

# PLATTE 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
PLAT01	F 151	Mitchell Creek Bridge	1- 30' <b>concrete filled spandrel arch</b> 1923 L.A. Woods Construction Co.
*PLAT02	K 266R	Platte River Bridge	<b>3-180' riveted Parker through truss</b> 1933 Snyder and Johnson
*PLAT03	K 456R	Fairfax Bridge	<b>3-475' riveted cantilever through truss</b> 1935 Kansas City Bridge Company
PLAT04	K 491	Bear Creek Bridge	1-100' <b>steel plate through girder</b> 1936 Mike Haase
PLAT05	K 698	Weston Viaduct	1-115' <b>steel plate through girder</b> 1936 Mike Haase/Oscar H. Schmidt
*PLAT06	K 754R	Highway 92 Viaduct	16-50' <b>steel stringer</b> 1939 Fred M. Clark and Son
PLAT07	L 354R1	Platte River Bridge	3-115' <b>steel stringer</b> 1951 Maxwell Bridge Company
PLAT08	N236B11	Interurban Road Bridge	2- 52' <b>concrete filled spandrel arch</b> c1920
PLAT09	N237B32	Interurban Road Bridge	2- 26' <b>concrete filled spandrel arch</b> c1920
PLAT10	003000.9	Sugar Creek Bridge	(replaced)
*PLAT11	006000.4	Sugar Creek Bridge	1-130' <b>2-angle Camelback through truss</b> c1920
*PLAT12	016000.1	Iatan Bridge	1- 50' <b>pinned Pratt pony truss</b> 1885 Missouri Valley B&I Company
PLAT13	024000.9	Bear Creek Branch Bridge	(replaced)
PLAT14	053002.7	Bee Branch Bridge	(replaced)
*PLAT15	130000.0	Platte River Bridge	2-160' <b>riveted Pratt through truss</b> c1920 KCCC&SJ Railroad
*PLAT16	136001.7	Jowler Creek Bridge	2- 48' <b>concrete filled spandrel arch</b> c1920
*PLAT17	138003.0	Jowler Creek Bridge	1- 60' <b>2-angle Pratt pony truss</b> c1920
*PLAT18	160000.4	Bee Creek Bridge	1-112' <b>pinned Pratt through truss</b> 1910 Missouri Valley B&I Company
*PLAT19	173001.5	Platte River Bridge	(replaced)
*PLAT20	175000.8	Cordon's Ferry Bridge	1-150' <b>pinned Pratt through truss</b> 1895 Missouri Valley B&I Company

## EXCLUDED:

Steel truss  
 046000.6 135002.6 137001.2

## Steel stringer

J 558R    K 343R    K 355    K 480R    K 703    K 704    K 705  
 L 380R1    NO95B11    N125B11    N167B11    N189B11    N237B31    S 25R

# PLATTE COUNTY

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## EXCLUDED (cont.):

### Steel stringer

S 229	S 592	S 726	S 829	X 877	001001.2	014000.0
021000.2	021001.9	038000.4	039000.5	045000.7	058002.6	064000.1
067002.9	082000.3	103000.7	109000.9	125500.1	138000.6	153000.6
170000.2	176000.8	188000.1	190000.1	190003.0	196000.5	202000.5
455000.1	455000.2					

### Steel girder

J 783	J 784
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### Concrete girder

H 917	H 918	J 557	J 784	097000.1	097003.1
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### Concrete box culvert

G 564R	J 559	K 4	K 6	K 7	K 481	K 706
T 574	155000.6	185R01.6				

### Timber stringer

372000.2

## SUMMARY:

	Primary	Secondary	Urban	Other	Total
Included	7	7	2	0	16
Excluded	26	38	2	0	66
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	33	45	4	0	82 structures

# Mitchell Creek Bridge

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PLAT01

## GENERAL DATA

<b>structure no.:</b> F 151	<b>city/town:</b> Parkville
<b>county:</b> Platte	<b>feature inters.:</b> Mitchell Creek
	<b>cadastral grid:</b> S35, T51N, R34W
	<b>highway route:</b> State Supplementary Route FF
	<b>highway distr.:</b> 4
	<b>current owner:</b> State of Missouri

## STRUCTURAL DATA

<b>superstructure:</b> concrete filled spandrel arch	
<b>substructure:</b> concrete abutments and wingwalls	
<b>span number:</b> 1	<b>condition:</b> good
<b>span length:</b> 30.0'	<b>alterations:</b> none
<b>total length:</b> 34.0'	<b>floor/decking :</b> asphalt over earth fill
<b>roadway width:</b> 24.0'	<b>other features:</b> cantilevered sidewalks; concrete guardrails

## HISTORICAL DATA

<b>erection date:</b> 1922-23	
<b>erection cost:</b> \$10,055.50	
<b>designer:</b> Missouri State Highway Department	
<b>fabricator :</b> none	
<b>contractor:</b> L.A. Woods Construction Company	
<b>references:</b> Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number F 151; Files on primary system bridges on file at Missouri Highway and Transportation Department, Jefferson City MO; Missouri State Highway Commission, <b>Third Biennial Report</b> , 1921-22, pages 127-28, 131.	
<b>sign. rating:</b> 47	
<b>evaluation:</b> NRHP possibly eligible (well-preserved, early example of MSHD concrete bridge design)	

**inventoried by:** Clayton B. Fraser    5 August 1992

# Platte River Bridge

PLAT02

## GENERAL DATA

<b>structure no.:</b> K 266R	<b>city/town:</b> 1.3 miles southwest of Platte City
<b>county:</b> Platte	<b>feature inters.:</b> Platte River
	<b>cadastral grid:</b> S35, T53N, R35W
	<b>highway route:</b> State Highway 45
	<b>highway distr.:</b> 4
	<b>current owner:</b> State of Missouri

## STRUCTURAL DATA

**superstructure:** steel, 9-panel, rigid-connected Parker through truss  
**substructure:** concrete abutments, wingwalls and piers

<b>span number:</b> 3	<b>condition:</b> fair
<b>span length:</b> 180.0'	<b>alterations:</b> maintenance-related repairs, 1988
<b>total length:</b> 548.0'	<b>floor/decking :</b> concrete deck over steel stringers
<b>roadway width:</b> 22.0'	<b>other features:</b> upper chord and inclined end post: 2 channels with cover and batten plates; lower chord: 2 channels with cover and batten plates; vertical: 4 angles with lacing or 2 channels with lacing; diagonal: 2 angles with batten plates; lateral bracing: 1 angle; strut: 2 angles; floor beam: I-beam, field-bolted to verticals; guardrail: 2 channels; bridge plate: MISSOURI / HIGHWAY DEPT / BRIDGE No K 266 / 1933

## HISTORICAL DATA

**erection date:** 1933  
**erection cost:** \$58,161.50  
**designer:** Missouri State Highway Department  
**fabricator :** Inland Steel Company, East Chicago IN  
**contractor:** Snyder and Johnson, Humboldt IA

**references:** Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number K 266R; Files on primary system bridges on file at Missouri Highway and Transportation Department, Jefferson City MO; Missouri State Highway Commission Biennial Report, page 187 (1933); field inspection by Lon Johnson, 3 February 1991

**sign. rating:** 48  
**evaluation:** NRHP possibly eligible (well-preserved, multiple-span example of MSHD long-span truss design)

**Inventoried by:** Michelle Crow-Dolby 5 August 1992

# Fairfax Bridge

PLAT03

## GENERAL DATA

<b>structure no.:</b> K 456R	<b>city/town:</b> Kansas City
<b>county:</b> Platte / Wyandotte	<b>feature inters.:</b> Missouri River
	<b>cadastral grid:</b> S8/9, T50N, R33W
	<b>highway route:</b> US Highway 69
	<b>highway distr.:</b> 4
	<b>current owner:</b> State of Missouri / State of Kansas

## STRUCTURAL DATA

<b>superstructure:</b> 2 rigid-connected, cantilevered through truss channel spans flanked by 2 rigid-connected Warren through trusses with polygonal upper chords at each end; 3 rigid-connected Warren deck trusses at each end; 1 steel stringer approach span at each end	
<b>substructure:</b> concrete abutments, wingwalls and piers (four in river, ten on land)	
<b>span number:</b> 2	<b>condition:</b> good
<b>span length:</b> 475.0'	<b>alterations:</b> concrete deck replaced with steel grid and guardrails replaced, 1979
<b>total length:</b> 1298.0'	<b>floor/decking :</b> asphalt over steel grid
<b>roadway width:</b> 20.0'	<b>other features:</b> upper chord and inclined end post: 2 channels with double lacing; lower chord: 2 built-up channels with double lacing on both ends or 2 built-up channels with cover and batten plates; vertical: 4 angles with batten plate or 2 channels with double lacing or 2 face-to-face channels with batten plates or 2 channels with lacing; diagonal: 4 angles with batten plate or 2 channels with batten plates or 2 channels with double lacing; lateral bracing: 2 angles with lacing; strut: 4 angles with lacing, braced; floor beam: I-beams; guard-rail: steel

## HISTORICAL DATA

<b>erection date:</b> 1933-35
<b>erection cost:</b> \$511,500.00 (contract amount)
<b>designer:</b> Sverdrup and Parcel, St. Louis MO
<b>fabricator :</b> Kansas City Bridge Company, Kansas City MO
<b>contractor:</b> Kansas City Bridge Company, Kansas City MO

**references:** Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number K 456R; *Kansas City Star*: 17 February 1933, 26 May 1933, 12 July 1933, 29 September 1933, 23 April 1940, 12 January 1942, 12 April 1942; *Kansas City Times*: 2 December 1933, 13 May 1935, 7 March 1938; Files on primary system bridges on file at Missouri Highway and Transportation Department, Jefferson City MO; field inspection by Lon Johnson, 3 February 1991.

