

NATIONAL REGISTER OF HISTORIC PLACES  
NOMINATION FORM

**Bridge over Snake River, Structure DEY**  
**Teton County, Wyoming**



**Rosenberg Historical Consultants**

**February 2022**

United States Department of the Interior  
National Park Service

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

## 1. Name of Property

historic name Bridge over Snake River, Structure DEY

other names/site number 48TE973

## 2. Location

street & number County Road 11

N/A

not for publication

city or town 7.5 miles south of Jackson

X

vicinity

state Wyoming

code 56

county Teton

code 039

zip code 83001

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this x nomination     request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property x meets     does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

    national   X   statewide     local

Signature of certifying official/Title

Date

State or Federal agency/bureau or Tribal Government

In my opinion, the property     meets     does not meet the National Register criteria.

Signature of commenting official

Date

Title

State or Federal agency/bureau or Tribal Government

## 4. National Park Service Certification

I hereby certify that this property is:

    entered in the National Register

    determined eligible for the National Register

    determined not eligible for the National Register

    removed from the National Register

    other (explain:)

Signature of the Keeper

Date of Action

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## 5. Classification

**Ownership of Property**  
(Check as many boxes as apply.)

<input type="checkbox"/>	private
<input checked="" type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal

**Category of Property**  
(Check only one box.)

<input type="checkbox"/>	building(s)
<input type="checkbox"/>	district
<input type="checkbox"/>	site
<input checked="" type="checkbox"/>	structure
<input type="checkbox"/>	object

**Number of Resources within Property**  
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
		buildings
		sites
1		structures
		objects
1		<b>Total</b>

**Name of related multiple property listing**  
(Enter "N/A" if property is not part of a multiple property listing)

**Number of contributing resources previously listed in the National Register**

Vehicle Truss and Arch Bridges in Wyoming

## 6. Function or Use

**Historic Functions**  
(Enter categories from instructions.)

Transportation: road related (vehicular)

**Current Functions**  
(Enter categories from instructions.)

Transportation: road-related (vehicular)

## 7. Description

**Architectural Classification**  
(Enter categories from instructions.)

Other: Pratt Through Truss

**Materials**  
(Enter categories from instructions.)

foundation: Concrete

walls:

roof:

other: Wood and Steel

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## Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

## Summary Paragraph

The Bridge over the Snake River, Structure DEY, is located in the south portion of Jackson Hole in the Snake River Valley. The Snake River Range is located to the west and the Gros Ventre Range to the east. Munger Mountain is located about three miles southwest of Structure DEY. Dells Canyon begins on the northeast slope of Munger Mountain; this ephemeral drainage flows northeasterly into the Snake River a short distance downstream from Structure DEY. The elevation is 5980 feet. The topography on the west side of the Snake River consists of steep, rounded wooded mountain slopes with open sagebrush meadows. The east side of the Snake River features steep sagebrush covered hills. The slopes are incised by ephemeral and perennial drainages that flow into the Snake River. The relatively level river terrace on the west side of the river is occupied by residences, outbuildings, barns, and trailer homes associated with U.S. 191. The Snake River flows through a riparian area on both banks, and the vegetation is dominated by patches of narrow leaf cottonwood, aspen, conifers, and a variety of shrubs and grasses. Sagebrush generally dominates the open areas along the river. Structure DEY is located about 7.5 miles south of Jackson, Wyoming, about 400 feet east of U.S. Route 191 on County Road 11 (also called Swinging Bridge Road or Henry's Road.)

The Bridge over the Snake River, Structure DEY, is the only three-span, pin-connected steel Pratt through truss in use in the county and state road system. Pin-connected structures are now uncommon, and only four examples of any type remain in the state and county road system.<sup>1</sup> The first bridge near this location was a swinging bridge built by Charles McCrary in 1938. It provided access over the Snake River to the property of Ora and Mary Grisame on "Hog Island" on the west side. It was eventually replaced in 1960 by the current bridge, Structure DEY, which was built a short distance downstream. Then in 1967, U.S. 191 was rerouted from the east side of the river to the west.<sup>2</sup>

In March 1960, the Wyoming Highway Department contracted with Charles M. Smith of Thermopolis to construct the new bridge. It used parts of an existing five-span truss bridge (the "first Wilson bridge") that was built in 1915 and crossed the Snake River several miles upstream between Jackson and Wilson, Wyoming on State Highway 22. In 1959, the Wilson bridge was razed and replaced. Smith retained three of the five spans from the 1915 bridge and moved them to the current site in 1960. The bridge was pin-connected, so it was relatively easy to disassemble and move to the new location and reassemble. The 1960 bridge plans indicate that it received a new wood timber deck and wooden stringers when it was moved to its new location. In addition, new concrete abutments were built, and two concrete piers supported the truss spans.<sup>3</sup>

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## Physical Description

### *Bridge over the Snake River, Structure DEY*

The bridge is oriented about sixty-five degrees (west-southwest by east-northeast) but will be described using the four cardinal directions.

Structure DEY is a three-span, pin-connected steel, Pratt through truss bridge over the Snake River about 7.5 miles south of Jackson, Wyoming, on Teton County Road 11, a gravel road. The overall dimensions of the bridge are 322' EW x 16' NS (back-to-back abutment length). The middle bridge span is 130' long, and the spans on either end are 92'10" each. The width of the bridge from curb to curb is 15' (clear roadway width), and the roadway approach is 16' wide. The top chords consist of two channels connected by batten plates and lacing. The bottom chords consist of four angles connected by batten plates. The verticals consist of two channels connected by lacing. The diagonals consist of bars and rods. The bridge features lattice guardrails. The bridge has a wood timber deck and wooden stringers with steel floor beams. When the bridge was moved to this location in 1960, a new wooden deck and treated wooden stringers were constructed. The bridge has a minimum vertical clearance of 12'3". The structure has sill type concrete abutments with footings. Two tapered concrete piers support the bridge spans. The abutments and piers were also constructed in 1960. In 2015, the west end of the bridge was damaged by a large truck. The west portal struts and bracing were repaired using similar materials.<sup>4</sup>

## Integrity

The Bridge over the Snake River, Structure DEY, was constructed in 1960. The majority of the materials for the structure were moved from a different location, the site of a 1915 truss bridge. However, it has remained in place at the current location for over fifty years and therefore retains *integrity of location*. *Integrity of design, materials, and workmanship* are rated as good; the three spans were disassembled, then moved to the current location in 1960 and reassembled. The bridge appears to retain nearly all of its character-defining features. These include the truss form, method of construction, top and bottom chords, vertical and diagonal members, floor beams and stringers. For through trusses, the lateral top bracing and features of the portal, including struts and bracing, are also character-defining. The current bridge structure is rusted and in need of painting. The west truss was damaged by a large truck in 2015 and repaired. The wooden deck and stringers are well-worn and weathered. A WYDOT reconnaissance report (2017) stated that the timber deck was replaced in 1980.<sup>5</sup> According to WYDOT rehabilitation plans dated 2015, some of the wooden running planks and one curb section were replaced. *Integrity of setting* is rated as fair to good. Some modern residential development associated

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with U.S. 191 is located at the west side of the bridge, where the topography is relatively gentle. The east side remains relatively pristine. The gravel county road that crosses the bridge is only lightly traveled. *Integrity of feeling and association* are rated as good, as the bridge retains fair integrity of setting and fair to good physical integrity for its age and has not been significantly modified.

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## 8. Statement of Significance

### Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

☐ A Property is associated with events that have made a significant contribution to the broad patterns of our history.

☐ B Property is associated with the lives of persons significant in our past.

☒ C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

☐ D Property has yielded, or is likely to yield, information important in prehistory or history.

### Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

☐ A Owned by a religious institution or used for religious purposes.

☐ B removed from its original location.

☐ C a birthplace or grave.

☐ D a cemetery.

☐ E a reconstructed building, object, or structure.

☐ F a commemorative property.

☐ G less than 50 years old or achieving significance within the past 50 years.

