BOONE COUNTY

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

Inv. No.	MHTD	Bridge Name	Description
*BOON01	008002.0	Butler Bridge	1-100' **pinned Pratt through truss** **1905** Missouri B&I Co., St. Louis
*BOON02	285000.7	County Line Bridge	1- 40' pinned Pratt bedstead **1904** Canton Bridge Co., Canton OH
BOON03	385001.1	Vaughn Bridge	1- 95' **pinned Pratt through truss** **1910** Stupp Brothers B&I Company
*BOON04	389002.8	County Line Bridge	1- 90' **pinned Pratt through truss** **1909** Missouri Bridge and Iron Co.
*BOON05	401000.4	Hart Creek Bridge	1- 80' **rivet 2-angle Camelback pony** c1930
*BOON06	093000.7	Moon Valley Bridge	1-**170'** **pinned Parker through truss** **1906** Kansas City Bridge Company
*BOON07	093000.8	Hinkson Creek Bridge	1-103' **pinned Pratt through truss** **1888** H.W. Sebastian Bridge Co.
*BOON08	093000.9	Rock Quarry Bridge	1-103' pinned Pratt through truss c**1905**

EXCLUDED:

Pratt pony truss
227001.4

Warren pony truss
033000.6

Lattice bedstead
286001.3

Steel stringer/girder
S 352 013000.2 093000.3 093001.0 093001.4 106002.3 212000.1
331000.4

Concrete girder
G 588A G 738 G 739 G 740 G 741R H 195 H 198
H 199 H 803R L 264R 010009.7

Concrete slab
G 589 G 742 H 196 H 197 H 219

Concrete box culvert
G 591R G 768R H 228 L 330R S 350 S 680 S 681
T 404 T 632 X 585 X 749 010030.0

BOONE COUNTY

SUMMARY:

	Primary	Secondary	Urban	Other	Total
Included	0	8	0	0	8
Excluded	29	12	0	0	41
	29	20	0	0	49 structures

Butler Bridge

BOON01

GENERAL DATA

structure no.: 008002.0
county: Boone

city/town: 2.3 miles east of Harrisburg
feature inters.: Perche Creek
cadastral grid: S7, T50N, R13W
highway route: County Road 10
highway distr.: 5
current owner: Boone County

STRUCTURAL DATA

superstructure: steel, 6-panel, pin-connected Pratt through truss
substructure: stone abutments and wingwalls

span number: 1
span length: 100.0'
total length: 105.0'
roadway width: 12.0'

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 looped rectangular eyebars; vertical: 2 channels with lacing (2 looped square eyebars at hip); diagonal: 2 looped rectangular eyebars; counter: 1 or 2 round eyerods with turnbuckles; lateral bracing: round rod with threaded ends; floor beam: I-beam, field-bolted to vertical (with newer I-beam welded underneath); guardrail: timber

HISTORICAL DATA

erection date: 1905
erection cost: $1495.00 (superstructure cost)
designer: Missouri Bridge and Iron Company, St. Louis MO
fabricator : Missouri Bridge and Iron Company, St. Louis MO; Cambria Steel Company, Pittsburgh PA
contractor: Missouri Bridge and Iron Company, St. Louis MO

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 008002.0; Boone County Court Record, Book X: page 114 (6 July 1891), page 146 (5 August 1891), page 179 (9 August 1891), page 194 (2 November 1891), page 199 (7 December 1891); Book 3: page 395 (11 May 1905), page 546 (4 January 1906), located at the Boone County Courthouse, Columbia MO; field inspection by Clayton Fraser, 16 July 1992.

sign. rating: 43
evaluation: NRHP non-eligible (typically configured example of common structural type)

inventoried by: Clayton B. Fraser 29 January 1992

County Line Bridge

BOON02

GENERAL DATA

structure no.: 285000.7
county: Boone

city/town: 12.5 miles northeast of Columbia
feature inters.: Cedar Creek
cadastral grid: S10, T49N, R11W
highway route: County Road 10
highway distr.: 5
current owner: Boone County

STRUCTURAL DATA

superstructure: steel, 3-panel, pin-connected Pratt truss-leg bedstead, with steel stringer approach span
substructure: steel truss-leg pier, with timber back- and wingwalls

span number: 1
span length: 40.0'
total length: 52.0'
roadway width: 11.0'

condition: fair
alterations: backwalls recently replaced; bridge closed
floor/decking : timber deck over steel stringers
other features: upper chord and upright end post: 2 channels with cover and batten plates; lower chord: 2 looped rectangular eyebars, 2 angles with batten plates; vertical: 4 angles with lacing; diagonal: 2 looped square eyebars; counter: looped eyebar with turnbuckle; lateral bracing: square eyebar with threaded ends; floor beam: I-beam, field-bolted to vertical; guardrail: 2 angles with fencing added; cast iron hip blocks

