PULASKI COUNTY

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

Inv. No.	MHTD	Bridge Name	Description	
*PULA01	G 455A	Waynesville Bridge	**5- 80'**	**concrete filled spandrel arch**
			1923	Koss Construction Company
*PULA02	J 802	Gasconade River Bridge	1-**200'**	**riveted Parker through truss**
			1932	Maxwell Construction Company
*PULA03	K 203	Gasconade River Bridge	**2**-150'	**riveted Parker through truss**
			1934	List and Clark Construction Co.
*PULA04	L 35	Big Piney River Bridge	**3-160'**	**concrete open spandrel arch**
			1942	Hannibal Contracting Company
PULA05	T 474	Gasconade River Bridge	**6-105'**	steel plate through girder
			1937	George W. Condon Company
PULA06	061001.8	Little Tavern Creek Bridge	1- 60'	pinned Pratt half-hip pony truss
			c**1910**	
PULA07	089000.2	BN Railroad Overpass	**3- 50'**	steel stringer
			1902	Burlington Northern Railroad
*PULA08	195002.8	Ross Ford Bridge	1-150'	**pinned Pratt through truss**
			1908	Canton Bridge Company
*PULA09	206001.5	Devils Elbow Bridge	**2-160'**	**riveted Parker through truss**
			1923	Riley and Bailey

EXCLUDED:

Steel stringer
K 112 K 113 K 212 015003.6 122000.6 138000.5 139001.0

Concrete slab / girder
H 88R J 502 Y 298 Y 457 089002.1 136000.5 131001.1
168001.8 143002.0

Concrete box culvert
L 50 X 705 X 947 029000.6

Timber stringer
197000.5

SUMMARY:

	Primary	Secondary	Urban	Other	Total
Included	5	4	0	0	9
Excluded	10	11	0	0	21
	15	15	0	0	30 structures

Waynesville Bridge

PULA01

GENERAL DATA

structure no.: G 455A
county: Pulaski
city/town: Waynesville
feature inters.: Roubidoux Creek
cadastral grid: S24, T36N, R12W
highway route: State Highway 17
highway distr.: 9
current owner: Missouri Highway and Transportation Department

STRUCTURAL DATA

superstructure: concrete filled spandrel arch
substructure: concrete abutments, wingwalls and piers

span number: 5
span length: 80.0'
total length: 416.0'
roadway width: 36.0'
condition: good
alterations: roadway widened and guardrails replaced, 1939
floor/decking : concrete deck over earth fill
other features: concrete guardrails (standard MSHD design)

HISTORICAL DATA

erection date: 1923
erection cost: $44,035.00
designer: Missouri State Highway Department
fabricator : none
contractor: Koss Construction Company, Des Moines IA

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. G 455A; Missouri Primary System Bridge Record, located at the Missouri Highway and Transportation Department, Jefferson City MO; **Fourth Biennial Report of the Missouri State Highway Commission** (1923-24), page 166; field inspection by Clayton Fraser, 5 May 1990.

sign. rating: 50
evaluation: NRHP possibly eligible (excellent multiple-span example of MSHD concrete bridge design)

inventoried by: Clayton B. Fraser 6 March 1993

Gasconade River Bridge

PULA02

GENERAL DATA

structure no.: J 802
county: Pulaski
city/town: 1.9 miles north of Waynesville
feature inters.: Gasconade River
cadastral grid: S14, T36N, R12W
highway route: State Highway 17
highway distr.: 9
current owner: Missouri Highway and Transportation Department

STRUCTURAL DATA

superstructure: steel, 10-panel, rigid-connected Parker through truss; two, 6-panel, rigid-connected polygonal Warren pony truss approach spans; two steel stinger approach spans
substructure: concrete abutments, wingwalls and piers

span number: 1; 2
span length: 200.0'; 100.0'
total length: 482.0'
roadway width: 24.0'
condition: good
alterations: none
floor/decking : concrete deck over steel stringers
other features: steel angle guardrails

HISTORICAL DATA

erection date: 1932
erection cost: $37,595.90
designer: Missouri State Highway Department
fabricator : unknown
contractor: Maxwell Construction Company

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. J 802; Missouri Primary System Bridge Record, located at the Missouri Highway and Transportation Department, Jefferson City MO; field inspection by Clayton Fraser, 5 May 1990.

sign. rating: 47
evaluation: NRHP non-eligible (typically configured, long-span example of MSHD truss design in the 1930s)

inventoried by: Clayton B. Fraser 6 March 1993

Gasconade River Bridge

PULA03

GENERAL DATA

structure no.: K 203
county: Pulaski
city/town: 3.5 miles northwest of Devils Elbow
feature inters.: Gasconade River
cadastral grid: S36, T37N, R11N
highway route: State Highway 28
highway distr.: 9
current owner: Missouri Highway and Transportation Department