### Areas of Significance

(Enter categories from instructions.)

Engineering

### Period of Significance

1960

### Significant Dates

1960 – date of construction

1967 – date of U.S. 191 reroute to west side of Snake River

### Significant Person

(Complete only if Criterion B is marked above.)

N/A

### Cultural Affiliation

N/A

### Architect/Builder

Charles M. Smith – Builder

Wyoming Highway Department plans, 1960

### Period of Significance (justification)

The period of significance for the Bridge over Snake River, Structure DEY is 1960, which is its date of construction.

### Criteria Considerations (explanation, if necessary)

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**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance and applicable criteria.)

The Bridge over the Snake River is eligible for inclusion in the National Register of Historic Places as a significant structure under Criterion C. The Bridge over the Snake River, Structure DEY, is significant on a state level under Criterion C, as a property that embodies the distinctive characteristics of a type, period, or method of construction. It is a three span, pin-connected Pratt through truss and is the only example of such a type remaining in the county and state road system. The bridge appears to retain nearly all of its character-defining features. They include the truss form, method of construction, top and bottom chords, vertical and diagonal members, floor beams and stringers. For through trusses, the lateral top bracing and features of the portal, including struts and bracing, are also character-defining. The current bridge structure is rusted and in need of painting. The west truss was damaged by a large truck in 2015 and repaired.

The Bridge over Snake River falls within the context of Wyoming's Multiple Property Documentation Form (MPDF) *Vehicular Truss and Arch Bridges in Wyoming*, because it is a significant representative of vehicular bridge building in Wyoming.

**Narrative Statement of Significance** (Provide at least **one** paragraph for each area of significance.)

*Historic setting*

The Jackson Hole area was historically isolated by the major mountain ranges that surrounded it, and transportation links to the outside world were few. Although the Snake River was used as an early transportation route by Indians, explorers, fur trappers and traders, it was a treacherous river and represented a formidable obstacle, especially during spring runoff. As the Jackson Hole region was settled during the late nineteenth and early twentieth centuries, travelers either forded the river or used one of several ferries that were operated in the area. Menor's Ferry was the most prominent and was established in 1894 where the settlement of Moose would soon take root. As the town of Jackson and the lower part of the valley was settled, many settlers forded the river near Wilson at the base of the trail over Teton Pass, rather than crossing fifteen miles north at Menor's Ferry. Ed Blair, among others, operated a ferry at this location.<sup>6</sup>

In 1906-07, the Reclamation Service built a log and rock dam at the mouth of Jackson Lake to raise the water level. A new concrete dam replaced it in 1916. The manipulation of this dam served to raise the usual level of the Snake River downstream, making it more difficult for travelers to ford. As a result, a steel bridge was constructed in 1915 between Jackson and Wilson as a joint effort between Lincoln County (the portion of which is now Teton County) and the U.S. Department of Agriculture Bureau of Public Roads. The bridge was a five-span Pratt through truss with each span 130' long; it was the longest bridge in the State of Wyoming at the time.



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The approaches on both sides washed out in the spring of 1917. The bridge was not damaged, but it remained unusable until the approaches were reconstructed in 1922. However, the Snake River flooded again in May 1927 as a result of the 1925 landslide that blocked the Gros Ventre River, which fed into the Snake River upstream. The natural dam formed by the landslide burst and sent a wall of water down the Gros Ventre and into the Snake River. This flood once again washed out the Snake River bridge approaches. The damage was repaired more quickly on this occasion, and the bridge was put back in service. A new highway was constructed between Wilson and Jackson in 1946-47, but the bridge approaches continued to be threatened during high water periods. This bridge continued to serve as the only reliable crossing of the Snake River in this area until 1959, when a new bridge was built to replace it.<sup>7</sup>

### *The Pratt truss*

Thomas Pratt designed the first Pratt truss in 1842. He and his father Caleb received a joint patent in 1844. The Pratt truss is identified by vertical members acting in compression and diagonals acting in tensions. This design feature reduced the length of the compression members to help prevent them from bending or buckling. The design used vertical compression members of wood and wrought iron diagonals in tension, a reverse of the earlier Howe trusses. From an engineering standpoint, it was relatively easy to calculate the distribution of stress throughout the structure. The design required the use of more expensive metal than the Howe truss, so initially it was not popular. However, as the railroads gradually began to favor all iron bridges for heavier loads, the Pratt truss became widely adopted. The design was simple, relatively economical, easy to erect in the field, and was more trustworthy than the Howe truss. It became the most popular span in America in lengths less than 250' for highways and railroads. The Pratt remained the dominant truss bridge throughout the late nineteenth and early twentieth centuries until it was superceded by the Warren truss. The pony truss form was used for short spans and light vehicular traffic. Numerous variations of the basic Pratt design were later introduced, especially as increasing railroad traffic required a stronger bridge. The Parker truss altered the top and bottom chords, and the lenticular truss had curved upper and lower chords. The standard Pratt truss was strengthened in the 1870s with the implementation of sub-struts and sub-ties and met the requirements for heavier railroad locomotives and rolling stock. The Baltimore truss and the Pennsylvania truss are examples of this modification for railroad use. In 1847, Squire Whipple patented a truss that utilized the basic form of the Pratt but lengthened the diagonals to extend across two panels, allowing long bridge spans.<sup>8</sup> Although the Pratt truss became a common bridge type, it is significant in the evolution of bridge technology.

### *Bridge over Snake River, Structure DEY*

The first bridge at this location was a swinging bridge built by Charles McCrary in 1938. It provided access over the Snake River from the road on the east side of the river to the property of Ora and Mary Grisamer and the Robertson family on "Hog Island" on the west side of the river. The name was derived

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from local settlers raising hogs there, and the river provided a natural fence or barrier for the animals. McCrary built an 8' wide suspension bridge utilizing discarded steel cables used for drilling that he found in the oil fields. He salvaged steel for the support towers from bridge ruins washed out in a flood along the Gros Ventre River. McCrary completed the bridge structure in two months at a cost of \$1250. The bridge was approved by the county engineer with a three-ton weight limit. The swinging bridge served local residents for almost a quarter century before it was replaced in 1960 by the current bridge, Structure DEY, which was built a short distance downstream. Due to the Squaw Creek landslide in 1966 on the east side of the river, this portion of the highway was rerouted to the west side in the late 1960s. Plans were drawn up in 1966 by the Wyoming State Highway Department; construction took place in 1967, and the final grading was completed in the spring of 1968.<sup>9</sup>

In March 1960, the Wyoming State Highway Department contracted with Charles M. Smith of Thermopolis to construct the new bridge. Smith utilized plans drawn up by the Wyoming Highway Department (see attached plans).<sup>10</sup> The bridge was constructed using parts of an existing five-span truss bridge (the "first Wilson bridge") that was built in 1915 and crossed the Snake River several miles upstream between Jackson and Wilson on State Highway 22. In 1959, the Wilson bridge was razed and replaced. Smith retained three of the five spans from the 1915 bridge and moved them to the current site in 1960. The bridge was pin-connected, so it was relatively easy to disassemble and move to the new location and reassemble. The bridge plans for the project indicate that it received a new wood timber deck and wooden stringers when it was moved to its new location. In addition, new concrete abutments were built, and two concrete piers supported the truss spans.<sup>11</sup>

On April 16, 2015, a large truck damaged the west span of the bridge. The bridge was closed for repairs. Rehabilitation of the west portal bracing and portal strut were conducted using similar materials, and the bridge was opened to traffic on September 15, 2015.<sup>12</sup>

In 2014, Teton County requested that WYDOT consider Structure No. DEY for the Bridge Replacement Off-System program. WYDOT conducted a reconnaissance inspection in regard to that request on May 25, 2017. That report indicated that the bridge was structurally deficient.<sup>13</sup> WYDOT and the Teton County Commission subsequently performed a Cooperative Agreement "...to establish the terms and conditions by which the County shall reimburse WYDOT for its expenditures related to the federally funded, WYDOT administered Bridge Replacement-Off System Program." According to the Board of County Commissioners Staff Report (2019), WYDOT has currently scheduled the bridge replacement for fiscal year 2023.

