# PIKE COUNTY

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

| Inv. No. | MHTD | Bridge Name | Description | |
|---|---|---|---|---|
| PIKE01 | K 317R | Calumet Creek Bridge | 1-**100'** | **riveted polyg. Warren pony truss** |
| | | | 1936 | Deering and Davidson |
| PIKE02 | K 322 | Ramsey Creek Bridge | 1-**100'** | steel plate through girder |
| | | | 1936 | Martin Wunderlich; |
| | | | | Condon, Cunningham and Lemmon |
| *PIKE03 | K 487R | Noix Creek Bridge | 1-**100'** | **riveted polyg. Warren pony truss** |
| | | | 1936 | Otto W. Knutson |
| *PIKE04 | K 932R | Champ Clark Bridge | **5-420'** | **riveted Pennsylvania through truss** |
| | | **over Mississippi River** | 1928 | Wisconsin B&I Company; |
| | | | | Missouri Valley B&I Company |
| *PIKE05 | 018001.8 | Eagle's Nest Bridge | 1-**295'** | **pinned Pennsylvania through truss** |
| | | | **1907** | Missouri B&I Company, St. Louis |
| *PIKE06 | 023000.2 | S. Spencer Creek Bridge | 1- 80' | pinned Pratt pony truss |
| | | | **1910** | Midland Bridge Co., Kansas City |
| *PIKE07 | 029001.5 | Little Peno Creek Bridge | 3- 16' | **concrete arch culvert** |
| | | | **c1900** | St. Louis & Hannibal Railroad |
| *PIKE08 | 060000.6 | Bradley Ford Bridge | 1- 80' | pinned Pratt pony truss |
| | | | **1910** | Decatur Bridge Co., Decatur IL |
| *PIKE09 | 151000.1 | Frankford Railroad Bridge | 1- 25' | **stone arch** |
| | | | **c1890** | St. Louis & Hannibal Railroad |
| *PIKE10 | 252001.5 | Indian Creek Bridge | | (replaced) |
| *PIKE11 | 262001.2 | Hagan Ford Bridge | 1- 60' | pinned Pratt bedstead |
| | | | **1904** | Missouri B&I Company, St. Louis |

**EXCLUDED:**

Pratt pony truss
008004.7 018002.5 019000.7 078000.3 114000.5 141000.6 157001.4
190001.3 241001.7 245000.6 254500.4

Warren pony truss
K 313R 125001.1 135000.9 136002.4 282001.0

Lattice bedstead
166001.2 296000.1

Steel stringer

| | | | | | | |
|---|---|---|---|---|---|---|
| F 604R | H 530R | K 315R | K 318R | K 321R | L 242 | S 775 |
| 003001.3 | 007002.1 | 009000.5 | 010001.5 | 011001.2 | 031000.9 | 036000.8 |
| 046001.9 | 046002.2 | 051000.4 | 051001.4 | 054000.1 | 080003.0 | 080004.0 |
| 092002.0 | 109002.1 | 114001.1 | 116000.8 | 116001.2 | 121000.7 | 126002.4 |
| 135001.4 | 136001.5 | 137000.7 | 140000.9 | 149000.3 | 150001.2 | 153000.4 |
| 156000.8 | 156000.9 | 169001.2 | 174000.9 | 176000.6 | 188002.9 | 190000.1 |
| 212002.0 | 219001.2 | 230001.6 | 234001.5 | 243000.1 | 253000.8 | 254R01.2 |
| 255000.3 | 260002.4 | 265000.8 | 278001.4 | 297000.1 | | |

# PIKE COUNTY

**EXCLUDED** (cont.):

Steel girder
H 231R K 323R K 324A

Steel culvert
011001.6

Concrete girder
J 127R J 743 T 881 X 894A

Concrete slab
K 316R K 319R K 399R K 400R

Concrete box culvert
H 230R H 235R H 882R K 314 T 407 T 676 031004.0
044001.8 147002.3 254500.1 254500.2 254500.3

**SUMMARY:**

| | Primary | Secondary | Urban | Other | Total |
|---|---|---|---|---|---|
| Included | 4 | 6 | 0 | 0 | 10 |
| Excluded | 25 | 71 | 0 | 0 | 96 |
| | 29 | 77 | 0 | 0 | 106 structures |

# Calumet Creek Bridge

PIKE01

## GENERAL DATA

**structure no.:** K 317R
**county:** Pike
**city/town:** 1.4 miles northwest of Clarksville
**feature inters.:** Calumet Creek
**cadastral grid:** S8, T53N, R1E
**highway route:** State Highway 79
**highway distr.:** 3
**current owner:** Missouri Highway and Transportation Department

## STRUCTURAL DATA

**superstructure:** steel, 10-panel, rigid-connected polygonal Warren pony truss, skewed, with steel stringer approach spans
**substructure:** concrete abutments and wingwalls; concrete hammerhead spill-through piers

**span number:** 1
**span length:** 100.0'
**total length:** 262.0'
**roadway width:** 22.0'
**condition:** good
**alterations:** none
**floor/decking :** concrete deck over steel stringers
**other features:** upper chord and inclined end post: 2 channels with cover plate and lacing; lower chord: 2 angles with batten plates; vertical: wide flange; diagonal: wide flange; lateral bracing: 1 angle; floor beam: I-beam, with cantilevered extensions outside webs on both sides to support sidewalks; guardrail: concrete; bridge plate: **MISSOURI HIGHWAY DEPT. BRIDGE N° K 317 1935**

## HISTORICAL DATA

**erection date:** 1935-36
**erection cost:** $33,698.95
**designer:** Missouri State Highway Department
**fabricator :** unknown
**contractor:** Deering and Davidson

**references:** Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. K 317R; Missouri Primary System Bridge Record, located at the Missouri Highway and Transportation Department, Jefferson City MO.

**sign. rating:** 58
**evaluation:** NRHP possibly eligible (one of a number of polygonal Warren truss built from plans promulgated by the Missouri State Highway Department in the 1930s)

**inventoried by:** Clayton B. Fraser 26 March 1991

# Ramsey Creek Bridge

**PIKE02**

## GENERAL DATA

**structure no.:** K 322
**county:** Pike
**city/town:** 6.4 miles southeast of Clarksville
**feature inters.:** Ramsey Creek
**cadastral grid:** S6, T52N, R1E
**highway route:** State Highway 79
**highway distr.:** 3
**current owner:** Missouri Highway and Transportation Department

## STRUCTURAL DATA

**superstructure:** steel plate through girder, with steel stringer approach spans
**substructure:** concrete abutments, wingwalls and piers

**span number:** 1
**span length:** 100.0'
**total length:** 190.0'
**roadway width:** 22.0'
**condition:** good
**alterations:** none
**floor/decking :** concrete deck over steel stringers
**other features:** steel angle guardrails

## HISTORICAL DATA

**erection date:** 1936
**erection cost:** $26,168.00
**designer:** Missouri State Highway Department
**fabricator :** unknown
**contractor:** Martin Wunderlich; Condon, Cunningham and Lemmon

**references:** Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. K 322; Missouri Primary System Bridge Record, located at the Missouri Highway and Transportation Department, Jefferson City MO.