STRUCTURAL DATA

superstructure: steel, 8-panel, rigid-connected Parker through truss; two, rigid-connected, Warren pony truss approach spans
substructure: concrete abutments, wingwalls and piers

span number: 2; 2
span length: 150.0'; 70.0'
total length: 450.0'
roadway width: 22.0'
condition: good
alterations: none
floor/decking : concrete deck over steel stringers
other features: steel angle guardrails

HISTORICAL DATA

erection date: 1934
erection cost: $45,030.87
designer: Missouri State Highway Department
fabricator : unknown
contractor: List and Clark Construction Company

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. K 203; Missouri Primary System Bridge Record, located at the Missouri Highway and Transportation Department, Jefferson City MO.

sign. rating: 47
evaluation: NRHP non-eligible (typically configured example of MSHD truss design in the 1930s)

inventoried by: Clayton B. Fraser 6 March 1993

Big Piney River Bridge

PULA04

GENERAL DATA

structure no.: L 35
county: Pulaski
city/town: 0.5 mile west of Devils Elbow
feature inters.: Big Piney River
cadastral grid: S18, T36N, R10W
highway route: State Supplementary Route Z
highway distr.: 9
current owner: Missouri Highway and Transportation Department

STRUCTURAL DATA

superstructure: concrete, two-rib, open spandrel arch; five arched concrete deck girder approach spans
substructure: concrete abutments, wingwalls and piers

span number: 1; 2
span length: 160.0'; 100.0'
total length: 638.0'
roadway width: 58.0'
condition: good
alterations: none
floor/decking : concrete deck
other features: concrete guardrails with curved haunches (standard Missouri Highway Department design)

HISTORICAL DATA

erection date: 1942-43
erection cost: $47,707.00
designer: Missouri State Highway Department
fabricator : none
contractor: Maxwell Construction Company

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. L 35; Missouri Primary System Bridge Record, located at the Missouri Highway and Transportation Department, Jefferson City MO; **Thirteenth Biennial Report of the State Highway Commission of Missouri** (1941-42), pages 145, 149-150; field inspection by Clayton Fraser, 5 May 1990.

sign. rating: 50
evaluation: NRHP possibly eligible (well-preserved, long-span example of MSHD concrete arch design, built relatively late)

inventoried by: Clayton B. Fraser 6 March 1993

Gasconade River Bridge

PULA05

GENERAL DATA

structure no.: T 474
county: Pulaski
city/town: 4.1 miles south of Richland
feature inters.: Gasconade River
cadastral grid: S6, T35N, R13W
highway route: State Highway 133
highway distr.: 9
current owner: Missouri Highway and Transportation Department

STRUCTURAL DATA

superstructure: steel plate through girder
substructure: concrete abutments, wingwalls and piers

span number: 1; 4; 1
span length: 105.0'; 90.0'; 60.0'
total length: 637.0'
roadway width: 20.0'
condition: good
alterations: none
floor/decking: concrete deck
other features: steel angle guardrails

HISTORICAL DATA

erection date: 1936-37
erection cost: $66,870.30
designer: Missouri State Highway Commission
fabricator: unknown
contractor: George W. Condon

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. T 474; Missouri Primary System Bridge Record, located at the Missouri Highway and Transportation Department, Jefferson City MO.

sign. rating: 47
evaluation: NRHP determined non-eligible (typically configured example of MSHD beam design in the 1930s)

inventoried by: Clayton B. Fraser 6 March 1993

Little Tavern Creek Bridge

PULA06

GENERAL DATA

structure no.: 061001.8
county: Pulaski

city/town: 3.8 miles northeast of Crocker
feature inters.: Little Tavern Creek
cadastral grid: S27, T38N, R12W
highway route: County Road 61
highway distr.: 9
current owner: Pulaski County

STRUCTURAL DATA

superstructure: steel, 4-panel, pin-connected Pratt half-hip pony truss
substructure: steel pile bent piers, with timber back- and wingwalls

span number: 1
span length: 60.0'
total length: 60.0'
roadway width: 13.5'

condition: fair
alterations: unknown
floor/decking : timber deck
other features: no 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. 061001.8.

