UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 147 **COUNTY:** Box Elder **MILE POST:** 3.639

LOCATION: 0.8 MI.NO.OF BRIGHAM CITY **FEATURE CARRIED:** UNION PACIFIC RR

DISTRICT: Region 1 **FEATURE CROSSED:** SR-13

OWNER: State Highway Agency **BRIDGE TYPE:** Steel stringer/multi-beam or girder (302)

STRUCTURE LENGTH (FT): 96.1 **LENGTH OF MAXIMUM SPAN (FT):** 35.1

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1937

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

T. G. Rowland

Union Pacific Railroad/Utah State Road Commission

RESULTS OF RESEARCH/DATA COLLECTION:

This grade separation bridge is associated with USRC's initiative to improve safety at highway and railroad intersections prior to World War II. Research did not reveal that this bridge had features to distinguish it from other examples within its bridge type and was not considered significant.

This bridge has modest ornamental treatment to the rail/parapet. The addition of one modest aesthetic treatment is not adequate to demonstrate high artistic value.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

STRUCTURE NUMBER: 0C 147

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 345 **COUNTY:** Box Elder **MILE POST:** 28.695

LOCATION: SOUTH OF PLYMOUTH **FEATURE CARRIED:** SR-13

DISTRICT: Region 1 **FEATURE CROSSED:** MALAD RIVER

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete continuous tee beam (204)

STRUCTURE LENGTH (FT): 60.02 **LENGTH OF MAXIMUM SPAN (FT):** 41.98

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1933

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
B. O. Siegfus	Widened	1984
Utah State Road Commission - PWM	Change in railing/parapet	

RESULTS OF RESEARCH/DATA COLLECTION:

Added box beams during widening.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 345

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 383 **COUNTY:** Box Elder **MILE POST:** 5.217

LOCATION: NORTHWEST OF BRIGHAM CITY **FEATURE CARRIED:** SR-13

DISTRICT: Region 1 **FEATURE CROSSED:** CHASE SLOUGH

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete frame (107)

STRUCTURE LENGTH (FT): 21.98 **LENGTH OF MAXIMUM SPAN (FT):** 20.01

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1937

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

T. G. Rowland

Utah State Road Commission - PWM

RESULTS OF RESEARCH/DATA COLLECTION:

Bridge plans indicate, "STANDARD 20' Span Rigid Frame Conc. Br."
The use of standard plans for this bridge occurred after the initial period of standardization for this bridge type. This bridge displays a common design with no individual distinctive characteristics, variation of features, or evolutions within this bridge type. As such, the use of standard plans on this bridge is not considered a significant design feature.

This bridge has modest ornamental treatment to the rail/parapet. The addition of one modest aesthetic treatment is not adequate to demonstrate high artistic value.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 383

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 411 **COUNTY:** Box Elder **MILE POST:** 20.562

LOCATION: 0.7 MI NORTH HAWS CORNER **FEATURE CARRIED:** SR-13

DISTRICT: Region 1 **FEATURE CROSSED:** CORINNE CANAL

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete frame (107)

STRUCTURE LENGTH (FT): 21.98 **LENGTH OF MAXIMUM SPAN (FT):** 20.01

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1938

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Utah State Road Commission - FME

RESULTS OF RESEARCH/DATA COLLECTION:

Bridge plans indicate, "STANDARD 20' Span Rigid Frame Conc. Br." Bridge plans also indicate a standard for the railing - V-82-R1.
The use of standard plans for this bridge occurred after the initial period of standardization for this bridge type. This bridge displays a common design with no individual distinctive characteristics, variation of features, or evolutions within this bridge type. As such, the use of standard plans on this bridge is not considered a significant design feature.

This bridge has modest ornamental treatment to the rail/parapet. The addition of one modest aesthetic treatment is not adequate to demonstrate high artistic value.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 411

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 446 **COUNTY:** Box Elder **MILE POST:** 17.466

LOCATION: AT HAWS CORNER **FEATURE CARRIED:** SR-102

DISTRICT: Region 1 **FEATURE CROSSED:** CORINNE CANAL

OWNER: **BRIDGE TYPE:** Concrete slab (101)

STRUCTURE LENGTH (FT): 36.08 **LENGTH OF MAXIMUM SPAN (FT):** 29.85

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1940

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Utah State Road Commission

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

STRUCTURE NUMBER: 0D 446

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 820 **COUNTY:** Box Elder **MILE POST:** 8.146

LOCATION: 0.47 MI SOUTH OF THATCHER **FEATURE CARRIED:** SR-102

DISTRICT: Region 1 **FEATURE CROSSED:** WEST CANAL

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete slab (101)

STRUCTURE LENGTH (FT): 25.91 **LENGTH OF MAXIMUM SPAN (FT):** 24.93

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1935

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Change in railing/parapet

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 820

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E 980 **COUNTY:** Box Elder **MILE POST:** 29.165

LOCATION: SOUTH OF PLYMOUTH **FEATURE CARRIED:** SR-13

DISTRICT: Region 1 **FEATURE CROSSED:** BOTHWELL CANAL

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete culvert (119)

STRUCTURE LENGTH (FT): 25.91 **LENGTH OF MAXIMUM SPAN (FT):** 23.94

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1939

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
F.R. Knowlton	Change in railing/parapet	
Utah State Road Commission	Widened	1954

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E 980

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 145 **COUNTY:** Cache **MILE POST:** 42.401

LOCATION: 2.8 MI SO IDAHO STATE LN. **FEATURE CARRIED:** US-91 (SR-91)

DISTRICT: Region 1 **FEATURE CROSSED:** ABANDONED RAILROAD X-ING

OWNER: **BRIDGE TYPE:** Steel stringer/multi-beam or girder (302)

STRUCTURE LENGTH (FT): 41 **LENGTH OF MAXIMUM SPAN (FT):** 37.06

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1936

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Utah State Road Commission

RESULTS OF RESEARCH/DATA COLLECTION:

This grade separation bridge is associated with USRC's initiative to improve safety at highway and railroad intersections prior to World War II.

This bridge exhibits a substantial skew (greater than 54 degrees).

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This bridge is significant as an early example (pre-1941) of a grade separation structure associated with the state's highway safety improvement program.

The exceptional skew of this bridge (greater than 54 degrees) demonstrates an engineering solution to accommodate a particular site challenge. An exceptional skew represents an important variation within a given bridge type and is considered a significant feature in bridge engineering.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge is eligible under Criterion A as it has a direct and important association with a significant historic program or project at the state level. Further, it retains the historic integrity necessary to convey its historical significance.

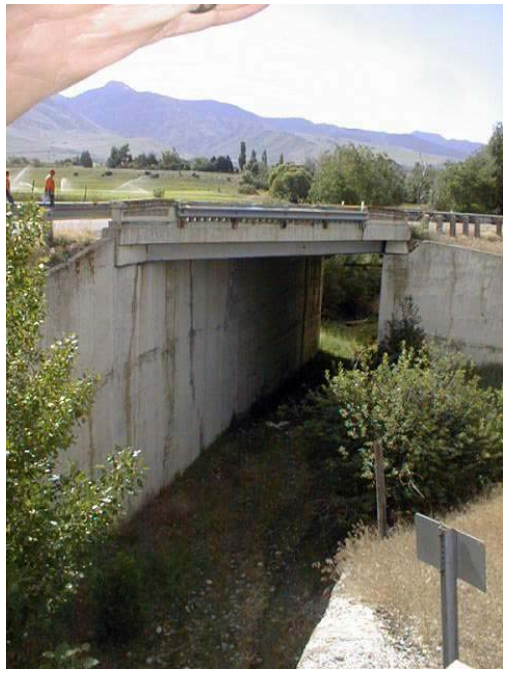
This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

NATIONAL REGISTER DETERMINATION: Eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 145

PHOTOGRAPHS



SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 368 **COUNTY:** Cache **MILE POST:** 0.994

LOCATION: EAST OF WELLSVILLE **FEATURE CARRIED:** SR-101

DISTRICT: Region 1 **FEATURE CROSSED:** LITTLE BEAR RIVER

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete tee beam (104)

STRUCTURE LENGTH (FT): 42.97 **LENGTH OF MAXIMUM SPAN (FT):** 41

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1934

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Berntson and Kuhre

Utah State Road Commission

RESULTS OF RESEARCH/DATA COLLECTION:

National Recovery Highway (NRH) project 127-B.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This bridge was constructed within the early period (1934-1936) of the state's implementation of projects under the National Recovery Act.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge is eligible under Criterion A as it has a direct and important association with a significant historic program or project at the state level. Further, it retains the historic integrity necessary to convey its historical significance.

This bridge does not appear to possess significance under the National Register Criteria for Evaluation for Criterion C. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction. As such, it is recommended not eligible under Criterion C.

NATIONAL REGISTER DETERMINATION: Eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 368

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 681 **COUNTY:** Cache **MILE POST:** 29.029

LOCATION: 5 MILES NORTH OF TRENTON **FEATURE CARRIED:** SR-23

DISTRICT: Region 1 **FEATURE CROSSED:** WEST CACHE CANAL

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete frame (107)

STRUCTURE LENGTH (FT): 22.96 **LENGTH OF MAXIMUM SPAN (FT):** 20.99

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1932

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
	Widened	1960
1932: Utah State Road Commission - CAS; 1960: Utah State Road Commission Structures Division - CGW	Change in railing/parapet	1960

RESULTS OF RESEARCH/DATA COLLECTION:

Bridge plans indicate, "STANDARD 20' Span Rigid Frame Concrete Bridge."
The use of standard plans for this bridge occurred after the initial period of standardization for this bridge type. This bridge displays a common design with no individual distinctive characteristics, variation of features, or evolutions within this bridge type. As such, the use of standard plans on this bridge is not considered a significant design feature.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 681

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 707 **COUNTY:** Cache **MILE POST:** 386.597

LOCATION: 8.8 MILES UP LOGAN CANYON **FEATURE CARRIED:** US-89 (SR-89)

DISTRICT: Region 1 **FEATURE CROSSED:** LOGAN RIVER

OWNER: **BRIDGE TYPE:** Concrete tee beam (104)

STRUCTURE LENGTH (FT): 180.07 **LENGTH OF MAXIMUM SPAN (FT):** 44.94

NUMBER OF MAIN SPANS: 4 **YEAR BUILT:** 1932

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Olof Nelson	Widened	1969
U.S. Bureau of Public Roads, San Francisco Office		

RESULTS OF RESEARCH/DATA COLLECTION:

Vicinity of Cache National Forest.
This bridge exhibits a substantial skew (greater than 54 degrees).

This bridge was identified and evaluated due to its close geographic proximity to an important recreational area and its association with efforts by USRC to enhance auto tourism in Utah. Investigations into this bridge did not reveal evidence that demonstrates that the construction of this bridge, individually, played an important or direct role in providing greater access to recreational areas or increasing auto tourism.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

The exceptional skew of this bridge (greater than 54 degrees) demonstrates an engineering solution to accommodate a particular site challenge. An exceptional skew represents an important variation within a given bridge type and is considered a significant feature in bridge engineering.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge possesses significance under the National Register Criteria for Evaluation for Criterion C for its distinctive features; however, it does not retain the historic integrity necessary to convey its design, engineering, or construction significance. As such, it is not eligible under Criterion C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 707

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E 588A **COUNTY:** Cache **MILE POST:** 104.201

LOCATION: 4.8 MILES WEST OF LOGAN **FEATURE CARRIED:** SR-30

DISTRICT: Region 1 **FEATURE CROSSED:** LITTLE BEAR RIVER O'FLO

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete continuous culvert (219)

STRUCTURE LENGTH (FT): 26.9 **LENGTH OF MAXIMUM SPAN (FT):** 12.14

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1937

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Utah State Road Commission

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge has modest ornamental treatment to the rail/parapet. The addition of one modest aesthetic treatment is not adequate to demonstrate high artistic value.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E 588A

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E 588D **COUNTY:** Cache **MILE POST:** 104.715

LOCATION: 4.3 MILES WEST OF LOGAN **FEATURE CARRIED:** SR-30

DISTRICT: Region 1 **FEATURE CROSSED:** LITTLE BEAR RIVER O'FLO

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete culvert (119)

STRUCTURE LENGTH (FT): 24.93 **LENGTH OF MAXIMUM SPAN (FT):** 12.14

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1937

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

T. G. Rowland

Utah State Road Commission - CGW

RESULTS OF RESEARCH/DATA COLLECTION:

Bridge plans indicate standard railing, "Concrete Drg. V-82-R1."
The use of standard plans for this bridge occurred after the initial period of standardization for this bridge type. This bridge displays a common design with no individual distinctive characteristics, variation of features, or evolutions within this bridge type. As such, the use of standard plans on this bridge is not considered a significant design feature.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E 588D

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E 635 **COUNTY:** Cache **MILE POST:** 18.966

LOCATION: EAST EDGE OF NEWTON **FEATURE CARRIED:** SR-23

DISTRICT: Region 1 **FEATURE CROSSED:** NEWTON CREEK

OWNER: **BRIDGE TYPE:** Concrete culvert (119)

STRUCTURE LENGTH (FT): 21.98 **LENGTH OF MAXIMUM SPAN (FT):** 20.01

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1938

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Change in railing/parapet

Utah State RoadCommission

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge has modest ornamental treatment with recessed panels. The addition of this modest aesthetic treatment is not adequate to demonstrate high artistic value.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E 635

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1233 **COUNTY:** Cache **MILE POST:** 463.075

LOCATION: 1 MILE UP LOGAN CANYON **FEATURE CARRIED:** US-89 (SR-89)

DISTRICT: Region 1 **FEATURE CROSSED:** HYDE PARK CANAL

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete culvert (119)

STRUCTURE LENGTH (FT): 64.94 **LENGTH OF MAXIMUM SPAN (FT):** 57.07

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1931

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
	Widened	1961

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge exhibits a substantial skew (greater than 54 degrees).

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

The exceptional skew of this bridge (greater than 54 degrees) demonstrates an engineering solution to accommodate a particular site challenge. An exceptional skew represents an important variation within a given bridge type and is considered a significant feature in bridge engineering.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge possesses significance under the National Register Criteria for Evaluation for Criterion C for its distinctive features; however, it does not retain the historic integrity necessary to convey its design, engineering, or construction significance. As such, it is not eligible under Criterion C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1233

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 378 **COUNTY:** Davis **MILE POST:** 4.279

LOCATION: 0.5 MILE WEST OF CLINTON **FEATURE CARRIED:** SR-37

DISTRICT: Region 1 **FEATURE CROSSED:** HOOPER CANAL

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete frame (107)

STRUCTURE LENGTH (FT): 21.98 **LENGTH OF MAXIMUM SPAN (FT):** 20.01

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1935

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Preece and Corbett

Utah State Road Commission - CAS

RESULTS OF RESEARCH/DATA COLLECTION:

National Recovery Secondary (NRS) project 160. Bridge plans indicate, "STANDARD 20' Span Rigid Frame Conc. Br." Also includes standard plan for railing "V-82-R1." This bridge is associated with Depression era programs.

The use of standard plans for this bridge occurred after the initial period of standardization for this bridge type. This bridge displays a common design with no individual distinctive characteristics, variation of features, or evolutions within this bridge type. As such, the use of standard plans on this bridge is not considered a significant design feature.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This bridge was constructed within the early period (1934-1936) of the state's implementation of projects under the National Recovery Act.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge is eligible under Criterion A as it has a direct and important association with a significant historic program or project at the state level. Further, it retains the historic integrity necessary to convey its historical significance.

This bridge does not appear to possess significance under the National Register Criteria for Evaluation for Criterion C. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction. As such, it is recommended not eligible under Criterion C.

NATIONAL REGISTER DETERMINATION: Eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 378

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 734 **COUNTY:** Davis **MILE POST:** 8.107

LOCATION: 100 W 600 N FARMINGTON **FEATURE CARRIED:** SR-106

DISTRICT: Region 1 **FEATURE CROSSED:** FARMINGTON CREEK

OWNER: **BRIDGE TYPE:** Concrete frame (107)

STRUCTURE LENGTH (FT): 22.96 **LENGTH OF MAXIMUM SPAN (FT):** 20.99

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1927

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Christensen, Jacobs and Gardner	Change in railing/parapet	
Utah State Road Commission	Widened	1963

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge illustrates the early use of this established bridge type in Utah.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This bridge is an early example of an established bridge type representing an important specimen of its type and period of construction and is considered significant.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge possesses significance under the National Register Criteria for Evaluation for Criterion C for its distinctive features; however, it does not retain the historic integrity necessary to convey its design, engineering, or construction significance. As such, it is not eligible under Criterion C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

STRUCTURE NUMBER: 0D 734

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 3C 330 **COUNTY:** Davis **MILE POST:** 70.65

LOCATION: 500 W.2000 SO.-BOUNTIFUL **FEATURE CARRIED:** SR-68, SBL

DISTRICT: Region 1 **FEATURE CROSSED:** US-89 (SR-89)

OWNER: State Highway Agency **BRIDGE TYPE:** Steel girder and floorbeam system (303)

STRUCTURE LENGTH (FT): 151.86 **LENGTH OF MAXIMUM SPAN (FT):** 101.02

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1935

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Utah State Road Commission - FME (1959)	Widened	1960
Utah State Road Commission - JAU; Weher Construction Co. Inc. (1934)		

RESULTS OF RESEARCH/DATA COLLECTION:

Plans show that General Manager of the Bamberger Electric Railroad approved plans in 1934. National Recovery Highway (NRH) project 112-D. This grade separation bridge is associated with USRC's initiative to improve safety at highway and railroad intersections prior to World War II.

This bridge exhibits a substantial skew (greater than 54 degrees).

The construction of steel girder and floorbeam system (303) bridges is not common in Utah and there are less than 10 extant examples within this bridge type.

Application of ornate geometric motifs to express contemporary trends of industrialization and modernization is a key feature of the Art Deco and Streamline Moderne styles.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This bridge is significant as an early example (pre-1941) of a grade separation structure associated with the state's highway safety improvement program.

This bridge was constructed within the early period (1934-1936) of the state's implementation of projects under the National Recovery Act.

The exceptional skew of this bridge (greater than 54 degrees) demonstrates an engineering solution to accommodate a particular site challenge. An exceptional skew represents an important variation within a given bridge type and is considered a significant feature in bridge engineering.

The design of this bridge has high artistic value as expressed in the application of aesthetic treatments in bridge design associated with the Art Deco and Streamline Moderne styles.

This bridge represents a bridge type not common to Utah. Based on its rarity, it is considered significant as one of relatively few specimens illustrating its type.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge is associated with an important historic program or project at the state or local level; however, it does not retain historic integrity necessary to convey historical significance. As such, it is not eligible under Criterion A.

This bridge represents an uncommon, rare, or newly established bridge type in Utah constructed; however, it does not retain historic integrity necessary to convey engineering significance. As such, it is not eligible under Criterion C.

This bridge possesses significance under the National Register Criteria for Evaluation for Criterion C for its distinctive features; however, it does not retain the historic integrity necessary to convey its design, engineering, or construction significance. As such, it is not eligible under Criterion C.

This bridge possesses artistic value as illustrated through its overall design, outstanding architectural treatment, or notable use of ornamentation; however, it does not retain the historic integrity necessary to convey design significance. As such, it is not eligible under Criterion C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 3C 330

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 164 **COUNTY:** Morgan **MILE POST:** 13.174

LOCATION: IN MORGAN CITY **FEATURE CARRIED:** SR-66

DISTRICT: Region 1 **FEATURE CROSSED:** WEBER RIVER

OWNER: **BRIDGE TYPE:** Steel stringer/multi-beam or girder (302)

STRUCTURE LENGTH (FT): 69.86 **LENGTH OF MAXIMUM SPAN (FT):** 65.93

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1937

ENGINEER / DESIGNER:

L. A. Young Construction Company

Utah State Road Commission

ALTERATIONS:

Change in railing/parapet

DATE OF ALTERATION (IF KNOWN):

RESULTS OF RESEARCH/DATA COLLECTION:

Bridge may have been replaced. 2009 photographs show a bridge under construction.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

STRUCTURE NUMBER: 0C 164

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 261 **COUNTY:** Morgan **MILE POST:** 0.998

LOCATION: 1 MILE EAST MT.GREEN INT. **FEATURE CARRIED:** SR-167

DISTRICT: Region 1 **FEATURE CROSSED:** GORDON CREEK

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete slab (101)

STRUCTURE LENGTH (FT): 43.95 **LENGTH OF MAXIMUM SPAN (FT):** 20.01

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1927

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Morrison-Knudsen Company	Change in railing/parapet	
Utah State Road Commission - FME	Replacement of main members	1985

RESULTS OF RESEARCH/DATA COLLECTION:

Vicinity of Weber Canyon.
This bridge was identified as crossing a major river, gorge, or canyon in the state. Research did not reveal an important and direct association to link the construction, individually, of this bridge to providing a major crossing to substantially improve transportation access or safety in Utah.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 261

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 377 **COUNTY:** Morgan **MILE POST:** 8.779

LOCATION: WITHIN PORTERVILLE **FEATURE CARRIED:** SR-66

DISTRICT: Region 1 **FEATURE CROSSED:** EAST CANYON CREEK

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete tee beam (104)

STRUCTURE LENGTH (FT): 32.14 **LENGTH OF MAXIMUM SPAN (FT):** 29.85

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1934

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

L. A. Young Construction Company

Utah State Road Commission

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge has modest ornamental treatment to the rail/parapet. The addition of one modest aesthetic treatment is not adequate to demonstrate high artistic value.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

STRUCTURE NUMBER: 0D 377

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0A 388 **COUNTY:** Rich **MILE POST:** 133.283

LOCATION: 2.3 MI.WEST OF WYO LINE **FEATURE CARRIED:** SR-30

DISTRICT: Region 1 **FEATURE CROSSED:** BECKWITH CANAL

OWNER: **BRIDGE TYPE:** Timber stringer/multi-beam or girder (702)

STRUCTURE LENGTH (FT): 22.96 **LENGTH OF MAXIMUM SPAN (FT):** 20.99

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1941

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

W. W. Clyde & Company

Utah State Road Commission

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0A 388

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 205 **COUNTY:** Rich **MILE POST:** 134.176

LOCATION: 1.4 MI.WEST OF WYO LINE **FEATURE CARRIED:** SR-30

DISTRICT: Region 1 **FEATURE CROSSED:** BEAR RIVER

OWNER: State Highway Agency **BRIDGE TYPE:** Steel stringer/multi-beam or girder (302)

STRUCTURE LENGTH (FT): 175.81 **LENGTH OF MAXIMUM SPAN (FT):** 60.02

NUMBER OF MAIN SPANS: 4 **YEAR BUILT:** 1941

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

W. W. Clyde & Company

Utah State Road Commission - JAU

RESULTS OF RESEARCH/DATA COLLECTION:

Bridge has welded connections in addition to riveted and bolted connections.
Early use of large-scale welding in Utah.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This bridge represents large-scale welding for bridge construction during the early period of use of this technology in Utah and is considered a significant design feature.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

NATIONAL REGISTER DETERMINATION: Eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 205

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 324 **COUNTY:** Rich **MILE POST:** 19.959

LOCATION: .8 MILE SOUTH OF RANDOLPH **FEATURE CARRIED:** SR-16

DISTRICT: Region 1 **FEATURE CROSSED:** BIG CREEK

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete slab (101)

STRUCTURE LENGTH (FT): 35.1 **LENGTH OF MAXIMUM SPAN (FT):** 29.85

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1934

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
	Change in railing/parapet	
	Widened	1985

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 324

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 381 **COUNTY:** Rich **MILE POST:** 20.164

LOCATION: SOUTH END OF RANDOLPH **FEATURE CARRIED:** SR-16

DISTRICT: Region 1 **FEATURE CROSSED:** WOODRUFF-RANDOLPH CANAL

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete frame (107)

