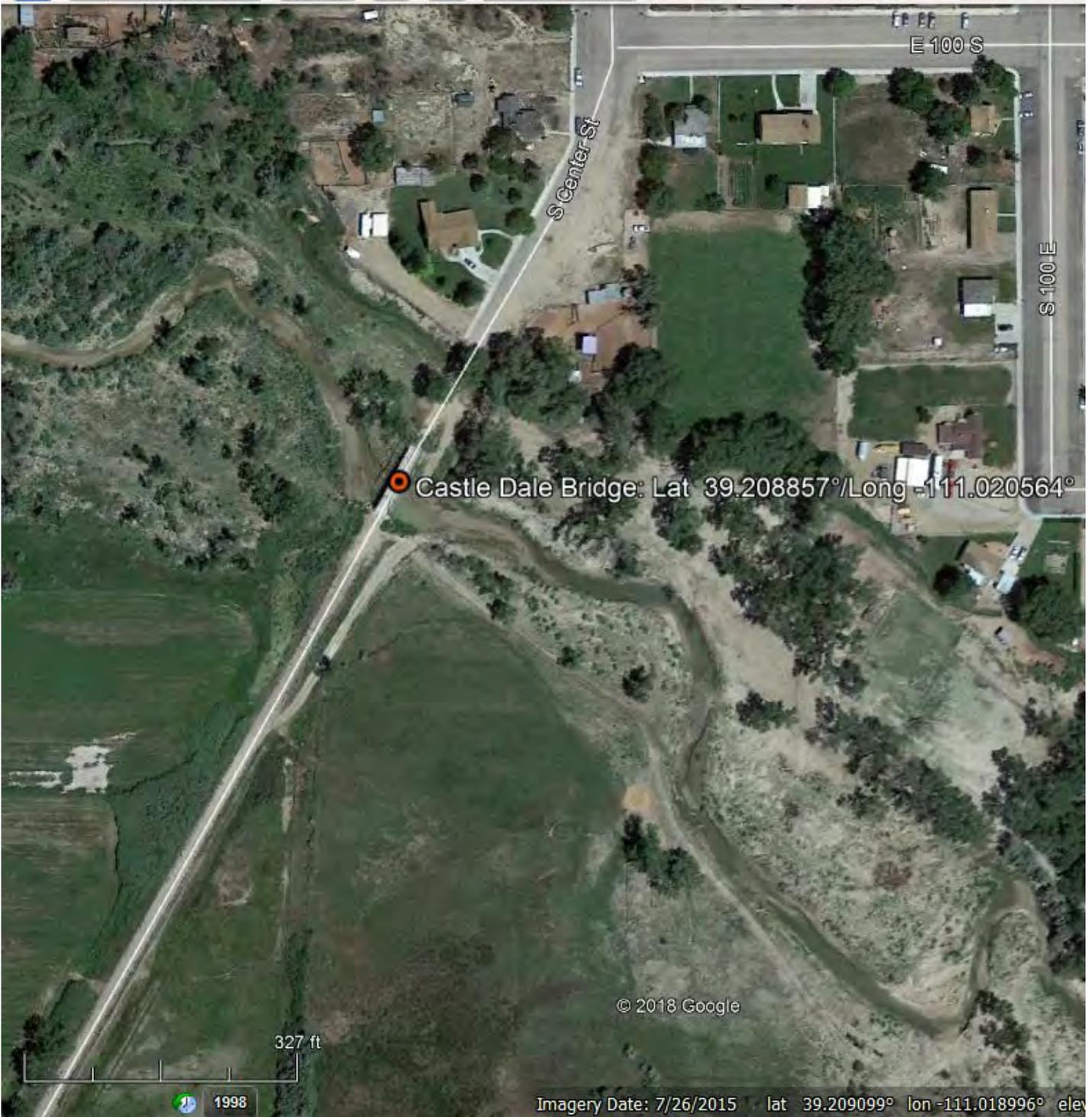
Property Owner information:

(Complete this item at the request of the SHPO or FPO.)

