LINCOLN COUNTY

INCLUDED: [Significant feature(s) of bridge given in boldface]
[Field inventoried bridge indicated by asterisk]

Inv. No.	MHTD	Bridge Name	Description	
LINC01	J 975R	Cuivre River Bridge	**4-180'**	**riveted Parker through truss**
			1933	M.E. Gillioz, Monett MO
LINC02	K 334	Lost Creek Bridge	1-110'	**riveted Pratt through truss**
			1938	M.E. Gillioz, Monett MO
LINC03	K 340	Sandy Creek Bridge	1-120'	**riveted Pratt through truss**
			1938	R.B. Potashnick
LINC04	K 341	McLeans Branch Bridge	1-110'	**riveted Pratt through truss**
			1938	R.B. Potashnick
LINC05	L 844	Little Sugar Creek Culvert	**3- 18'**	**multiplate steel arch culvert**
			1941	
*LINC06	009002.2	Moss Ford Bridge		(replaced)
*LINC07	078002.0	Big Lead Creek Bridge		(replaced)
LINC08	111002.0	Lead Creek Bridge		(replaced)
*LINC09	117000.3	Silex Bridge	1-140'	**pinned Pratt through truss**
			c1915	
*LINC10	118000.3	Mill Creek Bridge	1- 67'	pinned Pratt pony truss
			1887	St. Louis Bridge and Iron Co.
*LINC11	130003.0	Briscoe Bridge	1-100'	**pinned Pratt through truss**
			c1915	
*LINC12	165002.2	Dameron Bridge		(replaced)
*LINC13	175002.5	Cuivre River Bridge	1-130'	**pinned Pratt through truss**
			c1910	
*LINC14	216000.6	Frenchman's Bluff Bridge	**1-200'**	**pinned Pratt through truss**
			1887	King Iron Bridge Company
*LINC15	319000.3	Chain of Rocks Bridge	**1-190'**	**pinned Pratt through truss**
			1893	St. Louis Bridge and Iron Co.
*LINC16	333001.4	Old Monroe Bridge	**1-200'**	**pinned Pennsylv. through truss**
			1908	Joliet Bridge and Iron Co.
LINC17	335002.1	Cuivre River Bridge	1-120'	**pinned Pratt through truss**
			c1910	
*LINC18	350000.3	Moscow Mills Bridge	**1-177'**	**pinned Pratt through truss**
			1885	Raymond and Campbell

EXCLUDED:

Pratt pony truss
107000.2 159001.7

Warren pony truss
005001.0 107001.7 110002.0

Steel stringer

J 974	S 143	S 731	T 291	T 420	X 40	031000.1
031000.6	057001.5	057002.0	101000.3	131500.1	159001.0	159003.0
170000.4	198000.4	233001.0	240001.8	240002.6	296001.6	

LINCOLN COUNTY

EXCLUDED (cont.):

Concrete girder
H 602 H 768R H 964 J 125

Concrete slab
G 435R K 330

Concrete box culvert
K 332 K 335 K 361 K 635 K 686 K 687 K 688
T 347 X 351 4275001

SUMMARY:

	Primary	Secondary	Urban	Other	Total
Included	5	9	0	0	14
Excluded	21	19	0	0	40
	26	28	0	0	54 structures

Cuivre River Bridge

LINC01

GENERAL DATA

structure no.: J 975R
county: Lincoln
city/town: 2.0 miles east of Troy
feature inters.: Cuivre River
cadastral grid: S30, T48N, R1E
highway route: State Highway 47
highway distr.: 3
current owner: Missouri Highway and Transportation Department

STRUCTURAL DATA

superstructure: steel, 8-panel, rigid-connected Parker through truss, with steel stringer approach spans
substructure: concrete abutments, wingwalls and piers

span number: 1; 3
span length: 180.0'; 150.0'
total length: 791.0'
roadway width: 22.0'
condition: good
alterations: steel stringer approach spans added
floor/decking : concrete deck over steel stringers
other features: steel guardrails

HISTORICAL DATA

erection date: 1933
erection cost: $76,563.74
designer: Missouri State Highway Department
fabricator : unknown
contractor: M.E. Gillioz, Monett MO

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number J 975R; Primary System Bridge Record, located at the Missouri Highway and Transportation Department, Jefferson City MO.

sign. rating: 51
evaluation: NRHP possibly eligible (multiple-span example of a MSHD standard long-span truss configuration)

inventoried by: Clayton B. Fraser 8 January 1994

Lost Creek Bridge

LINC02

GENERAL DATA

structure no.: K 334
county: Lincoln

city/town: southeastern edge of Elsberry
feature inters.: Lost Creek
cadastral grid: S27, T51N, R2E
highway route: State Highway 79
highway distr.: 3
current owner: Missouri Highway and Transportation Department

STRUCTURAL DATA

superstructure: steel, 6-panel, rigid-connected Pratt through truss
substructure: concrete abutments and wingwalls

span number: 1
span length: 110.0'
total length: 115.0'
roadway width: 24.0'

condition: good
alterations: none
floor/decking : concrete deck over steel stringers
other features: steel guardrail

HISTORICAL DATA

erection date: 1938
erection cost: $17,662.98
designer: Missouri State Highway Department
fabricator : unknown
contractor: M.E. Gillioz, Monett MO

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number K 334; Primary System Bridge Record, located at the Missouri Highway and Transportation Department, Jefferson City MO.

sign. rating: 42
evaluation: NRHP determined non-eligible (undistinguished example of MSHD truss design in the 1930s)

inventoried by: Clayton B. Fraser 8 January 1994

Sandy Creek Bridge

LINC03

GENERAL DATA

structure no.: K 340
county: Lincoln
city/town: northern edge of Foley
feature inters.: Sandy Creek
cadastral grid: S35, T50N, R2E
highway route: State Highway 79
highway distr.: 3
current owner: Missouri Highway and Transportation Department

STRUCTURAL DATA

superstructure: steel, 6-panel, rigid-connected Pratt through truss, skewed; two steel stringer approach spans
substructure: concrete abutments, wingwalls and piers

span number: 1
span length: 120.0'
total length: 227.0'
roadway width: 24.0'
condition: good
alterations: none
floor/decking : concrete deck over steel stringers
other features: steel guardrails

HISTORICAL DATA

erection date: 1938
erection cost: $36,611.08
designer: Missouri State Highway Department
fabricator : unknown
contractor: R.B. Potashnick

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number K 341; Primary System Bridge Record, located at the Missouri Highway and Transportation Department, Jefferson City MO

sign. rating: 52
evaluation: NRHP determined non-eligible (standard example of MSHD truss design in the 1930s, slightly noteworthy for skewed configuration)

inventoried by: Clayton B. Fraser 8 January 1994

McLeans Branch Bridge

LINC04

GENERAL DATA

structure no.:	K 341	**city/town:**	northern edge of Winfield
county:	Lincoln	**feature inters.:**	McLeans Branch
		cadastral grid:	S23, T49N, R2E
		highway route:	State Highway 79
		highway distr.:	3
		current owner:	Missouri Highway and Transportation Department

STRUCTURAL DATA

superstructure: steel, 6-panel, rigid-connected Pratt through truss, skewed
substructure: concrete abutments and wingwalls

span number:	1	**condition:**	fair
span length:	110.0'	**alterations:**	none
total length:	116.0'	**floor/decking :**	concrete deck over steel stringers
roadway width:	24.0'	**other features:**	steel guardrails

HISTORICAL DATA

erection date: 1938
erection cost: $22,361.25
designer: Missouri State Highway Department
fabricator : unknown
contractor: R.B. Potashnick

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number K 341; Primary System Bridge Record, located at the Missouri Highway and Transportation Department, Jefferson City MO

sign. rating: 49
evaluation: NRHP non-eligible (standard example of MSHD truss design in the 1930s, slightly noteworthy for skewed configuration)

inventoried by: Clayton B. Fraser 8 February 1994

Little Sugar Creek Culvert

LINC05

GENERAL DATA

structure no.: L 844
county: Lincoln

city/town: 4.2 miles northeast of Troy
feature inters.: Little Sugar Creek
cadastral grid: S21, T48N, R1E
highway route: State Highway 147
highway distr.: 3
current owner: Missouri Highway and Transportation Department