STRUCTURE LENGTH (FT): 25.91 **LENGTH OF MAXIMUM SPAN (FT):** 23.94

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1934

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
L. A. Young Construction Company	Widened	1985
Utah Department of Transportation Structures Division - PCR; Utah State Road Commission - CGS (1985)	Change in railing/parapet	1985

RESULTS OF RESEARCH/DATA COLLECTION:

Widened with prestressed concrete slab.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 381

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 382 **COUNTY:** Rich **MILE POST:** 17.192

LOCATION: 3 MILES SOUTH OF RANDOLPH **FEATURE CARRIED:** SR-16

DISTRICT: Region 1 **FEATURE CROSSED:** WOODRUFF-RANDOLPH CANAL

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete continuous slab (201)

STRUCTURE LENGTH (FT): 42.97 **LENGTH OF MAXIMUM SPAN (FT):** 20.99

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1934

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
L. A. Young Construction Company	Change in railing/parapet	1984
Utah State Road Commission - CJS	Widened	1984

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 382

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 420 **COUNTY:** Rich **MILE POST:** 23.989

LOCATION: 5.4 MI SO SAGE CREEK JCT **FEATURE CARRIED:** SR-16

DISTRICT: Region 1 **FEATURE CROSSED:** WOODRUFF-RANDOLPH CANAL

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete slab (101)

STRUCTURE LENGTH (FT): 21.98 **LENGTH OF MAXIMUM SPAN (FT):** 20.01

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1935

ENGINEER / DESIGNER:

L. A. Young Construction Company

Utah State Road Commission - JHB

ALTERATIONS:

Change in railing/parapet

DATE OF ALTERATION (IF KNOWN):

RESULTS OF RESEARCH/DATA COLLECTION:

Standard design D-384.
The use of standard plans for this bridge occurred after the initial period of standardization for this bridge type. This bridge displays a common design with no individual distinctive characteristics, variation of features, or evolutions within this bridge type. As such, the use of standard plans on this bridge is not considered a significant design feature.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

STRUCTURE NUMBER: 0D 420

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 427 **COUNTY:** Rich **MILE POST:** 10.29

LOCATION: WITHIN WOODRUFF **FEATURE CARRIED:** SR-16

DISTRICT: Region 1 **FEATURE CROSSED:** WOODRUFF CREEK

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete frame (107)

STRUCTURE LENGTH (FT): 21.98 **LENGTH OF MAXIMUM SPAN (FT):** 20.01

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1935

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

L. A. Young Construction Company

Utah State Road Commission - KWT

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge has modest ornamental treatment to the rail/parapet. The addition of one modest aesthetic treatment is not adequate to demonstrate high artistic value.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 427

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 388 **COUNTY:** Weber **MILE POST:** 28.746

LOCATION: 9.5 MI.EAST OF HUNTSVILLE **FEATURE CARRIED:** SR-39

DISTRICT: Region 1 **FEATURE CROSSED:** BEAVER CREEK

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete frame (107)

STRUCTURE LENGTH (FT): 21.98 **LENGTH OF MAXIMUM SPAN (FT):** 20.01

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1936

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

F. B. Bothwell

Utah State Road Commission - KWT

RESULTS OF RESEARCH/DATA COLLECTION:

National Recovery Secondary (NRS) project 132-C.
This bridge has modest ornamental treatment to the rail/parapet. The addition of one modest aesthetic treatment is not adequate to demonstrate high artistic value.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This bridge was constructed within the early period (1934-1936) of the state's implementation of projects under the National Recovery Act.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge is eligible under Criterion A as it has a direct and important association with a significant historic program or project at the state level. Further, it retains the historic integrity necessary to convey its historical significance.

This bridge does not appear to possess significance under the National Register Criteria for Evaluation for Criterion C. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction. As such, it is recommended not eligible under Criterion C.

NATIONAL REGISTER DETERMINATION: Eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

STRUCTURE NUMBER: 0D 388

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 389 **COUNTY:** Weber **MILE POST:** 29.2

LOCATION: 10 MI. EAST OF HUNTSVILLE **FEATURE CARRIED:** SR-39

DISTRICT: Region 1 **FEATURE CROSSED:** BEAVER CREEK

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete frame (107)

STRUCTURE LENGTH (FT): 32.14 **LENGTH OF MAXIMUM SPAN (FT):** 28.86

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1936

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

F. B. Bothwell

Utah State Road Commission - RGC

RESULTS OF RESEARCH/DATA COLLECTION:

National Recovery Secondary (NRS) project 132-C.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This bridge was constructed within the early period (1934-1936) of the state's implementation of projects under the National Recovery Act.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge is eligible under Criterion A as it has a direct and important association with a significant historic program or project at the state level. Further, it retains the historic integrity necessary to convey its historical significance.

This bridge does not appear to possess significance under the National Register Criteria for Evaluation for Criterion C. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction. As such, it is recommended not eligible under Criterion C.

NATIONAL REGISTER DETERMINATION: Eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 389

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 395 **COUNTY:** Weber **MILE POST:** 32.418

LOCATION: 14.5 MI. E. OF HUNTSVILLE **FEATURE CARRIED:** SR-39

DISTRICT: Region 1 **FEATURE CROSSED:** BEAVER CREEK

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete frame (107)

STRUCTURE LENGTH (FT): 25.91 **LENGTH OF MAXIMUM SPAN (FT):** 22.96

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1936

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

F. B. Bothwell

Utah State Road Commission - PWM

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge has modest ornamental treatment to the rail/parapet. The addition of one modest aesthetic treatment is not adequate to demonstrate high artistic value.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 395

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 499 **COUNTY:** Weber **MILE POST:** 1.441

LOCATION: 1.9 MI.SO.JCT.with SR-26 **FEATURE CARRIED:** SR-60

DISTRICT: Region 1 **FEATURE CROSSED:** UP&L PENSTOCK PIPE

OWNER: **BRIDGE TYPE:** Concrete continuous slab (201)

STRUCTURE LENGTH (FT): 25.91 **LENGTH OF MAXIMUM SPAN (FT):** 12.14

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1929

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

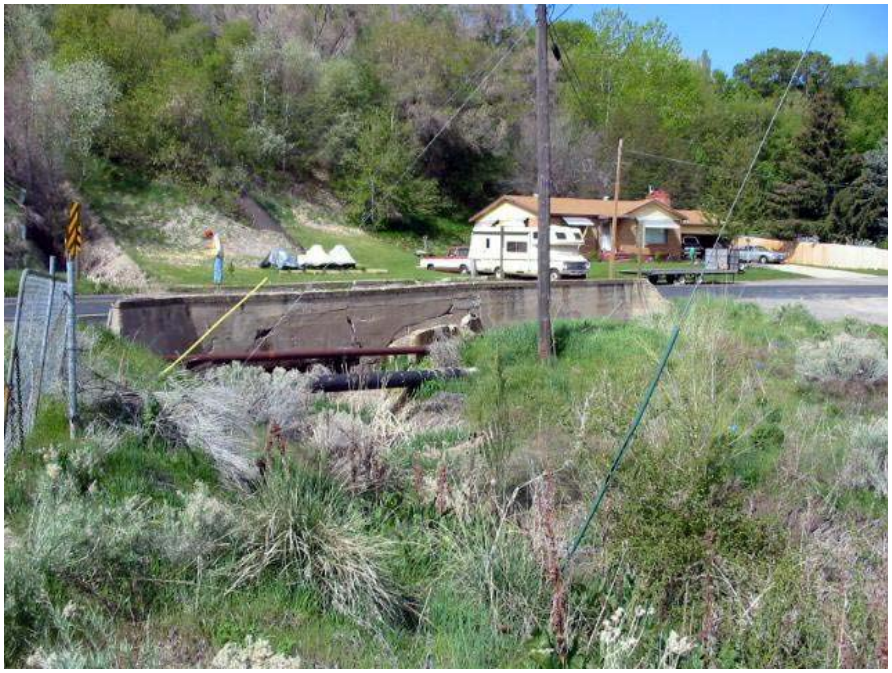
This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 499

PHOTOGRAPHS



SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 744 **COUNTY:** Weber **MILE POST:** 2.239

LOCATION: NORTHWEST GATE HILL AFB **FEATURE CARRIED:** SR-97

DISTRICT: Region 1 **FEATURE CROSSED:** WEBER-DAVIS CO. CANAL

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete tee beam (104)

STRUCTURE LENGTH (FT): 56.09 **LENGTH OF MAXIMUM SPAN (FT):** 40.02

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1942

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Change in railing/parapet

Utah State Road Commission - OTP Widened

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge is located along a route or in areas known to have provided transportation access to military installations and defense industries during World War II (1942-1945). Research did not reveal an important and direct association to link the construction, individually, of this bridge to providing an important role in transportation related to specific wartime programs.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 744

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 003004D **COUNTY:** Box Elder **MILE POST:** 0

LOCATION: WEST SIDE OF SNOWVILLE **FEATURE CARRIED:** TOWN STR.-FA. #526

DISTRICT: Region 1 Local **FEATURE CROSSED:** DEEP CREEK

OWNER: Township Highway Agency **BRIDGE TYPE:** Concrete continuous tee beam (204)

STRUCTURE LENGTH (FT): 66.91 **LENGTH OF MAXIMUM SPAN (FT):** 21.98

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1941

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

The Contracting Corporation

Utah State Road Commission - OTP

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge has modest ornamental treatment to the rail/parapet. The addition of one modest aesthetic treatment is not adequate to demonstrate high artistic value.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 003004D

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 003021C **COUNTY:** Box Elder **MILE POST:** 0

LOCATION: 850 NORTH 6800 WEST **FEATURE CARRIED:** 6800 WEST STREET

DISTRICT: Region 1 Local **FEATURE CROSSED:** WEST CORINNE CANAL

OWNER: County Highway Agency **BRIDGE TYPE:** Concrete slab (101)

STRUCTURE LENGTH (FT): 22.96 **LENGTH OF MAXIMUM SPAN (FT):** 20.99

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1920

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
	Widened	2002

RESULTS OF RESEARCH/DATA COLLECTION:

Widened with 11 steel girders.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 003021C

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 003025D **COUNTY:** Box Elder **MILE POST:** 0

LOCATION: 2880 NORTH 6800 WEST. **FEATURE CARRIED:** 6800 WEST STREET

DISTRICT: Region 1 Local **FEATURE CROSSED:** WEST CORINNE CANAL

OWNER: County Highway Agency **BRIDGE TYPE:** Concrete slab (101)

STRUCTURE LENGTH (FT): 29.52 **LENGTH OF MAXIMUM SPAN (FT):** 28.01

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1945

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 003025D

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 003027C **COUNTY:** Box Elder **MILE POST:** 0

LOCATION: 0.1 MILE E. OF FIELDING **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 1 Local **FEATURE CROSSED:** WEST CANAL

OWNER: County Highway Agency **BRIDGE TYPE:** Steel stringer/multi-beam or girder (302)

STRUCTURE LENGTH (FT): 37.06 **LENGTH OF MAXIMUM SPAN (FT):** 35.1

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** c.1945

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Change in railing/parapet

RESULTS OF RESEARCH/DATA COLLECTION:

Riveted splice plates.
The use of rivets and/or bolts on this bridge occurred after the early period of introduction for these connection types. As such, the presence of these connections on this bridge does not represent an early period of use of this technology in bridge design in Utah and it is not considered a significant design feature.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 003027C

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 003032C **COUNTY:** Box Elder **MILE POST:** 0

LOCATION: 3.5 MILES SOUTH OF ELWOOD **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 1 Local **FEATURE CROSSED:** CORINNE CANAL

OWNER: County Highway Agency **BRIDGE TYPE:** Steel stringer/multi-beam or girder (302)

STRUCTURE LENGTH (FT): 22.96 **LENGTH OF MAXIMUM SPAN (FT):** 20.99

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** c.1940

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Change in railing/parapet

RESULTS OF RESEARCH/DATA COLLECTION:

Reused steel beams from railroad. The use of railroad beams is does not represent a distinctive characteristic in bridge design or an important variation or transition within bridge engineering. As such, this design feature is not considered significant.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 003032C

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 003033C **COUNTY:** Box Elder **MILE POST:** 0

LOCATION: 5200 W.8000 NO.IN ELWOOD **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 1 Local **FEATURE CROSSED:** CORINNE CANAL

OWNER: Township Highway Agency **BRIDGE TYPE:** Steel stringer/multi-beam or girder (302)

STRUCTURE LENGTH (FT): 29.85 **LENGTH OF MAXIMUM SPAN (FT):** 27.88

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1945

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 003033C

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 003039C **COUNTY:** Box Elder **MILE POST:** 0

LOCATION: 5200 W.9600 NO.IN ELWOOD **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 1 Local **FEATURE CROSSED:** CORINNE CANAL

OWNER: Township Highway Agency **BRIDGE TYPE:** Steel stringer/multi-beam or girder (302)

STRUCTURE LENGTH (FT): 28.86 **LENGTH OF MAXIMUM SPAN (FT):** 25.91

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** c.1945

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 003039C

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 003040C **COUNTY:** Box Elder **MILE POST:** 0

LOCATION: W.OF I-15 INT. IN ELWOOD **FEATURE CARRIED:** TOWN ROAD-FA.#512

DISTRICT: Region 1 Local **FEATURE CROSSED:** MALAD RIVER

OWNER: Township Highway Agency **BRIDGE TYPE:** Steel stringer/multi-beam or girder (302)

STRUCTURE LENGTH (FT): 41 **LENGTH OF MAXIMUM SPAN (FT):** 38.05

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** c.1945

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 003040C

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 003041C **COUNTY:** Box Elder **MILE POST:** 0

LOCATION: WEST OF CUTLER DAM **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 1 Local **FEATURE CROSSED:** BEAR RIVER

OWNER: County Highway Agency **BRIDGE TYPE:** Steel continuous truss - deck (409)

STRUCTURE LENGTH (FT): 229.93 **LENGTH OF MAXIMUM SPAN (FT):** 75.11

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1945

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

RESULTS OF RESEARCH/DATA COLLECTION:

Warren Deck Truss.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This bridge represents a bridge type not common to Utah. Based on its rarity, it is considered significant as one of relatively few specimens illustrating its type.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge demonstrates important bridge building practices of an uncommon bridge type in Utah. As such, it illustrates the pattern of features typical of this rare bridge type and is recommended eligible under Criterion C.

NATIONAL REGISTER DETERMINATION: Eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 003041C

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 003046D **COUNTY:** Box Elder **MILE POST:** 0

LOCATION: 2 MI.W. TREMONTON AIRPORT **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 1 Local **FEATURE CROSSED:** WEST CANAL

OWNER: County Highway Agency **BRIDGE TYPE:** Concrete tee beam (104)

STRUCTURE LENGTH (FT): 28.86 **LENGTH OF MAXIMUM SPAN (FT):** 26.9

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1928

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Utah State Road Commission - FME

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 003046D

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 003047C **COUNTY:** Box Elder **MILE POST:** 0

LOCATION: WEST SIDE OF GARLAND **FEATURE CARRIED:** CITY ROAD-GARLAND

DISTRICT: Region 1 Local **FEATURE CROSSED:** WEST CANAL

OWNER: City Highway Agency **BRIDGE TYPE:** Steel stringer/multi-beam or girder (302)

STRUCTURE LENGTH (FT): 41 **LENGTH OF MAXIMUM SPAN (FT):** 39.03

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** c.1945

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 003047C

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 003048A **COUNTY:** Box Elder **MILE POST:** 0

LOCATION: AT JCT.WITH SR-13 GARLAND **FEATURE CARRIED:** CO. RD. F.A. #506

DISTRICT: Region 1 Local **FEATURE CROSSED:** MALAD RIVER

OWNER: County Highway Agency **BRIDGE TYPE:** Timber stringer/multi-beam or girder (702)

STRUCTURE LENGTH (FT): 54.12 **LENGTH OF MAXIMUM SPAN (FT):** 25.91

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1940

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
W. W. Clyde & Co.	Change in railing/parapet	1984
Utah State Road Commission - JAU		

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 003048A

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 003051C **COUNTY:** Box Elder **MILE POST:** 0

LOCATION: 1 MI.WEST BEAR RIVER CITY **FEATURE CARRIED:** FA. #510

DISTRICT: Region 1 Local **FEATURE CROSSED:** DRAINAGE CANAL

OWNER: County Highway Agency **BRIDGE TYPE:** Steel stringer/multi-beam or girder (302)

STRUCTURE LENGTH (FT): 27.88 **LENGTH OF MAXIMUM SPAN (FT):** 25.91

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** c.1945

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
	Change in railing/parapet	1984

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 003051C

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 003064D **COUNTY:** Box Elder **MILE POST:** 0

LOCATION: 300 NO.300 E.BRIGHAM CITY **FEATURE CARRIED:** 300 EAST STREET

DISTRICT: Region 1 Local **FEATURE CROSSED:** BOX ELDER CREEK

OWNER: City Highway Agency **BRIDGE TYPE:** Concrete frame (107)

STRUCTURE LENGTH (FT): 25.91 **LENGTH OF MAXIMUM SPAN (FT):** 23.94

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** c.1930

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Widened

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge has modest ornamental treatment with recessed panels. The addition of this modest aesthetic treatment is not adequate to demonstrate high artistic value.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

STRUCTURE NUMBER: 003064D

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 005004D **COUNTY:** Cache **MILE POST:** 0

LOCATION: WELLSVILLE CITY **FEATURE CARRIED:** CITY STREET

DISTRICT: Region 1 Local **FEATURE CROSSED:** LITTLE BEAR RIVER

OWNER: City Highway Agency **BRIDGE TYPE:** Concrete arch - deck (111)

STRUCTURE LENGTH (FT): 61.01 **LENGTH OF MAXIMUM SPAN (FT):** 40.02

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** c.1920

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Gardner Construction Co.

Utah State Road Commission

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge has modest ornamental treatment to the rail/parapet. The addition of one modest aesthetic treatment is not adequate to demonstrate high artistic value.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This bridge represents a bridge type not common to Utah. Based on its rarity, it is considered significant as one of relatively few specimens illustrating its type.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge demonstrates important bridge building practices of an uncommon bridge type in Utah. As such, it illustrates the pattern of features typical of this rare bridge type and is recommended eligible under Criterion C.

NATIONAL REGISTER DETERMINATION: Eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 005004D

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 005034C **COUNTY:** Cache **MILE POST:** 0

LOCATION: 1.5 MI.NORTH of TRENTON **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 1 Local **FEATURE CROSSED:** BEAR RIVER

OWNER: County Highway Agency **BRIDGE TYPE:** Steel truss - thru (310)

STRUCTURE LENGTH (FT): 150.88 **LENGTH OF MAXIMUM SPAN (FT):** 143.99

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** c.1925

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

RESULTS OF RESEARCH/DATA COLLECTION:

Pratt Through Overhead Truss.
This bridge has an exceptional main span length.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This bridge represents a bridge type not common to Utah. Based on its rarity, it is considered significant as one of relatively few specimens illustrating its type.

The exceptional main span length of this bridge illustrates the outer limits achievable in span length within this bridge type prior to 1966. An exceptional main span length illustrates a variation within a given bridge type and is considered a significant feature in bridge engineering and construction.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge demonstrates important bridge building practices of an uncommon bridge type in Utah. As such, it illustrates the pattern of features typical of this rare bridge type and is recommended eligible under Criterion C.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

NATIONAL REGISTER DETERMINATION: Eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 005034C

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 005043D
COUNTY: Cache
MILE POST: 0
LOCATION: 250 E. 500 NO. LOGAN
FEATURE CARRIED: 500 NO. ST. LOGAN
DISTRICT: Region 1 Local
FEATURE CROSSED: HYDE PARK CANAL

OWNER: City Highway Agency
BRIDGE TYPE: Concrete continuous frame (207)
STRUCTURE LENGTH (FT): 25.91
LENGTH OF MAXIMUM SPAN (FT): 13.12
NUMBER OF MAIN SPANS: 2
YEAR BUILT: 1935

ENGINEER / DESIGNER:
ALTERATIONS:
Change in railing/parapet
Widened
DATE OF ALTERATION (IF KNOWN):

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible
NATIONAL REGISTER DETERMINATION DATE: 2011

STRUCTURE NUMBER: 005043D

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 005044D
COUNTY: Cache
MILE POST: 0
LOCATION: 270 E. 600 NO. LOGAN
FEATURE CARRIED: 600 NO. ST. LOGAN
DISTRICT: Region 1 Local
FEATURE CROSSED: HYDE PARK CANAL

OWNER: City Highway Agency
BRIDGE TYPE: Concrete continuous frame (207)
STRUCTURE LENGTH (FT): 33.13
LENGTH OF MAXIMUM SPAN (FT): 15.09
NUMBER OF MAIN SPANS: 2
YEAR BUILT: 1935

ENGINEER / DESIGNER:
ALTERATIONS:
Widened
Change in railing/parapet
DATE OF ALTERATION (IF KNOWN):

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible
NATIONAL REGISTER DETERMINATION DATE: 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 005044D

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 005046D **COUNTY:** Cache **MILE POST:** 0

LOCATION: 210 NO. 200 E. LOGAN **FEATURE CARRIED:** 200 E. ST. LOGAN

DISTRICT: Region 1 Local **FEATURE CROSSED:** HYDE PARK CANAL

OWNER: City Highway Agency **BRIDGE TYPE:** Concrete continuous frame (207)

STRUCTURE LENGTH (FT): 54.12 **LENGTH OF MAXIMUM SPAN (FT):** 23.94

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1920

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
	Widened	1992

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge illustrates the early use of this established bridge type in Utah.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This bridge is an early example of an established bridge type representing an important specimen of its type and period of construction and is considered significant.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge possesses significance under the National Register Criteria for Evaluation for Criterion C for its distinctive features; however, it does not retain the historic integrity necessary to convey its design, engineering, or construction significance. As such, it is not eligible under Criterion C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 005046D

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 005051D **COUNTY:** Cache **MILE POST:** 0

LOCATION: 200 NO. 300 E. WELLSVILLE **FEATURE CARRIED:** CITY STREET

DISTRICT: Region 1 Local **FEATURE CROSSED:** WELLSVILLE CANYON CREEK

OWNER: City Highway Agency **BRIDGE TYPE:** Concrete frame (107)

STRUCTURE LENGTH (FT): 22.96 **LENGTH OF MAXIMUM SPAN (FT):** 20.01

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** c.1920

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
	Widened	1940

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge illustrates the early use of this established bridge type in Utah.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This bridge is an early example of an established bridge type representing an important specimen of its type and period of construction and is considered significant.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge possesses significance under the National Register Criteria for Evaluation for Criterion C for its distinctive features; however, it does not retain the historic integrity necessary to convey its design, engineering, or construction significance. As such, it is not eligible under Criterion C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 005051D

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 005052D **COUNTY:** Cache **MILE POST:** 0

LOCATION: HYRUM SOUTH CITY LIMIT **FEATURE CARRIED:** COUNTY ROAD FA#545

DISTRICT: Region 1 Local **FEATURE CROSSED:** HYRUM DAM SPILLWAY

OWNER: Bureau of Reclamation **BRIDGE TYPE:** Concrete continuous frame (207)

STRUCTURE LENGTH (FT): 49.86 **LENGTH OF MAXIMUM SPAN (FT):** 16.07

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** c.1935

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Change in railing/parapet

U.S. Bureau of Reclamation

RESULTS OF RESEARCH/DATA COLLECTION:

Vicinity of Hyrum Dam and Reservior. Inspection file indicates plans available at Bureau of Reclamation. Design is part the spillway of the Hyrum Reservior.
This bridge is located at the Hyrum Dam and Reservior to serve the transportation needs of this reclamation project in Utah and was constructed by the U.S. Department of Interior, Bureau of Reclamation.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This bridge displays sufficient evidence to demonstrate its construction, individually, played an important role in the development of the Hyrum Dam and Reservior project. This bridge is integrated into the spillway structure of the dam to serve important transportation needs. It is significant for its direct association to this project.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge is eligible under Criterion A as it has a direct and important association with a significant historical event or trend at the state level. Further, it retains the historic integrity necessary to convey its historical significance.