**sign. rating:** 54
**evaluation:** NRHP possibly eligible (one of a number of similarly constructed, long-span bridges built from plans of the Missouri State Highway Department in the 1930s)

**inventoried by:** Clayton B. Fraser 26 March 1991

# Noix Creek Bridge

PIKE03

## GENERAL DATA

**structure no.:** K 487R
**county:** Pike
**city/town:** southeastern edge of Louisiana
**feature inters.:** Noix Creek
**cadastral grid:** S20, T54N, R1W
**highway route:** State Highway 79
**highway distr.:** 3
**current owner:** Missouri Highway and Transportation Department

## STRUCTURAL DATA

**superstructure:** steel, 10-panel, rigid-connected polygonal Warren pony truss, skewed, with steel stringer approach spans
**substructure:** concrete abutments and wingwalls; concrete hammerhead spill-through piers

**span number:** 1
**span length:** 100.0'
**total length:** 218.0'
**roadway width:** 24.0'stringers
**condition:** good
**alterations:** deck repairs, 1988
**floor/decking :** asphalt-covered concrete deck, over steel
**other features:** upper chord and inclined end post: 2 channels with cover plate and lacing; lower chord: 2 angles with batten plates; vertical: wide flange; diagonal: wide flange; lateral bracing: 1 angle; floor beam: I-beam, with cantilevered extensions outside webs on both sides to support sidewalks; guardrail: concrete; bridge plate: **MISSOURI HIGHWAY DEPT. BRIDGE N° K 487 1935**

## HISTORICAL DATA

**erection date:** 1935-36
**erection cost:** $48,711.30
**designer:** Missouri State Highway Department
**fabricator :** Carnegie Steel Company, Pittsburgh PA
**contractor:** Otto W. Knutson

**references:** Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. K 487R; Missouri Primary System Bridge Record, located at the Missouri Highway and Transportation Department, Jefferson City MO; field inspection by Clayton Fraser, 14 September 1990.

**sign. rating:** 58
**evaluation:** NRHP possibly eligible (one of a number of polygonal Warren truss built from plans promulgated by the Missouri State Highway Department in the 1930s)

**inventoried by:** Clayton B. Fraser 26 March 1991

# Champ Clark Bridge

**PIKE04**

## GENERAL DATA

**structure no.:** K 932R
**county:** Pike / Pike
**city/town:** Louisiana
**feature inters.:** Mississippi River
**cadastral grid:** S18, T54N, R1W
**highway route:** U.S. Highway 54
**highway distr.:** 3
**current owner:** Missouri Highway and Transportation Department; Illinois Department of Public Works and Bridges

## STRUCTURAL DATA

**superstructure:** steel, 14-panel, rigid-connected Pennsylvania through truss; 6 steel plate deck girder approach spans at the east end
**substructure:** concrete abutments, wingwalls and piers

**span number:** 5
**span length:** 420.0'
**total length:** 2248.0'
**roadway width:** 20.0'
**condition:** good
**alterations:** deck replaced
**floor/decking :** asphalt-covered concrete over steel stringers
**other features:** upper chord and inclined end post: 2 channels with cover plate and double lacing; lower chord: 2 built-up channels with batten plates on top and bottom; vertical: 4 angles with lacing; diagonal: 4 angles with batten plates; lateral bracing: steel angles - bottom, 4 angles with lacing - top; strut: 4 angles with lacing; floor beam: plate girder; guardrail: 2 channels; portal plate: **DEDICATED TO CHAMP CLARK MEMBER OF CONGRESS SPEAKER OF THE HOUSE**; bridge plates (Missouri side): **1927 MISSISSIPPI RIVER BRIDGE ENGINEERS HARRINGTON, HOWARD AND ASH CONTRACTORS WISCONSIN BRIDGE & IRON CO. SUPERSTRUCTURE THE MISSOURI VALLEY BRIDGE & IRON CO. SUBSTRUCTURE; 1927 MISSISSIPPI RIVER BRIDGE MISSOURI-ILLINOIS BRIDGE CO...** [long list of company officers]; builder's plate (Illinois side): **BUILT BY WISCONSIN BRIDGE & IRON CO. NORTH MILWAUKEE, WISCONSIN 1927**

## HISTORICAL DATA

**erection date:** 1926-28
**erection cost:** $1,000,000.00
**designer:** Harrington, Howard and Ash, Kansas City MO
**fabricator :** Wisconsin Bridge and Iron Company, Milwaukee WI
**contractor:** Wisconsin Bridge and Iron Company, Milwaukee WI (superstructure); Missouri Valley Bridge and Iron Company, Leavenworth KS (substructure)

**references:** Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. K 932R; Missouri Primary System Bridge Record, located at the Missouri Highway and Transportation Department, Jefferson City MO; **Pike County Missouri: People, Places & Pikers**, compiled and edited by Karen Schwadron (1981), Pike County Historical Society; **Louisiana Press-Journal**, souvenir bridge edition (8 June 1988); "Seven New Mississippi River Highway Bridges," **Engineering News-Record**, 31 July 1930; field inspection by Clayton Fraser, 14 September 1990.

**sign. rating:** 72

**evaluation:** NRHP eligible (outstanding large-scale example of highway truss construction)

**inventoried by:** Clayton B. Fraser 26 March 1991

# Eagle's Nest Bridge

PIKE05

## GENERAL DATA

| | | | |
|---|---|---|---|
| **structure no.:** | 018001.8 | **city/town:** | 7.5 miles northwest of Louisiana |
| **county:** | Pike | **feature inters.:** | Salt River |
| | | **cadastral grid:** | S30, T55N, R2W |
| | | **highway route:** | County Road 18 |
| | | **highway distr.:** | 3 |
| | | **current owner:** | Pike County |

## STRUCTURAL DATA

**superstructure:** steel, 14-panel, pin-connected Pennsylvania through truss; 1 Pratt truss-leg bedstead and 2 steel stringer approach spans at each end

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

| | | | |
|---|---|---|---|
| **span number:** | 1 | **condition:** | fair |
| **span length:** | 295.0' | **alterations:** | steel stringer approach spans added |
| **total length:** | 450.0' | **floor/decking :** | timber deck over steel stringers |
| **roadway width:** | 18.0' | **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; diagonal: 2 punched rectangular eyebars; counter: square eyebar with turnbuckle; lateral bracing: round rod with threaded ends; strut: 2 braced angles; portal strut: 4 angles with double lacing and curved knee braces; floor beam: I-beam, field-bolted to vertical; guardrail: steel lattice |

## HISTORICAL DATA

**erection date:** 1907

**erection cost:** $11,390.00

**designer:** J.D. Beauchamp, Pike County Engineer

**fabricator :** Missouri Bridge and Iron Company, St. Louis MO; Jones and Laughlin Steel Company, Pittsburgh PA

**contractor:** Missouri Bridge and Iron Company, St. Louis MO

**references:** Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. 018001.8; Pike County Court Record - Book C: page 98 (20 January 1904), page 138 (26 December 1904), page 139 (2 January 1905), page 140 (20 January 1905), page 150 (7 February 1905), page 162 (12 May 1905), page 196 (7 February 1906), page 199 (5 March 1906), page 220 (16 July 1906), page 240 (8 November 1906), page 249 (26 November 1906), page 250 (31 December 1906), page 305 (1 January 1907), page 355 (3 January 1907); Pike County Court Record S: page 402 (8 January 1907), pages 422 and 427 (9 February 1907); original bridge contract (5 March 1906); original bridge drawing (for bedstead approaches), (22 August 1906) - located at Pike County Courthouse, Bowling Green MO; field inspection by Clayton Fraser, 14 September 1990.