HISTORICAL DATA

erection date: 1904
erection cost: $975.00
designer: Canton Bridge Company, Canton OH
fabricator : Canton Bridge Company, Canton OH; Cambria Steel Company, Pittsburgh PA
contractor: Canton Bridge Company, Canton OH

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 285000.7; Callaway County Court Record, Book 31: page 78 (7 December 1903), located at Callaway County Courthouse, Fulton MO; field inspection by Clayton Fraser and Sheila Bricher-Wade, 8 November 1990.

sign. rating: 39
evaluation: NRHP non-eligible (typical example of common structural type)

inventoried by: Clayton B. Fraser 29 January 1992

Vaughn Bridge

BOON03

GENERAL DATA

structure no.: 385001.1
county: Boone

city/town: 5.0 miles southeast of Ashland
feature inters.: Cedar Creek
cadastral grid: S31, T46N, R11W
highway route: County Road 10
highway distr.: 5
current owner: Boone County

STRUCTURAL DATA

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

span number: 1
span length: 95.0'
total length: 137.0'
roadway width: 12.8'

condition: fair
alterations: none
floor/decking : timber deck over steel stringers
other features: steel angle guardrails

HISTORICAL DATA

erection date: 1910
erection cost: $1900.00 (superstructure only)
designer: Stupp Brothers Bridge and Iron Company, St. Louis MO
fabricator : Stupp Brothers Bridge and Iron Company, St. Louis MO
contractor: Stupp Brothers Bridge and Iron Company, St. Louis MO; county crew

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 385001.1; Boone County Court Record, Book 6: page 140 (18 April 1910), located at Boone County Courthouse, Columbia MO; Callaway County Court Record, Book 31: page 471 (9 June 1909), page 504 (May 1910), located at Callaway County Courthouse, Fulton MO.

sign. rating: 39
evaluation: NRHP non-eligible (typically configured example of common structural type)

inventoried by: Clayton B. Fraser 29 January 1992

County Line Bridge

BOON04

GENERAL DATA

structure no.: 389002.8
county: Boone

city/town: 5.3 miles southeast of Ashland
feature inters.: Cedar Creek
cadastral grid: S6, T45N, R11W
highway route: County Road 10
highway distr.: 5
current owner: Boone County

STRUCTURAL DATA

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

span number: 1
span length: 90.0'
total length: 158.0'
roadway width: 12.0'

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 looped rectangular eyebars; vertical: 2 channels with lacing, (2 looped square eyebars at the hip); diagonal: 2 rectangular eyebars; counter: 1 square eyebar with turnbuckle; lateral bracing: round rod with threaded ends; strut: 2 angles; floor beam: I-beam, U-bolted to lower chord pin; guardrail: 2 angles

HISTORICAL DATA

erection date: 1909
erection cost: $2250.00 (contract amount)
designer: Missouri Bridge and Iron Company, St. Louis MO
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 Number 389002.8; Callaway County Court Record, Book 31: page 471 (8 June 1909), located at Callaway County Courthouse, Fulton MO; field inspection by Clayton Fraser and Sheila Bricher-Wade, 8 November 1990.

sign. rating: 43
evaluation: NRHP non-eligible (typically configured, well-preserved example of mainstay structural type)

inventoried by: Clayton B. Fraser 29 January 1992

Hart Creek Bridge

BOON05

GENERAL DATA

structure no.: 401000.4
county: Boone

city/town: 7.5 miles south of Ashland
feature inters.: Hart Creek
cadastral grid: S18/19, T45N, R12W
highway route: County Road 10
highway distr.: 5
current owner: Boone County

STRUCTURAL DATA

superstructure: steel, 5-panel, rigid-connected Camelback pony truss
substructure: steel pile bent abutments with timber back- and wingwalls

span number: 1
span length: 80.0'
total length: 82.0'
roadway width: 14.5'

condition: fair
alterations: none
floor/decking : timber deck over steel stringers
other features: upper chord and inclined end post: 2 angles; lower chord: 2 angles; vertical: 2 angles; diagonal: 1 and 2 angles; lateral bracing: round rod with threaded ends; floor beam: I-beam, field-bolted to vertical; guardrail: 2 angles

HISTORICAL DATA

erection date: c1930
erection cost: unknown
designer: unknown
fabricator : Inland Steel Company, East Chicago IN
contractor: unknown