This bridge does not appear to possess significance under the National Register Criteria for Evaluation for Criterion C. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction. As such, it is recommended not eligible under Criterion C.

NATIONAL REGISTER DETERMINATION: Eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 005052D

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 029001C **COUNTY:** Morgan **MILE POST:** 0

LOCATION: EAST OF RICHVILLE **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 1 Local **FEATURE CROSSED:** EAST CANYON CREEK

OWNER: **BRIDGE TYPE:** Steel stringer/multi-beam or girder (302)

STRUCTURE LENGTH (FT): 27.88 **LENGTH OF MAXIMUM SPAN (FT):** 25.91

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1945

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Change in railing/parapet

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge is located along a route or in areas known to have provided transportation access to military installations and defense industries during World War II (1942-1945). Research did not reveal an important and direct association to link the construction, individually, of this bridge to providing an important role in transportation related to specific wartime programs.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 029001C

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 029002C **COUNTY:** Morgan **MILE POST:** 0

LOCATION: EAST OF MORGAN **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 1 Local **FEATURE CROSSED:** WEBER RIVER

OWNER: County Highway Agency **BRIDGE TYPE:** Steel truss - thru (310)

STRUCTURE LENGTH (FT): 64.94 **LENGTH OF MAXIMUM SPAN (FT):** 62.98

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** c.1925

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Added main members

Utah State Road Commission

RESULTS OF RESEARCH/DATA COLLECTION:

Warren Through Pony Truss. New steel stringers installed between 1996 and 1998 to strengthen and carry load.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This bridge is an early example of a standardized type within a given bridge type and represents an important type and period of construction and is considered a significant feature in bridge engineering in Utah.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge possesses significance under the National Register Criteria for Evaluation for Criterion C for its distinctive features; however, it does not retain the historic integrity necessary to convey its design, engineering, or construction significance. As such, it is not eligible under Criterion C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 029002C

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 029006C
COUNTY: Morgan
MILE POST: 0
LOCATION: IN MOUNTAIN GREEN
FEATURE CARRIED: COUNTY ROAD
DISTRICT: Region 1 Local
FEATURE CROSSED: COTTONWOOD CREEK

OWNER: County Highway Agency
BRIDGE TYPE: Steel stringer/multi-beam or girder (302)
STRUCTURE LENGTH (FT): 51.82
LENGTH OF MAXIMUM SPAN (FT): 47.89
NUMBER OF MAIN SPANS: 1
YEAR BUILT: 1930

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
C. F. Dinsmore	Widened	1992
Utah State Road Commission - JJB	Change in railing/parapet	1992

RESULTS OF RESEARCH/DATA COLLECTION:

Widened in 1992 with prestressed concrete double T- beams.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible
NATIONAL REGISTER DETERMINATION DATE: 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 029006C

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 029013D **COUNTY:** Morgan **MILE POST:** 0

LOCATION: 2 MI WEST OF DEVILS SLIDE **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 1 Local **FEATURE CROSSED:** DRY CREEK

OWNER: County Highway Agency **BRIDGE TYPE:** Concrete tee beam (104)

STRUCTURE LENGTH (FT): 32.14 **LENGTH OF MAXIMUM SPAN (FT):** 29.85

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1927

ENGINEER / DESIGNER:

Flyod S. Whiting

Utah State Road Commission

ALTERATIONS:

Change in railing/parapet

DATE OF ALTERATION (IF KNOWN):

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

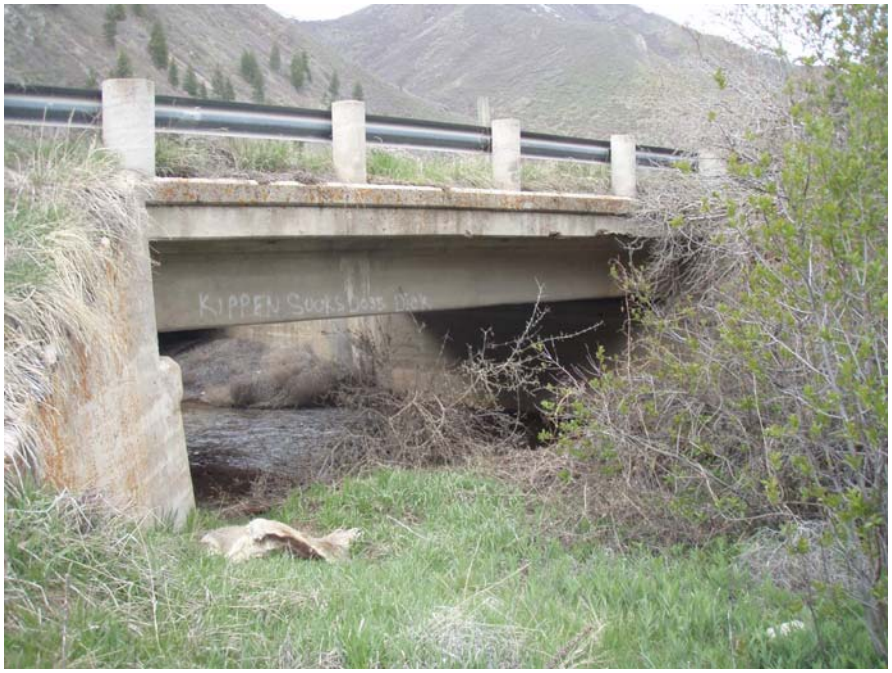
This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 029013D

PHOTOGRAPHS



SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 029014D **COUNTY:** Morgan **MILE POST:** 0

LOCATION: AT DEVILS SLIDE **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 1 Local **FEATURE CROSSED:** WEBER RIVER & LOST CREEK

OWNER: County Highway Agency **BRIDGE TYPE:** Concrete continuous frame (207)

STRUCTURE LENGTH (FT): 96.1 **LENGTH OF MAXIMUM SPAN (FT):** 19.02

NUMBER OF MAIN SPANS: 5 **YEAR BUILT:** 1934

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Knowlton & Rupert

Utah State Road Commission - JAU

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge has modest ornamental treatment to the rail/parapet. The addition of one modest aesthetic treatment is not adequate to demonstrate high artistic value.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 029014D

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 033001A **COUNTY:** Rich **MILE POST:** 0

LOCATION: 6 MILES SOUTH OF WOODRUFF **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 1 Local **FEATURE CROSSED:** SALERATUS CREEK

OWNER: County Highway Agency **BRIDGE TYPE:** Timber stringer/multi-beam or girder (702)

STRUCTURE LENGTH (FT): 24.93 **LENGTH OF MAXIMUM SPAN (FT):** 21.98

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1935

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Replacement of main members

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 033001A

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 033006C **COUNTY:** Rich **MILE POST:** 0

LOCATION: 6 MILES SE. OF RANDOLPH **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 1 Local **FEATURE CROSSED:** BEAR RIVER

OWNER: County Highway Agency **BRIDGE TYPE:** Steel truss - thru (310)

STRUCTURE LENGTH (FT): 91.84 **LENGTH OF MAXIMUM SPAN (FT):** 86.92

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1917

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Relocated

James J. Burke & Company

RESULTS OF RESEARCH/DATA COLLECTION:

Warren Through Pony Truss.
This bridge was designed by among the earliest known bridge fabricators in Utah.

When taken alone the relocation of a truss bridge will not result in a sufficient loss of integrity to render a structure ineligible.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge represents the work of a significant bridge builder in Utah. As such, it illustrates the work of a master and is recommended eligible under Criterion C.

NATIONAL REGISTER DETERMINATION: Eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 033006C

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 033014C **COUNTY:** Rich **MILE POST:** 0

LOCATION: 2 MILES EAST OF RANDOLPH **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 1 Local **FEATURE CROSSED:** BEAR RIVER

OWNER: County Highway Agency **BRIDGE TYPE:** Steel truss - thru (310)

STRUCTURE LENGTH (FT): 111.85 **LENGTH OF MAXIMUM SPAN (FT):** 105.94

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1914

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Relocated

J. H. Forbes & Co.

RESULTS OF RESEARCH/DATA COLLECTION:

Pratt Through Overhead Truss.
When taken alone the relocation of a truss bridge will not result in a sufficient loss of integrity to render a structure ineligible.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This bridge represents a bridge type not common to Utah. Based on its rarity, it is considered significant as one of relatively few specimens illustrating its type.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge demonstrates important bridge building practices of an uncommon bridge type in Utah. As such, it illustrates the pattern of features typical of this rare bridge type and is recommended eligible under Criterion C.

NATIONAL REGISTER DETERMINATION: Eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 033014C

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 057003D **COUNTY:** Weber **MILE POST:** 0

LOCATION: 4100 W. & 1500 NO. **FEATURE CARRIED:** CITY STREET

DISTRICT: Region 1 Local **FEATURE CROSSED:** WARREN CANAL

OWNER: City Highway Agency **BRIDGE TYPE:** Concrete continuous culvert (219)

STRUCTURE LENGTH (FT): 26.9 **LENGTH OF MAXIMUM SPAN (FT):** 12.14

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1938

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 057003D

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 057015D **COUNTY:** Weber **MILE POST:** 0

LOCATION: 4000 WEST 3300 SOUTH ST **FEATURE CARRIED:** WEBER COUNTY ROAD

DISTRICT: Region 1 Local **FEATURE CROSSED:** HOOPER CANAL

OWNER: County Highway Agency **BRIDGE TYPE:** Concrete slab (101)

STRUCTURE LENGTH (FT): 23.94 **LENGTH OF MAXIMUM SPAN (FT):** 20.01

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1935

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 057015D

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 057020V **COUNTY:** Weber **MILE POST:** 0

LOCATION: 1.5 MILE NO. E. OF HOOPER **FEATURE CARRIED:** CITY STREET

DISTRICT: Region 1 Local **FEATURE CROSSED:** HOOPER CANAL

OWNER: County Highway Agency **BRIDGE TYPE:** Concrete culvert (119)

STRUCTURE LENGTH (FT): 20.99 **LENGTH OF MAXIMUM SPAN (FT):** 8.86

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1945

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge is located along a route or in areas known to have provided transportation access to military installations and defense industries during World War II (1942-1945). Research did not reveal an important and direct association to link the construction, individually, of this bridge to providing an important role in transportation related to specific wartime programs.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 057020V

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 057025C **COUNTY:** Weber **MILE POST:** 0

LOCATION: 1800 SO.GRANT AVE.,OGDEN **FEATURE CARRIED:** GRANT AVENUE

DISTRICT: Region 1 Local **FEATURE CROSSED:** OGDEN RIVER

OWNER: City Highway Agency **BRIDGE TYPE:** Steel stringer/multi-beam or girder (302)

STRUCTURE LENGTH (FT): 84.95 **LENGTH OF MAXIMUM SPAN (FT):** 64.94

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** c.1931

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
	Widened	1971

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 057025C

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 057028D **COUNTY:** Weber **MILE POST:** 0

LOCATION: 1800 SO.GRAMERCY AV.OGDEN **FEATURE CARRIED:** GRAMERCY AVENUE

DISTRICT: Region 1 Local **FEATURE CROSSED:** OGDEN RIVER

OWNER: City Highway Agency **BRIDGE TYPE:** Concrete frame (107)

STRUCTURE LENGTH (FT): 69.86 **LENGTH OF MAXIMUM SPAN (FT):** 63.96

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1938

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

C. L. Cory (Ogden City Engineer)

Ora Bundy

RESULTS OF RESEARCH/DATA COLLECTION:

Recessed panels with bush hammering. Ornamental parapet with columns. Decorative keystone. Vicinity of Lorin Farr Park.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This bridge displays aesthetic qualities in the overall design to distinguish it as significant for possessing high artistic value.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C because it possesses high artistic value as illustrated through its overall design, outstanding architectural treatment, or notable use of ornamentation, and it retains historic integrity necessary to convey its design significance.

NATIONAL REGISTER DETERMINATION: Eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 057028D

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 057048D **COUNTY:** Weber **MILE POST:** 0

LOCATION: 2.3 MI. NO. of HUNTSVILLE **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 1 Local **FEATURE CROSSED:** MIDDLE FORK OGDEN RIVER

OWNER: County Highway Agency **BRIDGE TYPE:** Concrete slab (101)

STRUCTURE LENGTH (FT): 22.96 **LENGTH OF MAXIMUM SPAN (FT):** 20.99

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1938

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Utah State Road Commission

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge has modest ornamental treatment to the rail/parapet. The addition of one modest aesthetic treatment is not adequate to demonstrate high artistic value.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 057048D

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 141 **COUNTY:** Salt Lake **MILE POST:** 313.862

LOCATION: APPROX.7850 SO.STATE ST. **FEATURE CARRIED:** UTA,LIGHT RAIL LN.

DISTRICT: Region 2 **FEATURE CROSSED:** US-89 (SR-89)

OWNER: **BRIDGE TYPE:** Steel stringer/multi-beam or girder (302)

STRUCTURE LENGTH (FT): 76.1 **LENGTH OF MAXIMUM SPAN (FT):** 70.85

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1936

ENGINEER / DESIGNER:

Christensen-Gardner

Utah State Road Commission

ALTERATIONS:

Change in railing/parapet

DATE OF ALTERATION (IF KNOWN):

RESULTS OF RESEARCH/DATA COLLECTION:

National Recovery Highway (NRH) project 119-F.
This grade separation bridge is associated with USRC's initiative to improve safety at highway and railroad intersections prior to World War II.

Application of ornate geometric motifs to express contemporary trends of industrialization and modernization is a key feature of the Art Deco and Streamline Moderne styles.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This bridge was constructed within the early period (1934-1936) of the state's implementation of projects under the National Recovery Act.

This bridge is significant as an early example (pre-1941) of a grade separation structure associated with the state's highway safety improvement program.

The design of this bridge has high artistic value as expressed in the application of aesthetic treatments in bridge design associated with the Art Deco and Streamline Moderne styles.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge is eligible under Criterion A as it has a direct and important association with a significant historic program or project at the state level. Further, it retains the historic integrity necessary to convey its historical significance.

This bridge is eligible under Criterion C because it possesses high artistic value as illustrated through its overall design, outstanding architectural treatment, or notable use of ornamentation, and it retains historic integrity necessary to convey its design significance.

NATIONAL REGISTER DETERMINATION: Eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

STRUCTURE NUMBER: 0C 141

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 779 **COUNTY:** Salt Lake **MILE POST:** 1.247

LOCATION: 1000 W.14600 SO., DRAPER **FEATURE CARRIED:** UNION PACIFIC RR

DISTRICT: Region 2 **FEATURE CROSSED:** SR-140

OWNER: State Highway Agency **BRIDGE TYPE:** Steel stringer/multi-beam or girder (302)

STRUCTURE LENGTH (FT): 27.88 **LENGTH OF MAXIMUM SPAN (FT):** 20.01

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1935

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Replacement of main members

RESULTS OF RESEARCH/DATA COLLECTION:

Bridge inspection file indicates that beams have been replaced.
This grade separation bridge is associated with USRC's initiative to improve safety at highway and railroad intersections prior to World War II. Research did not reveal that this bridge had features to distinguish it from other examples within its bridge type and was not considered significant.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 779

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 258 **COUNTY:** Salt Lake **MILE POST:** 4.882

LOCATION: BY MAXFIELDS LODGE **FEATURE CARRIED:** SR-190

DISTRICT: Region 2 **FEATURE CROSSED:** BIG COTTONWOOD CREEK

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete tee beam (104)

STRUCTURE LENGTH (FT): 42.97 **LENGTH OF MAXIMUM SPAN (FT):** 41

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1934

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Floyd Whitney

US Department of Agriculture, US Forest Service; Bureau of Public Roads

RESULTS OF RESEARCH/DATA COLLECTION:

Vicinity of Unita-Wasatch National Forest.
This bridge was identified and evaluated due to its close geographic proximity to an important recreational area and its association with efforts by USRC to enhance auto tourism in Utah. Investigations into this bridge did not reveal evidence that demonstrates that the construction of this bridge, individually, played an important or direct role in providing greater access to recreational areas or increasing auto tourism.

This bridge has modest ornamental treatment to the rail/parapet. The addition of one modest aesthetic treatment is not adequate to demonstrate high artistic value.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

STRUCTURE NUMBER: 0D 258

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 410 **COUNTY:** Salt Lake **MILE POST:** 6.016

LOCATION: 12100 SO.700 E., DRAPER **FEATURE CARRIED:** SR-71 (700 EAST)

DISTRICT: Region 2 **FEATURE CROSSED:** EAST JORDAN CANAL

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete frame (107)

STRUCTURE LENGTH (FT): 34.11 **LENGTH OF MAXIMUM SPAN (FT):** 30.83

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1936

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

L. A. Young Construction Company

Utah State Road Commission - FME

RESULTS OF RESEARCH/DATA COLLECTION:

"Draper Irrigation Canal Bridge" indicated on plans. This bridge is located in close proximity to the Draper Irrigation Canal. Research did not reveal an important and direct association to link the construction, individually, of this bridge to serve the transportation needs of this reclamation project in Utah. Plans also note standard "V-82" railing design.
The use of standard plans for this bridge occurred after the initial period of standardization for this bridge type. This bridge displays a common design with no individual distinctive characteristics, variation of features, or evolutions within this bridge type. As such, the use of standard plans on this bridge is not considered a significant design feature.

This bridge has modest ornamental treatment to the rail/parapet. The addition of one modest aesthetic treatment is not adequate to demonstrate high artistic value.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

STRUCTURE NUMBER: 0D 410

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 480 **COUNTY:** Salt Lake **MILE POST:** 57.293

LOCATION: 1300 SO. REDWOOD ROAD-S **FEATURE CARRIED:** SR-68,REDWOOD ROAD

DISTRICT: Region 2 **FEATURE CROSSED:** SURPLUS CANAL

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete continuous tee beam (204)

STRUCTURE LENGTH (FT): 113.82 **LENGTH OF MAXIMUM SPAN (FT):** 38.05

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1936

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Berntson & Kuhre	Change in railing/parapet	1959
Utah State Road Commission - KWT	Widened	1959

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 480

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 807 **COUNTY:** Salt Lake **MILE POST:** 14.347

LOCATION: MOUTH OF LITTLE CTWD. CAN **FEATURE CARRIED:** SR-209

DISTRICT: Region 2 **FEATURE CROSSED:** LITTLE COTTONWOOD CREEK

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete continuous arch - deck (211)

STRUCTURE LENGTH (FT): 53.14 **LENGTH OF MAXIMUM SPAN (FT):** 15.09

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1935

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

RESULTS OF RESEARCH/DATA COLLECTION:

Vicinity of Wasatch National Forest.
This bridge was identified and evaluated due to its close geographic proximity to an important recreational area and its association with efforts by USRC to enhance auto tourism in Utah. Investigations into this bridge did not reveal evidence that demonstrates that the construction of this bridge, individually, played an important or direct role in providing greater access to recreational areas or increasing auto tourism.

Application of a stone veneer is a key feature of the Rustic style.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This bridge represents a bridge type not common to Utah. Based on its rarity, it is considered significant as one of relatively few specimens illustrating its type.

The design of this bridge has high artistic value as expressed in the application of a stone-faced veneer, an aesthetic treatment in bridge design associated with the Rustic style.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge demonstrates important bridge building practices of an uncommon bridge type in Utah. As such, it illustrates the pattern of features typical of this rare bridge type and is recommended eligible under Criterion C.

This bridge is eligible under Criterion C because it possesses high artistic value as illustrated through its overall design, outstanding architectural treatment, or notable use of ornamentation, and it retains historic integrity necessary to convey its design significance.

NATIONAL REGISTER DETERMINATION: Eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 807

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 811 **COUNTY:** Salt Lake **MILE POST:** 372.857

LOCATION: 4200 SO. STATE ST MURRAY **FEATURE CARRIED:** US-89 (SR-89)

DISTRICT: Region 2 **FEATURE CROSSED:** BIG COTTONWOOD CREEK

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete frame (107)

STRUCTURE LENGTH (FT): 24.93 **LENGTH OF MAXIMUM SPAN (FT):** 22.96

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1916

ENGINEER / DESIGNER:

ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Widened	1938
Widened	1957
Widened	1974

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge is located on a S.R. or U.S. highway and falls within the early period of the state's improvement program (S.R. highway 1910-1925; U.S. highway 1926-1931). Research did not reveal an important and direct association to link the construction, individually, of this bridge to this state program.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 811

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1065 **COUNTY:** Salt Lake **MILE POST:** 314.652

LOCATION: APPROX. 9250 SO. STATE **FEATURE CARRIED:** US-89 (SR-89)

DISTRICT: Region 2 **FEATURE CROSSED:** EAST JORDAN CANAL

OWNER: **BRIDGE TYPE:** Concrete culvert (119)

STRUCTURE LENGTH (FT): 23.94 **LENGTH OF MAXIMUM SPAN (FT):** 21.98

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1919

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Floyd Whiting (1931)	Widened	1931
Gibbons & Reed (1956)	Widened	1956

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge is located on a S.R. or U.S. highway and falls within the early period of the state's improvement program (S.R. highway 1910-1925; U.S. highway 1926-1931). Research did not reveal an important and direct association to link the construction, individually, of this bridge to this state program.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1065

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1066 **COUNTY:** Salt Lake **MILE POST:** 313.852

LOCATION: APPROX. 9750 SO.STATE ST. **FEATURE CARRIED:** US-89 (SR-89)

DISTRICT: Region 2 **FEATURE CROSSED:** EAST JORDAN CANAL

OWNER: **BRIDGE TYPE:** Concrete culvert (119)

STRUCTURE LENGTH (FT): 23.94 **LENGTH OF MAXIMUM SPAN (FT):** 21.98

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1919

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Floyd Whiting (1931)	Widened	1931
Gibbons & Reed (1956)	Widened	1956

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge is located on a S.R. or U.S. highway and falls within the early period of the state's improvement program (S.R. highway 1910-1925; U.S. highway 1926-1931). Research did not reveal an important and direct association to link the construction, individually, of this bridge to this state program.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1066

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1067 **COUNTY:** Salt Lake **MILE POST:** 313.582

LOCATION: APPROX. 9850 SO. STATE **FEATURE CARRIED:** US-89 (SR-89)

DISTRICT: Region 2 **FEATURE CROSSED:** JORDAN & SALT LAKE CANAL

OWNER: **BRIDGE TYPE:** Concrete culvert (119)

STRUCTURE LENGTH (FT): 24.93 **LENGTH OF MAXIMUM SPAN (FT):** 21.98

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1919

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Floyd Whiting (1931)	Widened	1931
Gibbons & Reed (1956)	Widened	1956

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge is located on a S.R. or U.S. highway and falls within the early period of the state's improvement program (S.R. highway 1910-1925; U.S. highway 1926-1931). Research did not reveal an important and direct association to link the construction, individually, of this bridge to this state program.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1067

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1068 **COUNTY:** Salt Lake **MILE POST:** 313.453

LOCATION: APPROX. 10100 SO. STATE **FEATURE CARRIED:** US-89 (SR-89)

DISTRICT: Region 2 **FEATURE CROSSED:** JORDAN & SALT LAKE CANAL

OWNER: **BRIDGE TYPE:** Concrete culvert (119)

STRUCTURE LENGTH (FT): 23.94 **LENGTH OF MAXIMUM SPAN (FT):** 21.98

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1919

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Floyd Whiting (1931)	Widened	1931
Gibbons & Reed (1956)	Widened	1956

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge is located on a S.R. or U.S. highway and falls within the early period of the state's improvement program (S.R. highway 1910-1925; U.S. highway 1926-1931). Research did not reveal an important and direct association to link the construction, individually, of this bridge to this state program.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1068

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 191 **COUNTY:** Summit **MILE POST:** 0.19

LOCATION: ENTRANCE TO ROCKPORT PARK **FEATURE CARRIED:** SR-302

DISTRICT: Region 2 **FEATURE CROSSED:** WEBER RIVER

OWNER: **BRIDGE TYPE:** Steel stringer/multi-beam or girder (302)

STRUCTURE LENGTH (FT): 63.96 **LENGTH OF MAXIMUM SPAN (FT):** 60.02

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1940

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

L. A. Young Construction Co.

Utah State Road Commission

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge has modest ornamental treatment to the rail/parapet. The addition of one modest aesthetic treatment is not adequate to demonstrate high artistic value.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 191

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E 719 **COUNTY:** Summit **MILE POST:** 13.042

LOCATION: 0.6 MILE NORTH OF KAMAS **FEATURE CARRIED:** SR-32

DISTRICT: Region 2 **FEATURE CROSSED:** WEBER-PROVO DIV.CANAL

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete continuous culvert (219)

STRUCTURE LENGTH (FT): 21.98 **LENGTH OF MAXIMUM SPAN (FT):** 9.84

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1942

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Change in railing/parapet

U.S. Department of the Interior, Bureau of Reclamation

RESULTS OF RESEARCH/DATA COLLECTION:

Vicinity of Weber-Provo Diversion Canal. This bridge is located in close proximity to the Weber-Provo Diversion Canal. Research did not reveal an important and direct association to link the construction, individually, of this bridge to serve the transportation needs of this reclamation project in Utah.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

STRUCTURE NUMBER: 0E 719

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 035003D
COUNTY: Salt Lake
MILE POST: 0
LOCATION: 2300 W.13400 SO.-RIVERTON
FEATURE CARRIED: 13400 SOUTH STREET
DISTRICT: Region 2 Local
FEATURE CROSSED: UTAH AND SALT LAKE CANAL

OWNER: City Highway Agency
BRIDGE TYPE: Concrete slab (101)
STRUCTURE LENGTH (FT): 23.94
LENGTH OF MAXIMUM SPAN (FT): 21.98
NUMBER OF MAIN SPANS: 1
YEAR BUILT: 1935

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
	Change in railing/parapet	
	Widened	1965

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible
NATIONAL REGISTER DETERMINATION DATE: 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 035003D

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 035010D
COUNTY: Salt Lake
MILE POST: 0
LOCATION: 500 E 5300 SO MURRAY
FEATURE CARRIED: 5300 SOUTH STREET
DISTRICT: Region 2 Local
FEATURE CROSSED: LITTLE COTTONWOOD CR.