sign. rating: 29
evaluation: NRHP non-eligible (typically configured, inadequately documented example of a common structural type)

inventoried by: Clayton B. Fraser 6 March 1993

Burlington Northern Overpass

PUL07

GENERAL DATA

structure no.: 089000.2
county: Pulaski
city/town: 4.1 miles northeast of Dixon
feature inters.: Burlington Northern Railroad
cadastral grid: S9, T37N, R11W
highway route: County Road 89
highway distr.: 9
current owner: Pulaski County

STRUCTURAL DATA

superstructure: steel stringer
substructure: unknown

span number: 3
span length: 50.0'
total length: 124.0'
roadway width: 18.0'
condition: fair
alterations: none
floor/decking : unknown
other features: unknown

HISTORICAL DATA

erection date: 1902
erection cost: unknown
designer: unknown
fabricator : unknown
contractor: Burlington Northern Railroad

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. 089000.2.

sign. rating: 43
evaluation: NRHP non-eligible (somewhat noteworthy for its multiple spans, but otherwise an undistinguished, early example of an exceedingly common structural type)

inventoried by: Clayton B. Fraser 6 March 1993

Ross Ford Bridge

PULA08

GENERAL DATA

structure no.: 195002.8
county: Pulaski

city/town: 2.7 miles east of Big Piney
feature inters.: Big Piney River
cadastral grid: S8, T34N, R10W
highway route: County Road 195
highway distr.: 9
current owner: Pulaski County

STRUCTURAL DATA

superstructure: steel, 9-panel, pin-connected Pratt through truss; 4 timber stringer approach spans at the south end; 1 timber stringer approach span at the north end

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

span number: 1
span length: 150.0'
total length: 245.0'
roadway width: 11.7'

condition: fair
alterations: none
floor/decking : timber deck over steel stringers
other features: upper chord and inclined end post: 2 channels with cover plate and lacing; lower chord: 2 looped rectangular eyebars; vertical: 2 channels with lacing (2 square eyebars at the hip); diagonal: 2 looped rectangular eyebars; lateral bracing: round rod with threaded ends; strut: two angles with continuous plate; floor beam: I-beam, field-bolted to vertical; guardrail: 2 angles; builder's plate: **1908 / CANTON BRIDGE Co. BUILDERS / CANTON OHIO**

HISTORICAL DATA

erection date: 1908
erection cost: $10,900.00 (two-bridge contract)
designer: Canton Bridge Company, Canton OH
fabricator : Canton Bridge Company, Canton OH; Carnegie Steel Company, Pittsburgh PA
contractor: Canton Bridge Company, Canton OH

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. 195002.8; Pulaski County Court Record, Book F: page 55 (11 May 1907), page 237 (9 May 1908), page 237 (9 May 1908), pages 358-59 (3 February 1909), page 408 (6 May 1909) - located at Pulaski County Courthouse, Waynesville MO; field inspection by Clayton Fraser, 5 May 1990.

sign. rating: 48
evaluation: NRHP determined non-eligible (typical example of mainstay structural type)

inventoried by: Clayton B. Fraser 6 March 1993

Devils Elbow Bridge

PULA09

GENERAL DATA

structure no.: 206001.5
county: Pulaski
city/town: Devils Elbow
feature inters.: Big Piney River
cadastral grid: S18, T36N, R10W
highway route: County Road 206
highway distr.: 9
current owner: Pulaski County

STRUCTURAL DATA

superstructure: two steel, 8-panel, rigid-connected Parker through trusses; rigid-connected Warren pony truss approach span at the south end; four concrete deck girder approach spans
substructure: concrete abutments, wingwalls and piers

span number: 2; 1
span length: 160.0'; 80.0'
total length: 590.0'
roadway width: 19.5'
condition: good
alterations: none
floor/decking : concrete deck over steel stringers
other features: steel pipe guardrails

HISTORICAL DATA

erection date: 1922-23
erection cost: $63,352.20
designer: Missouri State Highway Department
fabricator : Inland Steel Company, East Chicago IN
contractor: Riley and Bailey Construction Company

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. 206001.5; **Third Biennial Report of the Missouri State Highway Commission** (1921-22), pages 132, 142; **Fourth Biennial Report of the Missouri State Highway Commission** (1923-24), page 166; field inspection by Clayton Fraser, 5 May 1990.

sign. rating: 50
evaluation: NRHP possibly eligible (one of earliest extant examples of MSHD long-span truss design)

inventoried by: Clayton B. Fraser 6 March 1993

HAER INVENTORY
Missouri Historic Bridge Inventory

NAME(S) OF STRUCTURE
Waynesville Bridge
MHTD: G 455A

PULA01

DATE(S) OF CONSTRUCTION
1923

LOCATION
State Highway 17 over Roubidoux Creek; S24, T36N, R12W
Waynesville; Pulaski County, Missouri

