OAHP INVENTORY

Office of Archeology and Historic Preservation
Department of the Interior, Washington, D.C. 20240

1 SITE I.D NO

2 Classification: BRIDGES, TRESTLES, AND AQUEDUCTS:

Cable Stay

3 PRIORITY

5 DATE: 1957

4 DANGER OF DEMOLITION? (SPECIFY THREAT) ☐ YES ☐ NO ☐ UNKNOWN

Transportation: Bridges & Tunnels

6 GOVT SOURCE OF THREAT — OWNER — ADMIN

7 OWNER/ADMIN: Benton County

8 NAME(S) OF STRUCTURE: Cable Stay Bridge

13226

9 OWNER'S ADDRESS: BN-1260

Site#
S__ T9N R27E

10 STATE COUNTY	COUNTY NAME	CITY/VICINITY	CONG DIST
WA 003	Benton	Benton City	

STATE COUNTY	COUNTY NAME	CITY/VICINITY	CONG DIST
WA			

11 SITE ADDRESS (STREET & NO.)

12 EXISTING SURVEYS ☐ NR ☐ NHL ☐ HABS ☐ HAER—I ☐ HAER ☐ NPS ☐ CL6
☐ CONF ☐ STATE ☐ COUNTY ☐ LOCAL ☐ OTHER

13 SPECIAL FEATURES (DESCRIBE BELOW)
☐ INTERIOR INTACT ☐ EXTERIOR INTACT ☐ ENVIRONS INTACT

14	UTM ZONE	EASTING	NORTHING	SIGN	SCALE	QUAD NAME
					☐ 1:24 ☐ 1:62.5 ☐ OTHER	
	UTM ZONE	EASTING	NORTHING	SIGN	SCALE	QUAD NAME
					☐ 1:24 ☐ 1:62.5 ☐ OTHER	

15 CONDITION 70 ☐ EXCELLENT 71 ☐ GOOD 72 ☐ FAIR 73 ☐ DETERIORATED 74 ☐ RUINS 75 ☐ UNEXPOSED 76 ☐ ALTERED 82 ☐ DESTROYED 85 ☐ DEMOLISHED

16 INVENTORIED BY: Lisa Soderberg — AFFILIATION: HAER/Washington State Bridge Inventory — DATE: 1979-80

17 DESCRIPTION AND BACKGROUND HISTORY, INCLUDING CONSTRUCTION DATE(S) HISTORICAL DATE(S) PHYSICAL DIMENSIONS MATERIALS EXTANT EQUIPMENT AND IMPORTANT BUILDERS ENGINEERS ETC

The Kiona-Benton City Bridge was designed for Benton County by Homer M. Hadley in 1957. It was built at the same time that the Germans began developing the cable-stayed bridge. Steel tubes filled with concrete were used in place of stay cables. Everett McKellar of Chelan, Washington constructed the bridge at a cost of $192,259.

(CONT OVER)

18 ORIGINAL USE: Bridge — PRESENT USE: Bridge — ADAPTIVE USE:

19 REFERENCES—HISTORICAL REFERENCES PERSONAL CONTACTS AND/OR OTHER

Bill Newman, "Northwest pioneers in design of floating and cable-stay bridges," Journal of Commerce, December 20, 1975.

(CONT OVER)

20 URBAN AREA 50 000 POP OR MORE? ☐ YES ☐ NO

21 HCRS Region: N W

22 PUBLIC ACCESSIBILITY ☐ YES LIMITED ☐ YES UNLIMITED ☐ NO ☐ UNKNOWN

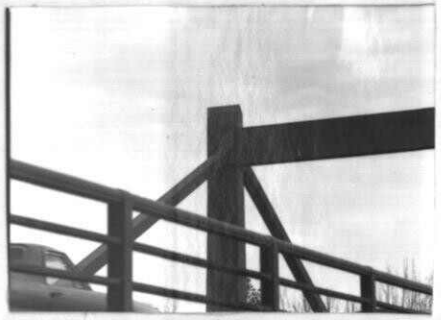
23 EDITOR INDEXER

24 LOCATED IN AN HISTORIC DISTRICT? ☐ YES ☐ NO NAME DISTRICT I D NO

CABLE-STAYED BRIDGE / BENTON CITY

Circa 1950

13226



3 1

Detail of Connection.

3 5

Looking South.

3 6

Side elevation, looking east.

3 2

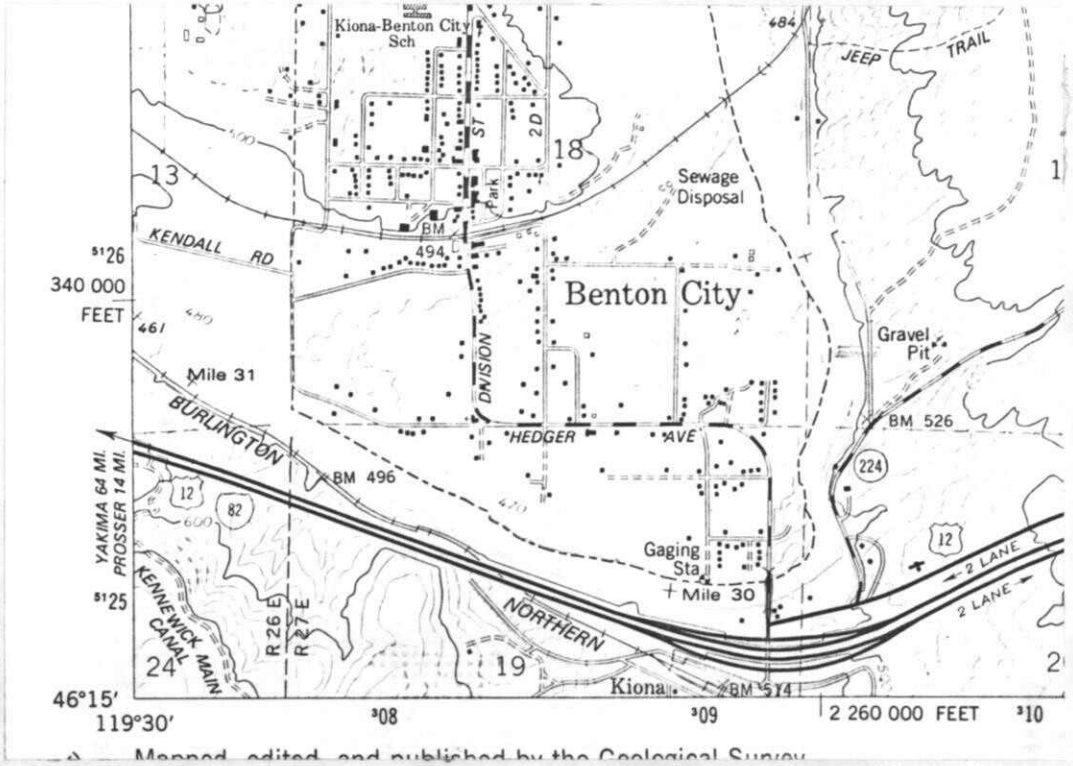
Looking North.