OWNER: City Highway Agency
BRIDGE TYPE: Concrete slab (101)
STRUCTURE LENGTH (FT): 28.86
LENGTH OF MAXIMUM SPAN (FT): 20.01
NUMBER OF MAIN SPANS: 1
YEAR BUILT: 1935

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
	Change in railing/parapet	
	Widened	1980

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible
NATIONAL REGISTER DETERMINATION DATE: 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 035010D

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 035019D
COUNTY: Salt Lake
MILE POST: 0
LOCATION: 1200 WEST 2100 SOUTH,SLC.
FEATURE CARRIED: 2100 SOUTH STREET
DISTRICT: Region 2 Local
FEATURE CROSSED: JORDAN RIVER

OWNER:
BRIDGE TYPE: Concrete continuous tee beam (204)
STRUCTURE LENGTH (FT): 167.94
LENGTH OF MAXIMUM SPAN (FT): 27.88
NUMBER OF MAIN SPANS: 6
YEAR BUILT: 1943

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Gibbons & Reed	Widened	
Utah State Road Commission - REL	Added main members	

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge is located along a route or in areas known to have provided transportation access to military installations and defense industries during World War II (1942-1945). Research did not reveal an important and direct association to link the construction, individually, of this bridge to providing an important role in transportation related to specific wartime programs.

This bridge was constructed with a variable depth beam or girder. This design feature is common to this bridge type and does not represent an important variation or transition within bridge engineering. As such, this design feature is not considered significant.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible
NATIONAL REGISTER DETERMINATION DATE: 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 035019D

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 035040C **COUNTY:** Salt Lake **MILE POST:** 0

LOCATION: 200 EAST 8800 SO., SANDY **FEATURE CARRIED:** 8800 SOUTH STREET

DISTRICT: Region 2 Local **FEATURE CROSSED:** EAST JORDAN CANAL

OWNER: City Highway Agency **BRIDGE TYPE:** Steel stringer/multi-beam or girder (302)

STRUCTURE LENGTH (FT): 22.96 **LENGTH OF MAXIMUM SPAN (FT):** 20.99

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1935

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Change in railing/parapet

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 035040C

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 035049D **COUNTY:** Salt Lake **MILE POST:** 0

LOCATION: 100 WEST 11400 SO.,DRAPER **FEATURE CARRIED:** 11400 SOUTH STREET

DISTRICT: Region 2 Local **FEATURE CROSSED:** JORDAN & SALT LAKE CANAL

OWNER: City Highway Agency **BRIDGE TYPE:** Concrete tee beam (104)

STRUCTURE LENGTH (FT): 28.86 **LENGTH OF MAXIMUM SPAN (FT):** 22.96

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1935

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge displays a double T-beam design. The construction of this bridge coincides with the widespread use of this design nationally and in Utah. A double T-beam design is common within this bridge type and this bridge does not represent the early period of use for this design. This feature was determined not to be significant.

This bridge has modest ornamental treatment to the rail/parapet. The addition of one modest aesthetic treatment is not adequate to demonstrate high artistic value.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 035049D

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 035064D **COUNTY:** Salt Lake **MILE POST:** 0

LOCATION: 5250 SO.2350 E.,HOLLADAY **FEATURE CARRIED:** COTTONWOOD LANE

DISTRICT: Region 2 Local **FEATURE CROSSED:** BIG COTTONWOOD CREEK

OWNER: City Highway Agency **BRIDGE TYPE:** Concrete tee beam (104)

STRUCTURE LENGTH (FT): 26.9 **LENGTH OF MAXIMUM SPAN (FT):** 24.93

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1940

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
	Change in railing/parapet	
Utah State Road Commission	Widened	

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 035064D

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 035065D **COUNTY:** Salt Lake **MILE POST:** 0

LOCATION: 2025 E.5450 SO.,HOLLADAY **FEATURE CARRIED:** WALKER LANE

DISTRICT: Region 2 Local **FEATURE CROSSED:** JORDAN & SALT LAKE CANAL

OWNER: City Highway Agency **BRIDGE TYPE:** Concrete tee beam (104)

STRUCTURE LENGTH (FT): 28.86 **LENGTH OF MAXIMUM SPAN (FT):** 22.96

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1938

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

RESULTS OF RESEARCH/DATA COLLECTION:

Application of a stone veneer is a key feature of the Rustic style.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

The design of this bridge has high artistic value as expressed in the application of a stone-faced veneer, an aesthetic treatment associated with the Rustic style.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C because it possesses high artistic value as illustrated through its overall design, outstanding architectural treatment, or notable use of ornamentation, and it retains historic integrity necessary to convey its design significance.

NATIONAL REGISTER DETERMINATION: Eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 035065D

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 035066D **COUNTY:** Salt Lake **MILE POST:** 0

LOCATION: 4850 SO.1850 E.,HOLLADAY **FEATURE CARRIED:** HIGHLAND DRIVE

DISTRICT: Region 2 Local **FEATURE CROSSED:** BIG COTTONWOOD CREEK

OWNER: City Highway Agency **BRIDGE TYPE:** Concrete tee beam (104)

STRUCTURE LENGTH (FT): 41 **LENGTH OF MAXIMUM SPAN (FT):** 32.14

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1936

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
L. A. Young Construction Company	Change in railing/parapet	
Utah State Road Commission	Widened	1964

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 035066D

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 035068D
COUNTY: Salt Lake
MILE POST: 0
LOCATION: 2050 E.5000 SO.,HOLLADAY
FEATURE CARRIED: ARBOR LN.(5000 SO)
DISTRICT: Region 2 Local
FEATURE CROSSED: BIG COTTONWOOD CREEK

OWNER: City Highway Agency
BRIDGE TYPE: Concrete slab (101)
STRUCTURE LENGTH (FT): 23.94
LENGTH OF MAXIMUM SPAN (FT): 21.98
NUMBER OF MAIN SPANS: 1
YEAR BUILT: 1945

ENGINEER / DESIGNER:

ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Change in railing/parapet	2005

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge is located along a route or in areas known to have provided transportation access to military installations and defense industries during World War II (1942-1945). Research did not reveal an important and direct association to link the construction, individually, of this bridge to providing an important role in transportation related to specific wartime programs.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible
NATIONAL REGISTER DETERMINATION DATE: 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 035068D

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 035069D **COUNTY:** Salt Lake **MILE POST:** 0

LOCATION: 2800 E. 6200 SO.,HOLLADAY **FEATURE CARRIED:** 6200 SOUTH STREET

DISTRICT: Region 2 Local **FEATURE CROSSED:** BIG COTTONWOOD CREEK

OWNER: City Highway Agency **BRIDGE TYPE:** Concrete tee beam (104)

STRUCTURE LENGTH (FT): 29.85 **LENGTH OF MAXIMUM SPAN (FT):** 21.98

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1935

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
	Widened	1982

RESULTS OF RESEARCH/DATA COLLECTION:

Application of a stone veneer is a key feature of the Rustic style.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

The design of this bridge has high artistic value as expressed in the application of a stone-faced veneer, an aesthetic treatment associated with the Rustic style.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge possesses artistic value as illustrated through its overall design, outstanding architectural treatment, or notable use of ornamentation; however, it does not retain the historic integrity necessary to convey design significance. As such, it is not eligible under Criterion C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 035069D

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 035079D **COUNTY:** Salt Lake **MILE POST:** 0

LOCATION: 750 EAST 12300 SO.,DRAPER **FEATURE CARRIED:** 12300 SOUTH STREET

DISTRICT: Region 2 Local **FEATURE CROSSED:** EAST JORDAN CANAL

OWNER: City Highway Agency **BRIDGE TYPE:** Concrete frame (107)

STRUCTURE LENGTH (FT): 27.88 **LENGTH OF MAXIMUM SPAN (FT):** 24.93

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1941

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

State Forces

Utah State Road Commission

RESULTS OF RESEARCH/DATA COLLECTION:

Bridge inspection office indicated this bridge may be replaced.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 035079D

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 035081D **COUNTY:** Salt Lake **MILE POST:** 0

LOCATION: 750 EAST 13580 SO.,DRAPER **FEATURE CARRIED:** 13580 SOUTH STREET

DISTRICT: Region 2 Local **FEATURE CROSSED:** EAST JORDAN CANAL

OWNER: City Highway Agency **BRIDGE TYPE:** Concrete tee beam (104)

STRUCTURE LENGTH (FT): 36.08 **LENGTH OF MAXIMUM SPAN (FT):** 34.11

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1945

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Widened

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge is located along a route or in areas known to have provided transportation access to military installations and defense industries during World War II (1942-1945). Research did not reveal an important and direct association to link the construction, individually, of this bridge to providing an important role in transportation related to specific wartime programs.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 035081D

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 035131D
COUNTY: Salt Lake
MILE POST: 0
LOCATION: 1900 EAST 5600 SO.,SL.CO.
FEATURE CARRIED: 5600 SOUTH STREET
DISTRICT: Region 2 Local
FEATURE CROSSED: JORDAN & SALT LAKE CANAL

OWNER: City Highway Agency
BRIDGE TYPE: Concrete slab (101)
STRUCTURE LENGTH (FT): 24.93
LENGTH OF MAXIMUM SPAN (FT): 22.96
NUMBER OF MAIN SPANS: 1
YEAR BUILT: 1940

ENGINEER / DESIGNER:

ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Change in railing/parapet	
Widened	1960

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible
NATIONAL REGISTER DETERMINATION DATE: 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 035131D

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 035154D **COUNTY:** Salt Lake **MILE POST:** 0

LOCATION: 3115 S0.500 E.,SO.SALT LK **FEATURE CARRIED:** 500 EAST STREET

DISTRICT: Region 2 Local **FEATURE CROSSED:** MILL CREEK

OWNER: City Highway Agency **BRIDGE TYPE:** Concrete frame (107)

STRUCTURE LENGTH (FT): 22.96 **LENGTH OF MAXIMUM SPAN (FT):** 20.99

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** c.1935

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Widened

Utah State Road Commission

RESULTS OF RESEARCH/DATA COLLECTION:

Widened with precast tee beams.
This bridge has modest ornamental treatment to the rail/parapet. The addition of one modest aesthetic treatment is not adequate to demonstrate high artistic value.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 035154D

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 043027C **COUNTY:** Summit **MILE POST:** 0

LOCATION: 1 MILE NO. OF WANSHIP **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 2 Local **FEATURE CROSSED:** WEBER RIVER

OWNER: County Highway Agency **BRIDGE TYPE:** Steel stringer/multi-beam or girder (302)

STRUCTURE LENGTH (FT): 63.96 **LENGTH OF MAXIMUM SPAN (FT):** 60.02

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1938

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
A. O. Thorn	Change in railing/parapet	2000
Utah State Road Commission - OTP		

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 043027C

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 043029D **COUNTY:** Summit **MILE POST:** 0

LOCATION: 1.5 MILES SE. OF ECHO **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 2 Local **FEATURE CROSSED:** ECHO CREEK

OWNER: County Highway Agency **BRIDGE TYPE:** Concrete tee beam (104)

STRUCTURE LENGTH (FT): 28.86 **LENGTH OF MAXIMUM SPAN (FT):** 25.91

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1924

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Flyod S Whiting	Widened	1935
Utah State Road Commission		

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge falls within the early period of standardization within this bridge type in Utah.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This bridge is an early example of a standardized type within a given bridge type and represents an important type and period of construction and is considered a significant feature in bridge engineering in Utah.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge possesses significance under the National Register Criteria for Evaluation for Criterion C for its distinctive features; however, it does not retain the historic integrity necessary to convey its design, engineering, or construction significance. As such, it is not eligible under Criterion C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 043029D

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 043046C **COUNTY:** Summit **MILE POST:** 0

LOCATION: 1.5 MILES NE. OF WANSHIP **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 2 Local **FEATURE CROSSED:** ABANDONED RAILROAD GRADE

OWNER: County Highway Agency **BRIDGE TYPE:** Steel stringer/multi-beam or girder (302)

STRUCTURE LENGTH (FT): 148.91 **LENGTH OF MAXIMUM SPAN (FT):** 36.08

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1937

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Reynolds Ely Construction Company	Change in railing/parapet	
Utah State Road Commission - CAS	Replacement of main members	
	Addition of main members	

RESULTS OF RESEARCH/DATA COLLECTION:

Plans indicated H15 loading. Bridge appears to have both steel and timber girders.
This grade separation bridge is associated with USRC's initiative to improve safety at highway and railroad intersections prior to World War II. Research did not reveal that this bridge had features to distinguish it from other examples within its bridge type and was not considered significant.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 043046C

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 72 **COUNTY:** Duchesne **MILE POST:** 1.193

LOCATION: 1.5 MI.NORTH OF DUCHESNE **FEATURE CARRIED:** SR-311

DISTRICT: Region 3 **FEATURE CROSSED:** STRAWBERRY RIVER

OWNER: State Highway Agency **BRIDGE TYPE:** Steel truss - thru (310)

STRUCTURE LENGTH (FT): 73.14 **LENGTH OF MAXIMUM SPAN (FT):** 69.86

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1928

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Strong & Grant

Utah State Road Commission

RESULTS OF RESEARCH/DATA COLLECTION:

Warren Through Pony Truss.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 72

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 282 **COUNTY:** Duchesne **MILE POST:** 66.045

LOCATION: 3.1 MI EAST OF FRUITLAND **FEATURE CARRIED:** US-40 STOCKTRAIL

DISTRICT: Region 3 **FEATURE CROSSED:** RED CREEK

OWNER: **BRIDGE TYPE:** Concrete tee beam (104)

STRUCTURE LENGTH (FT): 104.96 **LENGTH OF MAXIMUM SPAN (FT):** 52.48

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1929

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

W. W. Clyde & Co.

Utah State Road Commission

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge is located on a S.R. or U.S. highway and falls within the early period of the state's improvement program (S.R. highway 1910-1925; U.S. highway 1926-1931). Research did not reveal an important and direct association to link the construction, individually, of this bridge to this state program.

This bridge is located on a S.R. or U.S. highway and falls within the early period of the state's improvement program (pre-1935) to provide connections to the borders of adjacent states. Research did not reveal an important and direct association to link the construction, individually, of this bridge to this state program.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

STRUCTURE NUMBER: 0D 282

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 560 **COUNTY:** Duchesne **MILE POST:** 97.195

LOCATION: 10.7 MI.EAST of DUCHESNE **FEATURE CARRIED:** US-40 (SR-40)

DISTRICT: Region 3 **FEATURE CROSSED:** ANTELOPE CREEK

OWNER: **BRIDGE TYPE:** Concrete tee beam (104)

STRUCTURE LENGTH (FT): 118.08 **LENGTH OF MAXIMUM SPAN (FT):** 29.52

NUMBER OF MAIN SPANS: 4 **YEAR BUILT:** 1926

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Sumsion & Clyde	Widened	1954
Utah State Road Commission	Change in railing/parapet	

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge is located on a S.R. or U.S. highway and falls within the early period of the state's improvement program (S.R. highway 1910-1925; U.S. highway 1926-1931). Research did not reveal an important and direct association to link the construction, individually, of this bridge to this state program.

This bridge is located on a S.R. or U.S. highway and falls within the early period of the state's improvement program (pre-1935) to provide connections to the borders of adjacent states. Research did not reveal an important and direct association to link the construction, individually, of this bridge to this state program.

This bridge was constructed with a variable depth beam or girder. This design feature is common to this bridge type and does not represent an important variation or transition within bridge engineering. As such, this design feature is not considered significant.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 560

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 593 **COUNTY:** Duchesne **MILE POST:** 114.686

LOCATION: IN ROOSEVELT **FEATURE CARRIED:** US-40 (SR-40)

DISTRICT: Region 3 **FEATURE CROSSED:** COTTONWOOD CREEK

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete tee beam (104)

STRUCTURE LENGTH (FT): 95.12 **LENGTH OF MAXIMUM SPAN (FT):** 48.87

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1926

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Whitney & Reynolds	Widened	1959
Utah State Road Commission - EMC	Change in railing/parapet	

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge is located on a S.R. or U.S. highway and falls within the early period of the state's improvement program (S.R. highway 1910-1925; U.S. highway 1926-1931). Research did not reveal an important and direct association to link the construction, individually, of this bridge to this state program.

This bridge is located on a S.R. or U.S. highway and falls within the early period of the state's improvement program (pre-1935) to provide connections to the borders of adjacent states. Research did not reveal an important and direct association to link the construction, individually, of this bridge to this state program.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 593

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 402 **COUNTY:** Juab **MILE POST:** 41.069

LOCATION: 300 NORTH MAIN IN NEPHI **FEATURE CARRIED:** SR-28

DISTRICT: Region 3 **FEATURE CROSSED:** SALT CREEK

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete slab (101)

STRUCTURE LENGTH (FT): 21.98 **LENGTH OF MAXIMUM SPAN (FT):** 20.01

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1924

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Wasatch Grading Company	Widened	1941
Utah State Road Commission		

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge falls within the early period of standardization within this bridge type in Utah.

This bridge has modest ornamental treatment to the rail/parapet. The addition of one modest aesthetic treatment is not adequate to demonstrate high artistic value.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This bridge is an early example of a standardized type within a given bridge type and represents an important type and period of construction and is considered a significant feature in bridge engineering in Utah.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge possesses significance under the National Register Criteria for Evaluation for Criterion C for its distinctive features; however, it does not retain the historic integrity necessary to convey its design, engineering, or construction significance. As such, it is not eligible under Criterion C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 402

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 246 **COUNTY:** Uintah **MILE POST:** 38.762

LOCATION: IN MAESER **FEATURE CARRIED:** SR-121

DISTRICT: Region 3 **FEATURE CROSSED:** STEINAKER SERVICE CANAL

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete tee beam (104)

STRUCTURE LENGTH (FT): 45.92 **LENGTH OF MAXIMUM SPAN (FT):** 36.08

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1932

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
	Widened	1970
Utah State Road Commission	Change in railing/parapet	

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 246

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 739 **COUNTY:** Uintah **MILE POST:** 353.76

LOCATION: NORTH EDGE OF VERNAL **FEATURE CARRIED:** US-191 (SR-191)

DISTRICT: Region 3 **FEATURE CROSSED:** ASHLEY CREEK

OWNER: **BRIDGE TYPE:** Concrete tee beam (104)

STRUCTURE LENGTH (FT): 62.98 **LENGTH OF MAXIMUM SPAN (FT):** 56.09

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1942

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Mack Whitney	Widened	1964
Utah State Road Commission		

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge has modest ornamental treatment to the rail/parapet. The addition of one modest aesthetic treatment is not adequate to demonstrate high artistic value.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 739

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 149 **COUNTY:** Utah **MILE POST:** 344.858

LOCATION: IN PLEASANT GROVE **FEATURE CARRIED:** UNION PACIFIC RR

DISTRICT: Region 3 **FEATURE CROSSED:** US-89 (SR-89)

OWNER: **BRIDGE TYPE:** Steel stringer/multi-beam or girder (302)

STRUCTURE LENGTH (FT): 61.01 **LENGTH OF MAXIMUM SPAN (FT):** 55.1

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1937

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Christensen-Gardner

Utah State Road Commission

RESULTS OF RESEARCH/DATA COLLECTION:

This grade separation bridge is associated with USRC's initiative to improve safety at highway and railroad intersections prior to World War II.

Application of ornate geometric motifs to express contemporary trends of industrialization and modernization is a key feature of the Art Deco and Streamline Moderne styles.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This bridge is significant as an early example (pre-1941) of a grade separation structure associated with the state's highway safety improvement program.

The design of this bridge has high artistic value as expressed in the application of aesthetic treatments in bridge design associated with the Art Deco and Streamline Moderne styles.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge is eligible under Criterion A as it has a direct and important association with a significant historic program or project at the state level. Further, it retains the historic integrity necessary to convey its historical significance.

This bridge is eligible under Criterion C because it possesses high artistic value as illustrated through its overall design, outstanding architectural treatment, or notable use of ornamentation, and it retains historic integrity necessary to convey its design significance.

NATIONAL REGISTER DETERMINATION: Eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

STRUCTURE NUMBER: 0C 149

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 199 **COUNTY:** Utah **MILE POST:** 1.699

LOCATION: WEST SIDE OF PROVO **FEATURE CARRIED:** SR-114

DISTRICT: Region 3 **FEATURE CROSSED:** PROVO RIVER

OWNER: **BRIDGE TYPE:** Steel continuous stringer/multi-beam or girder (402)

STRUCTURE LENGTH (FT): 102.99 **LENGTH OF MAXIMUM SPAN (FT):** 49.86

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1941

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

RESULTS OF RESEARCH/DATA COLLECTION:

Early use of large-scale welding in Utah.