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 401000.4; field inspection by Clayton Fraser and Sheila Bricher-Wade, 8 November 1990.

sign. rating: 45
evaluation: NRHP non-eligible (inadequately documented example of uncommon structural type)

inventoried by: Clayton B. Fraser 29 January 1992

Moon Valley Bridge

BOON06

GENERAL DATA

structure no.: 093000.7
county: Boone
city/town: Columbia
feature inters.: Hinkson Creek
cadastral grid: none
highway route: Moon Valley Road
highway distr.: 5
current owner: Boone County

STRUCTURAL DATA

superstructure: steel, 8-panel, pin-connected Parker through truss
substructure: stone abutments and wingwalls; concrete-filled steel cylinder piers

span number: 1
span length: 170.0'
total length: 175.0'
roadway width: 13.8'
condition: fair
alterations: truss moved, 1938
floor/decking : asphalt over timber deck with 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 (2 angles with batten plates at hip); diagonal: 2 punched rectangular eyebars; counter: 1 square eyebar with turnbuckle; lateral bracing: round rod with threaded ends; strut: 2 angles with continuous plate; floor beam: I-beam, field-bolted to vertical; guardrail: 2 angles with lattice

HISTORICAL DATA

erection date: 1906-07; moved 1938
erection cost: $8200 (original two-span bridge); $3800.00 (truss move)
designer: Kansas City Bridge Company, Kansas City MO
fabricator : Kansas City Bridge Company, Kansas City MO; Carnegie Steel Company, Pittsburgh PA
contractor: Kansas City Bridge Company, Kansas City MO; Everett Stone, Columbia MO (move)

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 093000.7; Francis Pike, "Whatever Happened To...?" **Columbia Tribune**, 14 February 1988; Cooper County Court Record, Book X: pages 90-91 (9 May 1906), page 98 (6 June 1906), page 102 (9 July 1906), page 162 (4 December 1906), located at Cooper County Courthouse, Boonville MO; construction drawings for Turley Bridge, dated 4 June 1906, by Kansas City Bridge Company; completion report for Turley Bridge, dated 6 March 1907, by Cooper County Engineer, located at Cooper County Courthouse, Boonville MO; field inspection by Clayton Fraser and Sheila Bricher-Wade, 8 November 1990.

Moon Valley Bridge

sign. rating: 48
evaluation: NRHP possibly eligible (well-preserved example of relatively uncommon structural type, moved to this location)

inventoried by: Clayton B. Fraser 29 January 1992

Hinkson Creek Bridge

BOON07

GENERAL DATA

structure no.: 093000.8
county: Boone
city/town: Columbia
feature inters.: Hinkson Creek
cadastral grid: none
highway route: vacated county road
highway distr.: 5
current owner: Boone County

STRUCTURAL DATA

superstructure: wrought iron, 6-panel, pin-connected Pratt through truss
substructure: stone masonry abutments and wingwalls

span number: 1
span length: 103.0'
total length: 103.0'
roadway width: 12.0'
condition: fair
alterations: deck replaced; bridge closed
floor/decking : plywood 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 square eyebars at the hip; diagonal: 2 punched rectangular eyebars; counter: round eyerod with turnbuckle; lateral bracing: round rod with threaded ends; strut: I-beam; floor beam: I-beam, U-bolted to lower chord pins; guardrail: timber; portal builder's plate: **H.W. SEBASTIAN & Co. / BUILDERS / ST. LOUIS Mo.**

HISTORICAL DATA

erection date: 1888
erection cost: $1750.00 (superstructure cost)
designer: H.W. Sebastian and Company, St. Louis MO
fabricator : H.W. Sebastian and Company, St. Louis MO
contractor: H.W. Sebastian and Company, St. Louis MO

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 093000.8; Boone County Court Record, Book W: page 43 (7 May 1988), page 115 (4 December 1988), page 117 (17 December 1988), page 118 (7 January 1989), located at the Boone County Courthouse, Columbia MO; field inspection by Clayton Fraser and Sheila Bricher-Wade, 8 November 1990.

sign. rating: 56
evaluation: NRHP possibly eligible (oldest truss remaining in county; well-preserved example of mainstay structural type)

inventoried by: Clayton B. Fraser 29 January 1992

Rock Quarry Bridge

BOON08

GENERAL DATA

structure no.: 093000.9
county: Boone
city/town: Columbia
feature inters.: Hinkson Creek
cadastral grid: none
highway route: County Road 93
highway distr.: 5
current owner: Boone County