STRUCTURAL DATA

superstructure: multiplate steel arch culvert, with concrete arch approach spans
substructure: concrete abutments and piers

span number: 3
span length: 18.0'
total length: 81.0'
roadway width: 18.2'

condition: fair
alterations: unknown
floor/decking : asphalt over earth fill
other features: stone parapets and stone veneer on sidewalls

HISTORICAL DATA

erection date: 1941
erection cost: unknown
designer: unknown
fabricator : unknown
contractor: unknown

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number L 844; Primary System Bridge Record, located at the Missouri Highway and Transportation Department, Jefferson City MO

sign. rating: 26
evaluation: NRHP non-eligible (technologically undistinguished, small-scale structure)

inventoried by: Clayton B. Fraser 8 February 1994

Silex Bridge

LINC09

GENERAL DATA

structure no.: 117000.3
county: Lincoln

city/town: 0.5 mile south of Silex
feature inters.: North Fork of the Cuivre River
cadastral grid: S7, T50N, R1W
highway route: County Road 117
highway distr.: 3
current owner: Lincoln County

STRUCTURAL DATA

superstructure: steel, 8-panel, pin-connected Pratt through truss; 4-panel, rigid-connected Warren pony truss at south approach; steel stringer approach span at north end
substructure: concrete abutments with concrete-filled steel cylinder piers

span number: 1
span length: 140.0'
total length: 210.0'
roadway width: 13.7'

condition: fair
alterations: none
floor/decking : timber deck over steel stringers
other features: upper chord and inclined end post: 2 channels with cover plate and lacing; lower chord: 2 punched rectangular eyebars; vertical: 2 channels with lacing; diagonal: 2 punched rectangular eyebars; counter: 1 round eyerod with turnbuckle; lateral bracing: round rod with threaded ends; strut: 2 angles; floor beam: I-beam, field bolted to vertical; guardrail: 2 channels

HISTORICAL DATA

erection date: c1915
erection cost: unknown
designer: unknown
fabricator : Illinois Steel Company, Chicago IL
contractor: unknown

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 117000.3

sign. rating: 30
evaluation: NRHP non-eligible (typically configured example of common structure type, inadequately documented)

inventoried by: Clayton B. Fraser 8 February 1994

Mill Creek Bridge

LINC10

GENERAL DATA

structure no.: 118000.3
county: Lincoln

city/town: southeastern edge of Silex
feature inters.: Mill Creek
cadastral grid: S7, T50N, R1W
highway route: County Road 118
highway distr.: 3
current owner: Lincoln County

STRUCTURAL DATA

superstructure: wrought iron, 5-panel, pin-connected Pratt pony truss
substructure: concrete abutments and wingwalls

span number: 1
span length: 67.0'
total length: 67.0'
roadway width: 14.0'

condition: fair
alterations: abutments replaced
floor/decking : timber deck over steel or iron stringers
other features: upper chord and inclined end post: 2 channels with cover plate and lacing; lower chord: 2 punched rectangular eyebars; vertical: 2 channels with lacing, with star iron outriders; diagonal: round eyerod with turnbuckle; lateral bracing: round rod with threaded ends; floor beam: plate girder, U-bolted to verticals; guardrail: 2 angles

HISTORICAL DATA

erection date: 1887
erection cost: unknown
designer: St. Louis Bridge and Iron Company, St. Louis MO
fabricator : St. Louis Bridge and Iron Company, St. Louis MO
contractor: St. Louis Bridge and Iron Company, St. Louis MO

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 118000.3; Lincoln County Court Record, Book H:page 252 (12 November 1885), page 293 (24 June 1886), page 301 (12 August 1886), pages 316 and 319 (10 November 1886), page 327 (20 December 1886), pages 328 and 329 (21 December 1886), page 331 (22 December 1886), page 380 (19 May 1887), page 387 (9 August 1887), located at Lincoln County Courthouse, Troy, Missouri; field inspection by Clayton Fraser, 16 October 1989.

sign. rating: 57
evaluation: NRHP possibly eligible (early example of mainstay structural type)

inventoried by: Clayton B. Fraser 8 February 1994

Briscoe Bridge

LINC11

GENERAL DATA

structure no.: 130003.0
county: Lincoln
city/town: western edge of Briscoe
feature inters.: Cuivre River
cadastral grid: S21 / Survey 1745, T50N, R1W
highway route: County Road 130
highway distr.: 3
current owner: Lincoln County

STRUCTURAL DATA

superstructure: steel, 5-panel, pin-connected Pratt through truss, with steel stringer approach spans
substructure: concrete abutments and wingwalls; concrete-filled steel cylinder piers

span number: 1
span length: 100.0'
total length: 130.0'
roadway width: 15.0'
condition: fair
alterations: none
floor/decking : concrete deck over steel stringers
other features: guardrail: 2 channels

HISTORICAL DATA

erection date: c1915
erection cost: unknown
designer: unknown
fabricator : Illinois Steel Company, Chicago, IL
contractor: unknown

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 130003.0; field inspection by Clayton Fraser, 16 October 1989.

sign. rating: 27
evaluation: NRHP non-eligible (typical example of common structural type, inadequately documented)

inventoried by: Clayton B. Fraser 8 February 1994

Cuivre River Bridge

LINC13

GENERAL DATA

structure no.:	175002.5	city/town:	3.8 miles northeast of Truxton
county:	Lincoln	feature inters.:	Cuivre River
		cadastral grid:	S7, T49N, R3W
		highway route:	County Road 175
		highway distr.:	3
		current owner:	Lincoln County

STRUCTURAL DATA

superstructure: steel, 7-panel, pin-connected Pratt through truss, with steel stringer approach spans

substructure: concrete abutments and wingwalls; concrete-filled steel cylinder piers

span number:	1	condition:	fair
span length:	130.0'	alterations:	unknown
total length:	190.0'	floor/decking :	concrete deck over steel stringers
roadway width:	13.7'	other features:	steel angle guardrails

HISTORICAL DATA

erection date:	c1910
erection cost:	unknown
designer:	unknown
fabricator :	unknown
contractor:	unknown

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 175002.5; field inspection by Clayton Fraser, 16 October 1989.

sign. rating: 28

evaluation: NRHP non-eligible (typically configured, inadequately documented example of a common structural type)

inventoried by: Clayton B. Fraser 8 February 1994

Frenchman's Bluff Bridge

LINC14

GENERAL DATA

structure no.: 216000.6
county: Lincoln
city/town: 2.1 miles northeast of Troy
feature inters.: Cuivre River
cadastral grid: S18/19, T49N, R1E
highway route: County Road 216
highway distr.: 3
current owner: Lincoln County

STRUCTURAL DATA

superstructure: wrought iron, 10-panel, pin-connected Pratt through truss
substructure: stone masonry abutments

span number: 1
span length: 200.0'
total length: 200.0'
roadway width: 15.7'
condition: fair
alterations: none
floor/decking : timber deck over steel stringers
other features: upper chord and inclined end post: 2 built-up channels with cover and batten plates; lower chord: 2 punched rectangular eyebars; vertical: 2 built-up channels with lacing (2 looped square eyebars at the hip); diagonal: 2 punched rectangular eyebars; strut: 4 angles with lacing, braced; lateral bracing: round rod with threaded ends; floor beam: tapered "fishtail" plate girder, U-bolted to verticals; guardrail: 2 channels; builder's plate: **1886 Built by King Bridge Company Canton Ohio**

HISTORICAL DATA

erection date: 1886-87
erection cost: unknown
designer: King Iron Bridge Company, Cleveland OH
fabricator : King Iron Bridge Company, Cleveland OH; Phoenix Iron Company, Philadelphia PA
contractor: King Iron Bridge Company, Cleveland OH

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 216000.6; Lincoln County Court Record, Book: H: page 252 (12 November 1885), page 301 (12 August 1886), pages 316 and 319 (10 November 1886), page 326 (13 November 1886), page 332 (22 December 1886), page 339 (15 February 1887), page 349 (18 February 1887), page 358 (8 March 1887), page 380 (19 March 1887); Lincoln County Court Record, Book I: page 152 (18 September 1890), located at Lincoln County Courthouse, Troy, Missouri; field inspection by Clayton Fraser, 16 October 1989.

