*ERF Bridge over Mill Creek Uinta County

| | | | |
|---|---|---|---|
| erection date: | 1907 | contractor: | Charles G. Sheely |
| span length: | 36' 0" | abutments: | concrete retaining w/ sweptback wings |
| total length: | 36'11" | piers: | none |
| roadway width: | 13' 6" | roadway: | timber stringers and decking |
| span type: | simple | approaches: | none |

Single-span, steel pin-connected 3-panel Pratt Half-hip pony truss
top chords: two channels w/ cover plates and lacing; bottom chords: paired square eyebars; verticals: four angles w/ lacing; diagonals: paired square eyebars w/ single eyebar counters w/ turnbuckles; lattice guardrails.

| | | |
|---|---|---|
| Uinta County Road CN19-157 | milepost: | 7.0 |
| 13.4 miles south of Evanston | | T13N, R120W, S25. |
| USGS Myers Reservoir 7½' quad. | UTM: | 12.507605.4547020 |

DOE Bridge over Laramie River Albany County

| | | | |
|---|---|---|---|
| erection date: | 1926 (mvd:1932) | contractor: | N.A. Swenson Laramie Wyoming |
| span length: | 75'0" ea. | abutments: | concrete retaining w/ sweptback wings |
| total length: | 153'7" | piers: | steel cased concrete piles |
| roadway width: | 15'7" | roadway: | timber stringers and decking |
| span type: | simple | approaches: | none |

Two-span, steel rigid-connected 5-panel Pratt Half-hip pony truss
top chords: two channels w/ cover plates and lacing; bottom chords: two channels w/ batten plates; verticals: four angles w/ lacing; diagonals: two angles w/ batten plates; angle guardrails; supplemental pile bents under spans.

| | | |
|---|---|---|
| Albany County Road CNA-740 | milepost: | 1.0 |
| 1.4 miles north of Bosler | | T19N, R74W, S28. |
| USGS Bosler 7½' quadrangle | UTM: | 13.445290.4604500 |

Pratt through trusses with straight top chords were overshadowed on the longer spans by the polygonal top chord Pratt variants - the Parker, Camelback and Pennsylvania trusses. These graceful long-span bridges combined the compression-tension web members of the standard Pratt truss with multi-faceted top chords. The long spans and attenuated members, however, have made these types principal targets for bridge replacement programs, as they have been rendered functionally obsolete by today's heavier loading requirements. Consequently, few of the early pin-connected Parker and Camelback throughs remain in use on the county road systems - two of each type. All four bridges are included here.

EAU Arvada Bridge Sheridan County (over Powder River)

| | | | |
|---|---|---|---|
| erection date: | 1917 | contractor: | Monarch Engineering Company Denver |
| span length: | 160'0" | abutments: | concrete retaining w/ sweptback wings |

DML (continued)

also called the Butler Bridge. O'Neil's bid for $11,920 was the lower of only two received. With a span of 170', the Butler Bridge is the longer of two pin-connected Camelback throughs remaining in use on the county road system. As such it is an important early example of its generic type.

DMS Bridge over Cow Creek

This bridge is one of three contracted for by Carbon County in March 1915. The construction contract was awarded to the Petry-Moulton Company of Cheyenne for this 40' span ($1300), a 50' truss across Spring Creek three miles south of Saratoga ($1440) and an 80' truss over the Medicine Bow River ($2190). Petry-Moulton had underbid several other bridge manufacturers - the Midland Bridge Company, Pueblo Bridge Company, James J. Burke and Company, the Kansas City Bridge Company and the Monarch Engineering Company. This small pony truss is a modified Warren, with verticals at alternating panel points, one of four examples of its type in Wyoming's state and county road systems. It is also the oldest traceable Warren truss still in use on a county road in the state. As such it is one of the more significant of Wyoming's vehicular trusses.

DOE Bridge over Laramie River

The Wyoming Highway Department awarded the construction contract for this bridge in May 1926 to N.A. Swenson of Laramie as part of Federal Aid Project 156B. Originally located over the Laramie River on the Bosler-Laramie Road (the old Lincoln Highway, U.S. 30), this bridge was replaced in 1932 by two 100' spans, which were in turn replaced in 1947. Now located on a secondary county road north of Bosler, this bridge is distinguished somewhat as the only two-span Pratt Half-hip still in use in the state. It is one of the best examples of a relatively uncommon truss configuration.

DSD Bridge over Cheyenne River

Probably originally a railroad truss, subsequently moved to this location, this bridge is the only example of its type functioning presently on the county road system in Wyoming. As one of only two rigid-connected Pennsylvania throughs in the state, it is an important early remnant.

DUX Bessemer Bend Bridge

Built in 1921-22 for Natrona County, this bridge is a unique subtype of the standard Warren truss. One of only three Warren throughs still in use on the county road systems, it is the only one with verticals at alternating panel points; the two pony approach spans are also unusual, though not unique in their configuration. This bridge spans the North Platte River at the historic Bessemer Bend crossing of the Oregon Trail, an important emigrant site.

DXN Bridge over Missouri River

Unique for its type in Wyoming, this eight-panel Pratt pony truss lacks inclined