## Fairfax Bridge

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sign. rating:

62

evaluation:

NRHP possibly eligible (noteworthy example of large-scale truss construction on interstate crossing of Missouri River)

Inventoried by: Michelle Crow-Dolby 5 August 1992

# Bear Creek Bridge

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PLAT04

## GENERAL DATA

<b>structure no.:</b> K 491	<b>city/town:</b> Weston
<b>county:</b> Platte	<b>feature inters.:</b> Bear Creek
	<b>cadastral grid:</b> S12, T53N, R36W
	<b>highway route:</b> State Highway 45
	<b>highway distr.:</b> 4
	<b>current owner:</b> Missouri Highway and Transportation Department

## STRUCTURAL DATA

**superstructure:** steel plate through girder, skewed, with two steel stringer approach spans

**substructure:** concrete abutments, wingwalls and piers

<b>span number:</b> 1	<b>condition:</b> good
<b>span length:</b> 100.0'	<b>alterations:</b> none
<b>total length:</b> 167.0'	<b>floor/decking :</b> concrete deck over steel stringers
<b>roadway width:</b> 22.0'	<b>other features:</b> steel guardrails

## HISTORICAL DATA

**erection date:** 1936  
**erection cost:** \$15,923.32  
**designer:** Missouri State Highway Department  
**fabricator :** unknown  
**contractor:** Mike Haase

**references:** Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number K 491; Files on primary system bridges on file at Missouri Highway and Transportation Department, Jefferson City MO.

**sign. rating:** 54  
**evaluation:** NRHP possibly eligible (long-span example of MSHD beam bridge design)

**inventoried by:** Clayton B. Fraser    5 August 1992

# Weston Viaduct

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PLAT05

## GENERAL DATA

structure no.:	K 698	city/town:	Weston
county:	Platte	feature inters.:	Burlington Northern Railroad
		cadastral grid:	S11/12, T53N, R36W
		highway route:	State Highway 45
		highway distr.:	4
		current owner:	Missouri Highway and Transportation Department

## STRUCTURAL DATA

superstructure:	steel plate through girder, with four steel stringer approach spans		
substructure:	concrete abutments and wingwalls and spill-through piers		
span number:	1	condition:	good
span length:	115.0'	alterations:	none
total length:	327.0'	floor/decking :	concrete deck over steel stringers
roadway width:	24.0'	other features:	concrete guardrails

## HISTORICAL DATA

erection date:	1936
erection cost:	\$41,672.55
designer:	Missouri State Highway Department
fabricator :	unknown
contractor:	Mike Haase / Oscar H. Schmidt
references:	Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number K 698; Files on primary system bridges on file at Missouri Highway and Transportation Department, Jefferson City MO.
sign. rating:	54
evaluation:	NRHP possibly eligible (long-span example of MSHD beam bridge design)

Inventoried by: Clayton B. Fraser    5 August 1992



# Highway 92 Viaduct

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PLAT06

## GENERAL DATA

<b>structure no.:</b> K 754R	<b>city/town:</b> 4.8 miles west of Platte City
<b>county:</b> Platte	<b>feature inters.:</b> Missouri Route 45 and railroad tracks
	<b>cadastral grid:</b> S31, T53N, R35W
	<b>highway route:</b> State Highway 92
	<b>highway distr.:</b> 4
	<b>current owner:</b> State of Missouri

## STRUCTURAL DATA

<b>superstructure:</b> steel stringer	
<b>substructure:</b> concrete abutments, wingwalls and piers	
<b>span number:</b> 16	<b>condition:</b> good
<b>span length:</b> 50.0'	<b>alterations:</b> none
<b>total length:</b> 699.0'	<b>floor/decking :</b> concrete deck over steel stringers
<b>roadway width:</b> 24.0'	<b>other features:</b> strut: 4 angles, braced; floor beam: I-beam; concrete balustrade guardrails

## HISTORICAL DATA

<b>erection date:</b> 1939	
<b>erection cost:</b> \$78,511.80	
<b>designer:</b> Missouri State Highway Department	
<b>fabricator :</b> Inland Steel Company, East Chicago IN	
<b>contractor:</b> Fred M. Clark and Son	
<b>references:</b> Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number K 754R; Files on primary system bridges on file at Missouri Highway and Transportation Department, Jefferson City MO; field inspection by Lon Johnson, 3 February 1991.	
<b>sign. rating:</b> 45	
<b>evaluation:</b> NRHP non-eligible (undistinguished multiple-span example of MSHD beam bridge design)	

**inventoried by:** Michelle Crow-Dolby    5 August 1992

# Platte River Bridge

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PLAT07

## GENERAL DATA

<b>structure no.:</b> L 354R1	<b>city/town:</b> 0.5 mile north of Platte City
<b>county:</b> Platte	<b>feature inters.:</b> Platte River
	<b>cadastral grid:</b> S25, T53N, R35W
	<b>highway route:</b> county road
	<b>highway distr.:</b> 4
	<b>current owner:</b> Platte County

## STRUCTURAL DATA

<b>superstructure:</b> three steel plate deck girders with seven steel stringer approach spans	
<b>substructure:</b> concrete abutments and wingwalls; hammerhead spill-through piers	
<b>span number:</b> 1; 2	<b>condition:</b> good
<b>span length:</b> 115.0'; 92.0'	<b>alterations:</b> deck widened, 1975
<b>total length:</b> 704.0'	<b>floor/decking :</b> concrete deck over steel stringers
<b>roadway width:</b> 38.0'	<b>other features:</b> concrete with steel pipe guardrails

## HISTORICAL DATA

<b>erection date:</b> 1950-51	
<b>erection cost:</b> \$276,079.28	
<b>designer:</b> Missouri State Highway Department	
<b>fabricator :</b> unknown	
<b>contractor:</b> Maxwell Bridge Company	
<b>references:</b> Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number L 354R1; Files on primary system bridges on file at Missouri Highway and Transportation Department, Jefferson City MO.	
<b>sign. rating:</b> 38	
<b>evaluation:</b> NRHP non-eligible (relatively late example of MSHD long-span beam bridge design, altered)	

Inventoried by: Michelle Crow-Dolby 5 August 1992

# Interurban Road Bridge

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PLAT08

## GENERAL DATA

structure no.:	N236B11	city/town:	Kansas City
county:	Platte	feature inters.:	Todd Creek
		cadastral grid:	
		highway route:	Northwest Interurban Road
		highway distr.:	4
		current owner:	Platte County

## STRUCTURAL DATA

superstructure:	concrete filled spandrel arch		
substructure:	concrete abutments, wingwalls and pier		
span number:	2	condition:	fair
span length:	52.0'	alterations:	guardrails replaced with Armco
total length:	108.0'	floor/decking :	asphalt over earth fill
roadway width:	16.0'	other features:	Armco guardrails

## HISTORICAL DATA

erection date:	c1920
erection cost:	unknown
designer:	unknown
fabricator :	none
contractor :	unknown
references:	Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number N236B11.
sign. rating:	19
evaluation:	NRHP non-eligible (poorly preserved, poorly documented example of concrete arch construction)

inventoried by: Michelle Crow-Dolby 5 August 1992

# Interurban Road Bridge

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PLAT09

## GENERAL DATA

structure no.:	N237B32	city/town:	Kansas City
county:	Platte	feature inters.:	Wildcat Branch
		cadastral grid:	
		highway route:	Northwest Interurban Road
		highway distr.:	4
		current owner:	Platte County