Name _____ Emery County Commission _____
Address _____ PO Box 629 _____
City or Town ___ Castle Dale _____ State _UT_ Zip code _ 84513 _____
Telephone/email _(435) 381-3570 _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

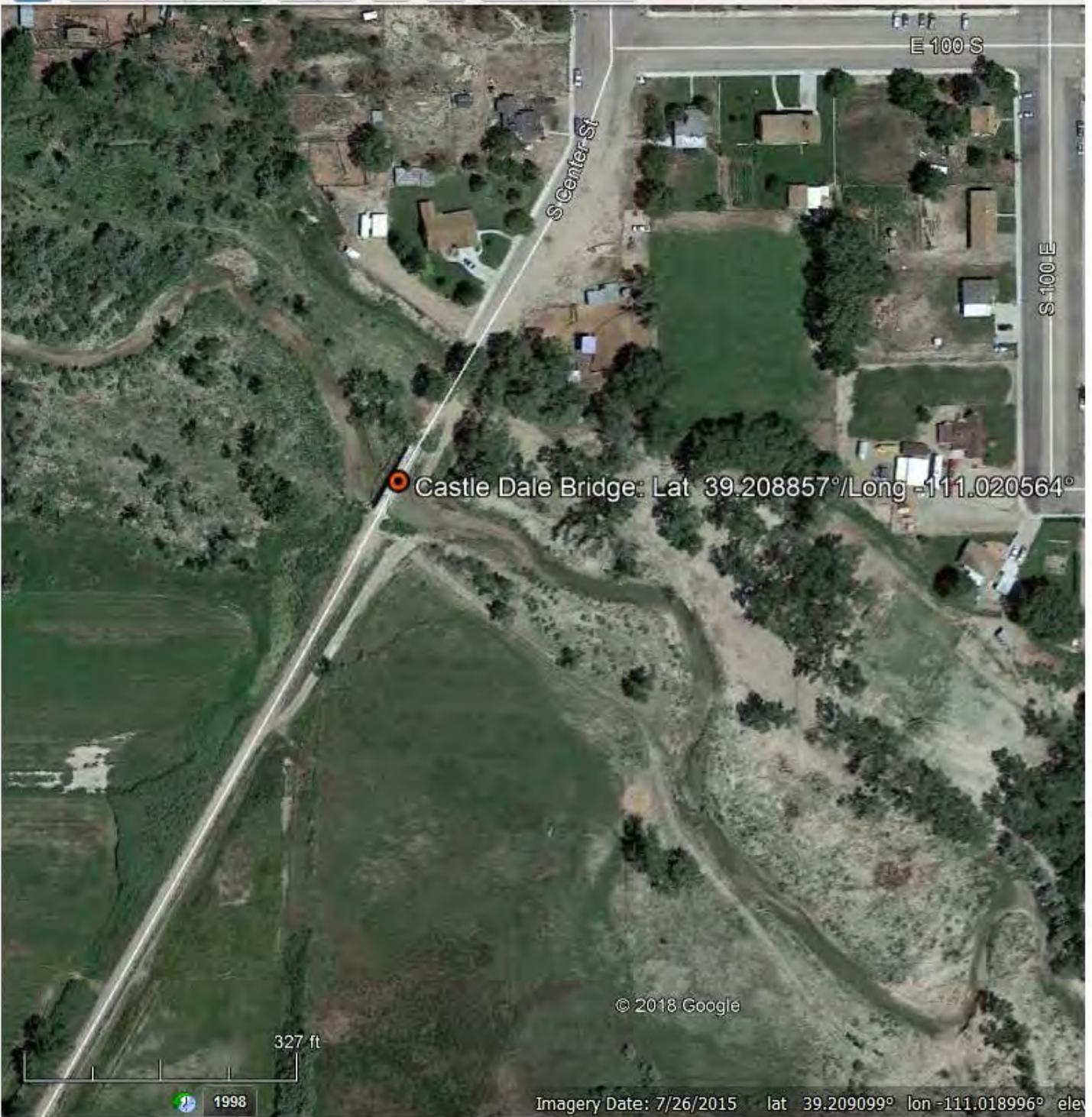
Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.