3 3

Looking North.

3 4

Looking South.



U.S.G.S. Map, Benton City, 1974
Scale 1:24 000

NPS Form 10-900
(Oct. 1990)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

BN 1260

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration For* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for 'not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instruction. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter or computer, to complete all items.

1. Name of Property

historic name: Benton City - Kiona Bridge

other names/site number: Bridge Number 225/1

2. Location

street and number: State Route 225 over Yakima River N/A not for publication

city or town: Between Benton City and Kiona X vicinity

state: Washington county: Benton County zip code:

3. State/Federal/Tribal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this X nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets ___ does not meet the National Register criteria. I recommend that this property be considered significant ___ nationally X statewide ___ locally. (___ See continuation sheet for additional comments.)

Allyson M 1-31-02

Signature of certifying official/Title Date

State or Federal agency or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency or Tribal Government

4. National Park Service Certification

I hereby certify that the property is. Signature of the Keeper Date of Action

___ entered in the National Register.
___ See continuation sheet

___ determined eligible for the National Register.
___ See continuation sheet.

___ determined not eligible for the National Register.

___ removed from the National Register

___ other (explain)

5. Classification

Ownership of Property
(Check as many boxes as apply)

- private
- public-local
- X public-State
- public-Federal

Category of Property
(Check only one box)

- building(s)
- district
- site
- X structure
- object

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

Contributing	Noncontributing	
		buildings
		sites
1		structures
		objects
1	0	Total

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

Bridges and Tunnels Built in Washington State, 1951 to 1960

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions
(Enter categories from instructions)

Transportation

Historic Subfunctions
(Enter subcategories from instructions)

Road-Related

Current Functions
(Enter categories from instructions)

Transportation

Current Subfunctions
(Enter subcategories from instructions)

Road-Related

7. Description

Architectural Classification
(Enter categories from instructions)

No Style

Materials
(Enter categories from instructions)

Foundation Concrete
Other Steel

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria

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

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

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

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

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

Criteria Considerations

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

Property is

__ A owned by religious institution or used for religious purposes..

__ B removed from its original location.

__ C a birthplace or grave.

__ D a cemetery.

__ E a reconstructed building, object, or structure.

__ F a commemorative property.

X G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

Engineering
Transportation

Period of Significance

1955-1957

Significant Dates

1957

Significant Person

(Complete if criterion B is marked above)

N/A

Cultural Affiliation

Architect/Builder

Homer M. Hadley, Designer
Everett McKellar, Builder

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS:)

preliminary determination of individual listing (36 CFR 67) has been requested.

previously listed in the National Register

previously determined eligible by the National Register

designated a National Historic Landmark

recorded by Historic American Buildings Survey

recorded by Historic American Engineering Record

☐ See continuation sheet for additional HABS/HAER documentation.

Primary location of additional data:

X State Historic Preservation Office

X Other State Agency (Repository Name: WSDOT)

10. Geographical Data

Acreage of Property: 1.00

UTM References

(Place additional UTM references on a continuation sheet.)

	Zone	Easting	Northing
1	11	309295	5124938
2	11	309295	5124877
3			
4			

☐ See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title: Oscar R. "Bob" George, Bridge Engineer

organization: Washington State Department of Transportation / Environmental Affairs Office date: 6/30/2001

street & number: PO Box 47332 telephone: (360) 570-6639

city or town: Olympia state: Washington zip code: 98504-7332

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

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

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

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

name: Washington State Department Of Transportation

street & number: PO Box 47300 telephone: 360-705-7000

city or town: Olympia state: Washington zip code: 98504-7300

US GOVERNMENT PRINTING OFFICE : 1993 O - 350-416 QL 3

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7. Narrative Description

Completed in 1957, the bridge carries State Route 225 (SR 225) across the Yakima River between the small towns of Benton City on the north, and Kiona on the south. The two towns lie just to the west of Washington's Tri-Cities area. Benton City, a cluster of homes and schools, is situated on a high bench where the Yakima River bends sharply to the north. Smaller Kiona, across the river, retains well-tended homes but no commercial enterprises.(1)

SR 225 provides a north/south connection between SR 240, carrying traffic southeast through the U.S. Department of Energy's Hanford Reservation to Richland, and Interstate 82, just south of the river.

The 400-foot long bridge consists of a 170-foot main span flanked at each end by two spans (measuring 54 feet and 53 feet) and an 8-foot cantilever at the bridge end. The main span is made up of a central 60-foot long "suspended span," supported by 55-foot long cantilever sections. At the bridge ends, a concrete slab sits on the end of the 8-foot cantilever to provide a transition to the roadway approach. The bridge carries one lane of traffic in each direction within a curb-to-curb width of 26 feet, plus two 3 foot-6 inch sidewalks.

With the exception of the "suspended span," the 34 foot 6 inch wide bridge spans are reinforced concrete, with a 3 foot 3 inch deep cross-section, consisting of a hollow box girder under each sidewalk, and two central tee-girders. Girder flanges provide a 6-inch thick roadway slab The superstructure is continuous between the bridge end and the end of the "suspended span." Transverse crossbeams are provided at each pier and at cantilever ends, while transverse diaphragms are provided at the center of each span and at the center of the 55-foot cantilevers. The 60-foot long "suspended span" consists of 5 rolled steel wide-flange girders, with transverse cross-frames at the third points, supporting a 6-inch thick reinforced concrete roadway slab.

All piers are reinforced concrete. Each main span pier consists of two hexagonal columns, 30 foot 6 inches center-to-center, connected by a 1-foot thick full height wall, founded on a spread footing and topped by a 4 foot 5 inch deep and 4-foot wide cap. A tapered concrete tower is supported on the cap, above each column, and extends about 28 feet above the roadway. A rectangular steel box strut, built from four steel plates extends over the roadway between towers to provide transverse stability. A rolled steel wide-flanged vertical column is embedded within each tower and acts compositely with the concrete in carrying applied loads. Inclined tie or "stay" members extend parallel to the bridge, from a location near the top of each tower, to an anchorage within the exterior box girder of each of the adjacent concrete spans. The "stays" are box sections constructed by welding steel plates to each side of a rolled wide-flange steel beam. Interior voids of the "stays" are filled with vermiculate concrete. The top of the "stays have a have a riveted connection with the steel column within each tower. The "back stays" anchor to the approach spans just above the adjacent pier. The "fore stays" anchor just 6 feet back from the tip of the 55-foot cantilever to provide support for the suspended span.

