UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 431 **COUNTY:** Box Elder **MILE POST:** 0.06

LOCATION: So. Brigham Interchange **FEATURE CARRIED:** US-91 (SR-91)

DISTRICT: Region 1 **FEATURE CROSSED:** I-15 (SR-15) NBL & SBL

OWNER: State Highway Agency **BRIDGE TYPE:** Steel continuous stringer/multi-beam or girder (402)

STRUCTURE LENGTH (FT): 241.08 **LENGTH OF MAXIMUM SPAN (FT):** 144.98

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1965

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

Utah State Department of Highways, Structures Division - Mel West

RESULTS OF RESEARCH/DATA COLLECTION:

Long main span length. Variable depth girders on end spans.
This overpass structure was developed as an integral part of the Interstate Highway System. Investigations into Interstate overpass bridges did not reveal evidence to clearly demonstrate that the construction of any of these bridges, individually, played an important role in the development of transportation in Utah.

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:

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 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: 0C 459 **COUNTY:** Box Elder **MILE POST:** 6.084

LOCATION: 6.1 MI.E. OF NEVADA LINE **FEATURE CARRIED:** SR-30

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

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

STRUCTURE LENGTH (FT): 106.93 **LENGTH OF MAXIMUM SPAN (FT):** 102.99

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1963

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

Utah State Department of Highways, Structures Division - BLT

RESULTS OF RESEARCH/DATA COLLECTION:

Inspection file notes "welded composite steel beams."
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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 459

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 551 **COUNTY:** Box Elder **MILE POST:** 18.796

LOCATION: 1.3 MI.E.of HAWS CORNER **FEATURE CARRIED:** SR-102

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

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete continuous frame (207)

STRUCTURE LENGTH (FT): 207.95 **LENGTH OF MAXIMUM SPAN (FT):** 82

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1953

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

F. R. Knowlton & Son

Utah State Road Commission Bridge Department - 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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 551

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 616 **COUNTY:** Box Elder **MILE POST:** 24.457

LOCATION: POCATELLO VALLEY INTER **FEATURE CARRIED:** POCATELLO VAL.CO.R

DISTRICT: Region 1 **FEATURE CROSSED:** I-84 (SR-84) EBL & WBL

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

STRUCTURE LENGTH (FT): 256.82 **LENGTH OF MAXIMUM SPAN (FT):** 73.14

NUMBER OF MAIN SPANS: 4 **YEAR BUILT:** 1959

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

Bettilyon Construction Company

Utah State Road Commission Bridge Department - FME

RESULTS OF RESEARCH/DATA COLLECTION:

This overpass structure was developed as an integral part of the Interstate Highway System. Investigations into Interstate overpass bridges did not reveal evidence to clearly demonstrate that the construction of any of these bridges, individually, played an important role in the development of transportation in Utah.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 616

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 1 **COUNTY:** Box Elder **MILE POST:** 367.451

LOCATION: 1.5 Mi N of N Brigham Int **FEATURE CARRIED:** CO RD (CEMENT PL.)

DISTRICT: Region 1 **FEATURE CROSSED:** I-15 (SR-15) NBL & SBL

OWNER: State Highway Agency **BRIDGE TYPE:** Prestressed concrete stringer/multi-beam or girder (502)

STRUCTURE LENGTH (FT): 217.79 **LENGTH OF MAXIMUM SPAN (FT):** 70.85

NUMBER OF MAIN SPANS: 4 **YEAR BUILT:** 1963

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

Utah State Department of Highways, Structures Division - JAU

RESULTS OF RESEARCH/DATA COLLECTION:

This overpass structure was developed as an integral part of the Interstate Highway System. Investigations into Interstate overpass bridges did not reveal evidence to clearly demonstrate that the construction of any of these bridges, individually, played an important role in the development of transportation 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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0F 1

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 3 **COUNTY:** Box Elder **MILE POST:** 370.496

LOCATION: 3.5 Mi No Brigham Intch **FEATURE CARRIED:** CO RD (CALLS FORT)

DISTRICT: Region 1 **FEATURE CROSSED:** I-15 (SR-15) NB & SB

OWNER: State Highway Agency **BRIDGE TYPE:** Prestressed concrete stringer/multi-beam or girder (502)

STRUCTURE LENGTH (FT): 217.79 **LENGTH OF MAXIMUM SPAN (FT):** 70.85

NUMBER OF MAIN SPANS: 4 **YEAR BUILT:** 1963

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

Utah State Department of Highways, Structures Division - JAU

RESULTS OF RESEARCH/DATA COLLECTION:

This overpass structure was developed as an integral part of the Interstate Highway System. Investigations into Interstate overpass bridges did not reveal evidence to clearly demonstrate that the construction of any of these bridges, individually, played an important role in the development of transportation 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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0F 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: 0F 4 **COUNTY:** Box Elder **MILE POST:** 375.537

LOCATION: 1 MI.SO.OF ELWOOD INTCHG. **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 1 **FEATURE CROSSED:** I-15 (SR-15) NB & SB

OWNER: State Highway Agency **BRIDGE TYPE:** Prestressed concrete stringer/multi-beam or girder (502)

STRUCTURE LENGTH (FT): 246.98 **LENGTH OF MAXIMUM SPAN (FT):** 80.03

NUMBER OF MAIN SPANS: 4 **YEAR BUILT:** 1963

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

Utah State Department of Highways, Structures Division - JAU

RESULTS OF RESEARCH/DATA COLLECTION:

This overpass structure was developed as an integral part of the Interstate Highway System. Investigations into Interstate overpass bridges did not reveal evidence to clearly demonstrate that the construction of any of these bridges, individually, played an important role in the development of transportation 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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0F 4

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 5 **COUNTY:** Box Elder **MILE POST:** 371.95

LOCATION: 0.75 MI SO HONEYVILLE INT **FEATURE CARRIED:** HONEYVILLE CITY ST

DISTRICT: Region 1 **FEATURE CROSSED:** I-15 (SR-15) NB & SB

OWNER: State Highway Agency **BRIDGE TYPE:** Prestressed concrete stringer/multi-beam or girder (502)

STRUCTURE LENGTH (FT): 246.98 **LENGTH OF MAXIMUM SPAN (FT):** 80.03

NUMBER OF MAIN SPANS: 4 **YEAR BUILT:** 1963

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

Utah State Department of Highways, Structures Division - JAU

RESULTS OF RESEARCH/DATA COLLECTION:

This overpass structure was developed as an integral part of the Interstate Highway System. Investigations into Interstate overpass bridges did not reveal evidence to clearly demonstrate that the construction of any of these bridges, individually, played an important role in the development of transportation 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:** 2010

STRUCTURE NUMBER: 0F 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: 0F 24 **COUNTY:** Box Elder **MILE POST:** 0.13

LOCATION: HONEYVILLE INTERCHANGE **FEATURE CARRIED:** SR-240

DISTRICT: Region 1 **FEATURE CROSSED:** I-15 (SR-15) NBL & SBL

OWNER: State Highway Agency **BRIDGE TYPE:** Prestressed concrete stringer/multi-beam or girder (502)

STRUCTURE LENGTH (FT): 256.82 **LENGTH OF MAXIMUM SPAN (FT):** 69.86

NUMBER OF MAIN SPANS: 4 **YEAR BUILT:** 1963

ENGINEER / DESIGNER:

Utah State Department of Highways, Structures Division - JAU

ALTERATIONS:

Change in railing/parapet

DATE OF ALTERATION (IF KNOWN):

RESULTS OF RESEARCH/DATA COLLECTION:

This overpass structure was developed as an integral part of the Interstate Highway System. Investigations into Interstate overpass bridges did not reveal evidence to clearly demonstrate that the construction of any of these bridges, individually, played an important role in the development of transportation 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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0F 24

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 386 **COUNTY:** Cache **MILE POST:** 12.529

LOCATION: 0.5 MILE EAST OF TRENTON **FEATURE CARRIED:** SR-142

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

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

STRUCTURE LENGTH (FT): 185.98 **LENGTH OF MAXIMUM SPAN (FT):** 61.01

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1962

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

Utah State Department of Highways, Structures Division - AK

RESULTS OF RESEARCH/DATA COLLECTION:

Plans indicate that diaphragms were connected using high tensile bolts.
Bridge plans called for the use of high tensile bolts in the construction of this bridge. The construction of this bridge coincides with the widespread use of this technology nationally and in Utah. As such, this connection type is common during the period of construction of this bridge and 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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 386

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 500 **COUNTY:** Cache **MILE POST:** 18.925

LOCATION: EAST OF WELLSVILLE **FEATURE CARRIED:** US-91 (SR-91)

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

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

STRUCTURE LENGTH (FT): 44.94 **LENGTH OF MAXIMUM SPAN (FT):** 40.02

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1947

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Parsons & Fife & L. T. Johnson	Widened	1988
Utah State Road Commission - EW	Change in railing/parapet	

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge is located on the U.S. or S.R. highway system and falls within the early period (1947-1948) of the state's roadway improvement program. Research did not reveal an important and direct association to link the construction, individually, of this bridge to roadway improvments in Utah after 1945.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 500

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 540 **COUNTY:** Cache **MILE POST:** 25.916

LOCATION: 600 SOUTH MAIN IN LOGAN **FEATURE CARRIED:** US-91 (SR-91)

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

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

STRUCTURE LENGTH (FT): 78.06 **LENGTH OF MAXIMUM SPAN (FT):** 69.86

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1951

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

State Road Commission - JAU (1950 reconstruction)

RESULTS OF RESEARCH/DATA COLLECTION:

Reconstruction of this bridge was completed in 1951.

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.

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 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.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 540

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 548 **COUNTY:** Cache **MILE POST:** 6.511

LOCATION: EAST SIDE OF LEWISTON **FEATURE CARRIED:** SR-61

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

OWNER: State 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:** 1952

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

Wheelwright Construction Company

Utah State Road Commission - MLF

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 548

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 571 **COUNTY:** Cache **MILE POST:** 15.434

LOCATION: 1.9 MILE WEST OF RICHMOND **FEATURE CARRIED:** SR-142

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

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

STRUCTURE LENGTH (FT): 44.94 **LENGTH OF MAXIMUM SPAN (FT):** 41

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1954

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

Jack B. Parson Construction Company

Utah State Road Commission - GET

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 571

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 597 **COUNTY:** Cache **MILE POST:** 24.429

LOCATION: 2.7 MILES SOUTH OF LOGAN **FEATURE CARRIED:** US-91 (SR-91)

DISTRICT: Region 1 **FEATURE CROSSED:** BLACKSMITH FORK RIVER

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

STRUCTURE LENGTH (FT): 57.07 **LENGTH OF MAXIMUM SPAN (FT):** 50.84

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1957

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
LeGrand Johnson	Change in railing/parapet	1987
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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 597

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 626 **COUNTY:** Cache **MILE POST:** 7.706

LOCATION: 1.7 MILE EAST OF HYRUM **FEATURE CARRIED:** SR-101

DISTRICT: Region 1 **FEATURE CROSSED:** BLACKSMITH FORK RIVER

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

STRUCTURE LENGTH (FT): 33.13 **LENGTH OF MAXIMUM SPAN (FT):** 29.85

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1959

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

Wheelwright Construction Company

Utah State Road Commission - WGT

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 626

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 730 **COUNTY:** Cache **MILE POST:** 0.732

LOCATION: 1000 NO.800 EAST IN LOGAN **FEATURE CARRIED:** SR-237

DISTRICT: Region 1 **FEATURE CROSSED:** LOGAN-NORTHERN CANAL

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

STRUCTURE LENGTH (FT): 28.86 **LENGTH OF MAXIMUM SPAN (FT):** 21.98

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1950

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
	Widened	1969
1969: Engineering Corporation of American - REG	Change in railing/parapet	1969

RESULTS OF RESEARCH/DATA COLLECTION:

No plans in inspection file for original bridge.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 730

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: 0E1044 **COUNTY:** Cache **MILE POST:** 1.384

LOCATION: 4.5 MI.EAST OF CLARKSTON **FEATURE CARRIED:** SR-142

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

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

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

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1956

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1044

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: 0E1045 **COUNTY:** Cache **MILE POST:** 5.402

LOCATION: EAST EDGE OF CLARKSTON **FEATURE CARRIED:** SR-142

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

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

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

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1956

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1045

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: 0E1141 **COUNTY:** Cache **MILE POST:** 9.473

LOCATION: 3.6 MILES EAST OF HYRUM **FEATURE CARRIED:** SR-101

DISTRICT: Region 1 **FEATURE CROSSED:** BLACKSMITH FORK RIVER

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

STRUCTURE LENGTH (FT): 36.08 **LENGTH OF MAXIMUM SPAN (FT):** 33.13

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1959

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

Wheelwright Construction Company

Utah State Road Commission - WGT

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1141

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: 0E1142 **COUNTY:** Cache **MILE POST:** 10.007

LOCATION: 4.1 MILES EAST OF HYRUM **FEATURE CARRIED:** SR-101

DISTRICT: Region 1 **FEATURE CROSSED:** BLACKSMITH FORK RIVER

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

STRUCTURE LENGTH (FT): 43.95 **LENGTH OF MAXIMUM SPAN (FT):** 40.02

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1959

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1142

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 8 **COUNTY:** Cache **MILE POST:** 5.694

LOCATION: 2.6 MI.WEST OF SMITHFIELD **FEATURE CARRIED:** SR-218

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

OWNER: State Highway Agency **BRIDGE TYPE:** Prestressed concrete stringer/multi-beam or girder (502)

STRUCTURE LENGTH (FT): 182.04 **LENGTH OF MAXIMUM SPAN (FT):** 60.02

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1960

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
	Change in railing/parapet	2006
Utah State Road Commission - JAU		

RESULTS OF RESEARCH/DATA COLLECTION:

Part of a project to improve access to Logan and Utah State University.
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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0F 8

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 25 **COUNTY:** Cache **MILE POST:** 0.855

LOCATION: 1 MILE EAST OF CORNISH **FEATURE CARRIED:** SR-61

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

OWNER: State Highway Agency **BRIDGE TYPE:** Prestressed concrete stringer/multi-beam or girder (502)

STRUCTURE LENGTH (FT): 182.04 **LENGTH OF MAXIMUM SPAN (FT):** 60.02

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1961

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

Utah State Road Commission - CGW

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0F 25

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 249 **COUNTY:** Davis **MILE POST:** 3.549

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

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

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

STRUCTURE LENGTH (FT): 34.11 **LENGTH OF MAXIMUM SPAN (FT):** 15.09

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1956

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:** 2010

STRUCTURE NUMBER: 0D 249

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 496A **COUNTY:** Davis **MILE POST:** 6.179

LOCATION: 850 NO.MAIN IN CLEARFIELD **FEATURE CARRIED:** SR-126

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

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

STRUCTURE LENGTH (FT): 37.06 **LENGTH OF MAXIMUM SPAN (FT):** 34.11

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1948

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

Young & Smith

Utah State Road Commission - FME

RESULTS OF RESEARCH/DATA COLLECTION:

Part of the realignment of the Weber-Davis County Canal system.
This bridge is located on the U.S. or S.R. highway system and falls within the early period (1947-1948) of the state's roadway improvement program. Research did not reveal an important and direct association to link the construction, individually, of this bridge to roadway improvments in Utah after 1945.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 496A

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 496B
COUNTY: Davis
MILE POST: 6.987
LOCATION: 1600 NORTH IN SUNSET
FEATURE CARRIED: SR-126
DISTRICT: Region 1
FEATURE CROSSED: WEBER-DAVIS CO. CANAL

OWNER: State Highway Agency
BRIDGE TYPE: Concrete frame (107)
STRUCTURE LENGTH (FT): 37.06
LENGTH OF MAXIMUM SPAN (FT): 34.11
NUMBER OF MAIN SPANS: 1
YEAR BUILT: 1948

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

Young & Smith

Utah State Road Commission - FME

RESULTS OF RESEARCH/DATA COLLECTION:

Part of the realignment of the Weber-Davis County Canal system.
This bridge is located on the U.S. or S.R. highway system and falls within the early period (1947-1948) of the state's roadway improvement program. Research did not reveal an important and direct association to link the construction, individually, of this bridge to roadway improvments in Utah after 1945.

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:

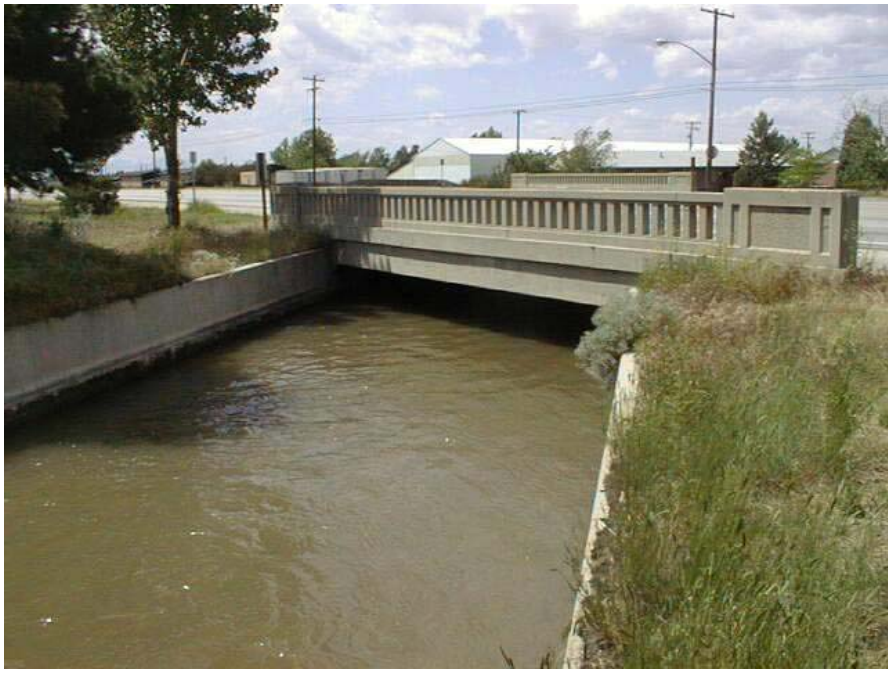
This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible
NATIONAL REGISTER DETERMINATION DATE: 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 496B

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 631A **COUNTY:** Davis **MILE POST:** 0.231

LOCATION: 600 W.400 NORTH-BOUNTIFUL **FEATURE CARRIED:** SR-131, 400 NO.ST.

DISTRICT: Region 1 **FEATURE CROSSED:** I-15 (SR-15) NBL & SBL

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete continuous stringer/multi-beam or girder (202)

STRUCTURE LENGTH (FT): 236.82 **LENGTH OF MAXIMUM SPAN (FT):** 71.83

NUMBER OF MAIN SPANS: 4 **YEAR BUILT:** 1959

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

General Contracting Corporation

Western Engineers & Edwards and Kelcey

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge was evaluated as a concrete continuous tee beam (204) for the purposes of National Register eligibility.
This overpass structure was developed as an integral part of the Interstate Highway System. Investigations into Interstate overpass bridges did not reveal evidence to clearly demonstrate that the construction of any of these bridges, individually, played an important role in the development of transportation in Utah.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 631A

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 631B **COUNTY:** Davis **MILE POST:** 0.169

LOCATION: 600 W.400 N.-W.BOUNTIFUL **FEATURE CARRIED:** SR-106, 400 NO.ST.

DISTRICT: Region 1 **FEATURE CROSSED:** UPRR & W.BNTFUL CITY ST.

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

STRUCTURE LENGTH (FT): 205.98 **LENGTH OF MAXIMUM SPAN (FT):** 56.09

NUMBER OF MAIN SPANS: 4 **YEAR BUILT:** 1959

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

Western Engineers & Edwards and Kelcey

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 631B

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: 0E1346 **COUNTY:** Davis **MILE POST:** 0

LOCATION: HILL AFB. INTERCHANGE **FEATURE CARRIED:** SR-103

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

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

STRUCTURE LENGTH (FT): 26.9 **LENGTH OF MAXIMUM SPAN (FT):** 24.93

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1964

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

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1346

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 336 **COUNTY:** Davis **MILE POST:** 384.675

LOCATION: SO. OF NO. SALT LAKE CITY **FEATURE CARRIED:** SR-89 SBL

DISTRICT: Region 1 **FEATURE CROSSED:** I-15 (SR-15) NBL & SBL

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

STRUCTURE LENGTH (FT): 357.85 **LENGTH OF MAXIMUM SPAN (FT):** 116.11

NUMBER OF MAIN SPANS: 4 **YEAR BUILT:** 1960

ENGINEER / DESIGNER:

Tiago Construction Company

De Leuw, Cather & Company and Fuhriman, Hodson & Associates - ECG

ALTERATIONS:

Change in railing/parapet

DATE OF ALTERATION (IF KNOWN):

RESULTS OF RESEARCH/DATA COLLECTION:

This overpass structure was developed as an integral part of the Interstate Highway System. Investigations into Interstate overpass bridges did not reveal evidence to clearly demonstrate that the construction of any of these bridges, individually, played an important role in the development of transportation in Utah.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 3C 336

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 329 **COUNTY:** Morgan **MILE POST:** 100.976

LOCATION: STODDARD 2 MI.W.OF MORGAN **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 1 **FEATURE CROSSED:** I-84 (SR-84) & UPRR

OWNER: State Highway Agency **BRIDGE TYPE:** Steel continuous stringer/multi-beam or girder (402)

STRUCTURE LENGTH (FT): 320.78 **LENGTH OF MAXIMUM SPAN (FT):** 77.08

NUMBER OF MAIN SPANS: 5 **YEAR BUILT:** 1964

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

Utah State Department of Highways, Structures Division - CGW

RESULTS OF RESEARCH/DATA COLLECTION:

Arc welding indicated on plans.
This overpass structure was developed as an integral part of the Interstate Highway System. Investigations into Interstate overpass bridges did not reveal evidence to clearly demonstrate that the construction of any of these bridges, individually, played an important role in the development of transportation in Utah.

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.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 329

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 383 **COUNTY:** Morgan **MILE POST:** 13.535

LOCATION: WITHIN MORGAN CITY **FEATURE CARRIED:** UNION PACIFIC RR

DISTRICT: Region 1 **FEATURE CROSSED:** SR-66

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

STRUCTURE LENGTH (FT): 49.86 **LENGTH OF MAXIMUM SPAN (FT):** 43.95

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1964

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

Utah State Department of Highways, Structures Division - AOO

RESULTS OF RESEARCH/DATA COLLECTION:

Plans include note to use rivets for 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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 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 536 **COUNTY:** Morgan **MILE POST:** 14.391

LOCATION: 4.7 MI EAST SL CO. LINE **FEATURE CARRIED:** SR-65

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

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

STRUCTURE LENGTH (FT): 39.03 **LENGTH OF MAXIMUM SPAN (FT):** 35.1

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1959

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

Wilkinson Construction Company

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 536

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 297 **COUNTY:** Rich **MILE POST:** 7.58

LOCATION: 2.9 MI.SOUTH OF WOODRUFF **FEATURE CARRIED:** SR-16

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

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

STRUCTURE LENGTH (FT): 41.98 **LENGTH OF MAXIMUM SPAN (FT):** 39.03

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1957

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
State Forces	Widened	1978
	Change in railing/parapet	1978

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 297

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 280 **COUNTY:** Weber **MILE POST:** 5.987

LOCATION: 1.2 MI.SO.OF PLAIN CITY **FEATURE CARRIED:** SR-134

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

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

STRUCTURE LENGTH (FT): 205.98 **LENGTH OF MAXIMUM SPAN (FT):** 81.02

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1954

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

L. T. Johnson Construction Company

Utah State Road Commission Bridge Department - FME

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 280

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 286 **COUNTY:** Weber **MILE POST:** 2.869

LOCATION: 18TH ST & WALL AVE OGDEN **FEATURE CARRIED:** SR-204 (WALL AVE)

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

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

STRUCTURE LENGTH (FT): 140.06 **LENGTH OF MAXIMUM SPAN (FT):** 51.82

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1954

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

Gibbons & Head

Utah State Road Commission Bridge Department - FME

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 286

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 634 **COUNTY:** Weber **MILE POST:** 11.644

LOCATION: 3 MI.WEST OF PINEVIEW DAM **FEATURE CARRIED:** SR-39

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

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

STRUCTURE LENGTH (FT): 116.11 **LENGTH OF MAXIMUM SPAN (FT):** 58.06

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1959

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

Wheelright Construction

F. C. Torkelson Company

RESULTS OF RESEARCH/DATA COLLECTION:

Substantial skew (greater than 54 degrees).
This bridge is located in close proximity to the Pineview Dam and 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.

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 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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 634

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 737 **COUNTY:** Weber **MILE POST:** 0.086

LOCATION: PINEVIEW DAM IN OGDEN CAN **FEATURE CARRIED:** SR-158

DISTRICT: Region 1 **FEATURE CROSSED:** PINEVIEW DAM SPILLWAY

OWNER: Bureau of Reclamation **BRIDGE TYPE:** Concrete continuous slab (201)

STRUCTURE LENGTH (FT): 32.01 **LENGTH OF MAXIMUM SPAN (FT):** 13.51

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1956

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

US Department of the Interior Bureau of Reclamation

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge is located at the Pineview 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 Pineview 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 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:** 2010

STRUCTURE NUMBER: 0D 737

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 740 **COUNTY:** Weber **MILE POST:** 0.483

LOCATION: 0.5 MI.NO.OF HILL AFB **FEATURE CARRIED:** SR-168

DISTRICT: Region 1 **FEATURE CROSSED:** U.P.& L.CO. PENSTOCK

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

STRUCTURE LENGTH (FT): 130.87 **LENGTH OF MAXIMUM SPAN (FT):** 36.08

NUMBER OF MAIN SPANS: 4 **YEAR BUILT:** 1964

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

Utah State Road Commission - JHK

RESULTS OF RESEARCH/DATA COLLECTION:

Long main 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:** 2010

STRUCTURE NUMBER: 0D 740

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 804 **COUNTY:** Weber **MILE POST:** 10.864

LOCATION: 3.2 MI.EAST of PLAIN CITY **FEATURE CARRIED:** SR-134

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

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

STRUCTURE LENGTH (FT): 81.02 **LENGTH OF MAXIMUM SPAN (FT):** 29.85

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1962

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

US Department of the Interior Bureau of Reclamation

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge is located in close proximity to the Willard Bay 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.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 804

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: 0E1099 **COUNTY:** Weber **MILE POST:** 18.147

LOCATION: 3.5 MI.EAST PINEVIEW DAM **FEATURE CARRIED:** SR-39

DISTRICT: Region 1 **FEATURE CROSSED:** SO.BR.SO.FK.OGDEN RIVER

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

STRUCTURE LENGTH (FT): 39.03 **LENGTH OF MAXIMUM SPAN (FT):** 34.11

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1959

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

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge is located in close proximity to the Pineview Dam and 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.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1099

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: 0E1100 **COUNTY:** Weber **MILE POST:** 18.398

LOCATION: 3.8 MI.EAST PINEVIEW DAM **FEATURE CARRIED:** SR-39

DISTRICT: Region 1 **FEATURE CROSSED:** NO.BR.SO.FK.OGDEN RIVER

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

STRUCTURE LENGTH (FT): 39.03 **LENGTH OF MAXIMUM SPAN (FT):** 34.11

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1957

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1100

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: 0E1105 **COUNTY:** Weber **MILE POST:** 3.606

LOCATION: 3 MILES NO.JCT.WITH SR-39 **FEATURE CARRIED:** SR-158

DISTRICT: Region 1 **FEATURE CROSSED:** NORTH FORK OGDEN RIVER

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

STRUCTURE LENGTH (FT): 42.97 **LENGTH OF MAXIMUM SPAN (FT):** 20.01

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1958

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1105

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: 2C 314 **COUNTY:** Weber **MILE POST:** 2.259

LOCATION: 0.5 MI.E.31st ST.INTCHG. **FEATURE CARRIED:** SR-79EBL 31st ST.

DISTRICT: Region 1 **FEATURE CROSSED:** UNION PACIFIC RAILROAD

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

STRUCTURE LENGTH (FT): 411.97 **LENGTH OF MAXIMUM SPAN (FT):** 115.13

NUMBER OF MAIN SPANS: 5 **YEAR BUILT:** 1960

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Gardner Construction Company	Change in railing/parapet	1990
Utah State Road Commission Bridge Department - FME		

RESULTS OF RESEARCH/DATA COLLECTION:

Estimated date of railing/parapet change.
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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 2C 314

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: 4C 314 **COUNTY:** Weber **MILE POST:** 2.261

LOCATION: .5 Mi.E.of31st.St.Intchg. **FEATURE CARRIED:** SR-79, WBL 31ST.