STRUCTURAL DATA

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

span number: 1
span length: 103.0'
total length: 105.0'
roadway width: 12.0'
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, U-bolted to lower chord pins; guardrail: chain link fencing

HISTORICAL DATA

erection date: c1905
erection cost: unknown
designer: unknown
fabricator : Carnegie Steel Company, Pittsburgh PA
contractor: unknown

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 093000.9; field inspection by Clayton Fraser and Sheila Bricher-Wade, 8 November 1990.

sign. rating: 28
evaluation: NRHP non-eligible (typically configured, inadequately documented example of common structural type)

Inventoried by: Clayton B. Fraser 29 January 1992

HAER INVENTORY
Missouri Historic Bridge Inventory

NAME(S) OF STRUCTURE
Butler Bridge
MHTD: 008002.0

BOON01

DATE(S) OF CONSTRUCTION
1905

LOCATION
County Road 10 over Perche Creek; S7, T50N, R13W
2.3 miles east of Harrisburg; Boone County, Missouri

USE (ORIGINAL / CURRENT)
roadway bridge / roadway bridge

RATING NRHP non-eligible (score: 43)

CONDITION
fair

OWNER
Boone County

span number:	1	superstructure:	steel, 6-panel, pin-connected Pratt through truss
span length:	100.0'	substructure:	stone abutments and wingwalls
total length:	105.0'	floor/decking:	timber deck over steel stringers
roadway wdt.:	12.0'	other features:	upper chord and inclined end post: 2 channels with cover and batten plates; lower chord: 2 looped rectangular eyebars; vertical: 2 channels with lacing (2 looped square eyebars at hip); diagonal: 2 looped rectangular eyebars; counter: 1 or 2 round eyerods with turnbuckles; lateral bracing: round rod with threaded ends; floor beam: I-beam, field-bolted to vertical (with newer I-beam welded underneath); guardrail: timber

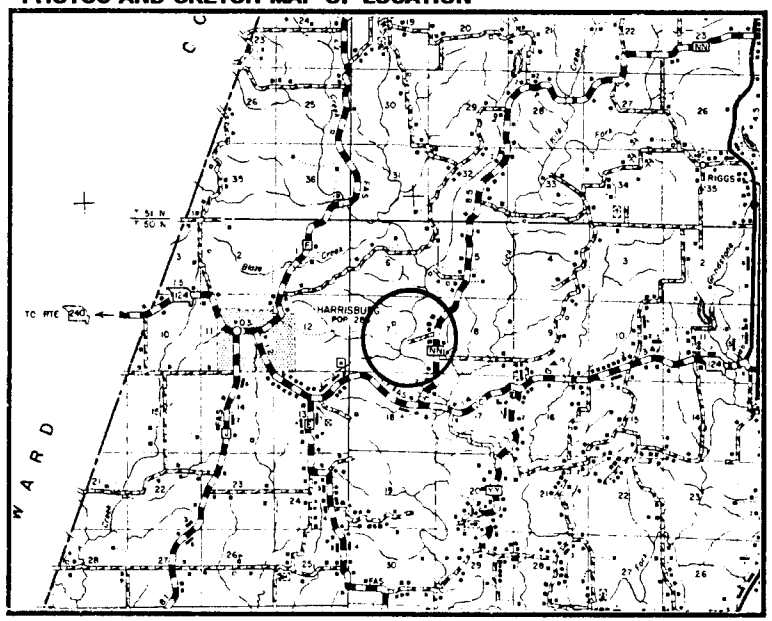
In July 1891 the Boone County Court received a petition from John Butler and others for a permanent bridge over Perche Creek near Butler's Store, east of Harrisburg. The court responded by directing county bridge commissioner George B. Flood to inspect the site of the proposed crossing. In his report to the court the next month, Flood stated that a 90-foot iron span would be required here, but that the increased cost of a 100-foot span would be offset by a decrease in the cost of the approaches. "I think this will be all that will be required to put up a good bridge and its substructures and approaches," he concluded. The county opted for the 100-foot span, hired local masonry contractor Henry C. Bergman to build the stone abutments and contracted with the Massillon Bridge Company of Ohio to fabricate and erect the wrought iron superstructure. The 1891 truss lasted less than fifteen years before it needed replacement. In June 1905 the county contracted with the Missouri Bridge and Iron Works of St. Louis for a 100-foot steel truss to replace the earlier iron structure. Like its predecessor, the new truss featured a Pratt configuration with pinned connections. MoB&I used steel components rolled by the Cambria mills in Pittsburgh to fabricate the truss, erecting it on the existing stone abutments later that year for $1495.00. The Butler Bridge has functioned in place since this time, with only minor maintenance-related repairs to its floor system.