USE (ORIGINAL / CURRENT)
highway bridge / highway bridge

RATING NRHP possibly eligible (score: 50)

CONDITION
good

OWNER
Missouri Highway and Transportation Department

span number:	5	superstructure:	concrete filled spandrel arch
span length:	80.0'	substructure:	concrete abutments, wingwalls and piers
total length:	416.0'	floor/decking:	concrete deck over earth fill
roadway wdt.:	36.0'	other features:	concrete guardrails (standard MSHD design)

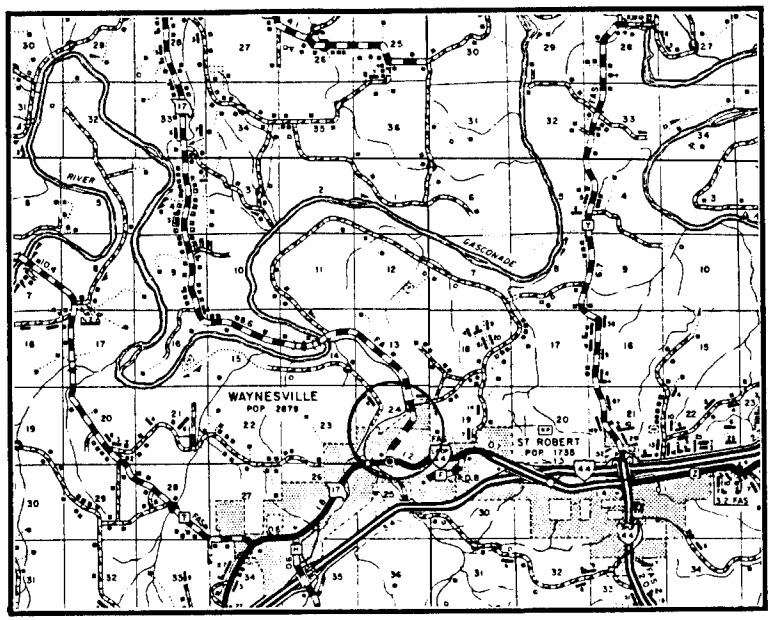
Located on the western edge of Waynesville, the Pulaski County Seat, this multiple-span crossing was built in 1923 by Koss Construction Company. The Waynesville Bridge is comprised of five 80-foot filled spandrel arches, for an overall length in excess of 400 feet. The bridge was designed in late 1922 by the Missouri State Highway Commission, and on February 2, 1923, Koss won the contract to build it. Completed later that year for $44,035.00, the Waynesville Bridge carried Missouri State Highway 14 (later Highway 17) over Roubidoux Creek for 16 years without alteration. In 1939 the roadway was widened by extending the arch barrels and replacing the original guardrails. Since that time, the structure has functioned in place with no further alteration.

The Missouri State Highway Department typically used filled spandrel designs for its concrete arches with 80 feet or less of span; open spandrel arches were employed for longer-span applications. MSHD engineers designed numerous single-span examples of the former configuration in the 1920s, but few filled spandrel arches with multiple spans. A handful of these large-scale bridges have been identified by the statewide bridge inventory. The Waynesville Bridge in Pulaski County stands out among those remaining for its five span configuration. The Meramec River Bridge in Crawford County [**CRAW01**] is Missouri's only other five-span filled spandrel arch. The Waynesville Bridge, therefore, is technologically significant as a well-preserved, multiple-span representative of Missouri State Highway Department concrete design of the 1920s.