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## Historical Significance Summary

The Bridge over the Snake River, Structure DEY, is eligible for the National Register of Historic Places under Criteria C. The period of significance is from 1960, when the bridge was constructed at this location.

Criterion C. The Bridge over the Snake River, Structure DEY, is eligible to the National Register of Historic Places under Criterion C, because it embodies the distinctive characteristics of a type, period, or method of construction. It is the only three-span, pin-connected, Pratt through truss bridge remaining in the county and state road system. It is only one of four pin-connected truss bridges of any type remaining in the Wyoming road system.<sup>14</sup> The shift from pin-connected to riveted or rigid connected truss bridges in Wyoming occurred starting in about 1915. Although some large pin-connected through trusses continued to be erected in Wyoming after that time, they represented an obsolete technology.<sup>15</sup> The bridge appears to retain nearly all of its character-defining features. These include the truss form, method of construction, top and bottom chords, vertical and diagonal members, floor beams and stringers. For through trusses, the lateral top bracing and features of the portal, including struts and bracing, are also character-defining. The current bridge structure is rusted and in need of painting. The west truss was damaged by a large truck in 2015 and repaired.

The Bridge over the Snake River, Structure DEY, is particularly unique because it represents a much earlier technology; even though it was not constructed until 1960, it utilized three spans from a much older pin-connected Pratt through truss dating from 1915.

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## 9. Major Bibliographical References

### Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Buchko, Gregory J.

- 2015 *Location Map, General Notes, West Span – Plan, South Truss Elevation, West Portal Frame Details, 2015 Swinging Bridge Repairs.* Gregory J. Buchko, Professional Engineer. Plans on file at WYDOT, Cheyenne.

Cassity, Michael

- 2005 *Snake River Bridge at Swinging Bridge Road.* Report conducted for the Teton County Historic Site Survey, Jackson, WY.

Comp, T. Allan and Donald Jackson

- 1977 *Bridge Truss Types: A Guide to Dating and Identifying. Technical Leaflet 95,* American Association for State and Local History, Nashville, Tennessee, 1977.

Fraser, Clayton B.

- 1981 "Bridge Over Snake River, Site 48TE0973." NAER Inventory Form. On file at Wyoming SHPO, Cheyenne.
- 1982 *Vehicular Truss and Arch Bridges in Wyoming,* National Register of Historic Places Nomination Form, 1982.
- 1982 *Wyoming Truss Bridge Survey.* Fraserdesign, Loveland, Co.

Jacobson, Liz

- 2008 "Bridges through Time," *Jackson Hole Historical Society & Museum Chronicle*, Vol. XXVIII, No. 1 (Spring 2008), 6 pages.

Massey, Rheba

- 1989 *Wyoming Comprehensive Historic Preservation Plan.* Prepared for Archives, Museums and Historical Department, Wyoming SHPO, Cheyenne.

National Park Service

- 1991 *How to Apply the National Register Criteria for Evaluation. National Register Bulletin No. 15.* U.S. Department of the Interior, National Park Service, Government Printing Office, Washington, D.C.

Parsons Brinkerhoff and Engineering and Industrial Heritage

- 2005 *A Context for Common Historic Bridge Types.* NCRP Project 25-25, Task 15, Keck Center of the National Academies Transportation Research Board, Washington, D.C.

Rosenberg, Robert G. and Elizabeth L.

- 2017 *Report of Historical Investigations WYDOT Project No. 2000058/PE21, Structure BMV, Jackson-Wilson, Teton County, Wyoming. Report Prepared for and on file with Wyoming Department of Transportation, Cheyenne, WY.*

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2020 *Report of Historical Investigations WYDOT Project No. CN22036/PE21, Bridge Over Snake River, Structure DEY, Teton County, Wyoming.* Report Prepared for and on file with Wyoming Department of Transportation Cheyenne, WY.

2020 *Report of Historical Investigations Historic Bridge Inventory Statewide, WYDOT Project B199096/OTH1.* Report Prepared for and on file with Wyoming Department of Transportation, Cheyenne, WY.

Seiler, J.F.

1925 "A Review of Bridge Design and Construction on Wyoming State Highways." *Wyoming Roads*, Vol. 1 (March 1925) No. 7:1-7, 12-13.

Teton County Board of County Commissioners

2019 *Board of County Commissioners – Staff Report*, meeting date: January 15, 2019; Subject: Consideration of a cooperative agreement with the Wyoming Department of Transportation for replacement of the "Swinging Bridge", (Structure DEY).

Wyoming Department of Transportation

2015 Structure Inventory and Appraisal Sheet, Structure DEY. WYDOT, Cheyenne, Wyoming.

n.d. Wyoming Highway Department Historical Bridge Survey and Inventory Form. WYDOT, Cheyenne, WY.

2017 Wyoming Department of Transportation, Final Reconnaissance Report for Bridge Over Snake River, Structure No. DEY, County Road, Teton County, December 7, 2017.

Wyoming State Archives. *Teton County Road Plat Books*. Teton County Clerk's Records (microfilm), Cheyenne, Wyoming.

Wyoming State Archives. *Teton County Commissioners' Proceedings, 1920-1930*. Teton County Clerk's Records (microfilm), Cheyenne, Wyoming.

Wyoming State Highway Commission

1917-1930 *First to Seventh Biennial Reports of the State Highway Commission of the State of Wyoming* (each report covered a two-year period extending from October 1 through September 30).

Wyoming State Highway Department

1960 *Bridge over Snake River Station 13-15.00, Swinging Bridge Road. Project SC-CFM 4968, Drawing No. 3399.* On file at Wyoming Department of Transportation, Cheyenne, WY.

1966 *Plan and Profile of Proposed State Highway: Jackson-Hoback Jct., Teton County, Squaw Creek Relocation.* Project No. SCP5759. On file at Wyoming Department of Transportation, Cheyenne, WY.

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## Endnotes

1. Rosenberg, Robert G., *Report of Historical Investigations Historic Bridge Inventory Statewide, WYDOT Project B199096/OTH1* (Report Prepared for and on file with Wyoming Department of Transportation, Cheyenne, WY., 2020) pp. 3-6, 158.
2. Jacobson, Liz, "Bridges through Time," *Jackson Hole Historical Society & Museum Chronicle*, Vol. XXVIII, No. 1 (Spring 2008), p. 4.; Wyoming Highway Department, "Jackson-Hoback Jct., (plans) 1966.
3. Cassity, Michael, *Snake River Bridge at Swinging Bridge Road*. (Site 48TE973 inventory form, survey conducted for the Teton County Historic Site Survey, Jackson, WY., 2005), Section No. 8, pp. 482-83; Jacobson, "Bridges Through Time", p. 4; Wyoming Highway Department, Project No. SC-CFM 4968, Drawing No. 3399 (4 sheets), March 1, 1960.
4. Buchko, Gregory J., *Location Map, General Notes, West Span – Plan, South Truss Elevation, West Portal Frame Details, 2015 Swinging Bridge Repairs*. (Buchko Structural Engineering, LLC, Jackson, WY.83002. Plans on file at WYDOT, Cheyenne, date 7/8/15); Cassity, Snake River Bridge, 2005: Section No.7, p. 475; Fraser, Clayton, NAER Inventory Form, Bridge over Snake River, WSHD: DEY, 1981.
5. Wyoming Department of Transportation, *Final Reconnaissance Report for Bridge Over Snake River, Structure No. DEY, County Road, Teton County* (On file at Wyoming Department of Transportation, Cheyenne, December 7, 2017) p. 2.
6. Cassity, Michael, *Snake River Bridge Piers and Jetty*. (Site 48TE1710 inventory form, survey conducted for the Teton County Historic Site Survey, Jackson, Wyoming, 2004) Section No. 8, pp. 464-465.
7. *Ibid.*, pp. 464-66; "New Jackson-Wilson Bridge is now Open to Traffic," *Jackson Hole Guide*, Jackson, Wyoming, 22 October 1959, p. 1.
8. Parsons Brinkerhoff and Engineering and Industrial Heritage, *A Context for Common Historic Bridge Types*. NCRP Project 25-25, Task 15 (Keck Center of the National Academies Transportation Research Board, Washington, D.C., 2005) pp. 2-6, 2-7, 2-11, 3-25; Comp, T. Allan and Donald Jackson, *Bridge Truss Types: A Guide to Dating and Identifying. Technical Leaflet 95* (American Association for State and Local History, Nashville, Tennessee, 1977).
9. Jacobson, "Bridges Through Time," 2008, p. 4; Wyoming Highway Department, "Jackson-Hoback Jct., (plans) 1966.
10. Wyoming Highway Department, "Bridge over Snake River," (plans), 1960.
11. Cassity, Snake River Bridge at Swinging Bridge Road, 2005, Section 8, pp. 482-483; Jacobson, "Bridges Through Time," 2008, p. 4; Wyoming Highway Department, "Bridge over Snake River," (plans), 1960.