Full-width concrete walls, founded on spread footings, provide support for the short cantilever span and first approach span at each end of the bridge. Piers shared by the two interior approach spans are full-width concrete walls on footings founded on multiple pre-stressed concrete piles.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8. Narrative Statement of Significance

The Benton City-Kiona Bridge is eligible for listing in the National Register of Historic Places under Criterion A for its association with bridge building in Washington in the 1950s as per the "Bridges and Tunnels Built in Washington State, 1951-1960" MPD. It is also eligible under Criterion C for its type, period, materials and method of construction. The bridge meets the threshold for eligibility established by Criteria Consideration G for properties not yet 50 years old for its exceptional engineering significance.

The significant engineering features of this bridge are its use of towers and inclined ties or "stays" to support a span suspended between two long span sections cantilevering from a main pier, and its innovative use of both concrete and steel components in the design. In their December 21, 1955, " Preliminary Layout" for the bridge, the designers, Hadley and Hadley, Consulting Engineers, from Seattle, called their bridge a "Tied-Cantilever Type." This bridge was the first of its type in Washington, and remains the only one like this in the state.

Use of the towers and inclined "stays" enabled the designers to use an extremely shallow cross section for the superstructure of the bridge. A conventional concrete or steel girder bridge would have provided a depth/span ratio in the range of 1/15 to 1/25.(2) The Hadley bridge provided a 170-foot span across the river with a 3 foot-3 inch deep section, for a depth/span ratio of 1/52.3. This was an extraordinary engineering achievement for the 1950s.

Use of the pioneering "Tied-Cantilever" design enabled Hadley to provide a longer and shallower span and a very aesthetically pleasing crossing of the river. The longer span moved the main piers back out of the deeper section of the river, while the shallow section provided required clearance above the river's record flood stage.

Historical Context:

On October 3, 1955, the Benton County Board of County Commissioners entered into an agreement with Homer M. Hadley, representing the Seattle consulting engineering firm of Hadley and Hadley, for preparation of plans and specifications for a bridge crossing the Yakima River between Benton City and Kiona.(3)

The bridge was to replace an earlier crossing of the river. After a study of several alternate sites, it was decided to locate the bridge 625 feet downstream and to the east of the existing bridge, a few hundred feet north of what were then Secondary State Highway 3 and U.S. Highway 410.(4) The bridge was to be constructed to provide clearance above the high water elevation experienced at that location in a record flood in 1933.

Design plans and specifications were prepared by Hadley and approved on August 13, 1956 by Dale E. Bean, Benton County Road Engineer. A contract for construction of the bridge was advertised by the county and awarded on September 17, 1956, to contractor Everett McKellar of Chelan, Washington, for a contract cost of just over $186,000 (5) Construction was completed in June 1957. The bridge has had no known alterations since construction.

On May 21, 1991, jurisdiction for the highway was transferred to the state and the route was designated as State Highway 225. This action was taken because the route provides a cross-connection between interstate and state highways, and because it provides access to the U.S. Department of Energy facilities at the Hanford Reservation (6)

Engineering Context:

The Benton City-Kiona Bridge was an American prototype for what would later be called cable-stayed bridges. At least two earlier examples of the type existed in the remote rain forests of the Olympic Peninsula, but were probably unknown to engineers of the day. Hadley and Hadley may have known of those two log cable-stayed bridges constructed in 1950 and

NPS Form 10-900-a
(8-86)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8. Narrative Statement of Significance — Page 2 of 2

1952 over the Quinault River on the Quinault Indian Reservation. Neither of those bridges was designed by a professional engineer. They were built by a logging company superintendent, with no formal training in structural theory. The later of the two bridges, called the Chow Chow Bridge, was listed in the National Register of Historic Places and served logging truck traffic until the late 1980s.

Engineers had begun developing cable-stayed bridges in Germany in the late 1930s. In 1938, the German engineer, Professor F. Dischinger, began studies on cable-stayed bridges. However, it was not until 1955, that a contractor who had collaborated with Professor Dischinger, succeeded in getting acceptance for construction in Sweden of the first modern cable-stayed bridge in the world, the Stroemsund Bridge.(7) Conceptually the German/Swedish and Hadley designs are similar. Hadley and Hadley used steel box sections, however, rather than cables, for the "stays."

The first modern cable-stayed bridge in North America, having a 450-foot main span, was built at Sitka Harbor, Alaska in 1972. In 1979, the first modern cable-stayed bridge built in Washington, having a main span of 970 feet, opened to carry traffic across the Columbia River between the cities of Pasco and Kennewick.

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(8-86)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 9. Major Bibliographical References — Page 0 of 0

(1) Ruth Kirk and Carmela Alexander, Exploring Washington's Past- A Road Guide to History, University of Washington Press, Revised 1995, p. 168.

(2) Bridge Design Manual, Section 2 4, Washington State Department of Transportation, Olympia, August 1998.

(3) Resolution for County Road Project No. 274, Benton County, Washington, October 3, 1955.

(4) Homer M. Hadley, "Report on Location of New Benton City-Kiona Bridge," December 28, 1955.

(5) Notice of Award of Public Works Project, Benton County, Washington, September 24, 1956.

(6) Report, "Road Jurisdiction Legislation- As Signed into Law May 21, 1991", Washington State DOT, Olympia, 1991.

(7) Fritz Leonhardt and Wilhelm Zellner, "Cable-stayed Bridges: Report on latest developments." Canadian Structural Engineering Conference, 1970.

NPS Form 10-900-a
(8-86)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

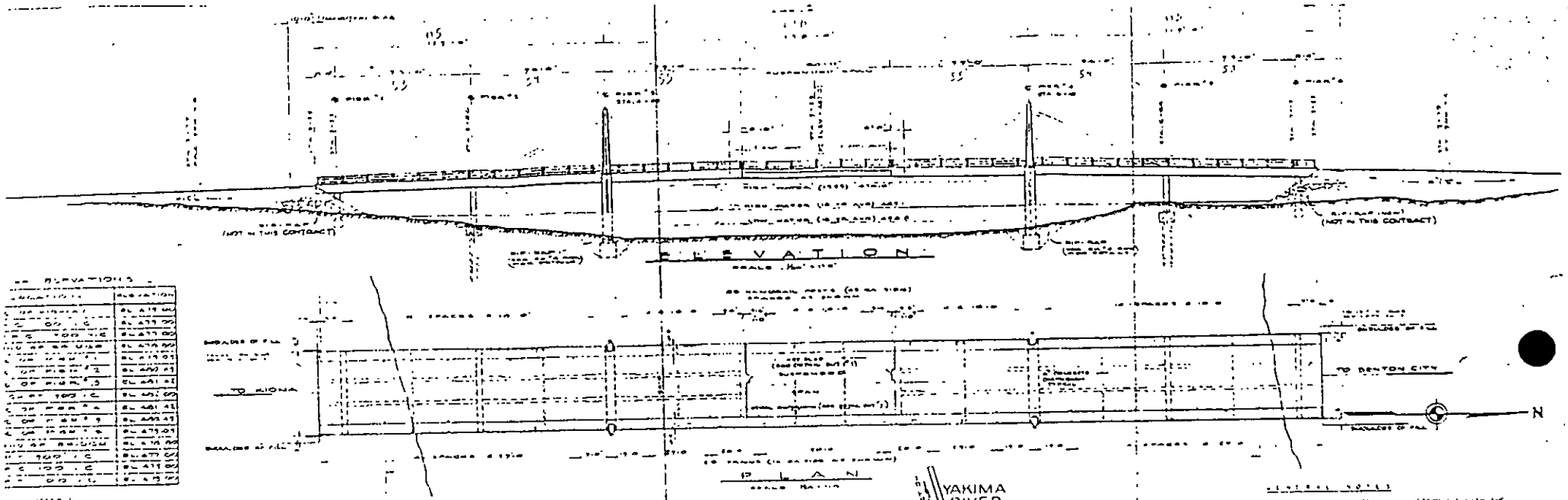
National Register of Historic Places Continuation Sheet