DISTRICT: Region 1 **FEATURE CROSSED:** UNION PACIFIC RAILROAD

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

STRUCTURE LENGTH (FT): 411.97 **LENGTH OF MAXIMUM SPAN (FT):** 115.13

NUMBER OF MAIN SPANS: 5 **YEAR BUILT:** 1960

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
	Change in railing/parapet	1990

Utah State Road Commission Bridge Department - FME

RESULTS OF RESEARCH/DATA COLLECTION:

Estimated date of railing replacement.
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:** 2010

STRUCTURE NUMBER: 4C 314

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: 003006C **COUNTY:** Box Elder **MILE POST:** 0

LOCATION: 4 MILES WEST OF TREMONTON **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): 27.88 **LENGTH OF MAXIMUM SPAN (FT):** 22.96

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** c.1950

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
	Widened	1980

RESULTS OF RESEARCH/DATA COLLECTION:

Widened with steel beams; original width 17 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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 003006C

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: 003008D **COUNTY:** Box Elder **MILE POST:** 0

LOCATION: NW SIDE OF TREMONTON **FEATURE CARRIED:** CITY RD-TREMONTON

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

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

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

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1950

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
	Widened	1997

RESULTS OF RESEARCH/DATA COLLECTION:

Alteration date estimated.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 003008D

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: 003010V **COUNTY:** Box Elder **MILE POST:** 0

LOCATION: NO.SIDE OF THIOKOL PLANT **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 1 Local **FEATURE CROSSED:** FAUST VALLEY WASH

OWNER: County Highway Agency **BRIDGE TYPE:** Steel culvert (319)

STRUCTURE LENGTH (FT): 24.93 **LENGTH OF MAXIMUM SPAN (FT):** 11.15

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1965

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 003010V

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: 003012A **COUNTY:** Box Elder **MILE POST:** 0

LOCATION: 2 MILES NE. OF GARLAND **FEATURE CARRIED:** COUNTY RD.-FA.#506

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

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

STRUCTURE LENGTH (FT): 34.11 **LENGTH OF MAXIMUM SPAN (FT):** 30.83

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1948

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

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 003012A

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: 003013C **COUNTY:** Box Elder **MILE POST:** 0

LOCATION: 3 MILES NE. OF GARLAND **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): 21.98 **LENGTH OF MAXIMUM SPAN (FT):** 20.01

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** c.1950

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 003013C

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: 003014F **COUNTY:** Box Elder **MILE POST:** 0

LOCATION: 1 MILE SOUTH OF RIVERSIDE **FEATURE CARRIED:** COUNTY ROAD

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

OWNER: County Highway Agency **BRIDGE TYPE:** Prestressed concrete tee beam (504)

STRUCTURE LENGTH (FT): 53.14 **LENGTH OF MAXIMUM SPAN (FT):** 49.86

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** c.1960

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 003014F

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: 003017C **COUNTY:** Box Elder **MILE POST:** 0

LOCATION: 0.5 MILE W. OF RIVERSIDE **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): 35.1 **LENGTH OF MAXIMUM SPAN (FT):** 34.11

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** c.1950

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
	Change in railing/parapet	1992

RESULTS OF RESEARCH/DATA COLLECTION:

Railing changed by 1992.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 003017C

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: 003019D **COUNTY:** Box Elder **MILE POST:** 0

LOCATION: 0.6 MILE WEST OF FIELDING **FEATURE CARRIED:** COUNTY RD.-FA.#506

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

OWNER: County 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:** 1958

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

General Contracting Corporation

Utah State Road Commission - BMW

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 003019D

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: 003020F **COUNTY:** Box Elder **MILE POST:** 0

LOCATION: 1 MILE NORTH OF FIELDING **FEATURE CARRIED:** COUNTY ROAD

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

OWNER: County Highway Agency **BRIDGE TYPE:** Prestressed concrete tee beam (504)

STRUCTURE LENGTH (FT): 49.86 **LENGTH OF MAXIMUM SPAN (FT):** 46.9

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** c.1960

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 003020F

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: 003022F **COUNTY:** Box Elder **MILE POST:** 0

LOCATION: 1.0 MILES SW. OF PLYMOUTH **FEATURE CARRIED:** COUNTY ROAD

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

OWNER: County Highway Agency **BRIDGE TYPE:** Prestressed concrete tee beam (504)

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

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** c.1962

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.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 003022F

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: 003023C **COUNTY:** Box Elder **MILE POST:** 0

LOCATION: 1.0 MILES SW. OF PLYMOUTH **FEATURE CARRIED:** COUNTY ROAD

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

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

STRUCTURE LENGTH (FT): 41.98 **LENGTH OF MAXIMUM SPAN (FT):** 36.08

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** c.1950

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
	Change in railing/parapet	1992

RESULTS OF RESEARCH/DATA COLLECTION:

Estimated date of railing change. Steel beams have welded splice about one third the length of the 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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 003023C

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: 003024C **COUNTY:** Box Elder **MILE POST:** 0

LOCATION: 2.0 MILES NW. 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): 34.11 **LENGTH OF MAXIMUM SPAN (FT):** 30.83

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1948

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
	Widened	1980

RESULTS OF RESEARCH/DATA COLLECTION:

Widened in 1980 with steel 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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 003024C

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: 003042F **COUNTY:** Box Elder **MILE POST:** 0

LOCATION: SOUTH SIDE OF TREMONTON **FEATURE CARRIED:** CITY STREET

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

OWNER: City Highway Agency **BRIDGE TYPE:** Prestressed concrete tee beam (504)

STRUCTURE LENGTH (FT): 51.82 **LENGTH OF MAXIMUM SPAN (FT):** 48.87

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1965

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.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 003042F

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: 003044F **COUNTY:** Box Elder **MILE POST:** 0

LOCATION: SO EAST SIDE OF GARLAND **FEATURE CARRIED:** CITY ROAD-GARLAND

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

OWNER: City Highway Agency **BRIDGE TYPE:** Prestressed concrete tee beam (504)

STRUCTURE LENGTH (FT): 51.82 **LENGTH OF MAXIMUM SPAN (FT):** 49.86

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** c.1965

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.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 003044F

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: 003050D **COUNTY:** Box Elder **MILE POST:** 0

LOCATION: 2 MI.WEST BEAR RIVER CITY **FEATURE CARRIED:** CO.RD. FA. #510

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

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

STRUCTURE LENGTH (FT): 41.98 **LENGTH OF MAXIMUM SPAN (FT):** 40.02

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1951

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

Allen C Hunsaker

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 003050D

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: 003053F **COUNTY:** Box Elder **MILE POST:** 0

LOCATION: 2.7 MI W. OF BRIGHAM CITY **FEATURE CARRIED:** FA. #523OAD

DISTRICT: Region 1 Local **FEATURE CROSSED:** BLACK SLOUGH

OWNER: County Highway Agency **BRIDGE TYPE:** Prestressed concrete tee beam (504)

STRUCTURE LENGTH (FT): 23.94 **LENGTH OF MAXIMUM SPAN (FT):** 22.96

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** c.1960

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.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 003053F

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: 003056D **COUNTY:** Box Elder **MILE POST:** 0

LOCATION: 2 MILES W.OF HOT SPRINGS **FEATURE CARRIED:** COUNTY ROAD

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

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

STRUCTURE LENGTH (FT): 76.1 **LENGTH OF MAXIMUM SPAN (FT):** 24.93

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1960

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

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge is located in close proximity to the Willard Bay 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.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 003056D

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: 003059E **COUNTY:** Box Elder **MILE POST:** 0

LOCATION: 4 MILES SW.LAMPO JUNCTION **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 1 Local **FEATURE CROSSED:** UNNAMED WASH

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

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

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1957

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 003059E

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: 003060E **COUNTY:** Box Elder **MILE POST:** 0

LOCATION: 1 MILE WEST OF LAMPO JCT. **FEATURE CARRIED:** COUNTY RD.-FA.#504

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

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

STRUCTURE LENGTH (FT): 26.9 **LENGTH OF MAXIMUM SPAN (FT):** 13.12

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1954

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 003060E

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: 005001D **COUNTY:** Cache **MILE POST:** 0

LOCATION: 1 MILE SOUTH OF LOGAN **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 1 Local **FEATURE CROSSED:** BLACKSMITH FORK RIVER

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

STRUCTURE LENGTH (FT): 35.1 **LENGTH OF MAXIMUM SPAN (FT):** 33.13

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1955

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 005001D

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: 005002D **COUNTY:** Cache **MILE POST:** 0

LOCATION: 1550 SO. PARK AVE, LOGAN **FEATURE CARRIED:** LOGAN CITY STREET

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

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

STRUCTURE LENGTH (FT): 67.9 **LENGTH OF MAXIMUM SPAN (FT):** 55.1

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1953

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

Utah State Road Commission - RME

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 005002D

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: 005003D **COUNTY:** Cache **MILE POST:** 0

LOCATION: 1.5 MILES WEST OF LOGAN **FEATURE CARRIED:** COUNTY ROAD

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

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

STRUCTURE LENGTH (FT): 71.83 **LENGTH OF MAXIMUM SPAN (FT):** 55.1

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1949

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

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 005003D

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: 005010D **COUNTY:** Cache **MILE POST:** 0

LOCATION: WEST EDGE OF MILLVILLE **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 1 Local **FEATURE CROSSED:** BLACKSMITH FORK RIVER

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

STRUCTURE LENGTH (FT): 38.05 **LENGTH OF MAXIMUM SPAN (FT):** 37.06

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1950

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 005010D

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: 005014E **COUNTY:** Cache **MILE POST:** 0

LOCATION: 4 MILES WEST OF LOGAN **FEATURE CARRIED:** COUNTY ROAD

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

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

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

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1948

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 005014E

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: 005018D **COUNTY:** Cache **MILE POST:** 0

LOCATION: 250 SO. 300 W. IN LOGAN **FEATURE CARRIED:** 300 W. ST. LOGAN

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

OWNER: City 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:** 1950

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 005018D

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: 005019D **COUNTY:** Cache **MILE POST:** 0

LOCATION: 150 SO. 100 W. IN LOGAN **FEATURE CARRIED:** 100 W. ST. LOGAN

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

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

STRUCTURE LENGTH (FT): 24.93 **LENGTH OF MAXIMUM SPAN (FT):** 11.15

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1950

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 005019D

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: 005029C **COUNTY:** Cache **MILE POST:** 0

LOCATION: 900 EAST 100 NORTH LOGAN **FEATURE CARRIED:** 100 NO. ST. LOGAN

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

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

STRUCTURE LENGTH (FT): 36.08 **LENGTH OF MAXIMUM SPAN (FT):** 33.13

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** c.1960

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
	Widened	1980

RESULTS OF RESEARCH/DATA COLLECTION:

Bridge widened in c.1980 with prestressed concrete double tee beams. No plans are available, and no data in the file dates before 1980. North half of the structure has steel beams and south half of the bridge has prestressed concrete tee 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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 005029C

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: 005031F **COUNTY:** Cache **MILE POST:** 0

LOCATION: 1/2 MILE NO. OF BENSON **FEATURE CARRIED:** COUNTY ROAD

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

OWNER: County Highway Agency **BRIDGE TYPE:** Prestressed concrete stringer/multi-beam or girder (502)

STRUCTURE LENGTH (FT): 198.11 **LENGTH OF MAXIMUM SPAN (FT):** 60.02

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1964

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

Utah State Department of Highways - MTS

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 005031F

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: 005048D **COUNTY:** Cache **MILE POST:** 0

LOCATION: 500 E 200 NO IN LOGAN **FEATURE CARRIED:** 200 NORTH STREET

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

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

STRUCTURE LENGTH (FT): 22.96 **LENGTH OF MAXIMUM SPAN (FT):** 20.01

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1965

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 005048D

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: 005058D **COUNTY:** Cache **MILE POST:** 0

LOCATION: River Heights **FEATURE CARRIED:** City Street

DISTRICT: Region 1 Local **FEATURE CROSSED:** Logan River

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

STRUCTURE LENGTH (FT): 61.99 **LENGTH OF MAXIMUM SPAN (FT):** 55.1

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1958

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

Utah State Road Commission - DLS; "Prepared By"
Clarence G Shupe, Consulting Engineer

RESULTS OF RESEARCH/DATA COLLECTION:

Bridge given to local government in December 2009; originally a state bridge with number 0D 610.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 005058D

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: 011004E **COUNTY:** Davis **MILE POST:** 0

LOCATION: 600 S.1000 E., CLEARFIELD **FEATURE CARRIED:** 1000 EAST STREET

DISTRICT: Region 1 Local **FEATURE CROSSED:** WEBER-DAVIS CANAL

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

STRUCTURE LENGTH (FT): 38.05 **LENGTH OF MAXIMUM SPAN (FT):** 34.11

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1965

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 011004E

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: 011005F **COUNTY:** Davis **MILE POST:** 0

LOCATION: 750 E.200 S.in CLEARFIELD **FEATURE CARRIED:** 200 SOUTH STREET

DISTRICT: Region 1 Local **FEATURE CROSSED:** WEBER-DAVIS CANAL

OWNER: City Highway Agency **BRIDGE TYPE:** Prestressed concrete tee beam (504)

STRUCTURE LENGTH (FT): 33.13 **LENGTH OF MAXIMUM SPAN (FT):** 29.85

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1965

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 011005F

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: 011007F
COUNTY: Davis
MILE POST: 0
LOCATION: 350 E.300 N.in CLEARFIELD
FEATURE CARRIED: 300 NORTH STREET
DISTRICT: Region 1 Local
FEATURE CROSSED: WEBER-DAVIS CANAL

OWNER: City Highway Agency
BRIDGE TYPE: Prestressed concrete tee beam (504)
STRUCTURE LENGTH (FT): 30.83
LENGTH OF MAXIMUM SPAN (FT): 27.88
NUMBER OF MAIN SPANS: 1
YEAR BUILT: 1965

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: 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 011007F

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: 011010D **COUNTY:** Davis **MILE POST:** 0

LOCATION: 3000 W.2300 N.in CLINTON **FEATURE CARRIED:** 2300 NORTH STREET

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

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

STRUCTURE LENGTH (FT): 33.13 **LENGTH OF MAXIMUM SPAN (FT):** 16.07

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1950

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 011010D

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: 011011D **COUNTY:** Davis **MILE POST:** 0

LOCATION: 4050 W.1300 N.,WEST POINT **FEATURE CARRIED:** 1300 NORTH STREET

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

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

STRUCTURE LENGTH (FT): 29.85 **LENGTH OF MAXIMUM SPAN (FT):** 14.1

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1950

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 011011D

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: 029003C **COUNTY:** Morgan **MILE POST:** 0

LOCATION: NEAR TOWN OF MILTON **FEATURE CARRIED:** COUNTY ROAD

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

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

STRUCTURE LENGTH (FT): 108.9 **LENGTH OF MAXIMUM SPAN (FT):** 57.07

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1952

ENGINEER / DESIGNER:

Templeton & Linke (Engineers)

Young & Smith

ALTERATIONS:

Change in railing/parapet

DATE OF ALTERATION (IF KNOWN):

RESULTS OF RESEARCH/DATA COLLECTION:

Welded connections.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 029003C

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: 029007F **COUNTY:** Morgan **MILE POST:** 0

LOCATION: NEAR PETERSON **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 1 Local **FEATURE CROSSED:** UNION PACIFIC RR

OWNER: County Highway Agency **BRIDGE TYPE:** Prestressed concrete stringer/multi-beam or girder (502)

STRUCTURE LENGTH (FT): 153.83 **LENGTH OF MAXIMUM SPAN (FT):** 50.84

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1961

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 029007F

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: 029008C **COUNTY:** Morgan **MILE POST:** 0

LOCATION: NEAR PETERSON **FEATURE CARRIED:** COUNTY ROAD

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

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

STRUCTURE LENGTH (FT): 89.87 **LENGTH OF MAXIMUM SPAN (FT):** 82.98

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1961

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

Utah State Road Commission - AOO

RESULTS OF RESEARCH/DATA COLLECTION:

Plans indicate "structural steel for welding" should conform to specifications. Also notes that diaphragms are to be field bolted with high tensile bolts. Design load is HS20.
Bridge plans called for the use of high tensile bolts in the construction of this bridge. The construction of this bridge coincides with the widespread use of this technology nationally and in Utah. As such, this connection type is common during the period of construction of this bridge and 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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 029008C

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: 029009E
COUNTY: Morgan
MILE POST: 0
LOCATION: NEAR PETERSON
FEATURE CARRIED: COUNTY ROAD
DISTRICT: Region 1 Local
FEATURE CROSSED: PETERSON CREEK

OWNER: County Highway Agency
BRIDGE TYPE: Concrete culvert (119)
STRUCTURE LENGTH (FT): 26.9
LENGTH OF MAXIMUM SPAN (FT): 25.91
NUMBER OF MAIN SPANS: 1
YEAR BUILT: 1955

ENGINEER / DESIGNER:
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: 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 029009E

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: 029010C **COUNTY:** Morgan **MILE POST:** 0

LOCATION: 0.5 MI EAST OF PETERSON **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 1 Local **FEATURE CROSSED:** WEBER BASIN CANAL

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

STRUCTURE LENGTH (FT): 47.89 **LENGTH OF MAXIMUM SPAN (FT):** 44.94

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1960

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 029010C

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: 029011D **COUNTY:** Morgan **MILE POST:** 0

LOCATION: IN LITTLETON **FEATURE CARRIED:** COUNTY ROAD

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

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

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

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1960

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 029011D

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: 029012D **COUNTY:** Morgan **MILE POST:** 0

LOCATION: SOUTHWEST SIDE OF MORGAN **FEATURE CARRIED:** MORGAN COUNTY ROAD

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

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

STRUCTURE LENGTH (FT): 46.9 **LENGTH OF MAXIMUM SPAN (FT):** 41.98

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1952

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

F. R. Knowlton & Son

Utah State Road Commission - VGB

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 029012D

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: 029015D **COUNTY:** Morgan **MILE POST:** 0

LOCATION: 1.5 MI NO. DEVILS SLIDE **FEATURE CARRIED:** COUNTY ROAD

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

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

STRUCTURE LENGTH (FT): 62.98 **LENGTH OF MAXIMUM SPAN (FT):** 57.07

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1954

ENGINEER / DESIGNER:

Wilkinson Brothers Construction Company

Utah State Road Commission - WGT

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 029015D

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: 029017C **COUNTY:** Morgan **MILE POST:** 0

LOCATION: SOUTH OF MTN. GREEN INT. **FEATURE CARRIED:** SPEC.SERV.DIST.RD.

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

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

STRUCTURE LENGTH (FT): 122.02 **LENGTH OF MAXIMUM SPAN (FT):** 59.04

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1950

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

RESULTS OF RESEARCH/DATA COLLECTION:

UDOT staff notes no plans are available.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 029017C

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: 033005C **COUNTY:** Rich **MILE POST:** 0

LOCATION: 4 MILES SOUTH OF RANDOLPH **FEATURE CARRIED:** COUNTY ROAD

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

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

STRUCTURE LENGTH (FT): 23.94 **LENGTH OF MAXIMUM SPAN (FT):** 21.98

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1952

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
	Added main members	1975

RESULTS OF RESEARCH/DATA COLLECTION:

Altered (c.1970s) with timber stringers on the outside of the 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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 033005C

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: 033008A **COUNTY:** Rich **MILE POST:** 0

LOCATION: 9 MILES NE. OF RANDOLPH **FEATURE CARRIED:** COUNTY ROAD

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

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

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

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1950

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 033008A

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: 033016C **COUNTY:** Rich **MILE POST:** 0

LOCATION: 5 MILES NE. OF RANDOLPH **FEATURE CARRIED:** COUNTY ROAD

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

OWNER: County Highway Agency **BRIDGE TYPE:** Steel continuous stringer/multi-beam or girder (402)

STRUCTURE LENGTH (FT): 162.03 **LENGTH OF MAXIMUM SPAN (FT):** 60.02

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1947

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

Change in railing/parapet

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 033016C

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: 057001F **COUNTY:** Weber **MILE POST:** 0

LOCATION: 700 NO. & 5900 W. **FEATURE CARRIED:** COUNTY ROAD

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

OWNER: County Highway Agency **BRIDGE TYPE:** Prestressed concrete tee beam (504)

STRUCTURE LENGTH (FT): 29.85 **LENGTH OF MAXIMUM SPAN (FT):** 26.9

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** c.1959

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

RESULTS OF RESEARCH/DATA COLLECTION:

Concrete canal and irrigation structures upstream and downstream.
This bridge is located in close proximity to the Willard Bay 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 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.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This bridge is significant as an example of the earliest use (prior to 1960) of prestressed concrete in Utah. Early use of prestressed concrete represents an important new evolution in bridge design 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 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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 057001F

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: 057002D **COUNTY:** Weber **MILE POST:** 0

LOCATION: 2200 W. & 1900 NO. **FEATURE CARRIED:** FARR WEST CITY ST.

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

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

STRUCTURE LENGTH (FT): 90.86 **LENGTH OF MAXIMUM SPAN (FT):** 34.11

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1962

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

RESULTS OF RESEARCH/DATA COLLECTION:

Substantial skew (greater than 54 degrees)
This bridge is located in close proximity to the Willard Bay 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.

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 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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 057002D

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: 057007D **COUNTY:** Weber **MILE POST:** 0

LOCATION: NORTH PLAIN CITY ROAD **FEATURE CARRIED:** FARR WEST CITY ST.

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

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

STRUCTURE LENGTH (FT): 80.03 **LENGTH OF MAXIMUM SPAN (FT):** 29.85

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1962

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

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge is located in close proximity to the Willard Bay 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.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 057007D

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: 057008D **COUNTY:** Weber **MILE POST:** 0

LOCATION: 4000 NORTH ROAD **FEATURE CARRIED:** CITY STREET

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

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

STRUCTURE LENGTH (FT): 91.84 **LENGTH OF MAXIMUM SPAN (FT):** 34.11

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1962

ENGINEER / DESIGNER:

US Department of the Interior Bureau of Reclamation - JME

ALTERATIONS:

Change in railing/parapet

DATE OF ALTERATION (IF KNOWN):

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge is located in close proximity to the Willard Bay 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.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 057008D

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: 057009F **COUNTY:** Weber **MILE POST:** 0

LOCATION: 6700 W. & 200 SO. **FEATURE CARRIED:** COUNTY ROAD

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

OWNER: County Highway Agency **BRIDGE TYPE:** Prestressed concrete tee beam (504)

STRUCTURE LENGTH (FT): 23.94 **LENGTH OF MAXIMUM SPAN (FT):** 22.96

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** c.1960

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.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 057009F

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: 057010D **COUNTY:** Weber **MILE POST:** 0

LOCATION: 1300 W. & 200 SO. **FEATURE CARRIED:** CITY STREET

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

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

STRUCTURE LENGTH (FT): 81.02 **LENGTH OF MAXIMUM SPAN (FT):** 29.85

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1962

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

US Department of the Interior Bureau of Reclamation - RET

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge is located in close proximity to the Willard Bay 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.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 057010D

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: 057011D **COUNTY:** Weber **MILE POST:** 0

LOCATION: 1300 W. & 700 SO. **FEATURE CARRIED:** CITY STREET

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

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

STRUCTURE LENGTH (FT): 81.02 **LENGTH OF MAXIMUM SPAN (FT):** 29.85

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1962

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

US Department of the Interior Bureau of Reclamation - RET

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge is located in close proximity to the Willard Bay 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.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 057011D

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: 057012D **COUNTY:** Weber **MILE POST:** 0

LOCATION: 2700 W. & 800 SO. **FEATURE CARRIED:** COUNTY ROAD

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

OWNER: County Highway Agency **BRIDGE TYPE:** Concrete continuous frame (207)

STRUCTURE LENGTH (FT): 110.86 **LENGTH OF MAXIMUM SPAN (FT):** 53.14

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1955

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

Utah State Road Commission - GET

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 057012D

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: 057014D **COUNTY:** Weber **MILE POST:** 0

LOCATION: 2300 W.2400 SO.-W.HAVEN **FEATURE CARRIED:** CITY STREET

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

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

STRUCTURE LENGTH (FT): 50.84 **LENGTH OF MAXIMUM SPAN (FT):** 23.94

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1962

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 057014D

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: 057016D **COUNTY:** Weber **MILE POST:** 0

LOCATION: 4400 S.3500 W. _W.HAVEN **FEATURE CARRIED:** CITY STREET

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

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

STRUCTURE LENGTH (FT): 33.13 **LENGTH OF MAXIMUM SPAN (FT):** 16.07

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1963

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 057016D

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: 057017D **COUNTY:** Weber **MILE POST:** 0

LOCATION: 2900 W.3600 SO.-W.HAVEN **FEATURE CARRIED:** CITY STREET

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

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

STRUCTURE LENGTH (FT): 49.86 **LENGTH OF MAXIMUM SPAN (FT):** 23.94

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1962

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 057017D

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: 057019D **COUNTY:** Weber **MILE POST:** 0

LOCATION: 4000 W. 6000 SO.-ROY **FEATURE CARRIED:** CITY STREET

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

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

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

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1962

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

US Department of the Interior Bureau of Reclamation - AOW

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge is located in close proximity to the Willard Bay 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.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 057019D

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: 057021D **COUNTY:** Weber **MILE POST:** 0

LOCATION: 4880 SO. 3800 W.-ROY **FEATURE CARRIED:** CITY STREET

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

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

STRUCTURE LENGTH (FT): 34.11 **LENGTH OF MAXIMUM SPAN (FT):** 16.07

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1962

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

Bureau of Engineers

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 057021D

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: 057024F **COUNTY:** Weber **MILE POST:** 0

LOCATION: PARKER DRIVE SW. of OGDEN **FEATURE CARRIED:** PARKER DRIVE-OGDEN

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

OWNER: City Highway Agency **BRIDGE TYPE:** Prestressed concrete stringer/multi-beam or girder (502)

STRUCTURE LENGTH (FT): 123 **LENGTH OF MAXIMUM SPAN (FT):** 59.04

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1965

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

Utah State Department of Highways - CEY

RESULTS OF RESEARCH/DATA COLLECTION:

Both post-tensioning and pre-tensioning indicated on plans.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 057024F

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: 057026F **COUNTY:** Weber **MILE POST:** 0

LOCATION: 1800 SO.LINCOLN AVE.OGDEN **FEATURE CARRIED:** LINCOLN AVENUE

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

OWNER: City Highway Agency **BRIDGE TYPE:** Prestressed concrete stringer/multi-beam or girder (502)

STRUCTURE LENGTH (FT): 74.13 **LENGTH OF MAXIMUM SPAN (FT):** 69.86

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** c.1965

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

RESULTS OF RESEARCH/DATA COLLECTION:

Pedestrian barrier on one side.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 057026F

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: 057031A **COUNTY:** Weber **MILE POST:** 0

LOCATION: Within CO.MEMORIAL PARK **FEATURE CARRIED:** COUNTY PARK ROAD

DISTRICT: Region 1 Local **FEATURE CROSSED:** SOUTH FORK OGDEN RIVER

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

STRUCTURE LENGTH (FT): 40.02 **LENGTH OF MAXIMUM SPAN (FT):** 39.03

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1955

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 057031A

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: 057038C **COUNTY:** Weber **MILE POST:** 0

LOCATION: 0.5 MI. SE. of HUNTSVILLE **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 1 Local **FEATURE CROSSED:** NO.BR.SO.FK. OGDEN RIVER

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

STRUCTURE LENGTH (FT): 33.13 **LENGTH OF MAXIMUM SPAN (FT):** 30.83

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** c.1948

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 057038C

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: 057039D **COUNTY:** Weber **MILE POST:** 0

LOCATION: 2 MI. NE. 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): 26.9 **LENGTH OF MAXIMUM SPAN (FT):** 25.91

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1950

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

Weber County Surveyors and Engineers

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 057039D

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: 057045C **COUNTY:** Weber **MILE POST:** 0

LOCATION: 1.5 MILE NORTH of LIBERTY **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 1 Local **FEATURE CROSSED:** NORTH FORK OGDEN 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:** 1959

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

General Contracting Corporation

Utah State Road Commission - WGT

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 057045C

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: 057046E **COUNTY:** Weber **MILE POST:** 0

LOCATION: 1300 WEST 400 NORTH **FEATURE CARRIED:** CITY STREET

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

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

STRUCTURE LENGTH (FT): 20.99 **LENGTH OF MAXIMUM SPAN (FT):** 9.84

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1962

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

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge is located in close proximity to the Willard Bay 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.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 057046E

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: 057047E **COUNTY:** Weber **MILE POST:** 0

LOCATION: 1.9 MI. NO. of HUNTSVILLE **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 1 Local **FEATURE CROSSED:** MIDDLE FK.OGDEN R.O'FLOW

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

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

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1957

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 057047E

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: 057049D **COUNTY:** Weber **MILE POST:** 0

LOCATION: 5.8 MI. NO. PINEVIEW JCT. **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 1 Local **FEATURE CROSSED:** NORTH FORK OGDEN RIVER

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

STRUCTURE LENGTH (FT): 45.92 **LENGTH OF MAXIMUM SPAN (FT):** 42.97

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1947

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

Utah State Road Commission - FME & RWM

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 057049D

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 253 **COUNTY:** Salt Lake **MILE POST:** 7.763

LOCATION: 1.2 MILES SO OF MAGNA **FEATURE CARRIED:** KENNECOTT RAILROAD

DISTRICT: Region 2 **FEATURE CROSSED:** SR-111

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

STRUCTURE LENGTH (FT): 55.1 **LENGTH OF MAXIMUM SPAN (FT):** 48.87

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1947

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

Utah Copper Company

RESULTS OF RESEARCH/DATA COLLECTION:

Kennecott Copper mining association. According to inspection file, Kennecott Copper Company would maintain the structure, while the State would maintain the roadway.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This bridge was designed by the Utah Copper Company as a grade-separation structure on the Kennecott Utah Copper rail line. It was built to connect the company's mine at Bingham Canyon with its smelter at Garfield during the period of expansion following 1945. This bridge displays sufficient evidence to demonstrate its construction, individually, played an important role serving the need of the copper mining industry. As a grade-separation bridge, it is significant for its direct role in the transport and processing of natural resources by the Kennecott Utah Copper rail line.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 253

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 254 **COUNTY:** Salt Lake **MILE POST:** 2.737

LOCATION: 2.7 MILES N. OF JCT SR-48 **FEATURE CARRIED:** KENNECOTT RAILROAD

DISTRICT: Region 2 **FEATURE CROSSED:** SR-111

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

STRUCTURE LENGTH (FT): 47.89 **LENGTH OF MAXIMUM SPAN (FT):** 41.98

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1947

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

Utah Copper Company

RESULTS OF RESEARCH/DATA COLLECTION:

Kennecott Copper mining association. According to inspection file, Kennecott Copper Company would maintain the structure, while the State would maintain the roadway.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This bridge was designed by the Utah Copper Company as a grade-separation structure on the Kennecott Utah Copper rail line. It was built to connect the company's mine at Bingham Canyon with its smelter at Garfield during the period of expansion following 1945. This bridge displays sufficient evidence to demonstrate its construction, individually, played an important role serving the need of the copper mining industry. As a grade-separation bridge, it is significant for its direct role in the transport and processing of natural resources by the Kennecott Utah Copper rail line.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 254

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 384 **COUNTY:** Salt Lake **MILE POST:** 2.844

LOCATION: 200 WEST 4500 SO. MURRAY **FEATURE CARRIED:** UNION PACIFIC RR

DISTRICT: Region 2 **FEATURE CROSSED:** SR-266

OWNER: State Highway Agency **BRIDGE TYPE:** Steel continuous stringer/multi-beam or girder (402)

STRUCTURE LENGTH (FT): 82.98 **LENGTH OF MAXIMUM SPAN (FT):** 40.02

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1965

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

Utah State Department of Highways, Structures Division - BLT/RHC

RESULTS OF RESEARCH/DATA COLLECTION:

Modest aesthetic treatment on wing walls.
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.