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12. Buchko, Swinging Bridge Repairs,” (plans) 2015; Teton County Board of County Commissioners, *Board of County Commissioners – Staff Report*, meeting date: January 15, 2019; Subject: Consideration of a cooperative agreement with the Wyoming Department of Transportation for replacement of the “Swinging Bridge”, (Structure DEY). On file at WYDOT, Cheyenne.
13. Teton County Board of County Commissioners, Staff Report, 1/15/2019.
14. Rosenberg, Robert G., *Report of Historical Investigations Historic Bridge Inventory Statewide*, 2020), pp. 3-6, 3-25.
15. Fraser, Clayton B., *Vehicular Truss and Arch Bridges in Wyoming*, NRHP Nomination Form, 1982.

**Previous documentation on file (NPS):**

\_\_\_\_\_ preliminary determination of individual listing (36 CFR 67 has been requested)  
\_\_\_\_\_ previously listed in the National Register  
\_\_\_\_\_ previously determined eligible by the National Register  
\_\_\_\_\_ designated a National Historic Landmark  
\_\_\_\_\_ recorded by Historic American Buildings Survey # \_\_\_\_\_  
\_\_\_\_\_ recorded by Historic American Engineering Record # \_\_\_\_\_  
\_\_\_\_\_ recorded by Historic American Landscape Survey # \_\_\_\_\_  
\_\_\_\_\_

**Primary location of additional data:**

\_\_\_\_\_X State Historic Preservation Office  
\_\_\_\_\_X Other State agency (WYDOT)  
\_\_\_\_\_ Federal agency  
\_\_\_\_\_ Local government  
\_\_\_\_\_ University  
\_\_\_\_\_ Other  
\_\_\_\_\_ Name of repository: \_\_\_\_\_  
\_\_\_\_\_

Historic Resources Survey Number (if assigned): \_\_\_\_\_

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## 10. Geographical Data

### Acreage of Property

.118

(Do not include previously listed resource acreage.)

### UTM References

(Place additional UTM references on a continuation sheet.)

12	521134	4802138			
Zone	Easting	Northing			

### Verbal Boundary Description (Describe the boundaries of the property.)

The boundaries are defined from the overall dimensions of the truss bridge from end to end, including its width and abutments.

### Boundary Justification (Explain why the boundaries were selected.)

The boundary is restricted to the bridge superstructure, abutments, and piers.



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## 11. Form Prepared By

name/title Robert G. and Elizabeth L. Rosenberg  
Organization Rosenberg Historical Consultants date February 2022  
street & number 739 Crow Creek Road Telephone (307) 632-1144  
  
e-mail [rosenberghc@gmail.com](mailto:rosenberghc@gmail.com)

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### Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Bridge over Snake River, Structure DEY

Name of Property

Teton County, WY

County and State

**Photographs:**

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Bridge over Snake River, Structure DEY

City or vicinity: Jackson

County: Teton

State: Wyoming

Photographer: Elizabeth Rosenberg

Date photographed: 10/3/2019

Overview of south side of bridge; photographer facing west-northwest

1 of 11

Overview from east end of bridge, photographer facing west-southwest

2 of 11

Overview from west end of bridge, photographer facing east-northeast

3 of 11

Upstream along Snake River from bridge, photographer facing north-northwest

4 of 11

Downstream along Snake River from bridge, photographer facing south-southeast

5 of 11

Wood deck and treads of bridge from east end, photographer facing west-northwest

6 of 11

Close-up of piers and three spans of Pratt through truss, photographer facing west

7 of 11

East side abutment and underside of east end, photographer facing northeast

8 of 11

Close-up of east pier and underside of deck, photographer facing west

9 of 11

Close-up of pier and underside of deck, showing wood stringers and deck and steel floor beams, photographer facing west-southwest

10 of 11

Detail of inclined end post with lacing and lattice guardrail on south side of bridge, photographer facing south-southeast, NR 11

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Bridge over Snake River, Structure DEY

Teton County, WY

**Property Owner:**

(Complete this item at the request of the SHPO or FPO.)

(1) Name Teton County

street & number Teton County Courthouse, 200 South Willow Street Telephone (307) 732-8200

city or town Jackson state Wyoming zip code 83001

(2) Name \_\_\_\_\_

street & number \_\_\_\_\_ Telephone \_\_\_\_\_

city or town \_\_\_\_\_ state \_\_\_\_\_ zip code \_\_\_\_\_

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Bridge over Snake River, Structure DEY  
Name of Property

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**Additional Documentation (Maps and Figures)**

