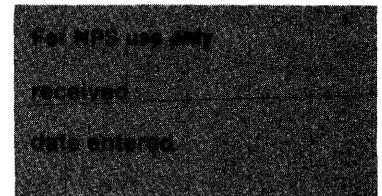


**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Inventory—Nomination Form**



Continuation sheet Wyoming Vehicular Bridges Item number 7

Page 13

CQA (continued)

Wyoming State 173 (Thermopolis - Buffalo Creek Road)  
2.9 miles south of Thermopolis T42N, R95W, S13.  
USGS Wedding of Waters 7½' quad UTM: 12.726265.4831445

DSD Bridge over Cheyenne River Niobrara County

erection date: ca. 1915 contractor: unknown  
span length: 130'8" abutments: concrete bent cap and full retaining  
total length: 133'0" piers: none  
roadway width: 16'6" roadway: timber decking  
span type: simple approaches: none

Single-span, steel rigid-connected 7-panel Pennsylvania through truss w/ sub-struts  
top chords: two channels w/ cover plates and lacing; bottom chords: two channels  
w/ batten plates; verticals: two channels w/ batten plates or lacing; diagonals:  
two angles w/ lacing; struts, lateral and sway bracing: angle; lattice guardrail.

Niobrara County Road CN14-46 milepost: 18.7  
3.2 miles east of Riverview T40N, R61W, S25.  
USGS Riverview 7½' quadrangle UTM: 13.570315.4807740

EDZ Irigary Bridge Johnson County (over Powder River)

erection date: 1913 contractor: Canton Bridge Company Canton Ohio  
moved: 1963 mover: Etlin Petersen Const. Casper Wyoming  
span length: 200'0" abutments: concrete sills on steel piles  
total length: 283'0" piers: steel pile bents w/ concrete caps  
roadway width: 14'2" roadway: timber decking  
span type: simple approaches: 39'4" steel girders

Single-span, steel pin-connected 10-panel Pennsylvania through truss w/ sub-ties  
top chords: two channels w/ cover plates and lacing; bottom chords: paired eyebars;  
verticals: eyebars and two channels w/ lacing; diagonals: eyebars; struts: two  
angles w/ lacing; lateral and sway bracing: round bars; angle guardrails; dec-  
orative builder's plate mounted over portal strut.

Johnson County Road CN16-254 milepost: 0.1  
18.1 miles northeast of Sussex T46N, R77W, S19.  
USGS Hoe Ranch 7½' quadrangle UTM: 13.407210.4865885

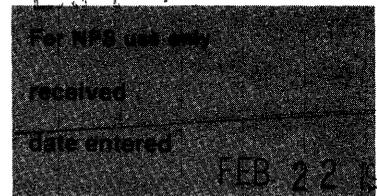
Rairden Bridge Big Horn County (over Big Horn River)

erection date: 1916 contractor: Monarch Engineering Company Denver  
span length: 250'0" abutments: concrete retaining w/ sweptback wings  
total length: 252'0" piers: none  
roadway width: 15'6" roadway: timber stringers and decking  
span type: simple approaches: none

Single-span, steel pin-connected 12-panel Pennsylvania through truss w/ sub-ties

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Inventory—Nomination Form**



Continuation sheet Wyoming Vehicular Bridges Item number 7

Page 14

(continued)

top chords: two channels w/ cover plates and lacing; bottom chords: paired flat eyebars; verticals: two channels w/ lacing; diagonals: paired flat eyebars or single square eyebars w/ turnbuckles; struts: angle; sway bracing: angles in lattice configuration; lateral bracing: round bars; lattice guardrails.

Immediately south of Big Horn County Road CN9-30 (abandoned)  
5.7 miles south of Manderson T49N, R92W, S28.  
USGS Rairden 7½' quadrangle UTM: 13.267080.4897390

Pratt truss configurations have also been used extensively for deck trusses in this country. Wyoming has no major deck trusses on its county road systems and only two on the state highway system. Both built in the early 1930s, these represent two distinct forms of later truss design - the continuous deck truss and the cantilevered truss. Both are included here.

✓ CKW Bridge over Powder River Sheridan County  
erection date: 1932-33 contractor: W.P. Roscoe Co.  
span length: 102' ea. abutments: concrete spill-through w/ sweptback wings  
total length: 452'0" piers: multiple columns on spread footings  
roadway width: 20'0" roadway: steel stringers w/ concrete deck  
span type: continuous approaches: shallower Pratt deck trusses  
Three-span, steel rigid-connected continuous Pratt deck truss  
top chords: two channels w/ batten plates and lacing; bottom chords: two channels w/ batten plates; verticals: rolled beams; diagonals: rolled beams; steel pipe guardrails.  
U.S. 14/16 (Ucross Junction - Gillette Road; S-0302) milepost: 55.06  
3.1 miles north of Arvada T55N, R77W, S34.  
USGS Arvada NE 7½' quadrangle UTM: 13.412885.4949715

✓ AJX Bridge over South Fork of Powder River Johnson County  
erection date: 1931-32 contractor: Omaha Steel Works Omaha Nebraska  
span length: unknown abutments: concrete retaining w/ sweptback wings  
total length: 306'10" piers: concrete solid shaft  
roadway width: 20' 0" roadway: steel stringers w/ concrete deck  
span type: cantilevered approaches: none  
Three-span, steel rigid-connected cantilevered Pratt deck truss w/ pin-connections between cantilever and approach spans  
top chords: two channels w/ batten plates; bottom chords: two channels w/ batten plates; verticals: rolled beams; diagonals: rolled beams; steel pipe guardrails.  
I-25 West Service Road (old Highway 87) milepost: 246.30  
6.9 miles south of Kaycee T42N, R81W, S09.  
USGS Johnson Wall Creek 7½' quad. UTM: 13.372815.4830690

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Inventory—Nomination Form**

For NPS use only  
Received  
Date entered

Continuation sheet Wyoming Vehicular Bridges Item number 8

Page 23

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

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Inventory—Nomination Form**

OMI NO. 74-1  
EXP. 12 1

For NPS use only  
REVISION  
date entered FEB 22 1985

Continuation sheet Wyoming Vehicular Bridges Item number 8

Page 24

(continued)

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.