

TANEY COUNTY

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

Inv. No.	MHTD	Bridge Name	Description
*TANE01	H 39	Bull Creek Bridge	3- 80' concrete open spandrel arch 1926 C.T. Fogle, Jefferson City MO
*TANE02	J 705R	Branson Bridge	5-195' concrete open spandrel arch 1932 Fred Luttjohann, Topeka KS
*TANE03	J 952	Swan Creek Bridge	1-150' concrete open spandrel arch 1932 M.E. Gillioz, Monett MO
*TANE04	J 952R	Swan Creek Bridge	2-180' riveted Camelback through truss 1952 Porter-Dewitt Construction Co.
*TANE05	S 848	Bradleyville Bridge	1-122' concrete open spandrel arch 1933 J.A. Kerr
*TANE06	201000.1	Hollister Bridge	1-100' pinned Pratt through truss 1912 Canton Bridge Company; Brazael, McGee and Page

EXCLUDED:

Steel stringer

X 354A X 355A 018000.0

Concrete slab / girder

G 716R J 704A J 710R J 774R S 598 X 331 004003.0028002.2
 204001.3

Concrete box culvert

S 600 S 847 S 894 T 604 T 605 T 606 X 330
 X 332 X 333 X 785 Y 998

SUMMARY:

	Primary	Secondary	Urban	Other	Total
Included	5	1	0	0	6
Excluded	19	4	0	0	23
	24	5	0	0	29 structures

Bull Creek Bridge

TANE01

GENERAL DATA

structure no.:	H 39	city/town:	5.4 miles northwest of Forsyth
county:	Taney	feature inters.:	Bull Creek
		cadastral grid:	S34, T24N, R21W
		highway route:	State Highway 160
		highway distr.:	8
		current owner:	Missouri Highway and Transportation Department

STRUCTURAL DATA

superstructure:	concrete, two-rib, open spandrel arch		
substructure:	concrete abutments, wingwalls and piers		
span number:	3	condition:	good
span length:	80.0'	alterations:	none
total length:	248.0'	floor/decking :	asphalt over concrete deck
roadway width:	20.0'	other features:	MSHD standard concrete guardrails with square balusters and paneled bulkheads; Armco guardrail at approaches; fluted pylons with molded capitals at piers

HISTORICAL DATA

erection date:	1925-26
erection cost:	\$24,970.94
designer:	Missouri State Highway Department
fabricator :	none
contractor :	C.T. Fogle Construction Company, Jefferson City MO
references:	Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. H 39; Missouri Primary System Bridge Record, located at the Missouri Highway and Transportation Department, Jefferson City MO; Fifth Biennial Report of the State Highway Commission of Missouri: 1925-26 , pages 140-41, 220; field inspection by Clayton Fraser and Paula Sutton, 25 January 1990.
sign. rating:	51
evaluation:	NRHP possibly eligible (well-preserved, representative example of open spandrel arch construction)

inventoried by: Clayton B. Fraser 5 March 1991

Branson Bridge

TANE02

GENERAL DATA

structure no.:	J 705R	city/town:	Branson
county:	Taney	feature inters.:	White River
		cadastral grid:	S4, T22N, R21W
		highway route:	U.S. Business Route 65
		highway distr.:	8
		current owner:	Missouri Highway and Transportation Department

STRUCTURAL DATA

superstructure: concrete, two-rib, open spandrel arch, with two concrete deck girder approach spans

substructure: concrete abutments and wingwalls; concrete spill-through piers

span number:	5	condition:	good
span length:	195.0'	alterations:	none
total length:	1087.0'	floor/decking :	concrete deck
roadway width:	20.0'	other features:	MSHD standard concrete guardrails with Italianate cutouts and paneled bulkheads; recessed Italianate panels on piers; bridge plate: MISSOURI HIGHWAY DEPARTMENT BRIDGE N° J705 FRED LUTTJOHANN - CONTRACTOR TOPEKA, KANSAS

HISTORICAL DATA

erection date: 1931-32

erection cost: \$159,919.73

designer: Missouri State Highway Department

fabricator : none

contractor: H.H. Carrothers;
Fred Luttjohann, Topeka KS

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. J 705R; Missouri Primary System Bridge Record, located at Missouri Highway and Transportation Department, Jefferson City MO; Eighth Biennial Report of the State Highway Commission of Missouri: 1930-32, pages 239, 242; field inspection by Clayton Fraser, 25 January 1990.