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:** 2010

STRUCTURE NUMBER: 0C 384

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 385 **COUNTY:** Salt Lake **MILE POST:** 3.23

LOCATION: 100 W.4500 SO.IN MURRAY **FEATURE CARRIED:** UTA,LIGHT RAIL LN.

DISTRICT: Region 2 **FEATURE CROSSED:** SR-266

OWNER: State Highway Agency **BRIDGE TYPE:** Steel continuous stringer/multi-beam or girder (402)

STRUCTURE LENGTH (FT): 83.97 **LENGTH OF MAXIMUM SPAN (FT):** 40.02

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1965

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

Utah State Department of Highways, Structures Division - BLT/RHC

RESULTS OF RESEARCH/DATA COLLECTION:

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.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 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: 0C 436 **COUNTY:** Salt Lake **MILE POST:** 5.628

LOCATION: 5600 SO 8200 WEST SL CO. **FEATURE CARRIED:** KENNECOTT RAILROAD

DISTRICT: Region 2 **FEATURE CROSSED:** SR-111

OWNER: State Highway Agency **BRIDGE TYPE:** Steel continuous girder and floorbeam system (403)

STRUCTURE LENGTH (FT): 126.94 **LENGTH OF MAXIMUM SPAN (FT):** 56.09

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1965

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

Western Knapp Engineering Division of Arthur G. McKee & Company

RESULTS OF RESEARCH/DATA COLLECTION:

Kennecott Copper mining association.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This bridge displays sufficient evidence to demonstrate its construction, individually, played an important role serving the transportation needs of the copper mining industry. This grade-separation bridge is significant for its direct role in the transport and processing of natural resources by the Kennecott Railroad.

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:** 2010

STRUCTURE NUMBER: 0C 436

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 449 **COUNTY:** Salt Lake **MILE POST:** 2.09

LOCATION: EAST OF COPPERTON **FEATURE CARRIED:** KENNECOTT RAILROAD

DISTRICT: Region 2 **FEATURE CROSSED:** SR-48

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

STRUCTURE LENGTH (FT): 44.94 **LENGTH OF MAXIMUM SPAN (FT):** 40.02

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1947

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

Utah Copper Company

RESULTS OF RESEARCH/DATA COLLECTION:

Kennecott Copper mining association. Inspection file indicates that Kennecott Copper Company would maintain the structure, while the State would maintain the roadway.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This bridge displays sufficient evidence to demonstrate its construction, individually, played an important role serving the transportation needs of the copper mining industry. This grade-separation bridge is significant for its direct role in the transport and processing of natural resources by the Kennecott Railroad.

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 crossing that greatly improved access to areas of the state that were previously inaccessible. 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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 449

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 564 **COUNTY:** Salt Lake **MILE POST:** 61.978

LOCATION: 2.5 MI.NO.OF NO.TEMPLE ST **FEATURE CARRIED:** SR-68,(REDWOOD RD)

DISTRICT: Region 2 **FEATURE CROSSED:** JORDAN RIVER

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete continuous frame (207)

STRUCTURE LENGTH (FT): 86.92 **LENGTH OF MAXIMUM SPAN (FT):** 41.98

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1953

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

Gibbons & Reed

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:** 2010

STRUCTURE NUMBER: 0D 564

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 907 **COUNTY:** Salt Lake **MILE POST:** 2.27

LOCATION: AT WATER TREATMENT PLANT **FEATURE CARRIED:** SR-190

DISTRICT: Region 2 **FEATURE CROSSED:** BIG COTTONWOOD CREEK

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

STRUCTURE LENGTH (FT): 30.83 **LENGTH OF MAXIMUM SPAN (FT):** 28.86

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1954

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:** 2010

STRUCTURE NUMBER: 0E 907

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: 0E1032 **COUNTY:** Salt Lake **MILE POST:** 0.74

LOCATION: ENTRANCE TO STATE PRISON **FEATURE CARRIED:** SR-287

DISTRICT: Region 2 **FEATURE CROSSED:** EAST JORDAN 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:** 1956

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1032

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: 0E1064 **COUNTY:** Salt Lake **MILE POST:** 367.414

LOCATION: APPROX. 8250 SO.STATE ST. **FEATURE CARRIED:** US-89 (SR-89)

DISTRICT: Region 2 **FEATURE CROSSED:** JORDAN & SALT LAKE CANAL

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

STRUCTURE LENGTH (FT): 35.1 **LENGTH OF MAXIMUM SPAN (FT):** 32.14

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1956

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:** 2010

STRUCTURE NUMBER: 0E1064

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: 0E1070 **COUNTY:** Salt Lake **MILE POST:** 364.084

LOCATION: APPROX. 10900 SO. STATE **FEATURE CARRIED:** US-89 (SR-89)

DISTRICT: Region 2 **FEATURE CROSSED:** JORDAN & SALT LAKE CANAL

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

STRUCTURE LENGTH (FT): 49.86 **LENGTH OF MAXIMUM SPAN (FT):** 45.92

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1956

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1070

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: 0E1227 **COUNTY:** Salt Lake **MILE POST:** 13.437

LOCATION: 900 E.& VAN WINKLE DIAGON **FEATURE CARRIED:** SR-71

DISTRICT: Region 2 **FEATURE CROSSED:** BIG COTTONWOOD CREEK

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

STRUCTURE LENGTH (FT): 35.1 **LENGTH OF MAXIMUM SPAN (FT):** 14.1

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1964

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1227

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: 0E1272 **COUNTY:** Salt Lake **MILE POST:** 1.073

LOCATION: NEAR KCC GARFIELD SMELTER **FEATURE CARRIED:** SR-201

DISTRICT: Region 2 **FEATURE CROSSED:** OQUIRRH HILLS DRAIN

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

STRUCTURE LENGTH (FT): 38.05 **LENGTH OF MAXIMUM SPAN (FT):** 17.06

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1963

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

Change in railing/parapet

RESULTS OF RESEARCH/DATA COLLECTION:

Vicinity of Kennecott Copper mining operations.
This bridge was identified and evaluated for an important and direct association related to natural resource extraction and mining operations. While this bridge was in close proximity to a known mining or extractive operation, investigations into this bridge revealed it did not display evidence to demonstrate that the construction of this bridge, individually, played an important role in transporting or processing for the natural resource extraction industry 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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1272

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 48 **COUNTY:** Salt Lake **MILE POST:** 4.209

LOCATION: 1300 EAST INTERCHANGE SLC **FEATURE CARRIED:** SR-181,1300 EAST

DISTRICT: Region 2 **FEATURE CROSSED:** I-80 (SR-80) EBL & WBL

OWNER: State Highway Agency **BRIDGE TYPE:** Prestressed concrete stringer/multi-beam or girder (502)

STRUCTURE LENGTH (FT): 205.98 **LENGTH OF MAXIMUM SPAN (FT):** 75.11

NUMBER OF MAIN SPANS: 4 **YEAR BUILT:** 1964

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

Utah State Road Commission - DSS

RESULTS OF RESEARCH/DATA COLLECTION:

This overpass structure was developed as an integral part of the Interstate Highway System. Investigations into Interstate overpass bridges did not reveal evidence to clearly demonstrate that the construction of any of these bridges, individually, played an important role in the development of transportation 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:** 2010

STRUCTURE NUMBER: 0F 48

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 49 **COUNTY:** Salt Lake **MILE POST:** 0

LOCATION: 2400 SO & 1700 EAST SLC **FEATURE CARRIED:** 1700 EAST STREET

DISTRICT: Region 2 **FEATURE CROSSED:** I-80 (SR-80) EBL & WBL

OWNER: State Highway Agency **BRIDGE TYPE:** Prestressed concrete stringer/multi-beam or girder (502)

STRUCTURE LENGTH (FT): 209.92 **LENGTH OF MAXIMUM SPAN (FT):** 71.83

NUMBER OF MAIN SPANS: 4 **YEAR BUILT:** 1964

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

RESULTS OF RESEARCH/DATA COLLECTION:

This overpass structure was developed as an integral part of the Interstate Highway System. Investigations into Interstate overpass bridges did not reveal evidence to clearly demonstrate that the construction of any of these bridges, individually, played an important role in the development of transportation 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:** 2010

STRUCTURE NUMBER: 0F 49

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 737 **COUNTY:** Salt Lake **MILE POST:** 5.064

LOCATION: NEAR KCC GARFIELD PLANT **FEATURE CARRIED:** SR-201

DISTRICT: Region 2 **FEATURE CROSSED:** MAGNA PIPE CONDUIT

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:** 1964

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
	Other (See Notes)	1978

Utah State Road Commission - MJC

RESULTS OF RESEARCH/DATA COLLECTION:

Kennecott Copper mining association. Between 1972 and 1978 the underside of the slab of the rigid frame was covered with corrugated metal, and pipes were extended through under the bridge. These pipes were from the Kennecott Copper Magna Garfield Pipe Conduit, near Garfield Plant.
This bridge was identified and evaluated for an important and direct association related to natural resource extraction and mining operations. While this bridge was in close proximity to a known mining or extractive operation, investigations into this bridge revealed it did not display evidence to demonstrate that the construction of this bridge, individually, played an important role in transporting or processing for the natural resource extraction industry 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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0V 737

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: 1D 672 **COUNTY:** Salt Lake **MILE POST:** 383.518

LOCATION: BECKS STREET INTERCHANGE **FEATURE CARRIED:** RP.SR89NB TO I15NB

DISTRICT: Region 2 **FEATURE CROSSED:** RAMP I-15NB TO SR-89NB

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete continuous box beam or girders - multiple (205)

STRUCTURE LENGTH (FT): 269.94 **LENGTH OF MAXIMUM SPAN (FT):** 103.98

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1961

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

Change in railing/parapet

RESULTS OF RESEARCH/DATA COLLECTION:

Substantial skew (greater than 54 degrees).
This overpass structure was developed as an integral part of the Interstate Highway System. Investigations into Interstate overpass bridges did not reveal evidence to clearly demonstrate that the construction of any of these bridges, individually, played an important role in the development of transportation in Utah.

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 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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 1D 672

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: 2C 371 **COUNTY:** Salt Lake **MILE POST:** 3.832

LOCATION: NEAR KCC ARTHUR MILL **FEATURE CARRIED:** SR-201 EBL

DISTRICT: Region 2 **FEATURE CROSSED:** KENNECOTT RAILROAD SPUR

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

STRUCTURE LENGTH (FT): 237.8 **LENGTH OF MAXIMUM SPAN (FT):** 85.94

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1964

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

Utah State Road Commission Structures Division - RHJ

RESULTS OF RESEARCH/DATA COLLECTION:

Kennecott Copper mining association. Plans indicate it carries the Kennecott Ore Maul Railroad. Plans indicate use of high tensile bolts.

Bridge plans called for the use of high tensile bolts in the construction of this bridge. The construction of this bridge coincides with the widespread use of this technology nationally and in Utah. As such, this connection type is common during the period of construction of this bridge and was determined not to be significant.

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

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This bridge displays sufficient evidence to demonstrate its construction, individually, played an important role serving the transportation needs of the copper mining industry. This grade-separation bridge is significant for its direct role in the transport and processing of natural resources by the Kennecott Railroad.

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 historical event or trend 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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 2C 371

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: 4C 371 **COUNTY:** Salt Lake **MILE POST:** 3.871

LOCATION: NEAR KCC ARTHUR MILL **FEATURE CARRIED:** SR-201 WBL

DISTRICT: Region 2 **FEATURE CROSSED:** KENNECOTT RAILROAD SPUR

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

STRUCTURE LENGTH (FT): 237.8 **LENGTH OF MAXIMUM SPAN (FT):** 85.94

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1964

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

Change in railing/parapet

Utah State Road Commission Structures Division - RHJ

RESULTS OF RESEARCH/DATA COLLECTION:

Kennecott Copper mining association. Plans indicate it carries the Kennecott Ore Maul Railroad. Plans indicate use of high tensile bolts.

Bridge plans called for the use of high tensile bolts in the construction of this bridge. The construction of this bridge coincides with the widespread use of this technology nationally and in Utah. As such, this connection type is common during the period of construction of this bridge and was determined not to be significant.

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

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This bridge displays sufficient evidence to demonstrate its construction, individually, played an important role serving the transportation needs of the copper mining industry. This grade-separation bridge is significant for its direct role in the transport and processing of natural resources by the Kennecott Railroad.

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 historical event or trend 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:** 2010

STRUCTURE NUMBER: 4C 371

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 128 **COUNTY:** Summit **MILE POST:** 48.355

LOCATION: 6 MI.SO.WYOMING STATE LN. **FEATURE CARRIED:** SR-150

DISTRICT: Region 2 **FEATURE CROSSED:** BEAR RIVER (EAST FORK)

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

STRUCTURE LENGTH (FT): 107.91 **LENGTH OF MAXIMUM SPAN (FT):** 50.84

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1956

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

Department of Commerce Bureau of Public Roads (San Francisco, CA) - AEC

RESULTS OF RESEARCH/DATA COLLECTION:

Designed as part of Utah Forest Highway Project 34G.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 128

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 288 **COUNTY:** Summit **MILE POST:** 23.343

LOCATION: 5.5 MI.SE.of WANSHIP **FEATURE CARRIED:** SR-32

DISTRICT: Region 2 **FEATURE CROSSED:** WEBER RIVER

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

STRUCTURE LENGTH (FT): 85.94 **LENGTH OF MAXIMUM SPAN (FT):** 81.02

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1955

ENGINEER / DESIGNER:

W. W. Clyde & Company

Utah State Road Commission - GET

ALTERATIONS:

Change in railing/parapet

DATE OF ALTERATION (IF KNOWN):

RESULTS OF RESEARCH/DATA COLLECTION:

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:** 2010

STRUCTURE NUMBER: 0C 288

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 269 **COUNTY:** Summit **MILE POST:** 45.605

LOCATION: 9 MI.SO.WYOMING STATE LN. **FEATURE CARRIED:** SR-150

DISTRICT: Region 2 **FEATURE CROSSED:** BEAR RIVER

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

STRUCTURE LENGTH (FT): 55.1 **LENGTH OF MAXIMUM SPAN (FT):** 50.84

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1956

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

Department of Commerce Bureau of Public Roads

RESULTS OF RESEARCH/DATA COLLECTION:

Plan sheet is unreadable.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 269

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: 0E1210 **COUNTY:** Summit **MILE POST:** 28.917

LOCATION: 0.5 MI NE. OF WANSHIP **FEATURE CARRIED:** SR-32

DISTRICT: Region 2 **FEATURE CROSSED:** SILVER CREEK

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

STRUCTURE LENGTH (FT): 24.93 **LENGTH OF MAXIMUM SPAN (FT):** 11.15

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1961

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1210

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 621 **COUNTY:** Tooele **MILE POST:** 61.837

LOCATION: LOW INTERCHANGE **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 2 **FEATURE CROSSED:** I-80 (SR-80) EBL & WBL

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

STRUCTURE LENGTH (FT): 271.91 **LENGTH OF MAXIMUM SPAN (FT):** 79.05

NUMBER OF MAIN SPANS: 4 **YEAR BUILT:** 1959

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

Utah Engineering Consultants - Ken R White

RESULTS OF RESEARCH/DATA COLLECTION:

This overpass structure was developed as an integral part of the Interstate Highway System. Investigations into Interstate overpass bridges did not reveal evidence to clearly demonstrate that the construction of any of these bridges, individually, played an important role in the development of transportation in Utah.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 621

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: 035006E
COUNTY: Salt Lake
MILE POST: 0
LOCATION: 1150 W.6400 SO.,MURRAY
FEATURE CARRIED: WINCHESTER STREET
DISTRICT: Region 2 Local
FEATURE CROSSED: JORDAN RIVER

OWNER: City Highway Agency
BRIDGE TYPE: Concrete continuous culvert (219)
STRUCTURE LENGTH (FT): 50.84
LENGTH OF MAXIMUM SPAN (FT): 16.07
NUMBER OF MAIN SPANS: 3
YEAR BUILT: 1950

ENGINEER / DESIGNER:
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: 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 035006E

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: 035011D **COUNTY:** Salt Lake **MILE POST:** 0

LOCATION: 4220 SO.MAIN ST.,MURRAY **FEATURE CARRIED:** MAIN STREET

DISTRICT: Region 2 Local **FEATURE CROSSED:** BIG COTTONWOOD 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:** 1955

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 035011D

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: 035012D **COUNTY:** Salt Lake **MILE POST:** 0

LOCATION: 650 W.4800 SO.,TAYLORSVL. **FEATURE CARRIED:** 4800 SOUTH STREET

DISTRICT: Region 2 Local **FEATURE CROSSED:** JORDAN RIVER

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

STRUCTURE LENGTH (FT): 55.1 **LENGTH OF MAXIMUM SPAN (FT):** 49.86

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1960

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

Utah State Road Commission - HEF

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 035012D

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: 035016D **COUNTY:** Salt Lake **MILE POST:** 0

LOCATION: 10500 SO.1300 W.SO.JORDAN **FEATURE CARRIED:** 1300 WEST STREET

DISTRICT: Region 2 Local **FEATURE CROSSED:** SOUTH JORDAN CANAL

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.1950

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 035016D

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: 035028D
COUNTY: Salt Lake
MILE POST: 0
LOCATION: 5650 W.4100 SO.,W.VALLEY
FEATURE CARRIED: 4100 SOUTH STREET
DISTRICT: Region 2 Local
FEATURE CROSSED: UTAH & SALT LAKE CANAL

OWNER: City Highway Agency
BRIDGE TYPE: Concrete frame (107)
STRUCTURE LENGTH (FT): 30.83
LENGTH OF MAXIMUM SPAN (FT): 27.88
NUMBER OF MAIN SPANS: 1
YEAR BUILT: 1960

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: 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 035028D

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: 035035F **COUNTY:** Salt Lake **MILE POST:** 0

LOCATION: 150 E.8000 SO.-MIDVALE **FEATURE CARRIED:** 8000 SOUTH STREET

DISTRICT: Region 2 Local **FEATURE CROSSED:** JORDAN & SALT LAKE CANAL

OWNER: City Highway Agency **BRIDGE TYPE:** Prestressed concrete tee beam (504)

STRUCTURE LENGTH (FT): 37.06 **LENGTH OF MAXIMUM SPAN (FT):** 22.96

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** c.1965

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.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 035035F

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: 035086D **COUNTY:** Salt Lake **MILE POST:** 0

LOCATION: 5380 S. 3200 W.,TAYLORSV. **FEATURE CARRIED:** 3200 WEST STREET

DISTRICT: Region 2 Local **FEATURE CROSSED:** UTAH & SALT LAKE CANAL

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

STRUCTURE LENGTH (FT): 30.83 **LENGTH OF MAXIMUM SPAN (FT):** 27.88

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1965

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 035086D

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: 035088D **COUNTY:** Salt Lake **MILE POST:** 0

LOCATION: 4050 WEST 4700 SO.,SL.CO. **FEATURE CARRIED:** 4700 SOUTH STREET

DISTRICT: Region 2 Local **FEATURE CROSSED:** UTAH & SALT LAKE CANAL

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

STRUCTURE LENGTH (FT): 30.83 **LENGTH OF MAXIMUM SPAN (FT):** 27.88

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1960

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 035088D

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: 035089D **COUNTY:** Salt Lake **MILE POST:** 0

LOCATION: 4750 S. 4000 W.,TAYLORSV. **FEATURE CARRIED:** 4000 WEST STREET

DISTRICT: Region 2 Local **FEATURE CROSSED:** UTAH & SALT LAKE CANAL

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

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

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1965

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 035089D

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: 035095D **COUNTY:** Salt Lake **MILE POST:** 0

LOCATION: 1050 WEST 850 SOUTH,SLC. **FEATURE CARRIED:** INDIANA AVENUE

DISTRICT: Region 2 Local **FEATURE CROSSED:** JORDAN RIVER

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

STRUCTURE LENGTH (FT): 55.1 **LENGTH OF MAXIMUM SPAN (FT):** 44.94

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1948

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

RESULTS OF RESEARCH/DATA COLLECTION:

Built by the City of Salt Lake and construction approved by the Board of Salt Lake City Commissioners.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 035095D

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: 035098D **COUNTY:** Salt Lake **MILE POST:** 0

LOCATION: 1140 WEST 400 SOUTH,SLC. **FEATURE CARRIED:** 400 SOUTH STREET

DISTRICT: Region 2 Local **FEATURE CROSSED:** JORDAN RIVER

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

STRUCTURE LENGTH (FT): 97.09 **LENGTH OF MAXIMUM SPAN (FT):** 36.08

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1964

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 035098D

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: 035099D **COUNTY:** Salt Lake **MILE POST:** 0

LOCATION: 1150 WEST 300 SOUTH,SLC. **FEATURE CARRIED:** 300 SOUTH STREET

DISTRICT: Region 2 Local **FEATURE CROSSED:** JORDAN RIVER

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

STRUCTURE LENGTH (FT): 50.84 **LENGTH OF MAXIMUM SPAN (FT):** 44.94

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** c.1950

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

Salt Lake City Engineering Department - W D Beers, City Engineer

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 035099D

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: 035100F **COUNTY:** Salt Lake **MILE POST:** 0

LOCATION: 1200 WEST 200 SOUTH,SLC. **FEATURE CARRIED:** 200 SOUTH STREET

DISTRICT: Region 2 Local **FEATURE CROSSED:** JORDAN RIVER

OWNER: City Highway Agency **BRIDGE TYPE:** Prestressed concrete tee beam (504)

STRUCTURE LENGTH (FT): 66.91 **LENGTH OF MAXIMUM SPAN (FT):** 65.93

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1956

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

Salt Lake City Engineering Department, Roy W. McLeese (City Engineer)

Salt Lake City Corporation

RESULTS OF RESEARCH/DATA COLLECTION:

Bridge inspection file lists as Concrete Prestressed Modified T-Beams with note that beams are tied together with post-tensioning cable.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This bridge is significant as an example of the earliest use (prior to 1960) of prestressed concrete in Utah. Early use of prestressed concrete represents an important new evolution in bridge design 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 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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 035100F

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: 035105V **COUNTY:** Salt Lake **MILE POST:** 0

LOCATION: 8600 SO.2700 W.,W.JORDAN **FEATURE CARRIED:** 2700 WEST STREET

DISTRICT: Region 2 Local **FEATURE CROSSED:** UTAH & SALT LAKE CANAL

OWNER: City Highway Agency **BRIDGE TYPE:** Steel culvert (319)

STRUCTURE LENGTH (FT): 20.99 **LENGTH OF MAXIMUM SPAN (FT):** 20.01

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1950

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

Replaced features/materials (not in-kind)

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 035105V

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: 035106F **COUNTY:** Salt Lake **MILE POST:** 0

LOCATION: 1550 WEST 1000 NORTH,SLC. **FEATURE CARRIED:** 1000 NORTH STREET

DISTRICT: Region 2 Local **FEATURE CROSSED:** JORDAN RIVER

OWNER: City Highway Agency **BRIDGE TYPE:** Prestressed concrete tee beam (504)

STRUCTURE LENGTH (FT): 53.14 **LENGTH OF MAXIMUM SPAN (FT):** 48.87

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1960

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

Salt Lake City Engineering Department, Roy W. McLeese, City Engineer (fence and railing)

Salt Lake City Corporation

RESULTS OF RESEARCH/DATA COLLECTION:

Salt Lake City involved in the construction of bridge railing, abutments, and wing walls.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 035106F

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: 035107F **COUNTY:** Salt Lake **MILE POST:** 0

LOCATION: 1500 WEST 650 NORTH,SLC. **FEATURE CARRIED:** 650 NORTH STREET

DISTRICT: Region 2 Local **FEATURE CROSSED:** JORDAN RIVER

OWNER: City Highway Agency **BRIDGE TYPE:** Prestressed concrete tee beam (504)

STRUCTURE LENGTH (FT): 89.87 **LENGTH OF MAXIMUM SPAN (FT):** 28.86

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1965

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

Salt Lake City Engineering Department, Harold S. Carter (City Engineer)

Salt Lake City Corporation

RESULTS OF RESEARCH/DATA COLLECTION:

Plans note: "Contractor shall have an alternate in building bridge structure and deck. That is, contractor may use steel beam (A-36) substructure with a composite reinforced concrete deck instead of the prestressed bridge shown on these drawings."
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.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 035107F

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: 035110D
COUNTY: Salt Lake
MILE POST: 0
LOCATION: 1665 EAST 4780 SO.,SL.CO.
FEATURE CARRIED: 4780 SOUTH STREET
DISTRICT: Region 2 Local
FEATURE CROSSED: BIG COTTONWOOD CREEK

OWNER: County 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: 1965

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: 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 035110D

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: 035116D
COUNTY: Salt Lake
MILE POST: 0
LOCATION: 1350 EAST 6400 SOUTH
FEATURE CARRIED: 6400 SOUTH STREET
DISTRICT: Region 2 Local
FEATURE CROSSED: JORDAN & SALT LAKE CANAL

OWNER: City Highway Agency
BRIDGE TYPE: Concrete slab (101)
STRUCTURE LENGTH (FT): 30.83
LENGTH OF MAXIMUM SPAN (FT): 28.86
NUMBER OF MAIN SPANS: 1
YEAR BUILT: 1950

ENGINEER / DESIGNER:
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: 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 035116D

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: 035124D **COUNTY:** Salt Lake **MILE POST:** 0

LOCATION: 500 EAST 13800 SO.,DRAPER **FEATURE CARRIED:** 13800 SOUTH STREET

DISTRICT: Region 2 Local **FEATURE CROSSED:** EAST JORDAN CANAL

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

STRUCTURE LENGTH (FT): 29.85 **LENGTH OF MAXIMUM SPAN (FT):** 28.86

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1950

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 035124D

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: 035136C **COUNTY:** Salt Lake **MILE POST:** 0

LOCATION: SILVERFORK SUBD.N.SOLITUD **FEATURE CARRIED:** Co.Rd.,Neilson Ave

DISTRICT: Region 2 Local **FEATURE CROSSED:** BIG COTTONWOOD CREEK

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:** 1950

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
	Change in railing/parapet	1993

RESULTS OF RESEARCH/DATA COLLECTION:

New deck in 1993 (possibly composite).

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 035136C

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: 035150D **COUNTY:** Salt Lake **MILE POST:** 0

LOCATION: ADJACENT TO SL. AIRPORT **FEATURE CARRIED:** GOLF CR. ENTR. RD.

DISTRICT: Region 2 Local **FEATURE CROSSED:** SURPLUS CANAL

OWNER: City Highway Agency **BRIDGE TYPE:** Concrete continuous frame (207)

STRUCTURE LENGTH (FT): 145.96 **LENGTH OF MAXIMUM SPAN (FT):** 62.98

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1956

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

Thayne Construction Company

Utah State Road Commission - MG

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 035150D

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: 043001D **COUNTY:** Summit **MILE POST:** 0.431

LOCATION: 1.5 MI.NORTHWEST OF PEOA **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 2 Local **FEATURE CROSSED:** WEBER RIVER OVERFLOW CH.