## STRUCTURAL DATA

superstructure:	concrete filled spandrel arch		
substructure:	concrete abutments, wingwalls and pier		
span number:	2	condition:	fair
span length:	26.0'	alterations:	guardrails replaced with Armco
total length:	54.0'	floor/decking :	asphalt over earth fill
roadway width:	15.5'	other features:	Armco guardrails

## HISTORICAL DATA

erection date:	c1920
erection cost:	unknown
designer:	unknown
fabricator :	none
contractor:	unknown
references:	Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number N237B32.
sign. rating:	16
evaluation:	NRHP non-eligible (poorly preserved, poorly documented example of concrete arch construction)

inventoried by: Michelle Crow-Dolby 5 August 1992

# Sugar Creek Bridge

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PLAT11

## GENERAL DATA

<b>structure no.:</b> 006000.4	<b>city/town:</b> 10.3 miles northwest of Weston
<b>county:</b> Platte	<b>feature inters.:</b> Sugar Creek
	<b>cadastral grid:</b> S2/35, T54/55N, R37W
	<b>highway route:</b> County Road 6
	<b>highway distr.:</b> 4
	<b>current owner:</b> Platte County

## STRUCTURAL DATA

<b>superstructure:</b> steel, 6-panel, 2-angle rigid-connected Camelback pony truss; 1 steel stringer approach on west end	
<b>substructure:</b> steel pile bent piers and timber back- and wingwalls	
<b>span number:</b> 1	<b>condition:</b> fair
<b>span length:</b> 130.0'	<b>alterations:</b> none
<b>total length:</b> 131.0'	<b>floor/decking :</b> timber deck over steel stringers
<b>roadway width:</b> 14.0'	<b>other features:</b> upper chord and inclined end post, lower chord, vertical, diagonal: 2 angles; lateral bracing: round rods with threaded ends; strut: 1 angle, knee braced; floor beam: I-beams; guardrail: 2 angles

## HISTORICAL DATA

<b>erection date:</b> c1925	
<b>erection cost:</b> unknown	
<b>designer:</b> unknown	
<b>fabricator :</b> Inland Steel Company, East Chicago IN	
<b>contractor :</b> unknown	
<b>references:</b> Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 006000.4; field inspection by Lon Johnson, 6 February 1991.	
<b>sign. rating:</b> 45	
<b>evaluation:</b> NRHP non-eligible (long-span example of uncommon structural type, largely undocumented)	

**inventoried by:** Michelle Crow-Dolby 5 August 1992

# Iatan Bridge

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PLAT12

## GENERAL DATA

structure no.:	016000.1	city/town:	Iatan
county:	Platte	feature inters.:	Iatan Creek
		cadastral grid:	S23, T54N, R36W
		highway route:	County Road 16
		highway distr.:	4
		current owner:	Platte County

## STRUCTURAL DATA

superstructure:	wrought iron, 3-panel, pin-connected Pratt pony truss, with timber stringer approach on north end		
substructure:	concrete-filled iron cylinder piers with timber pile abutments and back-and-wingwalls		
span number:	1	condition:	fair
span length:	50.0'	alterations:	none
total length:	65.0'	floor/decking :	timber deck over timber stringers
roadway width:	12.5'	other features:	upper chord and inclined end post: 2 channels with cover plate and lacing; lower chord: 2 punched rectangular eyebars; vertical: I-beam with star-iron outrider; counter: round eye-rod with turnbuckle; lateral bracing: round rod; floor beam: I-beam U-bolted to lower chord pins; guardrail: timber

## HISTORICAL DATA

erection date:	1885
erection cost:	unknown
designer:	Missouri Valley Bridge and Iron Company, Leavenworth KS
fabricator :	Missouri Valley Bridge and Iron Company, Leavenworth KS
contractor:	Missouri Valley Bridge and Iron Company, Leavenworth KS
references:	Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 016000.1; Platte County Court Record, Book L: page 538 (17 April 1876); Book M: page 5 (17 June 1876) - located at the Platte County Courthouse, Platte City MO; W.M. Paxton, <i>Annals of Platte County, Missouri</i> , pages 622, 825; field inspection by Lon Johnson, 6 February 1991.
sign. rating:	51
evaluation:	NRHP possibly eligible (well-preserved, early example of mainstay structural type)

Inventoried by: Clayton B. Fraser 5 August 1992

# Platte River Bridge

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PLAT15

## GENERAL DATA

<b>structure no.:</b> 130000.0	<b>city/town:</b> 4.0 miles northeast of Platte City
<b>county:</b> Platte	<b>feature inters.:</b> Platte River
	<b>cadastral grid:</b> S16, T53N, R34W
	<b>highway route:</b> Interurban Road
	<b>highway distr.:</b> 4
	<b>current owner:</b> Platte County

## STRUCTURAL DATA

<b>superstructure:</b> steel, rigid-connected Pratt through truss	
<b>substructure:</b> concrete abutments, wingwalls and piers	
<b>span number:</b> 2	<b>condition:</b> good
<b>span length:</b> 160.0'	<b>alterations:</b> railroad bridge re-decked for roadway use
<b>total length:</b> 326.0'	<b>floor/decking :</b> timber deck over steel stringers
<b>roadway width:</b> 15.0'	<b>other features:</b> upper chord and inclined end post: 2 channels with cover plate and lacing; lower chord: 4 angles with batten plates; vertical: 2 channels with lacing (4 angles with lacing at hip); diagonal: 2 channels with lacing or 4 angles with lacing; lateral bracing: 4 angles with lacing or 2 angles; floor beam: steel girder and railroad ties; guardrail: cable

## HISTORICAL DATA

<b>erection date:</b> c1920	
<b>erection cost:</b> unknown	
<b>designer:</b> Kansas City, Clay County and St. Joseph Railroad	
<b>fabricator :</b> unknown	
<b>contractor:</b> Kansas City, Clay County and St. Joseph Railroad	
<b>references:</b> Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 130000.0; field inspection by Lon Johnson, 6 February 1991.	
<b>sign. rating:</b> 32	
<b>evaluation:</b> NRHP non-eligible (railroad bridge modified for roadway use)	

**inventoried by:** Michelle Crow-Dolby 5 August 1992

# Jowler Creek Bridge

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PLAT16

## GENERAL DATA

<b>structure no.:</b> 136001.7	<b>city/town:</b> 4.3 miles northeast of Platte City
<b>county:</b> Platte	<b>feature inters.:</b> Jowler Creek
	<b>cadastral grid:</b> S6, T53N, R34W
	<b>highway route:</b> County Road 136
	<b>highway distr.:</b> 4
	<b>current owner:</b> Platte County

## STRUCTURAL DATA

<b>superstructure:</b> concrete filled spandrel arch	
<b>substructure:</b> concrete abutments, wingwalls and pier	
<b>span number:</b> 2	<b>condition:</b> fair
<b>span length:</b> 48.0'	<b>alterations:</b> none
<b>total length:</b> 95.0'	<b>floor/decking :</b> earth fill over concrete
<b>roadway width:</b> 16.4'	<b>other features:</b> bullnosed cutwater on pier

## HISTORICAL DATA

**erection date:** c1920  
**erection cost:** unknown  
**designer:** unknown  
**fabricator :** unknown  
**contractor:** unknown

**references:** Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 136001.7; field inspection by Lon Johnson, 6 February 1991.

