

ST. CLAIR COUNTY

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

Inv. No.	FHWA	Bridge Name	Description
SACL01	020R02.0	Monegaw Creek Bridge	1- 46' pinned Pratt pony truss c1910 Standard Bridge Co., Omaha NE
SACL02	050R00.6	Coopers Creek Bridge	1- 60' riveted Pratt pony truss 1914 Standard Bridge Co., Omaha NE
SACL03	056R01.9	Gallinipper Bridge	1- 30' steel stringer 1914 Standard Bridge Co., Omaha NE
*SACL04	182000.6	Campbell Branch Bridge	1- 40' pinned Pratt bedstead 1904 A.M. Blodgett, Kansas City
*SACL05	184000.2	State Ford Bridge	1- 62' pinned Pratt pony truss 1908 Standard Bridge Co., Omaha NE
*SACL06	262002.3	Pape Bridge	1- 95' pinned Pratt through truss 1911 Standard Bridge Co., Omaha NE
SACL07	348003.2	Weaubleau Bridge	1- 75' riveted Pratt pony truss 1920 Pioneer Construction Company
*SACL08	362002.0	Bridge	1- 46' pinned Pratt pony truss c1910 Standard Bridge Co., Omaha NE
*SACL09	373000.1	Nichols Ford Bridge	1-160' pinned Pratt through truss 1922 Pioneer Construction Company

EXCLUDED:

Warren pony truss

111001.0 146001.7 236000.1 293001.1 338002.1

Steel stringer

T 467 002000.5 006000.5 010000.3 013000.7 019000.8 044001.7
 072000.9 092000.5 095000.5 096000.8 096001.9 105002.0 114001.1
 115002.3 121000.8 143000.3 148000.9 166000.9 188002.5 205R00.8
 223002.3 251001.2 298001.0 308000.4 323003.2 329001.0 329001.2
 349001.3 352000.9 413004.2 416001.0 428000.5 433000.4

Steel girder

400000.9

Concrete girder

H 7R J 266 J 305 J 957R

Concrete slab

J 306 150002.0 159000.7 238000.8 308001.1 373001.5 379000.5

ST. CLAIR COUNTY

EXCLUDED (cont.):

Concrete box culvert

J 231	J 267	S 283	T 343	T 441	T 442	T 507
T 509	X 208	X 209	222000.4	378000.1	434002.1	434002.7

Timber stringer
405001.8

SUMMARY:

	Primary	Secondary	Urban	Other	Total
Included	0	9	0	0	9
Excluded	16	50	0	0	67
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	16	59	0	0	76 structures

Monegaw Creek Bridge

SACL01

GENERAL DATA

structure no.:	020R02.0	city/town:	8.2 miles northwest of Monegaw Springs
county:	St. Clair	feature inters.:	Monegaw Creek
		cadastral grid:	S1/36, T38/39N, R28W
		highway route:	county road
		highway distr.:	7
		current owner:	St. Clair County

STRUCTURAL DATA

superstructure: steel, 3-panel, pin-connected Pratt pony truss with laced end posts
substructure: timber pile bent abutments and wingwalls

span number:	1	condition:	fair
span length:	46.0'	alterations:	unknown
total length:	47.0'	floor/decking :	timber deck
roadway width:	16.0'	other features:	unknown

HISTORICAL DATA

erection date: c1910
erection cost: unknown
designer: Standard Bridge Company, Omaha NE
fabricator : Standard Bridge Company, Omaha NE
contractor: Standard Bridge Company, Omaha NE

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 020R02.0.

sign. rating: 33
evaluation: NRHP non-eligible (The laced endposts are unusual, but this typically configured bridge is otherwise undistinguished and insufficiently documented.)

Inventoried by: Clayton B. Fraser 13 January 1992

Coopers Creek Bridge

SACL02

GENERAL DATA

structure no.: 050R00.6	city/town: 11.7 miles north of Monegaw Springs
county: St. Clair	feature inters.: Coopers Creek
	cadastral grid: S5/6, T39N, R26W
	highway route: county road
	highway distr.: 7
	current owner: St. Clair County

STRUCTURAL DATA

superstructure: steel, 4-panel, rigid-connected Pratt pony truss	
substructure: stone abutments and wingwalls	
span number: 1	condition: fair
span length: 60.0'	alterations: none
total length: 60.0'	floor/decking : timber deck
roadway width: 13.6'	other features: steel lattice guardrails

HISTORICAL DATA

erection date: 1914	
erection cost: \$1077.00 (contract amount)	
designer: Standard Bridge Company, Omaha NE	
fabricator : Standard Bridge Company, Omaha NE	
contractor: Standard Bridge Company, Omaha NE (superstructure); E.A. Bledsoe (substructure)	

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 050R00.6; St. Clair County Court Record, Book R: page 418 (7 July 1910), page 420 (1 August 1910), page 475 (15 November 1910); Book S: page 479 (18 July 1914), page 524 (8 August 1914), located at St. Clair County Courthouse, Osceola MO.

sign. rating: 40	
evaluation: NRHP non-eligible (typical example of common structural type)	

inventoried by: Clayton B. Fraser 13 January 1992

Gallinipper Bridge

SACL03

GENERAL DATA

structure no.:	056R01.9	city/town:	6.9 miles northeast of Monegaw Springs
county:	Saint Clair	feature inters.:	Gallinipper Creek
		cadastral grid:	S27, T39N, R26W
		highway route:	county road
		highway distr.:	7
		current owner:	Saint Clair County

STRUCTURAL DATA

superstructure:	steel stringer		
substructure:	stone abutments and wingwalls		
span number:	1	condition:	fair
span length:	30.0'	alterations:	unknown
total length:	30.0'	floor/decking :	timber deck
roadway width:	14.0'	other features:	steel angle guardrails

HISTORICAL DATA

erection date:	1914
erection cost:	\$6500.00 (four-bridge contract)
designer:	Standard Bridge Company, Omaha NE
fabricator :	Standard Bridge Company, Omaha NE
contractor:	Standard Bridge Company, Omaha NE
references:	Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 056R01.9; St. Clair County Court Record, Book S: page 453 (8 May 1914), page 472 (9 May 1914), pages 474-75 (3 June 1914), page 527 (5 October 1914), located at St. Clair County Courthouse, Osceola MO.
sign. rating:	37
evaluation:	NRHP non-eligible (typical, small-scale example of exceedingly common structural type)

Inventoried by: Clayton B. Fraser 13 January 1992

Campbell Branch Bridge

SACL04

GENERAL DATA

structure no.:	182000.6	city/town:	7.1 miles south of Appleton City
county:	St. Clair	feature inters.:	Campbell Branch
		cadastral grid:	S6/7, T38N, R28W
		highway route:	county road
		highway distr.:	7
		current owner:	St. Clair County

STRUCTURAL DATA

superstructure:	steel, 3-panel, pin-connected Pratt truss-leg bedstead, with steel stringer approach spans		
substructure:	truss legs set in concrete, with steel pile bent piers		
span number:	1	condition:	fair
span length:	40.0'	alterations:	approach spans added or replaced
total length:	89.0'	floor/decking :	timber deck over steel stringers
roadway width:	14.1'	other features:	upper chord: 2 channels with cover and batten plates; upright end post: 2 channels with lacing; lower chord: 2 looped rectangular eye-bars, or 2 angles with batten plates; vertical: 4 angles with lacing; diagonal: 2 looped rectangular eyebars; counter: 1 looped square eyebar with turnbuckle; lateral bracing: round rod with threaded ends; floor beam: I-beam with knee braces, U-bolted to vertical

HISTORICAL DATA

erection date:	1904
erection cost:	\$750.00
designer:	A. M. Blodgett, Kansas City MO
fabricator :	unknown
contractor :	A. M. Blodgett, Kansas City MO
references:	Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 182000.6; St. Clair County Court Record, Book N: page 594 (11 November 1904), page 568 (15 October 1904), page 515 (4 June 1904), located at St. Clair County Courthouse, Osceola MO; field inspection by Clayton Fraser, 2 June 1991.
sign. rating:	39
evaluation:	NRHP non-eligible (typically configured example of common structural type)

Inventoried by: Clayton B. Fraser 13 January 1992

State Ford Bridge

SACL05

GENERAL DATA

structure no.: 184000.2	city/town: 8.8 miles southeast of Appleton City
county: St. Clair	feature inters.: Monegaw Creek
	cadastral grid: S6/7, T38N, R27W
	highway route: county road
	highway distr.: 7
	current owner: St. Clair County

STRUCTURAL DATA

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

span number: 1	condition: fair
span length: 62.0'	alterations: none
total length: 123.0'	floor/decking : timber deck
roadway width: 14.1'	other features: steel angle guardrails

HISTORICAL DATA

erection date: 1908
erection cost: \$1437.00
designer: Standard Bridge Company, Omaha NE
fabricator : Standard Bridge Company, Omaha NE
contractor: Standard Bridge Company, Omaha NE

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 184000.2; St. Clair County Court Record, Book O: page 374 (9 February 1907), page 431 (11 May 1908), page 621 (9 June 1908); Book R: page 115 (31 December 1908), located at St. Clair County Courthouse, Osceola MO; field inspection by Clayton Fraser, 2 June 1991.

sign. rating: 46
evaluation: NRHP non-eligible (typically configured example of common structural type)

inventoried by: Clayton B. Fraser 13 January 1992

Pape Bridge

SACL06

GENERAL DATA

structure no.: 262002.3 city/town: 7.5 miles southwest of Monegaw Springs
county: St. Clair feature inters.: Little Clear Creek
cadastral grid: S13, T37N, R28W
highway route: county road
highway distr.: 7
current owner: St. Clair County

STRUCTURAL DATA

superstructure: steel, 6-panel, pin-connected Pratt through truss, with steel stringer approach span
substructure: stone abutments, wingwalls and pier

span number: 1 condition: good
span length: 95.0' alterations: none
total length: 143.0' floor/decking : timber deck over steel stringers
roadway width: 13.7' 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; diagonal: 2 looped rectangular eyebars; counter: 1 round eyerod with turn-buckle; 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 steel pipe guardrails at approach spans

HISTORICAL DATA

erection date: 1911
erection cost: \$2160.00 (contract amount)
designer: Standard Bridge Company, Omaha NE
fabricator : Standard Bridge Company, Omaha NE
contractor: Standard Bridge Company, Omaha NE

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 262002.3; St. Clair County Court Record, Book R: page 607 (22 July 1911), pages 628-29 (11 August 1911), located at St. Clair County Courthouse, Osceola MO; field inspection by Clayton Fraser, 2 June 1991.

sign. rating: 39
evaluation: NRHP non-eligible (well-preserved example of mainstay structural type)

inventoried by: Clayton B. Fraser 13 January 1992

Weaubleau Bridge

SACL07

GENERAL DATA

structure no.: 348003.2	city/town: 9.0 miles southeast of Osceola
county: Saint Clair	feature inters.: Weaubleau River
	cadastral grid: S21, T37N, R24W
	highway route: county road
	highway distr.: 7
	current owner: Saint Clair County

STRUCTURAL DATA

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

span number: 1	condition: good
span length: 75.0'	alterations: wood deck replaced with concrete
total length: 90.0'	floor/decking : concrete deck over steel stringers
roadway width: 13.7'	other features: steel angle guardrails

HISTORICAL DATA

erection date: 1920
erection cost: \$8885.00 (contract amount)
designer: Pioneer Construction Company, Kansas City MO
fabricator : unknown
contractor: Pioneer Construction Company, Kansas City MO

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 348003.2; St. Clair County Court Record, Book U: page 54 (14 May 1919), page 100 (1 July 1919), page 173 (4 May 1920), page 188 (10 June 1920), located at St. Clair County Courthouse, Osceola MO.

sign. rating: 36
evaluation: NRHP non-eligible (typical example of common structural type)

inventoried by: Clayton B. Fraser 13 January 1992

Bridge

SACL08

GENERAL DATA

structure no.: 362002.0 city/town: 2.5 miles southwest of Monegaw Springs
county: St. Clair feature inters.: tributary of Clear Creek
cadastral grid: S8, T36N, R28W
highway route: county road
highway distr.: 7
current owner: St. Clair County

STRUCTURAL DATA

superstructure: steel, 3-panel, pin-connected Pratt pony truss
substructure: concrete abutments and wingwalls

span number: 1 condition: fair
span length: 46.0' alterations: none
total length: 47.0' floor/decking : timber deck over steel stringers
roadway width: 14.4' other features: upper chord and inclined end post: 2 channels
with lacing; lower chord: 2 looped rectangular
eyebars; vertical: 2 angles with batten plates;
diagonal: 1 square eyebar with turnbuckle;
lateral bracing: round rod with threaded ends;
floor beam: I-beam, field-bolted to verticals

HISTORICAL DATA

erection date: c1910
erection cost: unknown
designer: Standard Bridge Company, Omaha NE
fabricator : Standard Bridge Company, Omaha NE
contractor: Standard Bridge Company, Omaha NE

references: Missouri Highway and Transportation Department, Structure Inventory
and Appraisal: Structure Number 362002.0; field inspection by Clayton
Fraser, 2 June 1991.

sign. rating: 33
evaluation: NRHP non-eligible (The laced endposts are unusual, but this typically
configured bridge is otherwise undistinguished and insufficiently
documented.)

inventoried by: Clayton B. Fraser 13 January 1992

Nichols Ford Bridge

SACL09

GENERAL DATA

structure no.:	373000.1	city/town:	11.4 miles south of Monegaw Springs
county:	St. Clair	feature inters.:	Sac River
		cadastral grid:	S21, T36N, R26W
		highway route:	County Road 373
		highway distr.:	7
		current owner:	St. Clair County

STRUCTURAL DATA

superstructure:	steel, 10-panel, pin-connected Pratt through truss, with steel through girder approach span		
substructure:	concrete abutments and wingwalls; concrete-filled steel cylinder piers		
span number:	1	condition:	good
span length:	160.0'	alterations:	none
total length:	194.0'	floor/decking :	timber deck over steel stringers
roadway width:	13.6'	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 round eyerods at the hip); diagonal: 2 looped rectangular eyebars; counter: 1 round eyerod with turnbuckle; lateral bracing: round rod with threaded ends; strut: 2 angles with continuous plate; floor beam: I-beam, U-bolted to vertical; guardrail: 2 angles

HISTORICAL DATA

erection date:	1922
erection cost:	\$15,917.36
designer:	St. Clair County Highway Engineer
fabricator :	unknown
contractor :	Pioneer Construction Company, Kansas City MO
references:	Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 373000.1; St. Clair County Court Record, Book U: page 290 (1 August 1921), page 336 (23 June 1922), page 356 (12 October 1922), located at St. Clair County Courthouse, Osceola MO; field inspection by Clayton Fraser, 3 June 1991.
sign. rating:	48
evaluation:	NRHP possibly eligible (excellent, well-preserved, long-span, and relatively late example of pin-connected truss technology)

inventoried by: Clayton B. Fraser 13 January 1992

HAER INVENTORY

Missouri Historic Bridge Inventory

NAME(S) OF STRUCTURE

Pape Bridge (Little Clear Creek Bridge)
MHTD: 262002.3

SACL06

DATE(S) OF CONSTRUCTION

1911

LOCATION

county road over Little Clear Creek; S13, T37N, R28W
7.5 miles southwest of Monegaw Springs; St. Clair County, Missouri

USE (ORIGINAL / CURRENT)

roadway bridge / roadway bridge

RATING NRHP non-eligible (score: 39)

CONDITION

good

OWNER

St. Clair County

span number: 1
span length: 95.0'
total length: 143.0'
roadway wdt.: 13.7'

superstructure: steel, 6-panel, pin-connected Pratt through truss, with steel stringer approach span
substructure: stone abutments, wingwalls and pier
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; diagonal: 2 looped rectangular eyebars; counter: 1 round eyerod 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 steel pipe guardrails at approach spans

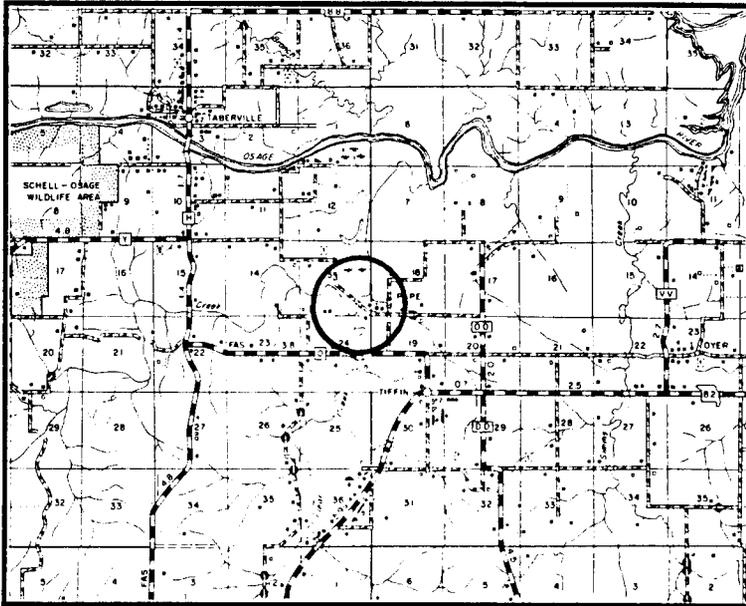
The Pape Bridge carries an unpaved county road over Little Clear Creek immediately west of the crossroads settlement of Pape, in southwestern St. Clair County. The bridge's origins date to mid-1911, when the county court ordered county surveyor L.L. Griggs to visit the site and make an estimate regarding the cost of bridge here. After Griggs reported back that the structure would cost approximately \$1500.00 to build, the county advertised for competitive proposals for its fabrication and erection. A month later the bids were received; the county contracted with the Standard Bridge Company of Omaha for the Pape Bridge and two other structures - all pin-connected trusses supported by stone masonry substructures. The lump sum contract for the three structures totalled \$4625.00, of which \$2160.00 was attributable to the Pape Bridge. Standard Bridge began the excavation for the massive abutments and pier soon thereafter, completing the Pape Bridge later that year. It has carried vehicular traffic since in essentially unaltered condition.

From the early 1880s through the 1920s, the pin-connected Pratt through truss was virtually the exclusive structural type used for medium-span roadway crossings in Missouri. Its standardized fabrication, economy of materials and ease of erection made it a mainstay among the various state and regional bridge companies, as well as for the state highway department in the later years. Thousands of such trusses were built throughout the state during this period, and numerous examples remain in use today. With a span length of 95 feet and an erection date of 1911, the Pape Bridge falls squarely within the mainstream of this structural trend. The bridge is distinguished somewhat by its handsome stonework on the abutments and pier and by its excellent state of preservation.

NAME(S) OF STRUCTURE

Pape Bridge (Little Clear 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 262002.3; St. Clair County Court Record, Book R: page 607 (22 July 1911), pages 628-29 (11 August 1911), located at St. Clair County Courthouse, Osceola MO; field inspection by Clayton Fraser, 2 June 1991.

INVENTORIED BY

Clayton B. Fraser

AFFILIATION

Fraserdesign, Loveland CO

DATE

13 January 1992

HAER INVENTORY

Missouri Historic Bridge Inventory

NAME(S) OF STRUCTURE

Nichols Ford Bridge
MHTD: 373000.1

SACL09

DATE(S) OF CONSTRUCTION

1922

LOCATION

County Road 373 over Sac River; S21, T36N, R26W
11.4 miles south of Monegaw Springs; St. Clair County, Missouri

USE (ORIGINAL / CURRENT)

roadway bridge / roadway bridge

RATING NRHP possibly eligible (score: 48)

CONDITION

good

OWNER

St. Clair County

span number: 1

span length: 160.0'

total length: 194.0'

roadway wdt.: 13.6'

superstructure: steel, 10-panel, pin-connected Pratt through truss, with steel through girder approach span

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

floor/decking: timber deck over steel stringers

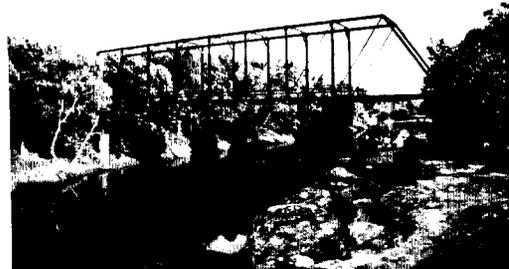
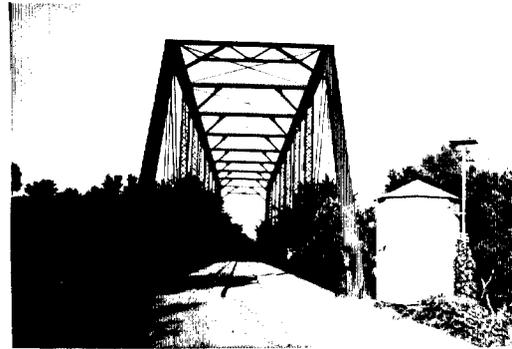
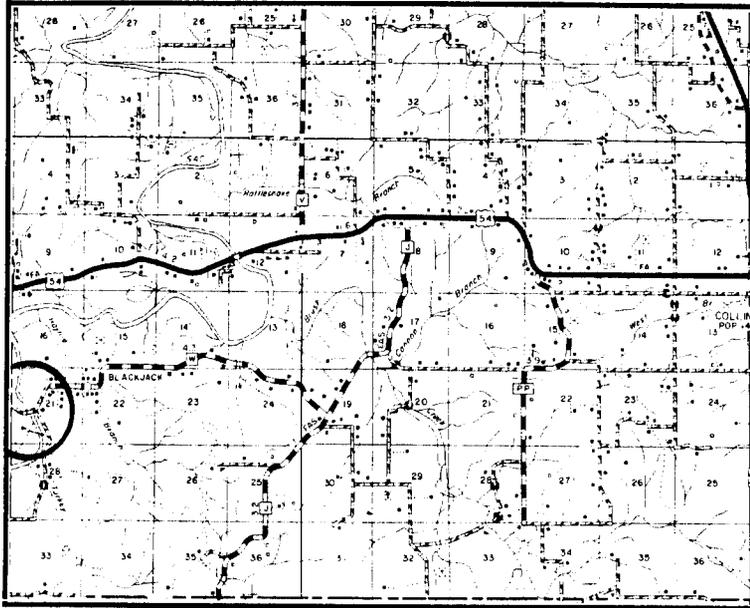
other features: upper chord and inclined end post: 2 channels with cover and batten plates; lower chord: 2 looped rectangular eyebars; vertical: 2 channels with lacing (2 round eyerods at the hip); diagonal: 2 looped rectangular eyebars; counter: 1 round eyerod with turnbuckle; lateral bracing: round rod with threaded ends; strut: 2 angles with continuous plate; floor beam: I-beam, U-bolted to vertical; guardrail: 2 angles

The county courts of Vernon, Cedar and St. Clair counties received numerous petitions over the years from citizens near their common corner for a permanent bridge over the Sac River. Such a major bridge at the Nichols Ford, they argued, would facilitate travel and commerce among the three counties. But the courts repeatedly tabled the petitions. It was not until 1921 that St. Clair and Vernon counties agreed to share the cost of the bridge at this point. In August the St. Clair County highway engineer was ordered to visit the site and make an estimate for the bridge. But even though the decision had finally been made to build the bridge, the counties still moved slowly toward its prosecution. They eventually approved the plans and specifications for Nichols Ford Bridge in June 1922. Later that year the Pioneer Construction Company of Kansas City erected the long-span structure for the reported cost of \$15,917.36, divided evenly between the two counties. The Nichols Ford Bridge has carried traffic since in essentially unaltered condition.

As a strategically placed crossing over a major river at the corner of St. Clair, Vernon and Cedar counties, the Nichols Ford Bridge has played a regionally important role in the transportation and commerce of the three counties. It typifies the proclivity among Missouri's counties for pin-connected truss construction, even in the 1920s when most other states had adopted rigid-connected truss technology. A Pratt through truss, the Nichols Ford Bridge is one of thousands of such structures built throughout the state in the late 19th and early 20th centuries. It is distinguished technologically by its substantial, though hardly state-of-the-art, construction, its long span length and by its excellent state of preservation.

NAME(S) OF STRUCTURE
Nichols 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 Number 373000.1; St. Clair County Court Record, Book U: page 290 (1 August 1921), page 336 (23 June 1922), page 356 (12 October 1922), located at St. Clair County Courthouse, Osceola MO; field inspection by Clayton Fraser, 3 June 1991.

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