0 Feet 327 Feet



Castle Dale Bridge
Castle Dale, Emery County, Utah
Latitude 39.208857° Longitude -111.020564°



Castle Dale Bridge: Lat 39.208857°/Long -111.020564°

© 2018 Google

Imagery Date: 7/26/2015 lat 39.209099° lon -111.018996° elev

327 ft

1998

0 Feet

327 Feet



Castle Dale Bridge

Castle Dale, Emery County, Utah

Latitude 39.208857° Longitude -111.020564°



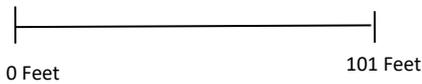
Castle Dale Bridge: Lat 39.208857°/Long -111.020564°

© 2018 Google

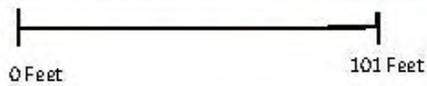
101 ft

1998

Imagery Date: 7/26/2015 lat 39.208983° lon -111.019616° e



Castle Dale Bridge
Castle Dale, Emery County, Utah
Latitude 39.208857° Longitude -111.020564°



Castle Dale Bridge
Castle Dale, Emery County, Utah
Latitude 39.208857° Longitude -111.020564°





















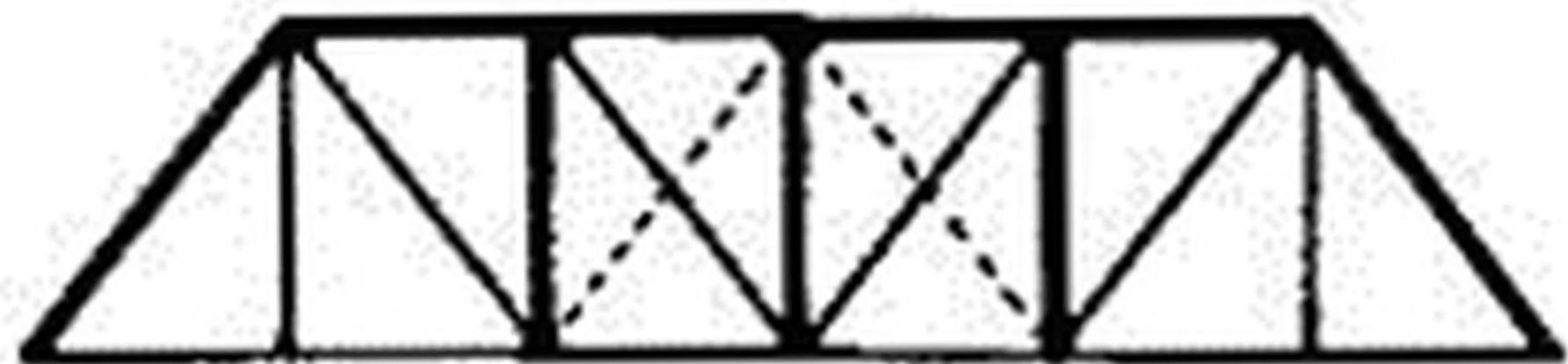












PRATT

1844 - 20TH CENTURY

DIAGONALS IN TENSION, VERTICALS IN
COMPRESSION, (EXCEPT FOR HIP VERT
ICALS ADJACENT TO INCLINED END POSTS)

LENGTH: 30-250 FEET
9-75 METERS

NATIONAL REGISTER NOMINATION EVALUATION SHEET
Certified Local Governments / Historic Landmark Commissions

The following property is being nominated to the National Register of Historic Places and will be reviewed by the Utah State Historic Preservation Review Board at its next meeting

PROPERTY NAME:

ADDRESS:

OK Concerns **INTEGRITY:** Major alterations or additions? New materials? Altered setting? Moved? etc.