Frenchman's Bluff Bridge

sign. rating: 65
evaluation: NRHP possibly eligible (outstanding early, long-span example of mainstay structural type)

inventoried by: Clayton B. Fraser 8 February 1994

Chain of Rocks Bridge

LINC15

GENERAL DATA

structure no.: 319000.3
county: Lincoln

city/town: 0.3 mile south of Chain of Rocks
feature inters.: Cuivre River
cadastral grid: S20, T48N, R2E
highway route: County Road 899 / Sycamore St. and Main
highway distr.: 3
current owner: Lincoln County

STRUCTURAL DATA

superstructure: steel or wrought iron, 10-panel, pin-connected Pratt through truss; 4 curved, steel stringer approach spans at the south side, 2 steel stringer approach spans at north end
substructure: concrete abutments and stone masonry piers

span number: 1
span length: 190.0'
total length: 303.0'
roadway width: 13.8'

condition: fair
alterations: none
floor/decking : timber deck over steel stringers
other features: upper chord and inclined end post: 2 channels with cover and batten plates; lower chord: 2 punched rectangular eyebars; vertical: 2 channels with lacing (2 punched rectangular eyebars at the hip); diagonal: 2 punched rectangular eyebars; lateral bracing: round rod with threaded ends; strut: 2 angles; floor beam: I-beam, U-bolted to vertical; guardrail: 2 channels; builder's plate: **1893 St. Louis Bridge and Iron Company Builders** with listing of county officials

HISTORICAL DATA

erection date: 1893
erection cost: $4800.00
designer: St. Louis Bridge and Iron Company, St. Louis MO
fabricator : St. Louis Bridge and Iron Company, St. Louis MO
contractor: St. Louis Bridge and Iron Company, St. Louis MO

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 319000.3; Lincoln County Court Record, Book H: page 224 (13 May 1885); Lincoln County Court Record, Book: J: page 224 (14 August 1893), page 22 (13 November 1893), page 29 (16 November 1893), Lincoln County Court Record K: page 30 (7 April 1898), page 428 (3 November 1909), located at Lincoln County Courthouse, Troy, Missouri; field inspection by Clayton Fraser, 16 October 1989.

Chain of Rocks Bridge

sign. rating: 57
evaluation: NRHP possibly eligible (outstanding early, long-span example of mainstay structural type)

inventoried by: Clayton B. Fraser 8 February 1994

Old Monroe Bridge

LINC16

GENERAL DATA

structure no.: 333001.4
county: Lincoln
city/town: 1.2 miles east of Old Monroe
feature inters.: Cuivre River
cadastral grid: S7, T48N, R3E
highway route: County Road 333
highway distr.: 3
current owner: Lincoln County

STRUCTURAL DATA

superstructure: steel, 11-panel, pin-connected Parker through truss, with steel stringer approach span on each side
substructure: timber pile bent abutments; timber pile with concrete cap pier on north end; concrete pier on south end

span number: 1
span length: 200.0'
total length: 234.0'
roadway width: 15.7'
condition: fair
alterations: substructure partially replaced
floor/decking : timber deck over steel stringers
other features: upper chord and inclined end post: 2 channels with cover plates and lacing; lower chord: 2 punched rectangular eyebars; vertical: 2 channels with lacing; diagonal: 2 punched rectangular eyebars; lateral bracing: round rod with threaded ends; strut: 2 angles, braced; floor beam: I-beam, field-bolted to verticals; guardrail: 2 channels; portal builder's plate: **1908 Built By The Joliet Bridge & Iron Co. Joliet, Ill.** with listing of St. Charles County officials

HISTORICAL DATA

erection date: 1908
erection cost: $3399.32
designer: Joliet Bridge and Iron Company, Joliet IL
fabricator : Joliet Bridge and Iron Company, Joliet IL
contractor: Joliet Bridge and Iron Company, Joliet IL

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 333001.4; Lincoln County Court Record, Book L: page 279 (8 April 1908), page 293 (2 June 1908), page 326 (4 November 1908), located at Lincoln County Courthouse, Troy, Missouri; field inspection by Clayton Fraser, 16 May 1989.

sign. rating: 55
evaluation: NRHP possibly eligible (well-preserved, long-span example of uncommon Pratt truss subtype)

inventoried by: Clayton B. Fraser 8 February 1994

Cuivre River Bridge

LINC17

GENERAL DATA

structure no.: 335002.1
county: Lincoln
city/town: 2.4 miles northeast of Truxton
feature inters.: West Fork of the Cuivre River
cadastral grid: S10, T49N, R3W
highway route: County Road 335
highway distr.: 3
current owner: Lincoln County

STRUCTURAL DATA

superstructure: steel, 6-panel, pin-connected Pratt through truss, with steel stringer approach spans
substructure: concrete-filled steel cylinder piers

span number: 1
span length: 120.0'
total length: 200.0'
roadway width: 13.8'
condition: fair
alterations: unknown
floor/decking : timber deck over steel stringers
other features: steel angle guardrails

HISTORICAL DATA

erection date: c1910
erection cost: unknown
designer: unknown
fabricator : unknown
contractor: unknown

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 335002.1

sign. rating: 28
evaluation: NRHP non-eligible (undocumented example of a common truss configuration, with standard detailing, unremarkable dimensions and an average degree of physical integrity.)

inventoried by: Clayton B. Fraser 8 February 1994

Moscow Mills Bridge

LINC18

GENERAL DATA

structure no.: 350000.3
county: Lincoln
city/town: Moscow Mills
feature inters.: Cuivre River
cadastral grid: S4 / Survey 1791, T48N, R1E
highway route: County Road 350
highway distr.: 3
current owner: Lincoln County

STRUCTURAL DATA

superstructure: wrought iron, 10-panel, pin-connected Pratt through truss, with steel or iron stringer approach span at each end
substructure: concrete abutments; concrete-filled iron cylinder pier at east side; stone pier at west end

span number: 1
span length: 177.0'
total length: 215.0'
roadway width: 16.0'
condition: fair
alterations: none
floor/decking : asphalt on timber deck over steel stringers
other features: upper chord and inclined end post: 2 channels with cover plate and lacing; lower chord: 2 punched rectangular eyebars; vertical: 2 channels with lacing; diagonal: 2 punched rectangular eyebars; counter: 1 square eyebar with turnbuckle; lower lateral bracing: round rod with threaded ends; upper lateral bracing: round eyerod with turnbuckle; strut: 2 angles; floor beam: tapered "fishtail" plate girder, U-bolted to verticals; guardrail: 2 channels

HISTORICAL DATA

erection date: 1885
erection cost: $3825.00
designer: unknown
fabricator : Carnegie Iron Company, Pittsburgh PA
contractor: Raymond and Campbell

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 350000.3; Lincoln County Court Record, Book H: page 233 (9 June 1885), page 234 (1 July 1885), page 245 (14 August 1885), page 252, (12 November 1885), page 259, (15 December 1885), page 270 (12 February 1886), page 380 (19 May 1897), page 470 (17 May 1888); Court Record Book I: page 9 (13 February 1890), page 144 (14 August 1890), page 152 (18 September 1890), - located at Lincoln County Courthouse, Troy, Missouri. field inspection by Clayton Fraser, 16 May 1989.

Moscow Mills Bridge

sign. rating: 61
evaluation: NRHP possibly eligible (early, long-span example of mainstay structural type, well preserved)

inventoried by: Clayton B. Fraser 8 February 1994

HAER INVENTORY
Missouri Historic Bridge Inventory

NAME(S) OF STRUCTURE
Cuivre River Bridge
MHTD: J 975R

LINC01

DATE(S) OF CONSTRUCTION
1933

LOCATION
State Highway 47 over Cuivre River; S30, T48N, R1E
2.0 miles east of Troy; Lincoln County, Missouri

USE (ORIGINAL / CURRENT)
highway bridge / highway bridge

RATING NRHP possibly eligible (score: 51)

CONDITION
good

OWNER
Missouri Highway and Transportation Department

span number:	1; 3	superstructure:	steel, 8-panel, rigid-connected Parker through truss, with steel stringer approach spans
span length:	180.0'; 150.0'	substructure:	concrete abutments, wingwalls and piers
total length:	791.0'	floor/decking:	concrete deck over steel stringers
roadway wdt.:	22.0'	other features:	steel guardrails