**sign. rating:** 72
**evaluation:** NRHP eligible (outstanding long-span example of uncommon truss type)

**inventoried by:** Clayton B. Fraser 26 March 1991

# South Spencer Creek Bridge

**PIKE06**

## GENERAL DATA

**structure no.:** 023000.2
**county:** Pike
**city/town:** 7.2 miles southwest of Frankford
**feature inters.:** South Spencer Creek
**cadastral grid:** S25/26, T54N, R5W
**highway route:** County Road 23
**highway distr.:** 3
**current owner:** Pike County

## STRUCTURAL DATA

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

**span number:** 1
**span length:** 80.0'
**total length:** 112.0'
**roadway width:** 11.8'
**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 looped rectangular eyebars; vertical: 4 angles with lacing; diagonal: 2 looped eyebars; counter: round eyerod with turnbuckle; lateral bracing: round rod with threaded ends; floor beam: I-beam, field-bolted to vertical; guardrail: 2 channels (steel lattice on approach spans); builder's plate: **1910 / THE MIDLAND BRIDGE CO. / FREYGANG & TROCON PROPRIETORS / KANSAS CITY MO.**

## HISTORICAL DATA

**erection date:** 1910
**erection cost:** $1341.00
**designer:** Midland Bridge Company, Kansas City MO
**fabricator :** Midland Bridge Company, Kansas City MO; Illinois Steel Company, Chicago IL
**contractor:** Midland Bridge Company, Kansas City MO

**references:** Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. 023000.2; Pike County Court Record - Book C: page 518 (5 July 1910), page 524 (16 August 1910); Pike County Court Record T: page 425 (7 February 1911) - located at Pike County Courthouse, Bowling Green MO; field inspection by Clayton Fraser, 15 September 1990.

**sign. rating:** 44
**evaluation:** NRHP non-eligible (typically configured example of mainstay structural type)

**inventoried by:** Clayton B. Fraser 26 March 1991

# Little Peno Creek Bridge

**PIKE07**

## GENERAL DATA

**structure no.:** 029001.5
**county:** Pike
**city/town:** 1.4 miles south of Frankford
**feature inters.:** Little Peno Creek
**cadastral grid:** S11, T54N, R4W
**highway route:** County Road 29
**highway distr.:** 3
**current owner:** Pike County

## STRUCTURAL DATA

**superstructure:** concrete arch culvert
**substructure:** concrete abutments, wingwalls and piers

**span number:** 3
**span length:** 16.0'
**total length:** 65.0'
**roadway width:** 52.0'
**condition:** fair
**alterations:** railroad tracks removed and bridge graded for road
**floor/decking :** concrete deck
**other features:** no guardrails

## HISTORICAL DATA

**erection date:** c1900
**erection cost:** unknown
**designer:** St. Louis and Hannibal Railroad (probable)
**fabricator :** none
**contractor:** St. Louis and Hannibal Railroad (probable)

**references:** Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. 029001.5; field inspection by Clayton Fraser, 14 September 1990.

**sign. rating:** 37
**evaluation:** NRHP non-eligible (small-scale concrete railroad culvert)

**inventoried by:** Clayton B. Fraser 26 March 1991

# Bradley Ford Bridge

**PIKE08**

## GENERAL DATA

**structure no.:** 060000.6
**county:** Pike
**city/town:** 3.0 miles southeast of Louisiana
**feature inters.:** Little Buffalo Creek
**cadastral grid:** S33, T54N, R1W
**highway route:** County Road 60
**highway distr.:** 3
**current owner:** Pike County

## STRUCTURAL DATA

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

**span number:** 1
**span length:** 80.0'
**total length:** 121.0'
**roadway width:** 11.8'
**condition:** fair
**alterations:** original timber deck replaced with concrete
**floor/decking :** concrete on corrugated steel, 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: 4 angles with lacing; diagonal: 2 punched rectangular eyebars; counter: round eyerod with turnbuckle; lateral bracing: round rod with threaded ends; floor beam: I-beam, field-bolted to vertical; guardrail: 2 channels

## HISTORICAL DATA

**erection date:** 1910
**erection cost:** $2556.00
**designer:** Decatur Bridge Company, Decatur IL
**fabricator :** Decatur Bridge Company, Decatur IL; Cambria Steel Company, Pittsburgh PA
**contractor:** Decatur Bridge Company, Decatur IL

**references:** Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. 060000.6; Pike County Court Record - Book C: page 507 (11 April 1910), page 548 (11 November 1910); Pike County Court Record T: page 425 (7 February 1911) - located at Pike County Courthouse, Bowling Green MO; field inspection by Clayton Fraser, 14 September 1990.

**sign. rating:** 36
**evaluation:** NRHP non-eligible (typically configured example of common structural type, poorly preserved)

**inventoried by:** Clayton B. Fraser 26 March 1991

# Frankford Railroad Bridge

**PIKE09**

## GENERAL DATA

| | | | |
|---|---|---|---|
| **structure no.:** | 151000.1 | **city/town:** | Frankford |
| **county:** | Pike | **feature inters.:** | unnamed stream and gravel road |
| | | **cadastral grid:** | S35, T55N, R4W |
| | | **highway route:** | County Road 151 |
| | | **highway distr.:** | 3 |
| | | **current owner:** | Pike County |

## STRUCTURAL DATA

**superstructure:** semi-circular stone arch
**substructure:** stone

| | | | |
|---|---|---|---|
| **span number:** | 1 | **condition:** | fair |
| **span length:** | 25.0' | **alterations:** | railroad tracks removed and bridge graded for road |
| **total length:** | 25.0' | | |
| **roadway width:** | 20.0' | **floor/decking :** | earth grade over stone |
| | | **other features:** | no guardrails |

## HISTORICAL DATA

**erection date:** c1890
**erection cost:** unknown
**designer:** St. Louis and Hannibal Railroad (probable)
**fabricator :** none
**contractor:** St. Louis and Hannibal Railroad (probable)

**references:** Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. 151000.1; field inspection by Clayton Fraser, 14 September 1990.