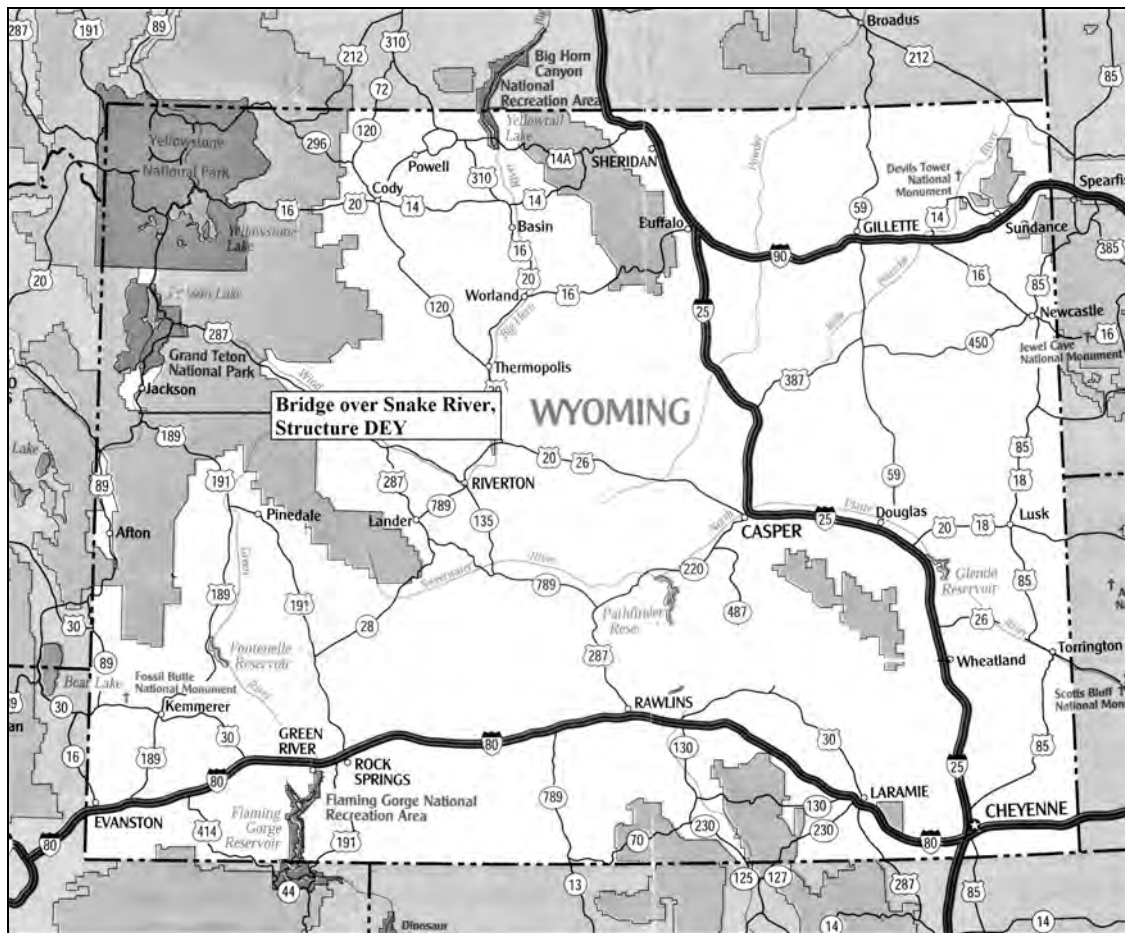


Figure 1. Location map

Bridge over Snake River, Structure DEY  
Name of Property

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County and State

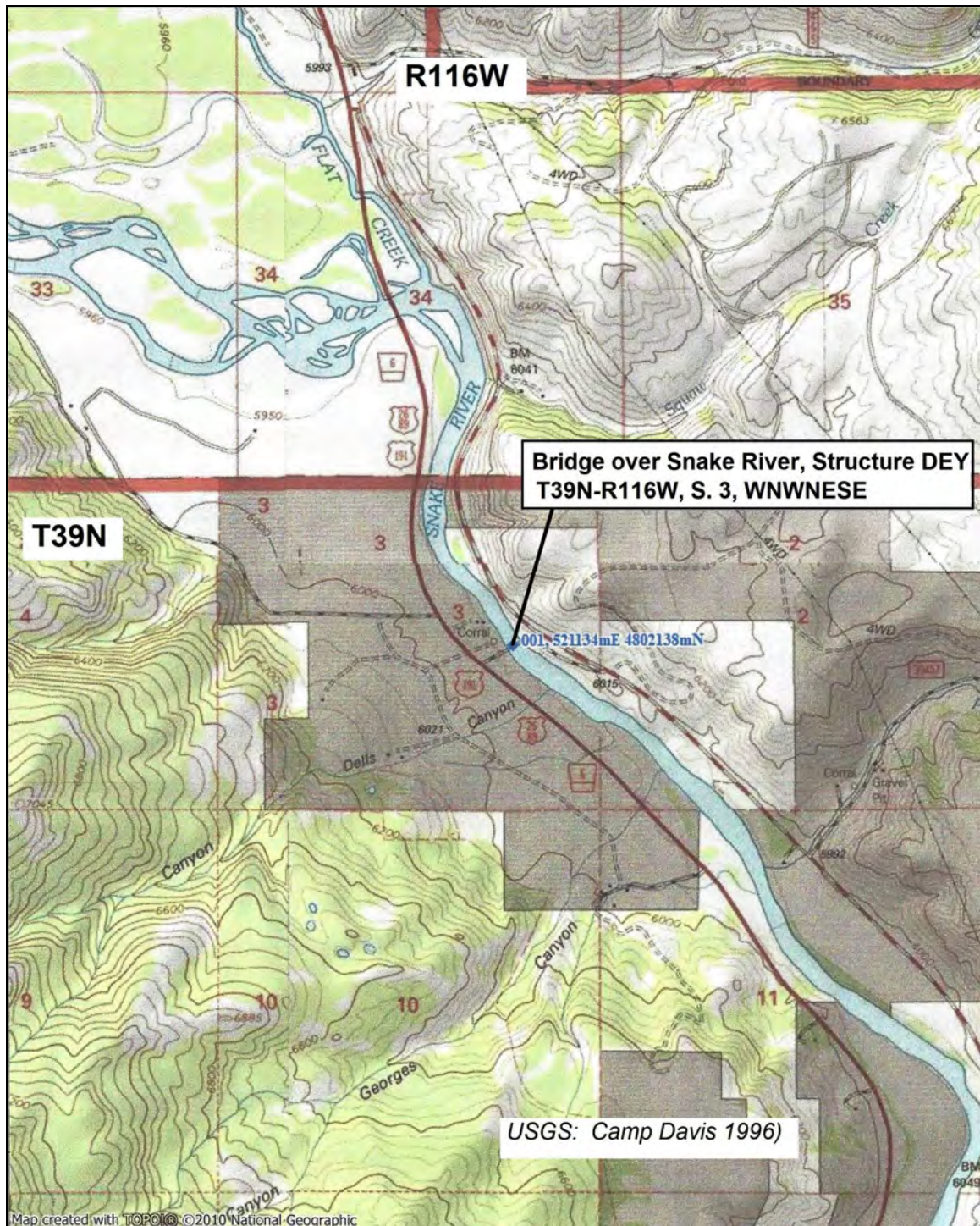


Figure 2. Portion of the Camp Davis, WY 7.5' quadrangle (1996) showing location of Bridge over Snake River, Structure DEY.



Bridge over Snake River, Structure DEY  
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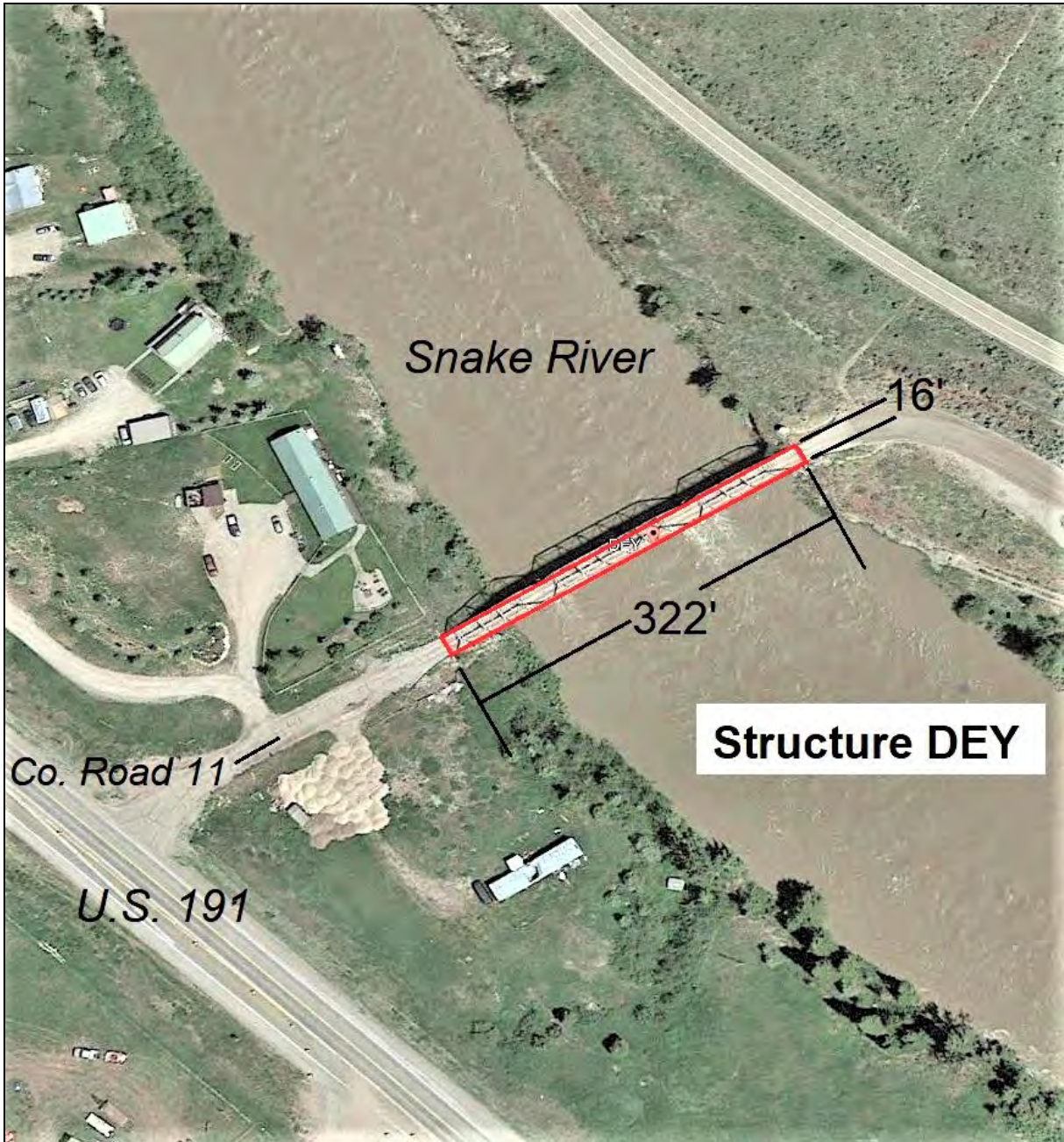