This bridge has modest ornamental treatment to the rail/parapet. The addition of one modest aesthetic treatment is not adequate to demonstrate high artistic value.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This bridge represents large-scale welding for bridge construction during the early period of use of this technology in Utah and is considered a significant design feature.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

NATIONAL REGISTER DETERMINATION: Eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

STRUCTURE NUMBER: 0C 199

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 22 **COUNTY:** Utah **MILE POST:** 328.457

LOCATION: 25 N.MAIN IN SPRINGVILLE **FEATURE CARRIED:** US-89 (SR-89)-Main

DISTRICT: Region 3 **FEATURE CROSSED:** HOBBLE CREEK

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete tee beam (104)

STRUCTURE LENGTH (FT): 25.91 **LENGTH OF MAXIMUM SPAN (FT):** 20.01

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1913

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Widened

Change in railing/parapet

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge is located on a S.R. or U.S. highway and falls within the early period of the state's improvement program (S.R. highway 1910-1925; U.S. highway 1926-1931). Research did not reveal an important and direct association to link the construction, individually, of this bridge to this state program.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This bridge is an example of design prior to standardization within a given bridge type and represents an important evolution of its type and is considered a significant feature in bridge engineering in Utah.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge possesses significance under the National Register Criteria for Evaluation for Criterion C for its distinctive features; however, it does not retain the historic integrity necessary to convey its design, engineering, or construction significance. As such, it is not eligible under Criterion C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

STRUCTURE NUMBER: 0D 22

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 413 **COUNTY:** Utah **MILE POST:** 0.865

LOCATION: WEST CENTER ST.IN PROVO **FEATURE CARRIED:** SR-114

DISTRICT: Region 3 **FEATURE CROSSED:** UPRR & 12TH WEST STREET

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete continuous tee beam (204)

STRUCTURE LENGTH (FT): 859.69 **LENGTH OF MAXIMUM SPAN (FT):** 89.87

NUMBER OF MAIN SPANS: 15 **YEAR BUILT:** 1937

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

L. A. Young Construction Company

Utah State Road Commission - JAU

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge has an exceptional main span length.

This grade separation bridge is associated with USRC's initiative to improve safety at highway and railroad intersections prior to World War II.

This bridge was constructed with a variable depth beam or girder. This design feature is common to this bridge type and does not represent an important variation or transition within bridge engineering. As such, this design feature is not considered significant.

This bridge has modest ornamental treatment to the rail/parapet. The addition of one modest aesthetic treatment is not adequate to demonstrate high artistic value.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

The exceptional main span length of this bridge illustrates the outer limits achievable in span length within this bridge type prior to 1966. An exceptional main span length illustrates a variation within a given bridge type and is considered a significant feature in bridge engineering and construction.

This bridge is significant as an early example (pre-1941) of a grade separation structure associated with the state's highway safety improvement program.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge is eligible under Criterion A as it has a direct and important association with a significant historic program or project at the state level. Further, it retains the historic integrity necessary to convey its historical significance.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

NATIONAL REGISTER DETERMINATION: Eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

STRUCTURE NUMBER: 0D 413

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 431 **COUNTY:** Utah **MILE POST:** 7.737

LOCATION: 2 MI.E.OF ALPINE X-ROAD **FEATURE CARRIED:** SR-92

DISTRICT: Region 3 **FEATURE CROSSED:** AMERICAN FORK CREEK

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete tee beam (104)

STRUCTURE LENGTH (FT): 30.83 **LENGTH OF MAXIMUM SPAN (FT):** 27.88

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1939

ENGINEER / DESIGNER:

B. D. Palfreyman

Utah State Road Commission - CGW

ALTERATIONS:

Change in railing/parapet

DATE OF ALTERATION (IF KNOWN):

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 431

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 447 **COUNTY:** Utah **MILE POST:** 11.561

LOCATION: SOUTH SPANISH FORK **FEATURE CARRIED:** SR-198

DISTRICT: Region 3 **FEATURE CROSSED:** SPANISH FORK RIVER

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete tee beam (104)

STRUCTURE LENGTH (FT): 60.02 **LENGTH OF MAXIMUM SPAN (FT):** 57.07

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1940

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge has modest ornamental treatment to the rail/parapet. The addition of one modest aesthetic treatment is not adequate to demonstrate high artistic value.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

STRUCTURE NUMBER: 0D 447

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 451 **COUNTY:** Utah **MILE POST:** 336.181

LOCATION: 1200 NORTH IN PROVO **FEATURE CARRIED:** US-89 (SR-89)

DISTRICT: Region 3 **FEATURE CROSSED:** PROVO RIVER

OWNER: State Highway Agency **BRIDGE TYPE:** Steel stringer/multi-beam or girder (302)

STRUCTURE LENGTH (FT): 123.98 **LENGTH OF MAXIMUM SPAN (FT):** 60.02

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1942

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
J. M. Sumsion	Change in railing/parapet	1986
Utah State Road Commission - FME	Widened	1986
	Widened	1966

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge is located along a route or in areas known to have provided transportation access to military installations and defense industries during World War II (1942-1945). Research did not reveal an important and direct association to link the construction, individually, of this bridge to providing an important role in transportation related to specific wartime programs.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 451

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E 427 **COUNTY:** Utah **MILE POST:** 1.534

LOCATION: SOUTH OF SPRING LAKE **FEATURE CARRIED:** SR-198

DISTRICT: Region 3 **FEATURE CROSSED:** HIGH LINE CANAL

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete continuous culvert (219)

STRUCTURE LENGTH (FT): 21.98 **LENGTH OF MAXIMUM SPAN (FT):** 8.86

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1930

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Change in railing/parapet

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge has modest ornamental treatment with recessed panels. The addition of this modest aesthetic treatment is not adequate to demonstrate high artistic value.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

STRUCTURE NUMBER: 0E 427

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E2249 **COUNTY:** Utah **MILE POST:** 3.444

LOCATION: 1100 EAST 800 NO. in OREM **FEATURE CARRIED:** SR-52

DISTRICT: Region 3 **FEATURE CROSSED:** MURDOCK CANAL

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete culvert (119)

STRUCTURE LENGTH (FT): 21.98 **LENGTH OF MAXIMUM SPAN (FT):** 9.84

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1941

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
	Widened	1984
	Change in railing/parapet	1984

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E2249

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 4D 149 **COUNTY:** Utah **MILE POST:** 2.699

LOCATION: SOUTH SPANISH FORK **FEATURE CARRIED:** SR-164 WBL ONLY

DISTRICT: Region 3 **FEATURE CROSSED:** SPANISH FORK RIVER

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete arch - deck (111)

STRUCTURE LENGTH (FT): 75.44 **LENGTH OF MAXIMUM SPAN (FT):** 49.2

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1941

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Utah State Road Commission - FME (1940)

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge is part of a pair of matching bridges at this location.
This bridge has modest ornamental treatment to the rail/parapet. The addition of one modest aesthetic treatment is not adequate to demonstrate high artistic value.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This bridge represents a bridge type not common to Utah. Based on its rarity, it is considered significant as one of relatively few specimens illustrating its type.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge demonstrates important bridge building practices of an uncommon bridge type in Utah. As such, it illustrates the pattern of features typical of this rare bridge type and is recommended eligible under Criterion C.

NATIONAL REGISTER DETERMINATION: Eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

STRUCTURE NUMBER: 4D 149

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 166 **COUNTY:** Wasatch **MILE POST:** 17.426

LOCATION: WEST of DEER CREEK DAM **FEATURE CARRIED:** HEBER CREEPER RR.

DISTRICT: Region 3 **FEATURE CROSSED:** SR-189

OWNER: State Highway Agency **BRIDGE TYPE:** Steel stringer/multi-beam or girder (302)

STRUCTURE LENGTH (FT): 125.95 **LENGTH OF MAXIMUM SPAN (FT):** 45.92

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1939

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

L. A. Young Construction Company

Utah State Road Commission - PWM

RESULTS OF RESEARCH/DATA COLLECTION:

The inspection file indicates that the D&RGW railroad company will maintain the superstructure and deck and the state will maintain the substructure and roadway.
This grade separation bridge is associated with USRC's initiative to improve safety at highway and railroad intersections prior to World War II. Research did not reveal that this bridge had features to distinguish it from other examples within its bridge type and was not considered significant.

This bridge has modest ornamental treatment with recessed panels. The addition of this modest aesthetic treatment is not adequate to demonstrate high artistic value.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 166

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 470 **COUNTY:** Wasatch **MILE POST:** 5.211

LOCATION: 2 MILES WEST OF HEBER **FEATURE CARRIED:** SR-113

DISTRICT: Region 3 **FEATURE CROSSED:** PROVO RIVER

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete tee beam (104)

STRUCTURE LENGTH (FT): 103.98 **LENGTH OF MAXIMUM SPAN (FT):** 51.82

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1942

ENGINEER / DESIGNER:

Miner Brothers Construction Company

Utah State Road Commission - FME

ALTERATIONS:

Change in railing/parapet

DATE OF ALTERATION (IF KNOWN):

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge was constructed with a variable depth beam or girder. This design feature is common to this bridge type and does not represent an important variation or transition within bridge engineering. As such, this design feature is not considered significant.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

STRUCTURE NUMBER: 0D 470

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: HEBER RR 14.2 **COUNTY:** Wasatch **MILE POST:** 0

LOCATION: Upper Provo Canyon **FEATURE CARRIED:** Heber Creeper RR

DISTRICT: Region 3 **FEATURE CROSSED:** Provo River

OWNER: Other State Agency **BRIDGE TYPE:** Timber stringer/multi-beam or girder (702)

STRUCTURE LENGTH (FT): 85.97 **LENGTH OF MAXIMUM SPAN (FT):** 12.99

NUMBER OF MAIN SPANS: 6 **YEAR BUILT:** 1938

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

RESULTS OF RESEARCH/DATA COLLECTION:

This railroad structure was developed as part of the Heber Valley Railroad line. Investigations into the rail line and this bridge did not reveal evidence to clearly demonstrate that the construction of any of the bridges along the rail line, individually, played an important role in the deveopment of rail transportation in Utah. The construction of this bridge post-dates the period that the rail line was established. As such, this bridge is not considered significant based on the research conducted for this study.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: HEBER RR 14.2

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: HEBER RR 3.3 **COUNTY:** Wasatch **MILE POST:** 0

LOCATION: Above Deer Creek Res. **FEATURE CARRIED:** Heber Creeper RR

DISTRICT: Region 3 **FEATURE CROSSED:** Upper Provo River

OWNER: Other State Agency **BRIDGE TYPE:** Steel continuous stringer/multi-beam or girder (402)

STRUCTURE LENGTH (FT): 146.94 **LENGTH OF MAXIMUM SPAN (FT):** 73.47

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1938

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

RESULTS OF RESEARCH/DATA COLLECTION:

This railroad structure was developed as part of the Heber Valley Railroad line. Investigations into the rail line and this bridge did not reveal evidence to clearly demonstrate that the construction of any of the bridges along the rail line, individually, played an important role in the deveopment of rail transportation in Utah. The construction of this bridge post-dates the period that the rail line was established. As such, this bridge is not considered significant based on the research conducted for this study.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: HEBER RR 3.3

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: HEBER RR 3.5 **COUNTY:** Wasatch **MILE POST:** 0

LOCATION: Near Midway **FEATURE CARRIED:** Heber Creeper RR

DISTRICT: Region 3 **FEATURE CROSSED:** Provo River

OWNER: Other State Agency **BRIDGE TYPE:** Timber stringer/multi-beam or girder (702)

STRUCTURE LENGTH (FT): 94.79 **LENGTH OF MAXIMUM SPAN (FT):** 13.55

NUMBER OF MAIN SPANS: 7 **YEAR BUILT:** 1938

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

RESULTS OF RESEARCH/DATA COLLECTION:

This railroad structure was developed as part of the Heber Valley Railroad line. Investigations into the rail line and this bridge did not reveal evidence to clearly demonstrate that the construction of any of the bridges along the rail line, individually, played an important role in the deveopment of rail transportation in Utah. The construction of this bridge post-dates the period that the rail line was established. As such, this bridge is not considered significant based on the research conducted for this study.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: HEBER RR 3.5

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 013004C **COUNTY:** Duchesne **MILE POST:** 0

LOCATION: 2 MILES NW. OF TABIONA **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 3 Local **FEATURE CROSSED:** DUCHESNE RIVER

OWNER: County Highway Agency **BRIDGE TYPE:** Steel continuous stringer/multi-beam or girder (402)

STRUCTURE LENGTH (FT): 48.87 **LENGTH OF MAXIMUM SPAN (FT):** 23.94

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** c.1945

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 013004C

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 013005C
COUNTY: Duchesne
MILE POST: 0
LOCATION: 1 MILE NW. OF TABIONA
FEATURE CARRIED: COUNTY ROAD
DISTRICT: Region 3 Local
FEATURE CROSSED: DUCHESNE RIVER

OWNER: County Highway Agency
BRIDGE TYPE: Steel stringer/multi-beam or girder (302)
STRUCTURE LENGTH (FT): 50.84
LENGTH OF MAXIMUM SPAN (FT): 47.89
NUMBER OF MAIN SPANS: 1
YEAR BUILT: 1945

ENGINEER / DESIGNER:

ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Widened	1991
Change in railing/parapet	1991

RESULTS OF RESEARCH/DATA COLLECTION:

Inspection file notes steel beams were reused from another structure. Splices with welds.
The early use of welding for bridge construction occurred prior to the construction of this bridge. As such, the use of large-scale welding or arc-welded connections on this bridge does not represent an early period of use of this technology in bridge design in Utah and it is not considered a significant design feature.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible
NATIONAL REGISTER DETERMINATION DATE: 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 013005C

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 013007C **COUNTY:** Duchesne **MILE POST:** 0

LOCATION: 1 MILE SE. OF TABIONA **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 3 Local **FEATURE CROSSED:** DUCHESNE RIVER

OWNER: County Highway Agency **BRIDGE TYPE:** Steel truss - thru (310)

STRUCTURE LENGTH (FT): 50.84 **LENGTH OF MAXIMUM SPAN (FT):** 48.87

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** c.1915

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
	Relocated	1942

Utah State Road Commission - ALM

RESULTS OF RESEARCH/DATA COLLECTION:

Warren Through Pony Truss.
This bridge falls within the early period of standardization within this bridge type in Utah.

When taken alone the relocation of a truss bridge will not result in a sufficient loss of integrity to render a structure ineligible.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This bridge is an early example of a standardized type within a given bridge type and represents an important type and period of construction and is considered a significant feature in bridge engineering in Utah.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering, and it retains the historic integrity necessary to convey its engineering significance.

NATIONAL REGISTER DETERMINATION: Eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 013007C

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 013030C **COUNTY:** Duchesne **MILE POST:** 0

LOCATION: 2 MILE NORTHWEST of NEOLA **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 3 Local **FEATURE CROSSED:** B.I.A. CANAL

OWNER: County Highway Agency **BRIDGE TYPE:** Steel stringer/multi-beam or girder (302)

STRUCTURE LENGTH (FT): 24.93 **LENGTH OF MAXIMUM SPAN (FT):** 22.96

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** c.1945

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Lengthened

Change in railing/parapet

RESULTS OF RESEARCH/DATA COLLECTION:

Inspection file notes states that beams have been lengthened by welding splice plates on flanges and webs.
The early use of welding for bridge construction occurred prior to the construction of this bridge. As such, the use of large-scale welding or arc-welded connections on this bridge does not represent an early period of use of this technology in bridge design in Utah and it is not considered a significant design feature.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 013030C

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 013058C **COUNTY:** Duchesne **MILE POST:** 0

LOCATION: IN BRIDGELAND **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 3 Local **FEATURE CROSSED:** DUCHESNE RIVER

OWNER: **BRIDGE TYPE:** Steel truss - thru (310)

STRUCTURE LENGTH (FT): 123 **LENGTH OF MAXIMUM SPAN (FT):** 120.05

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1929

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Dan J Cavenagh

Utah State Road Commission - JJB

RESULTS OF RESEARCH/DATA COLLECTION:

Warren Through Overhead Truss. Bridge plans state: "STANDARD 120' Steel Truss 20' Roadway 2-15T Loading." Bridge constructed with rivets. Long span length. Bridge bypassed by new structure in 2006.
The use of standard plans for this bridge occurred after the initial period of standardization for this bridge type. This bridge displays a common design with no individual distinctive characteristics, variation of features, or evolutions within this bridge type. As such, the use of standard plans on this bridge is not considered a significant design feature.

The use of rivets and/or bolts on this bridge occurred after the early period of introduction for these connection types. As such, the presence of these connections on this bridge does not represent an early period of use of this technology in bridge design in Utah and it is not considered a significant design feature.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

The exceptional main span length of this bridge illustrates the outer limits achievable in span length within this bridge type prior to 1966. An exceptional main span length illustrates a variation within a given bridge type and is considered a significant feature in bridge engineering and construction.

This bridge represents a bridge type not common to Utah. Based on its rarity, it is considered significant as one of relatively few specimens illustrating its type.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

This bridge demonstrates important bridge building practices of an uncommon bridge type in Utah. As such, it illustrates the pattern of features typical of this rare bridge type and is recommended eligible under Criterion C.

NATIONAL REGISTER DETERMINATION: Eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 013058C

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 023005D **COUNTY:** Juab **MILE POST:** 0

LOCATION: 5 MI.SOUTH OF YUBA INTCHG **FEATURE CARRIED:** CNTY.ROAD,F.A.#270

DISTRICT: Region 3 Local **FEATURE CROSSED:** YUBA DAM SPILLWAY

OWNER: County Highway Agency **BRIDGE TYPE:** Concrete continuous tee beam (204)

STRUCTURE LENGTH (FT): 127.92 **LENGTH OF MAXIMUM SPAN (FT):** 49.86

NUMBER OF MAIN SPANS: 4 **YEAR BUILT:** 1932

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Floyd S. Whiting

Utah State Road Commission - Nuessinger

RESULTS OF RESEARCH/DATA COLLECTION:

Vicinity of Sevier Reservoir/Yuba Dam. This bridge is located in close proximity to the Sevier Reservoir. Research did not reveal an important and direct association to link the construction, individually, of this bridge to serve the transportation needs of this reclamation project in Utah.
This bridge has modest ornamental treatment to the rail/parapet. The addition of one modest aesthetic treatment is not adequate to demonstrate high artistic value.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 023005D

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 047027A **COUNTY:** Uintah **MILE POST:** 0

LOCATION: 4.5 MI.SO.of FT. DUCHESNE **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 3 Local **FEATURE CROSSED:** DRY GULCH CREEK

OWNER: County Highway Agency **BRIDGE TYPE:** Timber stringer/multi-beam or girder (702)

STRUCTURE LENGTH (FT): 78.06 **LENGTH OF MAXIMUM SPAN (FT):** 38.05

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1939

ENGINEER / DESIGNER:

State Forces

Utah State Road Commission

ALTERATIONS:

Change in railing/parapet

DATE OF ALTERATION (IF KNOWN):

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 047027A

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 049001D **COUNTY:** Utah **MILE POST:** 0

LOCATION: 200 S. 100 E. AMER. FORK **FEATURE CARRIED:** 200 SOUTH STREET

DISTRICT: Region 3 Local **FEATURE CROSSED:** AMERICAN FORK CREEK

OWNER: City Highway Agency **BRIDGE TYPE:** Concrete continuous slab (201)

STRUCTURE LENGTH (FT): 23.94 **LENGTH OF MAXIMUM SPAN (FT):** 9.84

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1925

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Change in railing/parapet

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge falls within the early period of standardization within this bridge type in Utah.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This bridge is an early example of a standardized type within a given bridge type and represents an important type and period of construction and is considered a significant feature in bridge engineering in Utah.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering, and it retains the historic integrity necessary to convey its engineering significance.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 049001D

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 049017D **COUNTY:** Utah **MILE POST:** 0

LOCATION: 650 SO.800 E.,SPRINGVILLE **FEATURE CARRIED:** 800 EAST STREET

DISTRICT: Region 3 Local **FEATURE CROSSED:** HOBBLE CREEK

OWNER: City Highway Agency **BRIDGE TYPE:** Concrete slab (101)

STRUCTURE LENGTH (FT): 21.98 **LENGTH OF MAXIMUM SPAN (FT):** 20.01

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1940

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Change in railing/parapet

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

STRUCTURE NUMBER: 049017D

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 049033D **COUNTY:** Utah **MILE POST:** 0

LOCATION: IN CITY OF HIGHLAND **FEATURE CARRIED:** CITY ST.,10300 NO.

DISTRICT: Region 3 Local **FEATURE CROSSED:** PROVO RESERVOIR CANAL

OWNER: City Highway Agency **BRIDGE TYPE:** Concrete slab (101)

STRUCTURE LENGTH (FT): 39.03 **LENGTH OF MAXIMUM SPAN (FT):** 19.02

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1945

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge is located along a route or in areas known to have provided transportation access to military installations and defense industries during World War II (1942-1945). Research did not reveal an important and direct association to link the construction, individually, of this bridge to providing an important role in transportation related to specific wartime programs.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 049033D

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 049035D **COUNTY:** Utah **MILE POST:** 0

LOCATION: IN CITY OF HIGHLAND **FEATURE CARRIED:** CITY ST.,6000 WEST

DISTRICT: Region 3 Local **FEATURE CROSSED:** PROVO RESERVOIR CANAL

OWNER: City Highway Agency **BRIDGE TYPE:** Concrete slab (101)

STRUCTURE LENGTH (FT): 39.03 **LENGTH OF MAXIMUM SPAN (FT):** 19.02

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1945

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge is located along a route or in areas known to have provided transportation access to military installations and defense industries during World War II (1942-1945). Research did not reveal an important and direct association to link the construction, individually, of this bridge to providing an important role in transportation related to specific wartime programs.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 049035D

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 049037D **COUNTY:** Utah **MILE POST:** 0

LOCATION: 9450 N.4000 W., PG. **FEATURE CARRIED:** 4000 WEST STREET

DISTRICT: Region 3 Local **FEATURE CROSSED:** PROVO RESERVOIR CANAL

OWNER: City Highway Agency **BRIDGE TYPE:** Concrete slab (101)

STRUCTURE LENGTH (FT): 39.03 **LENGTH OF MAXIMUM SPAN (FT):** 19.02

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1945

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge is located along a route or in areas known to have provided transportation access to military installations and defense industries during World War II (1942-1945). Research did not reveal an important and direct association to link the construction, individually, of this bridge to providing an important role in transportation related to specific wartime programs.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 049037D

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 049048C **COUNTY:** Utah **MILE POST:** 0

LOCATION: 10800 S.800 W., SO.SALEM **FEATURE CARRIED:** CO RD-800 WEST ST

DISTRICT: Region 3 Local **FEATURE CROSSED:** HIGHLINE CANAL

OWNER: County Highway Agency **BRIDGE TYPE:** Steel stringer/multi-beam or girder (302)

STRUCTURE LENGTH (FT): 25.91 **LENGTH OF MAXIMUM SPAN (FT):** 22.96

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** c.1935

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
	Replacement of main members	1987

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 049048C

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 049050C **COUNTY:** Utah **MILE POST:** 0

LOCATION: 11250 S.2350 W.,SE.PAYSON **FEATURE CARRIED:** GOOSENEST DR,CO.RD

DISTRICT: Region 3 Local **FEATURE CROSSED:** HIGHLINE CANAL

OWNER: County Highway Agency **BRIDGE TYPE:** Steel stringer/multi-beam or girder (302)

STRUCTURE LENGTH (FT): 28.86 **LENGTH OF MAXIMUM SPAN (FT):** 20.99

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** c.1935

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
	Widened	1987

RESULTS OF RESEARCH/DATA COLLECTION:

Widened c.1987 with steel stringers.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 049050C

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 049055C **COUNTY:** Utah **MILE POST:** 0

LOCATION: 12875 S.5600 W.,N.SNTQUIN **FEATURE CARRIED:** CO.RD.,5600 W. ST.