**sign. rating:** 30  
**evaluation:** NRHP non-eligible (poorly documented example of pre-MSHD concrete arch construction)

**inventoried by:** Michelle Crow-Dolby 5 August 1992



# Jowler Creek Bridge

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PLAT17

## GENERAL DATA

structure no.:	138003.0	city/town:	4.0 miles northeast of Platte City
county:	Platte	feature inters.:	Jowler Creek
		cadastral grid:	S16, T53N, R34W
		highway route:	County Road 138
		highway distr.:	4
		current owner:	Platte County

## STRUCTURAL DATA

superstructure: steel, rigid-connected, 2-angle Pratt pony truss  
substructure: timber pile bent piers with concrete caps, timber back- and wingwalls

span number:	1	condition:	fair
span length:	60.0'	alterations:	none
total length:	60.0'	floor/decking :	concrete over corrugated steel
roadway width:	18.0'	other features:	upper chord and inclined end post, lower chord, vertical: 2 angles; diagonal: 1 angle; counter: 1 angle; lateral bracing: round rods with threaded ends; strut: 1 angle, knee-braced; floor beam: I-beams; guardrail: 2 angles

## HISTORICAL DATA

erection date: c1920  
erection cost: unknown  
designer: unknown  
fabricator : Inland Steel Company, East Chicago IN  
contractor: unknown

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 138003.0; field inspection by Lon Johnson, 6 February 1991.

sign. rating: 32  
evaluation: NRHP non-eligible (largely undocumented example of uncommon structural type)

inventoried by: Michelle Crow-Dolby 5 August 1992

# Bee Creek Bridge

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PLAT18

## GENERAL DATA

<b>structure no.:</b> 160000.4	<b>city/town:</b> 5.0 miles west of Platte City
<b>county:</b> Platte	<b>feature inters.:</b> Bee Creek
	<b>cadastral grid:</b> S30, T53N, R35W
	<b>highway route:</b> County Road 160
	<b>highway distr.:</b> 4
	<b>current owner:</b> Platte County

## STRUCTURAL DATA

<b>superstructure:</b> steel, 7-panel, pin-connected Pratt through truss	
<b>substructure:</b> steel pile bent piers with timber back- and wingwalls	
<b>span number:</b> 1	<b>condition:</b> fair
<b>span length:</b> 112.0'	<b>alterations:</b> none
<b>total length:</b> 112.0'	<b>floor/decking :</b> timber deck over steel stringers
<b>roadway width:</b> 11.6'	<b>other features:</b> upper chord and inclined end post: 2 channels with cover plate and lacing; lower chord: 2 punched rectangular eyebars; vertical: 2 channels with lacing (2 angles with batten plates at hip); diagonal: 2 punched rectangular eyebars; counter: round eyerod with turnbuckle; lateral bracing: round rod with threaded ends; strut: 2 angles; floor beam: I-beam, field-bolted to vertical; guardrail: 2 angles; endpost-mounted builder's plate: 1910 / BUILT BY / MISSOURI VALLEY / BRIDGE AND / IRON COMPANY

## HISTORICAL DATA

<b>erection date:</b> 1910	
<b>erection cost:</b> unknown	
<b>designer:</b> Missouri Valley Bridge and Iron Company, Leavenworth KS	
<b>fabricator :</b> Missouri Valley Bridge and Iron Company, Leavenworth KS	
<b>contractor:</b> Missouri Valley Bridge and Iron Company, Leavenworth KS	
<b>references:</b> Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 160000.4; field inspection by Lon Johnson, 3 February 1991.	
<b>sign. rating:</b> 41	
<b>evaluation:</b> NRHP non-eligible (typically configured example of mainstay structural type)	

**inventoried by:** Michelle Crow-Dolby 5 August 1992

# Cordon's Ferry Bridge

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PLAT20

## GENERAL DATA

<b>structure no.:</b> 175000.8	<b>city/town:</b> 3.0 miles southwest of Platte City
<b>county:</b> Platte	<b>feature inters.:</b> Platte River
	<b>cadastral grid:</b> S10, T52N, R35W
	<b>highway route:</b> County Road 175
	<b>highway distr.:</b> 4
	<b>current owner:</b> Platte County

## STRUCTURAL DATA

<b>superstructure:</b> steel, 7-panel, pin-connected Pratt through truss, with steel stringer approach spans	
<b>substructure:</b> concrete-filled steel cylinder piers, timber back- and wingwalls; partial stone backwall on east	
<b>span number:</b> 1	<b>condition:</b> poor
<b>span length:</b> 150.0'	<b>alterations:</b> upper chords braced with steel beams; three verticals replaced
<b>total length:</b> 188.0'	<b>floor/decking :</b> timber deck over steel stringers
<b>roadway width:</b> 14.0'	<b>other features:</b> 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 looped square eyebars at hip); diagonal: 2 punched rectangular eyebars; counter: square eyerod with turn-buckle; lateral bracing: round rod with threaded ends; strut: 2 angles; floor beam: I-beam; guardrail: woven wire

## HISTORICAL DATA

<b>erection date:</b> 1895	
<b>erection cost:</b> \$4200.00 (contract amount)	
<b>designer:</b> Missouri Valley Bridge and Iron Company, Leavenworth KS	
<b>fabricator :</b> Missouri Valley Bridge and Iron Company, Leavenworth KS; Carnegie Steel Company, Pittsburgh PA	
<b>contractor :</b> Missouri Valley Bridge and Iron Company, Leavenworth KS	
<b>references:</b> Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 175000.8; Platte County Road Book B: page 395 (7 September 1895), page 401 (3 June 1895) - located at the Platte County Courthouse, Platte City MO; field inspection by Lon Johnson, 3 February 1991.	
<b>sign. rating:</b> 46	
<b>evaluation:</b> NRHP non-eligible (well-documented example of mainstay structural type, substantially altered)	

**inventoried by:** Michelle Crow-Dolby 5 August 1992

# HAER INVENTORY

Missouri Historic Bridge Inventory

**NAME(S) OF STRUCTURE**

Cordon's Ferry Bridge  
MHTD: 175000.8

PLAT20

**DATE(S) OF CONSTRUCTION**

1895

**LOCATION**

County Road 175 over Platte River; S10, T52N, R35W  
3.0 miles southwest of Platte City; Platte County, Missouri

**USE (ORIGINAL / CURRENT)**

roadway bridge / roadway bridge

**RATING** NRHP non-eligible (score: 46)

**CONDITION**

poor

**OWNER**

Platte County

span number: 1  
span length: 150.0'  
total length: 188.0'  
roadway wdt.: 14.0'

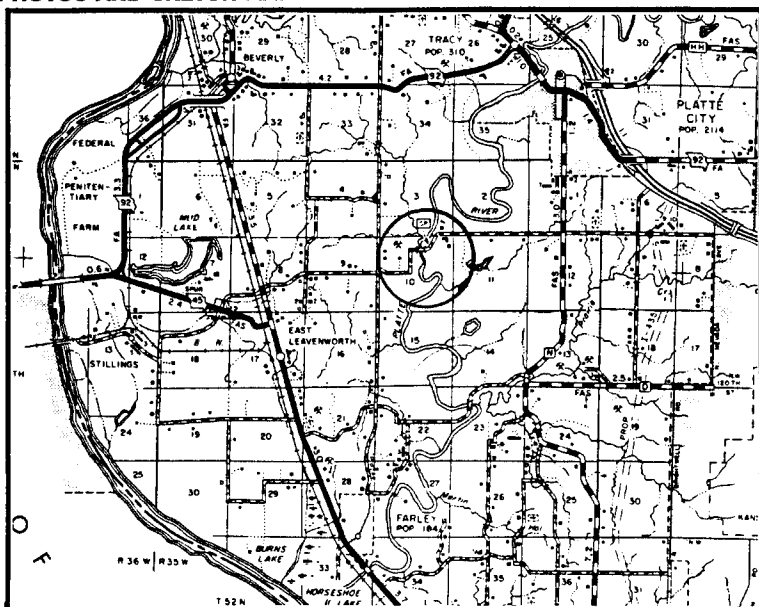
superstructure: steel, 7-panel, pin-connected Pratt through truss, with steel stringer approach spans  
substructure: concrete-filled steel cylinder piers, timber back- and wingwalls; partial stone backwall on east  
floor/decking: timber deck over steel stringers  
other features: upper chord and inclined end post: 2 channels with cover plate and lacing; lower chord: 2 punched rectangular eyebars; vertical: 2 channels with lacing (2 looped square eyebars at hip); diagonal: 2 punched rectangular eyebars; counter: square eyerod with turnbuckle; lateral bracing: round rod with threaded ends; strut: 2 angles; floor beam: I-beam; guardrail: woven wire

In June 1895, the Platte County Road and Bridge Commissioner was directed by the county court to solicit competitive proposals for the erection of this bridge, located at the site of Cordon's Ferry southwest of Platte City. Reporting in September the same year that the Missouri Valley Bridge and Iron Company was the low bidder, the bridge commissioner subsequently awarded the company with a \$4200.00 construction contract for this 188-foot structure. Using steel components rolled in Pittsburgh by Carnegie Steel Company, the Leavenworth, Kansas contractor completed the crossing later that year. The seven-panel Pratt through truss, spanning the Platte River, features a timber deck and pinned connections throughout. The entire truss is supported by steel cylinder piers with stone and timber backwalls. Since its completion in 1895, Cordon's Ferry Bridge has functioned in place. It has more recently been altered through the addition of steel beams over its upper chords and the replacement of three of its verticals.

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 in 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. The Missouri Valley Bridge and Iron Company was a major player in western Missouri during the late 19th century, and the Cordon's Ferry Bridge represents that company's penchant for pinned truss construction.