Figure 3. Aerial photo of Structure DEY

Bridge over Snake River, Structure DEY  
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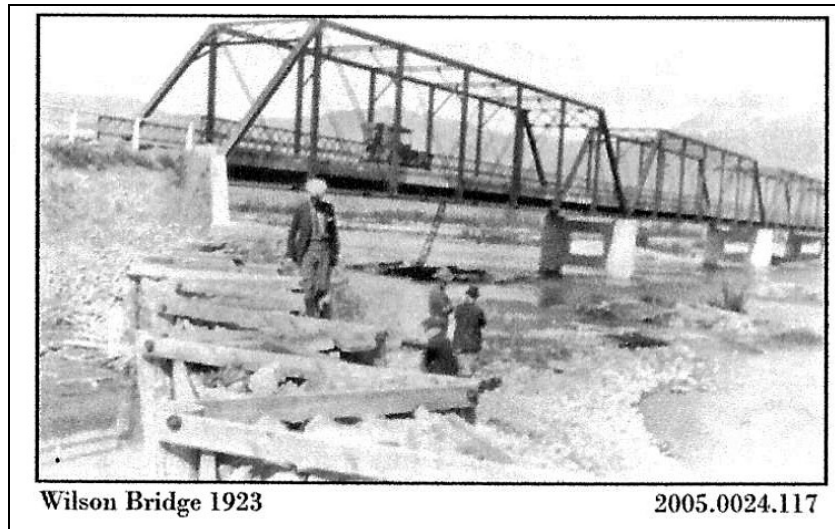


Figure 4. "The First Wilson Bridge" was built in 1915 and spanned the Snake River on the Jackson-Wilson Road. It was replaced in 1959, and parts of the bridge were used in the construction of Structure DEY in 1960. (courtesy "Bridges through Time," Jackson Hole Historical Society & Museum Chronicle, Vol. XXVIII, No. 1, Spring 2008)

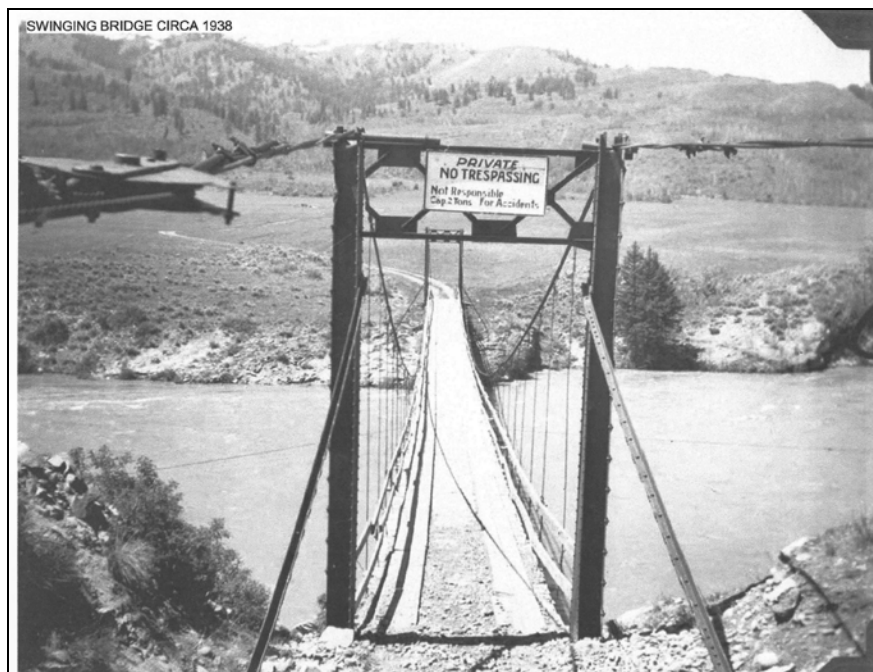


Figure 5. This swinging bridge was built in 1938 across the Snake River a short distance north of the current bridge, Structure DEY. After a reroute of the highway and a landslide, it was replaced in 1960 by the current bridge. (courtesy of Teton County Board of County Commissioners, Staff Report, 2019)



Bridge over Snake River, Structure DEY  
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Figure 6. Swinging bridge, ca. 1938, which was used to cross the Snake River before the construction of Structure DEY in 1960. The current bridge, DEY, is also sometimes referred to as the Swinging Bridge. (courtesy of Teton County Board of County Commissioners, Staff Report, 2019)



Figure 7. In April 2015, a large truck damaged the west span. It was repaired and opened for traffic in September 2015. (courtesy of Teton County Board of County Commissioners, Staff Report, 1/15/19)



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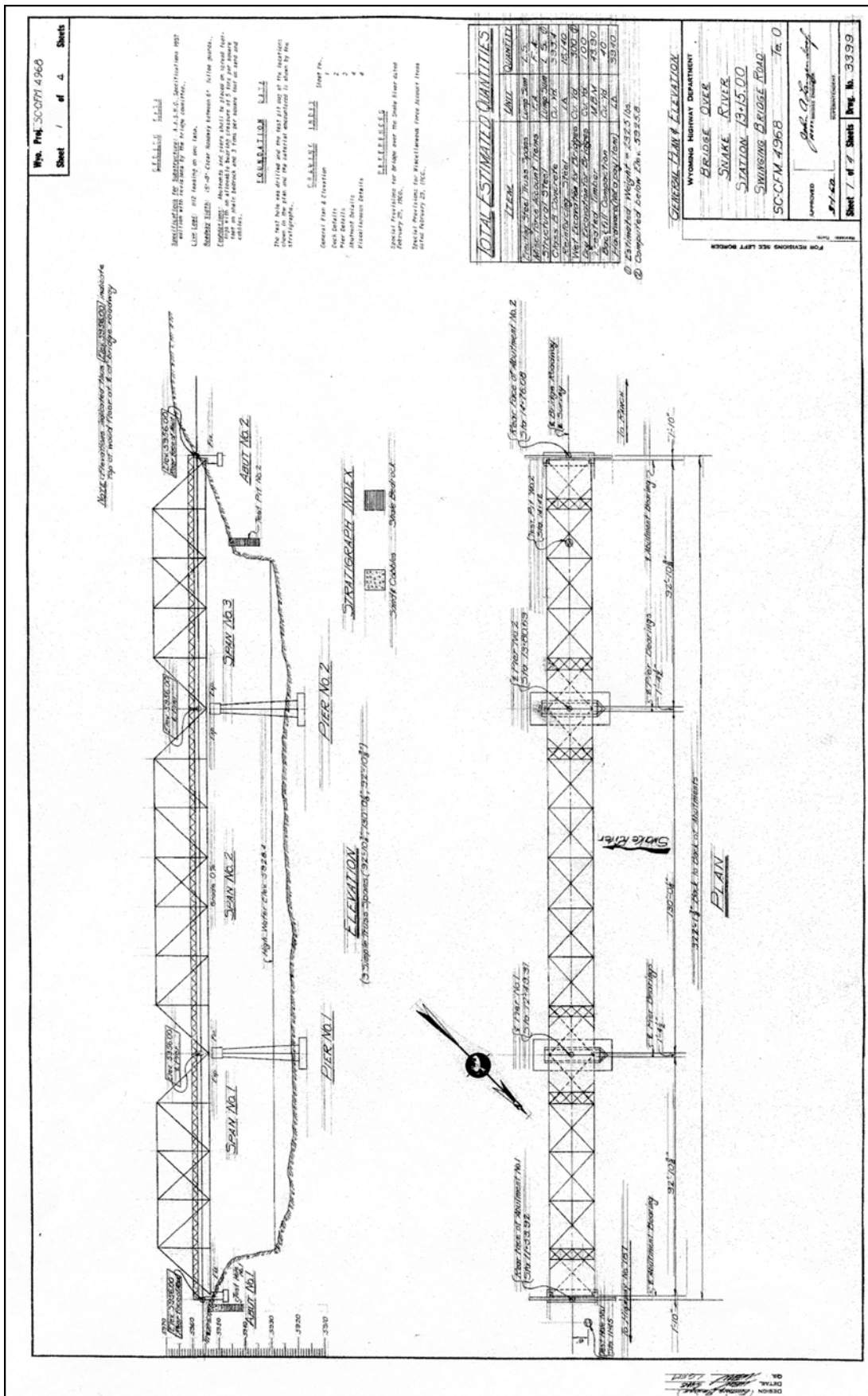
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**BRIDGE PLANS 1960**