DISTRICT: Region 3 Local **FEATURE CROSSED:** HIGHLINE CANAL

OWNER: County Highway Agency **BRIDGE TYPE:** Steel stringer/multi-beam or girder (302)

STRUCTURE LENGTH (FT): 26.9 **LENGTH OF MAXIMUM SPAN (FT):** 24.93

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** c.1935

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 049055C

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 049056C **COUNTY:** Utah **MILE POST:** 0

LOCATION: 1180 NO.200 E.,SANTAQUIN. **FEATURE CARRIED:** 200 EAST STREET

DISTRICT: Region 3 Local **FEATURE CROSSED:** HIGHLINE CANAL

OWNER: City Highway Agency **BRIDGE TYPE:** Steel stringer/multi-beam or girder (302)

STRUCTURE LENGTH (FT): 25.91 **LENGTH OF MAXIMUM SPAN (FT):** 24.93

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** c.1935

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 049056C

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 049065A **COUNTY:** Utah **MILE POST:** 0

LOCATION: 8 MILES SE.OF THISTLE JCT **FEATURE CARRIED:** CO. RD.AT NEBO CRK

DISTRICT: Region 3 Local **FEATURE CROSSED:** THISTLE CREEK

OWNER: County Highway Agency **BRIDGE TYPE:** Timber stringer/multi-beam or girder (702)

STRUCTURE LENGTH (FT): 23.94 **LENGTH OF MAXIMUM SPAN (FT):** 21.98

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1940

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 049065A

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 051003D **COUNTY:** Wasatch **MILE POST:** 0

LOCATION: AT JCT. WITH SR-40 **FEATURE CARRIED:** WASATCH COUNTY RD.

DISTRICT: Region 3 Local **FEATURE CROSSED:** CURRANT CREEK

OWNER: County Highway Agency **BRIDGE TYPE:** Concrete tee beam (104)

STRUCTURE LENGTH (FT): 41.98 **LENGTH OF MAXIMUM SPAN (FT):** 39.03

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1929

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

U.S. Department of Agriculture, Bureau of Public Roads

RESULTS OF RESEARCH/DATA COLLECTION:

Vicinity of Unita National Forest.
This bridge was identified and evaluated due to its close geographic proximity to an important recreational area and its association with efforts by USRC to enhance auto tourism in Utah. Investigations into this bridge did not reveal evidence that demonstrates that the construction of this bridge, individually, played an important or direct role in providing greater access to recreational areas or increasing auto tourism.

This bridge has modest ornamental treatment to the rail/parapet. The addition of one modest aesthetic treatment is not adequate to demonstrate high artistic value.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 051003D

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 051007A **COUNTY:** Wasatch **MILE POST:** 0

LOCATION: .5 MI.BELOW DEER CR. RES. **FEATURE CARRIED:** WASATCH COUNTY RD

DISTRICT: Region 3 Local **FEATURE CROSSED:** PROVO RIVER

OWNER: County Highway Agency **BRIDGE TYPE:** Timber stringer/multi-beam or girder (702)

STRUCTURE LENGTH (FT): 95.12 **LENGTH OF MAXIMUM SPAN (FT):** 23.94

NUMBER OF MAIN SPANS: 4 **YEAR BUILT:** 1940

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 051007A

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 285 **COUNTY:** Beaver **MILE POST:** 1.31

LOCATION: SOUTH SIDE OF BEAVER **FEATURE CARRIED:** SR-160

DISTRICT: Region 4C **FEATURE CROSSED:** BEAVER RIVER

OWNER: **BRIDGE TYPE:** Concrete tee beam (104)

STRUCTURE LENGTH (FT): 32.14 **LENGTH OF MAXIMUM SPAN (FT):** 29.85

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1929

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Wheelwright Construction Co.	Change in railing/parapet	
Utah State Road Commission	Widened	

RESULTS OF RESEARCH/DATA COLLECTION:

1929 plans indicate width of 24 feet. Current width is 34 feet.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 285

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 237 **COUNTY:** Millard **MILE POST:** 85.33

LOCATION: 3.3 MILES WEST OF DELTA **FEATURE CARRIED:** US-6 (SR-6)

DISTRICT: Region 4C **FEATURE CROSSED:** DESERET CANAL

OWNER: **BRIDGE TYPE:** Steel stringer/multi-beam or girder (302)

STRUCTURE LENGTH (FT): 42.97 **LENGTH OF MAXIMUM SPAN (FT):** 40.02

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1945

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Clifford Prince

Utah State Road Commission

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge is located along a route or in areas known to have provided transportation access to military installations and defense industries during World War II (1942-1945). Research did not reveal an important and direct association to link the construction, individually, of this bridge to providing an important role in transportation related to specific wartime programs.

This bridge has modest ornamental treatment to the rail/parapet. The addition of one modest aesthetic treatment is not adequate to demonstrate high artistic value.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

STRUCTURE NUMBER: 0C 237

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 600 **COUNTY:** Millard **MILE POST:** 2.939

LOCATION: 300 NORTH IN FILLMORE **FEATURE CARRIED:** SR-99

DISTRICT: Region 4C **FEATURE CROSSED:** CHALK CREEK

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete frame (107)

STRUCTURE LENGTH (FT): 49.86 **LENGTH OF MAXIMUM SPAN (FT):** 44.94

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1934

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Young & Ogden and Utah State Road Commission - RGC (1934)	Widened	1957
Utah State Road Commission - JAU (1954)	Lengthened	1957
	Change in railing/parapet	1957

RESULTS OF RESEARCH/DATA COLLECTION:

National Recovery Municipal (NRM) project 9-H.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This bridge was constructed within the early period (1934-1936) of the state's implementation of projects under the National Recovery Act.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge is associated with an important historic program or project at the state or local level; however, it does not retain historic integrity necessary to convey historical significance. As such, it is not eligible under Criterion A.

This bridge does not appear to possess significance under the National Register Criteria for Evaluation for Criterion C. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction. As such, it is recommended not eligible under Criterion C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 600

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 416 **COUNTY:** Washington **MILE POST:** 0.71

LOCATION: IN TOWN OF WASHINGTON **FEATURE CARRIED:** SR-212

DISTRICT: Region 4C **FEATURE CROSSED:** MILL CREEK

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete tee beam (104)

STRUCTURE LENGTH (FT): 139.07 **LENGTH OF MAXIMUM SPAN (FT):** 44.94

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1937

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

L. A. Young Construction Company

Utah State Road Commission

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge has modest ornamental treatment to the rail/parapet. The addition of one modest aesthetic treatment is not adequate to demonstrate high artistic value.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

STRUCTURE NUMBER: 0D 416

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E 426 **COUNTY:** Washington **MILE POST:** 14.827

LOCATION: 2.9 MILES E. LAVERKIN JCT **FEATURE CARRIED:** SR-9

DISTRICT: Region 4C **FEATURE CROSSED:** DRY WASH

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete continuous culvert (219)

STRUCTURE LENGTH (FT): 26.9 **LENGTH OF MAXIMUM SPAN (FT):** 12.14

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1934

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Change in railing/parapet

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge was identified and evaluated due to its close geographic proximity to an important recreational area and its association with efforts by USRC to enhance auto tourism in Utah. Investigations into this bridge did not reveal evidence that demonstrates that the construction of this bridge, individually, played an important or direct role in providing greater access to recreational areas or increasing auto tourism.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

STRUCTURE NUMBER: 0E 426

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0F 82 **COUNTY:** Washington **MILE POST:** 31.543

LOCATION: IN SPRINGDALE **FEATURE CARRIED:** SR-9

DISTRICT: Region 4C **FEATURE CROSSED:** SPRINGDALE WASH

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete slab (101)

STRUCTURE LENGTH (FT): 49.86 **LENGTH OF MAXIMUM SPAN (FT):** 20.01

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1926

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Hygbee Construction Company (1939)	Change in railing/parapet	
Utah State Road Commission	Widened	1939
	Added main members	

RESULTS OF RESEARCH/DATA COLLECTION:

Bridge file indicates prestressed concrete added to bridge.
This bridge was identified and evaluated due to its close geographic proximity to an important recreational area and its association with efforts by USRC to enhance auto tourism in Utah. Investigations into this bridge did not reveal evidence that demonstrates that the construction of this bridge, individually, played an important or direct role in providing greater access to recreational areas or increasing auto tourism.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

STRUCTURE NUMBER: 0F 82

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 001003C **COUNTY:** Beaver **MILE POST:** 0

LOCATION: SOUTH of ADAMSVILLE **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 4C Local **FEATURE CROSSED:** BEAVER RIVER

OWNER: County Highway Agency **BRIDGE TYPE:** Steel truss - thru (310)

STRUCTURE LENGTH (FT): 61.99 **LENGTH OF MAXIMUM SPAN (FT):** 60.02

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1914

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Utah State Road Commission

Delta Land and Water Co.

RESULTS OF RESEARCH/DATA COLLECTION:

Warren Through Pony Truss. This bridge is located in close proximity to Rocky Ford Dam (Minersville Dam), and was built to USRC standards by the Delta land and Water Company (owner of reservoir). This bridge is located in close proximity to the Minersville Dam. Research did not reveal an important and direct association to link the construction, individually, of this bridge to serve the transportation needs of this reclamation project in Utah.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This bridge is an early example of a standardized type within a given bridge type and represents an important type and period of construction and is considered a significant feature in bridge engineering in Utah.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering, and it retains the historic integrity necessary to convey its engineering significance.

NATIONAL REGISTER DETERMINATION: Eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 001003C

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 001010C **COUNTY:** Beaver **MILE POST:** 0

LOCATION: NAVAJO TRAIL OVER BEVER R **FEATURE CARRIED:** NAVAJO TRAIL

DISTRICT: Region 4C Local **FEATURE CROSSED:** BEAVER RIVER

OWNER: County Highway Agency **BRIDGE TYPE:** Steel stringer/multi-beam or girder (302)

STRUCTURE LENGTH (FT): 28.5 **LENGTH OF MAXIMUM SPAN (FT):** 27.49

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1935

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Change in railing/parapet

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 001010C

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 021003C **COUNTY:** Iron **MILE POST:** 0

LOCATION: 0.5 MI.NO.BEAR VALLEY INT **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 4C Local **FEATURE CROSSED:** FREMONT WASH

OWNER: County Highway Agency **BRIDGE TYPE:** Steel stringer/multi-beam or girder (302)

STRUCTURE LENGTH (FT): 55.1 **LENGTH OF MAXIMUM SPAN (FT):** 51.82

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1932

ENGINEER / DESIGNER:

Clyde & Whiting

Utah State Road Commission - CAS

ALTERATIONS:

Change in railing/parapet

DATE OF ALTERATION (IF KNOWN):

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 021003C

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 021004D **COUNTY:** Iron **MILE POST:** 0

LOCATION: SOUTH END PAROWAN MAIN ST **FEATURE CARRIED:** PAROWAN MAIN ST.

DISTRICT: Region 4C Local **FEATURE CROSSED:** PAROWAN CREEK

OWNER: City Highway Agency **BRIDGE TYPE:** Concrete tee beam (104)

STRUCTURE LENGTH (FT): 43.95 **LENGTH OF MAXIMUM SPAN (FT):** 40.02

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1925

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Reynolds Ely Construction Company	Widened	1938
Utah State Road Commission - JJB; 1938: Utah State Road Commission - PWM		

RESULTS OF RESEARCH/DATA COLLECTION:

Widened with tee beams. Original width was 24 feet. Current width is 31.5 feet.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This bridge is an early example of a standardized type within a given bridge type and represents an important type and period of construction and is considered a significant feature in bridge engineering in Utah.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge possesses significance under the National Register Criteria for Evaluation for Criterion C for its distinctive features; however, it does not retain the historic integrity necessary to convey its design, engineering, or construction significance. As such, it is not eligible under Criterion C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 021004D

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 027005A **COUNTY:** Millard **MILE POST:** 0

LOCATION: 2 MILES SW. OF LEAMINGTON **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 4C Local **FEATURE CROSSED:** CENTRAL UTAH CANAL

OWNER: County Highway Agency **BRIDGE TYPE:** Timber stringer/multi-beam or girder (702)

STRUCTURE LENGTH (FT): 25.91 **LENGTH OF MAXIMUM SPAN (FT):** 20.01

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** c.1935

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 027005A

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 053011D **COUNTY:** Washington **MILE POST:** 0

LOCATION: EAST SIDE OF ST. GEORGE **FEATURE CARRIED:** MIDDLETON DRIVE

DISTRICT: Region 4C Local **FEATURE CROSSED:** MIDDLETON WASH

OWNER: City Highway Agency **BRIDGE TYPE:** Concrete slab (101)

STRUCTURE LENGTH (FT): 89.87 **LENGTH OF MAXIMUM SPAN (FT):** 35.1

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1927

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Reynolds Ely Construction Co.

Utah State Road Commission - FME

RESULTS OF RESEARCH/DATA COLLECTION:

Two reinforced concrete T-beam spans with center reinforced concrete slab span. Long span length.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

The exceptional main span length of this bridge illustrates the outer limits achievable in span length within this bridge type prior to 1966. An exceptional main span length illustrates a variation within a given bridge type and is considered a significant feature in bridge engineering and construction.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

NATIONAL REGISTER DETERMINATION: Eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 053011D

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 053012D **COUNTY:** Washington **MILE POST:** 0

LOCATION: HARRISBERG RESORT **FEATURE CARRIED:** HURRICANE CITY RD.

DISTRICT: Region 4C Local **FEATURE CROSSED:** LEEDS CREEK

OWNER: City Highway Agency **BRIDGE TYPE:** Concrete tee beam (104)

STRUCTURE LENGTH (FT): 37.06 **LENGTH OF MAXIMUM SPAN (FT):** 35.1

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1931

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
A. O. Thorn; Strong & Grant	Widened	1962
Utah State Road Commission - RGC		

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 053012D

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 053023D **COUNTY:** Washington **MILE POST:** 0

LOCATION: NORTH EDGE OF TOQUERVILLE **FEATURE CARRIED:** TOWN ROAD

DISTRICT: Region 4C Local **FEATURE CROSSED:** WET SANDY WASH

OWNER: Township Highway Agency **BRIDGE TYPE:** Concrete tee beam (104)

STRUCTURE LENGTH (FT): 48.87 **LENGTH OF MAXIMUM SPAN (FT):** 45.92

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1924

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Snow, Cannon, & Kemp

Utah State Road Commission - IG

RESULTS OF RESEARCH/DATA COLLECTION:

Vicinity of Zion National Park. Portion of inspection file notes concrete girders outside, tee beams inside. The bridge plan states: "Standard 45 foot Straight Span Bridge 20' 0" Roadway." This bridge was identified and evaluated due to its close geographic proximity to an important recreational area and its association with efforts by USRC to enhance auto tourism in Utah. Investigations into this bridge did not reveal evidence that demonstrates that the construction of this bridge, individually, played an important or direct role in providing greater access to recreational areas or increasing auto tourism.

This bridge has modest ornamental treatment to the rail/parapet. The addition of one modest aesthetic treatment is not adequate to demonstrate high artistic value.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This bridge is an early example of a standardized type within a given bridge type and represents an important type and period of construction and is considered a significant feature in bridge engineering in Utah.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering, and it retains the historic integrity necessary to convey its engineering significance.

NATIONAL REGISTER DETERMINATION: Eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 053023D

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 053025D **COUNTY:** Washington **MILE POST:** 0

LOCATION: 1 MILE SOUTH OF PINTURA **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 4C Local **FEATURE CROSSED:** DRY FORK CREEK

OWNER: County Highway Agency **BRIDGE TYPE:** Concrete tee beam (104)

STRUCTURE LENGTH (FT): 49.86 **LENGTH OF MAXIMUM SPAN (FT):** 47.89

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1930

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 053025D

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 053026D **COUNTY:** Washington **MILE POST:** 0

LOCATION: WEST OF ASH CREEK RES. **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 4C Local **FEATURE CROSSED:** ASH CREEK

OWNER: County Highway Agency **BRIDGE TYPE:** Concrete continuous arch - deck (211)

STRUCTURE LENGTH (FT): 222.06 **LENGTH OF MAXIMUM SPAN (FT):** 129.89

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1925

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Reynolds & Whitney Construction Company

Utah State Road Commission - FME

RESULTS OF RESEARCH/DATA COLLECTION:

Open spandrel. Vicinity of Zion National Park.
This bridge was identified and evaluated due to its close geographic proximity to an important recreational area and its association with efforts by USRC to enhance auto tourism in Utah. Investigations into this bridge did not reveal evidence that demonstrates that the construction of this bridge, individually, played an important or direct role in providing greater access to recreational areas or increasing auto tourism.

The construction of Concrete continuous deck arch (211) bridges is not common in Utah and there are less than 10 extant examples within this bridge type.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This bridge represents a bridge type not common to Utah. Based on its rarity, it is considered significant as one of relatively few specimens illustrating its type.

This bridge displays aesthetic qualities in the overall design to distinguish it as significant for possessing high artistic value.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge demonstrates important bridge building practices of an uncommon bridge type in Utah. As such, it illustrates the pattern of features typical of this rare bridge type and is recommended eligible under Criterion C.

This bridge is eligible under Criterion C because it possesses high artistic value as illustrated through its overall design, outstanding architectural treatment, or notable use of ornamentation, and it retains historic integrity necessary to convey its design significance.

NATIONAL REGISTER DETERMINATION: Eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 053026D

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 053031C **COUNTY:** Washington **MILE POST:** 0

LOCATION: 9.7 MI.WEST OF ST. GEORGE **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 4C Local **FEATURE CROSSED:** SANTA CLARA RIVER

OWNER: County Hwy Agency **BRIDGE TYPE:** Steel continuous stringer/multi-beam or girder (402)

STRUCTURE LENGTH (FT): 185.98 **LENGTH OF MAXIMUM SPAN (FT):** 81.02

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1931

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Knowlton & Rupert

Utah State Road Commission - PWM

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge was constructed with a cantilevered span and a pin and hangar connection. The construction of this bridge coincides with the widespread use of this bridge feature nationally and in Utah. As such, the presence of a cantilevered span with a pin and hangar connection is common within this bridge type and this bridge does not represent the early period of use or an important transition in bridge design. This feature was determined not to be significant.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 053031C

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 339 **COUNTY:** Carbon **MILE POST:** 247.111

LOCATION: IN WELLINGTON **FEATURE CARRIED:** US-6 (SR-6)

DISTRICT: Region 4P **FEATURE CROSSED:** FLOOD WASH

OWNER: State Highway Agency **BRIDGE TYPE:** Steel stringer/multi-beam or girder (302)

STRUCTURE LENGTH (FT): 42.97 **LENGTH OF MAXIMUM SPAN (FT):** 40.02

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1938

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Gibbons & Reed (1938)	Widened	1961
Utah State Road Commission - PWM and JAU (1961)	Change in railing/parapet	1961

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 339

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 202 **COUNTY:** Carbon **MILE POST:** 11.377

LOCATION: At Scofield Reservoir **FEATURE CARRIED:** SR-96

DISTRICT: Region 4P **FEATURE CROSSED:** SCOFIELD DAM SPILLWAY

OWNER: **BRIDGE TYPE:** Concrete tee beam (104)

STRUCTURE LENGTH (FT): 42.02 **LENGTH OF MAXIMUM SPAN (FT):** 38.02

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1944

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
	Change in railing/parapet	1982
U.S. Bureau of Reclamation	Widened	1982

RESULTS OF RESEARCH/DATA COLLECTION:

Vicinity of Scofield Dam.
This bridge is located at the Scofield Dam and Reservoir to serve the transportation needs of this reclamation project in Utah and was constructed by the U.S. Department of Interior, Bureau of Reclamation.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This bridge displays sufficient evidence to demonstrate its construction, individually, played an important role in the development of the Scofield Dam project. This bridge is integrated into the spillway structure of the dam to serve important transportation needs. It is significant for its direct association to this project.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge is eligible under Criterion A as it has a direct and important association with a significant historical event or trend at the state level. Further, it retains the historic integrity necessary to convey its historical significance.

This bridge does not appear to possess significance under the National Register Criteria for Evaluation for Criterion C. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction. As such, it is recommended not eligible under Criterion C.

NATIONAL REGISTER DETERMINATION: Eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

STRUCTURE NUMBER: 0D 202

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 360 **COUNTY:** Carbon **MILE POST:** 1.308

LOCATION: SPRING GLEN SO. OF HELPER **FEATURE CARRIED:** SR-139

DISTRICT: Region 4P **FEATURE CROSSED:** SPRING GLEN WASH

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete frame (107)

STRUCTURE LENGTH (FT): 23.94 **LENGTH OF MAXIMUM SPAN (FT):** 20.99

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1934

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Gray and Murdock

Utah State Road Commission - CGS

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge has modest ornamental treatment to the rail/parapet. The addition of one modest aesthetic treatment is not adequate to demonstrate high artistic value.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 360

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 401 **COUNTY:** Carbon **MILE POST:** 67.823

LOCATION: SOUTH SIDE OF PRICE **FEATURE CARRIED:** SR-10

DISTRICT: Region 4P **FEATURE CROSSED:** PRICE RIVER

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete frame (107)

STRUCTURE LENGTH (FT): 75.11 **LENGTH OF MAXIMUM SPAN (FT):** 64.94

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1936

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
J. M. Sumsion	Widened	1982
Utah State Road Commission - EW (1936); Utah Department of Transportation Structures Division - JWG (1982)	Change in railing/parapet	

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 401

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E 417 **COUNTY:** Carbon **MILE POST:** 0.492

LOCATION: SPRING GLEN,SO.OF HELPER **FEATURE CARRIED:** SR-139

DISTRICT: Region 4P **FEATURE CROSSED:** SO.SPRING GLEN STREAM

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete continuous culvert (219)

STRUCTURE LENGTH (FT): 21.98 **LENGTH OF MAXIMUM SPAN (FT):** 9.84

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1933

ENGINEER / DESIGNER:

Gray & Murdock (1933)

Utah State Road Commission - CGS

ALTERATIONS:

Widened

DATE OF ALTERATION (IF KNOWN):

RESULTS OF RESEARCH/DATA COLLECTION:

File and plan indicates standard rail type "Concrete D-V-82-R1." Plans for widiening show the replacement of railing with same standard as original construction.
The use of standard plans for this bridge occurred after the initial period of standardization for this bridge type. This bridge displays a common design with no individual distinctive characteristics, variation of features, or evolutions within this bridge type. As such, the use of standard plans on this bridge is not considered a significant design feature.

This bridge has modest ornamental treatment to the rail/parapet. The addition of one modest aesthetic treatment is not adequate to demonstrate high artistic value.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

STRUCTURE NUMBER: 0E 417

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 144 **COUNTY:** Emery **MILE POST:** 0.239

LOCATION: 2 MI.WEST OF GREEN RIVER **FEATURE CARRIED:** UNION PACIFIC RR

DISTRICT: Region 4P **FEATURE CROSSED:** SR-19

OWNER: State Highway Agency **BRIDGE TYPE:** Steel stringer/multi-beam or girder (302)

STRUCTURE LENGTH (FT): 49.86 **LENGTH OF MAXIMUM SPAN (FT):** 48.87

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1938

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Strong & Grant

Utah State Road Commission - PWM

RESULTS OF RESEARCH/DATA COLLECTION:

This grade separation bridge is associated with USRC's initiative to improve safety at highway and railroad intersections prior to World War II.

Application of ornate geometric motifs to express contemporary trends of industrialization and modernization is a key feature of the Art Deco and Streamline Moderne styles.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This bridge is significant as an early example (pre-1941) of a grade separation structure associated with the state's highway safety improvement program.

The design of this bridge has high artistic value as expressed in the application of aesthetic treatments in bridge design associated with the Art Deco and Streamline Moderne styles.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge is eligible under Criterion A as it has a direct and important association with a significant historic program or project at the state level. Further, it retains the historic integrity necessary to convey its historical significance.