**NAME(S) OF STRUCTURE**  
Cordon's Ferry 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 175000.8; Platte County Road Book B: page 395 (7 September 1895), page 401 (3 June 1895) - located at the Platte County Courthouse, Platte City MO; field inspection by Lon Johnson, 3 February 1991.

**INVENTORIED BY**  
Michelle Crow-Dolby

**AFFILIATION**  
Fraserdesign, Loveland CO

**DATE**  
5 August 1992

# HAER INVENTORY

Missouri Historic Bridge Inventory

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**NAME(S) OF STRUCTURE**

Mitchell Creek Bridge

MHTD: F 151

**LOCATION**

State Supplementary Route FF over Mitchell Creek; S35, T51N, R34W  
Parkville; Platte County, Missouri

PLAT01

**DATE(S) OF CONSTRUCTION**

1922-23

**USE (ORIGINAL / CURRENT)**

highway bridge / highway bridge

**RATING** NRHP possibly eligible (score: 47)

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**CONDITION**

good

**OWNER**

State of Missouri

span number: 1  
span length: 30.0'  
total length: 34.0'  
roadway wdt.: 24.0'

superstructure: concrete filled spandrel arch  
substructure: concrete abutments and wingwalls  
floor/decking: asphalt over earth fill  
other features: cantilevered sidewalks; concrete guardrails

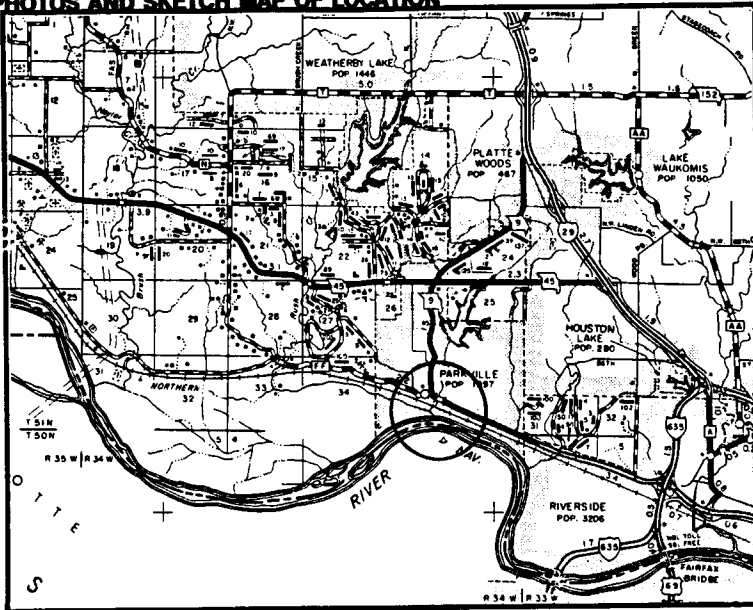
One of the provisions of the Hawes Road Law establishing the Missouri State Highway Department was that the newly formed agency develop plans and specifications for bridges and culverts. "The Highway Department has maintained a drafting room which has been called upon for many kinds of service," the department reported in 1918, "but the especial function of which has been the preparation of bridge and culvert designs." By 1920, the department had developed several standards for short- and medium-span bridges, including 13 designs for steel superstructures with spans ranging up to 100 feet. In addition, the department delineated some 185 special bridge designs during the 1919-20 biennium. In 1922 MSHD designed some 293 spans with a total length of over 20,000 feet. One of these was a structure over Mitchell Creek in Parkville, a concrete filled spandrel arch with a 30-foot span. MSHD engineers designed the structure late in 1922, and solicited competitive bids for its construction. When proposals were received in December, the low bidder was the L.A. Woods Construction Company at \$10,055.50. The contractor completed the bridge and another 70-foot span (recently demolished) in 1923; the Mitchell Creek Bridge has continued to function in place, without alteration. It is historically significant as one of the few structures left intact from MSHD's formative years—a small-scale concrete arch that represents early highway bridge building in Missouri.

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**NAME(S) OF STRUCTURE**

Mitchell Creek 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 F 151; Files on primary system bridges on file at Missouri Highway and Transportation Department, Jefferson City MO; Missouri State Highway Commission, Third Biennial Report, 1921-22, pages 127-28, 131.

**INVENTORIED BY**

Clayton B. Fraser

**AFFILIATION**

Fraserdesign, Loveland CO

**DATE**

5 August 1992

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# HAER INVENTORY

Missouri Historic Bridge Inventory

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**NAME(S) OF STRUCTURE**

Platte River Bridge  
MHTD: K 266R

PLAT02

**DATE(S) OF CONSTRUCTION**

1933

**LOCATION**

State Highway 45 over Platte River; S35, T53N, R35W  
1.3 miles southwest of Platte City; Platte County, Missouri

**USE (ORIGINAL / CURRENT)**

highway bridge / highway bridge

**RATING** NRHP possibly eligible (score: 48)

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**CONDITION**

fair

**OWNER**

State of Missouri

span number: 3  
span length: 180.0'  
total length: 548.0'  
roadway wdt.: 22.0'

superstructure: steel, 9-panel, rigid-connected Parker through truss  
substructure: concrete abutments, wingwalls and piers  
floor/decking: concrete deck over steel stringers  
other features: upper chord and inclined end post: 2 channels with cover and batten plates; lower chord: 2 channels with cover and batten plates; vertical: 4 angles with lacing or 2 channels with lacing; diagonal: 2 angles with batten plates; lateral bracing: 1 angle; strut: 2 angles; floor beam: I-beam, field-bolted to verticals; guardrail: 2 channels; bridge plate:  
**MISSOURI / HIGHWAY DEPT / BRIDGE No K 266 / 1933**

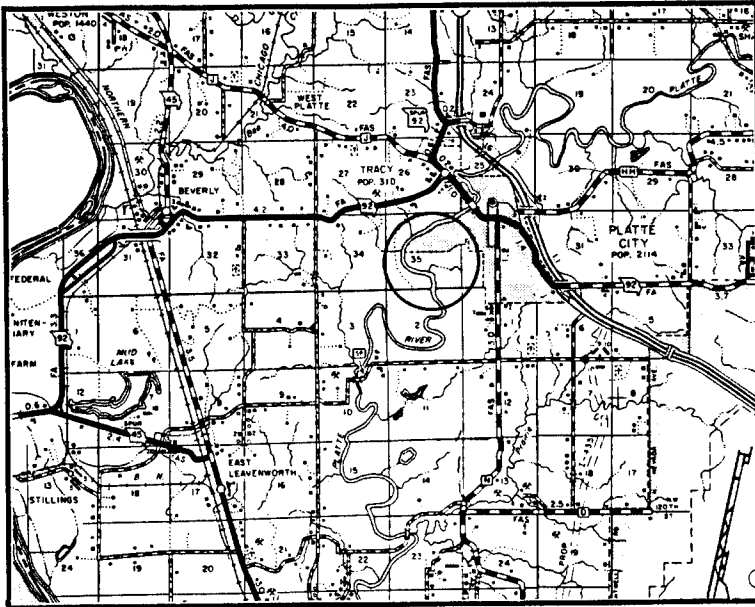
Carrying Missouri State Highway 45 in western Platte County, this large-scale riveted Parker through truss crosses the Platte River. Featuring a concrete deck over steel stringers and a concrete substructure, the overall bridge length is 548 feet. Designed by the Missouri State Highway Department, the structure was built by Snyder and Johnson for a total cost of \$58,161.50. The Humboldt, Iowa, contractors used steel components rolled in East Chicago, Indiana, by Inland Steel Company, completing the three-span bridge in 1933. Functioning in place today southwest of Platte City, the Platte River Bridge retains a high degree of structural integrity with only maintenance-related repairs.

The Platte River Bridge is technologically significant as a well-preserved example of a relatively uncommon structural type. Pin-connected Pratt trusses were built by the thousands throughout Missouri in the late 19th and early 20th centuries. Pinned Parker trusses, a polygonal-chorded Pratt variant, were typically used for crossings requiring long spans, where a savings in materials could be effected by angling the upper chords. Riveted Parker trusses such as the Platte River Bridge were built far less often than Pratts; fewer than three dozen remain in place today on Missouri's road system. Among these, the Platte River Bridge is distinguished by its multiplicity of spans and its excellent degree of historical and structural integrity.