*(WYOMING STATE HIGHWAY DEPARTMENT, PROJECT SC-CFM 4968, DWG. NO. 3399)*  
*Figures 8-11*

Bridge over Snake River, Structure DEY  
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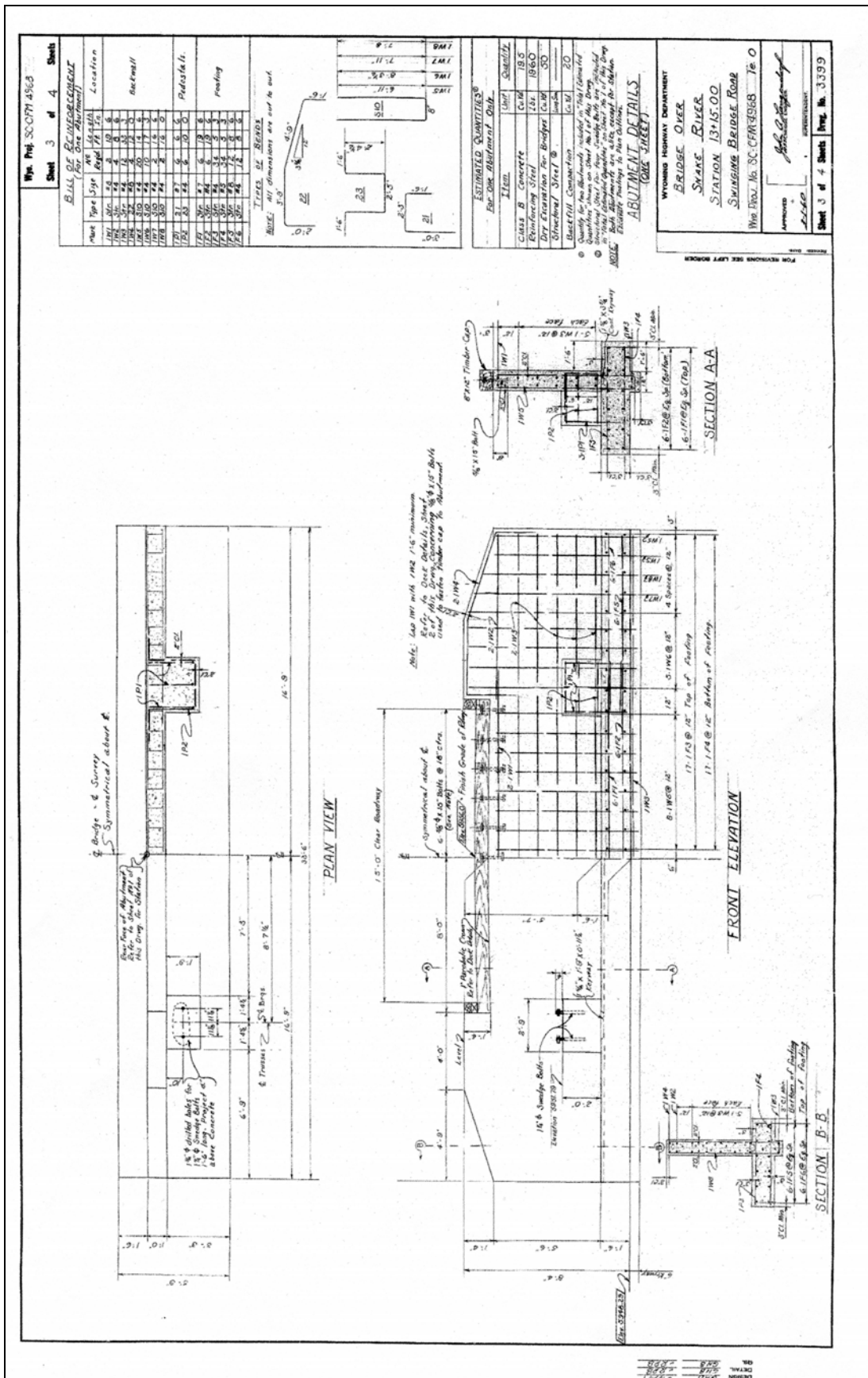
Bridge over Snake River, Structure DEY  
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Bridge over Snake River, Structure DEY  
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Name of Property

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Sheets

### BILL OF REINFORCEMENT

LOCATION	BAR TYPE	SIZE	NUMBER BARS	LENGTH	WEIGHT	FEET	TONS
Footings	2#4	10	4	10.0	10.0	40.0	0.14
	2#4	10	4	10.0	10.0	40.0	0.14
	2#4	10	4	10.0	10.0	40.0	0.14
	2#4	10	4	10.0	10.0	40.0	0.14
Piers	2#4	10	4	10.0	10.0	40.0	0.14
	2#4	10	4	10.0	10.0	40.0	0.14
	2#4	10	4	10.0	10.0	40.0	0.14
	2#4	10	4	10.0	10.0	40.0	0.14
Abutments	2#4	10	4	10.0	10.0	40.0	0.14
	2#4	10	4	10.0	10.0	40.0	0.14
	2#4	10	4	10.0	10.0	40.0	0.14
	2#4	10	4	10.0	10.0	40.0	0.14
Culverts	2#4	10	4	10.0	10.0	40.0	0.14
	2#4	10	4	10.0	10.0	40.0	0.14
	2#4	10	4	10.0	10.0	40.0	0.14
	2#4	10	4	10.0	10.0	40.0	0.14

### TYPES OF BARS

All dimensions are in feet

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Sheets

### ESTIMATED QUANTITIES

ITEM	UNIT	QUANTITY	TOTAL
1. Concrete	cu yd	10.0	10.0
2. Reinforcement	tons	0.14	0.14
3. Formwork	sq ft	10.0	10.0
4. Labor	hrs	10.0	10.0

### SECTION A-A

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Sheets

### ESTIMATED QUANTITIES

ITEM	UNIT	QUANTITY	TOTAL
1. Concrete	cu yd	10.0	10.0
2. Reinforcement	tons	0.14	0.14
3. Formwork	sq ft	10.0	10.0
4. Labor	hrs	10.0	10.0

### SECTION B-B

Bridge over Snake River, Structure DEY  
Name of Property

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## REHABILITATION PLANS ("SWINGING BRIDGE REPAIRS") 2015

(TETON COUNTY PROJECT 10-15-M,  
BUCHKO STRUCTURAL ENGINEERING, LLC, JACKSON, WY)

