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12.606700.4822705

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ELS (continued)

span type: simple approaches: none  
Fremont County Road CN10-21 milepost: 0.1  
2.8 miles northwest of Dubois T41N, R107W, S3.  
USGS Dubois 7½' quadrangle UTM: 12.606700.4822705

Reinforced concrete arches, common in other parts of the country, are rare in Wyoming. Because they require a solid canyon wall or massive masonry or concrete abutment to withstand the extreme lateral thrust of the primary arch, they have proved unsuitable for most locations in the state. Only one major concrete arch is known to have been built on the road and highway systems in Wyoming. Fortunately it is still standing and is included in this nomination.

Hayden Arch Bridge

erection date: 1924-25 contractor: Crocker Construction Company  
designer: C.E. Hayden (Wyoming Highway Department)  
span length: 115'0" abutments: concrete on canyon walls  
roadway width: 20'0" piers: concrete  
span type: concrete arch approaches: smaller concrete arches  
Single-span reinforced concrete arch bridge with two smaller arch approach spans

Old U.S. 14/16 (Cody-Yellowstone Highway)  
Approximately 2½ miles west of Cody T52N, R102W, S35.  
USGS Cody 15' quadrangle UTM: 12.647310.4930010

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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 longest simple 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

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left. Although abandoned in 1979 with the construction of a new two-span pony truss, the Rairden Bridge remains a substantial structure - one of the most significant in Wyoming.