sign. rating: 61

evaluation: NRHP possibly eligible (outstanding example of MSHD concrete arch design)

inventoried by: Clayton B. Fraser 5 March 1991

Swan Creek Bridge

TANE03

GENERAL DATA

structure no.:	J 952	city/town:	1.1 miles east of Forsyth
county:	Taney	feature inters.:	Swan Creek
		cadastral grid:	S33/34, T23N, R20W
		highway route:	old State Highway 160
		highway distr.:	8
		current owner:	Missouri Highway and Transportation Department

STRUCTURAL DATA

superstructure: concrete, two-rib, open spandrel arch, with four concrete deck girder approach spans

substructure: concrete abutments and wingwalls; concrete spill-through piers

span number:	1	condition:	good
span length:	150.0'	alterations:	none
total length:	345.0'	floor/decking :	concrete deck
roadway width:	20.0'	other features:	MSHD standard concrete guardrails; bridge plate: MISSOURI HIGHWAY DEPART. BRIDGE N ^o J952 1932; builder's plate: BUILT BY M.E. GILLIOZ CONTRACTOR MONETT, MO

HISTORICAL DATA

erection date: 1932

erection cost: \$28,527.95

designer: Missouri State Highway Department

fabricator : none

contractor: M.E. Gillioz, Monett MO

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. J 952; Missouri Primary System Bridge Record, located at the Missouri Highway and Transportation Department, Jefferson City MO; field inspection by Clayton Fraser, 25 January 1990.

sign. rating: 53

evaluation: NRHP possibly eligible (well-preserved example of MSHD long-span concrete arch design)

inventoried by: Clayton B. Fraser 5 March 1991

Swan Creek Bridge

TANE04

GENERAL DATA

structure no.:	J 952R	city/town:	1.1 miles east of Forsyth
county:	Taney	feature inters.:	Swan Creek
		cadastral grid:	S33/34, T23N, R20W
		highway route:	State Highway 160
		highway distr.:	8
		current owner:	Missouri Highway and Transportation Department

STRUCTURAL DATA

superstructure: steel, 8-panel, rigid-connected Camelback through truss, with multiple steel stringer approach spans

substructure: concrete abutments, wingwalls and piers

span number:	2	condition:	good
span length:	180.0'	alterations:	none
total length:	445.0'	floor/decking :	asphalt on concrete, over steel stringers
roadway width:	24.0'	other features:	upper chord and inclined end post: 2 channels with cover plate and lacing; lower chord: 2 channels with batten plates; vertical: wide flange; diagonal: 2 angles with batten plates, or wide flange; lateral bracing: 2 angles with batten plates or lacing (upper), 1 angle (lower); strut: channel; portal strut: angles with batten plates; floor beam: I-beam; guardrail: 2 channels (concrete at approaches)

HISTORICAL DATA

erection date: 1951-52

erection cost: \$233,715.70

designer: Missouri State Highway Department

fabricator : Inland Steel Company, East Chicago IN

contractor : Porter-Dewitt Construction Company

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. J 952R; Missouri Primary System Bridge Record, located at Missouri Highway and Transportation Department, Jefferson City MO; field inspection by Clayton Fraser, 25 January 1990.

sign. rating: 61

evaluation: NRHP possibly eligible (uncommon, late example of MSHD truss bridge engineering)

inventoried by: Clayton B. Fraser 5 March 1991

Bradleyville Bridge

TANE05

GENERAL DATA

structure no.:	S 848	city/town:	0.4 mile southeast of Bradleyville
county:	Taney	feature inters.:	Beaver Creek
		cadastral grid:	S11, T24N, R18W
		highway route:	State Highway 76
		highway distr.:	8
		current owner:	Missouri Highway and Transportation Department

STRUCTURAL DATA

superstructure: concrete, two-rib, open spandrel arch, with seven concrete deck girder approach spans

substructure: concrete abutments and wingwalls; concrete spill-through piers

span number:	1	condition:	good
span length:	122.5'	alterations:	none
total length:	468.0'	floor/decking :	asphalt on concrete deck
roadway width:	24.0'	other features:	MSHD standard concrete guardrails; Armco guardrails at approaches; bridge plate: MISSOURI HIGHWAY DEPARTMENT BRIDGE N ^o S848; builder's plate [removed, but impression left in concrete]: J.A. KERR / OZARK, MO. ...WITHROW...