Marketed extensively by virtually all of the major in-state bridge contractors and promoted in the form of standardized designs, the pinned Pratt through truss was used widely by Missouri's counties to carry roads over the state's myriad streams and creeks. Thousands of such small- to medium-scale trusses were erected across the state in the late 19th and early 20th centuries, and many remain today. The Butler Bridge is noteworthy as a well-preserved example of this mainstay structural type.

NAME(S) OF STRUCTURE

Butler Bridge (Perche 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 010006.B; Boone County Court Record, Book X: page 114 (6 July 1891), page 146 (5 August 1891), page 179 (9 August 1891), page 194 (2 November 1891), page 199 (7 December 1891); Book 3: page 395 (11 May 1905), page 546 (4 January 1906), located at the Boone County Courthouse, Columbia MO; field inspection by Clayton Fraser, 16 July 1992.

INVENTORIED BY	AFFILIATION	DATE
Clayton B. Fraser	Fraserdesign, Loveland CO	29 January 1992

HAER INVENTORY
Missouri Historic Bridge Inventory

NAME(S) OF STRUCTURE
County Line Bridge (Cedar Creek Bridge)
MHTD: 010021.9

BOON04

DATE(S) OF CONSTRUCTION
1909

LOCATION
County Road 10 over Cedar Creek; S6, T45N, R11W
5.3 miles southeast of Ashland; Boone County, Missouri

USE (ORIGINAL / CURRENT)
roadway bridge / roadway bridge

RATING NRHP non-eligible (score: 43)

CONDITION
fair

OWNER
Boone County

span number: 1
span length: 90.0'
total length: 158.0'
roadway wdt.: 12.0'

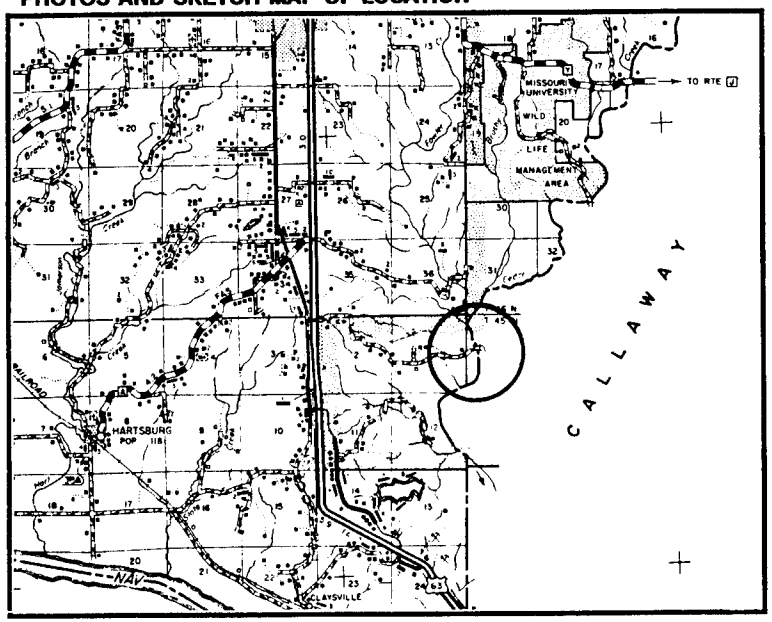
superstructure: steel, 5-panel, pin-connected Pratt through truss, with steel-stringer approach span at each end
substructure: concrete abutments and wingwalls; concrete-filled steel cylinder piers
floor/decking: timber deck over steel stringers
other features: upper chord and inclined end post: 2 channels with cover and batten plates; lower chord: 2 looped rectangular eyebars; vertical: 2 channels with lacing, (2 looped square eyebars at the hip); diagonal: 2 rectangular eyebars; counter: 1 square eyebar with turnbuckle; lateral bracing: round rod with threaded ends; strut: 2 angles; floor beam: I-beam, U-bolted to lower chord pin; guardrail: 2 angles

This short-span truss spans Cedar Creek on the line between Boone and Callaway Counties southeast of Ashland. The timber-decked structure consists of a single pinned Pratt through truss, supported by steel cylinder piers and approached on both ends by short steel stringer spans. The bridge dates to 1909. In the spring of that year, Boone and Callaway Counties agreed to share the cost of a permanent bridge at this location, as they had done on several earlier crossings of Cedar Creek. In June Callaway County Highway Engineer H.C.D. Halley awarded a contract to fabricate and erect the bridge on steel tubes. Low bidder at $2250.00, the Missouri Bridge and Iron Company of St. Louis received the contract. Using steel components rolled in Pittsburgh by Jones and Laughlin, MoB&I completed the bridge later that year. It has carried light traffic since at this rural crossing, in essentially unaltered condition. With modest dimensions and typical detailing, the County Line Bridge is a well-preserved example of a mainstay structural type: the pin-connected Pratt through truss.