Section number 10. Geographical Data

Verbal Boundary Description
Longitudinal Boundaries: Extend to the pavement seats at either end of the bridge.

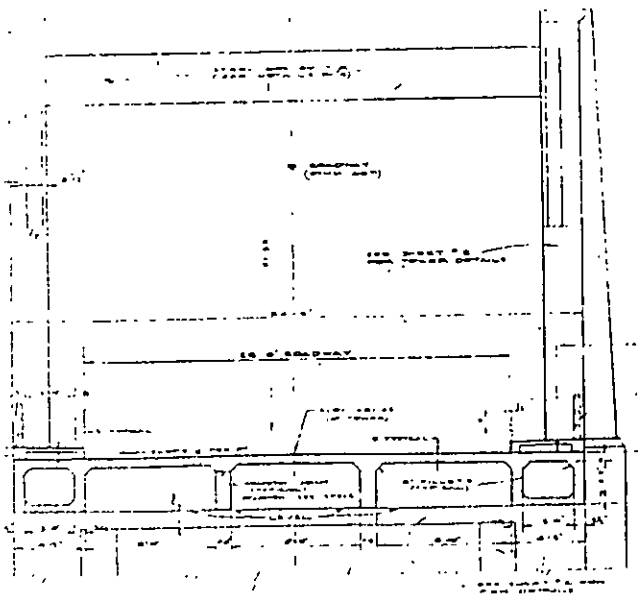
Lateral Boundaries: Boundaries extend to the edges of the structure.

Verbal Boundary Justification
The boundaries include all main structural elements of the bridge.

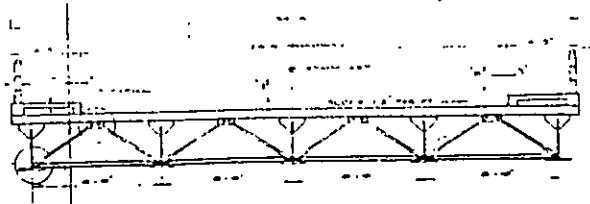


ELEVATION

PLAN



TRANSVERSE SECTION - COMPOSITE GIRDERS



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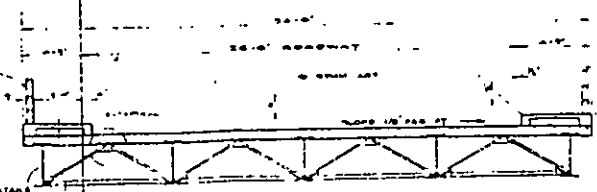


TRANSVERSE SECTION - I" GIRDERS

ALTERNATE CONSTRUCTION FOR 60' SUSPENDED SPAN

GENERAL NOTES

ALL MATERIAL AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE STATE OF WASHINGTON, DEPARTMENT OF HIGHWAYS, STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION DATED APRIL 1968

FALSEWORK SHALL NOT BE RELEASED UNTIL ALL CONCRETE, EXCEPT SIDEWALKS AND CURBS, HAS BEEN PLACED THE ALLOWED LENGTH OF TIME AND HAS DEVELOPED SUFFICIENT STRENGTH IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS. FALSEWORK SHALL BE CAREFULLY RELEASED TO PREVENT IMPACT OR SUDDEN STRESSES IN THE STRUCTURE.

CONCRETE: PORTLAND CEMENT (ASTM C 150, TYPE I)
SPECIAL CLASS A — 4500 PSI @ 28 DAYS — AE 6
CLASS A — 3600 PSI @ 28 DAYS — AE 6
CLASS D — 3000 PSI @ 28 DAYS — AE 6
SPECIAL CLASS A — f'_c = 3000 PSI
CLASS A — f'_c = 2400 PSI
SEE SPECIFICATIONS RE LOCATION OF DIFFERENT MIXES.

STEEL REINFORCING: INTERMEDIATE GRADE, DEFORMED, f_y = 40,000 PSI

STRUCTURAL STEEL: CARBON, AT f_y = 36,000 PSI

CONCRETE PILES: ALL CONCRETE PILES SHALL BE DRIVEN TO A DEPTH SUFFICIENT TO DEVELOP A MINIMUM LOAD BEARING CAPACITY OF 30 TONS.

WELDING: ALL WELDING TO BE IN ACCORDANCE WITH LATEST SPECIFICATIONS OF AMERICAN WELDING SOCIETY

REINFORCED CONCRETE: SEE SHEET 8 AND THE SPECIFICATIONS.