HISTORICAL DATA

erection date: 1933
erection cost: \$29,013.92
designer: Missouri State Highway Department
fabricator : none
contractor: J.A. Kerr, Ozark MO

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. S 848; Missouri Primary System Bridge Record, located at Missouri Highway and Transportation Department, Jefferson City MO; field inspection by Clayton Fraser, 25 January 1990.

sign. rating: 47
evaluation: NRHP non-eligible (well-preserved, though technologically unremarkable, example of concrete open spandrel arch construction.)

inventoried by: Clayton B. Fraser 5 March 1991

Hollister Bridge

TANE06

GENERAL DATA

structure no.:	201000.1	city/town:	Hollister
county:	Taney	feature inters.:	Turkey Creek
		cadastral grid:	S9, T22N, R21W
		highway route:	Third Street
		highway distr.:	8
		current owner:	Taney County

STRUCTURAL DATA

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

substructure: concrete abutments and pier

span number:	1	condition:	fair
span length:	100.0'	alterations:	deck and stringers replaced, c1975
total length:	137.0'	floor/decking :	concrete deck over steel stringers
roadway width:	13.6'	other features:	upper chord and inclined end post: 2 channels with cover plate and lacing; lower chord: 2 looped rectangular eyebars; vertical: 2 channels with lacing; diagonal: 2 looped rectangular eyebars; counter: looped square eyebars with turnbuckles; lateral bracing: round rod with threaded ends; strut: 2 angles; portal strut: angle A-frame; floor beam: I-beam, field-bolted to vertical; guardrail: 2 angles; portal builder's plate: 1912 / THE CANTON BRIDGE C ^a / BUILDERS / CANTON, OHIO; bridge plate: 1912 / C.W. BRAZAEI / J.W. MCGEE / FRANK PAGE / CONTR.

HISTORICAL DATA

erection date: 1912
erection cost: unknown
designer: Canton Bridge Company, Canton OH
fabricator : Canton Bridge Company, Canton OH;
Cambria Steel Company, Pittsburgh PA
contractor: Brazael, McGee and Page

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. 201000.1; Hollister Townsite Plat (filed 25 June 1910); Requisition of the Hollister-Kirbyville Special Road District (filed 8 February 1915) - on file at Taney County Courthouse, Forsyth MO; field inspection by Clayton Fraser, 25 January 1990.

sign. rating: 46
evaluation: NRHP non-eligible (representative example of Pratt truss construction, with standard detailing, unremarkable dimensions and an average degree of physical integrity)

inventoried by: Clayton B. Fraser 5 March 1991

HAER INVENTORY

Missouri Historic Bridge Inventory

NAME(S) OF STRUCTURE

Bull Creek Bridge

MHTD:

H 39

LOCATION

State Highway 160 over Bull Creek; S34, T24N, R21W
5.4 miles northwest of Forsyth; Taney County, Missouri

TANE01

DATE(S) OF CONSTRUCTION

1925-26

USE (ORIGINAL / CURRENT)

highway bridge / highway bridge

RATING NRHP possibly eligible (score: 51)

CONDITION

good

OWNER

Missouri Highway and Transportation Department

span number: 3
span length: 80.0'
total length: 248.0'
roadway wdt.: 20.0'

superstructure: concrete, two-rib, open spandrel arch
substructure: concrete abutments, wingwalls and piers
floor/decking: asphalt over concrete deck
other features: MSHD standard concrete guardrails with square balusters and paneled bulkheads; Armco guardrail at approaches; fluted pylons with molded capitals at piers

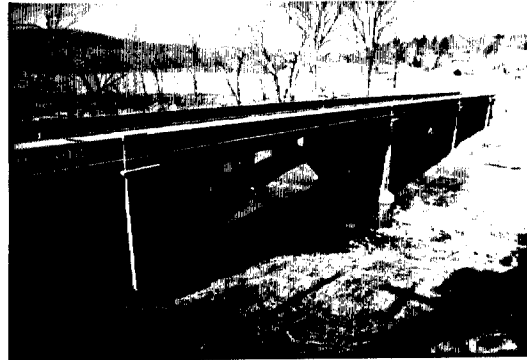
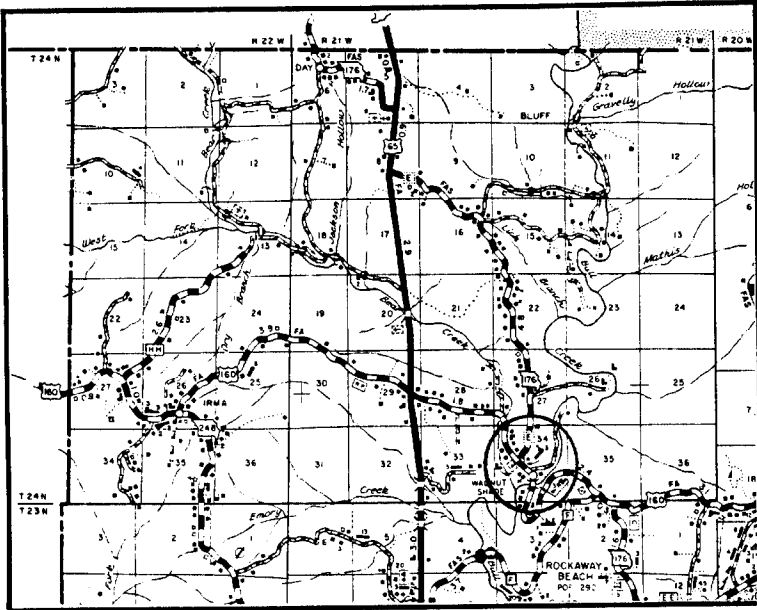
This multiple-span concrete structure is located some 5½ miles northwest of Forsyth, where it carries State Highway 160 over Bull Creek. Comprised of three concrete open spandrel arches, the bridge was built in 1925 as part of a program to improve State Highway 76 in Taney County. Plans for the structure were prepared by the Bureau of Bridges of the Missouri State Highway Department early that year. Designating the bridge as Section 4 of the highway project, the highway commission in April awarded a construction contract for it to the C.T. Fogle Construction Company of Jefferson City. The Bull Creek Bridge was completed early in 1926 for a cost of \$24,970.94. Since its construction, the bridge has carried increasingly heavy traffic on State Highway 160, which leads northwestward toward Springfield. Little changed from its original appearance, the structure's historical integrity remains intact.

