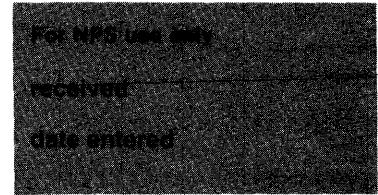


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of particular designs, whether as the best or earliest examples of their types from relatively large groups or as the only surviving examples of specific configurations. With few truly outstanding trusses encountered in the survey, the intent of the evaluation is to select the best representative bridges from each major generic type (Pratt through trusses for instance), along with notable deviations from standard form, and tie these together with the history of trussbuilding in Wyoming. The result is a group of structures which, preserved and interpreted, forms the tangible basis for the telling of part of the state's history.

Following is a listing by type of the bridges included in this nomination:

Pratt Through Trusses:

Patented in 1844 by Thomas and Caleb Pratt, the Pratt through truss became the bridge of choice for medium-span vehicular crossings during the late 19th and early 20th centuries. 26 Pratt throughs are found in the survey - 18 pin-connected and 8 of the later rigid-connected bridges; these range from 80' to 155' in length. Five bridges have been selected from this configuration. One is the longest and oldest of the remaining Pratts (as well as one of only two two-span Pratts), three are early 150' spans built within three years of each other, all by Charles G. Sheely, and one is an excellent early example of a railroad bridge salvaged for use on a county road.

✓ ETR Big Island Bridge Sweetwater County (over Green River)
 erection date: 1909-10 contractor: Charles G. Sheely Denver Colorado
 span length: 155'0" ea. abutments: concrete retaining w/ sweptback wings
 total length: 352'0" piers: steel-cased concrete columns
 roadway width: 12'5" roadway: steel stringers w/ timber decking
 span type: simple approaches: 20' steel deck girders
 Two-span, steel pin-connected, 7-panel Pratt through truss
 top chords: two channels w/ cover plates and lacing; bottom chords: paired
 rectangular eyebars; verticals: two channels w/ lacing; diagonals: paired
 rectangular eyebars; struts: angle; lateral and sway bracing: round bars;
 laced guardrails.
 Sweetwater County Road CN4-4 milepost: 2.5
 21.5 miles northwest of Green River city T21N, R109W, S26.
 USGS Big Island Bridge 7½' quad UTM: 12.605175.4624190

* DDW Granger Bridge Sweetwater County (over Black's Fork)
 erection date: 1912-13 contractor: Charles G. Sheely Denver Colorado
 span length: 150'0" abutments: concrete retaining w/ sweptback wings
 total length: 180'0" piers: steel-cased concrete columns
 roadway width: 15'0" roadway: steel stringers w/ timber decking
 span type: simple approaches: 15' timber stringers
 Single-span, steel pin-connected, 8-panel Pratt through truss

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ELY (continued)

the Wind River Diversion Dam, this bridge is reportedly the first vehicular truss to be incorporated into a dam structure in this fashion. The Wyoming Highway Department awarded the construction contract for it on 2 May 1924 to Taggart Construction Company of Cody; truss material was supplied by the American Bridge Company. At the estimated cost of \$58,000, the spans were built on Federal Aid Project 159A. The bridge consists of eight Warren pony trusses - the greatest number of spans for a highway bridge in Wyoming, which combined, span a length of 655' - the longest highway truss in the state. It is one of Wyoming's most significant trusses.

ENP Bridge over Green River

Built early in this century by the Western Bridge Construction Company, this two-span truss is a classic example of early roadway bridge technology. It consists of two Pratt trusses - one through and one pony, both pin connected - which are typical representatives of truss configurations common in the state's county road system. The combination of through and pony spans is unusual, though not unique, in Wyoming; this is the only pinned Pratt combination left. One of the more interesting of the earliest trusses.

ERF Bridge over Mill Creek

This 36' pony truss, built by Charles G. Sheely in 1907, is an excellent early example of a pin-connected Pratt Half-hip - a truss configuration which is relatively uncommon on the county roads in Wyoming. One of the oldest remaining steel trusses in the state.

ERT Bridge over Blacks Fork

Spanning Blacks Fork, this 80' pony is an early example of a rigid-connected Warren with verticals and polygonal top chords - a configuration which was later used extensively by the Wyoming Highway Department from standard designs. Erected for Uinta County, it represents a transition from county-built roadway bridges to Highway Department highway bridges.

ETD Bridge over Green River

In June 1913 the Sweetwater County commissioners solicited bids for two bridges in the county; later that month the contract was awarded to the Colorado Bridge and Construction Company for \$5895. With a span of 150' this bridge is one of the longest of the early pin-connected Pratt throughs built in the state. It is an excellent example of a truss type which proved to be a staple for the early county road system - a significant early remnant.

ETR Big Island Bridge

In October 1909 Charles G. Sheely was awarded the contract for this bridge over

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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