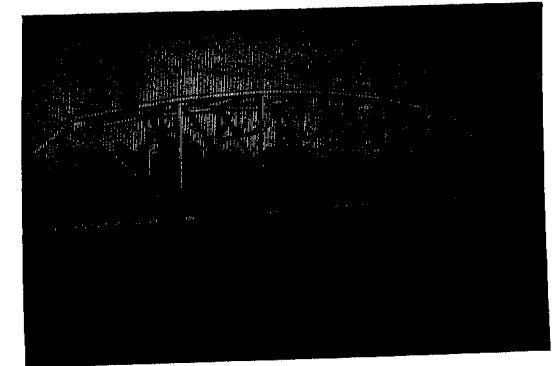
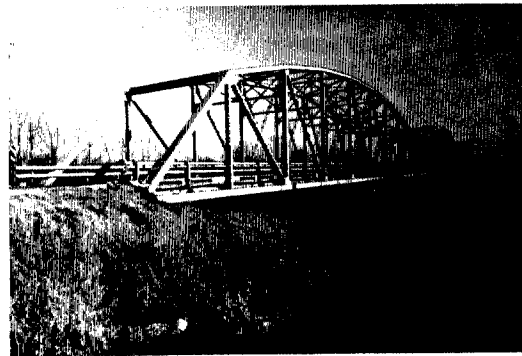
**NAME(S) OF STRUCTURE**  
Platte River Bridge

**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 Number K 266R; Files on primary system bridges on file at Missouri Highway and Transportation Department, Jefferson City MO; Missouri State Highway Commission Biennial Report, page 187 (1933); field inspection by Lon Johnson, 3 February 1991

**INVENTORIED BY**  
Michelle Crow-Dolby

**AFFILIATION**  
Fraserdesign, Loveland CO

**DATE**  
5 August 1992

# HAER INVENTORY

Missouri Historic Bridge Inventory

**NAME(S) OF STRUCTURE**

Fairfax Bridge  
MHTD: K 456R

PLAT03

**DATE(S) OF CONSTRUCTION**

1933-35

**LOCATION**

US Highway 69 over Missouri River; S8/9, T50N, R33W  
Kansas City; Platte County, Missouri Wyandotte County, Kansas

**USE (ORIGINAL / CURRENT)**

highway bridge / highway bridge

**RATING** NRHP possibly eligible (score: 62)

**CONDITION**

good

**OWNER**

State of Missouri / State of Kansas

span number: 2  
span length: 475.0'  
total length: 1298.0'  
roadway wdt.: 20.0'

superstructure: 2 rigid-connected, cantilevered through truss channel spans flanked by 2 rigid-connected Warren through trusses with polygonal upper chords at each end; 3 rigid-connected Warren deck trusses at each end; 1 steel stringer approach span at each end  
substructure: concrete abutments, wingwalls and piers (four in river, ten on land)  
floor/decking: asphalt over steel grid  
other features: upper chord and inclined end post: 2 channels with double lacing; lower chord: 2 built-up channels with double lacing on both ends or 2 built-up channels with cover and batten plates; vertical: 4 angles with batten plate or 2 channels with double lacing or 2 face-to-face channels with batten plates or 2 channels with lacing; diagonal: 4 angles with batten plate or 2 channels with batten plates or 2 channels with double lacing; lateral bracing: 2 angles with lacing; strut: 4 angles with lacing, braced; floor beam: I-beams; guardrail: steel

Early efforts to connect Platte County, Missouri, and Kansas' Wyandotte County had long proved unsuccessful, owing to the wide expanse of the Missouri River at this location and the resulting high costs of building such a long bridge. It was not until Frank A. Davis, secretary of the Greater Kansas City Regional Plan Association, established the Regional Bridge Company in the early 1930s that fund raising for the crossing became a reality. Organizing civic and business leaders from both banks of the Missouri, Davis spearheaded the attempt to secure adequate funding for the construction of a bridge that would link the two counties. Both the Kansas and Missouri highway departments agreed to finance and furnish labor for the construction of the bridge's approaches and any additional road and sidewalk renovation. Soon after, early in 1933, the Regional Bridge Company procured a \$600,000.00 loan from the Reconstruction Finance Corporation in order to build the large-scale structure. The bridge was to be operated as a toll crossing until its bonds could be retired and the loan paid off. Regional officers wasted little time and quickly advertised for competitive construction bids, using plans and specifications delineated by the St. Louis bridge engineering firm of Sverdrup and Parcel, for the rigid-connected, cantilevered structure. Late in May, a contract was let by the executive committee of the Regional Bridge Company to the lowest of six bidders, the Kansas City Bridge Company of Missouri. The bridge contractor agreed to fabricate and erect the massive steel through trusses and substructure for \$511,500.00 by May 1, 1934.

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Concrete in the four river piers was placed first, using pneumatic caissons to sink the concrete and steel piers to bedrock 110 feet below the water's surface. Men working under the water constructing these piers were often called "sandhogs" by their fellow workers. Sandhogs' working hours were strictly regulated by the federal government, owing to dangerous air pressure conditions underwater. One newspaper reported that "[Sandhogs] are not permitted to work more than one and one-half hours in any twenty-four hours at a depth greater than ninety-eight feet." Work on the bridge's substructure was completed without any reported injuries or mishaps. Steel work on the two cantilevered through trusses, and the two Warren through trusses was successfully finished by KCBCo by the deadline specified in the contract. The bridge was completed in 1934 but was not opened to the public until May 12th, owing to a delay in the construction of the approaches. Unfortunately, this delay caused the toll crossing to open for business already hundreds of thousands of dollars behind in the loan repayment schedule.

In 1938, three years after the toll bridge's opening to public traffic, the structure still had not been able to pay off even the interest on the loan. Critics claimed this failure to generate sufficient money to repay the loan was due to the "failure to properly mark the highways leading to the bridge and reluctance of motorists to pay toll collections." The problem of not enough paying motorists using the bridge because of prohibitive fees continued until 1940 when the toll situation was reexamined. Harry Darby, chairman of the industrial development commission of the Kansas City Chamber of Commerce, went so far as to say that toll crossings acted as a traffic barrier. "Nothing has been paid on the principal of that loan [from the Reconstruction Finance Corporation]," Darby stated, "and motorists avoid the [Fairfax] bridge because of the toll charges." After careful analysis of the situation, a solution was discovered. It was found that more motorists would use the bridge if toll charges were dramatically reduced, and a profit would actually be realized. Additionally, civic leaders negotiated a new financing plan for the bridge's \$600,000.00 loan. The new, lower toll fees in place, the Fairfax Bridge effectively paid of its loan within the next fifteen years, reemerging as a free highway crossing.

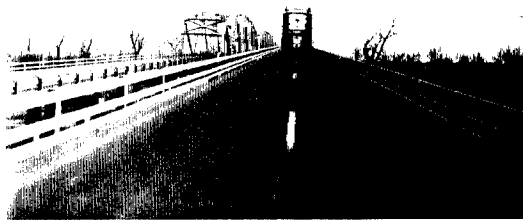
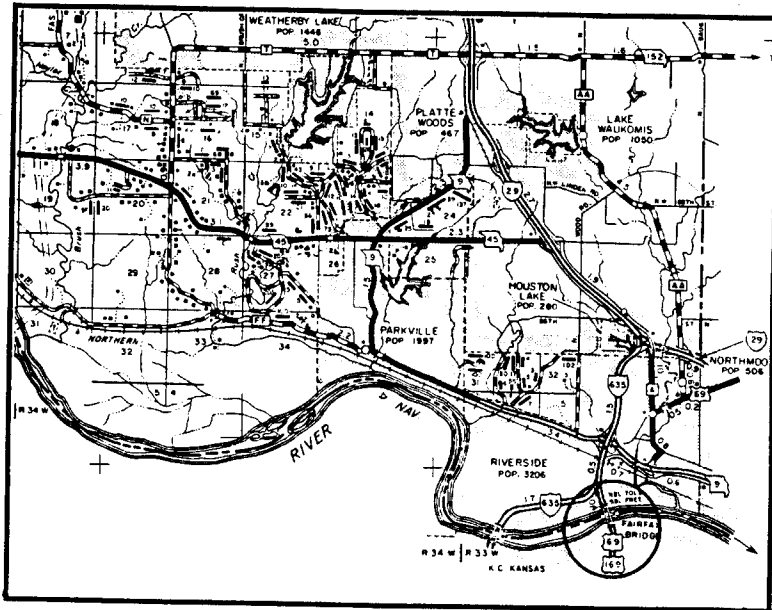
Since its construction, the Fairfax Bridge has continued to service regional traffic on U.S. Highway 69 between Missouri Kansas with few major alterations. In 1979 the concrete deck was replaced with a newer steel grid, and modern guardrails were installed at a cost of \$2,570,101.90. The Fairfax Bridge retains a high degree of both historical and visual integrity, thus making it a significant Missouri River crossing.