NAME(S) OF STRUCTURE

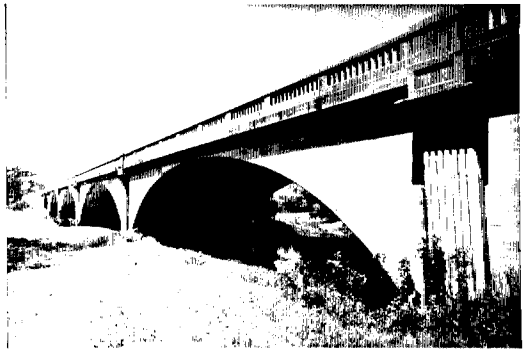
Waynesville Bridge

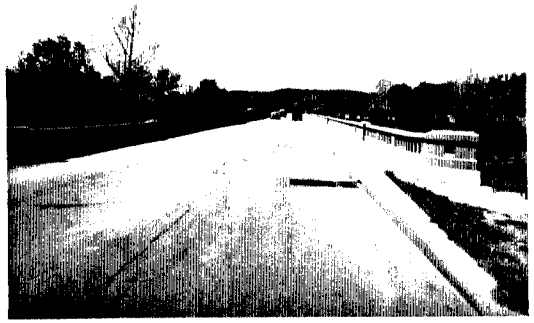
PHOTOS AND SKETCH MAP OF LOCATION



LOCATION MAP

TAKEN FROM MISSOURI HIGHWAY AND TRANSPORTATION DEPARTMENT GENERAL HIGHWAY MAP





SOURCES

Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. G 455A; Missouri Primary System Bridge Record, located at the Missouri Highway and Transportation Department, Jefferson City MO; **Fourth Biennial Report of the Missouri State Highway Commission** (1923-24), page 166; field inspection by Clayton Fraser, 5 May 1990.

INVENTORIED BY	AFFILIATION	DATE
Clayton B. Fraser	Fraserdesign, Loveland CO	5 May 1990

HAER INVENTORY
Missouri Historic Bridge Inventory

NAME(S) OF STRUCTURE
Big Piney River Bridge
MHTD: L 35

PULA04

DATE(S) OF CONSTRUCTION
1942-43

LOCATION
State Supplementary Route Z over Big Piney River; S18, T36N, R10W
0.5 mile west of Devils Elbow; Pulaski County, Missouri

USE (ORIGINAL / CURRENT)
highway bridge / highway bridge

RATING NRHP possibly eligible (score: 50)

CONDITION
good

OWNER
Missouri Highway and Transportation Department

span number:	1; 2	superstructure:	concrete, two-rib, open spandrel arch; five arched concrete deck girder approach spans
span length:	160.0'; 100.0'	substructure:	concrete abutments, wingwalls and piers
total length:	638.0'	floor/decking:	concrete deck
roadway wdt.:	58.0'	other features:	concrete guardrails with curved haunches (standard Missouri Highway Department design)

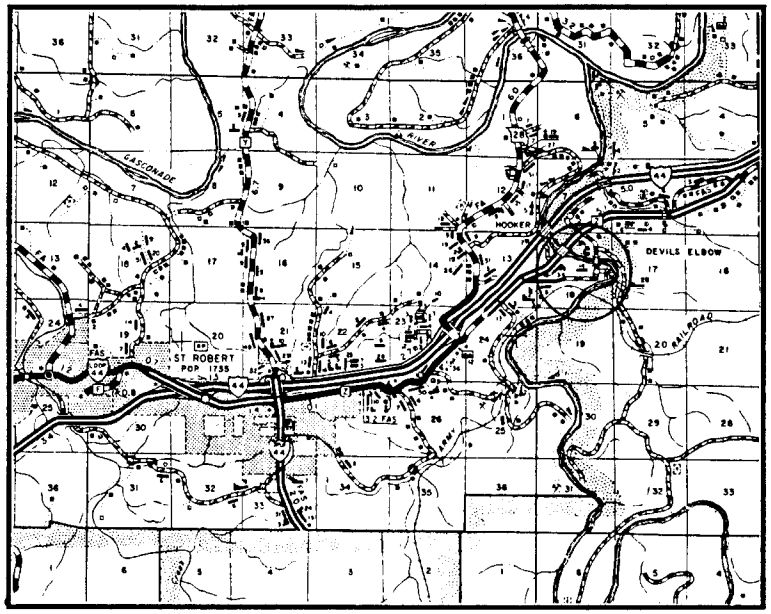
The Big Piney River Bridge is located ½ mile west of Devils Elbow, in east-central Pulaski County. Designed by the Missouri State Highway Commission in the spring of 1942, the concrete structure features three open spandrel arches and five arched girder approach spans, all supported by concrete spill-through piers and mass abutments. The contract for its construction was awarded on July 31, 1942, to the Maxwell Construction Company. Completing the project the following year, the contractor was paid $47,707.00. Much of this money came from federal sources such as the Strategic Highway Fund and the Emergency Relief Fund. Established early on during World War II, these two funds were used to correct deficiencies on strategic networks of roads and bridges, and to provide relief in response to emergencies such as floods. Carrying traffic on Route 66 and later State Supplementary Route Z, the Big Piney River Bridge is unchanged from its original construction.

The Missouri State Highway Department characteristically used open spandrel designs for its concrete arches with 80 feet or more of span; with some exceptions, filled spandrel arches were typically employed for shorter-span applications. MSHD engineers designed a number of open spandrel arches in the 1920s, 1930s and early 1940s, employing both single and multiple span configurations. The Big Piney River Bridge has one of the longest spans of those identified by the statewide bridge inventory, but with a construction date of 1942 it represents no noteworthy technological significance.