The Missouri State Highway Department characteristically used open spandrel designs for its concrete arches with 80 feet or more of span in the 1920s and 1930s. With some exceptions, filled spandrel arches were typically employed for shorter-span applications. MSHD engineers designed a number of open spandrel arches during the period, employing both single- and multiple-span configurations. Among those identified by the statewide bridge inventory, the Bull Creek Bridge is a well-preserved, representative example of open spandrel arch construction - one of the earliest remaining examples in the state of this mainstay structural type.

NAME(S) OF STRUCTURE

Bull 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 No. H 39; Missouri Primary System Bridge Record, located at the Missouri Highway and Transportation Department, Jefferson City MO; Fifth Biennial Report of the State Highway Commission of Missouri: 1925-26, pages 140-41, 220; field inspection by Clayton Fraser, 25 January 1990.

INVENTORIED BY

Clayton B. Fraser

AFFILIATION

Fraserdesign, Loveland CO

DATE

5 March 1991

HAER INVENTORY

Missouri Historic Bridge Inventory

NAME(S) OF STRUCTURE

Swan Creek Bridge
MHTD: J 952

TANE03

DATE(S) OF CONSTRUCTION

1932

LOCATION

old State Highway 160 over Swan Creek; S33/34, T23N, R20W
1.1 miles east of Forsyth; Taney County, Missouri

USE (ORIGINAL / CURRENT)

highway bridge / highway bridge

RATING NRHP possibly eligible (score: 53)

CONDITION

good

OWNER

Missouri Highway and Transportation Department

span number: 1
span length: 150.0'
total length: 345.0'
roadway wdt.: 20.0'

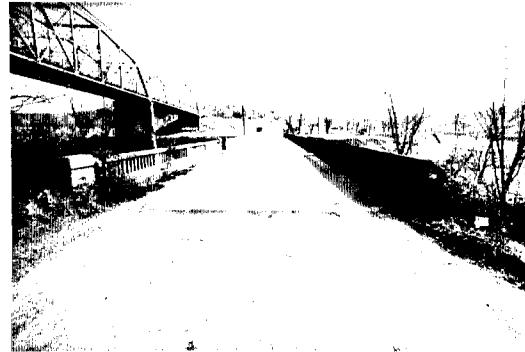
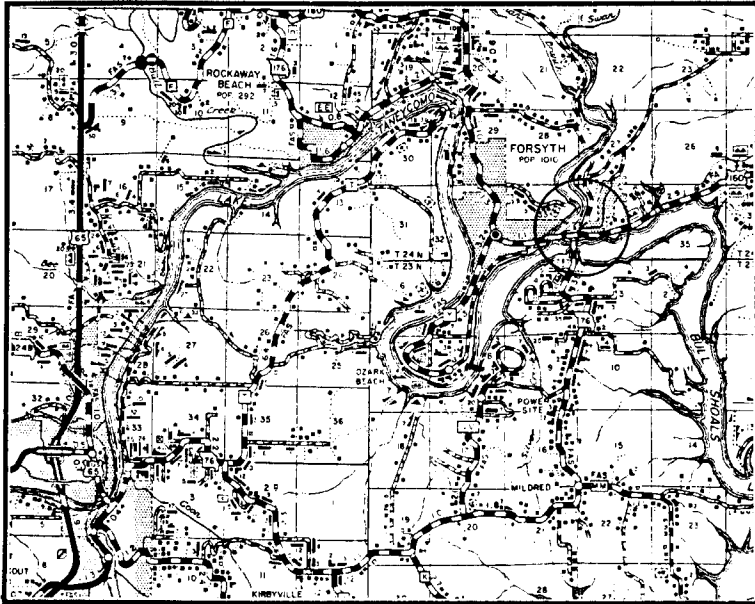
superstructure: concrete, two-rib, open spandrel arch, with four concrete deck girder approach spans
substructure: concrete abutments and wingwalls; concrete spill-through piers
floor/decking: concrete deck
other features: MSHD standard concrete guardrails; bridge plate: MISSOURI HIGHWAY DEPART.
BRIDGE N* J952 1932; builder's plate: BUILT BY M.E. GILLIOZ CONTRACTOR
MONETT, MO

