ECR (continued)

Single-span, steel pin-connected, 5-panel Pratt pony truss
top chords: two channels w/ cover plates and lacing; bottom chords: paired rectangular eyebars; verticals: four angles w/ double lacing; diagonals: paired square eyebars w/ turnbuckles (single eyebar counters w/ turnbuckles); timber guardrails.

Sheridan County Road CN3-93	milepost:	0.5
2.7 miles west of Monarch		T57N, R85W, S14.
USGS Monarch 7½' quadrangle	UTM:	13.335250.4974775

EWZ Bridge over East Channel of Laramie River Platte County

erection date:	1913-14	contractor:	Pueblo Bridge Co. Pueblo Colorado
span length:	70'0"	abutments:	timber retaining w/ steel piles
total length:	71'2"	piers:	none
roadway width:	15'8"	roadway:	timber stringers and decking
span type:	simple	approaches:	none

Single-span, steel pin-connected 5-panel Pratt pony truss
top chords: two channel w/ cover plates and lacing; bottom chords: paired rectangular eyebars; verticals: four angles w/ lacing; diagonals: paired square eyebars w/ turnbuckles (single eyebar counters w/ turnbuckles).

Platte County Road CN8-204	(Palmer Canyon Road) milepost:	2.4
10.1 miles west of Wheatland		T24N, R69W, S20.
USGS Hightower SW 7½' quad.	UTM:	13.487795.4654540

ECS Bridge over Big Goose Creek Sheridan County

erection date:	1914	contractor:	Canton Bridge Company Canton Ohio
span length:	50'0"	abutments:	concrete retaining w/ sweptback wings
total length:	50'0"	piers:	none
roadway width:	15'0"	roadway:	steel stringers w/ timber decking
span type:	simple	approaches:	none

Single-span, steel pin-connected 4-panel Pratt pony truss
top chords: two channels w/ cover plates and lacing; bottom chords: paired rectangular eyebars; verticals: four angles w/ double lacing; diagonals: paired square eyebars w/ turnbuckles (single eyebar counters w/ turnbuckles).

Sheridan County Road CN3-53	milepost:	0.1
9.4 miles southwest of Sheridan		T55N, R85W, S17.
USGS Beckton 7½' quadrangle	UTM:	13.331435.4956400

One bridge in the survey features tandem Pratt through and pony trusses. Although not unique in its combination of through and pony spans or dissimilar truss types, it provides an unusual opportunity to view both of the major Pratt configurations.

ETR (continued)

the Green River and another over the Little Sandy about fifty miles north of Rock Springs. Called the Big Island Bridge for the region it opened, this two-span Pratt through features the longestsimple spans for its type in the state; it is also one of the oldest existing trusses in the state. One of the most significant of the early county-built vehicular bridges.

EWA Bridge over Garland Canal

This short-span pony truss over the Garland Canal is the best preserved of the early pin-connected Pratt Half-hips in use on Wyoming's county road system. With outriders on the verticals it is also the most technologically sophisticated of this uncommon truss type. An excellent early remnant.

EWZ Bridge over East Channel of Laramie River

An excellent early example of a pin-connected, five-panel Pratt pony truss, a relatively common truss configuration for Wyoming, this bridge was erected by the Pueblo Bridge Company of Pueblo Colorado. In September 1913, the Platte County commissioners awarded the contract for this bridge and another to Pueblo, low bidder among five with a price of $3650 ($2200 for this bridge). The two were completed the following year.

Hayden Arch Bridge

Named for its designer, Wyoming Highway Department engineer C.E. Hayden, the Hayden Arch Bridge was designed by the Wyoming Highway Department and built by the Crocker Construction Company. Spanning the Shoshone River on old U.S. 14/16 (the Black and Yellow Highway), this medium-span concrete arch is the only example of its type in the state. The Hayden Arch features concrete railings with round arch balustrades, a reinforced concrete roadway and a single 115' open spandrel primary arch upon which rest eight secondary arches. It is now situated on a secondary road with the subsequent relocation of the highway. Unique for Wyoming, it is one of the state's most significant vehicular bridges.

✓ Rairden Bridge

In February 1916 the Big Horn County commissioners advertised for bids on three steel truss bridges: one over the Nowood River above Manderson, one over the Big Horn at Kane and this bridge at Rairden. The following month six bridge erectors submitted proposals in what is probably the most costly multi-bridge bidding in the state. Monarch Engineering Company, which had bid $30,986 received the contract for the Rairden and Kane bridges, and the structures were completed later that year. This 250' pin-connected Pennsylvania truss is distinguished in a number of ways: it is the longest single-span truss erected on the county road system; it is also perhaps the most expensive bridge erected by one of the counties; it is the longest remaining county bridge and one of only two pin-connected Pennsylvania throughs