Marysvale Bridge

The Marysvale Bridge is a very recognizable artifact of days gone by. Constructed in an era when the only way to achieve great architectural feats was through the brute strength and will of men. Completed in January of 1910, the Marysvale Bridge was the largest, most substantial bridge at that time to span the Sevier River.

The Bridge is of wooden truss cantilever construction spanning 56.5 feet, with 26 foot long piers resting on nested piling driven through the quicksand to bedrock. Built to carry a dead load of 28 tons and capable of sustaining a live load of 20 ton. Freighters (horse and cart type) were now able to carry their large loads of oar, lumber and livestock from east of the Sevier River to the train stock and lumber yards in Marysvale.
Travelers crossed the Sevier River via the Marysvale Bridge up until the early 1990’s when it was decided a two lane, more flood resistant bridge would better serve the people of Marysvale. Under the leadership of Mayor Ron Bushman, the new bridge, we travel today, was completed. The original Marysvale Bridge was left in its place, however it is closed to auto traffic and accessible only by foot. On a warm summer day visitors may find children sitting on the bridge dangling a hook and line into the Sevier River in hopes of fetching the catch of the day.

Architect: J. L. Wright of Marysvale

Contractor: J. W. Kelly
Construction: Wooden truss cantilever type
The main span is 56 feet 6 inches long with a floor space of 92 feet
Built on two 26 foot solid concrete piers which rise 9 feet above the normal flow of the river, rest on nested piling driven through the quicksand to bedrock
Load: dead load of 28 tons, live load of 20 tons
Cost: Cost $2600 – $1200 from the state, and $1400 from Piute County
Construction began in August of 1909, completed Jan 18, 1910
Employed 8 men
Richfield Reaper January 20, 1910