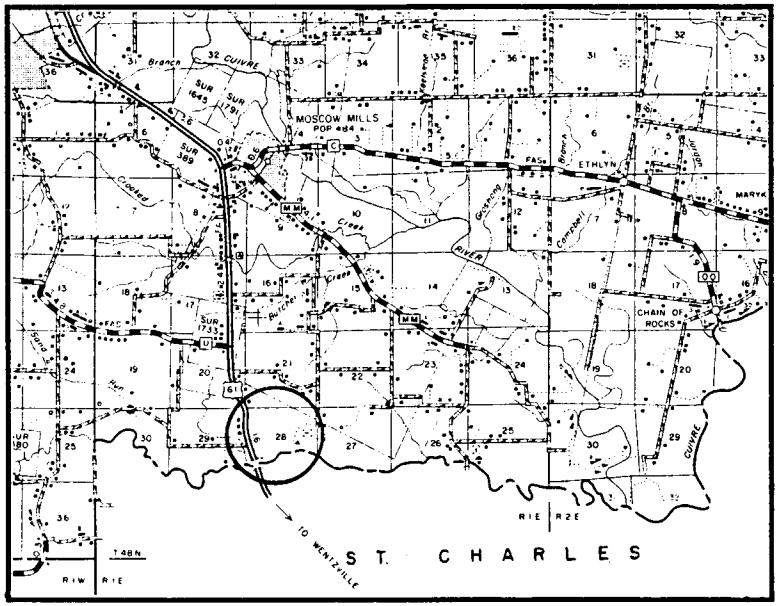
This crossing of the Cuivre River is located on Missouri Highway 47, two miles east of Troy. The 180-foot Parker truss channel span is flanked by three shorter Parkers, with three steel stringer approach spans. Support for the superstructure is provided by concrete abutments and piers, with steel pile bent piers under the steel stringer spans. Design work was prepared by the Missouri State Highway Department in 1933. On March May 5th, M.E, Gillioz of Monett, Missouri, received a contract for the bridge's erection. Apparently completed later that year, the structure has since carried moderate to heavy traffic loads, with the addition of the steel stringers as the only alteration of note.

Many of the large-scale bridges designed by the Missouri State Highway Department in the 1920s and 1930s were replacements for earlier county-built structures. The Cuivre River Bridge ranks among the longest of these multiple-span steel truss bridges built during this period. The rigid-connected Parker trusses that comprise the bridge feature standard MSHD design, but this bridge is distinguished by its multiplicity of spans and overall structure length.

NAME(S) OF STRUCTURE

Cuivre River Bridge

PHOTOS AND SKETCH MAP OF LOCATION



LOCATION MAP

TAKEN FROM MISSOURI HIGHWAY AND TRANSPORTATION DEPARTMENT GENERAL HIGHWAY MAP

SOURCES

Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number J 975R; Primary System Bridge Record, located at the Missouri Highway and Transportation Department, Jefferson City MO.

INVENTORIED BY	AFFILIATION	DATE
Clayton B. Fraser	Fraserdesign, Loveland CO	8 February 1994

HAER INVENTORY

Missouri Historic Bridge Inventory

NAME(S) OF STRUCTURE
Silex Bridge
MHTD: 117000.3

LINC09

DATE(S) OF CONSTRUCTION
c1915

LOCATION
County Road 117 over North Fork of the Cuivre River; S7, T50N, R1W
0.5 mile south of Silex; Lincoln County, Missouri

USE (ORIGINAL / CURRENT)
roadway bridge / roadway bridge

RATING NRHP non-eligible (score: 30)

CONDITION
fair

OWNER
Lincoln County

span number: 1
span length: 140.0'
total length: 210.0'
roadway wdt.: 13.7'

superstructure: steel, 8-panel, pin-connected Pratt through truss; 4-panel, rigid-connected Warren pony truss at south approach; steel stringer approach span at north end
substructure: concrete abutments with concrete-filled steel cylinder piers
floor/decking: timber deck over steel stringers
other features: upper chord and inclined end post: 2 channels with cover plate and lacing; lower chord: 2 punched rectangular eyebars; vertical: 2 channels with lacing; diagonal: 2 punched rectangular eyebars; counter: 1 round eyerod with turnbuckle; lateral bracing: round rod with threaded ends; strut: 2 angles; floor beam: I-beam, field bolted to vertical; guardrail: 2 channels

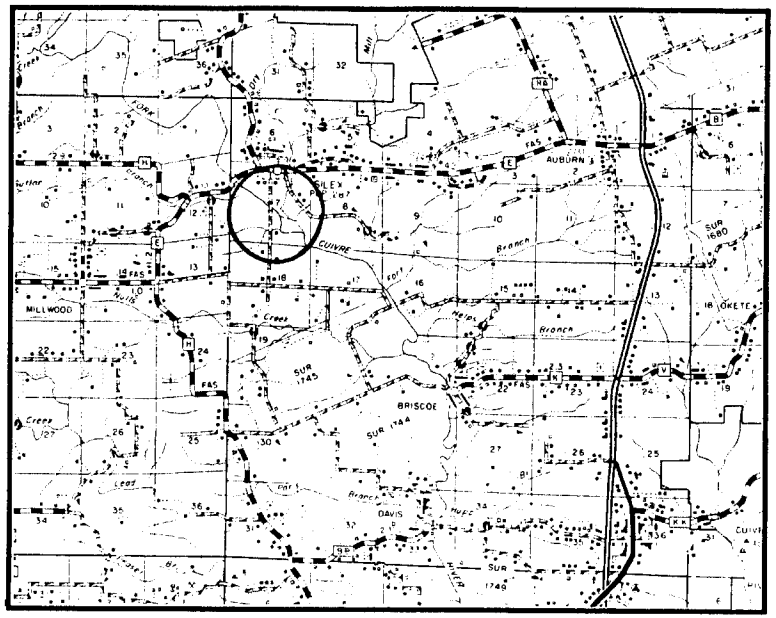
Located less than a mile south of Silex in western Lincoln County this 140-foot truss carries an unpaved county road across the North Fork of the Cuivre River. The superstructure is configured as a single-span, pinned Pratt through truss, flanked on the south end by a four-panel riveted Warren pony truss approach span, Concrete abutments and concrete-filled steel cylinder piers provide support. Specific reference to this bridge was not found in Lincoln County records, but based on its appearance and physical condition, it was probably built circa 1915. During the 1910s the Missouri Bridge and Iron Company of Saint Louis and the Missouri Valley Bridge and Iron Company based in Leavenworth, Kansas, contracted to build nearly all of Lincoln County's bridges. One of these two firms probably erected this bridge, but confirming documentation has not been uncovered. Today, the bridge is little changed from its original construction. As such, it possesses a relatively high degree of historical integrity.

The Silex Bridge typifies Pratt through truss design during its period of construction –it is among thousands of such bridges built throughout Missouri in the early 20th century. Hundreds of these bridges still exist, as identified by the historic bridge inventory, and with its construction history undocumented, the structure is of marginal interpretive value.

NAME(S) OF STRUCTURE

Silex Bridge

PHOTOS AND SKETCH MAP OF LOCATION



LOCATION MAP

TAKEN FROM MISSOURI HIGHWAY AND TRANSPORTATION DEPARTMENT GENERAL HIGHWAY MAP

SOURCES

Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 117000.3.

INVENTORIED BY	AFFILIATION	DATE
Clayton B. Fraser	Fraserdesign, Loveland CO	8 February 1994

HAER INVENTORY

Missouri Historic Bridge Inventory

NAME(S) OF STRUCTURE
Mill Creek Bridge
MHTD: 118000.3

LINC10

DATE(S) OF CONSTRUCTION
1887

LOCATION
County Road 118 over Mill Creek; S7, T50N, R1W
southeastern edge of Silex; Lincoln County, Missouri

USE (ORIGINAL / CURRENT)
roadway bridge / roadway bridge

RATING NRHP possibly eligible (score: 57)