NAME(S) OF STRUCTURE

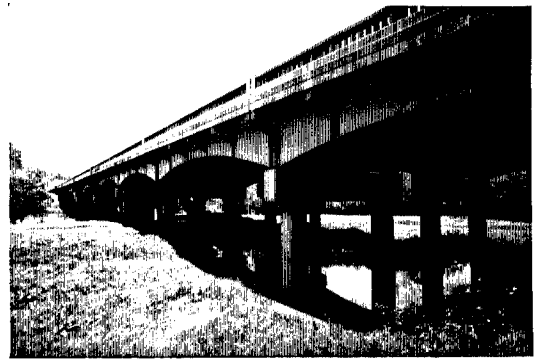
Big Piney River Bridge

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. L 35; Missouri Primary System Bridge Record, located at the Missouri Highway and Transportation Department, Jefferson City MO; **Thirteenth Biennial Report of the State Highway Commission of Missouri** (1941-42), pages 145, 149-150; field inspection by Clayton Fraser, 5 May 1990.

INVENTORIED BY	**AFFILIATION**	**DATE**
Clayton B. Fraser	Fraserdesign, Loveland CO	5 May 1990

HAER INVENTORY
Missouri Historic Bridge Inventory

NAME(S) OF STRUCTURE
Ross Ford Bridge
MHTD: 195002.8

PULA08

DATE(S) OF CONSTRUCTION
1908

LOCATION
County Road 195 over Big Piney River; S8, T34N, R10W
2.7 miles east of Big Piney; Pulaski County, Missouri

USE (ORIGINAL / CURRENT)
roadway bridge / roadway bridge

RATING NRHP determined non-eligible (score: 48)

CONDITION
fair

OWNER
Pulaski County

span number: 1
span length: 150.0'
total length: 245.0'
roadway wdt.: 11.7'

superstructure: steel, 9-panel, pin-connected Pratt through truss; 4 timber stringer approach spans at the south end; 1 timber stringer approach span at the north end
substructure: concrete abutments and wingwalls; concrete-filled steel cylinder piers
floor/decking: timber deck over steel stringers
other features: upper chord and inclined end post: 2 channels with cover plate and lacing; lower chord: 2 looped rectangular eyebars; vertical: 2 channels with lacing (2 square eyebars at the hip); diagonal: 2 looped rectangular eyebars; lateral bracing: round rod with threaded ends; strut: two angles with continuous plate; floor beam: I-beam, field-bolted to vertical; guardrail: 2 angles; builder's plate: **1908 / CANTON BRIDGE Co. BUILDERS / CANTON OHIO**

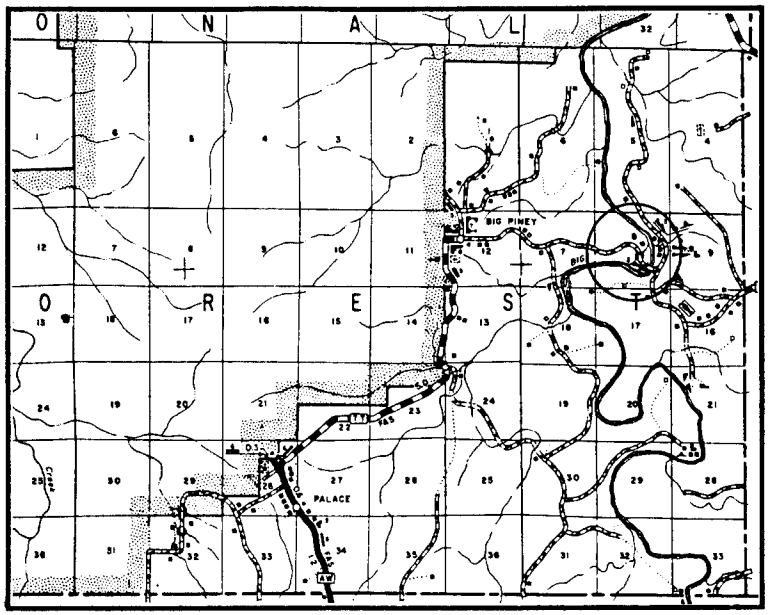
On May 11, 1907, the Pulaski County Court ordered the county surveyor to prepare measurements for three bridges: over the Gasconade River at Bear Creek Ford, over Roubidoux Creek at Waynesville, and this crossing of the Big Piney River at Ross Ford. It was not until the following May that the county court finally ordered the bridges built. In the summer of 1908, J.W. Hoover, agent for the Canton Bridge Company, received contracts to build the Ross Ford Bridge and the Bear Creek Ford Bridge across the Gasconade. Warrants for the two structures, totaling $10,900.00, were paid to Canton Bridge between February and March of 1909. The Bear Creek Ford Bridge has been replaced, but the Ross Ford structure continues to carry local traffic. A steel Pratt through truss featuring pinned connections, the bridge appears much the same today as when it was erected.