OWNER: County 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:** 1948

ENGINEER / DESIGNER:

L. A. Young Construction Company

Utah State Road Commission - FME

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 043001D

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: 043008C **COUNTY:** Summit **MILE POST:** 0

LOCATION: 1 MILE W. OF HOLIDAY PARK **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): 53.14 **LENGTH OF MAXIMUM SPAN (FT):** 50.84

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** c.1950

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 043008C

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: 043009A **COUNTY:** Summit **MILE POST:** 0

LOCATION: EAST OF HOLIDAY PARK **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 2 Local **FEATURE CROSSED:** DRY FORK OF WEBER RIVER

OWNER: County Highway Agency **BRIDGE TYPE:** Timber slab (701)

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

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1950

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 043009A

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: 043010A **COUNTY:** Summit **MILE POST:** 0

LOCATION: 2 MI. E. OF HOLIDAY PARK **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 2 Local **FEATURE CROSSED:** WEBER RIVER

OWNER: County Highway Agency **BRIDGE TYPE:** Timber slab (701)

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

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** c.1950

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

RESULTS OF RESEARCH/DATA COLLECTION:

Laminated timber 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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 043010A

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: 043011A **COUNTY:** Summit **MILE POST:** 0

LOCATION: 2.5 MI.E.OF HOLIDAY PARK **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 2 Local **FEATURE CROSSED:** MIDDLE FORK, WEBER RIVER

OWNER: County Highway Agency **BRIDGE TYPE:** Timber slab (701)

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

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** c.1950

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

RESULTS OF RESEARCH/DATA COLLECTION:

Laminated timber 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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 043011A

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: 043014A **COUNTY:** Summit **MILE POST:** 0

LOCATION: 4.2 MI.SO.WYOMING ST.LN. **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 2 Local **FEATURE CROSSED:** MIDDLE FORK BEAVER CREEK

OWNER: County Highway Agency **BRIDGE TYPE:** Timber slab (701)

STRUCTURE LENGTH (FT): 27.55 **LENGTH OF MAXIMUM SPAN (FT):** 25.26

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** c.1960

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

RESULTS OF RESEARCH/DATA COLLECTION:

Laminated timber 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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 043014A

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: 043020F **COUNTY:** Summit **MILE POST:** 0

LOCATION: 1 MILE NE. OF MARION **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 2 Local **FEATURE CROSSED:** WEBER-PROVO DIV. CANAL

OWNER: County Highway Agency **BRIDGE TYPE:** Prestressed concrete tee beam (504)

STRUCTURE LENGTH (FT): 53.14 **LENGTH OF MAXIMUM SPAN (FT):** 18.04

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** c.1960

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

Change in railing/parapet

RESULTS OF RESEARCH/DATA COLLECTION:

Estimated date of construction. Provided circa date based on review of similar examples within type.
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.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 043020F

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: 043021F **COUNTY:** Summit **MILE POST:** 0

LOCATION: 1.5 MILES NE. OF MARION **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 2 Local **FEATURE CROSSED:** WEBER-PROVO DIV. CANAL

OWNER: County Highway Agency **BRIDGE TYPE:** Prestressed concrete tee beam (504)

STRUCTURE LENGTH (FT): 58.06 **LENGTH OF MAXIMUM SPAN (FT):** 19.02

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** c.1960

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

Change in railing/parapet

RESULTS OF RESEARCH/DATA COLLECTION:

Estimated date of construction. Provided circa date based on review of similar examples within type.
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.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 043021F

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: 043030F **COUNTY:** Summit **MILE POST:** 0

LOCATION: 100 NO.200 WEST IN KAMAS **FEATURE CARRIED:** 200 WEST STREET

DISTRICT: Region 2 Local **FEATURE CROSSED:** WEBER-PROVO DIV. CANAL

OWNER: City Highway Agency **BRIDGE TYPE:** Prestressed concrete tee beam (504)

STRUCTURE LENGTH (FT): 25.91 **LENGTH OF MAXIMUM SPAN (FT):** 21.98

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** c.1960

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

RESULTS OF RESEARCH/DATA COLLECTION:

Concrete canal and irrigation structures upstream and downstream. Provided circa date based on review of similar examples within type.
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.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 043030F

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: 043033E **COUNTY:** Summit **MILE POST:** 0

LOCATION: 1.5 MILES E. OF PINEVIEW **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 2 Local **FEATURE CROSSED:** CHALK CREEK

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

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

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1958

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 043033E

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: 043038D **COUNTY:** Summit **MILE POST:** 0

LOCATION: 140 E.100 NO.IN COALVILLE **FEATURE CARRIED:** 100 NORTH STREET

DISTRICT: Region 2 Local **FEATURE CROSSED:** CHALK CREEK

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

STRUCTURE LENGTH (FT): 63.96 **LENGTH OF MAXIMUM SPAN (FT):** 58.06

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1949

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

T. G. Howland

Utah State Road 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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 043038D

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: 043039F **COUNTY:** Summit **MILE POST:** 0

LOCATION: W.Of I-80 INT.ON 2ND.S.St **FEATURE CARRIED:** COALVILLE CITY ST.

DISTRICT: Region 2 Local **FEATURE CROSSED:** WEBER RIVER

OWNER: City Highway Agency **BRIDGE TYPE:** Prestressed concrete tee beam (504)

STRUCTURE LENGTH (FT): 53.14 **LENGTH OF MAXIMUM SPAN (FT):** 50.84

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** c.1965

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.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 043039F

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: 043042F **COUNTY:** Summit **MILE POST:** 0

LOCATION: 1.5 MILES SW. OF KAMAS **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 2 Local **FEATURE CROSSED:** WEBER-PROVO DIV. CANAL

OWNER: County Highway Agency **BRIDGE TYPE:** Prestressed concrete tee beam (504)

STRUCTURE LENGTH (FT): 50.84 **LENGTH OF MAXIMUM SPAN (FT):** 48.87

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** c.1960

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

Change in railing/parapet

RESULTS OF RESEARCH/DATA COLLECTION:

Combination of 5 double T-beams and 1 single T-beam design.
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.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 043042F

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: 043045E **COUNTY:** Summit **MILE POST:** 0

LOCATION: 2 MI.NE.OF CASTLE RK.INT. **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 2 Local **FEATURE CROSSED:** ECHO CREEK

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

STRUCTURE LENGTH (FT): 35.1 **LENGTH OF MAXIMUM SPAN (FT):** 15.09

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1959

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 043045E

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: 043049E **COUNTY:** Summit **MILE POST:** 0

LOCATION: 25 W. CENTER ST. IN KAMAS **FEATURE CARRIED:** CENTER STREET

DISTRICT: Region 2 Local **FEATURE CROSSED:** BEAVER CREEK

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:** 1950

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 043049E

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 372 **COUNTY:** Daggett **MILE POST:** 392.605

LOCATION: SR-191 OVER CART CRK.BAY **FEATURE CARRIED:** SR-191

DISTRICT: Region 3 **FEATURE CROSSED:** FLAMING GORGE RESERVOIR

OWNER: State Highway Agency **BRIDGE TYPE:** Steel arch - thru (312)

STRUCTURE LENGTH (FT): 567.77 **LENGTH OF MAXIMUM SPAN (FT):** 549.73

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1962

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

Utah State Department of Highways, Structures Division - FME

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge is located in close proximity to the Flaming Gorge Dam and 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.

The construction of steel thru arch (312) 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 was recognized through an award for qualities related to design and aesthetics. The monumental size and overall form of this bridge distinguishes it within the post World War II period as significant for possessing high artistic value.

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 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.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 372

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 724 **COUNTY:** Daggett **MILE POST:** 393.355

LOCATION: FLAMING GORGE DAM **FEATURE CARRIED:** US-191, (SR-191)

DISTRICT: Region 3 **FEATURE CROSSED:** FLAMING GORGE DAM SPLWAY

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

STRUCTURE LENGTH (FT): 500.2 **LENGTH OF MAXIMUM SPAN (FT):** 48.02

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1964

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

US Department of the Interior Bureau of Reclamation

RESULTS OF RESEARCH/DATA COLLECTION:

Flaming Gorge Dam spillway - "Sidehill Bridge." Colorado River Storage Project. HS20 loading. Varying skew, but no curved members. Horizontally curved deck. Plans note that connections are to be high tensile bolts.
Bridge plans called for the use of high tensile bolts in the construction of this bridge. The construction of this bridge coincides with the widespread use of this technology nationally and in Utah. As such, this connection type is common during the period of construction of this bridge and was determined not to be significant.

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 Flaming Gorge Dam project. This bridge is integrated into the 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:

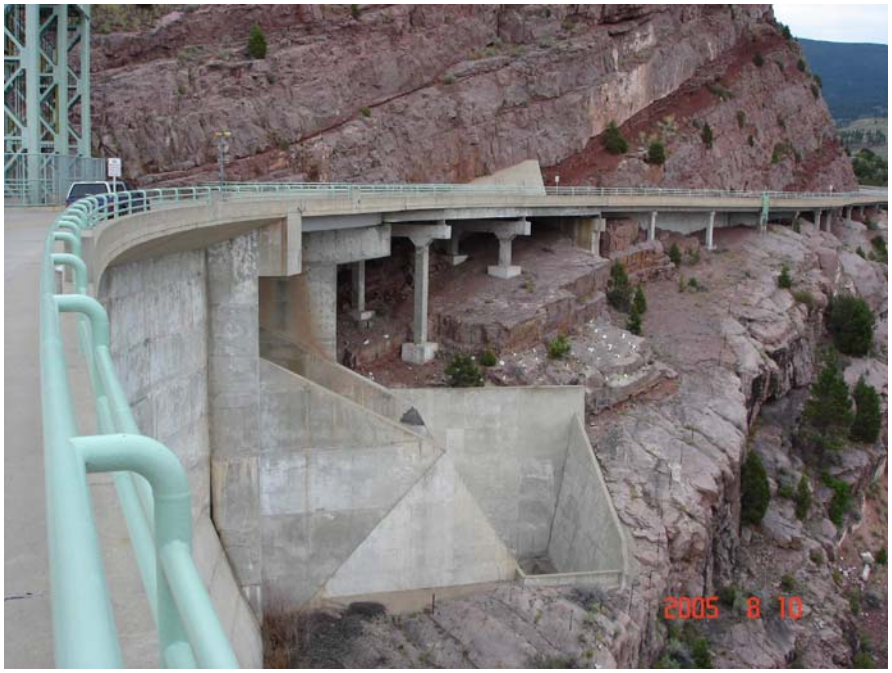
This bridge is eligible under Criterion A as it has a direct and important association with a significant historic program or project at the state level. Further, it retains the historic integrity necessary to convey its historical significance.

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:** 2010

STRUCTURE NUMBER: 0C 724

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 259 **COUNTY:** Duchesne **MILE POST:** 19.576

LOCATION: 1.8 MILE WEST OF ALTAMONT **FEATURE CARRIED:** SR-87

DISTRICT: Region 3 **FEATURE CROSSED:** LAKE FORK CREEK

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

STRUCTURE LENGTH (FT): 43.95 **LENGTH OF MAXIMUM SPAN (FT):** 41

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1949

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

L. A. Young Construction Company

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 259

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 525 **COUNTY:** Duchesne **MILE POST:** 1.611

LOCATION: 1.6 MILE NO. OF ROOSEVELT **FEATURE CARRIED:** SR-121

DISTRICT: Region 3 **FEATURE CROSSED:** COTTONWOOD CREEK

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:** 1950

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

T. G. Rowland

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 525

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 561 **COUNTY:** Duchesne **MILE POST:** 58.877

LOCATION: 16.2 MILES SE.OF TABIONA **FEATURE CARRIED:** SR-35

DISTRICT: Region 3 **FEATURE CROSSED:** DUCHESNE RIVER

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete continuous frame (207)

STRUCTURE LENGTH (FT): 131.86 **LENGTH OF MAXIMUM SPAN (FT):** 53.14

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1958

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
General Contracting Corporation	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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 561

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 569 **COUNTY:** Duchesne **MILE POST:** 9.668

LOCATION: 9.7 MI.NORTH OF JCT.US-40 **FEATURE CARRIED:** SR-208

DISTRICT: Region 3 **FEATURE CROSSED:** DUCHESNE RIVER

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

STRUCTURE LENGTH (FT): 84.95 **LENGTH OF MAXIMUM SPAN (FT):** 75.11

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1959

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

Max Jones Construction Company

Utah State Road Commission - JAU

RESULTS OF RESEARCH/DATA COLLECTION:

Open frame design - "ribbed rigid frame."

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This concrete frame has an open frame design in which there are few examples in Utah. This feature is significant as one of few design variations within this bridge type 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 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:** 2010

STRUCTURE NUMBER: 0D 569

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 588 **COUNTY:** Duchesne **MILE POST:** 0.292

LOCATION: NORTH SIDE OF DUCHESNE **FEATURE CARRIED:** SR-87

DISTRICT: Region 3 **FEATURE CROSSED:** DUCHESNE RIVER

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete continuous frame (207)

STRUCTURE LENGTH (FT): 138.09 **LENGTH OF MAXIMUM SPAN (FT):** 63.96

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1959

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Gibbons & Reed	Change in railing/parapet	1999
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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 588

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 592 **COUNTY:** Duchesne **MILE POST:** 66.5

LOCATION: 4.5 MI.EAST of FRUITLAND **FEATURE CARRIED:** US-40 (SR-40)

DISTRICT: Region 3 **FEATURE CROSSED:** SAND WASH

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

STRUCTURE LENGTH (FT): 66.91 **LENGTH OF MAXIMUM SPAN (FT):** 60.02

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1959

ENGINEER / DESIGNER:

L. A. Young Construction Company and Vernal Sand & Gravel

Utah State Road Commission - FME

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 592

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 595 **COUNTY:** Duchesne **MILE POST:** 65.046

LOCATION: 3.1 MI.EAST of FRUITLAND **FEATURE CARRIED:** US-40 (SR-40)

DISTRICT: Region 3 **FEATURE CROSSED:** RED CREEK

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

STRUCTURE LENGTH (FT): 78.72 **LENGTH OF MAXIMUM SPAN (FT):** 72.16

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1959

ENGINEER / DESIGNER:

L. A. Young Construction Company and Vernal Sand & Gravel

Utah State Road Commission - FME

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 595

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 902 **COUNTY:** Duchesne **MILE POST:** 9.178

LOCATION: 9.2 MI.NO.OF JCT. US-40 **FEATURE CARRIED:** SR-208

DISTRICT: Region 3 **FEATURE CROSSED:** GOLDEN STAIR HOLLOW WASH

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:** 1951

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E 902

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 966 **COUNTY:** Duchesne **MILE POST:** 100.231

LOCATION: 13.8 MI.EAST OF DUCHESNE **FEATURE CARRIED:** US-40 (SR-40)

DISTRICT: Region 3 **FEATURE CROSSED:** BRIDGELAND-MYTON WASH

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

STRUCTURE LENGTH (FT): 22.34 **LENGTH OF MAXIMUM SPAN (FT):** 10

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1954

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:** 2010

STRUCTURE NUMBER: 0E 966

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: 0E1096 **COUNTY:** Duchesne **MILE POST:** 106.38

LOCATION: 1.4 MILE NORTH OF MYTON **FEATURE CARRIED:** US-40 (SR-40)

DISTRICT: Region 3 **FEATURE CROSSED:** DRY GULCH CANAL

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

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

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1958

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

Replaced features/materials (not in-kind)

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:

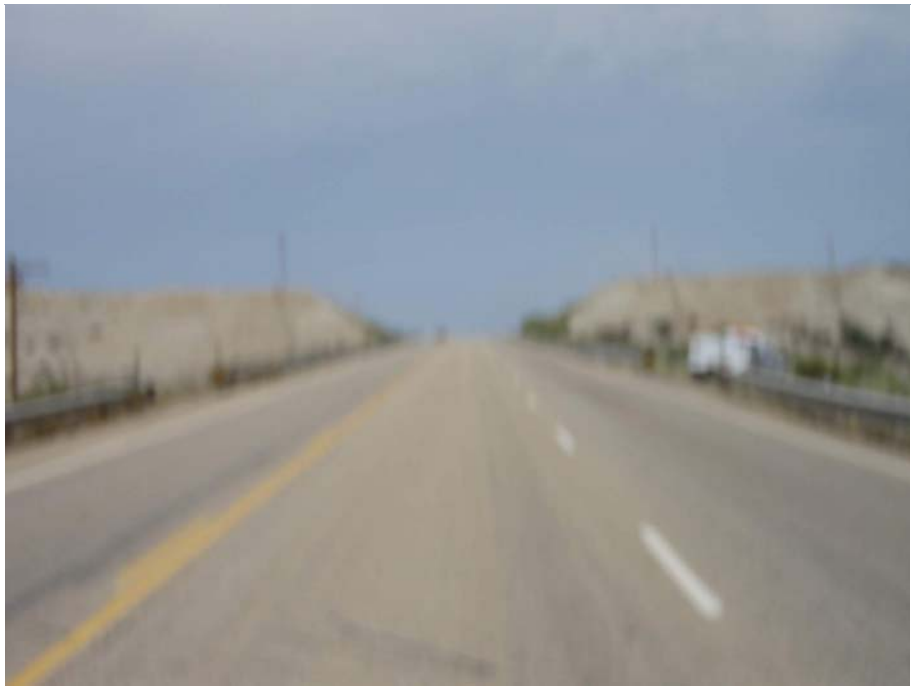
This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1096

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: 0E1140 **COUNTY:** Duchesne **MILE POST:** 11.748

LOCATION: 1.7 MILES EAST OF NEOLA **FEATURE CARRIED:** SR-121

DISTRICT: Region 3 **FEATURE CROSSED:** UINTAH CANAL NO.1

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

STRUCTURE LENGTH (FT): 61.99 **LENGTH OF MAXIMUM SPAN (FT):** 29.85

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1959

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1140

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: 0E1293 **COUNTY:** Duchesne **MILE POST:** 95.67

LOCATION: 10.0 MI EAST OF DUCHESNE **FEATURE CARRIED:** US-40 (SR-40)

DISTRICT: Region 3 **FEATURE CROSSED:** GREY MOUNTAIN CANAL

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

STRUCTURE LENGTH (FT): 30.83 **LENGTH OF MAXIMUM SPAN (FT):** 14.1

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1963

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:** 2010

STRUCTURE NUMBER: 0E1293

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 62 **COUNTY:** Duchesne **MILE POST:** 87.225

LOCATION: EAST SIDE OF DUCHESNE **FEATURE CARRIED:** US-40 (SR-40)

DISTRICT: Region 3 **FEATURE CROSSED:** STRAWBERRY RIVER

OWNER: State Highway Agency **BRIDGE TYPE:** Prestressed concrete stringer/multi-beam or girder (502)

STRUCTURE LENGTH (FT): 76.1 **LENGTH OF MAXIMUM SPAN (FT):** 71.83

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1963

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

Utah State Department of Highways, Structures Division - BLT

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:** 2010

STRUCTURE NUMBER: 0F 62

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 249 **COUNTY:** Juab **MILE POST:** 12.186

LOCATION: 5.8 MI EAST OF LEAMINGTON **FEATURE CARRIED:** SR-132

DISTRICT: Region 3 **FEATURE CROSSED:** SEVIER RIVER

OWNER: State Highway Agency **BRIDGE TYPE:** Steel continuous stringer/multi-beam or girder (402)

STRUCTURE LENGTH (FT): 177.12 **LENGTH OF MAXIMUM SPAN (FT):** 49.2

NUMBER OF MAIN SPANS: 4 **YEAR BUILT:** 1948

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
	Change in railing/parapet	1985
Utah State Road Commission - [RWM]	Widened	1985

RESULTS OF RESEARCH/DATA COLLECTION:

Plans dated 1984 list deck extension and parapet replacement. Bridge widened 3'.
This bridge is located on the U.S. or S.R. highway system and falls within the early period (1947-1948) of the state's roadway improvement program. Research did not reveal an important and direct association to link the construction, individually, of this bridge to roadway improvments in Utah after 1945.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 249

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: 0E1161 **COUNTY:** Juab **MILE POST:** 22.615

LOCATION: 7 MILES SOUTH OF LEVAN **FEATURE CARRIED:** SR-28

DISTRICT: Region 3 **FEATURE CROSSED:** CHRISS WASH

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:** 1959

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1161

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 321 **COUNTY:** Uintah **MILE POST:** 121.697

LOCATION: 11.2 MI.EAST of ROOSEVELT **FEATURE CARRIED:** US-40 (SR-40)

DISTRICT: Region 3 **FEATURE CROSSED:** UINTAH RIVER

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

STRUCTURE LENGTH (FT): 123.98 **LENGTH OF MAXIMUM SPAN (FT):** 120.05

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1960

ENGINEER / DESIGNER:

Strong Company

Utah State Road Commission Bridge Department - FME

ALTERATIONS:

Change in railing/parapet

DATE OF ALTERATION (IF KNOWN):

RESULTS OF RESEARCH/DATA COLLECTION:

Plans indicate that materials, construction, and workmanship should be in accordance with the State Standard Specifications from 1952. Original railing was a standard plan: SR 3-2. Plans give option of welding or high tensile bolts; inspectors' notes in

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 321

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 640 **COUNTY:** Uintah **MILE POST:** 0.02

LOCATION: AT OURAY **FEATURE CARRIED:** SR-88

DISTRICT: Region 3 **FEATURE CROSSED:** GREEN RIVER

OWNER: State Highway Agency **BRIDGE TYPE:** Steel continuous stringer/multi-beam or girder (402)

STRUCTURE LENGTH (FT): 404.75 **LENGTH OF MAXIMUM SPAN (FT):** 87.9

NUMBER OF MAIN SPANS: 5 **YEAR BUILT:** 1962

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

Bureau of Public Roads

RESULTS OF RESEARCH/DATA COLLECTION:

Major river crossing. Designed by the Bureau of Public Roads. Plans list this as the Uintah & Ouray Indian Reservation Project, sponsored by the U.S. Department of the Interior, Bureau of Indian Affairs. Plans list welded connections and the use of high tensile bolts.
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.

Bridge plans called for the use of high tensile bolts in the construction of this bridge. The construction of this bridge coincides with the widespread use of this technology nationally and in Utah. As such, this connection type is common during the period of construction of this bridge and was determined not to be significant.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This bridge was constructed for the Department of Interior, Bureau of Indian Affairs, and crosses a major river that opened areas previously difficult to access. As such, it has an important and direct association with efforts by the federal government to improve access to Native American lands and open other areas of the state.

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 crossing that greatly improved access to areas of the state that were previously inaccessible. 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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 640

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 570 **COUNTY:** Uintah **MILE POST:** 2.72

LOCATION: 2.7 MI. NO. OF JCT. US-40 **FEATURE CARRIED:** SR-149

DISTRICT: Region 3 **FEATURE CROSSED:** BRUSH CREEK

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

STRUCTURE LENGTH (FT): 39.36 **LENGTH OF MAXIMUM SPAN (FT):** 36.08

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1954

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

L. A. Young Construction Company

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 570

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 828 **COUNTY:** Uintah **MILE POST:** 142.611

LOCATION: WEST SIDE OF VERNAL **FEATURE CARRIED:** US-40 (SR-40)

DISTRICT: Region 3 **FEATURE CROSSED:** STEINAKER CANAL

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

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

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1965

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
	Widened	1985
1985: Utah Department of Transportation Structures Division - HE	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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 828

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: 0E1015 **COUNTY:** Uintah **MILE POST:** 169.348

LOCATION: 5.3 MI WEST COLORADO LINE **FEATURE CARRIED:** US-40 (SR-40)

DISTRICT: Region 3 **FEATURE CROSSED:** SNAKE JOHN WASH

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

STRUCTURE LENGTH (FT): 24.93 **LENGTH OF MAXIMUM SPAN (FT):** 22.96

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1955

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
W. W. Clyde & Company	Widened	1995
Utah State Road Commission - WRM		

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1015

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: 0E1029 **COUNTY:** Uintah **MILE POST:** 168.613

LOCATION: 6 MILES WEST COLORADO LN. **FEATURE CARRIED:** US-40 (SR-40)

DISTRICT: Region 3 **FEATURE CROSSED:** POWDER SPRINGS WASH

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

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

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1955

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1029

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: 0E1030 **COUNTY:** Uintah **MILE POST:** 164.709

LOCATION: 7.7 MILES EAST OF JENSEN **FEATURE CARRIED:** US-40 (SR-40)

DISTRICT: Region 3 **FEATURE CROSSED:** COW WASH

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

STRUCTURE LENGTH (FT): 29.85 **LENGTH OF MAXIMUM SPAN (FT):** 14.1

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1955

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1030

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: 0E1158 **COUNTY:** Uintah **MILE POST:** 129.569

LOCATION: 19 MI EAST OF ROOSEVELT **FEATURE CARRIED:** US-40 (SR-40)

DISTRICT: Region 3 **FEATURE CROSSED:** SAND WASH

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

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

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1959

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1158

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: 0E1499 **COUNTY:** Uintah **MILE POST:** 130.972

LOCATION: 11.5 MILES WEST OF VERNAL **FEATURE CARRIED:** US-40 (SR-40)

DISTRICT: Region 3 **FEATURE CROSSED:** HALFWAY HOLLOW WASH

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

STRUCTURE LENGTH (FT): 27.88 **LENGTH OF MAXIMUM SPAN (FT):** 12.14

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1965

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1499

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: 0E1500 **COUNTY:** Uintah **MILE POST:** 133.777

LOCATION: 8.7 MILES WEST OF VERNAL **FEATURE CARRIED:** US-40 (SR-40)

DISTRICT: Region 3 **FEATURE CROSSED:** TWELVE MILE WASH

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

STRUCTURE LENGTH (FT): 29.85 **LENGTH OF MAXIMUM SPAN (FT):** 14.1

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1965

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1500

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 467 **COUNTY:** Uintah **MILE POST:** 174.517

LOCATION: 0.8 MI W. OF COLORADO LN. **FEATURE CARRIED:** US-40 (SR-40)

DISTRICT: Region 3 **FEATURE CROSSED:** SAND SPRING WASH

OWNER: State Highway Agency **BRIDGE TYPE:** Steel culvert (319)

STRUCTURE LENGTH (FT): 20.34 **LENGTH OF MAXIMUM SPAN (FT):** 8.2

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1955

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:** 2010

STRUCTURE NUMBER: 0V 467

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 235 **COUNTY:** Utah **MILE POST:** 37.013

LOCATION: 3 MILES WEST OF LEHI **FEATURE CARRIED:** SR-73

DISTRICT: Region 3 **FEATURE CROSSED:** JORDAN RIVER

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

STRUCTURE LENGTH (FT): 83.97 **LENGTH OF MAXIMUM SPAN (FT):** 80.03

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1947

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 is located on the U.S. or S.R. highway system and falls within the early period (1947-1948) of the state's roadway improvement program. Research did not reveal an important and direct association to link the construction, individually, of this bridge to roadway improvments in Utah after 1945.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 235

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 344 **COUNTY:** Utah **MILE POST:** 0.096

LOCATION: W.MAIN in AMERICAN FORK **FEATURE CARRIED:** SR-145,INT.X-ROAD

DISTRICT: Region 3 **FEATURE CROSSED:** I-15 (SR-15), NBL & SBL

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

STRUCTURE LENGTH (FT): 353.91 **LENGTH OF MAXIMUM SPAN (FT):** 110.86

NUMBER OF MAIN SPANS: 4 **YEAR BUILT:** 1964

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

Western Engineers & Edwards and Kelsey

RESULTS OF RESEARCH/DATA COLLECTION:

This overpass structure was developed as an integral part of the Interstate Highway System. Investigations into Interstate overpass bridges did not reveal evidence to clearly demonstrate that the construction of any of these bridges, individually, played an important role in the development of transportation 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:** 2010

STRUCTURE NUMBER: 0C 344

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 347 **COUNTY:** Utah **MILE POST:** 0.107

LOCATION: 5th EAST, AMER.FORK.INT. **FEATURE CARRIED:** SR-180, INT.X-ROAD

DISTRICT: Region 3 **FEATURE CROSSED:** I-15 (SR-15) NBL & SBL

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

STRUCTURE LENGTH (FT): 278.8 **LENGTH OF MAXIMUM SPAN (FT):** 87.9

NUMBER OF MAIN SPANS: 4 **YEAR BUILT:** 1964

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

Change in railing/parapet

RESULTS OF RESEARCH/DATA COLLECTION:

This overpass structure was developed as an integral part of the Interstate Highway System. Investigations into Interstate overpass bridges did not reveal evidence to clearly demonstrate that the construction of any of these bridges, individually, played an important role in the development of transportation 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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 347

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 349 **COUNTY:** Utah **MILE POST:** 275.327

LOCATION: SO. OF PLEASANT GROVE **FEATURE CARRIED:** Proctor Ln 4250 W.

