

# ST. CHARLES COUNTY

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

Inv. No.	MHTD	Bridge Name	Description
*STCH01	J 1000	Daniel Boone Bridge	4-512' <b>riveted cantilever through truss</b> 1937 Kansas City Bridge Company
*STCH02	K 984R1	Clark Bridge	(replaced)
STCH03	SCC 172	Bergfeld Bridge	1- 66' <b>pinned Pratt half-hip pony truss</b> 1910 Stupp Brothers B&I Company
*STCH04	SCC 174	Frey Ford Bridge	1-100' <b>pinned Pratt through truss</b> 1908 Missouri Bridge and Iron Co.
*STCH05	SCC 176	Peruque Creek Bridge	1- 90' <b>pinned Pratt pony truss</b> c1915
*STCH06	SCC 178	Peruque Creek Bridge	1- 80' <b>pinned Pratt through truss</b> c1915
*STCH07	SCC 230	Schluersburg Bridge	1-100' <b>riveted Pratt through truss</b> 1913 Miller and Borcharding
*STCH08	SCC 262	Camp Creek Bridge	1- 60' <b>pinned Pratt pony truss</b> c1910
STCH09	SCC 269	Camp Creek Bridge	1- 80' <b>riveted Camelback pony truss</b> c1925
*STCH10	SCC 274R	Bridge	1- 42' <b>pinned Pratt pony truss</b> c1890
*STCH11	SCC 388	Karrenbrock Mill Bridge	1-116' <b>pinned Pratt through truss</b> 1909 Decatur Bridge Company

## EXCLUDED:

Pratt pony truss  
 SCC 152    SCC 286    SCC 330    SCC 372    SCC 508

Warren pony truss  
 SCC 164    SCC 241    SCC 291    U387500.3 092

Lattice bedstead  
 SCC 232R

## Steel stringer

G 337	H 141R	L 15	L 16	SCC 47	SCC 102	SCC 161
SCC 162	SCC 185	SCC 186	SCC 190	SCC 217	SCC 218	SCC 221
SCC 229	SCC 273	SCC 309	SCC 337R	SCC 391	SCC 507	SCC1509
T 224	T 250	T 390	T 401	Y 829	Z 318	Z 718
383000.2	U387500.2	3830	U387500.4	092	U387500.4	3830
U387500.8	3885					

# ST. CHARLES COUNTY

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## EXCLUDED (cont.):

Concrete girder  
 L 57      SCC 11      SCC 279      SCC 353      SCC 354      Y 830

Concrete slab  
 H 755R      SCC 216      U387500.6 092

Concrete box culvert  
 J 992R      K 175      K 176      K 348R      K 872      L 56      L 58  
 L 59      L 205R1      T 281      T 282      T 283      T 402      X 41R  
 X 827      Y 828      U387500.3 3885      U387500.5 3885

Timber stringer  
 SCC 509      SCC1001

## SUMMARY:

	Primary	Secondary	Urban	Other	Total
Included	1	9	0	0	10
Excluded	30	34	8	0	72
	31	43	8	0	82 structures

# Daniel Boone Bridge

STCH01

## GENERAL DATA

structure no.:	J1000	city/town:	St. Charles
county:	St. Charles / St. Louis	feature inters.:	Missouri River
		cadastral grid:	S2/3 T45N R3E
		highway route:	U.S. Highway 40
		highway distr.:	6
		current owner:	Missouri Highway and Transportation Department

## STRUCTURAL DATA

superstructure: steel, rigid-connected, cantilever through truss, with deck truss approach spans

substructure: concrete abutments, wingwalls and spill-through piers with Art Moderne detailing

span number:	4	condition:	good
span length:	512.0'	alterations:	none
total length:	2614.0'	floor/decking :	concrete deck over steel stringers
roadway width:	32.0'	other features:	upper chord and inclined end post: 2 channels with cover plate and built-up, double channel lacing; lower chord: 2 built-up channels with lacing; vertical: 2 laced channels; diagonal: 2 laced channels; lateral bracing: 2 angles; strut: angles with lacing; floor beam: built-up plate girder; guardrail: steel