CONDITION
fair

OWNER
Lincoln County

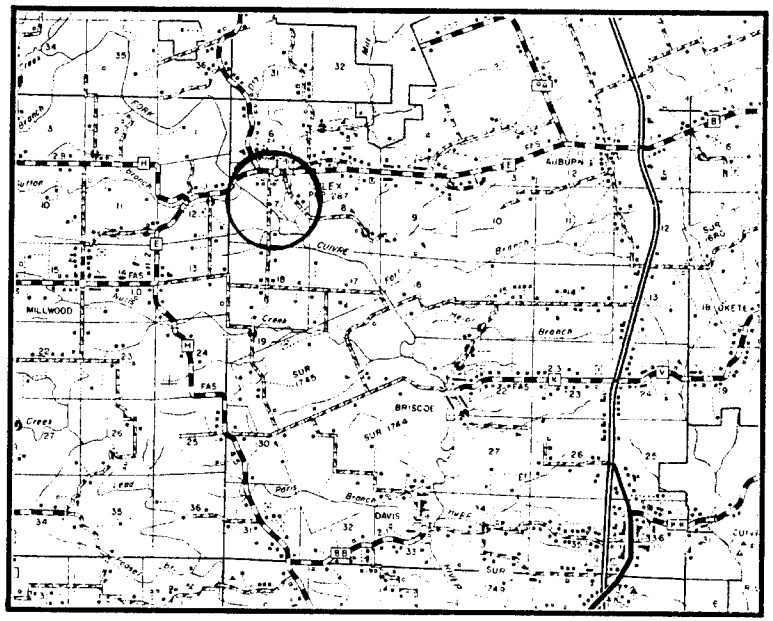
span number:	1	superstructure:	wrought iron, 5-panel, pin-connected Pratt pony truss
span length:	67.0'	substructure:	concrete abutments and wingwalls
total length:	67.0'	floor/decking:	timber deck over steel or iron stringers
roadway wdt.:	14.0'	other features:	upper chord and inclined end post: 2 channels with cover plate and lacing; lower chord: 2 punched rectangular eyebars; vertical: 2 channels with lacing, with star iron outriders; diagonal: round eyerod with turnbuckle; lateral bracing: round rod with threaded ends; floor beam: plate girder, U-bolted to verticals; guardrail: 2 angles

Erected in 1887 by the St. Louis Bridge and Iron Company, the Mill Creek Bridge is one of Missouri's oldest remaining pin-connected Pratt pony trusses. Minutes of the Lincoln County Court indicate that efforts to build the bridge began in June of 1886 when the Lincoln County Court employed John F. Wilson to oversee the construction of this bridge, and another structure at Frenchman's Bluff. By November, Frank Wilson (perhaps John's brother) had completed preliminary surveys for both crossings, and construction began soon after. Subsequent references in county court minutes do not discuss construction of the Mill Creek Bridge in great detail, but they do list several warrants for the bridge paid to St. Louis Bridge and Iron. Other warrants for work on the bridge were paid to W.D. Jameson, presumably a local contractor, who built its abutments. the Mill Creek Bridge has since carried light wagon and automobile traffic for more than a century. The substructure features new concrete abutments, but the original superstructure remains structurally unchanged.

As Lincoln County's oldest remaining pinned pony truss, the Mill Creek Bridge is historically noteworthy as an intact remnant of early transportation. The structure is technologically significant as a very early example of Pratt pony truss construction–Missouri's mainstay structural type for short-span crossings in the 19th and 20th centuries. With its star iron outriders, plate girder floor beams and U-bolted verticals, the Mill Creek Bridge is a strong visual reminder of early truss bridge construction in Missouri.

NAME(S) OF STRUCTURE
Mill Creek Bridge

PHOTOS AND SKETCH MAP OF LOCATION



LOCATION MAP

TAKEN FROM MISSOURI HIGHWAY AND TRANSPORTATION DEPARTMENT
GENERAL HIGHWAY MAP

SOURCES
Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 118000.3; Lincoln County Court Record, Book H: page 252 (12 November 1885), page 293 (24 June 1886), page 301 (12 August 1886), pages 316 and 319 (10 November 1886), page 327 (20 December 1886), pages 328 and 329 (21 December 1886), page 331 (22 December 1886), page 380 (19 May 1887), page 387 (9 August 1887) - located at Lincoln County Courthouse, Troy MO; field inspection by Clayton Fraser, 16 October 1989.

INVENTORIED BY	AFFILIATION	DATE
Clayton B. Fraser	Fraserdesign, Loveland CO	8 February 1994

HAER INVENTORY

Missouri Historic Bridge Inventory

NAME(S) OF STRUCTURE
Briscoe Bridge
MHTD: 130003.0

LINC11

DATE(S) OF CONSTRUCTION
c1915

LOCATION
County Road 130 over Cuivre River; S21 / Survey 1745, T50N, R1W
western edge of Briscoe; Lincoln County, Missouri

USE (ORIGINAL / CURRENT)
roadway bridge / roadway bridge

RATING NRHP non-eligible (score: 27)

CONDITION
fair

OWNER
Lincoln County

span number:	1	superstructure:	steel, 5-panel, pin-connected Pratt through truss, with steel stringer approach spans
span length:	100.0'	substructure:	concrete abutments and wingwalls; concrete-filled steel cylinder piers
total length:	130.0'	floor/decking:	concrete deck over steel stringers
roadway wdt.:	15.0'	other features:	guardrail: 2 channels

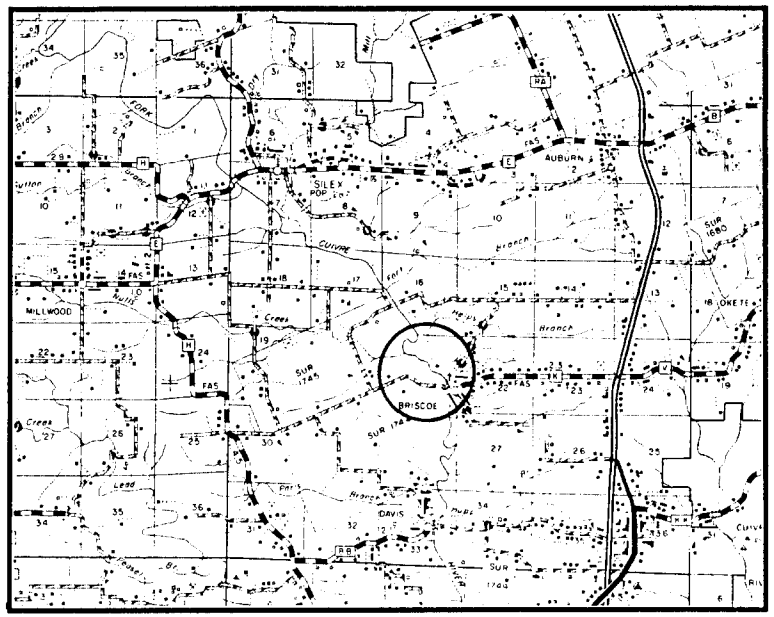
Located on the western edge of Briscoe, this medium-span through truss carries an unpaved county road across the North Fork of the Cuivre River. The structure is configured as a single-span, pinned Pratt through truss with concrete abutments and concrete-filled steel cylinder piers providing support. Specific reference to this bridge was not found in Lincoln County records, but based on its appearance and physical condition, it was probably built circa 1915. During the 1910s the Missouri Bridge and Iron Company of Saint Louis, and the Missouri Valley Bridge and Iron Company based in Leavenworth, Kansas, contracted to build nearly all of Lincoln County's bridges. One of these two firms probably erected this bridge, but confirming documentation has not been uncovered. The bridge is today little changed from its original construction. As such it possesses a relatively high degree of structural integrity.

The Briscoe Bridge is a typically built Pratt through truss. Of below-average span length and with standard detailing, the bridge is of limited technological significance. Similarly, with its construction history undocumented, the structure has little interpretive value.

NAME(S) OF STRUCTURE

Briscoe Bridge

PHOTOS AND SKETCH MAP OF LOCATION



LOCATION MAP

TAKEN FROM MISSOURI HIGHWAY AND TRANSPORTATION DEPARTMENT GENERAL HIGHWAY MAP

SOURCES

Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 130003.0; field inspection by Clayton Fraser, 16 October 1989.