In the early 1880s, the pin-connected Pratt truss superseded the bowstring arch-truss as the iron bridge of choice for medium-span wagon crossings. Patented in 1844 by Thomas and Caleb Pratt, the Pratt design is distinguished by vertical members acting in compression and diagonals that act in tension. "The Pratt truss is the type most commonly used in America for spans under two hundred and fifty (250) feet in length," noted bridge engineer J.A.L. Waddell in 1916. "Its advantages are simplicity, economy of metal, and suitability for connection to the floor and lateral systems." Virtually all of the regional bridge fabricators manufactured Pratt trusses and marketed them extensively to Missouri's counties. With an erection date of 1908, the Ross Ford Bridge is distinguished as one of the longer Pratt trusses in Missouri. It is thus a typical–though technologically undistinguished–example of this mainstay structural type.

NAME(S) OF STRUCTURE

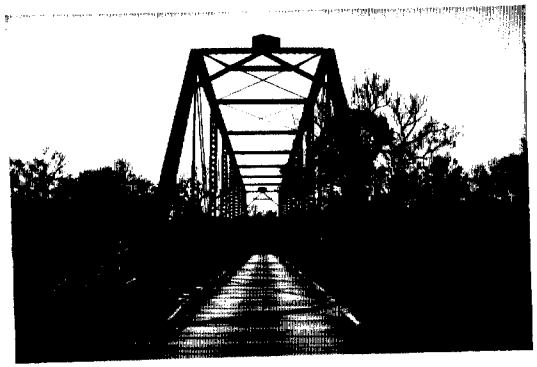
Ross Ford Bridge

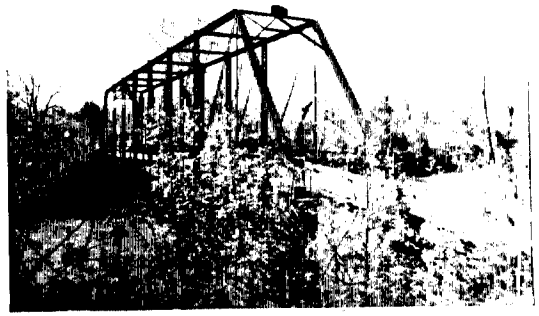
PHOTOS AND SKETCH MAP OF LOCATION

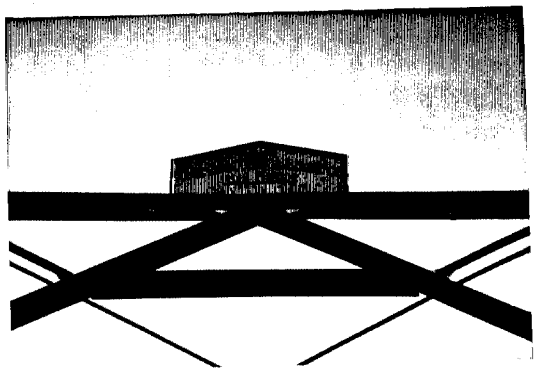


LOCATION MAP

TAKEN FROM MISSOURI HIGHWAY AND TRANSPORTATION DEPARTMENT GENERAL HIGHWAY MAP







SOURCES

Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. 195002.8; Pulaski County Court Record, Book F: page 55 (11 May 1907), page 237 (9 May 1908), page 237 (9 May 1908), pages 358-59 (3 February 1909), page 408 (6 May 1909) - located at Pulaski County Courthouse, Waynesville MO; field inspection by Clayton Fraser, 5 May 1990.