NAME(S) OF STRUCTURE

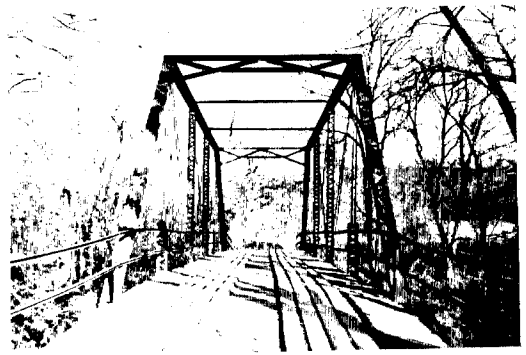
County Line Bridge (Cedar Creek Bridge)

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 010021.9; Callaway County Court Record, Book 31: page 471 (8 June 1909), located at Callaway County Courthouse, Fulton MO; field inspection by Clayton Fraser and Sheila Bricher-Wade, 8 November 1990.

INVENTORIED BY	AFFILIATION	DATE
Clayton B. Fraser	Fraserdesign, Loveland CO	29 January 1992

HAER INVENTORY

Missouri Historic Bridge Inventory

NAME(S) OF STRUCTURE
Moon Valley Bridge (Hinkson Creek Bridge) BOON06
MHTD: 093000.7

DATE(S) OF CONSTRUCTION
1906-07; moved 1938

LOCATION
Moon Valley Road over Hinkson Creek; none
Columbia; Boone County, Missouri

USE (ORIGINAL / CURRENT)
roadway bridge / roadway bridge

RATING NRHP possibly eligible (score: 48)

CONDITION
fair

OWNER
Boone County

span number:	1	superstructure:	steel, 8-panel, pin-connected Parker through truss
span length:	170.0'	substructure:	stone abutments and wingwalls; concrete-filled steel cylinder piers
total length:	175.0'	floor/decking:	asphalt over timber deck with steel stringers
roadway wdt.:	13.8'	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 (2 angles with batten plates at hip); diagonal: 2 punched rectangular eyebars; counter: 1 square eyebar with turnbuckle; lateral bracing: round rod with threaded ends; strut: 2 angles with continuous plate; floor beam: I-beam, field-bolted to vertical; guardrail: 2 angles with lattice

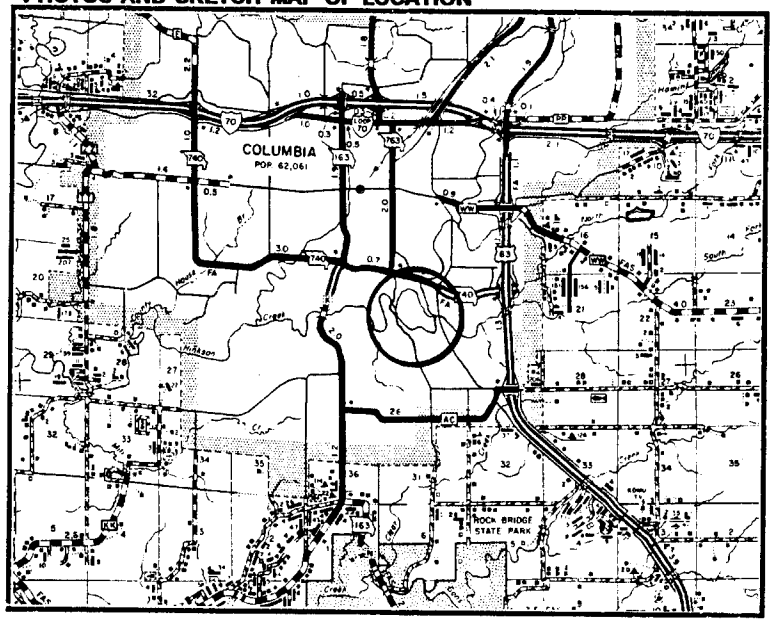
This long-span pinned Parker truss carries the Moon Valley Road over Hinkson Creek at the outskirts of Columbia, the Boone County seat. Supported by steel cylinder piers and concrete abutments, the bridge appears to have been built at this location originally, but in fact it was built as part of a two-span structure over the Lamine River in Cooper County, and moved to its present site in 1938. The truss on the Moon Valley Bridge dates to 1906. In May of that year the Cooper County Court declared "an urgent necessity for rebuilding the Turley Bridge across the Lamine River." The county solicited competitive proposals for the new bridge's construction, but when all twelve of the bids came in too high, county surveyor Eth Hale negotiated with all of the bridge contractors to secure a lower price. The Kansas City Bridge Company received the contract for $8200.00. Using steel components rolled in Pittsburgh by Carnegie, KCBCo fabricated the two 170-foot spans and erected them on stone abutments and piers. The Turley Bridge was reported complete in March 1907. It carried traffic at the rural Cooper County crossing for almost thirty years before it was replaced by the state highway department with a heavier bridge [**COOP03**]. One of the spans of the 1907 bridge was moved to another Cooper County crossing [**COOP04**]. The other was moved in 1938 to this crossing on the Moon Valley Road near Columbia. It replaced an earlier truss that was destroyed when two cars crashed through its floor on University of Missouri Homecoming night. In November 1938 the county hired Columbia contractor Everett Stone to move one of the Turley Bridge trusses and re-erect it on the existing steel tubes from the earlier truss. It has functioned in place since the move, in unaltered condition.