## HISTORICAL DATA

erection date: 1936-37  
erection cost: \$1,213,48.00 (contract amount)  
designer: Missouri State Highway Department  
fabricator : Kansas City Bridge Company, Kansas City MO  
contractor: Kansas City Bridge Company, Kansas City MO

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. J1000; **Tenth Biennial Report of the State Highway Commission of Missouri**, 1935-36, p. 262; **St. Charles Daily Cosmos-Monitor**: "State Asking for Bids on Bridges and Grading Hiway 40 Cutoff" (11 January 1935), "Kansas City Bridge Co. Low Bidder Highway at Weldon Spring" (27 November 1935), "Highway Bridge at Weldon Spring," (6 January 1937), "Daniel Boone Bridge Dedication Was a Success," (28 June 1937), "New Floor for Bridge and New East Approach Among the Improvements" (1 April 1937), "Opening of the Weldon Spring Bridge Postponed" (3 June 1937), "Daniel Boone Bridge Dedication June 26" (17 June 1937), "New \$1,350,000 Bridge at Weldon Spring Will be Dedicated Saturday" (25 June 1937), "New Bridge Over River is Opened" (1 July 1937); field inspection by Clayton Fraser, June 1994.

## Daniel Boone Bridge

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**sign. rating:** 61

**evaluation:** NRHP possibly eligible (excellent example of large-scale bridge construction)

**inventoried by:** John J. Roberts 14 July 1994

# Bergfeld Bridge

STCH03

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## GENERAL DATA

structure no.:	SCC 172	city/town:	0.8 mile south of Dardenne Prairie
county:	St. Charles	feature inters.:	Dardenne Creek
		cadastral grid:	S18 T46N R3E
		highway route:	county road
		highway distr.:	6
		current owner:	St. Charles County

## STRUCTURAL DATA

superstructure:	steel, 4-panel, pin-connected Pratt half-hip truss, with steel stringer approach spans		
substructure:	concrete-filled steel cylinder piers		
span number:	1	condition:	fair
span length:	66.0'	alterations:	unknown
total length:	147.0'	floor/decking :	timber deck
roadway width:	14.0'	other features:	Armco guardrails

## HISTORICAL DATA

erection date:	1910
erection cost:	\$2500.00
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
references:	Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. SCC 172; St. Charles County Court Record, Book 20, page 105 (24 February 1911) - located at St. Charles County Courthouse, St. Charles, MO.
sign. rating:	42
evaluation:	NRHP non-eligible (typically configured example of common structural type)

inventoried by: Clayton B. Fraser 14 July 1994

# Frey Ford Bridge

STCH04

## GENERAL DATA

structure no.: SCC 174      city/town: 1.0 mile south of Wentzville  
county: St. Charles      feature inters.: Peruque Creek  
cadastral grid: Survey 149 T47N R1E  
highway route: Hepperman Road  
highway distr.: 6  
current owner: St. Charles County

## STRUCTURAL DATA

superstructure: steel 6-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: 100.0'      alterations: none  
total length: 130.0'      floor/decking : timber deck over steel stringers  
roadway width: 13.7'      other features: upper chord and inclined end post: 2 channels with cover plate and lacing; lower chord: 2 looped rectangular eyebars; vertical: 2 channels with lacing; diagonal: 2 looped rectangular eyebars; counter: looped square eyebar with turnbuckle; lateral bracing: round rod with threaded ends; floor beam: I-beam, field-bolted to vertical; guardrail: 2 channels

## HISTORICAL DATA

erection date: 1908  
erection cost: \$2344.65  
designer: Missouri Bridge and Iron Company, St. Louis MO  
fabricator : Missouri Bridge and Iron Company, St. Louis MO;  
Lackawanna 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. SCC 174; St. Charles County Court Record, Book 18, page 146 (15 August 1908), pages 331-32 (12 February 1909) - located at St. Charles County Courthouse, St. Charles, MO; field inspection by Clayton Fraser, 10 November 1990.

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

inventoried by: Clayton B. Fraser      14 July 1994

# Peruque Creek Bridge

STCH05

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## GENERAL DATA

structure no.:	SCC 176	city/town:	1.1 miles southwest of Wentzville
county:	St. Charles	feature inters.:	Peruque Creek
		cadastral grid:	S33 T47N R1E
		highway route:	county road
		highway distr.:	6
		current owner:	St. Charles County

## STRUCTURAL DATA

superstructure:	steel, 5-panel pin-connected Pratt pony truss		
substructure:	unknown		
span number:	1	condition:	fair
span length:	90.0'	alterations:	unknown
total length:	92.0'	floor/decking :	timber deck
roadway width:	13.5'	other features:	steel angle guardrails

## 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 No. SCC 176; field inspection by Clayton Fraser, 10 November 1990.

sign. rating:	20
evaluation:	NRHP non-eligible (typically configured, inadequately documented example of common structural type)

inventoried by: Clayton B. Fraser 1 August 1994

# Peruque Creek Bridge

STCH06

## GENERAL DATA

structure no.: SCC 178      city/town: 1.9 miles southwest of Wentzville  
county: St. Charles      feature inters.: Peruque Creek  
cadastral grid: S28/29 T47N R1E  
highway route: county road  
highway distr.: 6  
current owner: St. Charles County

## STRUCTURAL DATA

superstructure: steel 5-panel pin-connected Pratt through truss, with steel stringer approach spans

substructure: concrete abutments and wingwalls

span number: 1      condition: fair  
span length: 80.0'      alterations: unknown  
total length: 108.0'      floor/decking : timber deck  
roadway width: 13.5'      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 (2 looped round eyerods at hips); diagonal: 2 looped square eyebars; counter: looped round eyerod with turnbuckle; lateral bracing: round rod with threaded ends; floor beam: I-beam, field-bolted to vertical; guard-rail: 2 channels

## HISTORICAL DATA

erection date: c1915  
erection cost: unknown  
designer: unknown  
fabricator : unknown  
contractor: unknown

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. SCC 178; field inspection by Clayton Fraser, 10 November 1990.

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

inventoried by: Clayton B. Fraser      1 August 1994

# Schluersburg Bridge

STCH07

## GENERAL DATA

structure no.:	SCC 230	city/town:	1.2 miles northeast of Schluersburg
county:	St. Charles	feature inters.:	Femme Osage Creek
		cadastral grid:	S19 T45N R2E
		highway route:	county road
		highway distr.:	6
		current owner:	St. Charles County

## STRUCTURAL DATA

superstructure: steel 5-panel, rigid-connected Pratt through truss  
substructure: concrete abutments and wingwalls

span number:	1	condition:	fair
span length:	100'	alterations:	none
total length:	101.0'	floor/decking :	concrete deck over steel stringers
roadway width:	12.8'	other features:	upper chord and inclined end post: 2 channels with cover plate and lacing; lower chord: 2 angles with batten plates; vertical: 2 channels with lacing; diagonal: 2 angles with batten plates; lateral bracing: round rod with threaded ends; floor beam: I-beam, field-bolted to vertical; guardrail: 2 channels

## HISTORICAL DATA

erection date: 1913  
erection cost: \$2799.00 (contract amount)  
designer: Miller and Borcharding, St. Louis MO  
fabricator : unknown  
contractor: Miller and Borcharding, St. Louis MO

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. SCC 230; St. Charles County Court Record, Book 21, page 374 (14 August 1913); Book 22, pages 47-48 (2 March 1914); field inspection by Clayton Fraser, 10 November 1990.

sign. rating: 46  
evaluation: NRHP determined non-eligible (early example of mainstay structural type)

inventoried by: Clayton B. Fraser 14 July 1994

# Camp Creek Bridge

STCH08

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## GENERAL DATA

structure no.: SCC 262      city/town: 4.5 miles north of Wentzville  
county: St. Charles      feature inters.: 3.0 miles northwest of Flint Hill  
cadastral grid: S32 T48N R1E  
highway route: county road  
highway distr.: 6  
current owner: St. Charles County

## STRUCTURAL DATA

superstructure: steel, 4-panel, pin-connected Pratt pony truss, with steel stringer approach spans  
substructure: concrete-filled steel cylinder piers

span number: 1      condition: fair  
span length: 60.0'      alterations: unknown  
total length: 89.0'      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 No. SCC 262; field inspection by Clayton Fraser, 10 November 1990.

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

inventoried by: Clayton B. Fraser      1 August 1994

# Camp Creek Bridge

STCH09

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## GENERAL DATA

structure no.:	SCC 269	city/town:	3.5 miles north of Foristell
county:	St. Charles	feature inters.:	Camp Creek
		cadastral grid:	S6 T48N R1E
		highway route:	county road
		highway distr.:	6
		current owner:	St. Charles County

## STRUCTURAL DATA

superstructure:	steel, 5-panel, rigid-connected Camelback pony truss		
substructure:	concrete abutments and wingwalls		
span number:	1	condition:	fair
span length:	80.0'	alterations:	unknown
total length:	82.0'	floor/decking :	concrete deck over steel stringers
roadway width:	14.6'	other features:	steel angle guardrails

## HISTORICAL DATA

erection date:	c1925
erection cost:	unknown
designer:	unknown
fabricator :	unknown
contractor:	unknown

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. SCC 262.

sign. rating:	36
evaluation:	NRHP non-eligible (uncommon structural type, poorly documented)

inventoried by: Clayton B. Fraser    1 August 1994

# Bridge

STCH10

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## GENERAL DATA

structure no.:	SCC 274	city/town:	2.4 miles northeast of Foristell
county:	St. Charles	feature inters.:	tributary of McCoy Creek
		cadastral grid:	S8 T47N R1E
		highway route:	county road
		highway distr.:	6
		current owner:	St. Charles County

## STRUCTURAL DATA

superstructure: steel, 4-panel, pin-connected Pratt pony truss  
substructure: concrete abutments and wingwalls

span number:	1	condition:	fair
span length:	42.0'	alterations:	truss moved to this location
total length:	42.0'	floor/decking :	timber deck
roadway width:	13.0'	other features:	upper chord and inclined end post: 2 channels with cover and batten plates; lower chord: 2 punched rectangular eyebars; vertical: 2 Ts with lacing; diagonal: 2 punched rectangular eyebars; counter: looped round eyerod with turnbuckle; lateral bracing: round rod with threaded ends; floor beam: riveted plate girder, U-bolted to lower chord pins; guardrail: 1 channel

## HISTORICAL DATA

erection date: c1890  
erection cost: unknown  
designer: unknown  
fabricator : unknown  
contractor : unknown

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. SCC 274; field inspection by Clayton Fraser, 10 November 1990.

sign. rating: 25  
evaluation: NRHP non-eligible (inadequately documented example of mainstay structural type, moved to this location)

inventoried by: Clayton B. Fraser 1 August 1994

# Karrenbrock Mill Bridge

STCH11

## GENERAL DATA

structure no.: SCC 388      city/town: 1.0 mile northeast of Cappelin  
county: St. Charles      feature inters.: Callaway Forks Creek  
cadastral grid: S33 T46N R1E  
highway route: county road  
highway distr.: 6  
current owner: St. Charles County

## STRUCTURAL DATA

superstructure: steel, 8-panel, pin-connected Pratt through truss  
substructure: concrete-filled steel cylinders; concrete abutments and wingwalls

span number: 1      condition: fair  
span length: 116.0'      alterations: none  
total length: 117.0'      floor/decking : asphalt-covered timber deck over steel stringers  
roadway width: 12.8'      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; diagonal: 2 punched rectangular eyebars; lateral bracing: round rod with threaded ends; floor beam: I-beam, U-bolted to lower chord pins; guardrail: 2 angles

## HISTORICAL DATA

erection date: 1909  
erection cost: \$2654.39  
designer: Decatur Bridge Company, Decatur IL  
fabricator : Cambria Steel Company, Pittsburgh PA  
contractor: Decatur Bridge Company, Decatur IL

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. SCC 230; St. Charles County Court Record, Book 18, page 413 (14 April 1909); Book 22, pages 47-48 (2 March 1914); field inspection by Clayton Fraser, 10 November 1990.

sign. rating: 41  
evaluation: NRHP non-eligible (typical example of common structural type)

inventoried by: Clayton B. Fraser      1 August 1994

# HAER INVENTORY

Missouri Historic Bridge Inventory

**NAME(S) OF STRUCTURE**

Daniel Boone Bridge  
MHTD: J1000

STCH01

**DATE(S) OF CONSTRUCTION**

1936-37

**LOCATION**

U.S. Highway 40 over Missouri River; S2/3 T45N R3E  
St. Charles; St. Charles / St. Louis County, Missouri

**USE (ORIGINAL / CURRENT)**

highway bridge / highway bridge

**RATING** NRHP possibly eligible (score: 61)

**CONDITION**

good

**OWNER**

Missouri Highway and Transportation Department

span number: 4  
span length: 512.0'  
total length: 2614.0'  
roadway wdt.: 32.0'

superstructure: steel, rigid-connected, cantilever through truss, with deck truss approach spans  
substructure: concrete abutments, wingwalls and spill-through piers with Art Moderne detailing  
floor/decking: concrete deck over steel stringers  
other features: upper chord and inclined end post: 2 channels with cover plate and built-up, double channel lacing; lower chord: 2 built-up channels with lacing; vertical: 2 laced channels; diagonal: 2 laced channels; lateral bracing: 2 angles; strut: angles with lacing; floor beam: built-up plate girder; guardrail: steel

During the 1930s, the resources of the Missouri Highway Department were stretched thin by many important projects, including road improvement and widening, bridge repair and maintenance and grade separation construction. MSHD engineers were further taxed by a statewide movement for constructing "farm-to-market" roads, linking rural areas to major cities. In St. Charles County, for example, the many small towns situated east of St. Charles-St. Louis were connected to these cities by county roads that merged with Federal Highway 40, carrying traffic between St. Louis and Kansas City. Revenue for this construction came from three sources: basic revenues (automobile-related fees), incidental revenues (various state funds), and advanced revenues (bond proceeds and federal aid—including PWA funds). Armed with these resources, MSHD proceeded with its extensive plans.

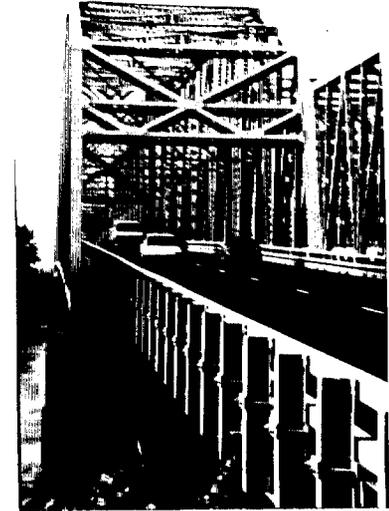
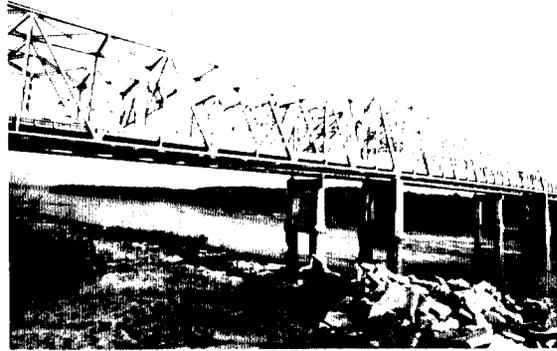
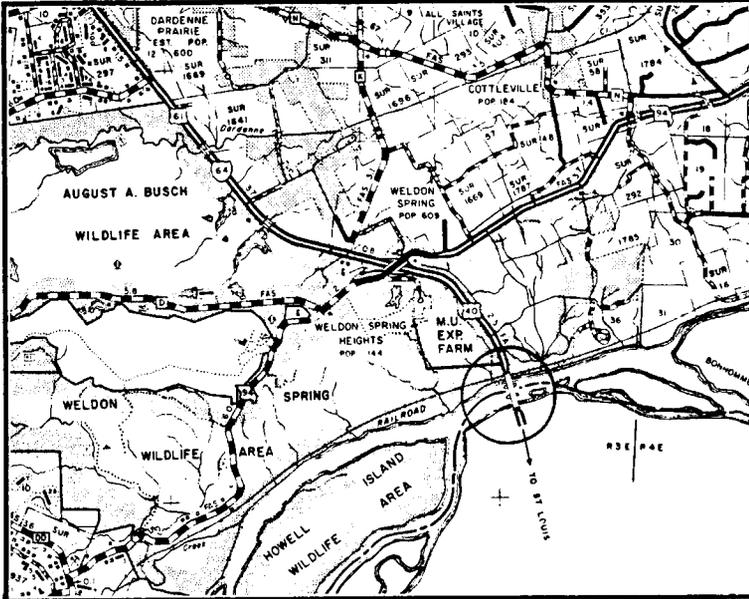
In St. Charles, located at the confluence of the Mississippi and Missouri rivers, the bureau's task was even greater. Responding to increased traffic volume that demanded the construction of new highways, MSHD began work in the early 1930s on roads offering ready access to St. Louis. A project to connect Highway 40 with Highway 77 in St. Louis soon began. The largest obstacle to completing the road (Highway 40TR) was bridging the unpredictable Missouri River. In January 1935 MSHD solicited bids for grading the highway and building the several small bridges along the route. State engineers planned the highway to cross the river at Weldon Spring, estimating the required bridge to cost over \$1,000,000. Bidding for the Missouri River structure opened on November 25; in two days the Kansas City Bridge Company was awarded the contract with its bid of \$1,221,670. The selected design stipulated a multiple-span steel truss

that incorporated cantilevering, which was gaining widespread acceptance along the Mississippi and Missouri rivers in the 1930s. Four deck trusses approached the main bridge. KCBCo quickly began work, completing the substructure and superstructural steelwork by January 1937. Delaying pouring the concrete deck until spring, KCBCo estimated a June opening for the massive structure. The bridge was officially opened to traffic on June 26, 1935, amidst dancing, carnival concessions and speeches by Governor Lloyd C. Stark and other state officials. Mrs. Stark performed the ribbon cutting ceremony.

Known locally as the Weldon Spring Bridge as it was under construction, the bridge was officially christened the Daniel Boone Bridge shortly before its opening. According to Colonel F.M. Curlee, the Spanish government had convinced the legendary Daniel Boone to relocate to the Missouri area and oversee its colonization. After years in the territory, Boone "died in the vicinity of the structure." Appropriately, two-year-old Daniel Boone, descendant of the American hero, was present at the bridge's dedication. The Daniel Boone Bridge played an integral role in the development and expansion of the St. Louis-St. Charles area by facilitating traffic to metropolitan St. Louis. The state's seventeenth Missouri River bridge, the Daniel Boone Bridge stands as a symbol of mid-western urban expansion in the 1930s.

**NAME(S) OF STRUCTURE**  
Daniel Boone 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. J1000; Tenth Biennial Report of the State Highway Commission of Missouri for the Period Ending December First 1936, p. 262; St. Charles Daily Cosmos-Monitor: "State Asking for Bids on Bridges and Grading Hiway 40 Cutoff" (11 January 1935), "Kansas City Bridge Co. Low Bidder Highway at Weldon Spring" (27 November 1935), "Highway Bridge at Weldon Spring," (6 January 1937), "Daniel Boone Bridge Dedication Was a Success," (28 June 1937), "New Floor for Bridge and New East Approach Among the Improvements" (1 April 1937), "Opening of the Weldon Spring Bridge Postponed" (3 June 1937), "Daniel Boone Bridge' Dedication June 26" (17 June 1937), "New \$1,350,000 Bridge at Weldon Spring Will be Dedicated Saturday" (25 June 1937), "New Bridge Over River is Opened" (1 July 1937); field inspection by Clayton Fraser, June 1994.

**INVENTORIED BY**  
Clayton B. Fraser

**AFFILIATION**  
Fraserdesign, Loveland CO

**DATE**  
10 November 1990