INVENTORIED BY	AFFILIATION	DATE
Clayton B. Fraser	Fraserdesign, Loveland CO	8 February 1994

HAER INVENTORY

Missouri Historic Bridge Inventory

NAME(S) OF STRUCTURE
Frenchman's Bluff Bridge
MHTD: 216000.6

LINC14

DATE(S) OF CONSTRUCTION
1886-87

LOCATION
County Road 216 over Cuivre River; S18/19, T49N, R1E
2.1 miles northeast of Troy; Lincoln County, Missouri

USE (ORIGINAL / CURRENT)
roadway bridge / roadway bridge

RATING NRHP possibly eligible (score: 65)

CONDITION
fair

OWNER
Lincoln County

span number:	1	superstructure:	wrought iron, 10-panel, pin-connected Pratt through truss
span length:	200.0'	substructure:	stone masonry abutments
total length:	200.0'	floor/decking:	timber deck over steel stringers
roadway wdt.:	15.7'	other features:	upper chord and inclined end post: 2 built-up channels with cover and batten plates; lower chord: 2 punched rectangular eyebars; vertical: 2 built-up channels with lacing (2 looped square eyebars at the hip); diagonal: 2 punched rectangular eyebars; strut: 4 angles with lacing, braced; lateral bracing: round rod with threaded ends; floor beam: tapered "fishtail" plate girder, U-bolted to verticals; guardrail: 2 channels; builder's plate: **1886 Built by King Bridge Company Canton Ohio**

From its formation in 1819 until the 1880s, Lincoln County did not build any permanent bridges across the Cuivre River, which cut across the southern part of the county. Instead, the county court authorized ferries to transport horse and wagon traffic across the river at various points, beginning with the Old Monroe ferry in 1821. In 1885 the judges began contemplating erection of the first major all-metal spans over the Cuivre at Moscow Mills, Frenchman's Bluff and Rig's Ford. The Moscow MIlls Bridge–the county's first long-span iron truss–was built that year. In the fall of 1886, the judges ordered county bridge commissioner John Wilson to survey the Frenchman's Bluff site and advertise for competitive bids for the bridge's construction. A contract was let to local mason James Linahan to build the massive limestone abutments, priced at $8.00 per cubic yard. Linahan completed the abutments in early November for a total cost of $1279.20.

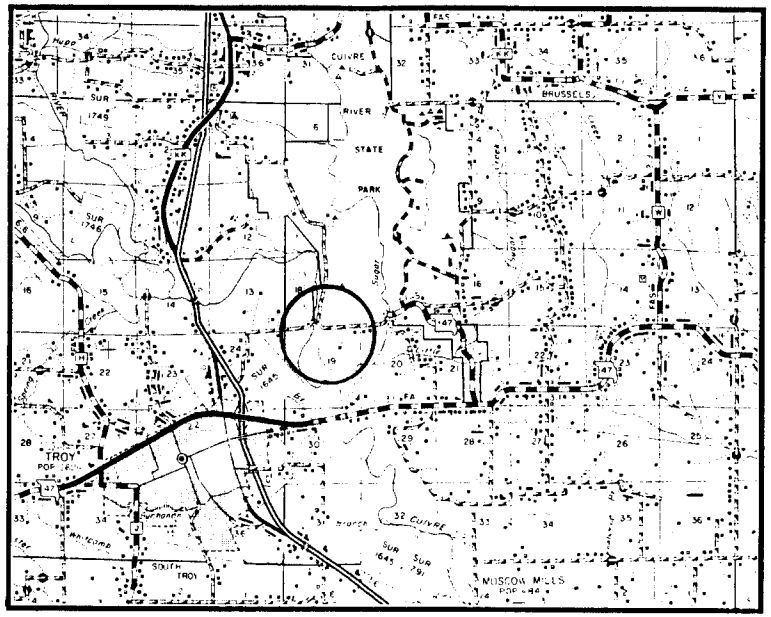
Wilson had delineated a pinned Pratt through truss for this crossing, with a 200-foot span. Though not technologically innovative by national standard, the Frenchman's Bluff Bridge would rate as one of Missouri's longest spans built to date. The county signed a contract with the King Iron Bridge Company for the truss's fabrication and erection. The Cleveland giant used wrought iron components rolled in Philadelphia by the Phoenix Iron Company to shop-rivet the truss pieces, then shipped them by rail to Troy. After the span was erected over timber falseworks, on December 22, 1886, the County Court ordered the sheriff to put all county prisoners to work on the bridge's approaches. Each of the non-volunteer laborers earned $1.00 per day toward unpaid fines. In February 1887 the county contracted to have the bridge painted, and billed the cost to the King Iron Bridge Company. Today, after more than a century, the Frenchman's Bluff retains a remarkable degree of historical integrity.

Before the Missouri State Highway Department began building major river bridges in the 1920s, the individual counties were responsible for erecting and maintaining such structures. Numerous long-span truss bridges were erected over the Meramec, the Salt, the Cuivre, the Grand and other major rivers in the late 19th and early 20th centuries. Their pinned connections and relatively narrow roadway widths have made them likely targets for replacement, however, and many of the large-scale concrete bridges built by MSHD have replaced earlier iron or steel trusses. As a result of decades of attrition, relatively few long-span trusses remain in use today in Missouri. As one of Lincoln County's two oldest wagon bridges (and among the earliest statewide), the Frenchman's Bluff Bridge is historically significant as a well-documented, intact remnant of early transportation. The structure is technologically significant for its 200-foot span length–the longest of all pinned Pratt through trusses statewide. Displaying strong physical integrity, this superlative structure ranks as among Missouri's more historically important bridges built in the late 19th century.

NAME(S) OF STRUCTURE

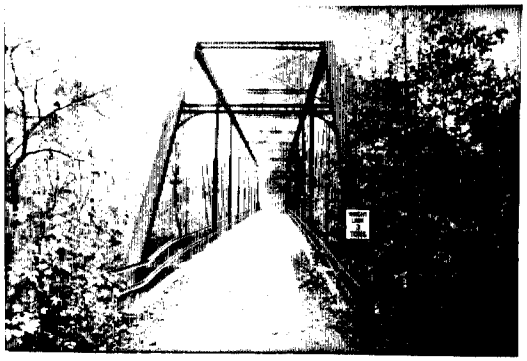
Frenchman's Bluff Bridge

PHOTOS AND SKETCH MAP OF LOCATION



LOCATION MAP

TAKEN FROM MISSOURI HIGHWAY AND TRANSPORTATION DEPARTMENT GENERAL HIGHWAY MAP



SOURCES

Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 216000.6; Lincoln County Court Record, Book H: page 252 (12 November 1885), page 301 (12 August 1886), pages 316 and 319 (10 November 1886), page 326 (13 November 1886), page 332 (22 December 1886), page 339 (15 February 1887), page 349 (18 February 1887), page 358 (8 March 1887), page 380 (19 May 1887); Lincoln County Court Record, Book I: page 152 (18 September 1890) - located at Lincoln County Courthouse, Troy MO; field inspection by Clayton Fraser, 16 October 1989.

INVENTORIED BY	AFFILIATION	DATE
Clayton B. Fraser	Fraserdesign, Loveland CO	8 February 1994

HAER INVENTORY

Missouri Historic Bridge Inventory

NAME(S) OF STRUCTURE
Chain of Rocks Bridge
MHTD: 319000.3

LINC15

DATE(S) OF CONSTRUCTION
1893

LOCATION
County Road 899 / Sycamore Street and Main over Cuivre River; S20, T48N, R2E
0.3 mile south of Chain of Rocks; Lincoln County, Missouri

USE (ORIGINAL / CURRENT)
roadway bridge / roadway bridge

RATING NRHP possibly eligible (score: 57)

CONDITION
fair

OWNER
Lincoln County

span number: 1
span length: 190.0'
total length: 303.0'
roadway wdt.: 13.8'

superstructure: steel or wrought iron, 10-panel, pin-connected Pratt through truss; 4 curved, steel stringer approach spans at the south side, 2 steel stringer approach spans at north end
substructure: concrete abutments and stone masonry piers
floor/decking: timber deck over steel stringers
other features: upper chord and inclined end post: 2 channels with cover and batten plates; lower chord: 2 punched rectangular eyebars; vertical: 2 channels with lacing (2 punched rectangular eyebars at the hip); diagonal: 2 punched rectangular eyebars; lateral bracing: round rod with threaded ends; strut: 2 angles; floor beam: I-beam, U-bolted to vertical; guardrail: 2 channels; builder's plate: **1893 St. Louis Bridge and Iron Company Builders** with listing of county officials

This imposing 190-foot pinned Pratt through truss crosses over the Cuivre River just south of Chain of Rocks, on the St. Charles County line. The truss rests on concrete abutments and stone piers, and is flanked on the south side by a curved four-span steel stringer approach. A portal plate indicates that the bridge was built in 1893 by the St. Louis Bridge and Iron Company. That summer the county court appointed F.D. Brown commissioner in charge of building the Chain of Rocks Bridge. Competitive bids were solicited, and a contract to erect the structure was subsequently awarded to the St. Louis Bridge and Iron Company. The bridge's total cost was $4,800.00, divided between the two counties on a pro-rated basis. St. Charles County, because it had the greater assessed property valuation, paid $3162.65, while Lincoln County paid $1637.35. In April 1898, five years after its completion, the bridge was painted, with the two counties again paying proportional costs. More than a decade later, in November 1909, Lincoln County paid $621.05 for its share of unspecified repairs to the Chain of Rocks Bridge. Today this century-old structure retains a remarkable degree of historical integrity.