BENTON COUNTY WASHINGTON

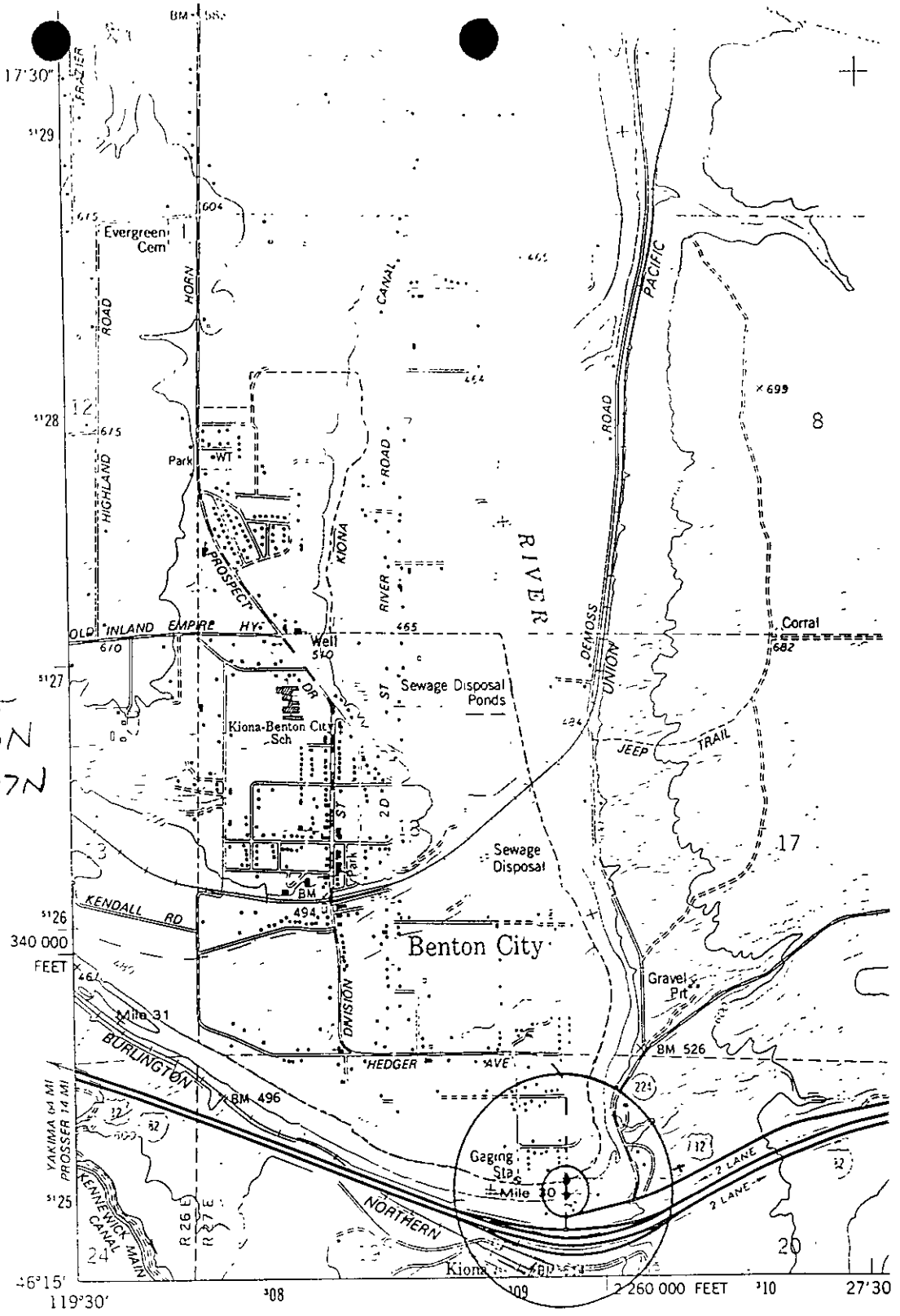
BENTON CITY - KIONA BRIDGE

GENERAL NOTES

BILLS
CHIEF DRAFTSMAN

SHEET NO.

COUNTY ROAD ENGINEER



(WHITSTRAN NE)
2076 II NE

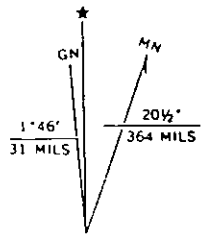
Mapped, edited, and published by the Geological Survey

Control by USGS and NOS/NOAA

Topography by photogrammetric methods from aerial photographs taken 1973. Field checked 1974

Projection and 10,000-foot grid ticks: Washington coordinate system, south zone (Lambert conformal conic)
1000-metre Universal Transverse Mercator grid ticks, zone 11, shown in blue 1927 North American datum

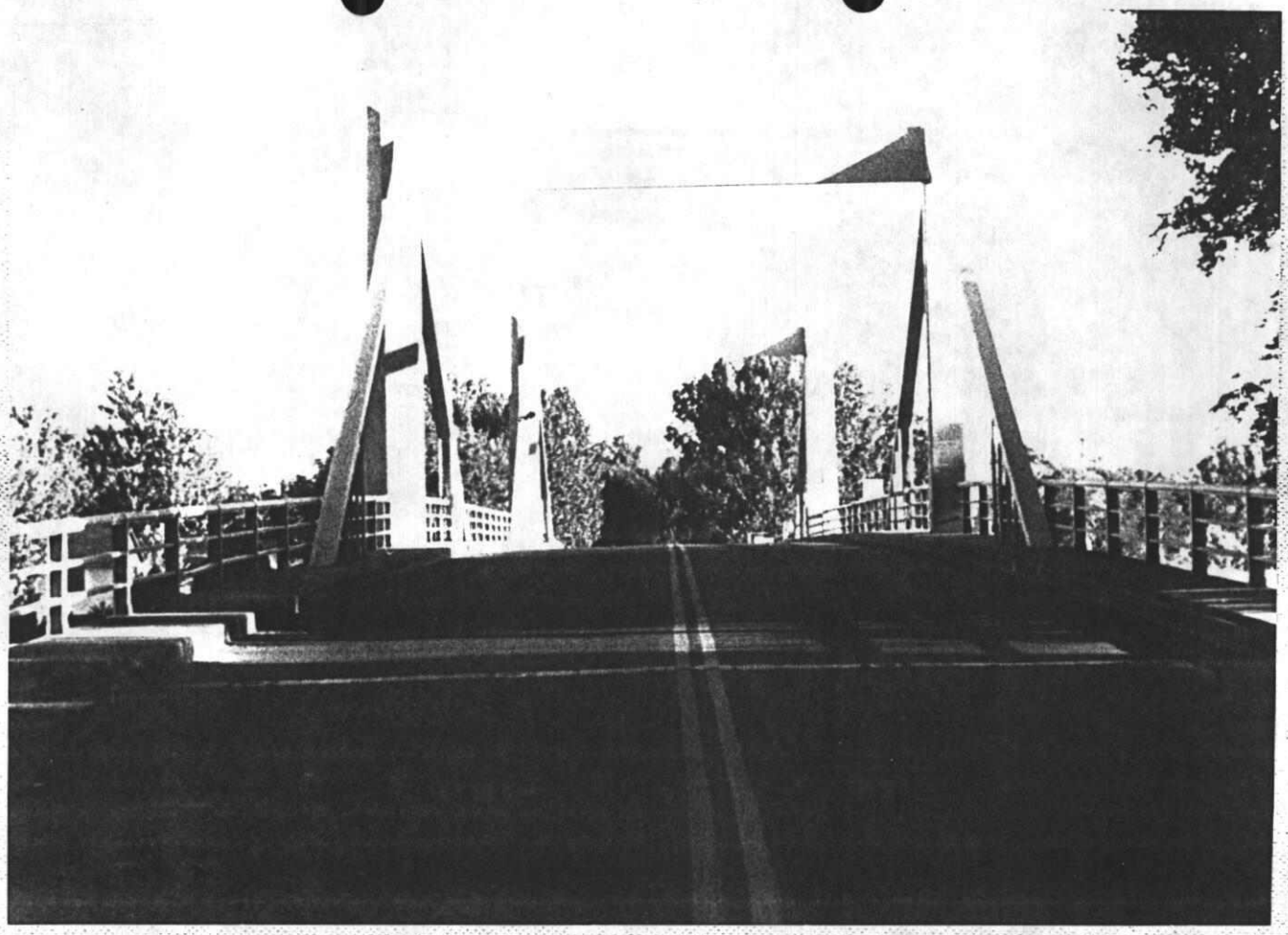
Fine red dashed lines indicate selected fence and field lines where generally visible on aerial photographs
This information is unchecked