INVENTORIED BY	AFFILIATION	DATE
Clayton B. Fraser	Fraserdesign, Loveland CO	5 May 1990

HAER INVENTORY
Missouri Historic Bridge Inventory

NAME(S) OF STRUCTURE
Devils Elbow Bridge
MHTD: 206001.5

PULA09

DATE(S) OF CONSTRUCTION
1922-23

LOCATION
County Road 206 over Big Piney River; S18, T36N, R10W
Devils Elbow; Pulaski County, Missouri

USE (ORIGINAL / CURRENT)
highway bridge / roadway bridge

RATING NRHP possibly eligible (score: 50)

CONDITION
good

OWNER
Pulaski County

span number:	2; 1	superstructure:	two steel, 8-panel, rigid-connected Parker through trusses; rigid-connected Warren pony truss approach span at the south end; four concrete deck girder approach spans
span length:	160.0'; 80.0'	substructure:	concrete abutments, wingwalls and piers
total length:	590.0'	floor/decking:	concrete deck over steel stringers
roadway wdt.:	19.5'	other features:	steel pipe guardrails

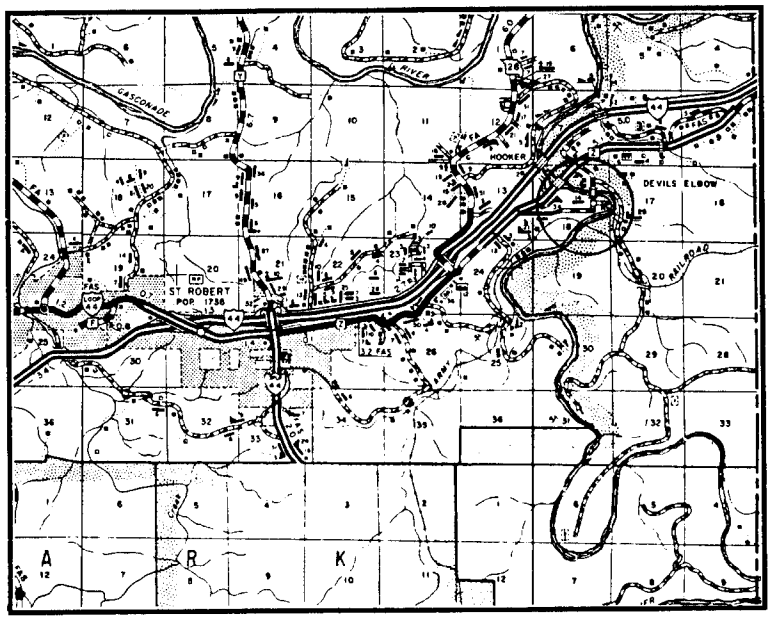
This multiple-span highway bridge over the Big Piney River is located at the small town of Devils Elbow in east-central Pulaski County. Built in 1923, the structure is comprised of two 160-foot Parker through trusses, one 80-foot Warren pony truss, and four 40-foot concrete deck girder approach spans, all supported by concrete piers and abutments. The bridge was designed in 1921 by the Missouri State Highway Commission as part of construction on State Highway 14. A contract for its construction was not let until late the following year. On December 12, 1922, a $63,352.20 contract to build the bridge was awarded to Riley and Bailey. Completed in the spring of 1923, the structure has since functioned in place without substantial alteration. State Highway 14 was later redesignated U.S. Highway 66, then Supplementary Route V; when Interstate 44 was built across the county in 1977, the bridge and adjacent roadway was turned over to Pulaski County. It now carries primarily local traffic.

In the 1921-22 biennium, the highway department prepared special designs for 293 structures, for an aggregate length of some 20,000 feet and a cost in excess of $2.3 million. With an overall length of 590 feet, the Devils Elbow Bridge was one of the largest of the structures (other than the Missouri River bridges at Glasgow, Boonville, Waverly and Lexington) undertaken at this time. The bridge accrues an added degree of significance as one of the oldest examples in the state of the MSHD-designed riveted Parker through truss, a mainstay structural type for long-span highway bridges of the 1920s and 1930s.

NAME(S) OF STRUCTURE

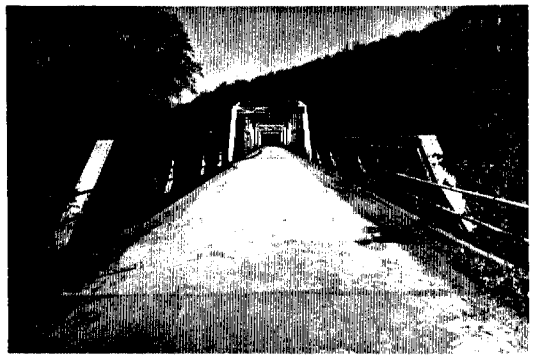
Devils Elbow Bridge

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. 206001.5; **Third Biennial Report of the Missouri State Highway Commission** (1921-22), pages 132, 142; **Fourth Biennial Report of the Missouri State Highway Commission** (1923-24), page 166; field inspection by Clayton Fraser, 5 May 1990.

INVENTORIED BY	**AFFILIATION**	**DATE**
Clayton B. Fraser	Fraserdesign, Loveland CO	5 May 1990