**sign. rating:** 35
**evaluation:** NRHP non-eligible (noteworthy for use of native stone and display of craftsmanship, but lacking in documentation)

**inventoried by:** Clayton B. Fraser 26 March 1991

# Hagan Ford Bridge

PIKE11

## GENERAL DATA

| | | | |
|---|---|---|---|
| **structure no.:** | 262001.2 | **city/town:** | 4.9 miles south of Curryville |
| **county:** | Pike | **feature inters.:** | Indian Creek |
| | | **cadastral grid:** | S16, R52N, R4W |
| | | **highway route:** | County Road 262 |
| | | **highway distr.:** | 3 |
| | | **current owner:** | Pike County |

## STRUCTURAL DATA

**superstructure:** steel, 4-panel, pin-connected Pratt truss-leg bedstead, with steel stringer approach spans

**substructure:** steel pile bent abutments; steel truss-leg piers

| | | | |
|---|---|---|---|
| **span number:** | 1 | **condition:** | fair |
| **span length:** | 60.0' | **alterations:** | none |
| **total length:** | 85.0' | **floor/decking :** | timber deck over steel stringers |
| **roadway width:** | 11.7' | **other features:** | upper chord and upright end post: 2 channels with cover and batten plates; lower chord: 2 channels with steel pipe connectors; vertical: 4 angles with lacing; diagonal: 2 looped rectangular eyebars; counter: round eyerod with turnbuckle; lateral bracing: round rod with threaded ends; floor beam: I-beam, field-bolted to vertical; guardrail: timber |

## HISTORICAL DATA

**erection date:** 1904

**erection cost:** $649.92

**designer:** Missouri Bridge and Iron Company, St. Louis MO

**fabricator :** Missouri Bridge and Iron Company, St. Louis MO

**contractor:** Missouri Bridge and Iron Company, St. Louis MO

**references:** Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. 262001.2; Pike County Court Record - Book C: page 120-21 (26 September 1904) - located at Pike County Courthouse, Bowling Green MO; field inspection by Clayton Fraser, 14 September 1990.

**sign. rating:** 46

**evaluation:** NRHP non-eligible (typically configured example of common structural type)

**inventoried by:** Clayton B. Fraser 26 March 1991

# HAER INVENTORY

**Missouri Historic Bridge Inventory**

**NAME(S) OF STRUCTURE**
Calumet Creek Bridge
MHTD: K 317R

PIKE01

**DATE(S) OF CONSTRUCTION**
1935-36

**LOCATION**
State Highway 79 over Calumet Creek; S8, T53N, R1E
1.4 miles northwest of Clarksville; Pike County, Missouri

**USE (ORIGINAL / CURRENT)**
highway bridge / highway bridge

**RATING** NRHP possibly eligible (score: 58)

**CONDITION**
good

**OWNER**
Missouri Highway and Transportation Department

span number: 1
span length: 100.0'
total length: 262.0'
roadway wdt.: 22.0'

superstructure: steel, 10-panel, rigid-connected polygonal Warren pony truss, skewed, with steel stringer approach spans
substructure: concrete abutments and wingwalls; concrete hammerhead spill-through piers
floor/decking: concrete deck over steel stringers
other features: upper chord and inclined end post: 2 channels with cover plate and lacing; lower chord: 2 angles with batten plates; vertical: wide flange; diagonal: wide flange; lateral bracing: 1 angle; floor beam: I-beam, with cantilevered extensions outside webs on both sides to support sidewalks; guardrail: concrete; bridge plate: **MISSOURI HIGHWAY DEPT. BRIDGE N° K 317 1935**

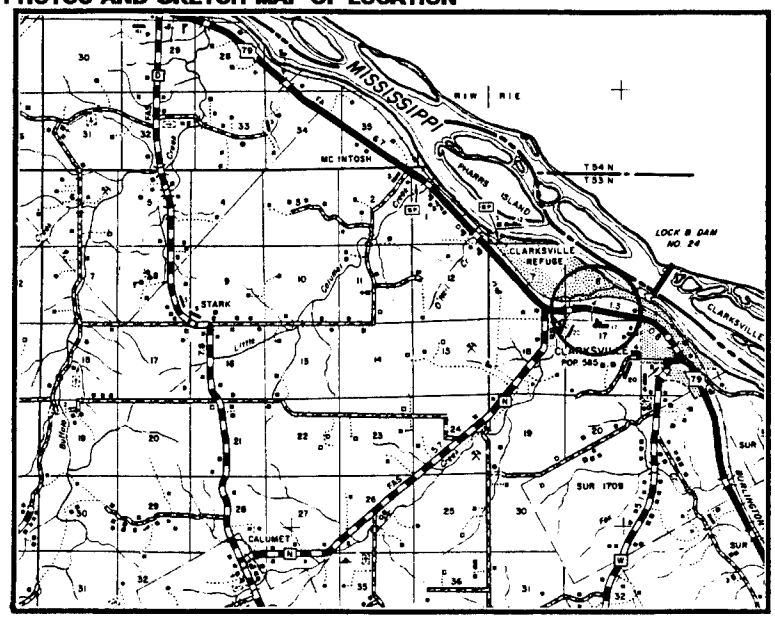
Located northwest of Clarksville, this long-span pony truss carries Missouri State Highway 79 over Calumet Creek. The bridge is comprised of a single rigid-connected pony truss span, which is supported by a concrete substructure and approached by steel stringer spans. The Calumet Creek Bridge was designed by the state highway department and constructed in 1935-36 by contractors Deering and Davidson for $33,698.95. The bridge is largely unaltered, other than deck repairs undertaken in 1988.

The Missouri State Highway Department used riveted Warren configurations for its pony trusses almost from the time the agency developed its first bridge standards around 1920. Structurally straightforward and versatile, these ubiquitous trusses were erected by the hundreds throughout the state in span lengths ranging from 40 to 100 feet. In the early 1930s the highway department designed Warren trusses with polygonal upper chords, a variation that was more materially conservant than the straight-chorded Warren for long-span applications. Relatively few of these Warren subtypes were built during the decade, due more to their extreme span length than to their utility. Approximately fifteen of these polygonal Warren pony trusses have been identified as extant by the statewide bridge inventory, all built between 1932 and 1940 and all spanning 100 feet or more. Fabricated from essentially the same drawings, their superstructures were virtually identical. With a construction date of 1935-36, this span in Pike County falls well within the mainstream of this minor structural trend in Missouri.

**NAME(S) OF STRUCTURE**

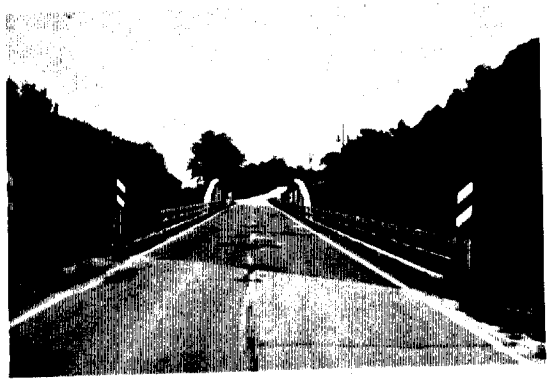
Calumet Creek Bridge

**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 No. K 317R; Missouri 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 | 26 March 1991 |

# HAER INVENTORY
## Missouri Historic Bridge Inventory

**NAME(S) OF STRUCTURE**
Ramsey Creek Bridge
MHTD: K 322

PIKE02

**DATE(S) OF CONSTRUCTION**
1936

**LOCATION**
State Highway 79 over Ramsey Creek; S6, T52N, R1E
6.4 miles southeast of Clarksville; Pike County, Missouri

**USE (ORIGINAL / CURRENT)**
highway bridge / highway bridge

**RATING** NRHP possibly eligible (score: 56)

**CONDITION**
good

**OWNER**
Missouri Highway and Transportation Department

| | | | |
|---|---|---|---|
| span number: | 1 | superstructure: | steel plate through girder, with steel stringer approach spans |
| span length: | 100.0' | substructure: | concrete abutments, wingwalls and piers |
| total length: | 190.0' | floor/decking: | concrete deck over steel stringers |
| roadway wdt.: | 22.0' | other features: | steel angle guardrails |