Undertaken during the early years of the Great Depression, the Fairfax Bridge marked the first of what would be a series of great river bridges built in the state. It has formed a regionally important crossing of the Missouri River. Featuring a cantilevered design, the Fairfax Bridge ranks among Missouri's most monumental examples of steel truss construction. With a span length of 475 feet and an overall length of almost 1300 feet, the multiple-span structure clearly ranks as a superlative example of its type. Its distinctive curved profile was representative of the great river bridges undertaken by L.J. Sverdrup. Similarly configured structures undertaken by Sverdrup and Parcel include the Mark Twain Bridge in Hannibal, the Miami Bridge, the Hermann Bridge and the Washington Bridge. As an important river crossing and a well-preserved example of large-scale bridge construction, the Fairfax Bridge is one of Missouri's more noteworthy highway trusses.

**NAME(S) OF STRUCTURE**

Fairfax 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 K 456R; Kansas City Star: 17 February 1933, 26 May 1933, 12 July 1933, 29 September 1933, 23 April 1940, 12 January 1942, 12 April 1942; Kansas City Times: 2 December 1933, 13 May 1935, 7 March 1938; Files on primary system bridges on file at Missouri Highway and Transportation Department, Jefferson City MO; field inspection by Lon Johnson, 3 February 1991.

**INVENTORIED BY**

Michelle Crow-Dolby

**AFFILIATION**

Fraserdesign, Loveland CO

**DATE**

5 August 1992

# HAER INVENTORY

Missouri Historic Bridge Inventory

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**NAME(S) OF STRUCTURE**

Bear Creek Bridge  
MHTD: K 491

PLAT04

**DATE(S) OF CONSTRUCTION**

1936

**LOCATION**

State Highway 45 over Bear Creek; S12, T53N, R36W  
Weston; Platte County, Missouri

**USE (ORIGINAL / CURRENT)**

highway bridge / highway bridge

**RATING** NRHP possibly eligible (score: 54)

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**CONDITION**

good

**OWNER**

Missouri Highway and Transportation Department

span number: 1

span length: 100.0'

total length: 167.0'

roadway wdt.: 22.0'

superstructure: steel plate through girder, skewed, with two steel stringer approach spans

substructure: concrete abutments, wingwalls and piers

floor/decking: concrete deck over steel stringers

other features: steel guardrails

This three-span bridge carries State Highway 45 over Bear Creek in the small town of Weston. The structure consists of a single long-span, riveted plate through girder, flanked by two steel stringer approach spans; the superstructure is supported by concrete piers and abutments. The Bear Creek Bridge was engineered by the Missouri State Highway Department in 1936. Designating the project as Project WPGH-791(B), the agency solicited competitive proposals in June. That month the state highway commission awarded a contract to build the bridge to Mike Haase. The contractor apparently completed the structure later that year for \$15,923.32. Since that time the bridge has functioned in place, with only minor maintenance-related repairs.

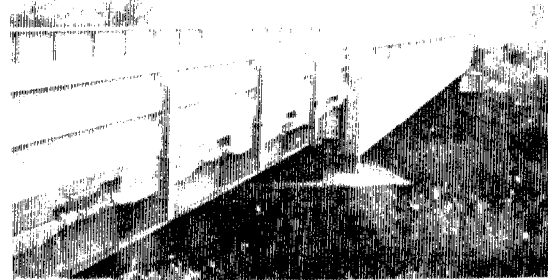
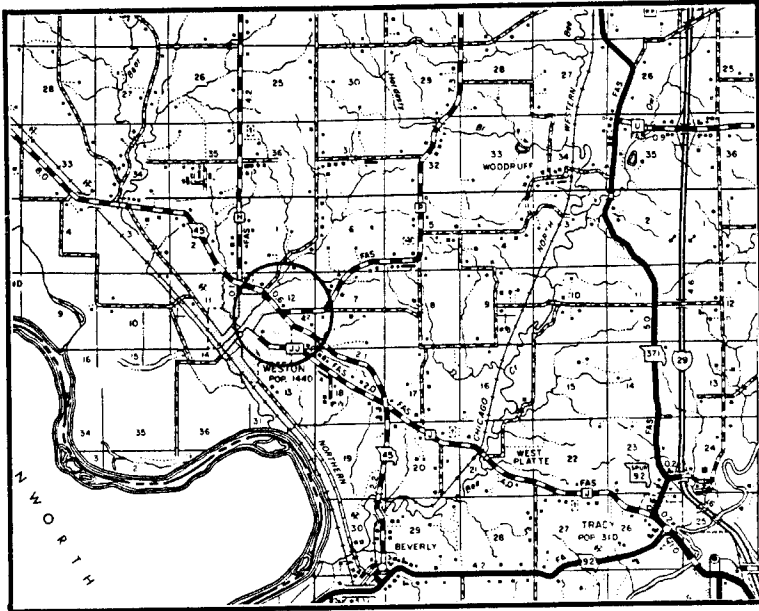
Through the 1930s and 1940s, the Missouri State Highway Department designed and built progressively longer steel beam bridges, using both rolled and plate girders in through and deck configurations. This culminated at the end of the decade with spans around 150 feet. Other longer girders had been built elsewhere in the country, but for Missouri, this represented a noteworthy technological feat. With its 100-foot through girder span and 1936 construction date, the Bear Creek Bridge is noteworthy as one of the earliest of these long-span beam bridges.

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**NAME(S) OF STRUCTURE**

Bear Creek 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 K 491; Files on primary system bridges on file at Missouri Highway and Transportation Department, Jefferson City MO.

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**INVENTORIED BY**

Clayton B. Fraser

**AFFILIATION**

Fraserdesign, Loveland CO

**DATE**

3 July 1993

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# HAER INVENTORY

Missouri Historic Bridge Inventory

**NAME(S) OF STRUCTURE**

Weston Viaduct  
MHTD: K 698

PLAT05

**DATE(S) OF CONSTRUCTION**

1936

**LOCATION**

State Highway 45 over Burlington Northern Railroad; S11/12, T53N, R36W  
Weston; Platte County, Missouri

**USE (ORIGINAL / CURRENT)**

highway bridge / highway bridge

**RATING** NRHP possibly eligible (score: 54)

**CONDITION**

good

**OWNER**

State of Missouri

span number: 1	superstructure: steel plate through girder, with four steel stringer approach spans
span length: 115.0'	substructure: concrete abutments and wingwalls and spill-through piers
total length: 327.0'	floor/decking: concrete deck over steel stringers
roadway wdt.: 24.0'	other features: concrete guardrails

This five-span bridge carries State Highway 45 over the tracks of the Burlington Northern Railroad in the small town of Weston. The structure consists of a single long-span, riveted plate through girder, flanked by four steel stringer approach spans; the superstructure is supported by concrete piers and abutments. The Weston Viaduct was engineered by the Missouri State Highway Department in 1936. Designating the project as Project WPGH-791(B), the agency solicited competitive proposals in June. That month the state highway commission awarded a contract to build the viaduct to Mike Haase. The contractor apparently completed the structure later that year for \$41,672.55. Since that time the viaduct has functioned in place, with only minor maintenance-related repairs.

Through the 1930s and 1940s, the Missouri State Highway Department designed and built progressively longer steel beam bridges, using both rolled and plate girders in through and deck configurations. This culminated at the end of the decade with spans around 150 feet. Other longer girders had been built elsewhere in the country, but for Missouri, this represented a noteworthy technological feat. With its 115-foot through girder span and 1936 construction date, the Weston viaduct is noteworthy as one of the earliest of these long-span beam bridges.