The Swan Creek Bridge is located about one mile east of Forsyth on a vacated grade of State Highway 160. A single-span open spandrel arch, the concrete structure is flanked by four deck girder approach spans. Efforts by the state highway department to build this bridge began in late 1931. Plans were prepared by the Missouri State Highway Commission's Bureau of Surveys and Plans, and by year's end the project was ready to be let. On February 2, 1932, the construction contract was awarded to M.E. Gillioz of Monett, Missouri. Apparently completed later that year, the cost of the Swan Creek Bridge was \$28,527.95. Between 1932 and the early 1950s, the structure carried increasingly heavy traffic loads on State Highway 160. In 1951-52 a new grade of the highway was built through the region, complete with a new bridge across Swan Creek [J 952R] nearby. The earlier Swan Creek Bridge subsequently functioned as a locally used crossing on the older bypassed highway. Having been modified very little since its erection in 1932, the structure has retained a large measure of its historical integrity.

In the mid-1920s, the Missouri State Highway Department developed standard plans for an open spandrel arch design. Ranging in span length from 80 feet to 150 feet, the arches featured two fairly massive ribs that supported vertical columns with splayed tops to support a partially cantilevered deck. The highway department built open spandrel arches to replace earlier steel or iron trusses at major river crossings throughout the state, but for some reason concentrated their construction in the Ozark region in southwestern Missouri. Never very common, less than forty such bridges remain in place today. The Swan Creek Bridge is distinguished as among the longest-span examples of this structural type in the state. Exceeded in span length by only the Branson Bridge [TANE02], it is a noteworthy highway-related resource.

NAME(S) OF STRUCTURE

Swan 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 No. J 952; Missouri Primary System Bridge Record, located at the Missouri Highway and Transportation Department, Jefferson City MO; field inspection by Clayton Fraser and Paula Sutton, 25 January 1990.

INVENTORIED BY

Clayton B. Fraser

AFFILIATION

Fraserdesign, Loveland CO

DATE

5 March 1993

HAER INVENTORY

Missouri Historic Bridge Inventory

NAME(S) OF STRUCTURE

Swan Creek Bridge
MHTD: J 952R

TANE04

DATE(S) OF CONSTRUCTION

1951-52

LOCATION

State Highway 160 over Swan Creek; S33/34, T23N, R20W
1.1 miles east of Forsyth; Taney County, Missouri

USE (ORIGINAL / CURRENT)

highway bridge / highway bridge

RATING NRHP potentially eligible (score: 61)

CONDITION

good

OWNER

Missouri Highway and Transportation Department

span number: 2
span length: 180.0'
total length: 445.0'
roadway wdt.: 24.0'