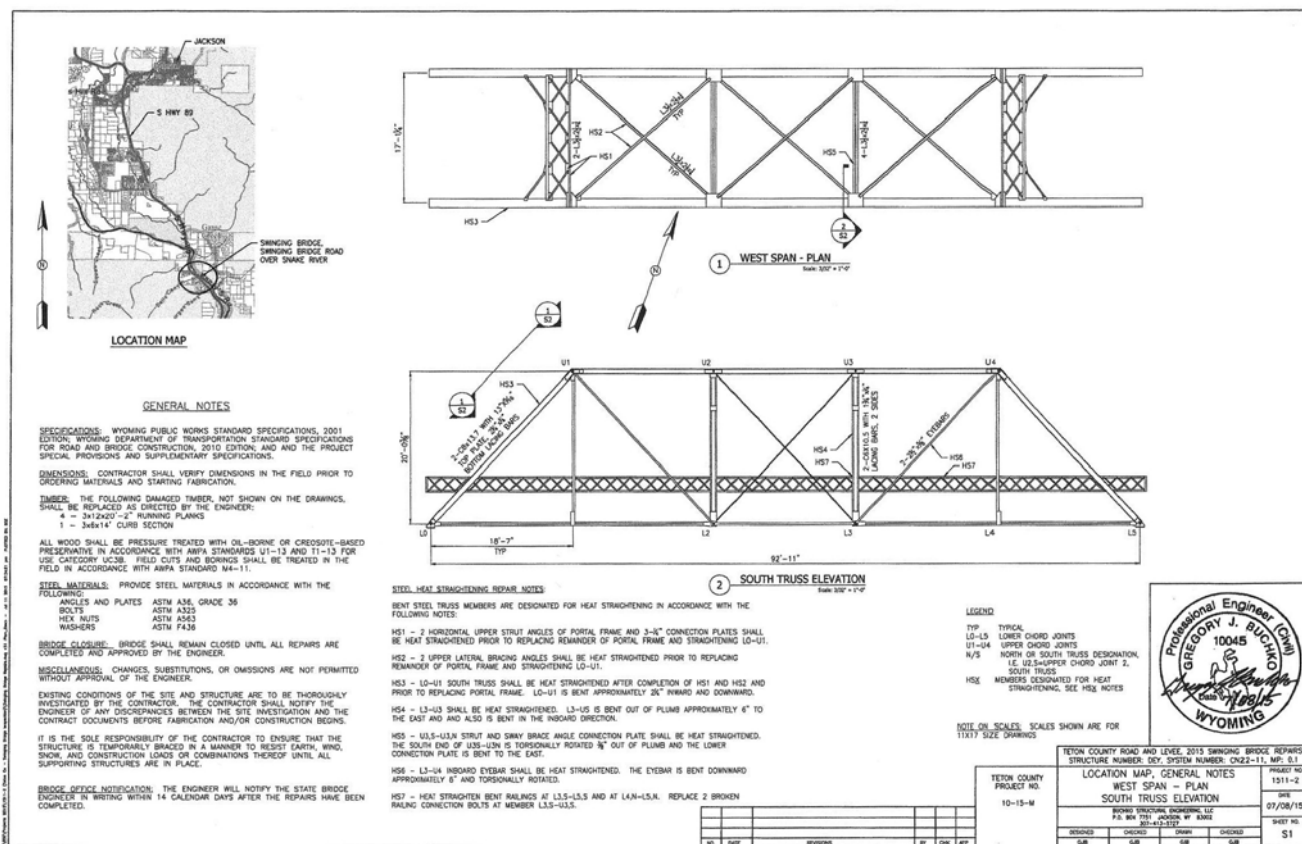


Figure 12.

Figure 13.



Bridge over Snake River, Structure DEY  
 Name of Property

Teton County, WY  
 County and State

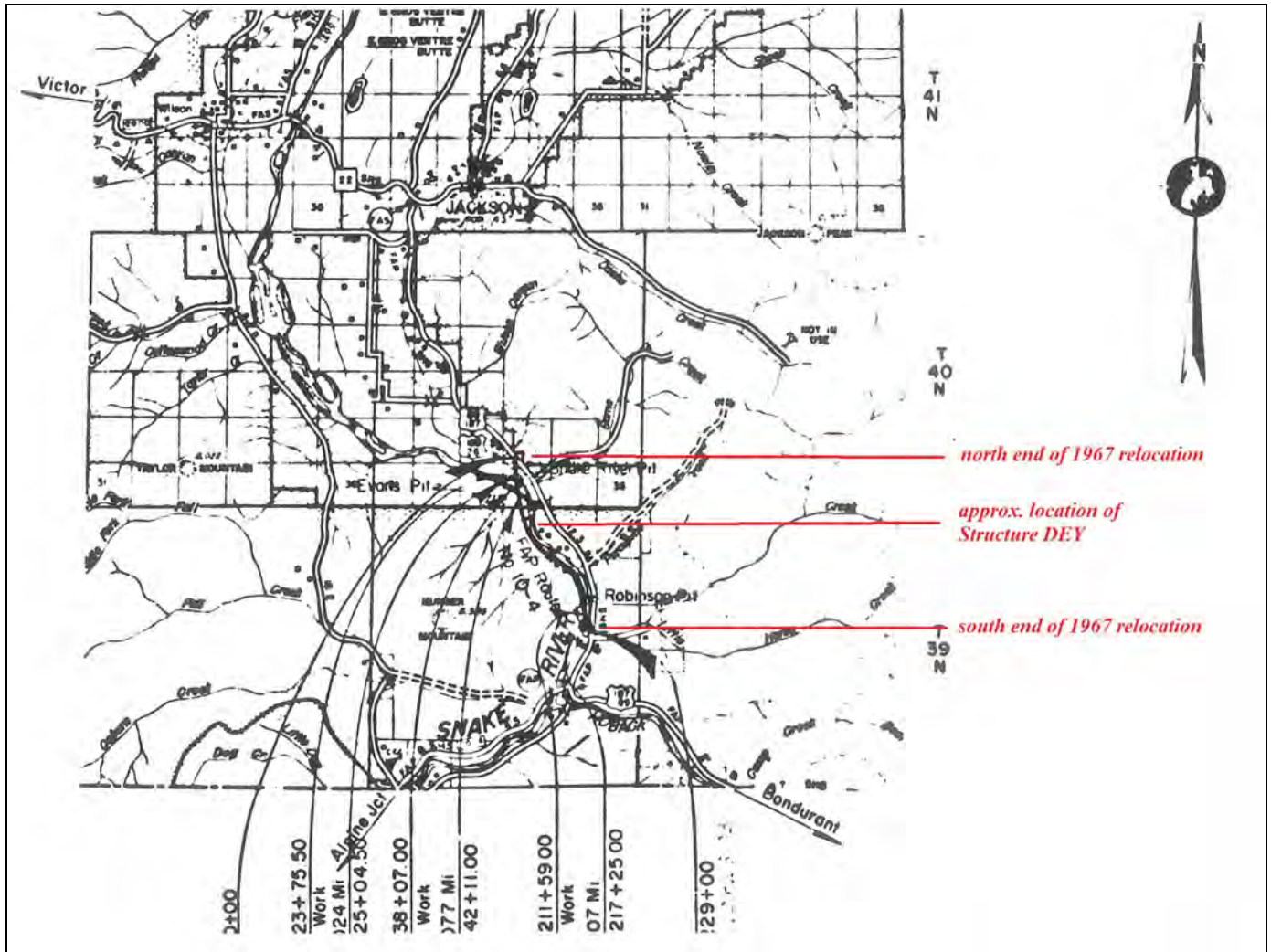


Figure 14. Detail of cover sheet for the relocation of the highway in the area of the current bridge. Plans were drawn up in 1966, and grading was complete by early 1968. (Wyoming State Highway Department, Project SCP 5759, 1966)