DISTRICT: Region 3 **FEATURE CROSSED:** I-15 (SR-15) NBL & SBL

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

STRUCTURE LENGTH (FT): 279.78 **LENGTH OF MAXIMUM SPAN (FT):** 87.9

NUMBER OF MAIN SPANS: 4 **YEAR BUILT:** 1963

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

RESULTS OF RESEARCH/DATA COLLECTION:

This overpass structure was developed as an integral part of the Interstate Highway System. Investigations into Interstate overpass bridges did not reveal evidence to clearly demonstrate that the construction of any of these bridges, individually, played an important role in the development of transportation 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:** 2010

STRUCTURE NUMBER: 0C 349

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 609 **COUNTY:** Utah **MILE POST:** 6.626

LOCATION: 1.6 MI W OF JCT SR-156 **FEATURE CARRIED:** SR-115

DISTRICT: Region 3 **FEATURE CROSSED:** SPANISH FORK RIVER

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

STRUCTURE LENGTH (FT): 58.06 **LENGTH OF MAXIMUM SPAN (FT):** 51.82

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1958

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

The Contracting Corporation

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 609

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 886 **COUNTY:** Utah **MILE POST:** 1.065

LOCATION: 0.9 MI.EAST OF ALPINE INT **FEATURE CARRIED:** SR-92

DISTRICT: Region 3 **FEATURE CROSSED:** PROVO RESERVOIR CANAL

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

STRUCTURE LENGTH (FT): 21.98 **LENGTH OF MAXIMUM SPAN (FT):** 20.99

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1950

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
	Widened	1985
Utah State Road Commission - VGB		

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E 886

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 936 **COUNTY:** Utah **MILE POST:** 193.263

LOCATION: 9 MILES EAST OF THISTLE **FEATURE CARRIED:** US-6 (SR-6)

DISTRICT: Region 3 **FEATURE CROSSED:** SHEEP CREEK

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

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

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1954

ENGINEER / DESIGNER:

W. W. Clyde & Company

Utah State Road Commission - WGT

ALTERATIONS:

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E 936

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: 0E2222 **COUNTY:** Utah **MILE POST:** 8.678

LOCATION: 1.1 MI.EAST OF OLMSTEAD **FEATURE CARRIED:** SR-189

DISTRICT: Region 3 **FEATURE CROSSED:** MURDOCK CANAL

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

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

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1956

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E2222

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: 0E2298 **COUNTY:** Utah **MILE POST:** 26.714

LOCATION: 1.2 MI.NO.of CEDAR FORT **FEATURE CARRIED:** SR-73

DISTRICT: Region 3 **FEATURE CROSSED:** CEDAR FORT CANAL

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

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

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1947

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
V. C. Mendenhall	Widened	1986
Utah State Road Commission - SJB		

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge is located on the U.S. or S.R. highway system and falls within the early period (1947-1948) of the state's roadway improvement program. Research did not reveal an important and direct association to link the construction, individually, of this bridge to roadway improvments in Utah after 1945.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E2298

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 10 **COUNTY:** Utah **MILE POST:** 280.37

LOCATION: IN LEHI **FEATURE CARRIED:** 5TH-6TH EAST ST.

DISTRICT: Region 3 **FEATURE CROSSED:** I-15 (SR-15) NBL & SBL

OWNER: State Highway Agency **BRIDGE TYPE:** Prestressed concrete stringer/multi-beam or girder (502)

STRUCTURE LENGTH (FT): 222.06 **LENGTH OF MAXIMUM SPAN (FT):** 69.86

NUMBER OF MAIN SPANS: 4 **YEAR BUILT:** 1964

ENGINEER / DESIGNER:

Western Engineers, Inc. and Edwards and Kelcey, Consulting Engineers

Utah State Road Commission - BM & RL

ALTERATIONS:

Change in railing/parapet

DATE OF ALTERATION (IF KNOWN):

RESULTS OF RESEARCH/DATA COLLECTION:

This overpass structure was developed as an integral part of the Interstate Highway System. Investigations into Interstate overpass bridges did not reveal evidence to clearly demonstrate that the construction of any of these bridges, individually, played an important role in the development of transportation 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:** 2010

STRUCTURE NUMBER: 0F 10

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 11 **COUNTY:** Utah **MILE POST:** 0

LOCATION: IN LEHI **FEATURE CARRIED:** 5TH-6TH EAST ST

DISTRICT: Region 3 **FEATURE CROSSED:** US-89 (SR-89) & UPRR

OWNER: State Highway Agency **BRIDGE TYPE:** Prestressed concrete stringer/multi-beam or girder (502)

STRUCTURE LENGTH (FT): 209.92 **LENGTH OF MAXIMUM SPAN (FT):** 65.93

NUMBER OF MAIN SPANS: 4 **YEAR BUILT:** 1964

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

Western Engineers, Inc. and Edwards and Kelcey, Consulting Engineers

Utah State Road Commission - [BM & RL]

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:** 2010

STRUCTURE NUMBER: 0F 11

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: 3D 603 **COUNTY:** Utah **MILE POST:** 327.693

LOCATION: SOUTH SIDE OF SPRINGVILLE **FEATURE CARRIED:** US-89 (SR-89) SBL

DISTRICT: Region 3 **FEATURE CROSSED:** SR-51

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

STRUCTURE LENGTH (FT): 82.98 **LENGTH OF MAXIMUM SPAN (FT):** 73.14

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1959

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

Thorn Construction Company, Inc.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 3D 603

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: 013001F **COUNTY:** Duchesne **MILE POST:** 0

LOCATION: 0.5 MILE SE. OF HANNA **FEATURE CARRIED:** CO.RD.AT SAND CRK.

DISTRICT: Region 3 Local **FEATURE CROSSED:** DUCHESNE RIVER

OWNER: County Highway Agency **BRIDGE TYPE:** Prestressed concrete box beam or girders - multiple (505)

STRUCTURE LENGTH (FT): 61.99 **LENGTH OF MAXIMUM SPAN (FT):** 60.02

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** c.1963

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

Utah State Department of Highways, Structures Division - [DEM]

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 013001F

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: 013002F **COUNTY:** Duchesne **MILE POST:** 0

LOCATION: 1.5 MILE SE. OF HANNA **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 3 Local **FEATURE CROSSED:** DUCHESNE RIVER

OWNER: County Highway Agency **BRIDGE TYPE:** Prestressed concrete box beam or girders - multiple (505)

STRUCTURE LENGTH (FT): 61.99 **LENGTH OF MAXIMUM SPAN (FT):** 60.02

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** c.1964

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

Utah State Department of Highways, Structures Division - [DEM]

RESULTS OF RESEARCH/DATA COLLECTION:

Bridge plan dated 1963.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 013002F

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: 013012A **COUNTY:** Duchesne **MILE POST:** 0

LOCATION: 7 MILES SW. OF TALMAGE **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 3 Local **FEATURE CROSSED:** DUCHESNE RIVER

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

STRUCTURE LENGTH (FT): 46.9 **LENGTH OF MAXIMUM SPAN (FT):** 44.94

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1952

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 013012A

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: 013015C **COUNTY:** Duchesne **MILE POST:** 0

LOCATION: 4.5 MI.N.OF MOUNTAIN HOME **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 3 Local **FEATURE CROSSED:** LAKE FORK CREEK

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

STRUCTURE LENGTH (FT): 68.88 **LENGTH OF MAXIMUM SPAN (FT):** 64.94

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** c.1955

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

RESULTS OF RESEARCH/DATA COLLECTION:

Bridge inspection notes welded composite steel beams. Prior to 2002 a pipe was welded to the lower flange.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 013015C

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: 013032C **COUNTY:** Duchesne **MILE POST:** 0

LOCATION: 24 MILES WEST OF DUCHESNE **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 3 Local **FEATURE CROSSED:** STRAWBERRY RIVER

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

STRUCTURE LENGTH (FT): 51.82 **LENGTH OF MAXIMUM SPAN (FT):** 45.92

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1960

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

RESULTS OF RESEARCH/DATA COLLECTION:

Bridge superstructure is old railroad flat car reused at crossing.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 013032C

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: 013033C **COUNTY:** Duchesne **MILE POST:** 0

LOCATION: 23 MILES WEST OF DUCHESNE **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 3 Local **FEATURE CROSSED:** STRAWBERRY RIVER

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

STRUCTURE LENGTH (FT): 39.03 **LENGTH OF MAXIMUM SPAN (FT):** 28.86

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** c.1960

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

RESULTS OF RESEARCH/DATA COLLECTION:

Bridge superstructure is an old railroad flat car used at crossing.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 013033C

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: 013057C **COUNTY:** Duchesne **MILE POST:** 0

LOCATION: 2 MI. NORTH OF BRIDGELAND **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 3 Local **FEATURE CROSSED:** CANAL

OWNER: County 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:** 1950

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

Lengthened

Change in railing/parapet

RESULTS OF RESEARCH/DATA COLLECTION:

Inspection file notes state that, by 1994, three beams had been lengthened by welding additional material at the end of the beam. 1992 notes indicate that in 1990 the beams were painted.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 013057C

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: 013061C **COUNTY:** Duchesne **MILE POST:** 0

LOCATION: 2 MILES SE. OF BRIDGELAND **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 3 Local **FEATURE CROSSED:** GREY MOUNTAIN CANAL

OWNER: County 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.1965

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

RESULTS OF RESEARCH/DATA COLLECTION:

1992 inspection notes that the girders are all of different shapes.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 013061C

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: 013064C
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): 48.87
LENGTH OF MAXIMUM SPAN (FT): 44.94
NUMBER OF MAIN SPANS: 1
YEAR BUILT: 1965

ENGINEER / DESIGNER:

ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Added main members	1981
Change in railing/parapet	1990

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: 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 013064C

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: 013067A **COUNTY:** Duchesne **MILE POST:** 0

LOCATION: IN HANNA **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 3 Local **FEATURE CROSSED:** DUCHESNE RIVER

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

STRUCTURE LENGTH (FT): 47.89 **LENGTH OF MAXIMUM SPAN (FT):** 44.94

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1952

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 013067A

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: 023001D **COUNTY:** Juab **MILE POST:** 0

LOCATION: 11.5 MI.NORTH OF SCIPIO **FEATURE CARRIED:** COUNTY FRONTAGE RD

DISTRICT: Region 3 Local **FEATURE CROSSED:** SEVIER RIVER

OWNER: County Highway Agency **BRIDGE TYPE:** Concrete continuous frame (207)

STRUCTURE LENGTH (FT): 127.92 **LENGTH OF MAXIMUM SPAN (FT):** 60.02

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1950

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

Thatcher Construction Company

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 023001D

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: 047002A **COUNTY:** Uintah **MILE POST:** 0

LOCATION: 9750 NORTH 1500 EAST ST. **FEATURE CARRIED:** 1500 EAST ST.-CO.

DISTRICT: Region 3 Local **FEATURE CROSSED:** NEOLA NO. 1 CANAL

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

STRUCTURE LENGTH (FT): 29.85 **LENGTH OF MAXIMUM SPAN (FT):** 13.12

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1950

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 047002A

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: 047004D **COUNTY:** Uintah **MILE POST:** 0

LOCATION: 1 MILE SO. OF WHITEROCKS **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 3 Local **FEATURE CROSSED:** UINTAH RIVER

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

STRUCTURE LENGTH (FT): 61.01 **LENGTH OF MAXIMUM SPAN (FT):** 57.07

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1955

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

RESULTS OF RESEARCH/DATA COLLECTION:

Extremely limited bridge file.

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:

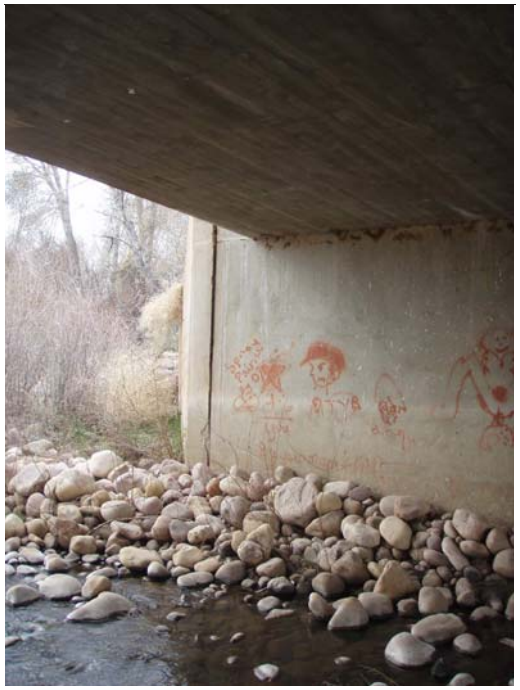
This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 047004D

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: 047007E **COUNTY:** Uintah **MILE POST:** 0

LOCATION: 3.5 MILES SW. OF LAPOINT **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 3 Local **FEATURE CROSSED:** DEEP CREEK

OWNER: County 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:** 1952

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 047007E

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: 047014A
COUNTY: Uintah
MILE POST: 0
LOCATION: 1250 WEST 2000 NORTH ST.
FEATURE CARRIED: 2000 NORTH ST.-CO.
DISTRICT: Region 3 Local
FEATURE CROSSED: STEINAKER CANAL

OWNER: County Highway Agency
BRIDGE TYPE: Timber stringer/multi-beam or girder (702)
STRUCTURE LENGTH (FT): 47.89
LENGTH OF MAXIMUM SPAN (FT): 22.96
NUMBER OF MAIN SPANS: 2
YEAR BUILT: 1960

ENGINEER / DESIGNER:
ALTERATIONS:
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: 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 047014A

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: 047015C **COUNTY:** Uintah **MILE POST:** 0

LOCATION: 1600 NORTH 1500 WEST ST. **FEATURE CARRIED:** 1500 WEST ST. -CO.

DISTRICT: Region 3 Local **FEATURE CROSSED:** ASHLEY CREEK

OWNER: County 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:** c.1955

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
	Change in railing/parapet	
	Widened	1992

RESULTS OF RESEARCH/DATA COLLECTION:

1992 Inspection notes: "Beams are made up of pieces of steel beams welded together to form length needed. Bridge width has been increased by placing one more 24" WF beam on each side and also welding other beams onto outside members. "

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 047015C

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: 047018A **COUNTY:** Uintah **MILE POST:** 0

LOCATION: 1790 WEST 500 SOUTH ST. **FEATURE CARRIED:** 500 SOUTH ST.-CTY.

DISTRICT: Region 3 Local **FEATURE CROSSED:** STEINAKER CANAL

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

STRUCTURE LENGTH (FT): 33.13 **LENGTH OF MAXIMUM SPAN (FT):** 30.83

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1960

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

Replaced features/materials (not in-kind)

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 047018A

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: 047019A **COUNTY:** Uintah **MILE POST:** 0

LOCATION: 1650 WEST 1000 SOUTH ST. **FEATURE CARRIED:** 1000 SOUTH ST.-CO.

DISTRICT: Region 3 Local **FEATURE CROSSED:** STEINAKER CANAL

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

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

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1960

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 047019A

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: 047023A
COUNTY: Uintah
MILE POST: 0
LOCATION: 2960 SOUTH 500 WEST ST.
FEATURE CARRIED: 500 WEST ST. -CO.
DISTRICT: Region 3 Local
FEATURE CROSSED: STEINAKER CANAL

OWNER: County Highway Agency
BRIDGE TYPE: Timber stringer/multi-beam or girder (702)
STRUCTURE LENGTH (FT): 26.9
LENGTH OF MAXIMUM SPAN (FT): 25.91
NUMBER OF MAIN SPANS: 1
YEAR BUILT: 1960

ENGINEER / DESIGNER:
ALTERATIONS:
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: 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 047023A

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: 047024A **COUNTY:** Uintah **MILE POST:** 0

LOCATION: 3840 SOUTH VERNAL AVE. **FEATURE CARRIED:** VERNAL AVE. -CO.

DISTRICT: Region 3 Local **FEATURE CROSSED:** STEINAKER CANAL

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

STRUCTURE LENGTH (FT): 30.83 **LENGTH OF MAXIMUM SPAN (FT):** 29.85

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1960

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 047024A

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: 047030E **COUNTY:** Uintah **MILE POST:** 0

LOCATION: 4 MILES EAST OF RANDLETT **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 3 Local **FEATURE CROSSED:** UNNAMED WASH

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

STRUCTURE LENGTH (FT): 39.03 **LENGTH OF MAXIMUM SPAN (FT):** 16.07

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1953

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 047030E

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: 047034C **COUNTY:** Uintah **MILE POST:** 0

LOCATION: 10 MILES NE. OF VERNAL **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 3 Local **FEATURE CROSSED:** BRUSH CREEK

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

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

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** c.1950

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 047034C

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: 047035C **COUNTY:** Uintah **MILE POST:** 0

LOCATION: 1550 EAST 500 NORTH ST. **FEATURE CARRIED:** 500 NORTH ST. -CO.

DISTRICT: Region 3 Local **FEATURE CROSSED:** ASHLEY CREEK

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

STRUCTURE LENGTH (FT): 48.87 **LENGTH OF MAXIMUM SPAN (FT):** 37.06

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** c.1950

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 047035C

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: 049002D **COUNTY:** Utah **MILE POST:** 0

LOCATION: 50 E. 400 S., AMER. FORK **FEATURE CARRIED:** 400 SOUTH STREET

DISTRICT: Region 3 Local **FEATURE CROSSED:** AMERICAN FORK CREEK

OWNER: City 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:** 1960

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

Western Engineers, Inc. & Edwards and Kelsey (Henry C Heiland); Utah State Road Commission - WPA

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 049002D

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: 049003D **COUNTY:** Utah **MILE POST:** 0

LOCATION: CENTER ST., SO. OF I-15 **FEATURE CARRIED:** AMER.FK.CITY STR.

DISTRICT: Region 3 Local **FEATURE CROSSED:** AMERICAN FORK CREEK

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

STRUCTURE LENGTH (FT): 23.94 **LENGTH OF MAXIMUM SPAN (FT):** 21.98

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1960

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

Western Engineers, Inc. & Edwards and Kelsey (Henry C Heiland); Utah State Road Commission - WPA

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 049003D

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: 049010D **COUNTY:** Utah **MILE POST:** 0

LOCATION: 850 W. 800 NO. PROVO **FEATURE CARRIED:** 800 NORTH STREET

DISTRICT: Region 3 Local **FEATURE CROSSED:** PROVO RIVER

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

STRUCTURE LENGTH (FT): 79.05 **LENGTH OF MAXIMUM SPAN (FT):** 69.86

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** c.1960

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

Change in railing/parapet

RESULTS OF RESEARCH/DATA COLLECTION:

Open frame design - "ribbed" rigid frame construction.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This concrete frame has an open frame design in which there are few examples in Utah. This feature is significant as one of few design variations within this bridge type 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 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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 049010D

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: 049014D **COUNTY:** Utah **MILE POST:** 0

LOCATION: 115 NO.200 W.,SPRINGVILLE **FEATURE CARRIED:** 200 WEST STREET

DISTRICT: Region 3 Local **FEATURE CROSSED:** HOBBLE CREEK

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

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

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1952

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 049014D

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: 049016D **COUNTY:** Utah **MILE POST:** 0

LOCATION: 320 E.200 SO.,SPRINGVILLE **FEATURE CARRIED:** 200 SOUTH STREET

DISTRICT: Region 3 Local **FEATURE CROSSED:** HOBBLE 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:** 1952

ENGINEER / DESIGNER:

Neff Engineering & Construction

Springville City

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 049016D

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: 049020D **COUNTY:** Utah **MILE POST:** 0

LOCATION: 500 E.400 SO.,SPRINGVILLE **FEATURE CARRIED:** 400 SOUTH STREET

DISTRICT: Region 3 Local **FEATURE CROSSED:** HOBBLE 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:** 1952

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 049020D

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: 049025F
COUNTY: Utah
MILE POST: 0
LOCATION: 1080 EAST 800 SOUTH,OREM
FEATURE CARRIED: 800 SOUTH STREET
DISTRICT: Region 3 Local
FEATURE CROSSED: PROVO RIVER

OWNER: City Highway Agency
BRIDGE TYPE: Prestressed concrete stringer/multi-beam or girder (502)
STRUCTURE LENGTH (FT): 64.94
LENGTH OF MAXIMUM SPAN (FT): 61.01
NUMBER OF MAIN SPANS: 1
YEAR BUILT: 1960

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
	Added main members	
Utah State Department of Highways, Structures Division - JAU [1960]	Change in railing/parapet	
	Widened	2000

RESULTS OF RESEARCH/DATA COLLECTION:

Plans dated 2000 show four main members added to widen bridge.

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: 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 049025F

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: 049066C
COUNTY: Utah
MILE POST: 0
LOCATION: 2.5 MI.NW.OF THISTLE
FEATURE CARRIED: COUNTY ROAD
DISTRICT: Region 3 Local
FEATURE CROSSED: DIAMOND FORK CREEK

OWNER: County Highway Agency
BRIDGE TYPE: Steel stringer/multi-beam or girder (302)
STRUCTURE LENGTH (FT): 64.94
LENGTH OF MAXIMUM SPAN (FT): 61.01
NUMBER OF MAIN SPANS: 1
YEAR BUILT: 1954

ENGINEER / DESIGNER:
W. W. Clyde & Company
Utah State Road Commission - GET

ALTERATIONS:
Change in railing/parapet

DATE OF ALTERATION (IF KNOWN):

RESULTS OF RESEARCH/DATA COLLECTION:
Welding on cover plates.

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: 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 049066C

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: 049085C **COUNTY:** Utah **MILE POST:** 0

LOCATION: 3.5 MILES EAST OF COLTON **FEATURE CARRIED:** CO.RD. AT KYUNE

DISTRICT: Region 3 Local **FEATURE CROSSED:** PRICE RIVER & UPRR

OWNER: County Highway Agency **BRIDGE TYPE:** Steel continuous stringer/multi-beam or girder (402)

STRUCTURE LENGTH (FT): 202.05 **LENGTH OF MAXIMUM SPAN (FT):** 79.05

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1962

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
	Change in railing/parapet	2003
Utah State Department of Highways, Structures Division - RHJ		

RESULTS OF RESEARCH/DATA COLLECTION:

Tension butt-weld on beam and field bolted diaphragm connections.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 049085C

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: 051009D **COUNTY:** Wasatch **MILE POST:** 0

LOCATION: 3.5 MI.NW.of HEBER CITY **FEATURE CARRIED:** WASATCH COUNTY RD

DISTRICT: Region 3 Local **FEATURE CROSSED:** PROVO RIVER

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

STRUCTURE LENGTH (FT): 63.96 **LENGTH OF MAXIMUM SPAN (FT):** 61.99

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1956

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 051009D

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 510 **COUNTY:** Beaver **MILE POST:** 72.646

LOCATION: 4.2 MILES WEST OF MILFORD **FEATURE CARRIED:** SR-21

DISTRICT: Region 4C **FEATURE CROSSED:** MILFORD-NEVADA WASH

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

STRUCTURE LENGTH (FT): 30.83 **LENGTH OF MAXIMUM SPAN (FT):** 27.88

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1947

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

Palfreyman Construction Company

Utah State Road Commission - FME

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge is located on the U.S. or S.R. highway system and falls within the early period (1947-1948) of the state's roadway improvement program. Research did not reveal an important and direct association to link the construction, individually, of this bridge to roadway improvments in Utah after 1945.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 510

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 526 **COUNTY:** Beaver **MILE POST:** 68.634

LOCATION: 8.2 MI.WEST of MILFORD **FEATURE CARRIED:** SR-21

DISTRICT: Region 4C **FEATURE CROSSED:** BIG WASH

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

STRUCTURE LENGTH (FT): 39.03 **LENGTH OF MAXIMUM SPAN (FT):** 35.1

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1949

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

Utah State Road Commission Bridge Department - FME

RESULTS OF RESEARCH/DATA COLLECTION:

Notes from Pontis indicate that the wing walls at the SE and NW corners have been extended (UDOT staff).

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:** 2010

STRUCTURE NUMBER: 0D 526

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 659 **COUNTY:** Beaver **MILE POST:** 100.322

LOCATION: 7.2 MILES WEST OF BEAVER **FEATURE CARRIED:** SR-21

DISTRICT: Region 4C **FEATURE CROSSED:** BEAVER RIVER

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete continuous frame (207)

STRUCTURE LENGTH (FT): 75.11 **LENGTH OF MAXIMUM SPAN (FT):** 36.08

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1960

ENGINEER / DESIGNER:

Thorn Construction Company, Inc.

Utah State Road Commission - WGT

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 659

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 700 **COUNTY:** Beaver **MILE POST:** 120.126

LOCATION: MANDERFIELD INTERCHANGE **FEATURE CARRIED:** CO. RD. INTER X-RD

DISTRICT: Region 4C **FEATURE CROSSED:** I-15 (SR-15) NBL & SBL

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

STRUCTURE LENGTH (FT): 237.8 **LENGTH OF MAXIMUM SPAN (FT):** 68.88

NUMBER OF MAIN SPANS: 4 **YEAR BUILT:** 1964

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

Utah State Road Commission - FME

RESULTS OF RESEARCH/DATA COLLECTION:

This overpass structure was developed as an integral part of the Interstate Highway System. Investigations into Interstate overpass bridges did not reveal evidence to clearly demonstrate that the construction of any of these bridges, individually, played an important role in the development of transportation 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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 700

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 733 **COUNTY:** Beaver **MILE POST:** 112.574

LOCATION: 0.8 MI.NO.NO.BEAVER INTER **FEATURE CARRIED:** CO.RD.NO.OF BEAVER

DISTRICT: Region 4C **FEATURE CROSSED:** I-15 (SR-15) NBL & SBL

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

STRUCTURE LENGTH (FT): 206.97 **LENGTH OF MAXIMUM SPAN (FT):** 69.86

NUMBER OF MAIN SPANS: 4 **YEAR BUILT:** 1965

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

Utah State Road Commission - AKP

RESULTS OF RESEARCH/DATA COLLECTION:

This overpass structure was developed as an integral part of the Interstate Highway System. Investigations into Interstate overpass bridges did not reveal evidence to clearly demonstrate that the construction of any of these bridges, individually, played an important role in the development of transportation 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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 733

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 817 **COUNTY:** Beaver **MILE POST:** 8.5

LOCATION: 8.4 MILES EAST OF BEAVER **FEATURE CARRIED:** SR-153

DISTRICT: Region 4C **FEATURE CROSSED:** BEAVER RIVER

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:** 1950

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

RESULTS OF RESEARCH/DATA COLLECTION:

No further data available from UDOT.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 817

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 957 **COUNTY:** Beaver **MILE POST:** 60.992

LOCATION: 16.1 MI.WEST of MILFORD **FEATURE CARRIED:** SR-21

DISTRICT: Region 4C **FEATURE CROSSED:** FRISCO WASH

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

STRUCTURE LENGTH (FT): 41.98 **LENGTH OF MAXIMUM SPAN (FT):** 20.01

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1953

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

Parson & Fife

Utah State Road Commission - WGT

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:** 2010

STRUCTURE NUMBER: 0E 957

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: 0E1039 **COUNTY:** Beaver **MILE POST:** 95.55

LOCATION: 11.5 MI. WEST OF BEAVER **FEATURE CARRIED:** SR-21

DISTRICT: Region 4C **FEATURE CROSSED:** BEAVER RIVER

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:** 1955

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1039

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 624 **COUNTY:** Beaver **MILE POST:** 42.458

LOCATION: 41 MI. SE.of GARRISON **FEATURE CARRIED:** SR-21

DISTRICT: Region 4C **FEATURE CROSSED:** CORRAL CANYON WASH

OWNER: State Highway Agency **BRIDGE TYPE:** Steel culvert (319)

STRUCTURE LENGTH (FT): 77.08 **LENGTH OF MAXIMUM SPAN (FT):** 15.09

NUMBER OF MAIN SPANS: 4 **YEAR BUILT:** 1954

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:** 2010

STRUCTURE NUMBER: 0V 624

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 275 **COUNTY:** Iron **MILE POST:** 2.043

LOCATION: 2.1 MILES EAST CEDAR CITY **FEATURE CARRIED:** SR-14

DISTRICT: Region 4C **FEATURE CROSSED:** SALT CREEK

OWNER: State 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:** 1949

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

PRA

Federal Works Agency, Public Roads Administration - Western Headquarters (H. R. Angwies)

RESULTS OF RESEARCH/DATA COLLECTION:

HS15 load capacity. Built for Utah Forest Highway Route 20. Four of the five beams were salvaged from the bridge at this location prior to 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:** 2010

STRUCTURE NUMBER: 0C 275

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 276 **COUNTY:** Iron **MILE POST:** 3.482

LOCATION: 3.5 MI EAST CEDAR CITY **FEATURE CARRIED:** SR-14

DISTRICT: Region 4C **FEATURE CROSSED:** ROCKY CANYON WASH

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

STRUCTURE LENGTH (FT): 40.02 **LENGTH OF MAXIMUM SPAN (FT):** 36.08

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1950

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

PRA

Federal Works Agency, Public Roads Administration - Western Headquarters (H. R. Angwies)

RESULTS OF RESEARCH/DATA COLLECTION:

Original rail. Built for Utah Forest Highway Route 20. HS15 loading. Connections appear to be rivets. Two of the three beams were salvaged from the bridge at this location prior to 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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 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: 0C 307 **COUNTY:** Iron **MILE POST:** 9.502

LOCATION: 0.5 MI.EAST OF MODENA **FEATURE CARRIED:** SR-56

DISTRICT: Region 4C **FEATURE CROSSED:** UNION PACIFIC RAILROAD

OWNER: State Highway Agency **BRIDGE TYPE:** Steel continuous stringer/multi-beam or girder (402)

STRUCTURE LENGTH (FT): 205 **LENGTH OF MAXIMUM SPAN (FT):** 77.08

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1959

ENGINEER / DESIGNER:

Utah Engineering Consultants - Eldon Stock/Ken White; Wheelwright Construction Co.

Utah State Road Commission - TVS

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 307

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 528 **COUNTY:** Iron **MILE POST:** 31.903

LOCATION: 0.6 MI.EAST OF NEWCASTLE **FEATURE CARRIED:** SR-56

DISTRICT: Region 4C **FEATURE CROSSED:** PINTO WASH

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

STRUCTURE LENGTH (FT): 39.03 **LENGTH OF MAXIMUM SPAN (FT):** 36.08

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1949

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

W. W. Clyde & Company

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 528

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 546 **COUNTY:** Iron **MILE POST:** 2.885

LOCATION: IN CEDAR CITY **FEATURE CARRIED:** SR-130

DISTRICT: Region 4C **FEATURE CROSSED:** COAL CREEK

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

STRUCTURE LENGTH (FT): 79.05 **LENGTH OF MAXIMUM SPAN (FT):** 68.88

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1952

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

Wheelwright Construction Company, Inc.