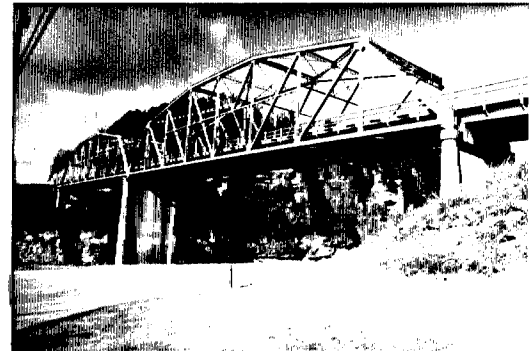
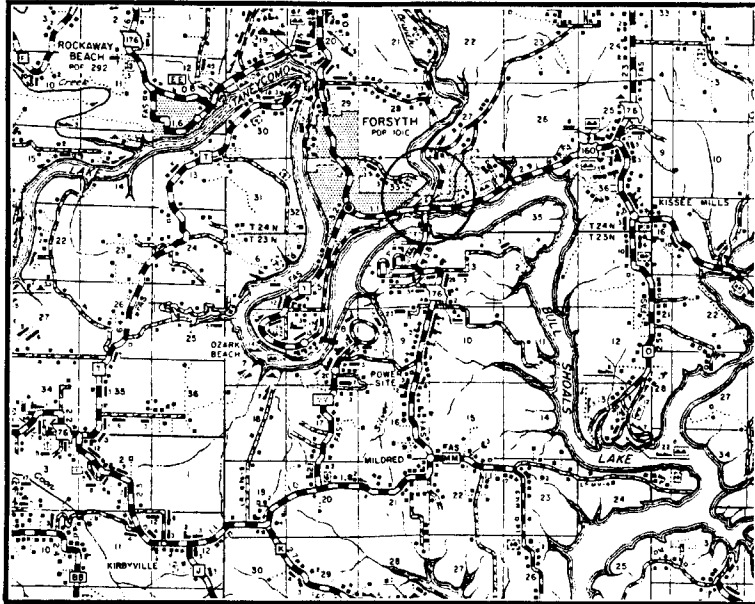
superstructure: steel, 8-panel, rigid-connected Camelback through truss, with multiple steel stringer approach spans
substructure: concrete abutments, wingwalls and piers
floor/decking: asphalt on concrete, over steel stringers
other features: upper chord and inclined end post: 2 channels with cover plate and lacing; lower chord: 2 channels with batten plates; vertical: wide flange; diagonal: 2 angles with batten plates, or wide flange; lateral bracing: 2 angles with batten plates or lacing (upper), 1 angle (lower); strut: channel; portal strut: angles with batten plates; floor beam: I-beam; guardrail: 2 channels (concrete at approaches)

The Swan Creek Bridge is located about a mile east of Forsyth on State Highway 160. A two-span rigid-connected Camelback through truss, the structure is flanked by two steel stringer approach spans and supported by a concrete substructure. The first Highway 160 bridge across Swan Creek [TANE03] here was a concrete arch built in 1932. In the early 1950s the Missouri State Highway Department re-routed a large portion of U.S. 160 through Taney County, following a higher route around Bull Shoals Lake. Part of the new alignment entailed construction of this bridge over the mouth of Swan Creek next to the 1932 structure. The new bridge would be wider than the concrete arch it would replace, but, more importantly, it would be carried several feet higher above the water level than its predecessor. MSHD engineers designed the truss, using a standard, riveted Camelback truss configuration, and hired the Porter-Dewitt Construction Company in August 1951 to erect it. Completed the following year at a cost of \$233,715.70, the Swan Creek Bridge has carried regional traffic since, in unaltered condition.

From its formative years to the present, the Missouri State Highway Department has always relied on standard designs for its bridges. During the 1920s and 1930s MSHD employed the riveted Pratt truss for its medium-span through truss, with the polygonal-chorded Parker configuration for its longer span trusses. After World War II, steel beam bridges largely superseded Pratt trusses for medium spans, and the riveted Camelback replaced the Parker for long-span trusses. The Swan Creek Bridge represents this latter construction trend. One of just three riveted through Camelbacks identified by the statewide bridge inventory, it is technologically noteworthy as an uncommon, late example of MSHD truss bridge engineering.

NAME(S) OF STRUCTURE

Swan 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 No. J 952R; Missouri Primary System Bridge Record, located at Missouri Highway and Transportation Department, Jefferson City MO; field inspection by Clayton Fraser and Paula Sutton, 25 January 1990.

INVENTORIED BY

Clayton B. Fraser

AFFILIATION

Fraserdesign, Loveland CO

DATE5 March 1993

HAER INVENTORY

Missouri Historic Bridge Inventory

NAME(S) OF STRUCTURE

Branson Bridge
MHTD: J 705R

TANE02

DATE(S) OF CONSTRUCTION

1931-32

LOCATION

U.S. Business Route 65 over White River; S4, T22N, R21W
Branson; Taney County, Missouri

USE (ORIGINAL / CURRENT)

highway bridge / highway bridge

RATING NRHP possibly eligible (score: 61)

CONDITION

good

OWNER

Missouri Highway and Transportation Department

span number: 5
span length: 195.0'
total length: 1087.0'
roadway wdt.: 20.0'

superstructure: concrete, two-rib, open spandrel arch, with two concrete deck girder approach spans
substructure: concrete abutments and wingwalls; concrete spill-through piers
floor/decking: concrete deck
other features: MSHD standard concrete guardrails with Italianate cutouts and paneled bulkheads; recessed Italianate panels on piers; bridge plate: MISSOURI HIGHWAY DEPARTMENT BRIDGE N^o J705 FRED LUTTJOHANN - CONTRACTOR TOPEKA, KANSAS

