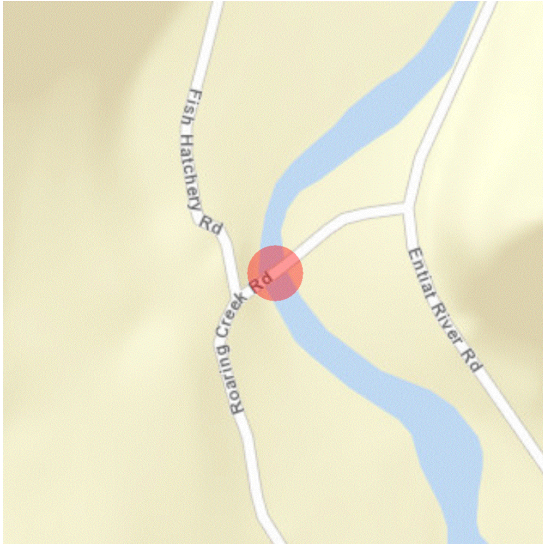


Historic Property Report

Resource Name: Old Roaring Creek Bridge (08800900)

Property ID: 719051

Location



Geographic Areas: Chelan County, T25R20E03, ARDENVOIR Quadrangle

Information

Number of stories: N/A

Construction Dates:

Construction Type	Year	Circa
Built Date	1908	<input type="checkbox"/>

Historic Use:

Category	Subcategory
Transportation	
Transportation	

Historic Context:

Category
Transportation

Architect/Engineer:

Category	Name or Company
Engineer	Garrick and Garrick
Builder	Bowerman and McCloy
Engineer	Fred Berry
Builder	American Bridge Company



Historic Property Report

Resource Name: Old Roaring Creek Bridge (08800900)

Property ID: 719051

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
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Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2019-05-03827, WSDOT, Chelan County Historic Bridge Inventory - W. Cashmere Bridge MOA	5/31/2019		

Historic Property Report

Resource Name: Old Roaring Creek Bridge (08800900)

Property ID: 719051

Photos



20190114_135654 - Copy.jpg



20190114_141146 - Copy.jpg



20190114_141019.jpg



20190114_140719 - Copy.jpg



20190114_140624 - Copy.jpg

20190114_140429 - Copy.jpg

Historic Property Report

Resource Name: Old Roaring Creek Bridge (08800900)

Property ID: 719051



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20190114_135947 - Copy.jpg



20190114_135920 - Copy.jpg



20190114_135914 - Copy.jpg

20190114_135756 - Copy.jpg



Historic Property Report

Resource Name: Old Roaring Creek Bridge (08800900)

Property ID: 719051

Inventory Details - 5/31/2019

Common name: Old Roaring Creek Bridge (08800900)

Date recorded: 5/31/2019

Field Recorder: Stephen Austin

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Form Type	Bridge - Petit Truss

Surveyor Opinion

Property appears to meet criteria for the National Register of Historic Places: Yes

Property is located in a potential historic district (National and/or local): No

Property potentially contributes to a historic district (National and/or local): No

Historic Property Report

Resource Name: Old Roaring Creek Bridge (08800900)

Property ID: 719051

Significance narrative: The Old Roaring Creek Bridge (08800900) is eligible for the National Register of Historic Places under Criterion C for its intact pin-connected Pennsylvania Petit through truss design. Constructed in 1908 by Chelan County, the bridge carried traffic over the Entiat River until it was removed from vehicle service (Fitzsimmons 2019). The structure retains a high level of historic integrity of location, design, materials, workmanship, and setting. Due to a lack of historical records related to the bridge, its importance to historical contexts typically associated with bridges under Criterion A cannot be accurately determined. However, it is likely the bridge played a minor role in the transportation and settlement of Chelan County and the Entiat River Valley as the introduction of rail already established and increased settlement and commerce in the area in the early 1890s.

The Old Roaring Creek Bridge was reportedly erected in 1908 by Chelan County. Records of its construction could not be located at the local and state levels, limiting the analysis of the structure to a visual inspection. Historic era newspapers in the county reported that a petition to construct Roaring Creek Road was made in 1905 (Leavenworth Echo, April 1909). In 1909, the petition was in progress of being fulfilled. This seems commensurate with the bridge's given construction date. Another article dated 1910 reported that a contract to construct a bridge "across the Entiat River near the mouth of Roaring Creek, approximately 1-mile north of the community of Farris and 8-miles from the Entiat Post office" had been awarded to Seattle contractor Garrick and Garrick (Wenatchee Daily World, August 1910). The bridge was estimated to be complete in Spring of 1911.

Two plaques mounted on the inclined end posts on its north entrance report that the bridge's construction was overseen by Chelan County Engineering, Fred Berry, and Seattle based consulting engineers Bowerman and McCloy. All steel components were furnished by the American Bridge Company of New York.

Its truss configuration is a variant of the Parker Truss that was first developed in the 1870s. The Petit design was first utilized as a railroad bridge as it was capable of handling the increasing size and weight of locomotives in the later part of the nineteenth century. Similar to the Baltimore Petit truss design, the Pennsylvania Petit employs sub-struts and sub-ties with a polygonal top chord to increase stiffness and assist in transferring load stresses. While several of this type exist on Washington State Highways, the Roaring Creek Bridge is perhaps the oldest intact example of the form in Washington. Although it no longer serves vehicular traffic, the bridge maintains the majority of the seven aspects of integrity and is a quality example of its type.

Historic Property Report

Resource Name: Old Roaring Creek Bridge (08800900)

Property ID: 719051

Physical description:

The Old Roaring Creek Bridge is situated over the Entiat River approximately 7-miles north of the town of Entiat in eastern Chelan County. Likely erected between 1908 and 1911, the structure is a 250-foot long riveted and pin-connected steel Pennsylvania Petit through truss with a 222-ft. main span. The bridge was likely decommissioned in 1986 and now serves as a pedestrian bridge that connects the Entiat River Road to Roaring Creek Road.

The bridge retains integrity of workmanship and design as evidenced by its ornate portal braces that resemble a waffle pattern set askew. Curved L-shaped pieces set below the portal brace frame the bridge entrance. Its trusses each possess five primary vertical posts and ten vertical posts in total. All vertical members are built-up and consist of riveted I-shaped members riveted together with steel lacing. The members alternate between primary posts built of heavy I-beams with external lacing and smaller secondary posts made of built-up sections with the laced steel facing parallel with the bridge deck. Each vertical member has a pinned-connection braced with riveted plates on their exterior. The pins serve as the central connection point for smaller diagonal bracing and thicker struts tied to the top and bottom chords. The diagonal braces are made of thin single steel rods with the thicker struts always acting in pairs. Built-up riveted I-shaped members bisect the second and fourth panels to create the standard Petit appearance. Its top chord consists of heavy I-beams with steel lacing on the underside. Pinned-connections join the vertical and diagonal members to both top and lower chords. The ten interior sway braces are made up of L-shaped members riveted together in an X-pattern and connected via steel plates to each vertical post. The top struts are also built-up of smaller steel shapes laced together. Top braces consist of thin gauge rods.

Its floor system is comprised entirely of large timber stringers resting on steel floor beams. The wooden deck is made-up of sawn lumber with plywood patches. The original timber post railing is anchored to the exterior of the wood deck. The bridge has two 14-ft. approaches that adjoin its main truss span at each end. The approaches and the main span sit atop two monolithic steel support piers stationed on each river bank.

Bibliography:

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