1. SITE I.D. NO	HAE				HAER INV	AER INVENTORY			Historic American Engineering Kecord Department of the Interior, Washington, D.C.			
2. INDUSTRIAL CLASSIFICATION	T	1			3. PRIORITY	4. DANGER OF D		VES	NO NO	UNKNOWN	<u></u>	
Bridges, Trestles, and Aqueducts	7	6	4	0	1	(SPECIFY THR	EAT)					
			ŀ		5. DATE	6. GOVT SOURCE	OF THREAT	ow	NER	ADMIN		
CANT: Steel	+	<u> </u>	I		1906-08	7. OWNER/ADMIN						
							e Reclamati	ion Distric	·+			
8. NAME(S) OF STRUCTURE		I				9. OWNER'S ADD					_	
Columbia River Bridge			900 South Wenatchee Avenue Wenatchee, Washington 98801									
	//VICINI	ITY			CONG.	STATE	COUNTY NA	ME	CITY/VICI	NITY		
	enat	tche	مد								DIST.	
11. SITE ADDRESS (STREET & NO)	<u>cna</u> (<u> </u>			12. EXISTING		HABS	HAER-I	HAER		
						SURVEYS	CONF	STATE				
						13. SPECIAL FEA	TURES (DESCRIBE BEL	_OW)		· · · · · · · · · · · · · · · · · · ·		
					<u> </u>				OR INTACT		ENVIRONS INTACT	
14. UTM ZONE EASTING NORTHING		FT	1	0	SIGN SCALE		1:62.5	QUA		haa llaabi.		
	4	5	1	0				NAM	EWenatc	hee, Washir	igton	
UTM ZONE EASTING NORTHING 1 0 7 0 4 1 0 0 5 2 5	54	6	5	0	SIGN SCALE		1:62.5	QUA				
1 0 7 0 4 1 0 0 5 2 5 15. CONDITION 70 EXCELLENT 71 GOOD	72	_	<u>5</u>	-	DETERIORATED	74 🗖 RUINS	75 UNEXPOSE	D 76 ALT		82 DESTROYED	85 DEMOLISHED	
16. INVENTORIED BY	12 🖬	FAIR		73	AFFILIATION					DATE		
Lisa Soderberg						shinaton S	State Bridge	e Inventory	/	June 198	0	
17. DESCRIPTION AND BACKGROUND HISTORY, INCLUDING CONST MATERIALS, EXTANT EQUIPMENT, AND IMPORTANT BUILDERS, I In 1909, the legislature aut	INGINE	EERS, F	ETC.		RICAL DATE(S). PHYSIC	AL DIMENSIONS.	,	T		A		
River at Wenatchee. The 1,060 fo												
Company in 1908 to transport auto												
apple industry. The construction of such a substantial structure by private interests reflected the town's optimism as the focus of a widening trade area, a vision that was born in the 1890's when the Great Northern Railroad made												
Wenatchee a junction of rail and	wate	er 1	in	es.	The import	ance of th	ne bridge tu	the burg	eoning	growth of	the Wenatchee	
area, as well as to the State, is	ref	fled	te	d ir	n the 1909 h	ighway con	nmission bie	ennial repo	ort: ["] "	ſĥe highway	commission	
is of the opinion that the bridge	ωοι	uld	be	of	great value	to the St	tate, in as	much as th	nere is	a very hea	vy traffic	
over it, and this traffic will ra	pidl	ly i	inc	reas	se as the or	chards on	the east st	ide of the	Columb.	ia come int	o bearing "	
18. ORIGINAL USE				RESEN				ADAPTIVE				
Bridge/vehicular				Wat	ter pipe							
19. REFERENCES-HISTORICAL REFERENCES. PERSONAL CONTAC			DTHE									
Wenatchee Reclamation District Fi												
"Wenatchee Bridge," Third Biennia							/ Commission	n, 1909, pp	b 43-53.	•		
D.W. Meinig, The Great Columbia P	lair	<u>n</u> , (Se	att	le, 1968), p	. 447.						
		1			5001BH (TV)						(CONTOVER)	
20 URBAN AREA 50,000 POP. OR MORE? YES DONO	W	22.1	UBL	IC ACC	_	YES, LIMITED					23. EDITOR	
24. LOCATED IN AN HISTORIC DISTRICT?	<u>M</u>				U	NO						
	D	NA	ME					DIST	RICT. I.D. NO			

ELLB 0 0/0 1/70

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When the highway department purchased the bridge for \$182,000, they agreed to acknowledge the contract that had been made between the Washington Bridge Company and the Wenatchee Canal Company "whereby the latter was given a perpetual right to lay two pipelines, each of 36 inches internal diameter, over or suspended from said bridge, for the purpose of carrying water for irrigating lands on the east side of the Columbia River."

The cantilever structure which carried the water pipes consists of two 240 foot pinconnected arms, two 160 foot cantilever arms, one 200 foot pinconnected Pratt truss, and one 60 foot pony truss which was quickly replaced by a 60 foot steel girder span. The truss rests on concrete piers and abutments 45 feet above high water. The bridge also included 565.7 feet of timber trestle at the west approach. The timber decked roadway is 20 feet 6 inches wide, curb to curb, and was originally designed to carry a single-track street railway, ordinary highway traffic, and two water mains of four feet internal diameter supported on brackets outside of the trusses.

An engineer reported to the State Highway Commissioner in 1909 that from a "superficial examination, the trusses are of a better class than would be required by the state for a bridge of this size and type." However, he continued that one very bad feature of the bridge was the six percent grade of the east cantilever arm. "If the bridge were designed for highway traffic, this was a serious blunder and should be rectified." There is no indication that the grade was ever changed. Another cause for concern by the structural engineers was that after the concrete piers had been erected and the concrete had been set, dynamite was used to drill holes in the sills to set the anchor bolts which "shattered the piers to a degree that was impossible to ascertain." No records have been uncovered which would provide evidence that the piers were rebuilt at any time.

The cantilever bridge remained in service as a highway bridge until a new structure was built in 1950. In 1951 the Wenatchee Reclamation District which manages the irrigation pipeline throughout the city, bought the 43 year old structure from the State Highway Department for \$1.00. The pipes were removed from the brackets outside of the trusses, and a large pipe was constructed through the truss. The pinconnected bridge continues to provide water to the \$20 million fruit industry in East Wenatchee.

The structure is significant not only for its instrumental role in the development of the Wenatchee fruit industry, but also as the first highway bridge to be constructed across the Columbia River marking a new era in transportation. It is the oldest pinconnected structure of such magnitude, and the only pinconnected cantilever existing within the State.

						Sewage :
DESCRIPTION (CONTINUED)				· · · ·		Disposal
REFERENCES (CONTINUED)					Mistion Sth	
ABSTRACT						
HAER NO LC	TECH REPORT	HIST REPORT	CONTEMP PHOTO HIST PHO	TO CONTEMP DRWG	HIST DRWG COLOR PLATE	PHOTOGRAM SW FILM