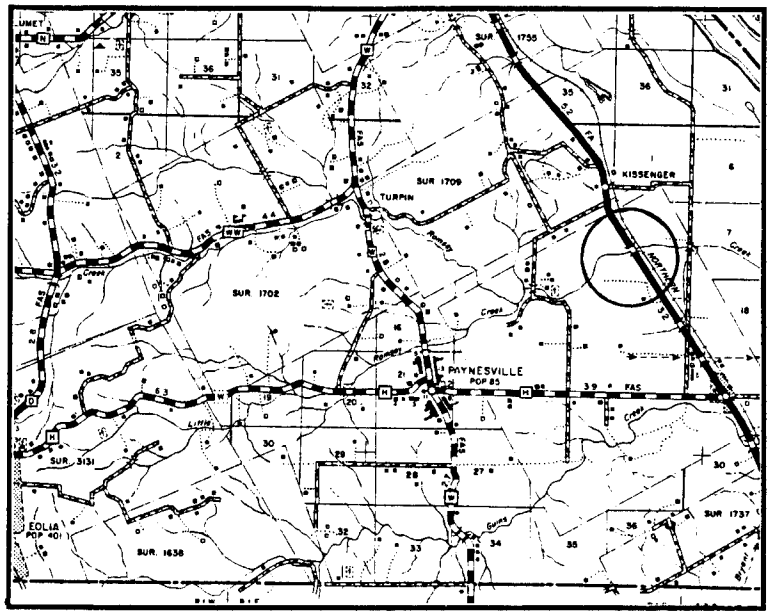
This multiple-span bridge carries State Highway 79 over Ramsey Creek at a rural crossing southeast of Clarksville. The structure consists of a single long-span, riveted plate through girder, flanked by a pair of steel stringer approach spans; the superstructure is supported by concrete piers and abutments. The Ramsey Creek Bridge was engineered by the Missouri State Highway Department in 1936. Designating the project as Federal Aid Project 487E, the agency solicited competitive proposals in June. That month the state highway commission awarded a contract to build the bridge to Martin Wunderlich and Condon, Cunningham & Lemmon. The contractors apparently completed the structure later that year for $26,168.00. Since that time the bridge has functioned in place, with only minor maintenance-related repairs.

Through the 1930s and 1940s, the Missouri State Highway Department designed and built progressively longer steel beam bridges, using both rolled and plate girders in through and deck configurations. This culminated at the end of the decade with spans around 150 feet. Other longer girders had been built elsewhere in the country, but for Missouri, this represented a noteworthy technological feat. With its 100-foot through girder span and 1936 construction date, the Ramsey Creek Bridge is noteworthy as one of the earliest of these long-span beam bridges.

**NAME(S) OF STRUCTURE**

Ramsey 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 No. K 322; Missouri 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 | 26 March 1991 |

# HAER INVENTORY
## Missouri Historic Bridge Inventory

**NAME(S) OF STRUCTURE**
Noix Creek Bridge
MHTD: K 487R

PIKE03

**DATE(S) OF CONSTRUCTION**
1935-36

**LOCATION**
State Highway 79 over Noix Creek; S20, T54N, R1W
southeastern edge of Louisiana; Pike County, Missouri

**USE (ORIGINAL / CURRENT)**
highway bridge / highway bridge

**RATING** NRHP possibly eligible (score: 58)

**CONDITION**
good

**OWNER**
Missouri Highway and Transportation Department

span number: 1
span length: 100.0'
total length: 218.0'
roadway wdt.: 24.0'

superstructure: steel, 10-panel, rigid-connected polygonal Warren pony truss, skewed, with steel stringer approach spans
substructure: concrete abutments and wingwalls; concrete hammerhead spill-through piers
floor/decking: asphalt-covered concrete deck, over steel stringers
other features: upper chord and inclined end post: 2 channels with cover plate and lacing; lower chord: 2 angles with batten plates; vertical: wide flange; diagonal: wide flange; lateral bracing: 1 angle; floor beam: I-beam, with cantilevered extensions outside webs on both sides to support sidewalks; guardrail: concrete; bridge plate: **MISSOURI HIGHWAY DEPT. BRIDGE N° K 487 1935**

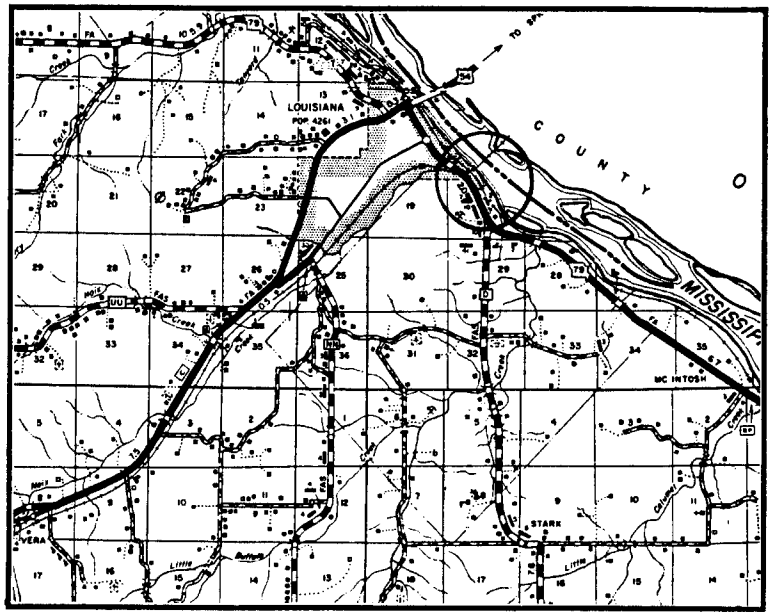
Located at the southern periphery of Louisiana, this long-span pony truss carries Missouri State Highway 79 over Noix Creek. The bridge is comprised of a single rigid-connected pony truss span, which is supported by a concrete substructure. The Noix Creek Bridge was designed by the state highway department and constructed in 1935-36 by contractor Otto Knutson for $48,711.30. The bridge is largely unaltered, other than deck repairs undertaken in 1988.

The Missouri State Highway Department used riveted Warren configurations for its pony trusses almost from the time the agency developed its first bridge standards around 1920. Structurally straightforward and versatile, these ubiquitous trusses were erected by the hundreds throughout the state in span lengths ranging from 40 to 100 feet. In the early 1930s the highway department designed Warren trusses with polygonal upper chords, a variation that was more materially conservant than the straight-chorded Warren for long-span applications. Relatively few of these Warren subtypes were built during the decade, due more to their extreme span length than to their utility. Approximately fifteen of these polygonal Warren pony trusses have been identified as extant by the statewide bridge inventory, all built between 1932 and 1940 and all spanning 100 feet. Fabricated from essentially the same drawings, their superstructures were virtually identical, other than the addition of accessories such as the cantilevered sidewalks on the Noix Creek Bridge. With a construction date of 1935-36, this span in Pike County falls well within the mainstream of this minor structural trend in Missouri.