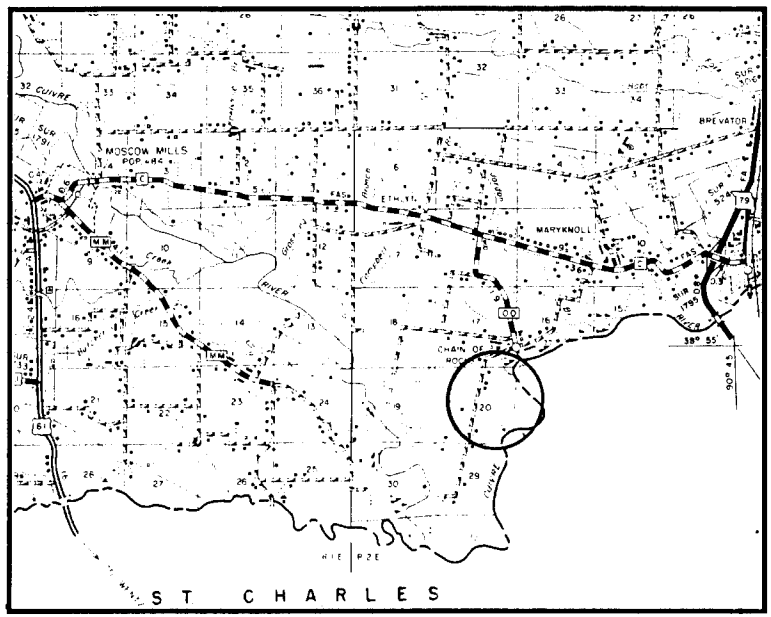
In the early 1880s, the pin-connected Pratt truss superseded the bowstring arch-truss as the iron bridge of choice for medium-span wagon crossings. Patented in 1844 by Thomas and Caleb Pratt, the Pratt design is distinguished by vertical members acting in compression and diagonals that act in tension. "The Pratt truss is the type most commonly used in America for spans under two hundred and fifty (250) feet in length," noted bridge engineer J.A.L. Waddell wrote in 1916. "Its advantages are simplicity, economy of metal, and suitability for connecting to the floor and lateral systems." Virtually all of the major regional bridge fabricators manufactured Pratt trusses and

marketed them extensively to Missouri's counties. With an erection date of 1893 and a span length of 190 feet, the Chain of Rocks Bridge is technologically significant as an early, long-span and well-preserved example of this mainstay structural type. It is historically important as a regional crossing of a major eastern Missouri watercourse–one of the state's most impressive early wagon trusses.

NAME(S) OF STRUCTURE

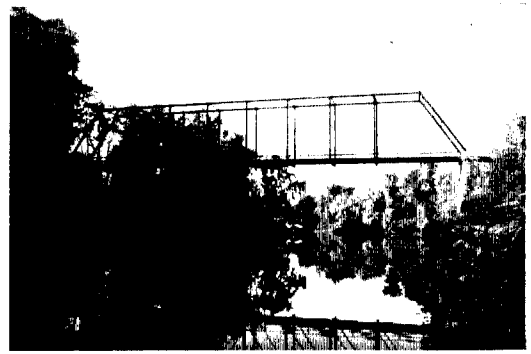
Chain of Rocks Bridge

PHOTOS AND SKETCH MAP OF LOCATION



LOCATION MAP

TAKEN FROM MISSOURI HIGHWAY AND TRANSPORTATION DEPARTMENT GENERAL HIGHWAY MAP



SOURCES

Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 319000.3; Lincoln County Court Record, Book H: page 224 (13 May 1885); Lincoln County Court Record, Book J: page 9 (14 August 1893), page 22 (13 November 1893), page 29 (16 November 1893); Lincoln County Court Record K: page 30 (7 April 1898), page 428 (3 November 1909) -located at Lincoln County Courthouse, Troy MO; field inspection by Clayton Fraser, 16 October 1989.

INVENTORIED BY	AFFILIATION	DATE
Clayton B. Fraser	Fraserdesign, Loveland CO	8 February 1994

HAER INVENTORY

Missouri Historic Bridge Inventory

NAME(S) OF STRUCTURE
Old Monroe Bridge
MHTD: 333001.4

LINC16

DATE(S) OF CONSTRUCTION
1908

LOCATION
County Road 333 over Cuivre River; S7, T48N, R3E
1.2 miles east of Old Monroe; Lincoln County, Missouri

USE (ORIGINAL / CURRENT)
roadway bridge / closed roadway bridge

RATING NRHP possibly eligible (score: 55)

CONDITION
fair

OWNER
Lincoln County

span number: 1
span length: 200.0'
total length: 234.0'
roadway wdt.: 15.7'

superstructure: steel, 11-panel, pin-connected Parker through truss, with steel stringer approach span each side

substructure: timber pile bent abutments; timber pile with concrete cap pier on north end; concrete pier on south end

floor/decking: timber deck over steel stringers

other features: upper chord and inclined end post: 2 channels with cover plates and lacing; lower chord: 2 punched rectangular eyebars; vertical: 2 channels with lacing; diagonal: 2 punched rectangular eyebars; lateral bracing: round rod with threaded ends; strut: 2 angles, braced; floor beam: I-beam, field-bolted to verticals; guardrail: 2 channels; portal builder's plate: **1908 Built By The Joliet Bridge & Iron Co. Joliet, Ill.** with listing of St. Charles County officials

This long-span, pinned Parker through truss carries the Old Monroe Highway across the Cuivre River on the St. Charles County line, just east of the town of Old Monroe. The bridge is flanked by a steel stringer approach span on either end, and is supported by timber and concrete abutments and piers. A portal plate indicates that the bridge was built in 1908 by the Joliet Bridge and Iron Company. Apparently the erection of the span was a cooperative effort between Lincoln and St. Charles Counties. On June 2, 1908, Lincoln County paid the Joliet Bridge Company $1000.00 for the Old Monroe Bridge. This was followed by a $2399.32 payment on November 4, 1908, for a total project expenditure by Lincoln County of $3399.32. St. Charles County presumably paid the balance, but the bridge's total cost is unknown. Since its completion, the bridge served to carry inter-county vehicular traffic for decades until its recent closure. Located in a rural setting, the structure maintains a high degree of structural integrity.

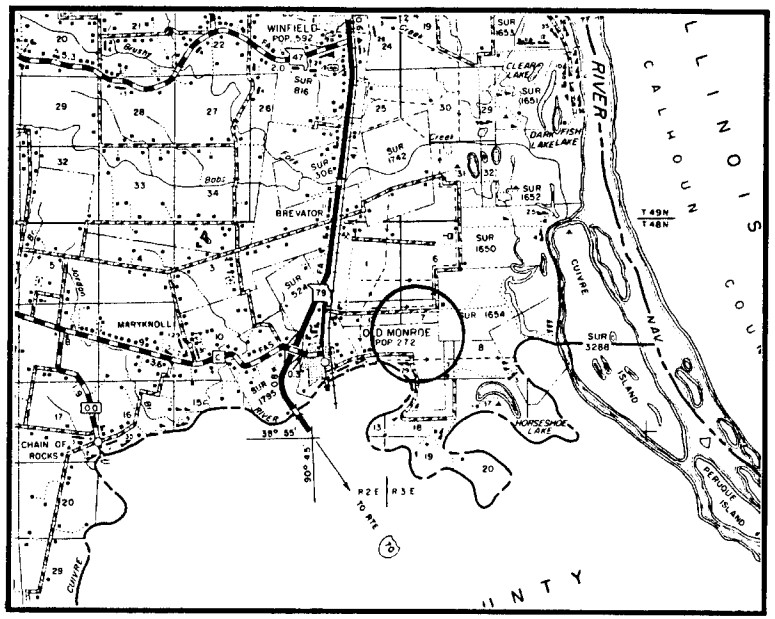
Between the early 1880s, when trusses superseded bowstrings, and the 1920s, when field riveting attained widespread use, the pin-connected truss was the structure of choice for medium- and long-span wagon bridges in Missouri. Virtually all of the major Midwestern bridge companies fabricated pinned trusses and marketed them extensively to counties throughout the state in the late 19th and early 20th centuries. This corresponded with a period of intense bridge construction, as the counties were busily upgrading their road and highway systems. As a result, thousands of pinned trusses were built in Missouri during this formative period, and many remain in place today.