Pinned Pratt through trusses were erected by the thousands on Missouri's county road system in the late 19th and early 20th centuries. Parker trusses - polygonal-chorded Pratt variants -were built far less often. Less than three dozen pinned Parker trusses remain in use in Missouri today. With a construction date of 1906-07 and a span length of 170 feet, the Moon Valley Bridge typifies the remaining Parkers. Its locational integrity has changed considerably, due to the 1938 move, but the truss itself has retained a high degree of structural integrity, and it has acquired the patina of history in its more than 50 year service at this Boone County location.

NAME(S) OF STRUCTURE

Moon Valley Bridge (Hinkson 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 093000.7; Francis Pike, "Whatever Happened To...?" **Columbia Tribune**, 14 February 1988; Cooper County Court Record, Book X: pages 90-91 (9 May 1906), page 98 (6 June 1906), page 102 (9 July 1906), page 162 (4 December 1906), located at Cooper County Courthouse, Boonville MO; construction drawings for Turley Bridge, dated 4 June 1906, by Kansas City Bridge Company; completion report for Turley Bridge, dated 6 March 1907, by Cooper County Engineer, located at Cooper County Courthouse, Boonville MO; field inspection by Clayton Fraser and Sheila Bricher-Wade, 8 November 1990.

INVENTORIED BY	AFFILIATION	DATE
Clayton B. Fraser	Fraserdesign, Loveland CO	29 January 1992

HAER INVENTORY

Missouri Historic Bridge Inventory

NAME(S) OF STRUCTURE
Hinkson Creek Bridge
MHTD: 093000.8

BOON07

DATE(S) OF CONSTRUCTION
1888

LOCATION
vacated county road over Hinkson Creek
Columbia; Boone County, Missouri

USE (ORIGINAL / CURRENT)
roadway bridge / abandoned

RATING NRHP possibly eligible (score: 56)

CONDITION
fair

OWNER
Boone County

span number:	1	superstructure:	wrought iron, 6-panel, pin-connected Pratt through truss
span length:	103.0'	substructure:	stone masonry abutments and wingwalls
total length:	103.0'	floor/decking:	plywood deck over steel stringers
roadway wdt.:	12.0'	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 square eyebars at the hip; diagonal: 2 punched rectangular eyebars; counter: round eyerod with turnbuckle; lateral bracing: round rod with threaded ends; strut: I-beam; floor beam: I-beam, U-bolted to lower chord pins; guardrail: timber; portal builder's plate: **H.W. SEBASTIAN & Co. / BUILDERS / ST. LOUIS Mo.**