**NAME(S) OF STRUCTURE**

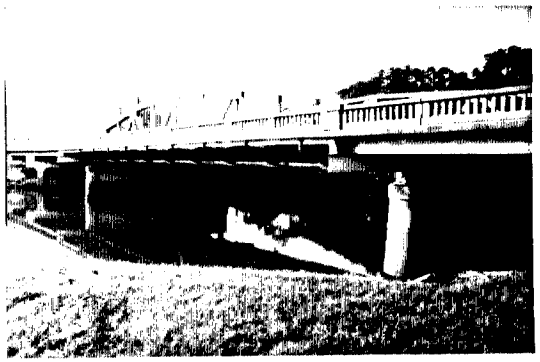
Noix Creek Bridge

**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 No. K 487R; Missouri Primary System Bridge Record, located at the Missouri Highway and Transportation Department, Jefferson City MO; Fraserdesign, "Noix Creek Bridge: Preliminary Determination of NRHP Eligibility for the Missouri Historic Bridge Inventory," 29 September 1992; field inspection by Clayton Fraser, 14 September 1990.

| INVENTORIED BY | AFFILIATION | DATE |
|---|---|---|
| Clayton B. Fraser | Fraserdesign, Loveland CO | 26 March 1991 |

# HAER INVENTORY

**Missouri Historic Bridge Inventory**

**NAME(S) OF STRUCTURE**
Champ Clark Bridge
MHTD: K 932R

PIKE04

**DATE(S) OF CONSTRUCTION**
1926-28

**LOCATION**
U.S. Highway 54 over Mississippi River; S18, T54N, R1W
Louisiana; Pike County, Illinois / Pike County, Missouri

**USE (ORIGINAL / CURRENT)**
highway bridge / highway bridge

**RATING** NRHP eligible (score: 72)

**CONDITION**
good

**OWNER**
Missouri Highway and Transportation Department; Illinois Department of Public Works and Bridges

span number: 5
span length: 420.0'
total length: 2248.0'
roadway wdt.: 20.0'

superstructure: steel, 14-panel, rigid-connected Pennsylvania through truss; 6 steel plate deck girder approach spans at the east end
substructure: concrete abutments, wingwalls and piers
floor/decking: asphalt-covered concrete over steel stringers
other features: upper chord and inclined end post: 2 channels with cover plate and double lacing; lower chord: 2 built-up channels with batten plates on top and bottom; vertical: 4 angles with lacing; diagonal: 4 angles with batten plates; lateral bracing: steel angles - bottom, 4 angles with lacing - top; strut: 4 angles with lacing; floor beam: plate girder; guardrail: 2 channels; portal plate: **DEDICATED TO CHAMP CLARK MEMBER OF CONGRESS SPEAKER OF THE HOUSE**; bridge plates (Missouri side): **1927 MISSISSIPPI RIVER BRIDGE ENGINEERS HARRINGTON, HOWARD AND ASH CONTRACTORS WISCONSIN BRIDGE & IRON CO. SUPERSTRUCTURE THE MISSOURI VALLEY BRIDGE & IRON CO. SUBSTRUCTURE; 1927 MISSISSIPPI RIVER BRIDGE MISSOURI-ILLINOIS BRIDGE CO...** [long list of company officers]; builder's plate (Illinois side): **BUILT BY WISCONSIN BRIDGE & IRON CO. NORTH MILWAUKEE, WISCONSIN 1927**

"Bring Illinois paved highways down to the river opposite Louisiana and we will take the pavement on to the Pacific Ocean." This was the message Louisiana's Chamber of Commerce sent to their counterparts in Pittsfield, Illinois, on February 12, 1926, thus beginning formal efforts to build the Champ Clark Bridge. Funding was arranged, in part through sale of stock in the Missouri-Illinois Bridge Company, and in March John Harrington of the Kansas City engineering firm Harrington, Howard and Ash surveyed proposed bridge sites. Harrington quickly proclaimed the Mansion Street site as an ideal location for a bridge. On May 5th President Coolidge signed H.R. 8918 into law, authorizing the bridge's erection. That October the Missouri Valley Bridge and Iron Company began work on the substructure, and a year later all the piers were in place. In the meantime, the Wisconsin Bridge and Iron Company was hard at work erecting the superstructure. High water caused by heavy rains slowed construction in the spring of 1927, but the project was only slightly behind schedule until September 6, 1927. On that day falsework holding the second span gave way, and the partially completed truss fell into the river. One workman died in the mishap, and it took two months to remove the fallen bridge from the river. Following this major setback, the structure was completed without further incident. Opened to traffic on May 15th, the bridge was formally dedicated in a

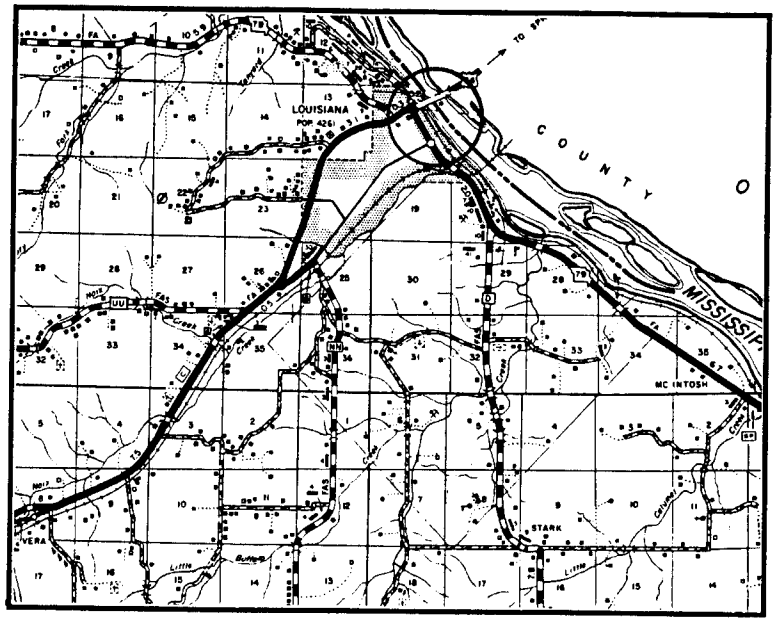
lavish ceremony held June 9, 1928. A parade with some fifty floats and nine bands marched its way from Bowling Green to the bridge site, where a Saint Louis man swan-dived off the top of the bridge. Among other dignitaries, the governors of Missouri and Illinois and the mayor of Chicago were in attendance. Named for Champ Clark, former Missouri Congressman and Speaker of the House, the bridge operated as a toll crossing until June 1952, when its indebtedness was paid off. It has served as a free crossing since that time, with deck replacement and pier repair in 1981 as the only alterations of note.

Bridges over the Mississippi River comprise some of America's longest examples of vehicular steel truss construction. With over 400 miles fronting on the great river, Missouri possesses several notable Mississippi River bridges. Seven of these, including the Champ Clark Bridge, are included in the statewide historic bridge inventory, and are all individually eligible for inclusion in the National Register. Although typically configured, the Champ Clark Bridge ranks among Missouri's most monumental examples of steel truss construction. The crossing is also historically significant for its pivotal role as an interstate crossing over a major river.