Most of these featured straight-chorded Pratt configurations. After the turn of the century, however, bridge manufacturers found a greater economy in polygonal-chorded Pratt variants (particularly the Parker truss) for long-span applications. Their relatively long spans, light structural members and archaic detailing have rendered pin-connected Parker trusses particularly vulnerable to subsequent replacement. As a result, of the hundreds that once carried vehicular traffic throughout the state, fewer than three dozen remain in place today. These range in span length from 110 feet to 200 feet and in erection date from 1900 to 1932. The Old Monroe Bridge, with its 200-foot span and 1908 construction date, falls within the mainstream of this trend. It is noteworthy for its excellent state of preservation. The Old Monroe Bridge is not unique among Missouri's early roadway spans. Rather, the significance of this structure accrues from its representation of early wagon/auto bridge construction. It is among the longest and best-preserved trusses in Missouri: an outstanding example of a now-uncommon structural type.

NAME(S) OF STRUCTURE

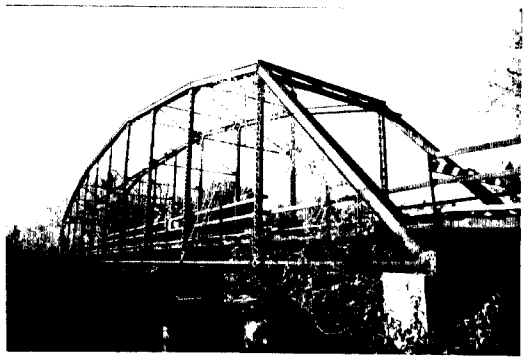
Old Monroe Bridge

PHOTOS AND SKETCH MAP OF LOCATION



LOCATION MAP

TAKEN FROM MISSOURI HIGHWAY AND TRANSPORTATION DEPARTMENT GENERAL HIGHWAY MAP



SOURCES

Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 333001.4; Lincoln County Court Record, Book L: page 279 (8 April 1908), page 293 (2 June 1908), page 326 (4 November 1908) - located at Lincoln County Courthouse, Troy MO; field inspection by Clayton Fraser, 16 May 1989.

INVENTORIED BY

Clayton B. Fraser

AFFILIATION

Fraserdesign, Loveland CO

DATE

8 February 1994

HAER INVENTORY
Missouri Historic Bridge Inventory

NAME(S) OF STRUCTURE
Moscow Mills Bridge
MHTD: 350000.3

LINC18

DATE(S) OF CONSTRUCTION
1885

LOCATION
County Road 350 over Cuivre River; S4 / Survey 1791, T48N, R1E
Moscow Mills; Lincoln County, Missouri

USE (ORIGINAL / CURRENT)
roadway bridge / roadway bridge

RATING NRHP possibly eligible (score: 61)

CONDITION
fair

OWNER
Lincoln County

span number: 1
span length: 177.0'a
total length: 215.0'
roadway wdt.: 16.0'

superstructure: wrought iron, 10-panel, pin-connected Pratt through truss, with steel or iron stringer pproach span at each end

substructure: concrete abutments; concrete-filled iron cylinder pier at east side; stone pier at west end

floor/decking: asphalt on timber deck over steel stringers

other features: upper chord and inclined end post: 2 channels with cover plate and lacing; lower chord: 2 punched rectangular eyebars; vertical: 2 channels with lacing; diagonal: 2 punched rectangular eyebars; counter: 1 square eyebar with turnbuckle; lower lateral bracing: round rod with threaded ends; upper lateral bracing: round eyerod with turnbuckle; strut: 2 angles; floor beam: tapered "fishtail" plate girder, U-bolted to verticals; guardrail: 2 channels

This long-span wrought iron truss crosses over the Cuivre River in the town of Moscow Mills in south-central Lincoln County. Fabricated as a pin-connected Pratt through truss, the bridge rests on concrete abutments, with stone masonry and iron cylinder piers. The Moscow Mills Bridge was Lincoln County's first major span over the Cuivre River. From the formation of the county in 1819 until the 1880s, the Cuivre constituted a formidable obstacle across the county's southern end. In lieu of bridge construction, the county court authorized ferries to transport horse and wagon traffic across the river at various points, beginning with the Old Monroe ferry in 1821. In 1885 the judges began contemplating erection of the first major all-metal spans over the Cuivre at Moscow Mills, Frenchman's Bluff and Rig's Ford. That July the county court advertised for bids to erect the Moscow Mills structure. That same summer county bridge commissioner John Wilson conducted a preliminary survey of the bridge site and probably determined the bridge's exact location. Contractors Raymond and Campbell were then awarded a $3825.00 contract to erect the bridge. The following year, another long-span Cuivre River bridge was built at Frenchman's Bluff. In February 1890 floods washed away the river banks at the Moscow Mills Bridge, necessitating extensive repair work. Today the Moscow Mills Bridge holds the distinction of being Lincoln County's oldest existing span.

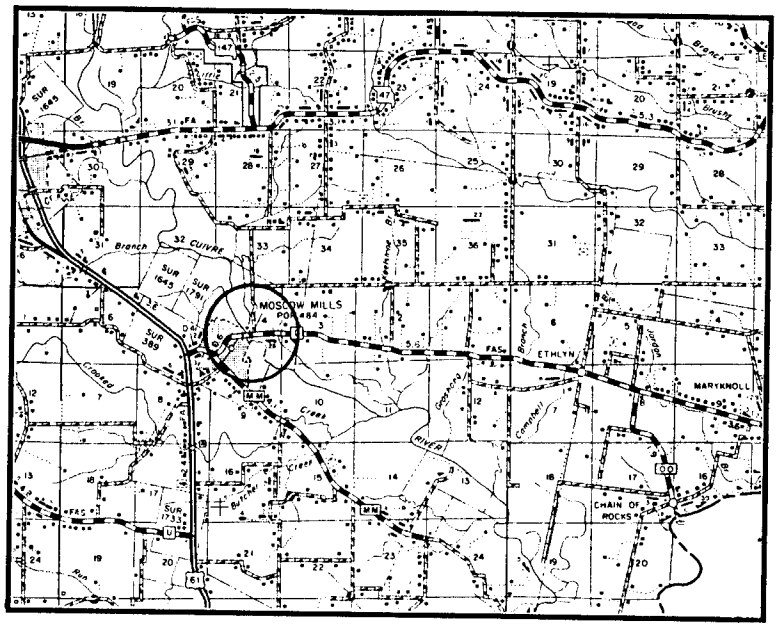
In the early 1880s, the pin-connected Pratt truss superseded the bowstring arch-truss as the iron bridge of choice for medium and long-span wagon crossings. Patented in 1844 by Thomas and Caleb Pratt, the Pratt design is distinguished by vertical members acting in compression and diagonals that act in tension. "The Pratt truss is the type most commonly used in America for spans under two hundred

and fifty (250) feet in length," noted bridge engineer J.A.L. Waddell wrote in 1916. "Its advantages are simplicity, economy of metal, and suitability for connecting to the floor and lateral systems." Virtually all of the major regional bridge fabricators manufactured Pratt trusses and marketed them extensively to Missouri's counties. With an erection date of 1885 and a span length of 177 feet, the Moscow Mills Bridge is technologically significant as an early, long-span and well-preserved example of this mainstay structural type. It is historically important as a regional crossing of a major eastern Missouri watercourse–Lincoln County's earliest remaining wagon truss and one of the state's most impressive early wagon trusses.

NAME(S) OF STRUCTURE

Moscow Mills Bridge

PHOTOS AND SKETCH MAP OF LOCATION



LOCATION MAP

TAKEN FROM MISSOURI HIGHWAY AND TRANSPORTATION DEPARTMENT GENERAL HIGHWAY MAP

SOURCES

Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 350000.3; Lincoln County Court Record, Book H: page 233 (9 June 1885), page 234 (1 July 1885), page 245 (14 August 1885), page 252, (12 November 1885), page 259 (15 December 1885), page 270 (12 February 1886), page 380 (19 May 1887), page 470 (17 May 1888); Court Record, Book I: page 98 (13 February 1890), page 144 (14 August 1890), page 152 (18 September 1890) - located at Lincoln County Courthouse, Troy MO; field inspection by Clayton Fraser, 16 May 1989.

INVENTORIED BY	AFFILIATION	DATE
Clayton B. Fraser	Fraserdesign, Loveland CO	8 February 1994