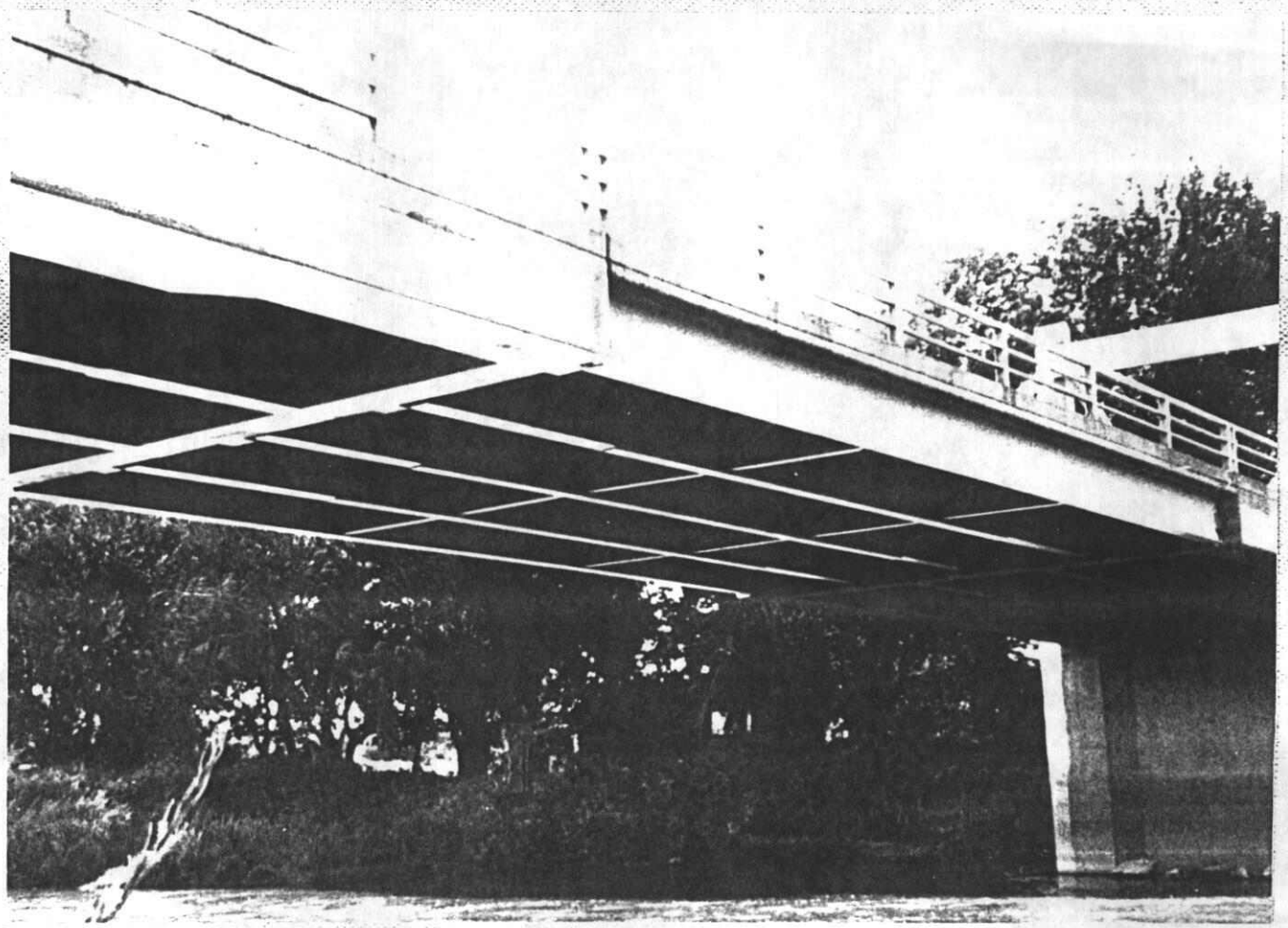


UTM GRID AND 1974 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

FO

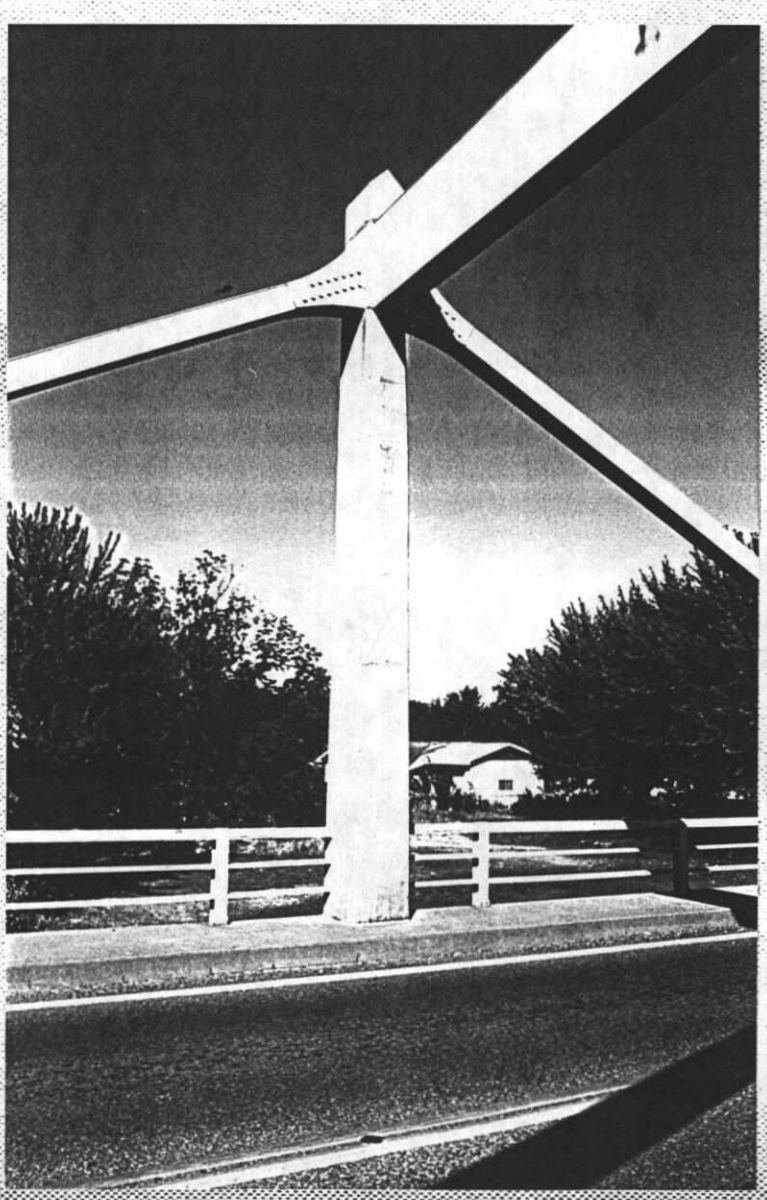
Benton City - Kiona Bridge
#225/1
Benton Co, WA
Photographer unknown