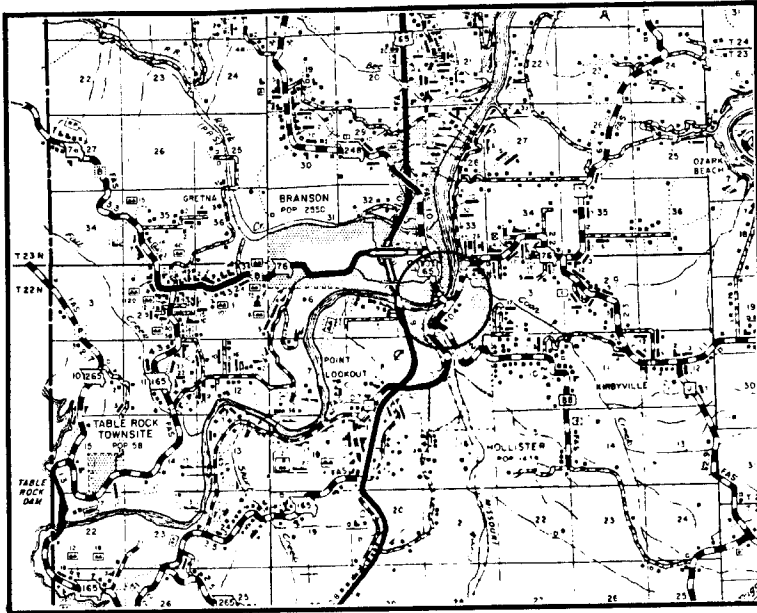
The Branson Bridge is a multiple-span concrete arch structure that spans the White River in Branson, on U.S. Business Route 65. Comprised of five 195-foot open spandrel arches flanked on both ends by 55-foot concrete deck girder approach spans, the imposing structure was built in 1931-32. Its design was prepared by the Missouri State Highway Commission's Bureau of Surveys and Plans early in 1931, and by spring the project was ready to be let out to bid. Records at the Missouri Highway and Transportation Department indicate that on July 31, 1931, H.H. Carrothers was awarded the construction contract for just under \$160,000.00. Carrothers must have sub-contracted for the actual work with Fred Luttjohann of Topeka, Kansas, as indicated by a builder's plate on the bridge itself. Missouri's superlative example of concrete open spandrel arch construction, the Branson Bridge appears largely the same as when originally built.

In the mid-1920s, the Missouri State Highway Department developed standard plans for an open spandrel arch design. Ranging in span length from 80 feet to 150 feet, the arches featured two fairly massive ribs that supported vertical columns with splayed tops to support a partially cantilevered deck. The highway department built open spandrel arches to replace earlier steel or iron trusses at major river crossings throughout the state, but for some reason concentrated their construction in the Ozark region in southwestern Missouri. Never very common, less than forty such bridges remain in place today. The Branson Bridge is among the most distinguished among those that remain. With five spans of 195 feet, it is unmatched in terms of span length and overall length among Missouri's concrete structures. The Branson Bridge is also one of a handful of such bridges with five or more spans. A gracefully arching structure held high above the White River at a high-visibility crossing, the Branson Bridge is technologically significant as perhaps Missouri's most outstanding concrete highway bridge.

NAME(S) OF STRUCTURE

Branson 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. J 705R; Missouri Primary System Bridge Record, located at Missouri Highway and Transportation Department, Jefferson City MO; Eighth Biennial Report of the State Highway Commission of Missouri: 1930-32, pages 239, 242; field inspection by Clayton Fraser, 25 January 1990.

INVENTORIED BY

Clayton B. Fraser

AFFILIATION

Fraserdesign, Loveland CO

DATE

5 March 1991

HAER INVENTORY

Missouri Historic Bridge Inventory

NAME(S) OF STRUCTURE

Hollister Bridge
MHTD: 201000.1

TANE06

DATE(S) OF CONSTRUCTION

1912

LOCATION

Third Street over Turkey Creek; S9, T22N, R21W
Hollister; Taney County, Missouri

USE (ORIGINAL / CURRENT)

roadway bridge / roadway bridge

RATING NRHP non-eligible (score: 46)