**NAME(S) OF STRUCTURE**

Champ Clark 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 No. K 932R; Missouri Primary System Bridge Record, located at the Missouri Highway and Transportation Department, Jefferson City MO; **Pike County Missouri: People, Places & Pikers**, compiled and edited by Karen Schwadron (1981), Pike County Historical Society; **Louisiana Press-Journal**, souvenir bridge edition (8 June 1988); "Seven New Mississippi River Highway Bridges," **Engineering News-Record**, 31 July 1930; field inspection by Clayton Fraser, 14 September 1990.

| INVENTORIED BY | AFFILIATION | DATE |
|---|---|---|
| Clayton B. Fraser | Fraserdesign, Loveland CO | 26 March 1991 |

# HAER INVENTORY

**Missouri Historic Bridge Inventory**

**NAME(S) OF STRUCTURE**
Eagle's Nest Bridge
MHTD: 018001.8

PIKE05

**DATE(S) OF CONSTRUCTION**
1907

**LOCATION**
County Road 18 over Salt River; S30, T55N, R2W
7.5 miles northwest of Louisiana; Pike County, Missouri

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

**RATING** NRHP eligible (score: 72)

**CONDITION**
fair

**OWNER**
Pike County

span number: 1
span length: 295.0'2
total length: 450.0'
roadway wdt.: 18.0'

superstructure: steel, 14-panel, pin-connected Pennsylvania through truss; 1 Pratt truss-leg bedstead and steel stringer approach spans at each end
substructure: concrete abutments and wingwalls; 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: square eyebar with turnbuckle; lateral bracing: round rod with threaded ends; strut: 2 braced angles; portal strut: 4 angles with double lacing and curved knee braces; floor beam: I-beam, field-bolted to vertical; guardrail: steel lattice

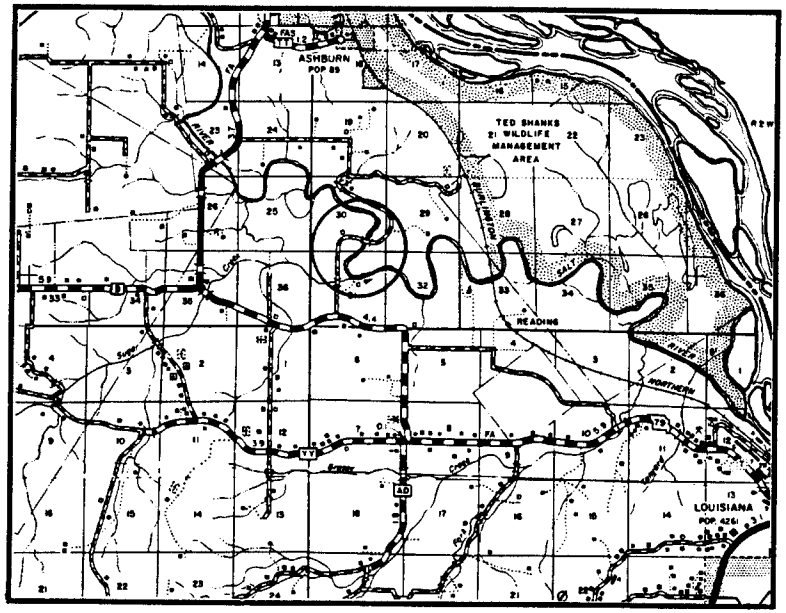
Bridging the Salt River at Eagle's Nest Ford was a process that took some three years to complete. Pike County Surveyor J.D. Beauchamp first viewed suitable sites for the bridge in June 1904. This was only a preliminary survey, however, with no further action taken at that time. Then, in December 1904 the Pike County Court ordered Beauchamp to estimate the cost and determine the best site for a Salt River bridge between Eagle's Nest and Bullock's Ford. A month later the Court ordered revenue from Buffalo and Salt River Townships to be set aside for two years to pay for the proposed bridge. This order was later rescinded, though, and in early February 1905 the Court established a special bridge fund to pay for the structure. A year later, in February 1906, the Court finally authorized Beauchamp to solicit bids to build the bridge, based on his design. On March 5, 1906, the Missouri Bridge and Iron Company was awarded an $11,390.00 contract to erect a Salt River crossing just downstream from Eagle's Nest Ford. The contract called for a 295-foot main span and four 40-foot approach spans, with an 18-foot roadway. The substructure consisted of concrete-filled steel cylinder piers under the main span, and steel bents with concrete pedestals under the approach spans. Although Missouri B&I agreed to complete the project by the following January, the truss was not ready for traffic until June 1907. Today, the Eagle's Nest Bridge still functions in its original location. Possessing a high degree of historical integrity, the bridge is little changed from its original appearance.

Before the state highway department began building major river crossings in the 1920s, the individual counties were responsible for erecting and maintaining such structures. Numerous long-span truss bridges were erected over the Salt, the Meramec, the Cuivre, the Grand and other major rivers in the late 19th and early 20th centuries. Their pinned connections and relatively narrow roadway widths

**NAME(S) OF STRUCTURE**

Eagle's Nest 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 No. 018001.8; Pike County Court Record - Book C: page 98 (20 January 1904), page 138 (26 December 1904), page 139 (2 January 1905), page 140 (20 January 1905), page 150 (7 February 1905), page 162 (12 May 1905), page 196 (7 February 1906), page 199 (5 March 1906), page 220 (16 July 1906), page 240 (8 November 1906), page 249 (26 November 1906), page 250 (31 December 1906), page 305 (1 January 1907), page 355 (3 January 1907); Pike County Court Record S: page 402 (8 January 1907), pages 422 and 427 (9 February 1907); original bridge contract (5 March 1906); original bridge drawing (for bedstead approaches), (22 August 1906) - located at Pike County Courthouse, Bowling Green MO; field inspection by Clayton Fraser, 14 September 1990.

| INVENTORIED BY | AFFILIATION | DATE |
|---|---|---|
| Clayton B. Fraser | Fraserdesign, Loveland CO | 26 March 1991 |

have made them likely targets for replacement, however, and many of these early iron or steel trusses have been subsequently replaced. As a result of decades of attrition, relatively few long-span trusses remain in use in Missouri. The Eagle's Nest Bridge is distinguished among these as a well-preserved example of a relatively uncommon Pratt truss subtype - the Pennsylvania through truss. Even more significant is the bridge's distinction as the state's longest pin-connected truss, other than the Chouteau Bridge over the Missouri River. A graceful long-span structure, it is one of Missouri's most important early wagon trusses.