OK Concerns **DESCRIPTION:** Is the property adequately described? Have contributing and non-contributing features been clearly identified?

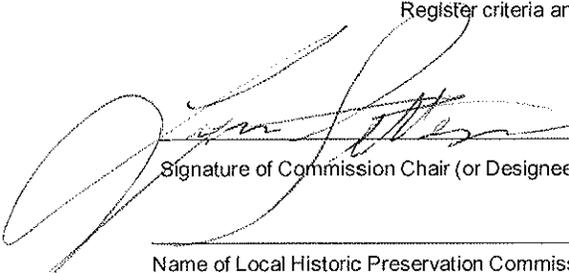
OK Concerns **SIGNIFICANCE and CONTEXT:** Has the appropriate criterion been used? Has it been justified? Is the context sufficient in breadth and depth to support the claims of significance?

OK Concerns **FACTS AND SOURCES:** Are the appropriate and best sources used? Are key dates and facts accurate?

OK Concerns **SUPPORTING MATERIALS:** Adequate photos, maps, drawings, etc.?

 The Commission recommends that the property or properties appear to meet the National Register criteria and should be listed in the National Register.

 The Commission recommends that the property or properties do not appear to meet the National Register criteria and should not be listed in the National Register.


Signature of Commission Chair (or Designee)

6-24-19
Date

Name of Local Historic Preservation Commission

Return to: Utah Historic Preservation Office
ATTN: National Register Coordinator
300 S. Rio Grande Street
Salt Lake City, UT 84101

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OK

Concerns

SIGNIFICANCE and CONTEXT: Has the appropriate criterion been used? Has it been justified? Is the context sufficient in breadth and depth to support the claims of significance?

OK

Concerns

FACTS AND SOURCES: Are the appropriate and best sources used? Are key dates and facts accurate?

OK

Concerns

SUPPORTING MATERIALS: Adequate photos, maps, drawings, etc.?

The Commission recommends that the property or properties appear to meet the National Register criteria and should be listed in the National Register.

The Commission recommends that the property or properties do not appear to meet the National Register criteria and should not be listed in the National Register.

Edward A. Seay June 19, 2019
Signature of Commission Chair (or Designee) Date

Emery County Historic Preservation Commission
Name of Local Historic Preservation Commission

Return to: Utah Historic Preservation Office
ATTN: National Register Coordinator
300 S. Rio Grande Street
Salt Lake City, UT 84101



GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

Jill Remington Love
Executive Director
Department of
Heritage & Arts

 Utah Division of
State History

Don Hartley
Director
State Historic Preservation Officer



August 2, 2019

TO: Ms. Joy Beasley
National Register of Historic Places
Mail Stop 7228
1849 C St, NW
Washington, D.C. 20240

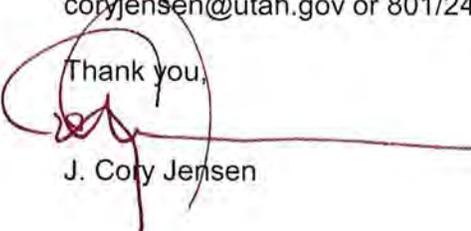
FROM: J. Cory Jensen, National Register Coordinator
Utah State Historic Preservation Office

RE: Castle Dale Bridge, National Register of Historic Places nomination

Ms. Beasley,

The enclosed disk contains the true and correct copy of the nomination form for the **Castle Dale Bridge** to the National Register of Historic Places. The other disks contain the photograph image files of the property in TIF format. Should you have any questions, please contact me at coryjensen@utah.gov or 801/245-7242.

Thank you,


J. Cory Jensen

Enclosures:

- 1 CD with PDF of the NRHP nomination form and correspondence/additional info
- 1 CD with digital images (tif format)
- 1 Physical transmission letter
- 1 Physical Signature Page, with original signature
- _____ Other:

Comments:

- _____ Please ensure that this nomination receives substantive review
- _____ Property owners
- _____ Property owners who object
- _____ Other: