

# CHRISTIAN 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
*CHRI01	126000.0	Frazier Ford Bridge	(replaced)
*CHRI02	143001.0	Blue Springs Bridge	(replaced)
*CHRI03	187000.4	Riverdale Bridge	2- 87' <b>pinned Pratt through truss</b> 1906 Canton Bridge Company
*CHRI04	209001.5	Riverside Bridge	2-100' <b>pinned Pratt through truss</b> 1909 Canton Bridge Company
*CHRI05	249000.3	Green Bridge	1-120' <b>pinned Pratt through truss</b> 1912 Canton Bridge Company
*CHRI06	262002.8	Reed Ford Bridge	1-140' <b>pinned Pratt through truss</b> c1920 Pioneer Construction Company
*CHRI07	292002.2	Jenkins Ford Bridge	1-100' <b>pinned Pratt through truss</b> 1914 Canton Bridge Company
CHRI08	306000.8	Roberts Ford Bridge	2- 80' pinned Pratt pony truss 1919 Pioneer Construction Company
*CHRI09	328500.1	McCracken Street Bridge	2-100' <b>riveted Baltimore through truss</b> 1922 Pioneer Construction Company
*CHRI10	382000.4	Hawkins Ford Bridge	2- 80' pinned Pratt pony truss 1915 Canton Bridge Company
*CHRI11	433000.4	Red Bridge	3- 86' pinned Pratt pony truss 1915 Canton Bridge Company

EXCLUDED:

Steel stringer / girder

089001.0 277002.0 463000.9 471003.9 480000.1

Concrete girder

T 510 229000.1 248000.5 248000.8

Concrete slab

Y 753 058002.0 058002.1 062002.2 194000.2 209002.0 219001.4  
 220001.0 225001.3 380001.8 526000.3

Concrete box culvert

J 450 J 451 K 979 T 991 X 179 X 866 328500.2  
 348000.3

SUMMARY:

	Primary	Secondary	Urban	Other	Total
Included	0	9	0	0	9
Excluded	8	20	0	0	28
	8	29	0	0	37 structures

# Riverdale Bridge

CHRI03

## GENERAL DATA

structure no.:	187000.4	city/town:	3.4 miles south of Nixa
county:	Christian	feature inters.:	Finley River
		cadastral grid:	S36, T27N, R22W
		highway route:	County Road 187
		highway distr.:	8
		current owner:	Christian County

## STRUCTURAL DATA

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

span number:	2	condition:	good
span length:	87.0'	alterations:	piers and north abutment extended
total length:	175.0'	floor/decking :	timber deck over steel stringers
roadway width:	11.6'	other features:	upper chord and inclined end post: 2 channels with cover plate and lacing; lower chord: 2 looped rectangular eyebars; hip vertical: 1 square eyebar; vertical: 2 channels with lacing; diagonal: 2 looped rectangular eyebars; counter: 1 square eyebar with turnbuckle; lateral bracing: round rod with threaded ends; strut: 2 angles; floor beam: I-beam, field-bolted to vertical; guardrail: 2 angles; portal strut: angle A-frame with decorative lacing; portal builder's plate: 1906 / THE CANTON BRIDGE Co. BUILDERS / CANTON OHIO

## HISTORICAL DATA

erection date: 1906  
erection cost: \$2990.00  
designer: Canton Bridge Company, Canton OH  
fabricator : Canton Bridge Company, Canton OH;  
Jones and Laughlin Steel Company, Pittsburgh PA  
contractor: Canton Bridge Company, Canton OH  
references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 187000.4; Christian County Court Record, Book 11: 12 June 1906, 10 August 1906, (contract) 17 December 1906, 5 February 1907, 9 May 1907, 10 May 1907, 29 May 1907, located at Christian County Courthouse, Ozark, Missouri; Fraserdesign, "Riverdale Bridge: Preliminary Determination of NRHP Eligibility," 8 March 1991; field inspection by Clayton Fraser, 26 January 1990.  
sign. rating: 45  
evaluation: NRHP determined non-eligible (typically configured example of common structural type)

inventoried by: Clayton B. Fraser 26 February 1992

# Riverside Bridge

CHRI04

## GENERAL DATA

structure no.:	209001.5	city/town:	2.8 miles north of Ozark
county:	Christian	feature inters.:	Finley River
		cadastral grid:	S14, T27N, R21W
		highway route:	County Road 209
		highway distr.:	8
		current owner:	Christian County

## STRUCTURAL DATA

superstructure: steel, 6-panel, pin-connected Pratt through truss with steel stringer approach spans

substructure: concrete abutments, wingwalls and piers

span number:	2	condition:	good
span length:	100.0'	alterations:	guardrail, deck and approach spans replaced
total length:	274.0'	floor/decking :	concrete over corrugated steel deck with steel stringers
roadway width:	11.5'	other features:	upper chord and inclined end post: 2 channels with cover plate and lacing; lower chord: 2 looped rectangular eyebars; vertical: 1 square looped eyebar, 2 channels with lacing; diagonal: 2 looped square eyebars; counter: 1 round eyebar with turnbuckle; lateral bracing: round rod with threaded ends; strut: 2 angles; floor beam: I-beam, field- bolted to vertical; guardrail: 2 channels; portal strut: angle A-frame with decorative lacing; portal builder's plate: 1909 / THE CANTON BRIDGE Co. BUILDERS / CANTON OHIO

## HISTORICAL DATA

erection date: 1909  
erection cost: \$3648.00 (contract amount)  
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 209001.5; Christian County Court Record, Book 12: July 1909, 4 August 1909, 28 September 1909, 14 February 1910, 8 March 1910, located at Christian County Courthouse, Ozark, Missouri; field inspection by Clayton Fraser, 26 January 1990.

sign. rating: 45  
evaluation: NRHP non-eligible (typical example of common bridge type)

inventoried by: Clayton B. Fraser 26 February 1992

# Green Bridge

CHRI05

## GENERAL DATA

structure no.:	249000.3	city/town:	2.4 miles northeast of Ozark
county:	Christian	feature inters.:	Finley River
		cadastral grid:	S18, T27N, R20W
		highway route:	County Road 249
		highway distr.:	8
		current owner:	Christian County

## STRUCTURAL DATA

**superstructure:** steel, 7-panel, pin-connected Pratt through truss with steel girder approach span

**substructure:** concrete abutments and wingwalls with steel cylinder piers

span number:	1	condition:	good
span length:	120.0'	alterations:	deck, guardrails, abutments, wingwalls replaced in 1977
total length:	280.0'	floor/decking :	timber deck over steel stringers
roadway width:	11.8'	other features:	upper chord and inclined end post: 2 channels with lacing and cover plates; lower chord: 2 looped rectangular eyebars; vertical: 2 channels with lacing; 1 looped square eyebar; diagonal: 2 looped rectangular eyebars; counter: 2 looped square eyebars with turnbuckles; lateral bracing: round rod with threaded ends; strut: 2 angles; floor beam: I-beam, field-bolted to vertical; guardrail: channel; portal bracing: angle A-frame with decorative lacing; portal builder's plate: 1912 / THE CANTON BRIDGE Co. BUILDERS / CANTON OHIO

## HISTORICAL DATA

**erection date:** 1912

**erection cost:** contract: \$6300.00 for two bridges

**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 249000.3; Christian County Court Record, Book 13: 2 January 1912, 8 February 1912, 6 March 1912, 6 April 1912, 9 August 1912, 5 September 1912, 7 November 1912, 9 November 1912, located at Christian County Courthouse, Ozark, Missouri; **Ozark Headliner**, 7 January 1988; field inspection by Clayton Fraser, 26 January 1990.

Green Bridge

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sign. rating: 39

evaluation: NRHP non-eligible (typical example with poor physical integrity)

inventoried by: Clayton B. Fraser 26 February 1992

# Reed Ford Bridge

CHRI06

## GENERAL DATA

structure no.:	262002.8	city/town:	3.1 miles north of Sparta
county:	Christian	feature inters.:	Finley River
		cadastral grid:	S14, T27N, R20W
		highway route:	County Road 262
		highway distr.:	8
		current owner:	Christian County

## STRUCTURAL DATA

**superstructure:** steel, 8-panel, pin-connected Pratt through truss, with steel stringer approach spans

**substructure:** concrete abutments, wingwalls and piers, with steel pile bent piers at approach spans

span number:	1	condition:	good
span length:	140.0'	alterations:	none
total length:	250.0'	floor/decking :	timber deck over steel stringers
roadway width:	11.4'	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 connected with battens to guardrail; diagonal: 2 punched rectangular eyebars; counter: square and round looped eyebars with turnbuckles; lateral bracing: round rod with threaded ends; strut: 2 angles; floor beam: I-beam, field-bolted to vertical; guardrail: 2 angles; portal strut: 2 angles

## HISTORICAL DATA

**erection date:** c1920  
**erection cost:** unknown  
**designer:** Missouri State Highway Department (possible)  
**fabricator :** Illinois Steel Company, Chicago IL  
**contractor:** Pioneer Construction Company, Kansas City MO (probable)

**references:** Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 262002.8; field inspection by Clayton Fraser, 26 January 1990.

**sign. rating:** 34  
**evaluation:** NRHP non-eligible (partially documented, typical example of common bridge type)

inventoried by: Clayton B. Fraser 26 February 1992

# Jenkins Ford Bridge

CHRI07

## GENERAL DATA

structure no.:	292002.2	city/town:	3.0 miles northeast of Sparta
county:	Christian	feature inters.:	Finley Creek
		cadastral grid:	S18, T27N, R19W
		highway route:	County Road 292
		highway distr.:	8
		current owner:	Christian County

## STRUCTURAL DATA

**superstructure:** steel, 6-panel, pin-connected Pratt through truss, with steel stringer approach spans

**substructure:** concrete abutments, wingwalls and piers; steel pile bent piers at approaches

span number:	1	condition:	good
span length:	100.0'	alterations:	abutment replaced
total length:	200.0'	floor/decking :	timber deck over steel stringers
roadway width:	11.6'	other features:	upper chord and inclined end post: 2 channels with lacing and batten plates; lower chord: 2 looped rectangular eyebars; vertical: 1 looped square eyobar, 2 channels with lacing; diagonal: 2 looped rectangular eyebars; counter: 1 looped round eyerod or 2 looped square eyebars with turnbuckles; lateral bracing: round rod with threaded ends; strut: 2 angles; floor beam: I-beam, field-bolted to vertical; guardrail: 2 angles; portal strut: angle A-frame with decorative lacing; portal builder's plate: 1914 THE CANTON BRIDGE Co. BUILDERS CANTON, OHIO; end post dedication plate: 1914 JAS. J. WILLIAMS JNO. W. ST. JOHN JAS. H. HILL - COUNTY COURT WALTER E. KELTNER - CLERK I.H. JOHNSON - H. ENG'R.

## HISTORICAL DATA

**erection date:** 1914

**erection cost:** \$4885.00 (contract amount)

**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 292002.2; Christian County Court Record, Book 14: 2 June 1914, located at Christian County Courthouse, Ozark, Missouri; field inspection by Clayton Fraser, 26 January 1990.

## Jenkins Ford Bridge

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sign. rating: 39  
evaluation: NRHP non-eligible (typical example, with substructural alterations)

inventoried by: Clayton B. Fraser 26 February 1992

# Roberts Ford Bridge

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CHRI08

## GENERAL DATA

structure no.:	306000.8	city/town:	9.0 miles northeast of Sparta
county:	Christian	feature inters.:	Finley River
		cadastral grid:	S31, T28N, R18W
		highway route:	County Road 306
		highway distr.:	8
		current owner:	Christian County

## STRUCTURAL DATA

superstructure: steel, 5-panel, pin-connected Pratt pony truss  
substructure: steel pile bent abutments and pier with timber wingwalls

span number:	2	condition:	fair
span length:	80.0'	alterations:	unknown
total length:	160.0'	floor/decking :	timber deck
roadway width:	11.6'	other features:	guardrail: steel angle

## HISTORICAL DATA

erection date: 1919  
erection cost: \$5500.00 (engineer's estimate)  
designer: Christian County Surveyor  
fabricator : unknown  
contractor: Pioneer Construction Company, Kansas City MO

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 306000.8; Christian County Court Record, Book 16: 14 April 1918, 9 June 1919, 7 July 1919, located at Christian County Courthouse, Ozark, Missouri.

sign. rating: 42  
evaluation: NRHP non-eligible (typical example of common bridge type)

inventoried by: Clayton B. Fraser 26 February 1992

# McCracken Street Bridge

CHRI09

## GENERAL DATA

structure no.:	328500.1	city/town:	north edge of Ozark
county:	Christian	feature inters.:	Finley River
		cadastral grid:	S23, T27N, R21W
		highway route:	McCracken Street
		highway distr.:	8
		current owner:	Christian County

## STRUCTURAL DATA

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

span number:	2	condition:	good
span length:	100.0'	alterations:	none
total length:	204.0'	floor/decking :	asphalt over concrete deck with steel stringers
roadway width:	18.0'	other features:	upper chord and inclined end post: 2 channels with cover plate and lacing; lower chord: 2 angles with batten plates; vertical: 4 angles with batten plates; diagonal: 4 angles with batten plates; lateral bracing: 1 angle; strut: 4 angles with lacing, braced; floor beam: I-beam, field-bolted to vertical; guardrail: steel gaspipe; portal strut: angles with lacing and gusset plates

## HISTORICAL DATA

erection date: 1922  
erection cost: \$17,617.90  
designer: Missouri State Highway Department  
fabricator : Carnegie Steel Company, Pittsburgh PA;  
Illinois Steel Company, Chicago IL  
contractor: Pioneer Construction Company, Kansas City MO  
references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 328500.1; Missouri State Highway Commission, **Fourth Biennial Report: 1923-24**, p. 119; Missouri State Highway Department Primary System Bridge Record (abandoned or void-due-to-relocation structures), located at Bridge Division, MHTD, Jefferson City MO; Bridge Drawings G-325, located at MHTD, Jefferson City MO; field inspection by Clayton Fraser, 26 January 1990.  
sign. rating: 73  
evaluation: NRHP eligible (a rare example of MSHD truss experimentation)

inventoried by: Clayton B. Fraser 26 February 1992

# Hawkins Ford Bridge

CHRI10

## GENERAL DATA

structure no.: 382000.4      city/town: 5.2 miles southwest of Nixa  
county: Christian      feature inters.: Finley River  
cadastral grid: S10, T26N, R22W  
highway route: county road  
highway distr.: 8  
current owner: Christian County

## STRUCTURAL DATA

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

span number:	2	condition:	good
span length:	80.0'	alterations:	trusses moved to this location, 1966
total length:	160.0'	floor/decking :	timber deck over timber and steel stringers
roadway width:	11.7'	other features:	upper chord and inclined end post: 2 channels with cover plates and lacing; lower chord: 2 looped rectangular eyebars; vertical: 4 angles with lacing; diagonal: 2 looped square eye-bars; counter: 1 looped square eyebar with turnbuckle; lateral bracing: round rod with threaded ends; floor beam: I-beam, field-bolted to vertical; guardrail: 2 angles

## HISTORICAL DATA

erection date: 1915  
erection cost: unknown  
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 382000.4; Christian County Court Record, Book 14: 22 December 1914, located at Christian County Court-house, Ozark, Missouri; field inspection by Clayton Fraser, 26 January 1990.

sign. rating: 32  
evaluation: NRHP non-eligible (common bridge type, moved)

inventoried by: Clayton B. Fraser      26 February 1992

# Red Bridge

CHRI11

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## GENERAL DATA

structure no.:	433000.4	city/town:	10.5 miles southeast of Ozark
county:	Christian	feature inters.:	Bull Creek
		cadastral grid:	S8, T25N, R20W
		highway route:	County Road H14
		highway distr.:	8
		current owner:	Christian County

## STRUCTURAL DATA

superstructure: steel, 3-panel, pin-connected Pratt pony truss  
substructure: concrete abutments, wingwalls and piers (with rock backfill at abutments)

span number:	3	condition:	good
span length:	86.0'	alterations:	none
total length:	255.0'	floor/decking :	timber deck (planks laid on end)
roadway width:	11.5'	other features:	upper chord and inclined end post: 2 channels with cover plates and lacing; lower chord: 2 looped rectangular eyebars; vertical: 4 angles with lacing; diagonal: 2 looped square eyebars with turnbuckles; floor beam: I-beam field bolted to vertical; guardrail: 2 angles

## HISTORICAL DATA

erection date: 1915  
erection cost: unknown  
designer: Canton Bridge Company, Canton OH  
fabricator : Canton Bridge Company, Canton OH;  
Jones and Laughlin Steel Company, Pittsburgh PA  
contractor: Canton Bridge Company, Canton OH  
references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 433000.4; Christian County Court Record, Book 14: 22 December 1914, 3 November 1915, located at Christian County Courthouse, Ozark, Missouri; field inspection by Clayton Fraser, 26 January 1990.  
sign. rating: 52  
evaluation: NRHP possibly eligible (uncommon multiple-span example of common truss type)

inventoried by: Clayton B. Fraser 26 February 1992

# HAER INVENTORY

Missouri Historic Bridge Inventory

**NAME(S) OF STRUCTURE**

Riverdale Bridge  
MHTD: 187000.4

CHRI03

**DATE(S) OF CONSTRUCTION**

1906

**LOCATION**

County Road 187 over Finley River; S36, T27N, R22W  
3.4 miles south of Nixa; Christian County, Missouri

**USE (ORIGINAL / CURRENT)**

roadway bridge / roadway bridge

**RATING** determined NRHP non-eligible (score: 43)

**CONDITION**

good

**OWNER**

Christian County

span number: 2  
span length: 87.0'  
total length: 175.0'  
roadway wdt.: 11.6'

superstructure: steel, 5-panel, pin-connected Pratt through truss  
substructure: concrete abutments and wingwalls with concrete pier  
floor/decking: timber deck over steel stringers  
other features: upper chord/end post: 2 channels with cover plate and lacing; lower chord: 2 looped rectangular eyebars; hip vertical: 1 looped square eyebar; vertical: 2 channels with lacing; diagonal: 2 looped rectangular eyebars; counter: 1 looped square eyebar with turnbuckle; lateral bracing: round rod with threaded ends; strut: 2 angles; floor beam: I-beam, field-bolted to vertical; guardrail: 2 angles; portal strut: angle A-frame with decorative lacing; portal builder's plate: 1906 THE CANTON BRIDGE Co. BUILDERS  
CANTON OHIO

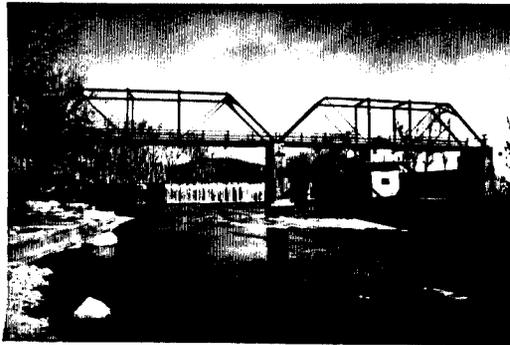
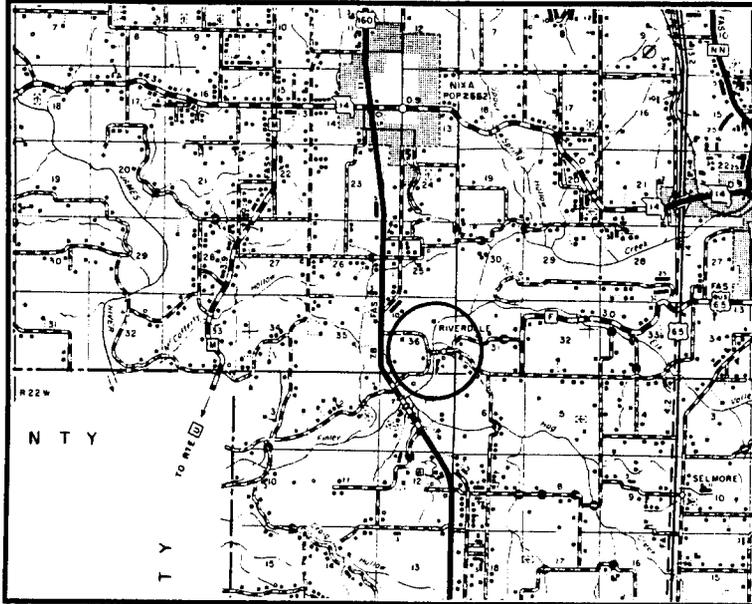
According to Christian County Court records, in June 1906 county surveyor I.H. Johnson was instructed to advertise for bids for the construction of three bridges over the Finley River. One structure was to be located at Linden, another crossed the river at the Arkansas Ford, and the third proposed structure would cross the river just downstream from the Riverdale Mill, some 17 miles from the Springfield Station. This last bridge consisted of two 87-foot-by-12-foot through trusses, with an overall length of 174 feet. In August the county court awarded a contract to fabricate and build the Linden and Riverdale bridges. The agreement stipulated that Canton would supply materials to erect the bridges' super- and substructures, except for the approach fills, by that Christmas. The Riverdale Bridge was erected as a two-span Pratt truss, using steel fabricated in Pittsburgh by the Jones and Laughlin steel mills. Construction was completed by the end of January 1907; on February 5th a warrant in the amount of \$2,990.00 was issued to Canton. Since its original construction, the Riverdale Bridge has been raised at the piers and at the north abutment. Otherwise, it retains a high degree of integrity and continues to serve its original purpose.

The Riverdale Bridge is a typical, but structurally undistinguished, short-span through truss. Built by one of the most prolific bridge contractors in Missouri during a period of intense bridge construction activity, it is representative of the technological trends for the period. The twin-span configuration is noteworthy, but not technologically significant.

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**NAME(S) OF STRUCTURE**

Riverdale Bridge

**PHOTOS AND SKETCH MAP OF LOCATION****LOCATION MAP**TAKEN FROM MISSOURI HIGHWAY AND TRANSPORTATION DEPARTMENT  
GENERAL HIGHWAY MAP

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**SOURCES**

Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 187000.4; Christian County Court Record, Book 11: 12 June 1906, 10 August 1906, (contract) 17 December 1906, 5 February 1907, 9 May 1907, 10 May 1907, 29 May 1907, located at Christian County Courthouse, Ozark, Missouri; Fraserdesign, "Riverdale Bridge: Preliminary Determination of NRHP Eligibility," 8 March 1991; field inspection by Clayton Fraser and Paula Sutton, 26 January 1990.

**INVENTORIED BY**

Clayton B. Fraser

**AFFILIATION**

Fraserdesign, Loveland CO

**DATE**26 February 1990

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# HAER INVENTORY

Missouri Historic Bridge Inventory

**NAME(S) OF STRUCTURE**

Riverside Bridge  
MHTD: 209001.5

CHRI04

**DATE(S) OF CONSTRUCTION**

1909

**LOCATION**

County Road 209 over Finley River; S14, T27N, R21W  
2.8 miles north of Ozark; Christian County, Missouri

**USE (ORIGINAL / CURRENT)**

roadway bridge / roadway bridge

**RATING** NRHP non-eligible (score: 43)

**CONDITION**

good

**OWNER**

Christian County

span number: 2  
span length: 100.0'  
total length: 274.0'  
roadway wdt.: 11.5'

superstructure: steel, 6-panel, pin-connected Pratt through truss with steel stringer approach spans  
substructure: concrete abutments, wingwalls and piers  
floor/decking: concrete over corrugated steel deck with steel stringers  
other features: upper chord/end post: 2 channels with cover plate and lacing; lower chord: 2 looped rectangular eyebars; vertical: 1 square looped eyebar, 2 channels with lacing; diagonal: 2 looped square eyebars; counter: 1 round eyebar with turnbuckle; lateral bracing: round rod with threaded ends; strut: 2 angles; floor beam: I-beam, field-bolted to vertical; guardrail: 2 channels; portal strut: angle A-frame with decorative lacing; portal builder's plate: 1909 THE CANTON BRIDGE Co. BUILDERS CANTON OHIO

In August 1909 the Christian County Court received bids for a bridge that would span Finley Creek at the Old Wagon Bridge site by the Cumming Factory north of Ozark. The court that month contracted with the Canton Bridge Company to fabricate and build the two-span truss for \$3648.00. Canton had poured the concrete piers and abutments by the end of September; by the end of the year the Ohio-based company had fabricated the trusses from steel rolled by Cambria and erected them on-site. The Riverside Bridge's two channel spans each measure 100 feet in length, and are approached on one side by steel stringer spans (since replaced). The deck and guardrails have also been replaced. The structure, otherwise, has maintained its original integrity, and continues to carry vehicular traffic.

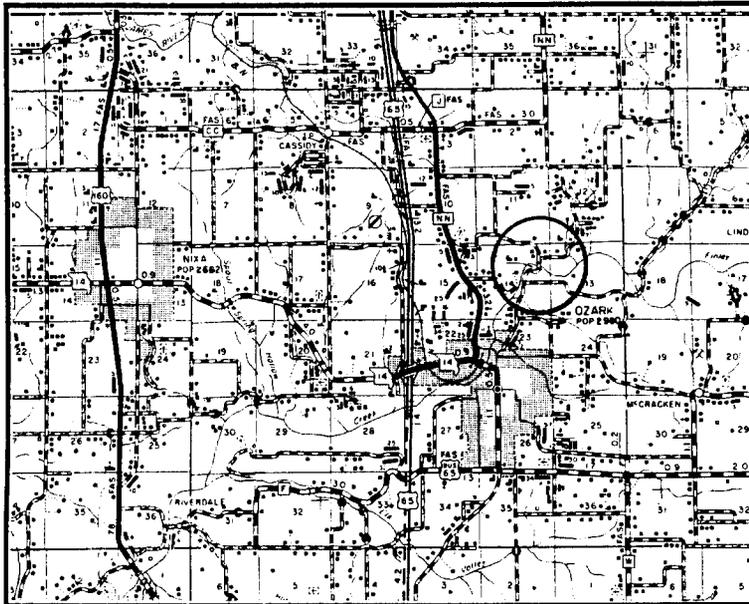
From the turn of the century until the late 1910s, the Canton Bridge Company designed, fabricated and erected virtually all of Christian County's truss bridges. The Riverside Bridge reflects Canton's proclivity for pin-connected Pratt trusses. It typifies medium-scale truss design and detailing for its period of construction - and is one of thousands of Pratt through trusses built throughout the state in the early 20th century. With unremarkable design and modest dimensions, the Riverside Bridge is one of hundreds of such trusses that remain in place on Missouri's county roads.

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**NAME(S) OF STRUCTURE**

Riverside Bridge

**PHOTOS AND SKETCH MAP OF LOCATION**



**LOCATION MAP**

TAKEN FROM MISSOURI HIGHWAY AND TRANSPORTATION DEPARTMENT  
GENERAL HIGHWAY MAP

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**SOURCES**

Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 209001.5; Christian County Court Record, Book 12: July 1909, 4 August 1909, 28 September 1909, 14 February 1910, 8 March 1910, located at Christian County Courthouse, Ozark, Missouri; field inspection by Clayton Fraser and Paula Sutton, 26 January 1990.

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**INVENTORIED BY**

Clayton B. Fraser

**AFFILIATION**

Fraserdesign, Loveland CO

**DATE**

26 February 1990

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# HAER INVENTORY

Missouri Historic Bridge Inventory

**NAME(S) OF STRUCTURE**

McCracken Street Bridge  
MHTD: 328500.1

CHRI09

**DATE(S) OF CONSTRUCTION**

1923

**LOCATION**

McCracken Street over Finley River; S23, T27N, R21W  
north edge of Ozark; Christian County, Missouri

**USE (ORIGINAL / CURRENT)**

highway bridge / roadway bridge

**RATING** NRHP eligible (score: 73)

**CONDITION**

excellent

**OWNER**

Christian County

span number: 2

span length: 100.0'

total length: 204.0'

roadway wdt.: 18.0'

superstructure: steel, 5-panel, rigid-connected Baltimore through truss

substructure: concrete abutments, wingwalls and pier

floor/decking: asphalt over concrete deck with steel stringers

other features: upper chord/end post: 2 channels with cover plate and lacing; lower chord: 2 angles with batten plates; vertical: 4 angles with batten plates; diagonal: 4 angles with batten plates; lateral bracing: 1 angle; strut: 4 angles with lacing, braced; floor beam: I-beam, field-bolted to vertical; guardrail: steel gaspipe; portal strut: angles with lacing and gusset plates

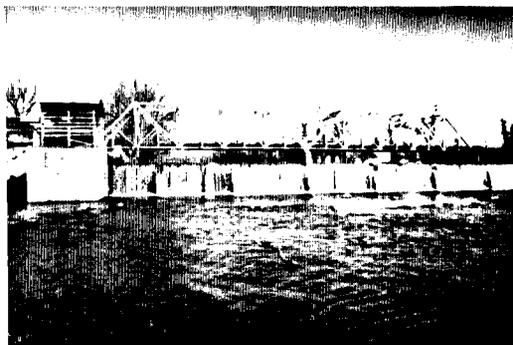
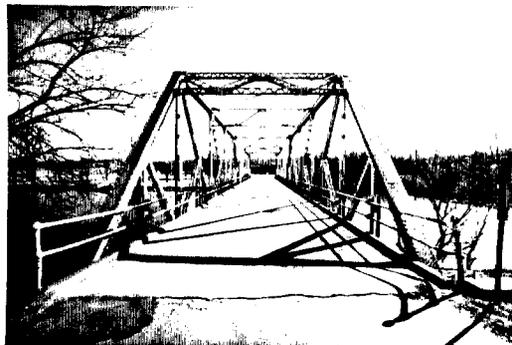
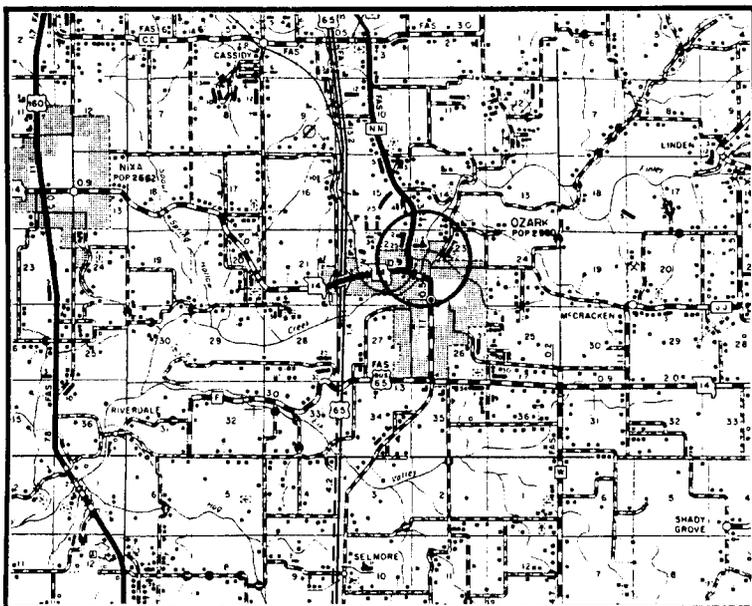
The McCracken Street Bridge spans the Finley River on the northern edge of Ozark, the County Seat of Christian County. The structure was built by the Missouri Highway and Transportation Department to carry U.S. Highway 65. Designed late in 1922 by engineers for the Missouri State Highway Department, the bridge was let for bids in November. On December 27th, MSHD contracted with the Pioneer Construction Company of Kansas City to build the concrete abutments and pier and erect the two rigid-connected trusses. Using steel components rolled by Carnegie and Illinois, Pioneer erected the structure in 1923 for \$17,617.90. The McCracken Street Bridge carried the U.S. highway until it was turned over to Christian County in September 1962 in a route re-alignment. With no major alterations, the bridge retains a high degree of physical integrity.

The Missouri State Highway Department reported in its 1923-24 **Biennial Report**: "During the past two years the Bureau [of Bridges] has been largely engaged in preparing special designs for the bridges needed on the various road projects initiated during this time. The designs embrace structures ranging in length from 12 feet to 1,200 feet and costing from \$1,200 to \$121,000." Highway department bridge engineers relied primarily on straightforward Pratts for their standard medium-span through trusses, but they experimented for a brief period as well with rigid-connected Baltimore trusses - Pratt configurations with subdivided panels. The McCracken Street Bridge is one of only two such Baltimore-truss structures remaining in place from this period (other: the Honey Creek Bridge (GRUN01). It therefore enjoys a degree of technological significance for its representation of experimental design conducted during the formative years of the highway department.

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**NAME(S) OF STRUCTURE**

McCracken Street Bridge

**PHOTOS AND SKETCH MAP OF LOCATION****LOCATION MAP**

TAKEN FROM MISSOURI HIGHWAY AND TRANSPORTATION DEPARTMENT  
GENERAL HIGHWAY MAP

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**SOURCES**

Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 328500.1; Missouri State Highway Commission, **Fourth Biennial Report: 1923-24**, p. 119; Missouri State Highway Department Primary System Bridge Record (abandoned or void-due-to-relocation structures), located at Bridge Division, MHTD, Jefferson City MO; Bridge Drawings G-325, located at MHTD, Jefferson City MO; field inspection by Clayton Fraser and Paula Sutton, 26 January 1990.

**INVENTORIED BY**

Clayton B. Fraser

**AFFILIATION**

Fraserdesign, Loveland CO

**DATE**

26 February 1990

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# HAER INVENTORY

Missouri Historic Bridge Inventory

**NAME(S) OF STRUCTURE**

Red Bridge  
MHTD: 433000.4

CHR11

**DATE(S) OF CONSTRUCTION**

1915

**LOCATION**

County Road H14 over Bull Creek; S8, T25N, R20W  
10.5 miles southeast of Ozark; Christian County, Missouri

**USE (ORIGINAL / CURRENT)**

roadway bridge / roadway bridge

**RATING** NRHP possibly eligible (score: 52)

**CONDITION**

good

**OWNER**

Christian County

span number: 3  
span length: 86.0'  
total length: 255.0'  
roadway wdt.: 11.5'

superstructure: steel, 3-panel, pin-connected Pratt pony truss  
substructure: concrete abutments, wingwalls and piers (with rock backfill at abutments)  
floor/decking: timber deck (planks laid on end)  
other features: upper chord and inclined end post: 2 channels with cover plates and lacing; lower chord: 2 looped rectangular eyebars; vertical: 4 angles with lacing; diagonal: 2 looped square eyebars with turnbuckles; floor beam: I-beam field bolted to vertical; guardrail: 2 angles

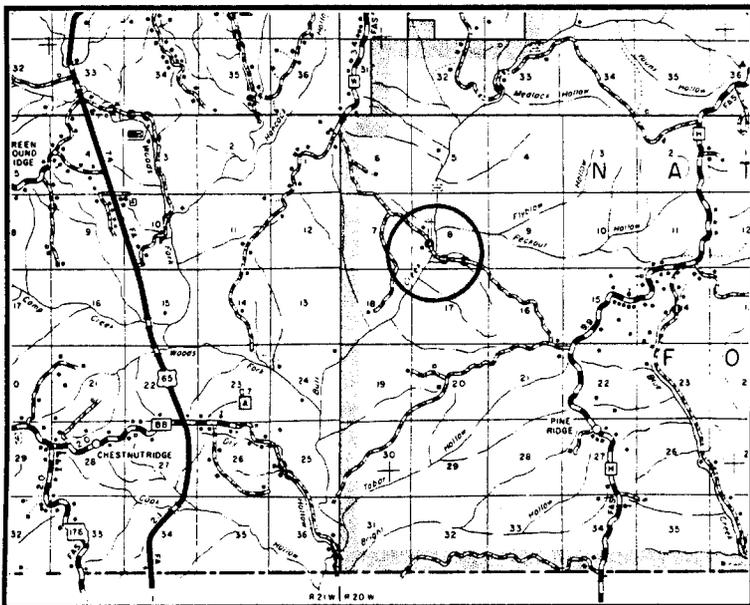
The Red Bridge carries county road H14 across Bull Creek approximately 10½ miles southeast of Ozark. It was built by the Canton Bridge Company with steel rolled by the Jones and Laughlin Steel Company of Pittsburgh. With an overall length of 255 feet, the structure is a three-span, pin-connected Pratt pony truss. Because the truss has not been substantially altered, it retains a high degree of physical integrity.

From the turn of the century until the late 1910s, the Canton Bridge Company designed, fabricated and erected virtually all of Christian County's truss bridges. The Red Bridge reflects Canton's proclivity for pin-connected Pratt trusses. It typifies medium-scale truss design and detailing for its period of construction - and is one of thousands of Pratt pony trusses built throughout the state in the early 20th century and one of hundreds identified by the historic bridge inventory. Although its detailing is typical, the structure is distinguished by its multiplicity of spans. Multiple-span pony trusses are a relative rarity in Missouri, and the Red Bridge is a relatively long-span, particularly well-preserved example.

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**NAME(S) OF STRUCTURE**

Red Bridge

**PHOTOS AND SKETCH MAP OF LOCATION****LOCATION MAP**

TAKEN FROM MISSOURI HIGHWAY AND TRANSPORTATION DEPARTMENT  
GENERAL HIGHWAY MAP

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**SOURCES**

Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 433000.4; Christian County Court Record, Book 14: 22 December 1914, 3 November 1915, located at Christian County Courthouse, Ozark, Missouri; field inspection by Clayton Fraser and Paula Sutton, 26 January 1990.

**INVENTORIED BY**

Clayton B. Fraser

**AFFILIATION**

Fraserdesign, Loveland CO

**DATE**

26 February 1990

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