CONDITION

fair

OWNER

Taney County

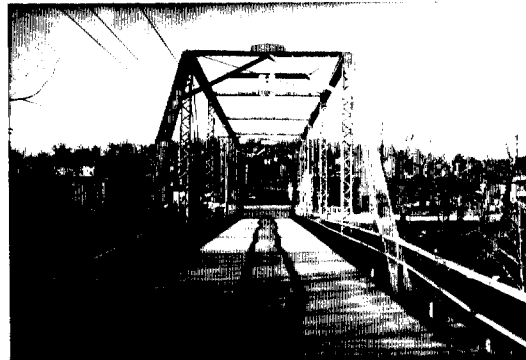
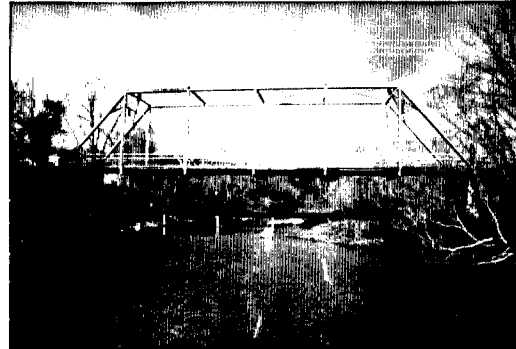
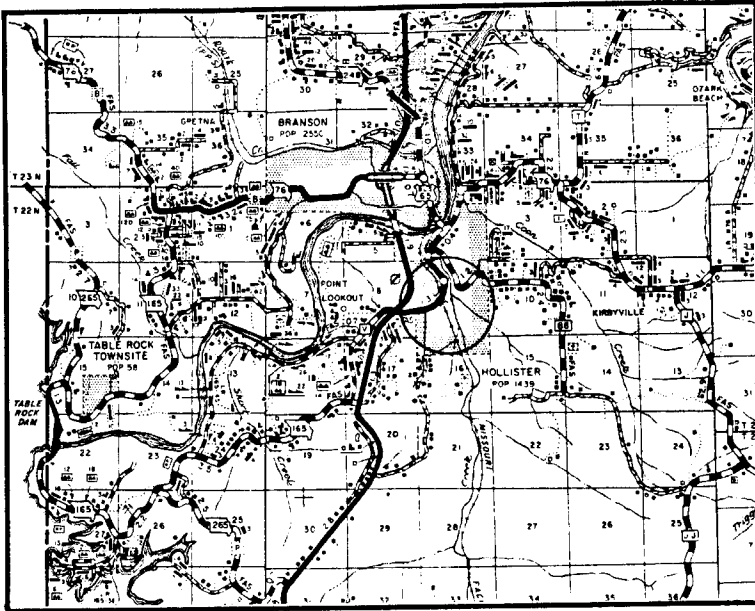
span number: 1
span length: 100.0'
total length: 137.0'
roadway wdt.: 13.6'

superstructure: steel, 6-panel, pin-connected Pratt through truss, with steel stringer approach span
substructure: concrete abutments and pier
floor/decking: concrete 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; diagonal: 2 looped rectangular eyebars; counter: looped square eyebars with turnbuckles; lateral bracing: round rod with threaded ends; strut: 2 angles; portal strut: angle A-frame; floor beam: I-beam, field-bolted to vertical; guardrail: 2 angles; portal builder's plate: 1912 / THE CANTON BRIDGE CO. / BUILDERS / CANTON, OHIO; bridge plate: 1912 / C.W. BRAZAEEL / J.W. MCGEE / FRANK PAGE / CONTR.

This pinned Pratt through truss carries Third Street over Turkey Creek in the small town of Hollister. Platted in 1910, Hollister soon developed as a regional center of commerce, along with its twin, Branson. In 1912 the Hollister-Kirbyville Special Road District was formed to build a road east from Hollister that would link it with the town of Kirbyville. An integral part of the road was a bridge over Turkey Creek on the outskirts of Hollister. In the spring of 1912 members of the special road district bonded themselves for \$7500.00 to build the road and the bridge. They contracted with the Canton Bridge Company of Canton, Ohio, to fabricate the steel, pin-connected truss, and a group of local builders erected it on a concrete substructure. Completed later that summer, the Hollister Bridge has carried vehicular traffic to the present, with only minor alteration. It is a representative example of a Pratt through truss construction, with standard detailing, unremarkable dimensions and an average degree of physical integrity.

NAME(S) OF STRUCTURE
Hollister 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. 201000.1; Hollister Townsite Plat (filed 25 June 1910); Requisition of the Hollister-Kirbyville Special Road District (filed 8 February 1915) - on file at Taney County Courthouse, Forsyth MO; field inspection by Clayton Fraser, 25 January 1990.

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DATE
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