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:** 2010

STRUCTURE NUMBER: 0D 546

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 573 **COUNTY:** Millard **MILE POST:** 2.739

LOCATION: 2.8 MILES EAST OF LYNNDYL **FEATURE CARRIED:** SR-132

DISTRICT: Region 4C **FEATURE CROSSED:** SEVIER RIVER

OWNER: State Highway Agency **BRIDGE TYPE:** Concrete continuous frame (207)

STRUCTURE LENGTH (FT): 94.14 **LENGTH OF MAXIMUM SPAN (FT):** 43.95

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1958

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

L. A. Young Construction Company

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 573

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: 0E1005 **COUNTY:** Millard **MILE POST:** 20.885

LOCATION: 1.3 MI.SO.of LEAMINGTON **FEATURE CARRIED:** SR-125

DISTRICT: Region 4C **FEATURE CROSSED:** CENTRAL UTAH WATER CANAL

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

STRUCTURE LENGTH (FT): 34.11 **LENGTH OF MAXIMUM SPAN (FT):** 16.07

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1955

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
L. A. Young Construction Company	Change in railing/parapet	
Utah State Road Commission - WRM	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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1005

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 293 **COUNTY:** Washington **MILE POST:** 19.704

LOCATION: 0.4 MILES SOUTH OF VEYO **FEATURE CARRIED:** SR-18

DISTRICT: Region 4C **FEATURE CROSSED:** SANTA CLARA RIVER

OWNER: State Highway Agency **BRIDGE TYPE:** Steel arch - deck (311)

STRUCTURE LENGTH (FT): 294.87 **LENGTH OF MAXIMUM SPAN (FT):** 194.83

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1957

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

L. A. Young Construction Company

Utah State Road Commission - FME

RESULTS OF RESEARCH/DATA COLLECTION:

Pin and hanger at skewback.
The construction of steel deck arch (311) bridges is not common in Utah and there are less than 10 extant examples within this bridge type.

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.

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:

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:** 2010

STRUCTURE NUMBER: 0C 293

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 629 **COUNTY:** Washington **MILE POST:** 30.713

LOCATION: BROWSE INTERCHANGE **FEATURE CARRIED:** CO RD INTER X-ROAD

DISTRICT: Region 4C **FEATURE CROSSED:** I-15 (SR-15) NBL & SBL

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

STRUCTURE LENGTH (FT): 252.89 **LENGTH OF MAXIMUM SPAN (FT):** 77.08

NUMBER OF MAIN SPANS: 4 **YEAR BUILT:** 1959

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

General Contracting Corporation

Tuttle Engineering Inc.

RESULTS OF RESEARCH/DATA COLLECTION:

This overpass structure was developed as an integral part of the Interstate Highway System. Investigations into Interstate overpass bridges did not reveal evidence to clearly demonstrate that the construction of any of these bridges, individually, played an important role in the development of transportation in Utah.

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:

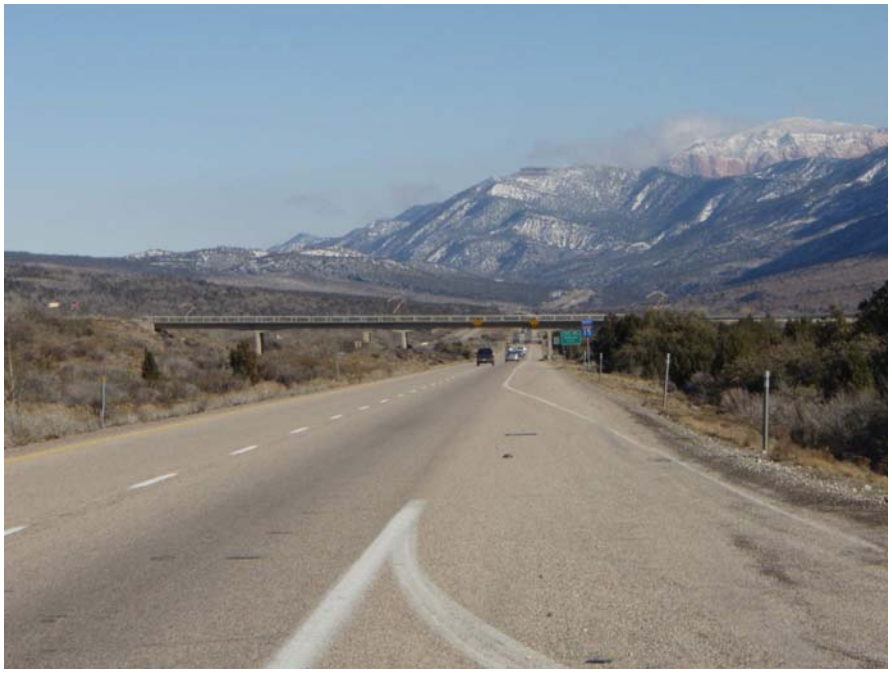
This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 629

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 636 **COUNTY:** Washington **MILE POST:** 0

LOCATION: SNOWFIELD INTERCHANGE **FEATURE CARRIED:** CO. RD. INT. X-RD

DISTRICT: Region 4C **FEATURE CROSSED:** I-15 (SR-15) NBL & SBL

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

STRUCTURE LENGTH (FT): 256.82 **LENGTH OF MAXIMUM SPAN (FT):** 73.14

NUMBER OF MAIN SPANS: 4 **YEAR BUILT:** 1959

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

W. W. Clyde & Company

Utah State Road Commission - WGT

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge is located on the U.S. or S.R. highway system and falls within the early period (1947-1948) of the state's roadway improvement program. Research did not reveal an important and direct association to link the construction, individually, of this bridge to roadway improvments in Utah after 1945.

This overpass structure was developed as an integral part of the Interstate Highway System. Investigations into Interstate overpass bridges did not reveal evidence to clearly demonstrate that the construction of any of these bridges, individually, played an important role in the development of transportation in Utah.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 636

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 665 **COUNTY:** Washington **MILE POST:** 0.04

LOCATION: SOUTH LEEDS INTERCHANGE **FEATURE CARRIED:** SR-228,INTER X-RD

DISTRICT: Region 4C **FEATURE CROSSED:** I-15 (SR-15) NBL & SBL

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

STRUCTURE LENGTH (FT): 217.79 **LENGTH OF MAXIMUM SPAN (FT):** 58.06

NUMBER OF MAIN SPANS: 4 **YEAR BUILT:** 1962

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

Utah State Road Commission - FRE

RESULTS OF RESEARCH/DATA COLLECTION:

This overpass structure was developed as an integral part of the Interstate Highway System. Investigations into Interstate overpass bridges did not reveal evidence to clearly demonstrate that the construction of any of these bridges, individually, played an important role in the development of transportation 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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 665

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: 0E1328 **COUNTY:** Washington **MILE POST:** 32.233

LOCATION: IN SPRINGDALE **FEATURE CARRIED:** SR-9

DISTRICT: Region 4C **FEATURE CROSSED:** BLACK CANYON WASH

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

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

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1963

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1328

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: 0E2052 **COUNTY:** Washington **MILE POST:** 12.677

LOCATION: 9 MILES SO. OF HURRICANE **FEATURE CARRIED:** SR-59

DISTRICT: Region 4C **FEATURE CROSSED:** GOULD'S WASH

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

STRUCTURE LENGTH (FT): 32.14 **LENGTH OF MAXIMUM SPAN (FT):** 16.07

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1962

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
	Widened	1978
Utah State Department of Highways, Structures Division - WGT		

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E2052

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: 021009D **COUNTY:** Iron **MILE POST:** 0

LOCATION: SOUTH END PAROWAN MAIN ST **FEATURE CARRIED:** PAROWAN CITY ST.

DISTRICT: Region 4C Local **FEATURE CROSSED:** PAROWAN CREEK

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

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

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1950

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:** 2010

STRUCTURE NUMBER: 021009D

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: 027003F **COUNTY:** Millard **MILE POST:** 0

LOCATION: 1.5 MILE EAST OF LYNNDYL **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 4C Local **FEATURE CROSSED:** SEVIER RIVER

OWNER: County Highway Agency **BRIDGE TYPE:** Prestressed concrete tee beam (504)

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

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** c.1960

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

RESULTS OF RESEARCH/DATA COLLECTION:

Bridge consists of four double T-beam spans and one single T-beam span.
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.

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:** 2010

STRUCTURE NUMBER: 027003F

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: 027012F
COUNTY: Millard
MILE POST: 0
LOCATION: 4000 W.500 S.,DELTA AREA
FEATURE CARRIED: COUNTY ROAD
DISTRICT: Region 4C Local
FEATURE CROSSED: HIGHLINE CANAL

OWNER: County Highway Agency
BRIDGE TYPE: Prestressed concrete tee beam (504)
STRUCTURE LENGTH (FT): 25.91
LENGTH OF MAXIMUM SPAN (FT): 22.96
NUMBER OF MAIN SPANS: 1
YEAR BUILT: 1960

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
	Widened	1992
	Change in railing/parapet	

RESULTS OF RESEARCH/DATA COLLECTION:

After widening, eight total double tee beams. No data in inspection file before 1992.
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.

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: 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 027012F

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: 027015F
COUNTY: Millard
MILE POST: 0
LOCATION: 4000 W.2OO N.,DELTA AREA
FEATURE CARRIED: COUNTY ROAD
DISTRICT: Region 4C Local
FEATURE CROSSED: ABRAHAM CANAL

OWNER: County Highway Agency
BRIDGE TYPE: Prestressed concrete tee beam (504)
STRUCTURE LENGTH (FT): 28.86
LENGTH OF MAXIMUM SPAN (FT): 25.91
NUMBER OF MAIN SPANS: 1
YEAR BUILT: 1960

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
	Widened	1992
	Change in railing/parapet	

RESULTS OF RESEARCH/DATA COLLECTION:

Widened in 1992 with double tee beams supplementing original single tees. No data in inspection file before 1992.

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: 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 027015F

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: 053001D **COUNTY:** Washington **MILE POST:** 0

LOCATION: SW. SECTION OF ST.GEORGE **FEATURE CARRIED:** TONIQUINT DRIVE

DISTRICT: Region 4C Local **FEATURE CROSSED:** SANTA CLARA RIVER

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

STRUCTURE LENGTH (FT): 57.07 **LENGTH OF MAXIMUM SPAN (FT):** 49.86

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1962

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

Utah State Road Commission - HE

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 053001D

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: 053041A **COUNTY:** Washington **MILE POST:** 0

LOCATION: PINTO WASH IN PINTO **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 4C Local **FEATURE CROSSED:** PINTO WASH

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

STRUCTURE LENGTH (FT): 27.88 **LENGTH OF MAXIMUM SPAN (FT):** 18.04

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** c.1950

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 053041A

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 260 **COUNTY:** Carbon **MILE POST:** 0.043

LOCATION: POPLAR ST IN HELPER **FEATURE CARRIED:** SR-244

DISTRICT: Region 4P **FEATURE CROSSED:** PRICE RIVER

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

STRUCTURE LENGTH (FT): 104.96 **LENGTH OF MAXIMUM SPAN (FT):** 100.04

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1950

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

Young & Smith and American Bridge

Utah State Road Commission - FME

RESULTS OF RESEARCH/DATA COLLECTION:

Connections are rivets.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 260

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 311 **COUNTY:** Carbon **MILE POST:** 255.929

LOCATION: 0.5 MI.W.DRAGERTON JCT. **FEATURE CARRIED:** US-6 (SR-6)

DISTRICT: Region 4P **FEATURE CROSSED:** GRASSY TRAIL CREEK

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

STRUCTURE LENGTH (FT): 125.95 **LENGTH OF MAXIMUM SPAN (FT):** 119.98

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1959

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Allred & Mitchell Construction Company, Fisher Construction Company	Added main members	2005
Utah State Road Commission - JAU	Change in railing/parapet	2005
	Widened	2005

RESULTS OF RESEARCH/DATA COLLECTION:

Plans indicate welded connections.
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.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 311

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 312 **COUNTY:** Carbon **MILE POST:** 231.072

LOCATION: 1.2 MI.NORTH OF HELPER **FEATURE CARRIED:** US-6 (SR-6)

DISTRICT: Region 4P **FEATURE CROSSED:** UTAH RAILWAY TRACKS

OWNER: State Highway Agency **BRIDGE TYPE:** Steel continuous stringer/multi-beam or girder (402)

STRUCTURE LENGTH (FT): 230.91 **LENGTH OF MAXIMUM SPAN (FT):** 78.06

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1959

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

Utah State Road Commission - CGW

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:** 2010

STRUCTURE NUMBER: 0C 312

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 320 **COUNTY:** Carbon **MILE POST:** 256.593

LOCATION: 0.5 MI. E. DRAGERTON JCT. **FEATURE CARRIED:** US-6 (SR-6)

DISTRICT: Region 4P **FEATURE CROSSED:** UNION PACIFIC RAILROAD

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

STRUCTURE LENGTH (FT): 138.09 **LENGTH OF MAXIMUM SPAN (FT):** 44.94

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1959

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

Allred & Mitchell Construction Company

Utah State Road Commission - CGW

RESULTS OF RESEARCH/DATA COLLECTION:

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:** 2010

STRUCTURE NUMBER: 0C 320

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 368 **COUNTY:** Carbon **MILE POST:** 251.601

LOCATION: NEAR CASTLE GATE POWER PL **FEATURE CARRIED:** US-191 (SR-191)

DISTRICT: Region 4P **FEATURE CROSSED:** PRICE RIVER

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

STRUCTURE LENGTH (FT): 103.98 **LENGTH OF MAXIMUM SPAN (FT):** 98.07

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1964

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

Utah State Road Commission - BLT

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 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 532 **COUNTY:** Carbon **MILE POST:** 235.584

LOCATION: 3 MI.NORTHWEST OF PRICE **FEATURE CARRIED:** US-6 (SR-6)

DISTRICT: Region 4P **FEATURE CROSSED:** PRICE RIVER

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

STRUCTURE LENGTH (FT): 102.99 **LENGTH OF MAXIMUM SPAN (FT):** 100.04

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1952

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Utah State Department of Highways, Structures Division - WCS (1976)	Change in railing/parapet	1978
Utah State Road Commission - JAU (1950); Wheelwright Construction Co.	Widened	1978

RESULTS OF RESEARCH/DATA COLLECTION:

Widened from 49.32', bridge file indicates widening occurred in 1978.
The construction of concrete deck arch (111) 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.

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 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.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 532

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 668 **COUNTY:** Carbon **MILE POST:** 254.102

LOCATION: 2.5 MI.NO.of JCT.W/ SR-6 **FEATURE CARRIED:** US-191 (SR-191)

DISTRICT: Region 4P **FEATURE CROSSED:** WILLOW CREEK

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

STRUCTURE LENGTH (FT): 48.87 **LENGTH OF MAXIMUM SPAN (FT):** 47.89

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1962

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

Utah State Road Commission - HE

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 668

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 669 **COUNTY:** Carbon **MILE POST:** 259.763

LOCATION: 8 MI NO OF JCT WITH SR-6 **FEATURE CARRIED:** US-191 (SR-191)

DISTRICT: Region 4P **FEATURE CROSSED:** WILLOW CREEK

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

STRUCTURE LENGTH (FT): 50.84 **LENGTH OF MAXIMUM SPAN (FT):** 48.87

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1962

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

Utah State Road Commission - HEF

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 669

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: 0E1172 **COUNTY:** Carbon **MILE POST:** 231.974

LOCATION: NORTH OF HELPER **FEATURE CARRIED:** US-6 (SR-6)

DISTRICT: Region 4P **FEATURE CROSSED:** HARD SCRABBLE CREEK

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

STRUCTURE LENGTH (FT): 29.85 **LENGTH OF MAXIMUM SPAN (FT):** 14.1

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1961

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1172

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: 0E1176 **COUNTY:** Carbon **MILE POST:** 63.164

LOCATION: 5.6 MILES SOUTH OF PRICE **FEATURE CARRIED:** SR-10

DISTRICT: Region 4P **FEATURE CROSSED:** MILLER CREEK

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

STRUCTURE LENGTH (FT): 41 **LENGTH OF MAXIMUM SPAN (FT):** 20.01

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1959

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1176

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: 0E1611 **COUNTY:** Carbon **MILE POST:** 235.427

LOCATION: 3 MI NORTHWEST OF PRICE **FEATURE CARRIED:** US-6 (SR-6)

DISTRICT: Region 4P **FEATURE CROSSED:** CONSUMERS WASH

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

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

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1951

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1611

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 229 **COUNTY:** Emery **MILE POST:** 2.589

LOCATION: EAST SIDE OF GREEN RIVER **FEATURE CARRIED:** SR-19

DISTRICT: Region 4P **FEATURE CROSSED:** GREEN RIVER

OWNER: State Highway Agency **BRIDGE TYPE:** Steel continuous stringer/multi-beam or girder (402)

STRUCTURE LENGTH (FT): 603.85 **LENGTH OF MAXIMUM SPAN (FT):** 80.03

NUMBER OF MAIN SPANS: 8 **YEAR BUILT:** 1948

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
	Widened	2002
Utah State Road Commission Bridge Department - FME	Change in railing/parapet	2002

RESULTS OF RESEARCH/DATA COLLECTION:

New deck and parapets constructed in 2002, as well as an added sidewalk and chain link fence (UDOT staff).
This bridge is located on the U.S. or S.R. highway system and falls within the early period (1947-1948) of the state's roadway improvement program. Research did not reveal an important and direct association to link the construction, individually, of this bridge to roadway improvments in Utah after 1945.

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.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 229

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 389 **COUNTY:** Emery **MILE POST:** 278.397

LOCATION: AT WOODSIDE **FEATURE CARRIED:** US-6 (SR-6)

DISTRICT: Region 4P **FEATURE CROSSED:** PRICE RIVER

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

STRUCTURE LENGTH (FT): 116.11 **LENGTH OF MAXIMUM SPAN (FT):** 111.85

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1963

ENGINEER / DESIGNER:

Utah State Department of Highways, Structures Division - RHJ

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:** 2010

STRUCTURE NUMBER: 0C 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 578 **COUNTY:** Emery **MILE POST:** 32.095

LOCATION: 5 MILES SOUTH CASTLEDALE **FEATURE CARRIED:** SR-10

DISTRICT: Region 4P **FEATURE CROSSED:** ROCK CANYON WASH

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

STRUCTURE LENGTH (FT): 64.94 **LENGTH OF MAXIMUM SPAN (FT):** 58.06

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1955

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

W. W. Clyde & Company

Utah State Road Commission - GET

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 578

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 608 **COUNTY:** Emery **MILE POST:** 15.014

LOCATION: 2.8 MI.W.ORANGEVILLE JCT **FEATURE CARRIED:** SR-29

DISTRICT: Region 4P **FEATURE CROSSED:** GRIMES WASH

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

STRUCTURE LENGTH (FT): 51.82 **LENGTH OF MAXIMUM SPAN (FT):** 48.87

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1954

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

Bureau of Public Roads - BTS

RESULTS OF RESEARCH/DATA COLLECTION:

File card states that the State Project No. is "Forest Highway Proj. 8-D1; the contractor is listed as the "Bureau of Public Roads" (UDOT staff).

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:** 2010

STRUCTURE NUMBER: 0D 608

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 742 **COUNTY:** Emery **MILE POST:** 2.329

LOCATION: NO. END JOE'S VALLEY RES **FEATURE CARRIED:** SR-29

DISTRICT: Region 4P **FEATURE CROSSED:** LOWRY CREEK

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

STRUCTURE LENGTH (FT): 33.13 **LENGTH OF MAXIMUM SPAN (FT):** 29.85

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1964

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

Utah State Department of Highways, Structures Division - WGT

RESULTS OF RESEARCH/DATA COLLECTION:

Approach slab replaced in early 1990s (UDOT staff).

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 742

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 810 **COUNTY:** Emery **MILE POST:** 31.691

LOCATION: 16 MI. NW. OF HUNTINGTON **FEATURE CARRIED:** SR-31

DISTRICT: Region 4P **FEATURE CROSSED:** HUNTINGTON CREEK

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

STRUCTURE LENGTH (FT): 23.94 **LENGTH OF MAXIMUM SPAN (FT):** 21.98

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1961

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

US Dept of Commerce, Bureau of Public Roads - REF

RESULTS OF RESEARCH/DATA COLLECTION:

Project F.H.P. 7-2(1), Fairfield-Huntington Canyon.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 810

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: 0E1114 **COUNTY:** Emery **MILE POST:** 10.182

LOCATION: 7.5 MI.W.ORANGEVILLE JCT. **FEATURE CARRIED:** SR-29

DISTRICT: Region 4P **FEATURE CROSSED:** COTTONWOOD CREEK

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

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

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1955

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1114

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: 0E1178 **COUNTY:** Emery **MILE POST:** 261.969

LOCATION: 5.8 MI EAST DRAGERTON JCT **FEATURE CARRIED:** US-6 (SR-6)

DISTRICT: Region 4P **FEATURE CROSSED:** BIG SPRINGS WASH

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

STRUCTURE LENGTH (FT): 29.85 **LENGTH OF MAXIMUM SPAN (FT):** 14.1

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1959

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1178

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: 0E1183 **COUNTY:** Emery **MILE POST:** 263.16

LOCATION: 7.1 MI EAST DRAGERTON JCT **FEATURE CARRIED:** US-6 (SR-6)

DISTRICT: Region 4P **FEATURE CROSSED:** ICELANDER WASH

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

STRUCTURE LENGTH (FT): 48.87 **LENGTH OF MAXIMUM SPAN (FT):** 22.96

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1959

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1183

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: 0E1308 **COUNTY:** Emery **MILE POST:** 273.599

LOCATION: 4.5 MI.NORTH OF WOODSIDE **FEATURE CARRIED:** US-6 (SR-6)

DISTRICT: Region 4P **FEATURE CROSSED:** MARSH FLAT WASH

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

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

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1963

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1308

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: 0E1309 **COUNTY:** Emery **MILE POST:** 278.14

LOCATION: AT WOODSIDE **FEATURE CARRIED:** US-6 (SR-6)

DISTRICT: Region 4P **FEATURE CROSSED:** COOKS WASH

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

STRUCTURE LENGTH (FT): 24.93 **LENGTH OF MAXIMUM SPAN (FT):** 22.96

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1963

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1309

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: 0E1504 **COUNTY:** Emery **MILE POST:** 159.719

LOCATION: 0.5 MI SOUTH OF JCT I-70 **FEATURE CARRIED:** SR-24

DISTRICT: Region 4P **FEATURE CROSSED:** BUCKMASTER WASH

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

STRUCTURE LENGTH (FT): 41.98 **LENGTH OF MAXIMUM SPAN (FT):** 20.01

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1965

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1504

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: 0E1604 **COUNTY:** Emery **MILE POST:** 32.973

LOCATION: 4.1 MILES SO. CASTLEDALE **FEATURE CARRIED:** SR-10

DISTRICT: Region 4P **FEATURE CROSSED:** POULSEN WASH

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:** 1956

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Utah State Department of Highways, Structures Division - WGT (1966)	Widened	1966
Utah State Road Commission - JHB; W. W. Clyde & Co. (1956)		

RESULTS OF RESEARCH/DATA COLLECTION:

Plan is dated 1955.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1604

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: 0E2061 **COUNTY:** Emery **MILE POST:** 0.75

LOCATION: 0.7 MI.NO.OF JCT.W/ SR-10 **FEATURE CARRIED:** SR-57

DISTRICT: Region 4P **FEATURE CROSSED:** SOUTH WASH

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

STRUCTURE LENGTH (FT): 38.05 **LENGTH OF MAXIMUM SPAN (FT):** 18.04

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1951

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
	Widened	1978
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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E2061

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 83 **COUNTY:** Emery **MILE POST:** 37.518

LOCATION: SOUTH END OF CASTLE DALE **FEATURE CARRIED:** SR-10

DISTRICT: Region 4P **FEATURE CROSSED:** COTTON WOOD WASH

OWNER: State Highway Agency **BRIDGE TYPE:** Prestressed concrete stringer/multi-beam or girder (502)

STRUCTURE LENGTH (FT): 153.83 **LENGTH OF MAXIMUM SPAN (FT):** 75.11

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1964

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

Utah State Department of Highways, Structures Division - RHC

RESULTS OF RESEARCH/DATA COLLECTION:

Horizontal curve data indicated on plan.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0F 83

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 285 **COUNTY:** Grand **MILE POST:** 128.281

LOCATION: 2.8 MILES NORTH OF MOAB **FEATURE CARRIED:** US-191 (SR-191)

DISTRICT: Region 4P **FEATURE CROSSED:** COLORADO RIVER

OWNER: State Highway Agency **BRIDGE TYPE:** Steel continuous girder and floorbeam system (403)

STRUCTURE LENGTH (FT): 1006.96 **LENGTH OF MAXIMUM SPAN (FT):** 137.76

NUMBER OF MAIN SPANS: 8 **YEAR BUILT:** 1955

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

Ragnar-Benson Inc.

Woodruff & Sampson Engineers (San Francisco); Utah State Road Commission - RS

RESULTS OF RESEARCH/DATA COLLECTION:

Arches National Park. Built to HS20 loading. New bridge under construction 2009/2010 bypassing this structure.
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.

This bridge is located in close proximity to the Flaming Gorge Dam and 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 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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 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 444 **COUNTY:** Grand **MILE POST:** 143.289

LOCATION: NEAR MOAB AIRPORT **FEATURE CARRIED:** US-191 (SR-191)

DISTRICT: Region 4P **FEATURE CROSSED:** UNION PACIFIC RAILROAD

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

STRUCTURE LENGTH (FT): 176.79 **LENGTH OF MAXIMUM SPAN (FT):** 51.82

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1963

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

Utah State Department of Highways, Structures Division - MW

RESULTS OF RESEARCH/DATA COLLECTION:

Design loading HS20. Vicinity of Arches National Park.
This bridge was identified and evaluated for an important and direct association related to natural resource extraction and mining operations. While this bridge was in close proximity to a known mining or extractive operation, investigations into this bridge revealed it did not display evidence to demonstrate that the construction of this bridge, individually, played an important role in transporting or processing for the natural resource extraction industry in Utah.

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 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.

Mining in vicinity of Moab (uranium)

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 444

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 513 **COUNTY:** Grand **MILE POST:** 43.914

LOCATION: 5 MILES WEST OF CISCO **FEATURE CARRIED:** SR-128

DISTRICT: Region 4P **FEATURE CROSSED:** NASH WASH

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

STRUCTURE LENGTH (FT): 56.09 **LENGTH OF MAXIMUM SPAN (FT):** 49.86

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1949

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

Miller's Blacksmith & Welding Shop

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 513

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 580 **COUNTY:** Grand **MILE POST:** 3.087

LOCATION: 5.1 MILES NORTH OF MOAB **FEATURE CARRIED:** SR-128

DISTRICT: Region 4P **FEATURE CROSSED:** BLACK BILL WASH

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

STRUCTURE LENGTH (FT): 41.98 **LENGTH OF MAXIMUM SPAN (FT):** 29.85

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1956

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

Nelson Brothers Construction Company

Utah State Road Commission - FME

RESULTS OF RESEARCH/DATA COLLECTION:

Design loading H20-44. Inspection file describes as "catenary arch."
This bridge was identified and evaluated for an important and direct association related to natural resource extraction and mining operations. While this bridge was in close proximity to a known mining or extractive operation, investigations into this bridge revealed it did not display evidence to demonstrate that the construction of this bridge, individually, played an important role in transporting or processing for the natural resource extraction industry in Utah.

Mining in vicinity of Moab (uranium)

The construction of concrete deck arch (111) 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 is within a rare bridge type and displays a catenary arch design. This feature is significant as one of few design variations within this uncommon bridge type 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 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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 580

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 590 **COUNTY:** Grand **MILE POST:** 125.543

LOCATION: IN CITY OF MOAB **FEATURE CARRIED:** US-191 (SR-191)

DISTRICT: Region 4P **FEATURE CROSSED:** MILL CREEK

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

STRUCTURE LENGTH (FT): 74.13 **LENGTH OF MAXIMUM SPAN (FT):** 65.93

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1955

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

W. W. Clyde & Company

Utah State Road Commission - GET

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge was identified and evaluated for an important and direct association related to natural resource extraction and mining operations. While this bridge was in close proximity to a known mining or extractive operation, investigations into this bridge revealed it did not display evidence to demonstrate that the construction of this bridge, individually, played an important role in transporting or processing for the natural resource extraction industry in Utah.

Mining in vicinity of Moab (uranium)

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 590

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: 0E1007 **COUNTY:** Grand **MILE POST:** 6.211

LOCATION: 8.8 MILES NORTH OF MOAB **FEATURE CARRIED:** SR-128

DISTRICT: Region 4P **FEATURE CROSSED:** BIG BEND WASH

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

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

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1956

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

Nelson Brothers Construction Company

Utah State Road Commission - WGT

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge was identified and evaluated for an important and direct association related to natural resource extraction and mining operations. While this bridge was in close proximity to a known mining or extractive operation, investigations into this bridge revealed it did not display evidence to demonstrate that the construction of this bridge, individually, played an important role in transporting or processing for the natural resource extraction industry in Utah.

Mining in vicinity of Moab (uranium)

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1007

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: 0E1037 **COUNTY:** Grand **MILE POST:** 125.081

LOCATION: SO. END OF MOAB MAIN ST **FEATURE CARRIED:** US-191 (SR-191)

DISTRICT: Region 4P **FEATURE CROSSED:** PACK CREEK

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

STRUCTURE LENGTH (FT): 61.99 **LENGTH OF MAXIMUM SPAN (FT):** 28.86

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1955

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Utah State Department of Highways, Structures Division - WGT (1971 widening)	Widened	1971
Utah State Road Commission - GET; W. W. Clyde & Company (1955)		

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge was identified and evaluated for an important and direct association related to natural resource extraction and mining operations. While this bridge was in close proximity to a known mining or extractive operation, investigations into this bridge revealed it did not display evidence to demonstrate that the construction of this bridge, individually, played an important role in transporting or processing for the natural resource extraction industry in Utah.