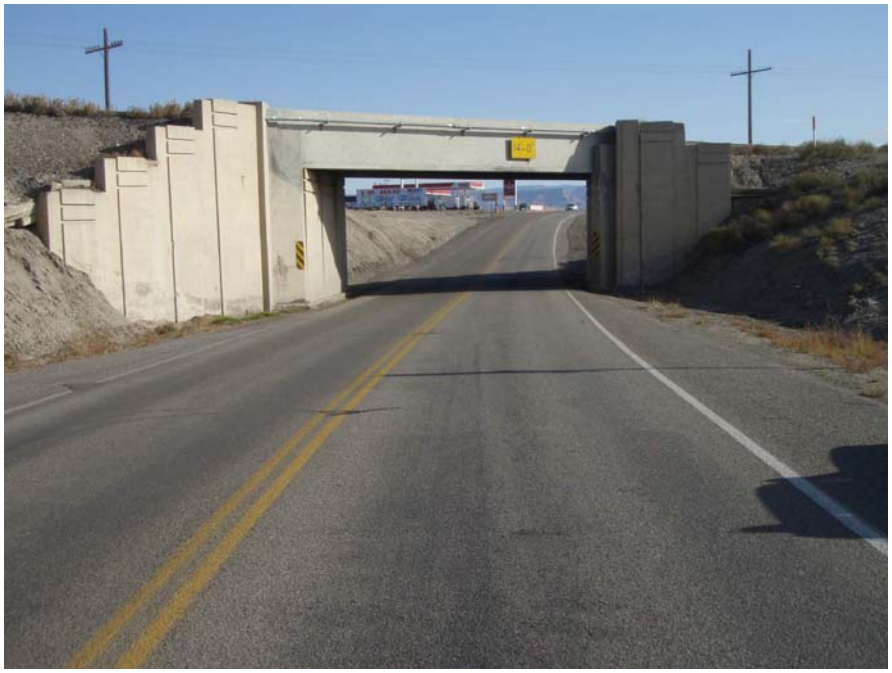
This bridge is eligible under Criterion C because it possesses high artistic value as illustrated through its overall design, outstanding architectural treatment, or notable use of ornamentation, and it retains historic integrity necessary to convey its design significance.

NATIONAL REGISTER DETERMINATION: Eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 144

PHOTOGRAPHS



SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 322 **COUNTY:** Utah **MILE POST:** 202.125

LOCATION: 1 MI W. TUCKER REST AREA **FEATURE CARRIED:** US-6 (SR-6)

DISTRICT: Region 4P **FEATURE CROSSED:** SOLDIER CREEK

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete tee beam (104)

STRUCTURE LENGTH (FT): 42.97 **LENGTH OF MAXIMUM SPAN (FT):** 40.02

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1932

ENGINEER / DESIGNER:

J. M. Sumsion

Utah State Road Commission - MF

ALTERATIONS:

Change in railing/parapet

DATE OF ALTERATION (IF KNOWN):

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge has modest ornamental treatment with recessed panels. The addition of this modest aesthetic treatment is not adequate to demonstrate high artistic value.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

STRUCTURE NUMBER: 0D 322

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 007007C **COUNTY:** Carbon **MILE POST:** 0

LOCATION: 2.5 MI.NO. OF WELLINGTON **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 4P Local **FEATURE CROSSED:** COAL WASH

OWNER: County Highway Agency **BRIDGE TYPE:** Steel truss - thru (310)

STRUCTURE LENGTH (FT): 102.99 **LENGTH OF MAXIMUM SPAN (FT):** 100.04

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1915

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Bridge relocated

Utah State Road Commission

RESULTS OF RESEARCH/DATA COLLECTION:

Warren Through Overhead Truss. Lattice railing.
When taken alone the relocation of a truss bridge will not result in a sufficient loss of integrity to render a structure ineligible.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This bridge represents a bridge type not common to Utah. Based on its rarity, it is considered significant as one of relatively few specimens illustrating its type.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge demonstrates important bridge building practices of an uncommon bridge type in Utah. As such, it illustrates the pattern of features typical of this rare bridge type and is recommended eligible under Criterion C.

NATIONAL REGISTER DETERMINATION: Eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 007007C

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 007010A **COUNTY:** Carbon **MILE POST:** 0

LOCATION: 6 MI.SE. OF WELLINGTON **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 4P Local **FEATURE CROSSED:** UNNAMED WASH

OWNER: County Highway Agency **BRIDGE TYPE:** Timber stringer/multi-beam or girder (702)

STRUCTURE LENGTH (FT): 69.86 **LENGTH OF MAXIMUM SPAN (FT):** 15.09

NUMBER OF MAIN SPANS: 5 **YEAR BUILT:** 1935

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 007010A

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 007015C **COUNTY:** Carbon **MILE POST:** 0

LOCATION: SO. PRICE ON 300 W. ST. **FEATURE CARRIED:** PRICE CITY STREET

DISTRICT: Region 4P Local **FEATURE CROSSED:** PRICE RIVER

OWNER: City Highway Agency **BRIDGE TYPE:** Steel truss - thru (310)

STRUCTURE LENGTH (FT): 66.91 **LENGTH OF MAXIMUM SPAN (FT):** 62.98

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1910

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

RESULTS OF RESEARCH/DATA COLLECTION:

Warren Through Pony Truss.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This bridge is an example of design prior to standardization within a given bridge type and represents an important evolution of its type and is considered a significant feature in bridge engineering in Utah.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering, and it retains the historic integrity necessary to convey its engineering significance.

NATIONAL REGISTER DETERMINATION: Eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 007015C

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 007020C **COUNTY:** Carbon **MILE POST:** 0

LOCATION: NORTH SIDE OF HELPER **FEATURE CARRIED:** HELPER CITY STREET

DISTRICT: Region 4P Local **FEATURE CROSSED:** HARD SCRABBLE WASH

OWNER: City Highway Agency **BRIDGE TYPE:** Steel stringer/multi-beam or girder (302)

STRUCTURE LENGTH (FT): 24.93 **LENGTH OF MAXIMUM SPAN (FT):** 21.98

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** c.1945

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 007020C

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 007021D **COUNTY:** Carbon **MILE POST:** 0

LOCATION: 3.5 MILES WEST OF HELPER **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 4P Local **FEATURE CROSSED:** SPRING CANYON WASH

OWNER: County Highway Agency **BRIDGE TYPE:** Concrete slab (101)

STRUCTURE LENGTH (FT): 44.94 **LENGTH OF MAXIMUM SPAN (FT):** 39.03

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** c.1920

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

RESULTS OF RESEARCH/DATA COLLECTION:

Long span length.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

The exceptional main span length of this bridge illustrates the outer limits achievable in span length within this bridge type prior to 1966. An exceptional main span length illustrates a variation within a given bridge type and is considered a significant feature in bridge engineering and construction.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C because it represents a variation, evolution, or transition that is conveyed through important features or innovations related to bridge construction, design, or engineering, and it retains historic integrity necessary to convey its engineering significance.

NATIONAL REGISTER DETERMINATION: Eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 007021D

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 007027C **COUNTY:** Carbon **MILE POST:** 0

LOCATION: 1 MILE NW OF CASTLE GATE **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 4P Local **FEATURE CROSSED:** PRICE RIVER

OWNER: County Highway Agency **BRIDGE TYPE:** Steel truss - thru (310)

STRUCTURE LENGTH (FT): 74.13 **LENGTH OF MAXIMUM SPAN (FT):** 48.87

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1914

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

RESULTS OF RESEARCH/DATA COLLECTION:

Warren Through Pony Truss.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This bridge is an early example of a standardized type within a given bridge type and represents an important type and period of construction and is considered a significant feature in bridge engineering in Utah.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering, and it retains the historic integrity necessary to convey its engineering significance.

NATIONAL REGISTER DETERMINATION: Eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 007027C

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 007030D **COUNTY:** Carbon **MILE POST:** 0

LOCATION: WEST HELPER **FEATURE CARRIED:** NORTH MAIN STREET

DISTRICT: Region 4P Local **FEATURE CROSSED:** SPRING CANYON WASH

OWNER: City Highway Agency **BRIDGE TYPE:** Concrete tee beam (104)

STRUCTURE LENGTH (FT): 27.88 **LENGTH OF MAXIMUM SPAN (FT):** 23.94

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1922

ENGINEER / DESIGNER:

Stong & Vallandingham

Utah State Road Commission

ALTERATIONS:

Widened

DATE OF ALTERATION (IF KNOWN):

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge illustrates the early use of this established bridge type in Utah.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This bridge is an example of design prior to standardization within a given bridge type and represents an important evolution of its type and is considered a significant feature in bridge engineering in Utah.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge possesses significance under the National Register Criteria for Evaluation for Criterion C for its distinctive features; however, it does not retain the historic integrity necessary to convey its design, engineering, or construction significance. As such, it is not eligible under Criterion C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 007030D

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 019005C **COUNTY:** Grand **MILE POST:** 0

LOCATION: 1 MILE SOUTHEAST OF MOAB **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 4P Local **FEATURE CROSSED:** PACK CREEK

OWNER: County Highway Agency **BRIDGE TYPE:** Steel stringer/multi-beam or girder (302)

STRUCTURE LENGTH (FT): 120.05 **LENGTH OF MAXIMUM SPAN (FT):** 49.86

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1931

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Talboe & Sons

Utah State Road Commission - PWM

RESULTS OF RESEARCH/DATA COLLECTION:

Bridge has welds, rivets, bolts, and pin connections.
The use of rivets and/or bolts on this bridge occurred after the early period of introduction for these connection types. As such, the presence of these connections on this bridge does not represent an early period of use of this technology in bridge design in Utah and it is not considered a significant design feature.

This bridge was constructed with a cantilevered span and a pin and hangar connection. The construction of this bridge coincides with the widespread use of this bridge feature nationally and in Utah. As such, the presence of a cantilevered span with a pin and hangar connection is common within this bridge type and this bridge does not represent the early period of use or an important transition in bridge design. This feature was determined not to be significant.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 019005C

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 019014C **COUNTY:** Grand **MILE POST:** 0

LOCATION: 2 MI. NORTHEAST OF CISCO **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 4P Local **FEATURE CROSSED:** UNNAMED WASH

OWNER: County Highway Agency **BRIDGE TYPE:** Steel stringer/multi-beam or girder (302)

STRUCTURE LENGTH (FT): 29.85 **LENGTH OF MAXIMUM SPAN (FT):** 25.91

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1931

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Hall & Company

Utah State Road Commission - CAS & KWT

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge is located on a S.R. or U.S. highway and falls within the early period of the state's improvement program (pre-1935) to provide connections to the borders of adjacent states. Research did not reveal an important and direct association to link the construction, individually, of this bridge to this state program.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 019014C

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 019015C **COUNTY:** Grand **MILE POST:** 0

LOCATION: 4 MI. NORTHEAST OF CISCO **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 4P Local **FEATURE CROSSED:** DANISH WASH

OWNER: County Highway Agency **BRIDGE TYPE:** Steel stringer/multi-beam or girder (302)

STRUCTURE LENGTH (FT): 37.06 **LENGTH OF MAXIMUM SPAN (FT):** 29.85

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1930

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Hall & Company

Utah State Road Commission - RGC

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 019015C

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 019016A **COUNTY:** Grand **MILE POST:** 0

LOCATION: 4 MILES WEST OF THOMPSON **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 4P Local **FEATURE CROSSED:** UNNAMED WASH

OWNER: County Highway Agency **BRIDGE TYPE:** Timber stringer/multi-beam or girder (702)

STRUCTURE LENGTH (FT): 27.88 **LENGTH OF MAXIMUM SPAN (FT):** 11.15

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1933

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

W. W. Clyde & Company

Utah State Road Commission - CAS

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 019016A

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 019017A **COUNTY:** Grand **MILE POST:** 0

LOCATION: 3.9 MI. WEST OF THOMPSON **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 4P Local **FEATURE CROSSED:** UNNAMED WASH

OWNER: County Highway Agency **BRIDGE TYPE:** Timber stringer/multi-beam or girder (702)

STRUCTURE LENGTH (FT): 27.88 **LENGTH OF MAXIMUM SPAN (FT):** 23.94

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1939

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Young & Smith Construction Company	Lengthened	1970
Utah State Road Commission		

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 019017A

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 019018A **COUNTY:** Grand **MILE POST:** 0

LOCATION: 1.5 MI. WEST OF THOMPSON **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 4P Local **FEATURE CROSSED:** COAL CREEK

OWNER: **BRIDGE TYPE:** Timber stringer/multi-beam or girder (702)

STRUCTURE LENGTH (FT): 27.88 **LENGTH OF MAXIMUM SPAN (FT):** 12.14

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1933

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

W. W. Clyde & Company

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 019018A

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 019020C **COUNTY:** Grand **MILE POST:** 0

LOCATION: 1.5 MI. SW. OF THOMPSON **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 4P Local **FEATURE CROSSED:** THOMPSON WASH

OWNER: County Highway Agency **BRIDGE TYPE:** Steel stringer/multi-beam or girder (302)

STRUCTURE LENGTH (FT): 32.14 **LENGTH OF MAXIMUM SPAN (FT):** 28.86

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1919

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Utah State Road Commission - I. R. Browning and G. S. Fisher (from date stone photograph)

RESULTS OF RESEARCH/DATA COLLECTION:

Vicinity of Arches National Park.
This bridge was identified and evaluated due to its close geographic proximity to an important recreational area and its association with efforts by USRC to enhance auto tourism in Utah. Investigations into this bridge did not reveal evidence that demonstrates that the construction of this bridge, individually, played an important or direct role in providing greater access to recreational areas or increasing auto tourism.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This bridge is an example of design prior to standardization within a given bridge type and represents an important evolution of its type and is considered a significant feature in bridge engineering in Utah.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering, and it retains the historic integrity necessary to convey its engineering significance.

NATIONAL REGISTER DETERMINATION: Eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 019020C

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 019031C **COUNTY:** Grand **MILE POST:** 0

LOCATION: 13 MI. EAST OF THOMPSON **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 4P Local **FEATURE CROSSED:** SALERATUS WASH

OWNER: **BRIDGE TYPE:** Steel stringer/multi-beam or girder (302)

STRUCTURE LENGTH (FT): 39.03 **LENGTH OF MAXIMUM SPAN (FT):** 16.07

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1931

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Reynolds Ely Construction Company

Utah State Road Commission - RGC

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 019031C

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 729 **COUNTY:** Garfield **MILE POST:** 137.563

LOCATION: 5.8 MILES NO.OF PANQUITCH **FEATURE CARRIED:** US-89 (SR-89)

DISTRICT: Region 4R **FEATURE CROSSED:** SANDY CREEK

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete slab (101)

STRUCTURE LENGTH (FT): 26.9 **LENGTH OF MAXIMUM SPAN (FT):** 23.94

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1931

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Young and Ogden	Widened	1967
Utah State Road Commission - RGC	Change in railing/parapet	
	Added main members	

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge is located on a S.R. or U.S. highway and falls within the early period of the state's improvement program (S.R. highway 1910-1925; U.S. highway 1926-1931). Research did not reveal an important and direct association to link the construction, individually, of this bridge to this state program.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 729

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0V 55 **COUNTY:** Garfield **MILE POST:** 4.63

LOCATION: TUNNEL 4.7 E.of BRYCE JCT **FEATURE CARRIED:** ROCK ARCH TUNNEL

DISTRICT: Region 4R **FEATURE CROSSED:** SR-12

OWNER: State Highway Agency **BRIDGE TYPE:** Other tunnel (018)

STRUCTURE LENGTH (FT): 32.14 **LENGTH OF MAXIMUM SPAN (FT):** 29.85

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1941

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Floyd S. Whiting

U.S. Department of Agriculture, Bureau of Public Roads,
District No. 12 - Ogden, Utah

RESULTS OF RESEARCH/DATA COLLECTION:

Plans indicate superstructure as tunnel through solid rock, 1" Gunite surface. Vicinity of Bryce Canyon National Park.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This bridge crosses a major river, gorge, or canyon or provides access to access to scenic areas and has an important and direct association with efforts by the state to improve transportation access within Utah.

This bridge represents a bridge type not common to Utah. Based on its rarity, it is considered significant as one of relatively few specimens illustrating its type.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge is eligible under Criterion A as it has a direct and important association with a significant historic program or project at the state level. Further, it retains the historic integrity necessary to convey its historical significance.

This bridge demonstrates important bridge building practices of an uncommon bridge type in Utah. As such, it illustrates the pattern of features typical of this rare bridge type and is recommended eligible under Criterion C.

NATIONAL REGISTER DETERMINATION: Eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

STRUCTURE NUMBER: 0V 55

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0V 56 **COUNTY:** Garfield **MILE POST:** 4.726

LOCATION: TUNNEL 4.8 E.OF BRYCE JCT **FEATURE CARRIED:** ROCK ARCH TUNNEL

DISTRICT: Region 4R **FEATURE CROSSED:** SR-12

OWNER: State Highway Agency **BRIDGE TYPE:** Other tunnel (018)

STRUCTURE LENGTH (FT): 32.14 **LENGTH OF MAXIMUM SPAN (FT):** 29.85

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1941

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Floyd S. Whiting

U.S. Department of Agriculture, Bureau of Public Roads,
District No. 12 - Ogden, Utah

RESULTS OF RESEARCH/DATA COLLECTION:

Plans indicate superstructure as tunnel through solid rock, 1" Gunite surface. Vicinity of Bryce Canyon National Park.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This bridge crosses a major river, gorge, or canyon or provides access to access to scenic areas and has an important and direct association with efforts by the state to improve transportation access within Utah.

This bridge represents a bridge type not common to Utah. Based on its rarity, it is considered significant as one of relatively few specimens illustrating its type.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

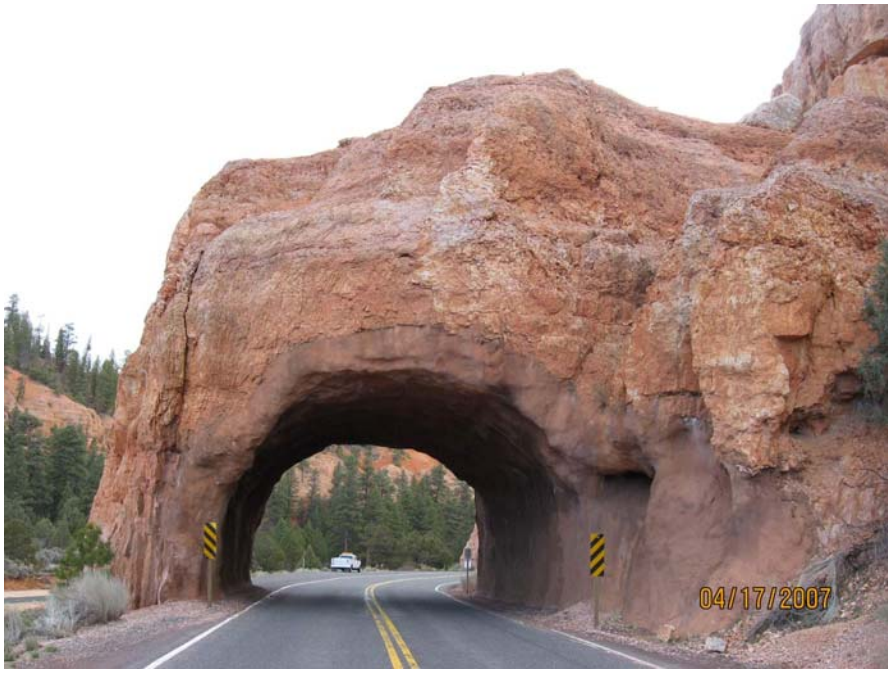
This bridge is eligible under Criterion A as it has a direct and important association with a significant historic program or project at the state level. Further, it retains the historic integrity necessary to convey its historical significance.

This bridge demonstrates important bridge building practices of an uncommon bridge type in Utah. As such, it illustrates the pattern of features typical of this rare bridge type and is recommended eligible under Criterion C.

NATIONAL REGISTER DETERMINATION: Eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

STRUCTURE NUMBER: 0V 56

PHOTOGRAPHS



SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 204 **COUNTY:** Kane **MILE POST:** 90.906

LOCATION: NORTH SIDE OF GLENDALE **FEATURE CARRIED:** US-89 (SR-89)

DISTRICT: Region 4R **FEATURE CROSSED:** LONG VALLEY CREEK

OWNER: State Highway Agency **BRIDGE TYPE:** Steel stringer/multi-beam or girder (302)

STRUCTURE LENGTH (FT): 56.09 **LENGTH OF MAXIMUM SPAN (FT):** 49.86

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1935

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Bureau of Public Roads	Widened	1970
U.S. Department of Agriculture, Bureau of Public Roads (San Francisco); Utah Department of Highways Structures Division - OKM (1970)	Change in railing/parapet	

RESULTS OF RESEARCH/DATA COLLECTION:

Plans indicate bridge built for Sevier Summit Highway as Utah Forest Project 19-B3, C2, D2. Vicinity of Dixie National Forest. Widened with three non-composite welded steel beams. This bridge was identified and evaluated due to its close geographic proximity to an important recreational area and its association with efforts by USRC to enhance auto tourism in Utah. Investigations into this bridge did not reveal evidence that demonstrates that the construction of this bridge, individually, played an important or direct role in providing greater access to recreational areas or increasing auto tourism.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 204

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 689 **COUNTY:** Kane **MILE POST:** 85.81

LOCATION: IN ORDERVILLE **FEATURE CARRIED:** US-89 (SR-89)

DISTRICT: Region 4R **FEATURE CROSSED:** VIRGIN RIVER

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete frame (107)

STRUCTURE LENGTH (FT): 62.98 **LENGTH OF MAXIMUM SPAN (FT):** 55.1

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1932

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Schuyler, Young, and Anderston (1932); Hall & Hall Construction Co. (1961)	Widened	1961
Utah State Road Commission - RGC (1932); Utah State Road Commission - RHJ (1961)	Change in railing/parapet	

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge was identified and evaluated due to its close geographic proximity to an important recreational area and its association with efforts by USRC to enhance auto tourism in Utah. Investigations into this bridge did not reveal evidence that demonstrates that the construction of this bridge, individually, played an important or direct role in providing greater access to recreational areas or increasing auto tourism.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 689

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E 154 **COUNTY:** Kane **MILE POST:** 34.902

LOCATION: 5.3 MI.W.LONG VALLEY JCT. **FEATURE CARRIED:** SR-14

DISTRICT: Region 4R **FEATURE CROSSED:** SWAINS CREEK

OWNER: **BRIDGE TYPE:** Concrete culvert (119)

STRUCTURE LENGTH (FT): 20.99 **LENGTH OF MAXIMUM SPAN (FT):** 20.01

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1935

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

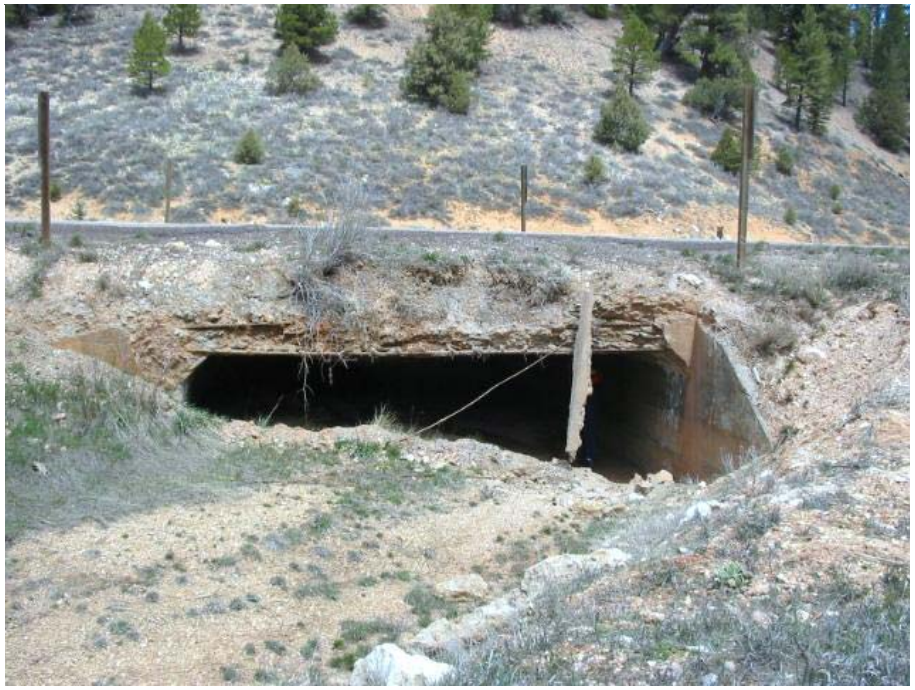
AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