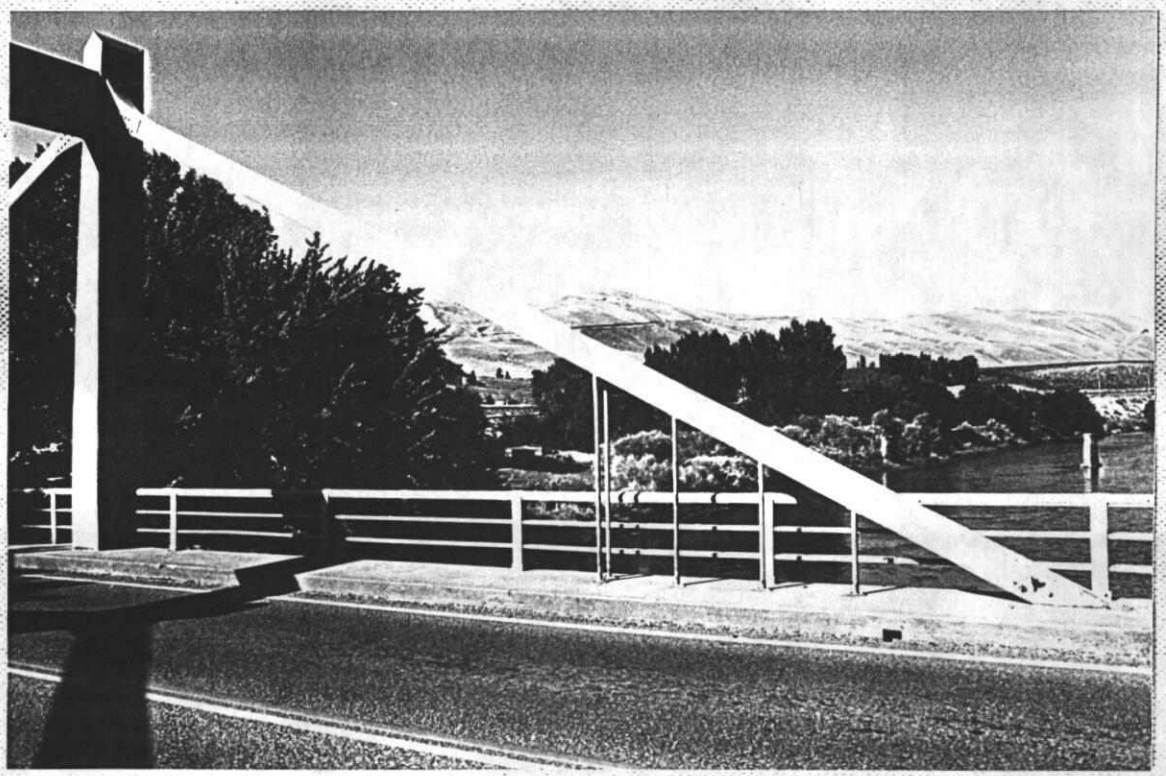


Benton City - Kiona Bridge
#225/1
Benton Co., WA
Photographer Unknown

Benton City - Kiona Bridge
#225/1
Benton Co, WA
Photographer unknown

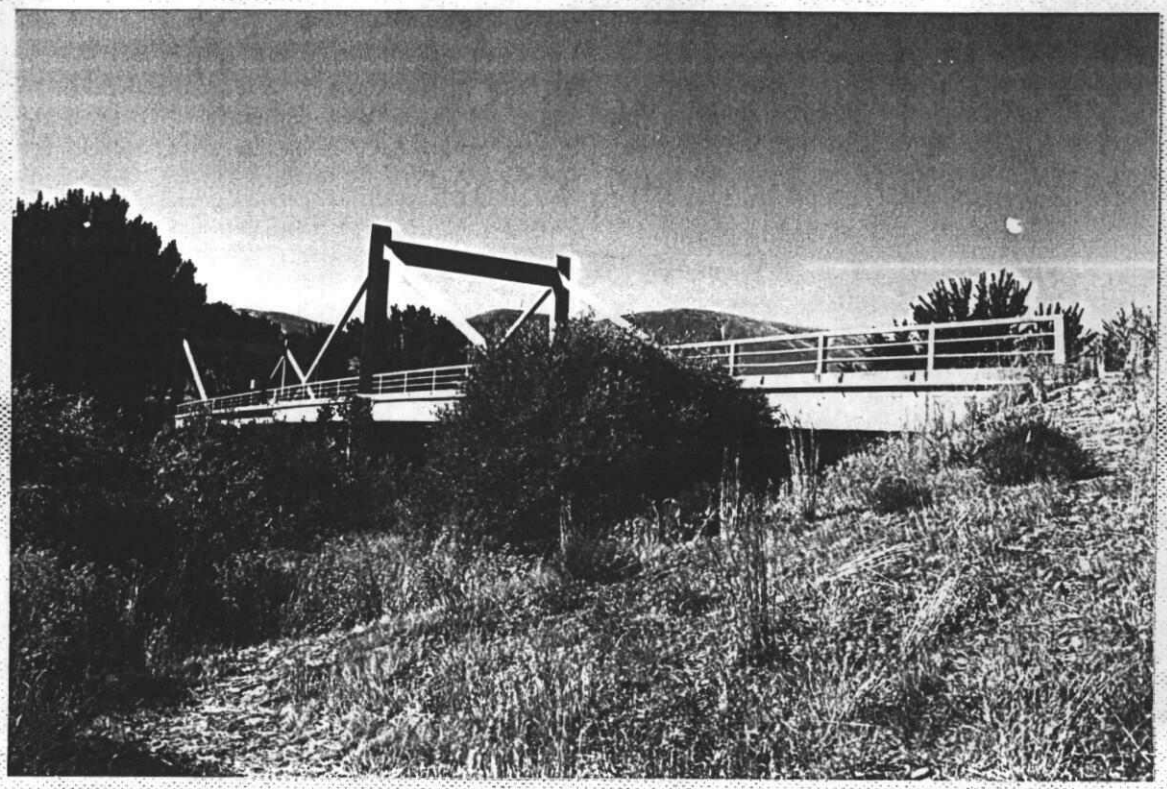


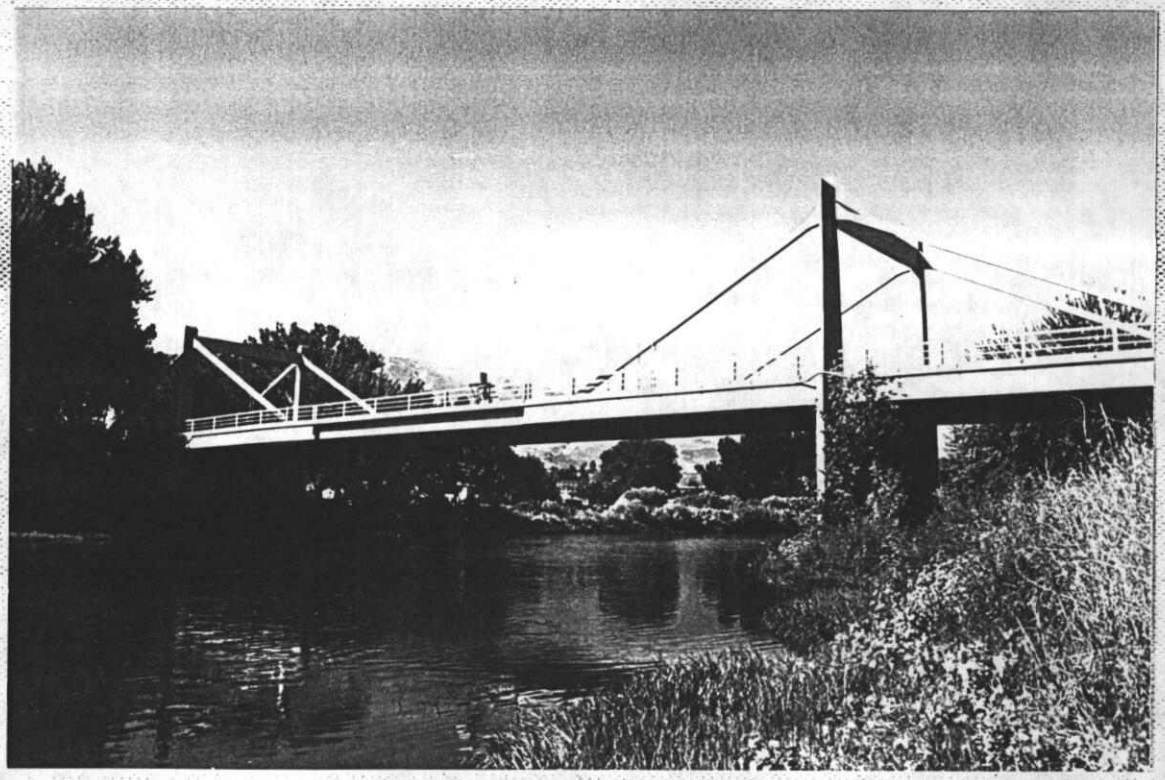
Benton City - Kiona Bridge
#225/1
Benton City, Benton County, WA
C. Holstine, Photographer
Decktower & Supports, view to west
8/2001



Benton City- Kiona Bridge
#225/1
Benton City, Benton County, WA
C. Holstine, Photographer
Deck view to S.
8/2001

Benton City - Kiona Bridge
#225/1
Benton City, Benton County, WA
C. Holstine, Photographer
Deck railing & tower supports, view to SW
8/2001





Benton City - Kiona Bridge
225/1
Benton City, Benton County, WA
C. Holstine, Photographer
oblique view of east elevation to SW
8/2001

HIMEM 0004/2 NNN4H

Benton City - Kiona Bridge
Benton City, Benton County, WA
#225/1
C. Holstine, Photographer
Elevation view to SW 8/2001

HIMEM 0004/2 NNN4H

Historic Property Inventory Report

Location

Field Site No. DAHP No. BN01260

Historic Name: Kiona - Benton City Bridge

Common Name: Cable Stay Bridge

Property Address: Benton City, WA

Comments:

Tax No./Parcel No.

Plat/Block/Lot

Acreage

Supplemental Map(s)

Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T09R27E				Benton	

Coordinate Reference

Easting: #Error

Northing: #Error

Projection: Washington State Plane South

Datum: HARN (feet)

Historic Property Inventory Report

Identification

Survey Name: LEGACY DATA
Date Recorded: 01/01/1979
Field Recorder:
Owner's Name:
Owner Address:
City: State: Zip:
Classification:
Resource Status: Comments:
State Register
Within a District?
Contributing?
National Register:
Local District:
National Register District/Thematic Nomination Name:
Eligibility Status: Not Determined - SHPO
Determination Date: 1/1/0001
Determination Comments:

Description

Historic Use: Current Use:
Plan: Stories: Structural System:
Changes to Plan: Changes to Interior:
Changes to Original Cladding: Changes to Windows:
Changes to Other:
Other (specify):
Style: Cladding: Roof Type: Roof Material:
Foundation: Form/Type:

Narrative

Study Unit Other
Date of Construction: Builder:
Engineer:
Architect:

Property appears to meet criteria for the National Register of Historic Places:
Property is located in a potential historic district (National and/or local):
Property potentially contributes to a historic district (National and/or local):

Statement of Significance:

Description of Physical Appearance:

Major Bibliographic References:

Photos

Historic Property Inventory Report

Identification

Survey Name: LEGACY DATA

Date Recorded: 01/01/1900

Field Recorder:

Owner's Name:

Owner Address:

City: State: Zip:

Classification:

Resource Status: Comments:

Within a District?

Contributing?

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:

Description

Historic Use: Current Use:

Plan: Stories: Structural System:

Changes to Plan: Changes to Interior:

Changes to Original Cladding: Changes to Windows:

Changes to Other:

Other (specify):

Style: Cladding: Roof Type: Roof Material:

Foundation: Form/Type:

Narrative

Study Unit Other

Date of Construction: Builder:

Engineer:

Architect:

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

Property is located in a potential historic district (National and/or local):

Property potentially contributes to a historic district (National and/or local):

Statement of Significance:

Description of Physical Appearance:

Major Bibliographic References:

Photos

Historic Register Report

Historic Name: Benton City-Kiona Bridge

Address: State Route 225 Over Yakima River
City: Benton City
County: Benton

Download nomination form

Historic Use: Transportation
Style: None
Built: 1957
Architect: Hadley, Homer M.
Builder: Mckellar, Everett

Smithsonian Number: 45BN01260
Date Listed: 1/25/2002
Listing Status: WHR
Classification: STR
Resource Count: 1
Area of Significance: Engineering
Level of Significance: State
Listing Criteria:

Statement of Significance

Designed by noted engineer, Homer Hadley, the Benton City and Kiona Bridge is unique as the only one of its type in the state. The bridge uses two concrete towers and inclined ties to support a span which is suspended between two long span sections cantilevering from the main pier. This design is called a Tied-Cantilever Type.

Photos