# HAER INVENTORY

Missouri Historic Bridge Inventory

**NAME(S) OF STRUCTURE**

Iatan Bridge  
MHTD: 016000.1

PLAT12

**DATE(S) OF CONSTRUCTION**

1885

**LOCATION**

County Road 16 over Iatan Creek; S23, T54N, R36W  
Iatan; Platte County, Missouri

**USE (ORIGINAL / CURRENT)**

roadway bridge / roadway bridge

**RATING** NRHP possibly eligible (score: 51)

**CONDITION**

fair

**OWNER**

Platte County

span number: 1  
span length: 50.0'  
total length: 65.0'  
roadway wdt.: 12.5'

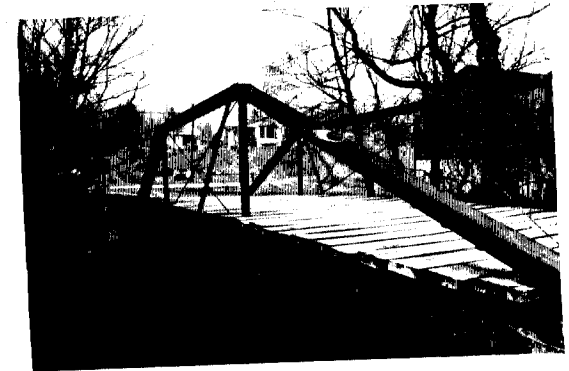
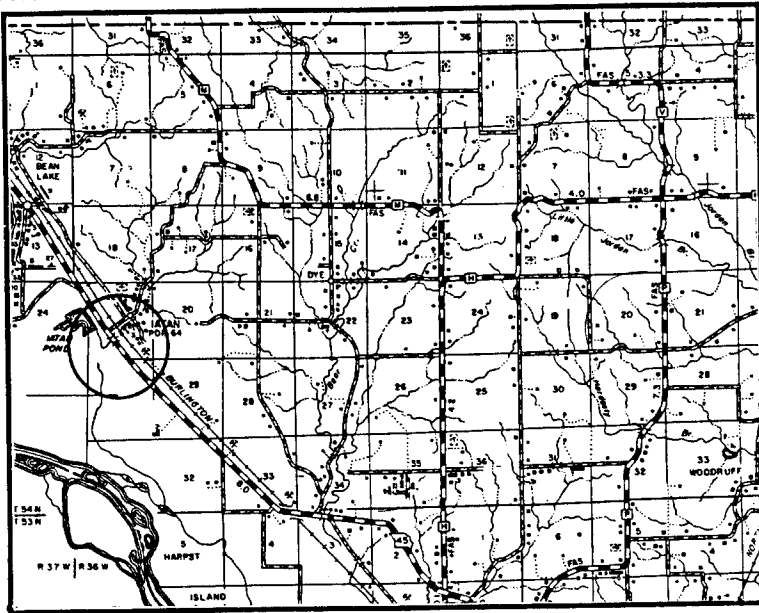
superstructure: wrought iron, 3-panel, pin-connected Pratt pony truss, with timber stringer approach on north end  
substructure: concrete-filled iron cylinder piers with timber pile abutments and back- and wingwalls  
floor/decking: timber deck over timber stringers  
other features: upper chord and inclined end post: 2 channels with cover plate and lacing; lower chord: 2 punched rectangular eyebars; vertical: I-beam with star-iron outrider; counter: round eyerod with turnbuckle; lateral bracing: round rod; floor beam: I-beam U-bolted to lower chord pins; guardrail: timber

Located in the small town of Iatan, in the northwestern corner of Platte County, this small-scale iron truss spans Iatan Creek. The structure is comprised of a 50-foot Pratt pony truss with pinned connections, supported by iron cylinder piers and approached on one end by a single stringer span. The Iatan Bridge dates to 1875, two years after the town itself was founded. In September of that year, county road and bridge commissioner A.G. Smith prepared plans and specifications for a timber bridge at this crossing. Smith later hired a builder to erect the bridge, and in July 1876, the first Iatan Bridge was completed. The timber structure lasted less than ten years before the county began contemplating its replacement. On October 3, 1885, the court contracted with the Missouri Valley Bridge and Iron Company of Leavenworth, Kansas, for an all-iron span, to be erected on iron tubular piers. Missouri Valley presumably completed the new structure later that year. Since its completion, the Iatan Bridge has continued to carry vehicular traffic, without serious alteration.

As Platte County's oldest remaining truss, the Iatan Bridge is historically noteworthy as an intact remnant of early transportation. The structure is technologically significant as a very early example of Pratt pony truss construction—Missouri's mainstay structural type for short-span crossings in the 19th and 20th centuries. With its star iron outriders and U-bolted floor beams, the Iatan Bridge is a strong visual reminder of early truss bridge construction in Missouri.

**NAME(S) OF STRUCTURE**  
Iatan 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 016000.1; Platte County Court Record, Book L: page 538 (17 April 1876); Book M: page 5 (17 June 1876) - located at the Platte County Courthouse, Platte City MO; W.M. Paxton, *Annals of Platte County, Missouri*, pages 622, 825; field inspection by Lon Johnson, 6 February 1991.

**INVENTORIED BY**  
Clayton B. Fraser

**AFFILIATION**  
Fraserdesign, Loveland CO

**DATE**  
5 August 1992

# HAER INVENTORY

Missouri Historic Bridge Inventory

**NAME(S) OF STRUCTURE**

Bee Creek Bridge  
MHTD: 160000.4

PLAT18

**DATE(S) OF CONSTRUCTION**

1910

**LOCATION**

County Road 160 over Bee Creek; S30, T53N, R35W  
5.0 miles west of Platte City; Platte County, Missouri

**USE (ORIGINAL / CURRENT)**

roadway bridge / roadway bridge

**RATING** NRHP non-eligible (score: 41)

**CONDITION**

fair

**OWNER**

Platte County

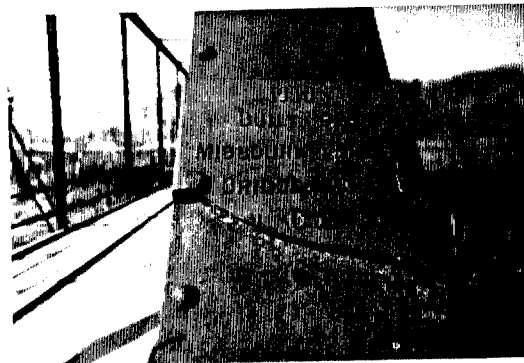
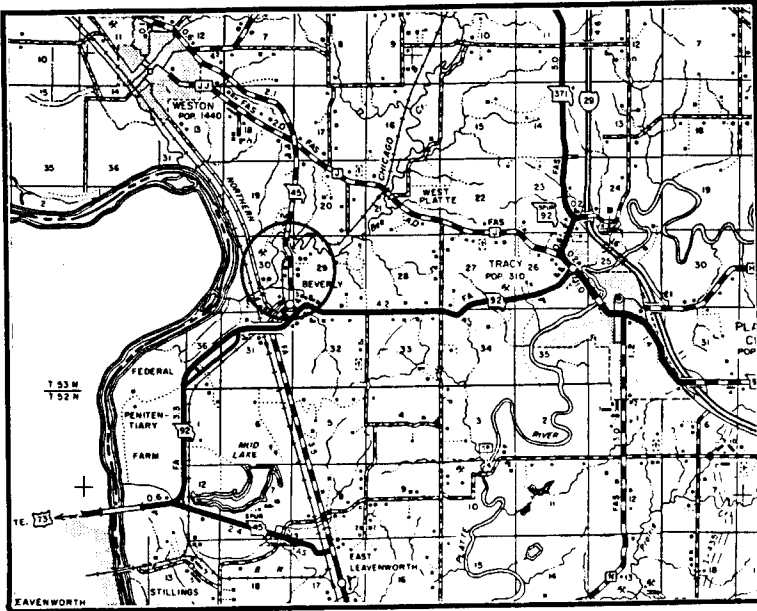
span number: 1  
span length: 112.0'  
total length: 112.0'  
roadway wdt.: 11.6'

superstructure: steel, 7-panel, pin-connected Pratt through truss  
substructure: steel pile bent piers with timber back- and wingwalls  
floor/decking: timber deck over steel stringers  
other features: upper chord and inclined end post: 2 channels with cover plate and lacing; lower chord: 2 punched rectangular eyebars; vertical: 2 channels with lacing (2 angles with batten plates at hip); diagonal: 2 punched rectangular eyebars; counter: round eyerod with turnbuckle; lateral bracing: round rod with threaded ends; strut: 2 angles; floor beam: I-beam, field-bolted to vertical; guardrail: 2 angles; endpost-mounted builder's plate:  
**1910 / BUILT BY / MISSOURI VALLEY / BRIDGE AND / IRON COMPANY**

This medium-scale Pratt through truss spans Bee Creek five miles west of Platte City. This single-span pinned structure is supported by a steel and timber substructure. The truss was erected in 1910 by the based Missouri Valley Bridge and Iron Company of Leavenworth, Kansas, an often-hired contractor in Platte County. Since its completion, the Bee County Bridge has functioned in place, with its superstructure intact. It is a typically configured example of a mainstay structural type in Missouri: the pinned Pratt through truss.

**NAME(S) OF STRUCTURE**  
Bee 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 160000.4; field inspection by Lon Johnson, 3 February 1991.

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**DATE**  
5 August 1992