STRUCTURE NUMBER: 0E 154

PHOTOGRAPHS



SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 394 **COUNTY:** Sanpete **MILE POST:** 277.911

LOCATION: IN MOUNT PLEASANT **FEATURE CARRIED:** US-89 (SR-89)

DISTRICT: Region 4R **FEATURE CROSSED:** PLEASANT CREEK

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete frame (107)

STRUCTURE LENGTH (FT): 25.91 **LENGTH OF MAXIMUM SPAN (FT):** 23.94

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1935

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

L. A. Young Construction Company

Utah State Road Commission - FME

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge has modest ornamental treatment to the rail/parapet. The addition of one modest aesthetic treatment is not adequate to demonstrate high artistic value.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 394

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E 639 **COUNTY:** Sanpete **MILE POST:** 3.949

LOCATION: 4 MILES EAST OF MORONI **FEATURE CARRIED:** SR-116

DISTRICT: Region 4R **FEATURE CROSSED:** SAN PITCH RIVER

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete continuous culvert (219)

STRUCTURE LENGTH (FT): 32.14 **LENGTH OF MAXIMUM SPAN (FT):** 14.1

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1938

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

L. A. Young Construction Company

Utah State Road Commission

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge has modest ornamental treatment to the rail/parapet. The addition of one modest aesthetic treatment is not adequate to demonstrate high artistic value.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E 639

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1254 **COUNTY:** Sanpete **MILE POST:** 55.975

LOCATION: SOUTH SIDE OF MORONI **FEATURE CARRIED:** SR-132

DISTRICT: Region 4R **FEATURE CROSSED:** SAN PITCH RIVER

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete continuous culvert (219)

STRUCTURE LENGTH (FT): 23.94 **LENGTH OF MAXIMUM SPAN (FT):** 11.15

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1931

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
W. W. Clyde & Company	Widened	1961
Utah State Road Commission		

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1254

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0A 385 **COUNTY:** Sevier **MILE POST:** 0.89

LOCATION: 1 MI.E.IVIE CREEK INTCHG. **FEATURE CARRIED:** SR-76

DISTRICT: Region 4R **FEATURE CROSSED:** UNNAMED WASH

OWNER: State Highway Agency **BRIDGE TYPE:** Timber stringer/multi-beam or girder (702)

STRUCTURE LENGTH (FT): 62.98 **LENGTH OF MAXIMUM SPAN (FT):** 23.94

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1941

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Strong & Grant

Utah State Road Commisssion

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0A 385

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0A 387 **COUNTY:** Sevier **MILE POST:** 34.036

LOCATION: 1.5 MI.W.FREMONT JCT.INT. **FEATURE CARRIED:** SR-72

DISTRICT: Region 4R **FEATURE CROSSED:** POST HOLLOW WASH

OWNER: State Highway Agency **BRIDGE TYPE:** Timber stringer/multi-beam or girder (702)

STRUCTURE LENGTH (FT): 89.87 **LENGTH OF MAXIMUM SPAN (FT):** 35.1

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1941

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Strong & Grant

Utah State Road Commisssion - REL

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0A 387

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 272 **COUNTY:** Sevier **MILE POST:** 9.274

LOCATION: 2.5 MILES NORTH OF MONROE **FEATURE CARRIED:** SR-118

DISTRICT: Region 4R **FEATURE CROSSED:** SEVIER RIVER

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete frame (107)

STRUCTURE LENGTH (FT): 43.95 **LENGTH OF MAXIMUM SPAN (FT):** 40.02

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1935

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

J. W. Whiting

Utah State Road Commission - RGC

RESULTS OF RESEARCH/DATA COLLECTION:

Plans indicate "STANDARD 40' Clear Span Rigid Frame Bridge for Secondary Roads."
The use of standard plans for this bridge occurred after the initial period of standardization for this bridge type. This bridge displays a common design with no individual distinctive characteristics, variation of features, or evolutions within this bridge type. As such, the use of standard plans on this bridge is not considered a significant design feature.

This bridge has modest ornamental treatment to the rail/parapet. The addition of one modest aesthetic treatment is not adequate to demonstrate high artistic value.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

STRUCTURE NUMBER: 0D 272

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 375A **COUNTY:** Sevier **MILE POST:** 3.512

LOCATION: NORTH OF REDMOND **FEATURE CARRIED:** SR-256

DISTRICT: Region 4R **FEATURE CROSSED:** SEVIER RIVER

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete frame (107)

STRUCTURE LENGTH (FT): 59.04 **LENGTH OF MAXIMUM SPAN (FT):** 55.1

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1934

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Ora Bundy

Utah State Road Commission - CGS

RESULTS OF RESEARCH/DATA COLLECTION:

National Recovery Highway (NRH) project 52-B. Plans indicate "STANDARD 55' Clear Span Rigid Frame Bridge 58'-9 7/8" Overall."
The use of standard plans for this bridge occurred after the initial period of standardization for this bridge type. This bridge displays a common design with no individual distinctive characteristics, variation of features, or evolutions within this bridge type. As such, the use of standard plans on this bridge is not considered a significant design feature.

This bridge has modest ornamental treatment to the rail/parapet. The addition of one modest aesthetic treatment is not adequate to demonstrate high artistic value.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This bridge was constructed within the early period (1934-1936) of the state's implementation of projects under the National Recovery Act.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge is eligible under Criterion A as it has a direct and important association with a significant historic program or project at the state level. Further, it retains the historic integrity necessary to convey its historical significance.

This bridge does not appear to possess significance under the National Register Criteria for Evaluation for Criterion C. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction. As such, it is recommended not eligible under Criterion C.

NATIONAL REGISTER DETERMINATION: Eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 375A

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0F 276 **COUNTY:** Sevier **MILE POST:** 8.165

LOCATION: 8.2 MILES SOUTH OF SALINA **FEATURE CARRIED:** SR-24

DISTRICT: Region 4R **FEATURE CROSSED:** NORTH CEDAR CREEK

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete tee beam (104)

STRUCTURE LENGTH (FT): 32.14 **LENGTH OF MAXIMUM SPAN (FT):** 29.85

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1927

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

Lyon Construction Company

Utah State Road Commission - JJB

RESULTS OF RESEARCH/DATA COLLECTION:

Plan labeled "Standard Superstructure and Standard 8' abutment."
The use of standard plans for this bridge occurred after the initial period of standardization for this bridge type. This bridge displays a common design with no individual distinctive characteristics, variation of features, or evolutions within this bridge type. As such, the use of standard plans on this bridge is not considered a significant design feature.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

STRUCTURE NUMBER: 0F 276

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 017002C **COUNTY:** Garfield **MILE POST:** 0

LOCATION: 7 MILES NO.OF PANQUITCH **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 4R Local **FEATURE CROSSED:** SEVIER RIVER

OWNER: County Highway Agency **BRIDGE TYPE:** Steel stringer/multi-beam or girder (302)

STRUCTURE LENGTH (FT): 41 **LENGTH OF MAXIMUM SPAN (FT):** 28.86

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** c.1925

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
	Lengthened	1992

RESULTS OF RESEARCH/DATA COLLECTION:

Inspection file indicates girders extended to lengthen bridge.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This bridge is an early example of a standardized type within a given bridge type and represents an important type and period of construction and is considered a significant feature in bridge engineering in Utah.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge possesses significance under the National Register Criteria for Evaluation for Criterion C for its distinctive features; however, it does not retain the historic integrity necessary to convey its design, engineering, or construction significance. As such, it is not eligible under Criterion C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 017002C

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 017004C **COUNTY:** Garfield **MILE POST:** 0

LOCATION: 3.5 MILES NO.OF PANGUITCH **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 4R Local **FEATURE CROSSED:** SEVIER RIVER

OWNER: County Highway Agency **BRIDGE TYPE:** Steel stringer/multi-beam or girder (302)

STRUCTURE LENGTH (FT): 28.86 **LENGTH OF MAXIMUM SPAN (FT):** 26.9

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** c.1935

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
	Replacement of main members	1994

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 017004C

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 017011A
COUNTY: Garfield
MILE POST: 0
LOCATION: 9.5 MI.SO.PANGUITCH LAKE
FEATURE CARRIED: COUNTY ROAD
DISTRICT: Region 4R Local
FEATURE CROSSED: MAMMOTH CREEK

OWNER: County Highway Agency
BRIDGE TYPE: Timber stringer/multi-beam or girder (702)
STRUCTURE LENGTH (FT): 27.88
LENGTH OF MAXIMUM SPAN (FT): 24.93
NUMBER OF MAIN SPANS: 1
YEAR BUILT: 1945

ENGINEER / DESIGNER:

ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Replacement of main members	1994
Lengthened	1994
Widened	1994

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible
NATIONAL REGISTER DETERMINATION DATE: 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 017011A

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 017015D **COUNTY:** Garfield **MILE POST:** 0

LOCATION: 2 MILES SOUTH OF HATCH **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 4R Local **FEATURE CROSSED:** MAMMOTH CREEK

OWNER: County Highway Agency **BRIDGE TYPE:** Concrete tee beam (104)

STRUCTURE LENGTH (FT): 71.83 **LENGTH OF MAXIMUM SPAN (FT):** 32.14

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1933

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

E. K. Ferguson

Utah State Road Commission - CAS

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge was constructed with a variable depth beam or girder. This design feature is common to this bridge type and does not represent an important variation or transition within bridge engineering. As such, this design feature is not considered significant.

This bridge has modest ornamental treatment to the rail/parapet. The addition of one modest aesthetic treatment is not adequate to demonstrate high artistic value.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 017015D

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 017024D **COUNTY:** Garfield **MILE POST:** 0

LOCATION: 4.5 MI. WEST OF ESCALANTE **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 4R Local **FEATURE CROSSED:** ESCALANTE RIVER

OWNER: County Highway Agency **BRIDGE TYPE:** Concrete tee beam (104)

STRUCTURE LENGTH (FT): 44.94 **LENGTH OF MAXIMUM SPAN (FT):** 39.03

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1935

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

State Forces

Utah State Road Commission - PWM

RESULTS OF RESEARCH/DATA COLLECTION:

Vicinity of Potato Wash Dam Spillway. This bridge is located in close proximity to the Potato Wash Dam. Research did not reveal an important and direct association to link the construction, individually, of this bridge to serve the transportation needs of this reclamation project in Utah.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 017024D

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 017044C **COUNTY:** Garfield **MILE POST:** 0

LOCATION: 1/2 MILE WEST OF ANTIMONY **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 4R Local **FEATURE CROSSED:** EAST FORK SEVIER RIVER

OWNER: County Highway Agency **BRIDGE TYPE:** Steel truss - thru (310)

STRUCTURE LENGTH (FT): 38.05 **LENGTH OF MAXIMUM SPAN (FT):** 35.1

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1928

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
	Bridge relocated	1990

RESULTS OF RESEARCH/DATA COLLECTION:

Pratt Through Pony Truss. Previous bridge number may have been 031005C (Piute County).
When taken alone the relocation of a truss bridge will not result in a sufficient loss of integrity to render a structure ineligible.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This bridge represents a bridge type not common to Utah. Based on its rarity, it is considered significant as one of relatively few specimens illustrating its type.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge demonstrates important bridge building practices of an uncommon bridge type in Utah. As such, it illustrates the pattern of features typical of this rare bridge type and is recommended eligible under Criterion C.

NATIONAL REGISTER DETERMINATION: Eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 017044C

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 025004A **COUNTY:** Kane **MILE POST:** 0

LOCATION: 3.5 MILES WEST OF ALTON **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 4R Local **FEATURE CROSSED:** LONG VALLEY CREEK

OWNER: County Highway Agency **BRIDGE TYPE:** Timber stringer/multi-beam or girder (702)

STRUCTURE LENGTH (FT): 25.91 **LENGTH OF MAXIMUM SPAN (FT):** 21.98

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1937

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

State Forces

Utah State Bridge Commission - REL

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 025004A

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 025008C **COUNTY:** Kane **MILE POST:** 0

LOCATION: CENTER STREET IN GLENDALE **FEATURE CARRIED:** TOWN STREET

DISTRICT: Region 4R Local **FEATURE CROSSED:** EAST FORK VIRGIN RIVER

OWNER: Township Highway Agency **BRIDGE TYPE:** Steel truss - thru (310)

STRUCTURE LENGTH (FT): 61.99 **LENGTH OF MAXIMUM SPAN (FT):** 58.06

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1925

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Clifford Prince	Relocated	1944
Utah State Road Commission - OTP		

RESULTS OF RESEARCH/DATA COLLECTION:

Warren Through Pony Truss. Plans indicate steel truss removed from bridge No. 21-795-1-2 and construction of bridge in 1944.
This bridge falls within the early period of standardization within this bridge type in Utah.

When taken alone the relocation of a truss bridge will not result in a sufficient loss of integrity to render a structure ineligible.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This bridge is an early example of a standardized type within a given bridge type and represents an important type and period of construction and is considered a significant feature in bridge engineering in Utah.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge is eligible under Criterion C as it represents an early or distinctive phase in bridge construction, design, or engineering, and it retains the historic integrity necessary to convey its engineering significance.

NATIONAL REGISTER DETERMINATION: Eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 025008C

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 031009A **COUNTY:** Piute **MILE POST:** 0

LOCATION: SO. END OTTER CREEK RES. **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 4R Local **FEATURE CROSSED:** OTTER CR. RES. OUTLET CH

OWNER: County Highway Agency **BRIDGE TYPE:** Timber stringer/multi-beam or girder (702)

STRUCTURE LENGTH (FT): 33.13 **LENGTH OF MAXIMUM SPAN (FT):** 15.09

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1945

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
	Replacement of main members	1978
	Change in railing/parapet	

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 031009A

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 031012D **COUNTY:** Piute **MILE POST:** 0

LOCATION: 2 MILES SOUTH OF JUNCTION **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 4R Local **FEATURE CROSSED:** SEVIER RIVER

OWNER: County Highway Agency **BRIDGE TYPE:** Concrete frame (107)

STRUCTURE LENGTH (FT): 53.14 **LENGTH OF MAXIMUM SPAN (FT):** 49.86

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1936

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

W. W. Clyde & Company

Utah State Road Commission - RGC

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge has modest ornamental treatment to the rail/parapet. The addition of one modest aesthetic treatment is not adequate to demonstrate high artistic value.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 031012D

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 039003C **COUNTY:** Sanpete **MILE POST:** 0

LOCATION: 2.5 MILES W. OF AXTELL **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 4R Local **FEATURE CROSSED:** SEVIER RIVER

OWNER: County Highway Agency **BRIDGE TYPE:** Steel truss - thru (310)

STRUCTURE LENGTH (FT): 49.86 **LENGTH OF MAXIMUM SPAN (FT):** 44.94

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1925

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
	Added main members	1972
	Relocated	1972

RESULTS OF RESEARCH/DATA COLLECTION:

Warren Through Pony Truss. In 1972 steel stringers added to carry load. Bypassed in 2009 by steel stringer/multi-beam or girder.
When taken alone the relocation of a truss bridge will not result in a sufficient loss of integrity to render a structure ineligible.

This bridge falls within the early period of standardization within this bridge type in Utah.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This bridge is an early example of a standardized type within a given bridge type and represents an important type and period of construction and is considered a significant feature in bridge engineering in Utah.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge possesses significance under the National Register Criteria for Evaluation for Criterion C for its distinctive features; however, it does not retain the historic integrity necessary to convey its design, engineering, or construction significance. As such, it is not eligible under Criterion C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 039003C

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 039019A **COUNTY:** Sanpete **MILE POST:** 0

LOCATION: 400 E. MAIN MT. PLEASANT **FEATURE CARRIED:** 400 EAST STREET

DISTRICT: Region 4R Local **FEATURE CROSSED:** PLEASANT CREEK

OWNER: City Highway Agency **BRIDGE TYPE:** Timber stringer/multi-beam or girder (702)

STRUCTURE LENGTH (FT): 36.08 **LENGTH OF MAXIMUM SPAN (FT):** 26.9

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1940

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
	Change in railing/parapet	
	Replacement of main members	1970

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 039019A

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 039020A
COUNTY: Sanpete
MILE POST: 0
LOCATION: 900 E. 25 S.,MT. PLEASANT
FEATURE CARRIED: 900 EAST STREET
DISTRICT: Region 4R Local
FEATURE CROSSED: PLEASANT CREEK

OWNER: City Highway Agency
BRIDGE TYPE: Timber stringer/multi-beam or girder (702)
STRUCTURE LENGTH (FT): 28.86
LENGTH OF MAXIMUM SPAN (FT): 22.96
NUMBER OF MAIN SPANS: 1
YEAR BUILT: 1945

ENGINEER / DESIGNER:

ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Replacement of main members	1971
Change in railing/parapet	

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

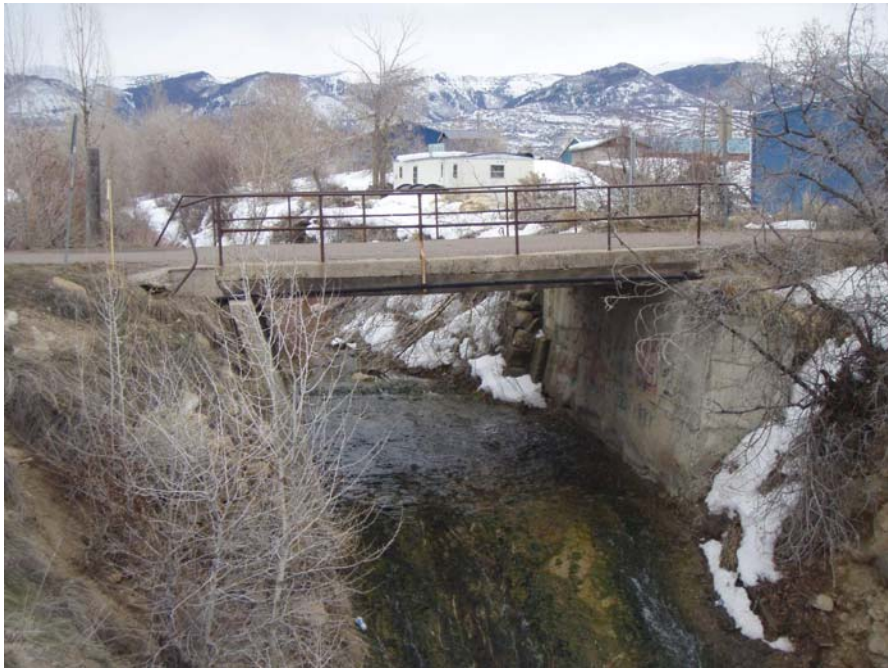
This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible
NATIONAL REGISTER DETERMINATION DATE: 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 039020A

PHOTOGRAPHS



SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 041012D **COUNTY:** Sevier **MILE POST:** 0

LOCATION: SOUTH SIDE OF JOSEPH **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 4R Local **FEATURE CROSSED:** SEVIER VALLEY CANAL

OWNER: **BRIDGE TYPE:** Concrete tee beam (104)

STRUCTURE LENGTH (FT): 46.9 **LENGTH OF MAXIMUM SPAN (FT):** 44.94

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1929

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
	Change in railing/parapet	
B. D. Palfreyman	Widened	1960

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 041012D

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 041016E **COUNTY:** Sevier **MILE POST:** 0

LOCATION: ON CENTER ST. IN VENICE **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 4R Local **FEATURE CROSSED:** VERMILLION CANAL

OWNER: County Highway Agency **BRIDGE TYPE:** Concrete culvert (119)

STRUCTURE LENGTH (FT): 58.97 **LENGTH OF MAXIMUM SPAN (FT):** 20.99

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1940

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 041016E

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 041025C **COUNTY:** Sevier **MILE POST:** 0

LOCATION: 0.5 MI. SOUTHEAST AURORA **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 4R Local **FEATURE CROSSED:** SEVIER RIVER

OWNER: County Highway Agency **BRIDGE TYPE:** Steel stringer/multi-beam or girder (302)

STRUCTURE LENGTH (FT): 39.03 **LENGTH OF MAXIMUM SPAN (FT):** 36.08

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1920

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
	Change in railing/parapet	
	Replacement of main members	1970

RESULTS OF RESEARCH/DATA COLLECTION:

Plans indicate original 1920 timber stringers on structure replaced by steel stringers.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This bridge is an example of design prior to standardization within a given bridge type and represents an important evolution of its type and is considered a significant feature in bridge engineering in Utah.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation for Criterion A. No evidence was found during data collection activities to indicate that this bridge possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criterion A.

This bridge possesses significance under the National Register Criteria for Evaluation for Criterion C for its distinctive features; however, it does not retain the historic integrity necessary to convey its design, engineering, or construction significance. As such, it is not eligible under Criterion C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 041025C

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

Utah Department of Transportation, Bridge Inventory Database (NBI data). Bridge inventory data provided by UDOT to Mead & Hunt, Inc. in 2009.

Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 041034A **COUNTY:** Sevier **MILE POST:** 0

LOCATION: 1 MI.NO. of JOHNSON RESV. **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 4R Local **FEATURE CROSSED:** SEVEN MILE CREEK

OWNER: County Highway Agency **BRIDGE TYPE:** Timber stringer/multi-beam or girder (702)

STRUCTURE LENGTH (FT): 24.93 **LENGTH OF MAXIMUM SPAN (FT):** 21.98

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1944

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

RESULTS OF RESEARCH/DATA COLLECTION:

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 041034A

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

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Utah Department of Transportation, Bridge Inspection Files (hard copy). Review completed by Mead & Hunt, Inc., March 2010.

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 041036A **COUNTY:** Sevier **MILE POST:** 0

LOCATION: 0.5 MI.E.GOOSEBERRY INTCH **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 4R Local **FEATURE CROSSED:** SALINA CREEK

OWNER: **BRIDGE TYPE:** Timber stringer/multi-beam or girder (702)

STRUCTURE LENGTH (FT): 30.83 **LENGTH OF MAXIMUM SPAN (FT):** 27.88

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1934

ENGINEER / DESIGNER: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**

RESULTS OF RESEARCH/DATA COLLECTION:

Vicinity of Fish Lake National Forest.
This bridge was identified and evaluated due to its close geographic proximity to an important recreational area and its association with efforts by USRC to enhance auto tourism in Utah. Investigations into this bridge did not reveal evidence that demonstrates that the construction of this bridge, individually, played an important or direct role in providing greater access to recreational areas or increasing auto tourism.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

No evidence was found during research or data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a direct and important association with historical events or trends.

AREA OF NATIONAL REGISTER SIGNIFICANCE/STATEMENT OF SIGNIFICANCE:

This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2011

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 041036A

PHOTOGRAPHS

SOURCES:

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 1 - Historic Bridge Context, 1946-1965.* Utah Department of Transportation, June 2011.

Mead & Hunt, Inc. *Utah Historic Bridge Inventory: Volume 2 – National Register Criteria for Evaluation and National Register Recommendations.* Utah Department of Transportation, June 2011.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15.* [Washington, D.C.]: National Cooperative Highway Research Program, Transportation Research Board, 2005.

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