# HAER INVENTORY
## Missouri Historic Bridge Inventory

**NAME(S) OF STRUCTURE**
Little Peno Creek Bridge
MHTD: 029001.5

PIKE07

**DATE(S) OF CONSTRUCTION**
c1900

**LOCATION**
County Road 29 over Little Peno Creek; S11, T54N, R4W
1.4 miles south of Frankford; Pike County, Missouri

**USE (ORIGINAL / CURRENT)**
railroad culvert / roadway culvert

**RATING** NRHP non-eligible (score: 37)

**CONDITION**
fair

**OWNER**
Pike County

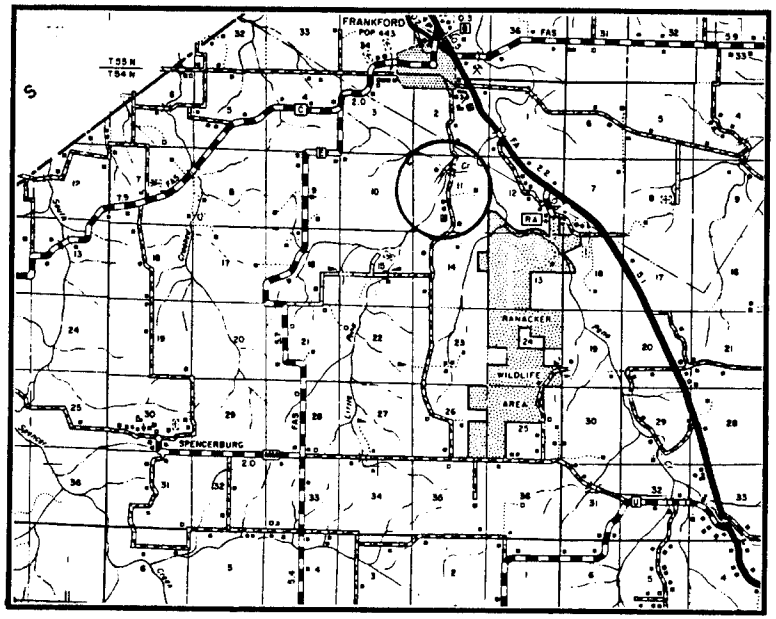
| | | | |
|---|---|---|---|
| span number: | 3 | superstructure: | concrete arch culvert |
| span length: | 16.0' | substructure: | concrete abutments, wingwalls and piers |
| total length: | 65.0' | floor/decking: | concrete deck |
| roadway wdt.: | 52.0' | other features: | no guardrails |

The Little Peno Creek Bridge was built as a railroad crossing by the St. Louis and Hannibal Railroad. When the right-of-way was later abandoned by the railroad, the grade was converted into a county road. The Peno Creek structure is technologically unremarkable and suffers from a loss of historic context relative to its association with the railroad.

**NAME(S) OF STRUCTURE**

Little Peno 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 No. 029001.5; field inspection by Clayton Fraser, 14 September 1990.

| INVENTORIED BY | AFFILIATION | DATE |
|---|---|---|
| Clayton B. Fraser | Fraserdesign, Loveland CO | 26 March 1991 |

# HAER INVENTORY

**Missouri Historic Bridge Inventory**

**NAME(S) OF STRUCTURE**
Bradley Ford Bridge
MHTD: 060000.6

PIKE08

**DATE(S) OF CONSTRUCTION**
1910

**LOCATION**
County Road 60 over Little Buffalo Creek; S33, T54N, R1W
3.0 miles southeast of Louisiana; Pike County, Missouri

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

**RATING** NRHP non-eligible (score: 36)

**CONDITION**
fair

**OWNER**
Pike County

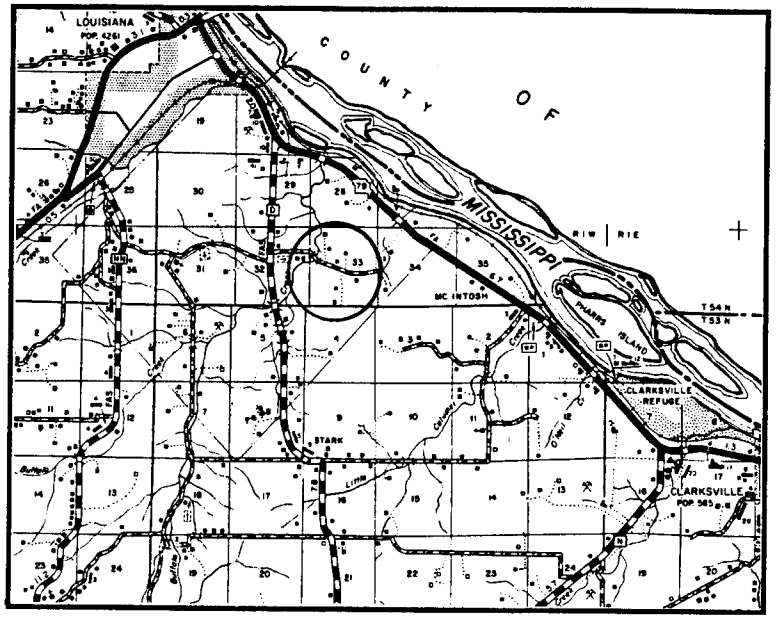
| | | | |
|---|---|---|---|
| span number: | 1 | superstructure: | steel, 5-panel, pin-connected Pratt pony truss, with steel stringer approach spans |
| span length: | 80.0' | substructure: | concrete abutments and wingwalls; concrete-filled steel cylinder piers |
| total length: | 121.0' | floor/decking: | concrete on corrugated steel, over steel stringers |
| roadway wdt.: | 11.8' | other features: | upper chord and inclined end post: 2 channels with cover plate and lacing; lower chord: 2 punched rectangular eyebars; vertical: 4 angles with lacing; diagonal: 2 punched rectangular eyebars; counter: round eyerod with turnbuckle; lateral bracing: round rod with threaded ends; floor beam: I-beam, field-bolted to vertical; guardrail: 2 channels |

Known locally as the Bradley Ford Bridge, this pinned Pratt pony truss carries a county road over Little Buffalo Creek three miles southeast of Louisiana, about a mile from the creek's confluence with the Mississippi River. Configured as a pin-connected Pratt pony truss, the bridge was built in 1910 by the Decatur Bridge Company. On April 11, 1910, the Pike County Court awarded a contract to the Decatur, Illinois, firm to fabricate and erect an 80-foot steel truss with approaches and concrete substructure over Buffalo Creek at Bradley's Ford. The contract stipulated that the structure would be complete by July 6th. Decatur took longer than planned to build the bridge, however, finally finishing it in November. It has functioned in place since that time. The structure's original timber deck has been replaced with concrete over corrugated steel, and a vertical member on the north side has been damaged in a collision. The Bradley Ford Bridge is a typically configured example of a common structure type.

**NAME(S) OF STRUCTURE**

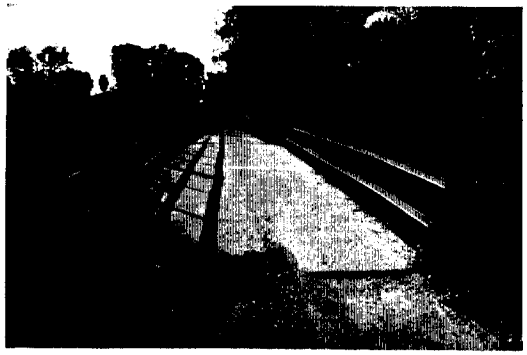
Bradley Ford Bridge

**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 No. 060000.6; Pike County Court Record - Book C: page 507 (11 April 1910), page 548 (11 November 1910); Pike County Court Record T: page 425 (7 February 1911) - located at Pike County Courthouse, Bowling Green MO; field inspection by Clayton Fraser, 14 September 1990.

| INVENTORIED BY | AFFILIATION | DATE |
|---|---|---|
| Clayton B. Fraser | Fraserdesign, Loveland CO | 26 March 1991 |