Mining in vicinity of Moab (uranium)

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1037

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: 0E1150 **COUNTY:** Grand **MILE POST:** 5

LOCATION: 6.8 MILES NORTH OF MOAB **FEATURE CARRIED:** SR-128

DISTRICT: Region 4P **FEATURE CROSSED:** JACKASS CANYON WASH

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

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

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1960

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

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge was identified and evaluated for an important and direct association related to natural resource extraction and mining operations. While this bridge was in close proximity to a known mining or extractive operation, investigations into this bridge revealed it did not display evidence to demonstrate that the construction of this bridge, individually, played an important role in transporting or processing for the natural resource extraction industry in Utah.

Mining in vicinity of Moab (uranium)

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1150

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: 0E1287 **COUNTY:** Grand **MILE POST:** 15.256

LOCATION: AT INTERSEC. WITH SR-191 **FEATURE CARRIED:** SR-279

DISTRICT: Region 4P **FEATURE CROSSED:** MOAB CANYON WASH

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

STRUCTURE LENGTH (FT): 29.85 **LENGTH OF MAXIMUM SPAN (FT):** 14.1

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1963

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1287

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: 0E1304 **COUNTY:** Grand **MILE POST:** 1.77

LOCATION: NEAR POTASH PLANT **FEATURE CARRIED:** SR-279 & UPRR

DISTRICT: Region 4P **FEATURE CROSSED:** LONG CANYON WASH

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

STRUCTURE LENGTH (FT): 33.13 **LENGTH OF MAXIMUM SPAN (FT):** 15.09

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1962

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1304

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: 0V2057 **COUNTY:** Grand **MILE POST:** 0.062

LOCATION: 0.1 MI.NO.POTASH PLANT **FEATURE CARRIED:** SR-279

DISTRICT: Region 4P **FEATURE CROSSED:** POTASH PLANT WASH

OWNER: State Highway Agency **BRIDGE TYPE:** Steel culvert (319)

STRUCTURE LENGTH (FT): 31.32 **LENGTH OF MAXIMUM SPAN (FT):** 6

NUMBER OF MAIN SPANS: 4 **YEAR BUILT:** 1962

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0V2057

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: 0V2058 **COUNTY:** Grand **MILE POST:** 2.361

LOCATION: 3.8 MI.NO.of POTASH PLT. **FEATURE CARRIED:** SR-279

DISTRICT: Region 4P **FEATURE CROSSED:** UNNAMED WASH

OWNER: State Highway Agency **BRIDGE TYPE:** Steel culvert (319)

STRUCTURE LENGTH (FT): 45 **LENGTH OF MAXIMUM SPAN (FT):** 12.76

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1962

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0V2058

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 274 **COUNTY:** San Juan **MILE POST:** 20.904

LOCATION: AT MEXICAN HAT **FEATURE CARRIED:** SR-163

DISTRICT: Region 4P **FEATURE CROSSED:** SAN JUAN RIVER

OWNER: State Highway Agency **BRIDGE TYPE:** Steel arch - thru (312)

STRUCTURE LENGTH (FT): 228.94 **LENGTH OF MAXIMUM SPAN (FT):** 189.91

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1954

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

W. W. Clyde & Company; Utah Crane & Rigging (Steel erection)

Utah State Road Commission - FME

RESULTS OF RESEARCH/DATA COLLECTION:

Vicinity of the Aneth oil fields. Plans indicate rivets and welding.
This bridge was identified and evaluated for an important and direct association related to natural resource extraction and mining operations. While this bridge was in close proximity to a known mining or extractive operation, investigations into this bridge revealed it did not display evidence to demonstrate that the construction of this bridge, individually, played an important role in transporting or processing for the natural resource extraction industry in Utah.

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.

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.

The construction of steel thru arch (312) 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.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 274

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 292 **COUNTY:** San Juan **MILE POST:** 95.119

LOCATION: 9 MILES SO.OF LASAL JCT **FEATURE CARRIED:** US-191 (SR-191)

DISTRICT: Region 4P **FEATURE CROSSED:** HATCH WASH

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

STRUCTURE LENGTH (FT): 126.94 **LENGTH OF MAXIMUM SPAN (FT):** 120.05

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1956

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

Strong & Company

Utah State Road Commission - JAU

RESULTS OF RESEARCH/DATA COLLECTION:

Connections are rivets.
This bridge was identified and evaluated for an important and direct association related to natural resource extraction and mining operations. While this bridge was in close proximity to a known mining or extractive operation, investigations into this bridge revealed it did not display evidence to demonstrate that the construction of this bridge, individually, played an important role in transporting or processing for the natural resource extraction industry in Utah.

Mining in vicinity of Moab (uranium)

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 292

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 301 **COUNTY:** San Juan **MILE POST:** 115.442

LOCATION: 8.5 MI.SW.OF BLANDING **FEATURE CARRIED:** SR-95

DISTRICT: Region 4P **FEATURE CROSSED:** COTTONWOOD WASH

OWNER: State Highway Agency **BRIDGE TYPE:** Steel continuous stringer/multi-beam or girder (402)

STRUCTURE LENGTH (FT): 109.88 **LENGTH OF MAXIMUM SPAN (FT):** 53.14

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1959

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

James Reed

Utah State Road Commission - WGT

RESULTS OF RESEARCH/DATA COLLECTION:

Plans indicate field riveting and welded connections.
This bridge was identified and evaluated for an important and direct association related to natural resource extraction and mining operations. While this bridge was in close proximity to a known mining or extractive operation, investigations into this bridge revealed it did not display evidence to demonstrate that the construction of this bridge, individually, played an important role in transporting or processing for the natural resource extraction industry in Utah.

Mining in vicinity of Moab (uranium)

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 301

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 319 **COUNTY:** San Juan **MILE POST:** 18.881

LOCATION: 19.1 MI.E.OF JCT. SR-191 **FEATURE CARRIED:** SR-262

DISTRICT: Region 4P **FEATURE CROSSED:** MONTEZUMA CREEK

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

STRUCTURE LENGTH (FT): 82.98 **LENGTH OF MAXIMUM SPAN (FT):** 80.03

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1960

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

L. C. Stevenson Construction Company

Utah State Road Commission - FME

RESULTS OF RESEARCH/DATA COLLECTION:

Bridge appears to have all-welded connections.
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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 319

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 440 **COUNTY:** San Juan **MILE POST:** 1.759

LOCATION: 1.8 MI.EAST OF JCT.SR-191 **FEATURE CARRIED:** SR-262

DISTRICT: Region 4P **FEATURE CROSSED:** RECAPTURE WASH

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

STRUCTURE LENGTH (FT): 141.04 **LENGTH OF MAXIMUM SPAN (FT):** 53.14

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1963

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

Utah State Road Commission - TPR

RESULTS OF RESEARCH/DATA COLLECTION:

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 440

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 491 **COUNTY:** San Juan **MILE POST:** 53.607

LOCATION: 6.1 MI.E.HITE MARINA ROAD **FEATURE CARRIED:** SR-95

DISTRICT: Region 4P **FEATURE CROSSED:** WHITE CANYON

OWNER: State Highway Agency **BRIDGE TYPE:** Steel continuous frame (407)

STRUCTURE LENGTH (FT): 225.99 **LENGTH OF MAXIMUM SPAN (FT):** 87.9

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1965

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

Utah State Department of Highways, Structures Division - HJSK

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge received an award in the short span category from the American Institute of Steel Construction.
This bridge was identified and evaluated for an important and direct association related to natural resource extraction and mining operations. While this bridge was in close proximity to a known mining or extractive operation, investigations into this bridge revealed it did not display evidence to demonstrate that the construction of this bridge, individually, played an important role in transporting or processing for the natural resource extraction industry in Utah.

Mining in vicinity of Moab (uranium)

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This bridge was recognized through an award for qualities related to design and aesthetics. The monumental size and overall form of this bridge distinguishes it within the post World War II period as significant for possessing high artistic value.

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 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.

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:** 2010

STRUCTURE NUMBER: 0C 491

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 607 **COUNTY:** San Juan **MILE POST:** 120.154

LOCATION: 4.4 MI.SW. OF BLANDING **FEATURE CARRIED:** SR-95

DISTRICT: Region 4P **FEATURE CROSSED:** BIG CANYON WASH

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

STRUCTURE LENGTH (FT): 39.03 **LENGTH OF MAXIMUM SPAN (FT):** 35.1

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1958

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

James Reed

Utah State Road Commission - CGW

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge was identified and evaluated for an important and direct association related to natural resource extraction and mining operations. While this bridge was in close proximity to a known mining or extractive operation, investigations into this bridge revealed it did not display evidence to demonstrate that the construction of this bridge, individually, played an important role in transporting or processing for the natural resource extraction industry in Utah.

Mining in vicinity of Moab (uranium)

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 607

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 703 **COUNTY:** San Juan **MILE POST:** 27.984

LOCATION: NORTH OF MEXICAN HAT **FEATURE CARRIED:** SR-163

DISTRICT: Region 4P **FEATURE CROSSED:** LIME CREEK

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

STRUCTURE LENGTH (FT): 67.9 **LENGTH OF MAXIMUM SPAN (FT):** 60.02

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1964

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

Utah State Department of Highways, Structures Division - M. J. C.

RESULTS OF RESEARCH/DATA COLLECTION:

Vicinity of the Aneth oil fields.
This bridge was identified and evaluated for an important and direct association related to natural resource extraction and mining operations. While this bridge was in close proximity to a known mining or extractive operation, investigations into this bridge revealed it did not display evidence to demonstrate that the construction of this bridge, individually, played an important role in transporting or processing for the natural resource extraction industry 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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 703

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 710 **COUNTY:** San Juan **MILE POST:** 22.018

LOCATION: WEST OF ANETH **FEATURE CARRIED:** SR-262

DISTRICT: Region 4P **FEATURE CROSSED:** McELMO CREEK

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

STRUCTURE LENGTH (FT): 153.83 **LENGTH OF MAXIMUM SPAN (FT):** 60.02

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1963

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 710

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: 0E1138 **COUNTY:** San Juan **MILE POST:** 3.079

LOCATION: 3.1 MI. E. OF JCT.SR-191 **FEATURE CARRIED:** SR-262

DISTRICT: Region 4P **FEATURE CROSSED:** HORSE CREEK WASH

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

STRUCTURE LENGTH (FT): 38.05 **LENGTH OF MAXIMUM SPAN (FT):** 18.04

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1959

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1138

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: 0E1334 **COUNTY:** San Juan **MILE POST:** 26.817

LOCATION: NORTH OF MEXICAN HAT **FEATURE CARRIED:** SR-163

DISTRICT: Region 4P **FEATURE CROSSED:** TWIN WASH

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

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

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1964

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

RESULTS OF RESEARCH/DATA COLLECTION:

Vicinity of the Aneth oil fields.
This bridge was identified and evaluated for an important and direct association related to natural resource extraction and mining operations. While this bridge was in close proximity to a known mining or extractive operation, investigations into this bridge revealed it did not display evidence to demonstrate that the construction of this bridge, individually, played an important role in transporting or processing for the natural resource extraction industry 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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1334

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: 0E2277 **COUNTY:** San Juan **MILE POST:** 84.962

LOCATION: 13 MI. NO. OF MONTICELLO **FEATURE CARRIED:** US-191 (SR-191)

DISTRICT: Region 4P **FEATURE CROSSED:** PETERS WASH

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

STRUCTURE LENGTH (FT): 24.93 **LENGTH OF MAXIMUM SPAN (FT):** 22.96

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1959

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
J. M. Sumion & Sons	Widened	1987
Utah State Road Commission - BMW		

RESULTS OF RESEARCH/DATA COLLECTION:

Original HS 15 design load.
This bridge was identified and evaluated for an important and direct association related to natural resource extraction and mining operations. While this bridge was in close proximity to a known mining or extractive operation, investigations into this bridge revealed it did not display evidence to demonstrate that the construction of this bridge, individually, played an important role in transporting or processing for the natural resource extraction industry in Utah.

Mining in vicinity of Moab (uranium)

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E2277

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 650 **COUNTY:** San Juan **MILE POST:** 19.022

LOCATION: 2 MILES SO.OF MEXICAN HAT **FEATURE CARRIED:** SR-163

DISTRICT: Region 4P **FEATURE CROSSED:** UNNAMED WASH

OWNER: State Highway Agency **BRIDGE TYPE:** Steel culvert (319)

STRUCTURE LENGTH (FT): 20.99 **LENGTH OF MAXIMUM SPAN (FT):** 20.01

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1957

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

RESULTS OF RESEARCH/DATA COLLECTION:

Vicinity of the Aneth oil fields.
This bridge was identified and evaluated for an important and direct association related to natural resource extraction and mining operations. While this bridge was in close proximity to a known mining or extractive operation, investigations into this bridge revealed it did not display evidence to demonstrate that the construction of this bridge, individually, played an important role in transporting or processing for the natural resource extraction industry 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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0V 650

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 651 **COUNTY:** San Juan **MILE POST:** 12.503

LOCATION: 8 MILES SO.OF MEXICAN HAT **FEATURE CARRIED:** SR-163

DISTRICT: Region 4P **FEATURE CROSSED:** HALGAITAH WASH

OWNER: State Highway Agency **BRIDGE TYPE:** Steel culvert (319)

STRUCTURE LENGTH (FT): 20.34 **LENGTH OF MAXIMUM SPAN (FT):** 8.2

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1957

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

RESULTS OF RESEARCH/DATA COLLECTION:

Vicinity of the Aneth oil fields.
This bridge was identified and evaluated for an important and direct association related to natural resource extraction and mining operations. While this bridge was in close proximity to a known mining or extractive operation, investigations into this bridge revealed it did not display evidence to demonstrate that the construction of this bridge, individually, played an important role in transporting or processing for the natural resource extraction industry 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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0V 651

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 811 **COUNTY:** San Juan **MILE POST:** 21.963

LOCATION: 1 MILE NO.OF MEXICAN HAT **FEATURE CARRIED:** SR-163

DISTRICT: Region 4P **FEATURE CROSSED:** UNNAMED WASH

OWNER: State Highway Agency **BRIDGE TYPE:** Steel culvert (319)

STRUCTURE LENGTH (FT): 39.03 **LENGTH OF MAXIMUM SPAN (FT):** 15.09

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1962

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0V 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: 0V 928 **COUNTY:** San Juan **MILE POST:** 39.936

LOCATION: 5.5 MILES WEST OF BLUFF **FEATURE CARRIED:** SR-163

DISTRICT: Region 4P **FEATURE CROSSED:** BUTLER WASH

OWNER: State Highway Agency **BRIDGE TYPE:** Steel culvert (319)

STRUCTURE LENGTH (FT): 34.11 **LENGTH OF MAXIMUM SPAN (FT):** 15.09

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1965

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

RESULTS OF RESEARCH/DATA COLLECTION:

Vicinity of the Aneth oil fields.
This bridge was identified and evaluated for an important and direct association related to natural resource extraction and mining operations. While this bridge was in close proximity to a known mining or extractive operation, investigations into this bridge revealed it did not display evidence to demonstrate that the construction of this bridge, individually, played an important role in transporting or processing for the natural resource extraction industry 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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0V 928

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 565 **COUNTY:** Utah **MILE POST:** 22.663

LOCATION: 0.1 MI.SOUTH OF JCT. SR-6 **FEATURE CARRIED:** SR-96

DISTRICT: Region 4P **FEATURE CROSSED:** WHITE RIVER

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

STRUCTURE LENGTH (FT): 44.94 **LENGTH OF MAXIMUM SPAN (FT):** 41

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1953

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Young & Smith	Change in railing/parapet	1982
Utah State Road Commission - GET	Widened	1982

RESULTS OF RESEARCH/DATA COLLECTION:

Widened with box 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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 565

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: 007022D **COUNTY:** Carbon **MILE POST:** 0

LOCATION: 21 MI.NO. SOLDIER CR. JCT **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 4P Local **FEATURE CROSSED:** MINNIE MAUD CREEK

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

STRUCTURE LENGTH (FT): 42.97 **LENGTH OF MAXIMUM SPAN (FT):** 40.02

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1955

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

W. W. Clyde & Company

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 007022D

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: 007023D **COUNTY:** Carbon **MILE POST:** 0

LOCATION: 35 MI NO. SOLDIER CR. JCT **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 4P Local **FEATURE CROSSED:** ARGYLE CREEK

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

STRUCTURE LENGTH (FT): 44.94 **LENGTH OF MAXIMUM SPAN (FT):** 40.02

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1955

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

W. W. Clyde & Company

Utah State Road Commission - JAU

RESULTS OF RESEARCH/DATA COLLECTION:

Large degree of curve, but plans show interior frame.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 007023D

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: 007026E
COUNTY: Carbon
MILE POST: 0
LOCATION: CARBONVILLE.ROAD
FEATURE CARRIED: CO. RD. (OLD SR-6)
DISTRICT: Region 4P Local
FEATURE CROSSED: PRICE CANAL

OWNER: County Highway Agency
BRIDGE TYPE: Concrete culvert (119)
STRUCTURE LENGTH (FT): 22.96
LENGTH OF MAXIMUM SPAN (FT): 20.01
NUMBER OF MAIN SPANS: 1
YEAR BUILT: 1952

ENGINEER / DESIGNER:
ALTERATIONS:
Replaced features/materials (not in-kind)
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: 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 007026E

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: 015005C **COUNTY:** Emery **MILE POST:** 0

LOCATION: 5 MI.WEST OF GREEN RIVER **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 4P Local **FEATURE CROSSED:** SALERATUS WASH

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

STRUCTURE LENGTH (FT): 185.98 **LENGTH OF MAXIMUM SPAN (FT):** 60.02

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1952

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

EAH

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 015005C

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: 015016C **COUNTY:** Emery **MILE POST:** 0

LOCATION: 1.6 MI.E. OF GREEN RIVER **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 4P Local **FEATURE CROSSED:** BROWNS WASH

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

STRUCTURE LENGTH (FT): 152.85 **LENGTH OF MAXIMUM SPAN (FT):** 60.02

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1948

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

Rowland & Cook

Utah State Road Commission - CGS

RESULTS OF RESEARCH/DATA COLLECTION:

Plans note splices are to be covered by riveted covered plates, and diaphragms are to use rivets.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 015016C

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: 015017D **COUNTY:** Emery **MILE POST:** 0

LOCATION: 2.5 MI. E. OF GREEN RIVER **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 4P Local **FEATURE CROSSED:** DRY WASH

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

STRUCTURE LENGTH (FT): 54.12 **LENGTH OF MAXIMUM SPAN (FT):** 20.01

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1948

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

Utah State Road Commission - FNE

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 015017D

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: 015023V **COUNTY:** Emery **MILE POST:** 0

LOCATION: GREEN RIVER MISSILE BASE **FEATURE CARRIED:** CITY ROAD

DISTRICT: Region 4P Local **FEATURE CROSSED:** BROWNS WASH

OWNER: City Highway Agency **BRIDGE TYPE:** Steel culvert (319)

STRUCTURE LENGTH (FT): 67.9 **LENGTH OF MAXIMUM SPAN (FT):** 9.84

NUMBER OF MAIN SPANS: 4 **YEAR BUILT:** 1960

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 015023V

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: 019010D **COUNTY:** Grand **MILE POST:** 0

LOCATION: 8.2 MI. E. OF GREEN RIVER **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 4P Local **FEATURE CROSSED:** SOLITUDE WASH

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

STRUCTURE LENGTH (FT): 50.84 **LENGTH OF MAXIMUM SPAN (FT):** 44.94

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1948

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

Rowland & Cook

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 019010D

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: 019011D **COUNTY:** Grand **MILE POST:** 0

LOCATION: EAST END OF CASTLE VALLEY **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 4P Local **FEATURE CROSSED:** CASTLE CREEK

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

STRUCTURE LENGTH (FT): 57.07 **LENGTH OF MAXIMUM SPAN (FT):** 40.02

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1950

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 019011D

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: 019013D **COUNTY:** Grand **MILE POST:** 0

LOCATION: 1 MILE WEST OF CISCO **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 4P Local **FEATURE CROSSED:** CISCO WASH

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

STRUCTURE LENGTH (FT): 105.94 **LENGTH OF MAXIMUM SPAN (FT):** 82

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1949

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

Miller's Blacksmith & Welding Shop

Utah State Road Commission - JAU

RESULTS OF RESEARCH/DATA COLLECTION:

Open frame design.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This concrete frame has an open frame design in which there are few examples in Utah. This feature is significant as one of few design variations within this bridge type 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 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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 019013D

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: 019021D **COUNTY:** Grand **MILE POST:** 0

LOCATION: 10.4 MI.E.OF GREEN RIVER **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 4P Local **FEATURE CROSSED:** DRY WASH

OWNER: County 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:** 1948

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

Rowland & Cook

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 019021D

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: 019022D
COUNTY: Grand
MILE POST: 0
LOCATION: 12.3 MI.E.OF GREEN RIVER
FEATURE CARRIED: COUNTY ROAD
DISTRICT: Region 4P Local
FEATURE CROSSED: FLOY WASH

OWNER: County Highway Agency
BRIDGE TYPE: Concrete continuous frame (207)
STRUCTURE LENGTH (FT): 86.92
LENGTH OF MAXIMUM SPAN (FT): 40.02
NUMBER OF MAIN SPANS: 2
YEAR BUILT: 1948

ENGINEER / DESIGNER:
Miller's Blacksmith & Welding Shop
Utah State Road Commission - FME

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: 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 019022D

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: 019028E **COUNTY:** Grand **MILE POST:** 0

LOCATION: 4.5 MI. EAST OF THOMPSON **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 4P Local **FEATURE CROSSED:** BOOTLEGGER WASH

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

STRUCTURE LENGTH (FT): 41.98 **LENGTH OF MAXIMUM SPAN (FT):** 33.13

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1947

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 019028E

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: 019029D **COUNTY:** Grand **MILE POST:** 0

LOCATION: 6 MILES EAST OF THOMPSON **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 4P Local **FEATURE CROSSED:** SAGER'S WASH

OWNER: County Highway Agency **BRIDGE TYPE:** Concrete continuous frame (207)

STRUCTURE LENGTH (FT): 94.14 **LENGTH OF MAXIMUM SPAN (FT):** 40.02

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1950

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:

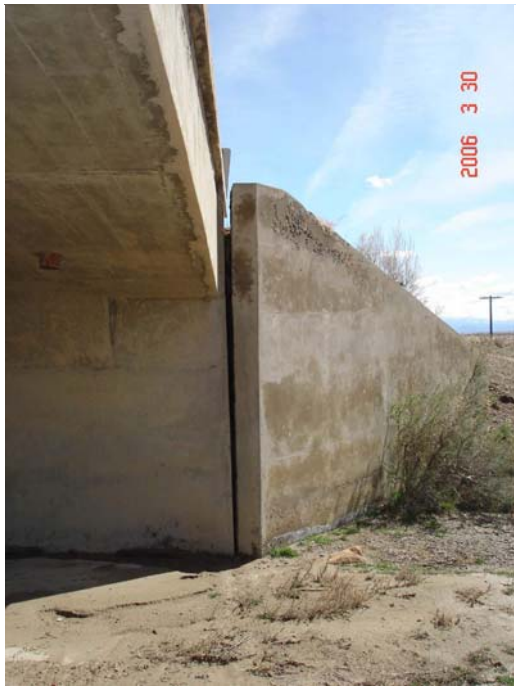
This bridge does not appear to possess significance under the National Register Criteria for Evaluation and is recommended not eligible under Criteria A and C.

NATIONAL REGISTER DETERMINATION: Not eligible **NATIONAL REGISTER DETERMINATION DATE:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 019029D

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: 019030D **COUNTY:** Grand **MILE POST:** 0

LOCATION: 11 MI. EAST OF THOMPSON **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 4P Local **FEATURE CROSSED:** PINTO WASH

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

STRUCTURE LENGTH (FT): 83.97 **LENGTH OF MAXIMUM SPAN (FT):** 65.93

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1950

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

Utah State Road Commission - JAW

RESULTS OF RESEARCH/DATA COLLECTION:

Long main 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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 019030D

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: 019032C **COUNTY:** Grand **MILE POST:** 0

LOCATION: 3 MI. SOUTHEAST 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): 22.96 **LENGTH OF MAXIMUM SPAN (FT):** 20.99

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1965

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

RESULTS OF RESEARCH/DATA COLLECTION:

Bridge has a timber deck.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 019032C

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: 019033D **COUNTY:** Grand **MILE POST:** 0

LOCATION: 4.5 MI. NE.OF HARLEY DOME **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 4P Local **FEATURE CROSSED:** BITTER CREEK WASH

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

STRUCTURE LENGTH (FT): 173.84 **LENGTH OF MAXIMUM SPAN (FT):** 82

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1952

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

RESULTS OF RESEARCH/DATA COLLECTION:

Long main 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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 019033D

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: 019034D **COUNTY:** Grand **MILE POST:** 0

LOCATION: 11 MI. NORTHEAST OF CISCO **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 4P Local **FEATURE CROSSED:** WESTWATER WASH

OWNER: County Highway Agency **BRIDGE TYPE:** Concrete continuous frame (207)

STRUCTURE LENGTH (FT): 134.81 **LENGTH OF MAXIMUM SPAN (FT):** 61.01

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1952

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

W. W. Clyde & Company

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 019034D

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: 019039C **COUNTY:** Grand **MILE POST:** 0

LOCATION: 12 MI. NORTHEAST OF MOAB **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 4P Local **FEATURE CROSSED:** ONION CREEK

OWNER: County Highway Agency **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:** c.1953

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

RESULTS OF RESEARCH/DATA COLLECTION:

Diaphragms installed between 1992 and 1994.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 019039C

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: 0V2059 **COUNTY:** Grand **MILE POST:** 3.949

LOCATION: 3.9 MI N OF POTASH PLANT **FEATURE CARRIED:** SR 279

DISTRICT: Region 4P Local **FEATURE CROSSED:** WASH

OWNER: State Highway Agency **BRIDGE TYPE:** Steel culvert (319)

STRUCTURE LENGTH (FT): 48.48 **LENGTH OF MAXIMUM SPAN (FT):** 12.82

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1962

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0V2059

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: 037006C **COUNTY:** San Juan **MILE POST:** 0

LOCATION: 12 MILES SE.OF MONTICELLO **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 4P Local **FEATURE CROSSED:** LONG CANYON CREEK

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

STRUCTURE LENGTH (FT): 40.02 **LENGTH OF MAXIMUM SPAN (FT):** 38.05

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** c.1965

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 037006C

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: 037008C **COUNTY:** San Juan **MILE POST:** 0

LOCATION: AT MONTEZUMA CREEK **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 4P Local **FEATURE CROSSED:** SAN JUAN RIVER

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

STRUCTURE LENGTH (FT): 591.71 **LENGTH OF MAXIMUM SPAN (FT):** 99.06

NUMBER OF MAIN SPANS: 7 **YEAR BUILT:** 1959

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

Change in railing/parapet

Hoffman-Miller Engineers (Phoenix, Arizona)

RESULTS OF RESEARCH/DATA COLLECTION:

Major river crossing. Designed by private consultant. Plans indicate the project was sponsored by the U.S. Department of the Interior, Bureau of Indian Affairs, Navajo Agency.

DIRECT ASSOCIATION AND/OR DISTINCTIVE FEATURES:

This bridge was constructed for the Department of Interior, Bureau of Indian Affairs, and crosses a major river that opened areas previously difficult to access. As such, it has an important and direct association with efforts by the federal government to improve access to Native American lands and open other areas of the state.

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 crossing that greatly improved access to areas of the state that were previously inaccessible. 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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 037008C

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: 037009C **COUNTY:** San Juan **MILE POST:** 0

LOCATION: 14 MILES WEST OF BLANDING **FEATURE CARRIED:** COUNTY ROAD.#236

DISTRICT: Region 4P Local **FEATURE CROSSED:** MULE CANYON

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

STRUCTURE LENGTH (FT): 41.98 **LENGTH OF MAXIMUM SPAN (FT):** 41.33

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** c.1955

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 037009C

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: 037014C **COUNTY:** San Juan **MILE POST:** 0

LOCATION: 10 MILES NORTH LASAL JCT. **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 4P Local **FEATURE CROSSED:** CANE SPRINGS WASH

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

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

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1950

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
	Change in railing/parapet	2007

RESULTS OF RESEARCH/DATA COLLECTION:

Limited inspection file. No historical data.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 037014C

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 281 **COUNTY:** Garfield **MILE POST:** 25.798

LOCATION: EAST SIDE OF CANNONVILLE **FEATURE CARRIED:** SR-12

DISTRICT: Region 4R **FEATURE CROSSED:** PARIA RIVER

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

STRUCTURE LENGTH (FT): 209.92 **LENGTH OF MAXIMUM SPAN (FT):** 82

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1956

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

Morrison-Knudson Company, Inc.

Utah State Road Commission - FME

RESULTS OF RESEARCH/DATA COLLECTION:

Bridge has rivets and welds. Vicinity of Bryce National Park.
This bridge is located in close proximity to the Glen Canyon Dam and Lake Powell. 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 was identified and evaluated for an important and direct association related to natural resource extraction and mining operations. While this bridge was in close proximity to a known mining or extractive operation, investigations into this bridge revealed it did not display evidence to demonstrate that the construction of this bridge, individually, played an important role in transporting or processing for the natural resource extraction industry in Utah.