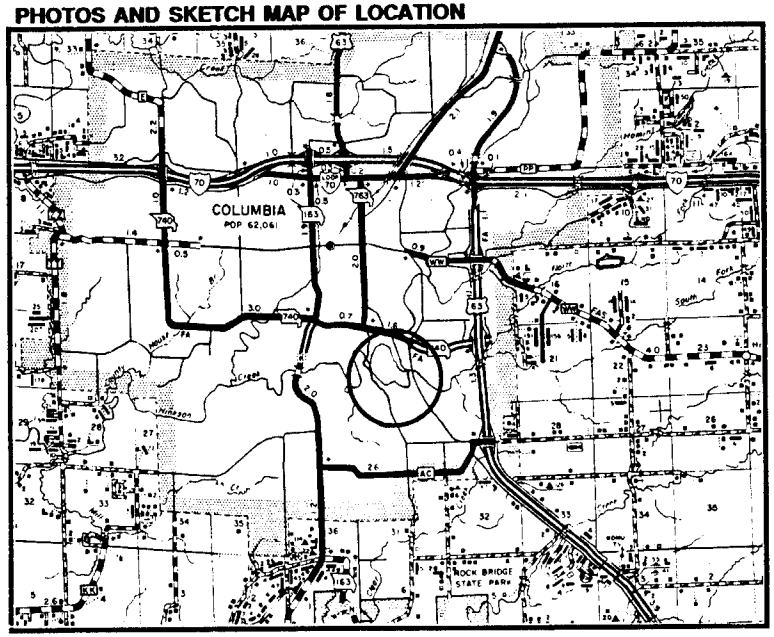
In May 1888, when J.D. Little and a large group of local citizens petitioned the Boone County Court for a new bridge over Hinkson Creek, the setting was a rural one. The city of Columbia has since grown up around the site, but the iron truss that was built that year remains much as it did when it was completed. Actually, the 1888 bridge here was preceded by an earlier structure that carried the Columbia and Providence Road; Little's petition was for a permanent iron span to replace the deteriorating timber structure. After reviewing the petition, the court directed county road and bridge commissioner W.E. Wright "to examine the old bridge and the site and report the necessity of a new bridge and the probable cost of erecting same." Wright inspected the old bridge, surveyed the site and reported back to the court that a 103-foot truss would be necessary to span the creek at this point. The county then contracted with St. Louis bridge builder H.W. Sebastian to fabricate and erect the wrought iron Pratt truss for $1750.00, and it hired local contractors Bergman and Nichols to build the stone abutments. The Hinkson Creek Bridge was completed by the end of November 1888. The truss first carried mainline wagon traffic, then later secondary car traffic, and now it is closed and barricaded. The original deck and guardrails have been replaced, but the structure otherwise remains unchanged.

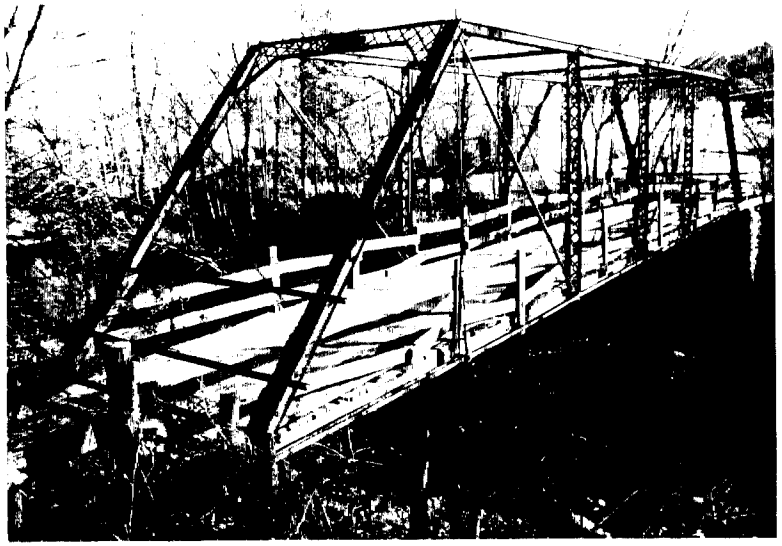
The Hinkson Creek Bridge is historically significant as the last remaining example from what was once an extensive group of wrought iron trusses in Boone County. It is technologically significant as an early, well-preserved example of what was a mainstay structural type in Missouri: the pin-connected Pratt through truss. The bridge is also noteworthy for its association with H.W. Sebastian. Henry Sebastian and William Vliet began building bridges from their Kansas City office in the 1870s. Sebastian split from Vliet sometime before 1879, forming H.W. Sebastian and Company in St. Louis. In 1888 - as the Hinkson Creek Bridge was under construction, in fact - he incorporated his firm as the St. Louis Bridge and Iron Works. The Hinkson Creek Bridge is the earliest remaining truss in Missouri attributable to this seminal in-state bridge builder. It is thus both historically and technologically significant.

NAME(S) OF STRUCTURE

Hinkson 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 093000.8; Boone County Court Record, Book W: page 43 (7 May 1988), page 115 (4 December 1988), page 117 (17 December 1988), page 118 (7 January 1989), located at the Boone County Courthouse, Columbia MO; field inspection by Clayton Fraser and Sheila Bricher-Wade, 8 November 1990.

INVENTORIED BY	AFFILIATION	DATE
Clayton B. Fraser	Fraserdesign, Loveland CO	29 January 1992