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 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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 281

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 284 **COUNTY:** Garfield **MILE POST:** 37.107

LOCATION: 8 MILES NE OF HENRIEVILLE **FEATURE CARRIED:** SR-12

DISTRICT: Region 4R **FEATURE CROSSED:** HENRIEVILLE WASH

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

STRUCTURE LENGTH (FT): 171.87 **LENGTH OF MAXIMUM SPAN (FT):** 67.9

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1954

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Whiting & Haymond Construction Company	Change in railing/parapet	1984
Utah State Road Commission - WGT		

RESULTS OF RESEARCH/DATA COLLECTION:

Vicinity of Bryce National Park and Grand Staircase Escalante/Colorado Plateau (coal mining).
This bridge was identified and evaluated for an important and direct association related to natural resource extraction and mining operations. While this bridge was in close proximity to a known mining or extractive operation, investigations into this bridge revealed it did not display evidence to demonstrate that the construction of this bridge, individually, played an important role in transporting or processing for the natural resource extraction industry in Utah.

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 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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 284

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 322 **COUNTY:** Garfield **MILE POST:** 28.774

LOCATION: 0.3 MILE WEST HENRIEVILLE **FEATURE CARRIED:** SR-12

DISTRICT: Region 4R **FEATURE CROSSED:** DRY WASH

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

STRUCTURE LENGTH (FT): 145.96 **LENGTH OF MAXIMUM SPAN (FT):** 61.01

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1959

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Whiting & Haymond Construction Company	Change in railing/parapet	1984
Utah State Road Commission - GAG		

RESULTS OF RESEARCH/DATA COLLECTION:

Vicinity of Grand Staircase Escalante/Colorado Plateau (coal mining).
This bridge was identified and evaluated for an important and direct association related to natural resource extraction and mining operations. While this bridge was in close proximity to a known mining or extractive operation, investigations into this bridge revealed it did not display evidence to demonstrate that the construction of this bridge, individually, played an important role in transporting or processing for the natural resource extraction industry in Utah.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 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: 0C 489 **COUNTY:** Garfield **MILE POST:** 45.271

LOCATION: 3.2 MI.W.HITE MARINA ROAD **FEATURE CARRIED:** SR-95

DISTRICT: Region 4R **FEATURE CROSSED:** DIRTY DEVIL RIVER

OWNER: State Highway Agency **BRIDGE TYPE:** Steel arch - deck (311)

STRUCTURE LENGTH (FT): 624.84 **LENGTH OF MAXIMUM SPAN (FT):** 419.84

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1965

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

Utah State Department of Highways, Structures Division - RHC

RESULTS OF RESEARCH/DATA COLLECTION:

Arc-welding standards provided on page 2 of plans. Pin and hanger at skewback.
This bridge is located in close proximity to the Glen Canyon Dam and Lake Powell. 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 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.

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:

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 489

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 490 **COUNTY:** Garfield **MILE POST:** 47.278

LOCATION: NEAR HITE MARINA **FEATURE CARRIED:** SR-95

DISTRICT: Region 4R **FEATURE CROSSED:** COLORADO RIVER

OWNER: State Highway Agency **BRIDGE TYPE:** Steel continuous arch - thru (412)

STRUCTURE LENGTH (FT): 737.67 **LENGTH OF MAXIMUM SPAN (FT):** 549.73

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1965

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

Utah State Department of Highways, Structures Division - R. H. C.

RESULTS OF RESEARCH/DATA COLLECTION:

AE Monson, Jr. Article dated 6/11/1963 in the Deseret News notes the designer as David L. Sargent, chief structural engineer for the State Highway Dept. Bridge is similar to Cart Creek Bridge (also designed by Mr. Sargent) and completed in 1962 near Flaming Gorge Canyon. This bridge received an award in the long span category from the American Institute of Steel Construction. Link to news article: http://news.google.com/newspapers?id=rUQOAAAAIBAJ&sjid=1n8DAAAAIBAJ&dq=june%2029%20bid%20date%20set%20on%20hite%20bridge%20work&pg=5630%2C2161670. 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.

This bridge is located in close proximity to the Glen Canyon Dam and Lake Powell. 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.

Bridge plans called for the use of high tensile bolts in the construction of this bridge. The construction of this bridge coincides with the widespread use of this technology nationally and in Utah. As such, this connection type is common during the period of construction of this bridge and was determined not to be significant.

The construction of continuous steel thru arch (412) 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 was recognized through an award for qualities related to design and aesthetics. The monumental size and overall form of this bridge distinguishes it within the post World War II period as significant for possessing high artistic value.

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 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.

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:** 2010

STRUCTURE NUMBER: 0C 490

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 245 **COUNTY:** Garfield **MILE POST:** 17.191

LOCATION: 4.0 MILES EAST TROPIC JCT **FEATURE CARRIED:** SR-12

DISTRICT: Region 4R **FEATURE CROSSED:** WATER CANYON WASH

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

STRUCTURE LENGTH (FT): 60.02 **LENGTH OF MAXIMUM SPAN (FT):** 36.08

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1962

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

US Department of the Interior - National Park Service

RESULTS OF RESEARCH/DATA COLLECTION:

Vicinity of Bryce Canyon 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:

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 245

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 910 **COUNTY:** Garfield **MILE POST:** 2.335

LOCATION: IN TOWN OF ANTIMONY **FEATURE CARRIED:** SR-22

DISTRICT: Region 4R **FEATURE CROSSED:** ANTIMONY 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:** 1951

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E 910

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: 0E1077 **COUNTY:** Garfield **MILE POST:** 27.29

LOCATION: 1.5 MILE EAST CANNONVILLE **FEATURE CARRIED:** SR-12

DISTRICT: Region 4R **FEATURE CROSSED:** WILD CAT WASH

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

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

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1956

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1077

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: 0E1091 **COUNTY:** Garfield **MILE POST:** 48.17

LOCATION: 11.4 MI.WEST OF ESCALANTE **FEATURE CARRIED:** SR-12

DISTRICT: Region 4R **FEATURE CROSSED:** ALLENS WASH

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

STRUCTURE LENGTH (FT): 24.93 **LENGTH OF MAXIMUM SPAN (FT):** 22.96

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1957

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1091

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: 0E1092 **COUNTY:** Garfield **MILE POST:** 52.758

LOCATION: 15.7 MI WEST OF ESCALANTE **FEATURE CARRIED:** SR-12

DISTRICT: Region 4R **FEATURE CROSSED:** UPPER VALLEY WASH

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

STRUCTURE LENGTH (FT): 55.1 **LENGTH OF MAXIMUM SPAN (FT):** 25.91

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1957

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1092

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: 0E1124 **COUNTY:** Garfield **MILE POST:** 22.185

LOCATION: 0.8 MILES EAST OF TROPIC **FEATURE CARRIED:** SR-12

DISTRICT: Region 4R **FEATURE CROSSED:** BRYCE CANYON WASH

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

STRUCTURE LENGTH (FT): 34.11 **LENGTH OF MAXIMUM SPAN (FT):** 16.07

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1959

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1124

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: 0E1125 **COUNTY:** Garfield **MILE POST:** 23.799

LOCATION: 3.5 MILES EAST OF TROPIC **FEATURE CARRIED:** SR-12

DISTRICT: Region 4R **FEATURE CROSSED:** BIG WASH

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

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

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1959

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1125

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: 0E1256 **COUNTY:** Garfield **MILE POST:** 11.543

LOCATION: 11.6 MI E BRYCE CYN.JCT. **FEATURE CARRIED:** SR-12

DISTRICT: Region 4R **FEATURE CROSSED:** EAST FORK SEVIER RIVER

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:** 1961

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

Utah State Road Commission - WGT

RESULTS OF RESEARCH/DATA COLLECTION:

Vicinity of Grand Staircase Escalante/Colorado Plateau (coal mining).
This bridge was identified and evaluated for an important and direct association related to natural resource extraction and mining operations. While this bridge was in close proximity to a known mining or extractive operation, investigations into this bridge revealed it did not display evidence to demonstrate that the construction of this bridge, individually, played an important role in transporting or processing for the natural resource extraction industry 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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1256

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: 0V1418 **COUNTY:** Garfield **MILE POST:** 74.482

LOCATION: 15 MILE EAST OF ESCALANTE **FEATURE CARRIED:** SR-12

DISTRICT: Region 4R **FEATURE CROSSED:** CALF CREEK

OWNER: State Highway Agency **BRIDGE TYPE:** Steel culvert (319)

STRUCTURE LENGTH (FT): 20.99 **LENGTH OF MAXIMUM SPAN (FT):** 20.01

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1964

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0V1418

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: 0V1419 **COUNTY:** Garfield **MILE POST:** 21.174

LOCATION: SOUTH SIDE OF TROPIC **FEATURE CARRIED:** SR-12

DISTRICT: Region 4R **FEATURE CROSSED:** CAMPBELL CREEK

OWNER: State Highway Agency **BRIDGE TYPE:** Steel culvert (319)

STRUCTURE LENGTH (FT): 20.99 **LENGTH OF MAXIMUM SPAN (FT):** 20.01

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1958

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

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge is located in close proximity to the Glen Canyon Dam and Lake Powell. 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 was identified and evaluated for an important and direct association related to natural resource extraction and mining operations. While this bridge was in close proximity to a known mining or extractive operation, investigations into this bridge revealed it did not display evidence to demonstrate that the construction of this bridge, individually, played an important role in transporting or processing for the natural resource extraction industry 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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0V1419

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 298 **COUNTY:** Kane **MILE POST:** 0.559

LOCATION: 3.6 MI.NO.ARIZONA ST.LINE **FEATURE CARRIED:** US-89 (SR-89)

DISTRICT: Region 4R **FEATURE CROSSED:** BLUE POOL WASH

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

STRUCTURE LENGTH (FT): 164 **LENGTH OF MAXIMUM SPAN (FT):** 61.99

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1958

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

Wangsgaard Construction Company

Utah State Road Commission - WGT

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge is located in close proximity to the Glen Canyon Dam and Lake Powell. 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 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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 298

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 300 **COUNTY:** Kane **MILE POST:** 21.178

LOCATION: 42 MILES EAST OF KANAB **FEATURE CARRIED:** US-89 (SR-89)

DISTRICT: Region 4R **FEATURE CROSSED:** PARIA RIVER

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

STRUCTURE LENGTH (FT): 353.91 **LENGTH OF MAXIMUM SPAN (FT):** 69.86

NUMBER OF MAIN SPANS: 5 **YEAR BUILT:** 1958

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

W. W. Clyde & Company

Utah State Road Commission - FME

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge is located in close proximity to the Glen Canyon Dam and Lake Powell. 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 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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 300

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 306 **COUNTY:** Kane **MILE POST:** 68.354

LOCATION: 4.1 MILES NORTH OF KANAB **FEATURE CARRIED:** US-89 (SR-89)

DISTRICT: Region 4R **FEATURE CROSSED:** KANAB CREEK

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

STRUCTURE LENGTH (FT): 201.06 **LENGTH OF MAXIMUM SPAN (FT):** 64.94

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1959

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Theo Wood Construction Company	Change in railing/parapet	2004
Utah State Road Commission - JAU		

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge is located in close proximity to the Glen Canyon Dam and Lake Powell. 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 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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 306

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 337 **COUNTY:** Kane **MILE POST:** 80.848

LOCATION: 0.1 MI.SO.MT.CARMEL JCT. **FEATURE CARRIED:** US-89 (SR-89)

DISTRICT: Region 4R **FEATURE CROSSED:** EAST FORK VIRGIN RIVER

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

STRUCTURE LENGTH (FT): 158.1 **LENGTH OF MAXIMUM SPAN (FT):** 50.84

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1961

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Whiting & Haymond Construction Company	Change in railing/parapet	
Utah State Road Commission - CGW		

RESULTS OF RESEARCH/DATA COLLECTION:

Plans show small map with indications that the bridge was part of the route to Zion National Park.
This bridge is located in close proximity to the Glen Canyon Dam and Lake Powell. 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.

Bridge plans called for the use of high tensile bolts in the construction of this bridge. The construction of this bridge coincides with the widespread use of this technology nationally and in Utah. As such, this connection type is common during the period of construction of this bridge and 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:** 2010

STRUCTURE NUMBER: 0C 337

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 604 **COUNTY:** Kane **MILE POST:** 37.011

LOCATION: 26 MILES EAST OF KANAB **FEATURE CARRIED:** US-89 (SR-89)

DISTRICT: Region 4R **FEATURE CROSSED:** BUCKSKIN GULCH

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

STRUCTURE LENGTH (FT): 57.07 **LENGTH OF MAXIMUM SPAN (FT):** 49.86

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1958

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

W. W. Clyde & Company

Utah State Road Commission - JAU; 4501 South 2700 West

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge is located in close proximity to the Glen Canyon Dam and Lake Powell. 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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 604

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 605 **COUNTY:** Kane **MILE POST:** 54.04

LOCATION: 9 MILES EAST OF KANAB **FEATURE CARRIED:** US-89 (SR-89)

DISTRICT: Region 4R **FEATURE CROSSED:** JOHNSON WASH

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

STRUCTURE LENGTH (FT): 57.07 **LENGTH OF MAXIMUM SPAN (FT):** 50.84

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1958

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

F. R. Knowlton & Son

Utah State Road Commission - FME

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge is located in close proximity to the Glen Canyon Dam and Lake Powell. 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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 605

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: 0E1106 **COUNTY:** Kane **MILE POST:** 48.222

LOCATION: 14 MILES EAST OF KANAB **FEATURE CARRIED:** US-89 (SR-89)

DISTRICT: Region 4R **FEATURE CROSSED:** SEAMAN'S WASH

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

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

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1958

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

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge is located in close proximity to the Glen Canyon Dam and Lake Powell. 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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1106

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: 0E1107 **COUNTY:** Kane **MILE POST:** 45.453

LOCATION: 18 MILES EAST OF KANAB **FEATURE CARRIED:** US-89 (SR-89)

DISTRICT: Region 4R **FEATURE CROSSED:** PETRIFIED HOLLOW WASH

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

STRUCTURE LENGTH (FT): 30.83 **LENGTH OF MAXIMUM SPAN (FT):** 28.86

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1958

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

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge is located in close proximity to the Glen Canyon Dam and Lake Powell. 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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1107

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: 0E1120 **COUNTY:** Kane **MILE POST:** 22.807

LOCATION: 40 MILES EAST OF KANAB **FEATURE CARRIED:** US-89 (SR-89)

DISTRICT: Region 4R **FEATURE CROSSED:** SAND HOLLOW WASH

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

STRUCTURE LENGTH (FT): 47.89 **LENGTH OF MAXIMUM SPAN (FT):** 22.96

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1959

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

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge is located in close proximity to the Glen Canyon Dam and Lake Powell. 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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1120

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 517 **COUNTY:** Piute **MILE POST:** 4.255

LOCATION: 2.8 MI EAST OF KINGSTON **FEATURE CARRIED:** SR-62

DISTRICT: Region 4R **FEATURE CROSSED:** EAST FORK SEVIER RIVER

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

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

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1948

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

Reynolds Ely Construction Company

Utah State Road Commission - FME

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge is located on the U.S. or S.R. highway system and falls within the early period (1947-1948) of the state's roadway improvement program. Research did not reveal an important and direct association to link the construction, individually, of this bridge to roadway improvments in Utah after 1945.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 517

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: 0E1198 **COUNTY:** Piute **MILE POST:** 6.835

LOCATION: AT JUNCTION WITH SR-62 **FEATURE CARRIED:** SR-22

DISTRICT: Region 4R **FEATURE CROSSED:** OTTER CREEK

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

STRUCTURE LENGTH (FT): 26.9 **LENGTH OF MAXIMUM SPAN (FT):** 13.12

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1960

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:** 2010

STRUCTURE NUMBER: 0E1198

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 446 **COUNTY:** Sanpete **MILE POST:** 7.942

LOCATION: NORTH OF MAYFIELD **FEATURE CARRIED:** SR-137

DISTRICT: Region 4R **FEATURE CROSSED:** TWELVE MILE WASH

OWNER: State Highway Agency **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:** 1947

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
	Lengthened	1987

RESULTS OF RESEARCH/DATA COLLECTION:

This bridge is located on the U.S. or S.R. highway system and falls within the early period (1947-1948) of the state's roadway improvement program. Research did not reveal an important and direct association to link the construction, individually, of this bridge to roadway improvments in Utah after 1945.

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:** 2010

STRUCTURE NUMBER: 0A 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: 0E1062 **COUNTY:** Sanpete **MILE POST:** 51.398

LOCATION: 2.5 MILES NORTH OF MORONI **FEATURE CARRIED:** SR-132

DISTRICT: Region 4R **FEATURE CROSSED:** HOLLOW WASH

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

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

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1959

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1062

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 558 **COUNTY:** Sevier **MILE POST:** 1.453

LOCATION: 1.5 MILE SOUTH OF SALINA **FEATURE CARRIED:** SR-24

DISTRICT: Region 4R **FEATURE CROSSED:** SEVIER RIVER

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

STRUCTURE LENGTH (FT): 64.94 **LENGTH OF MAXIMUM SPAN (FT):** 61.01

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1954

ENGINEER / DESIGNER:

L. A. Young Construction Company

Utah State Road Commission - GET

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 558

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 872 **COUNTY:** Sevier **MILE POST:** 156.675

LOCATION: 0.3 MILE WEST OF SALINA **FEATURE CARRIED:** US-50 (SR-50)

DISTRICT: Region 4R **FEATURE CROSSED:** DENMARK WASH

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

STRUCTURE LENGTH (FT): 23.94 **LENGTH OF MAXIMUM SPAN (FT):** 21.98

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1952

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
L. A. Young Construction Company	Widened	1989
Utah State Road Commission - OTP	Lengthened	1989

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:** 2010

STRUCTURE NUMBER: 0E 872

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: 0E1047 **COUNTY:** Sevier **MILE POST:** 1.73

LOCATION: SOUTH MAIN IN RICHFIELD **FEATURE CARRIED:** SR-120

DISTRICT: Region 4R **FEATURE CROSSED:** RICHFIELD CANAL

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

STRUCTURE LENGTH (FT): 23.94 **LENGTH OF MAXIMUM SPAN (FT):** 21.98

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1956

ENGINEER / DESIGNER:

L. A. Young Construction Company

Utah State Road Commission - [EMR]

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1047

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: 0E1055 **COUNTY:** Sevier **MILE POST:** 12.255

LOCATION: 2.5 MILES SO.OF RICHFIELD **FEATURE CARRIED:** SR-118

DISTRICT: Region 4R **FEATURE CROSSED:** RICHFIELD CANAL

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

STRUCTURE LENGTH (FT): 24.93 **LENGTH OF MAXIMUM SPAN (FT):** 22.96

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1956

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1055

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: 0E1710 **COUNTY:** Sevier **MILE POST:** 24.112

LOCATION: 8.6 MILES NO.OF RICHFIELD **FEATURE CARRIED:** SR-118

DISTRICT: Region 4R **FEATURE CROSSED:** NORTH CEDAR CREEK

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

STRUCTURE LENGTH (FT): 36.08 **LENGTH OF MAXIMUM SPAN (FT):** 16.07

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1951

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1710

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: 0E1827 **COUNTY:** Sevier **MILE POST:** 5.279

LOCATION: 6 MILES SOUTH OF SALINA **FEATURE CARRIED:** SR-24

DISTRICT: Region 4R **FEATURE CROSSED:** ROCKY FORD CANAL

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

STRUCTURE LENGTH (FT): 24.93 **LENGTH OF MAXIMUM SPAN (FT):** 21.98

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1953

ENGINEER / DESIGNER:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
L. A. Young Construction Company	Widened	1970
Utah State Road Commission - WRM		

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1827

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 279 **COUNTY:** Wayne **MILE POST:** 94.494

LOCATION: 3.5 MI.WEST OF CAINSVILLE **FEATURE CARRIED:** SR-24

DISTRICT: Region 4R **FEATURE CROSSED:** FREMONT RIVER

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

STRUCTURE LENGTH (FT): 203.03 **LENGTH OF MAXIMUM SPAN (FT):** 80.03

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1954

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

Wheelwright Construction Company

Utah State Road Commission - EAH

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0C 279

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 235 **COUNTY:** Wayne **MILE POST:** 81.187

LOCATION: 2 MI EAST OF FRUITA **FEATURE CARRIED:** SR-24

DISTRICT: Region 4R **FEATURE CROSSED:** FREMONT RIVER

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

STRUCTURE LENGTH (FT): 80.03 **LENGTH OF MAXIMUM SPAN (FT):** 49.86

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1960

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

Change in railing/parapet

Bureau of Public Roads

RESULTS OF RESEARCH/DATA COLLECTION:

Vicinity of Capitol Reef 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:

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:** 2010

STRUCTURE NUMBER: 0D 235

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 582 **COUNTY:** Wayne **MILE POST:** 72.161

LOCATION: 2.6 MILES EAST OF TORREY **FEATURE CARRIED:** SR-24

DISTRICT: Region 4R **FEATURE CROSSED:** SAND CREEK WASH

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

STRUCTURE LENGTH (FT): 39.03 **LENGTH OF MAXIMUM SPAN (FT):** 37.06

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1954

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

RESULTS OF RESEARCH/DATA COLLECTION:

The construction of concrete deck arch (111) 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.

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 582

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 583 **COUNTY:** Wayne **MILE POST:** 72.065

LOCATION: 3.4 MILES EAST OF TORREY **FEATURE CARRIED:** SR-24

DISTRICT: Region 4R **FEATURE CROSSED:** SULPHUR CREEK

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

STRUCTURE LENGTH (FT): 51.82 **LENGTH OF MAXIMUM SPAN (FT):** 45.92

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1955

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

Strong Company

Utah State Road Commission - GET

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 583

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 642 **COUNTY:** Wayne **MILE POST:** 66.888

LOCATION: 1 MILE WEST OF TORREY **FEATURE CARRIED:** SR-24

DISTRICT: Region 4R **FEATURE CROSSED:** FREMONT RIVER

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

STRUCTURE LENGTH (FT): 40.02 **LENGTH OF MAXIMUM SPAN (FT):** 35.1

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1959

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

England Brothers

Utah State Road Commission - RNW

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0D 642

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 355 **COUNTY:** Wayne **MILE POST:** 79.398

LOCATION: IN FRUITA NEAR PARK HQ'S **FEATURE CARRIED:** SR-24

DISTRICT: Region 4R **FEATURE CROSSED:** SULPHUR CREEK

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

STRUCTURE LENGTH (FT): 70.85 **LENGTH OF MAXIMUM SPAN (FT):** 16.07

NUMBER OF MAIN SPANS: 4 **YEAR BUILT:** 1960

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E 355

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: 0E1171 **COUNTY:** Wayne **MILE POST:** 113.054

LOCATION: 3 MI WEST OF HANKSVILLE **FEATURE CARRIED:** SR-24

DISTRICT: Region 4R **FEATURE CROSSED:** SAND WASH

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

STRUCTURE LENGTH (FT): 32.14 **LENGTH OF MAXIMUM SPAN (FT):** 15.09

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1960

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0E1171

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 116 **COUNTY:** Wayne **MILE POST:** 115.163

LOCATION: WEST SIDE OF HANKSVILLE **FEATURE CARRIED:** SR-24

DISTRICT: Region 4R **FEATURE CROSSED:** FREMONT RIVER

OWNER: State Highway Agency **BRIDGE TYPE:** Prestressed concrete stringer/multi-beam or girder (502)

STRUCTURE LENGTH (FT): 271.91 **LENGTH OF MAXIMUM SPAN (FT):** 54.12

NUMBER OF MAIN SPANS: 5 **YEAR BUILT:** 1965

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:** 2010

STRUCTURE NUMBER: 0F 116

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 807 **COUNTY:** Wayne **MILE POST:** 92.062

LOCATION: 6 MILES WEST OF CAINVILLE **FEATURE CARRIED:** SR-24

DISTRICT: Region 4R **FEATURE CROSSED:** BLUE FLAT WASH

OWNER: State Highway Agency **BRIDGE TYPE:** Steel culvert (319)

STRUCTURE LENGTH (FT): 44.94 **LENGTH OF MAXIMUM SPAN (FT):** 13.12

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1960

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0V 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: 0V 808 **COUNTY:** Wayne **MILE POST:** 90.35

LOCATION: EAST OF CAPITOL REEF PARK **FEATURE CARRIED:** SR-24

DISTRICT: Region 4R **FEATURE CROSSED:** PLEASANT CREEK

OWNER: State Highway Agency **BRIDGE TYPE:** Steel culvert (319)

STRUCTURE LENGTH (FT): 58.06 **LENGTH OF MAXIMUM SPAN (FT):** 17.06

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1960

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0V 808

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 875 **COUNTY:** Wayne **MILE POST:** 106.251

LOCATION: 9 MILES EAST OF CAINVILLE **FEATURE CARRIED:** SR-24

DISTRICT: Region 4R **FEATURE CROSSED:** CHAFFAN WASH

OWNER: State Highway Agency **BRIDGE TYPE:** Steel culvert (319)

STRUCTURE LENGTH (FT): 37.06 **LENGTH OF MAXIMUM SPAN (FT):** 17.06

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1963

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0V 875

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: 0V1546 **COUNTY:** Wayne **MILE POST:** 97.767

LOCATION: NEAR CAINEVILLE **FEATURE CARRIED:** SR-24

DISTRICT: Region 4R **FEATURE CROSSED:** CAINEVILLE WASH

OWNER: State Highway Agency **BRIDGE TYPE:** Steel culvert (319)

STRUCTURE LENGTH (FT): 85.94 **LENGTH OF MAXIMUM SPAN (FT):** 13.12

NUMBER OF MAIN SPANS: 4 **YEAR BUILT:** 1960

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 0V1546

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: 017014A **COUNTY:** Garfield **MILE POST:** 0

LOCATION: 9 MILES SW. of HATCH **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): 41.98 **LENGTH OF MAXIMUM SPAN (FT):** 39.98

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1950

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 017014A

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: 017023A **COUNTY:** Garfield **MILE POST:** 0

LOCATION: 12 MI. NE. OF TROPIC JCT **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 4R Local **FEATURE CROSSED:** EAST FORK SEVIER RIVER

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

STRUCTURE LENGTH (FT): 38.05 **LENGTH OF MAXIMUM SPAN (FT):** 36.08

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1950

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

Lengthened

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 017023A

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: 017037E **COUNTY:** Garfield **MILE POST:** 0

LOCATION: NORTH SIDE OF ESCALANTE **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 4R Local **FEATURE CROSSED:** ESCALANTE RIVER

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

STRUCTURE LENGTH (FT): 44.94 **LENGTH OF MAXIMUM SPAN (FT):** 15.09

NUMBER OF MAIN SPANS: 3 **YEAR BUILT:** 1960

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 017037E

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: 039013D **COUNTY:** Sanpete **MILE POST:** 0

LOCATION: 2 MILES SOUTH OF MORONI **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 4R Local **FEATURE CROSSED:** SAN PITCH RIVER

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

STRUCTURE LENGTH (FT): 24.93 **LENGTH OF MAXIMUM SPAN (FT):** 21.98

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1965

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 039013D

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: 041021E **COUNTY:** Sevier **MILE POST:** 0

LOCATION: 1 MILE NORTH OF 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): 23.94 **LENGTH OF MAXIMUM SPAN (FT):** 21.98

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1947

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 041021E

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: 041029E **COUNTY:** Sevier **MILE POST:** 0

LOCATION: 1.5 MILE WEST OF SALINA **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 4R Local **FEATURE CROSSED:** DENMARK WASH

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

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

NUMBER OF MAIN SPANS: 2 **YEAR BUILT:** 1953

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 041029E

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: 041048D **COUNTY:** Sevier **MILE POST:** 0

LOCATION: IVIE CREEK NEAR I-70 MP85 **FEATURE CARRIED:** COUNTY FRONTAGE RD

DISTRICT: Region 4R Local **FEATURE CROSSED:** IVIE CREEK

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

STRUCTURE LENGTH (FT): 58.06 **LENGTH OF MAXIMUM SPAN (FT):** 51.82

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1951

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

Young & Smith

Utah State Road Commission - VGB/MLF/GET

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 041048D

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: 055006A **COUNTY:** Wayne **MILE POST:** 0

LOCATION: 3 MILES NE. FREMONT TOWN **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 4R Local **FEATURE CROSSED:** FREMONT RIVER

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:** 1958

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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 055006A

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: 055007C **COUNTY:** Wayne **MILE POST:** 0

LOCATION: 1.5 MILE NORTH HANKSVILLE **FEATURE CARRIED:** COUNTY ROAD

DISTRICT: Region 4R Local **FEATURE CROSSED:** FREMONT RIVER

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

STRUCTURE LENGTH (FT): 121.03 **LENGTH OF MAXIMUM SPAN (FT):** 100.04

NUMBER OF MAIN SPANS: 1 **YEAR BUILT:** 1951

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

State Forces

Utah State Road Commission

RESULTS OF RESEARCH/DATA COLLECTION:

Bailey Bridge Triple Truss - Single Story.
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:

Bailey truss configuration represents an important variation within this rare bridge type. Designed for use by the military, surplus Bailey truss bridges were available following World War II and used across the country. This is significant as a representative example of a rare bridge type 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 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:** 2010

UTAH HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: 055007C

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.