

CARTER COUNTY

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

Inv. No.	MHTD	Bridge Name	Description
*CART01	G 712A1	Van Buren Bridge	12-200' riveted Parker and Pratt through truss w/rivet Warren pony truss approach spans 1924 M.E. Gillioz, Monett MO

EXCLUDED:

Pratt pony truss
115001.1

Steel stringer
S 242 S 643

Concrete girder
F1091R G 770 H 546

Concrete Slab
G 348

Concrete box culvert						
F1137R	J 347	J 497	J 499	J 567	J 569	K 503
S 424	T 76	T 77	T 189	T 475	T 476	

Timber stringer
435000.2

SUMMARY:

	Primary	Secondary	Urban	Other	Total
Included	1	0	0	0	1
Excluded	19	2	0	0	21
	20	2	0	0	22 structures

Van Buren Bridge

CART01

GENERAL DATA

structure no.:	G 712A1	city/town:	Van Buren
county:	Carter	feature inters.:	Current River
		cadastral grid:	S24, T27N, R1W
		highway route:	U.S. Highway 60
		highway distr.:	9
		current owner:	Missouri Highway and Transportation Department

STRUCTURAL DATA

superstructure: steel, 10-panel, rigid-connected Parker through truss; steel, 6-panel, rigid-connected Pratt through truss; 10 Warren pony truss approach spans at the north end

substructure: concrete abutments, wingwalls and piers; concrete spill-through piers under approach spans

span number:	1; 1	condition:	good
span length:	200.0'; 120.0'	alterations:	none
total length:	1141.0'	floor/decking :	concrete deck over steel stringers
roadway width:	20.0'	other features:	main trusses: upper chord and inclined end post: 2 channels with cover plate and lacing; lower chord: 2 channels with batten plates; vertical: 2 channels with lacing (4 angles with lacing on Pratt truss); diagonal: 2 angles with batten plates; lateral bracing: 1 angle; strut: 2 angles, braced (1 large I-beam on Pratt truss); portal strut: wide flange; floor beam: I-beams; guardrail: 2 steel pipes; pony approach spans: upper chord and inclined end post: 2 channels with cover plate and lacing; lower chord: 2 channels with batten plates; vertical: 4 angles with continuous plate; diagonal: 2 angles with batten plates; lateral bracing: 1 angle; floor beam: I-beams; guardrail: steel pipe; concrete sidewalk cantilevered outside of truss on east side; bridge plate [partially broken]: Missouri Highway Dept Bridge No G 712 1924

HISTORICAL DATA

erection date:	1924-26
erection cost:	\$132,039.78
designer:	Missouri State Highway Department
fabricator :	Kansas City Structural Steel Company, Kansas City MO
contractor:	M.E. Gillioz, Monett MO

Van Buren Bridge

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number G 712A1; Primary System Bridge Record, located at the Missouri Highway and Transportation Department, Jefferson City MO; **Third Biennial Report of the Missouri State Highway Commission:** "Federal Aid Projects Under Contract" (1 November 1922); **Fourth Biennial Report of the Missouri State Highway Commission:** page 141 (December 1924); **Fifth Biennial Report of the State Highway Commission of Missouri:** page 165 (December 1926); **Sixth Biennial Report of the State Highway Commission of Missouri:** page 215 (December 1928); Fraserdesign, "Van Buren Bridge: Preliminary Determination of NRHP Eligibility for the Missouri Historic Bridge Inventory," 26 September 1991; field inspection by Richard Collier, 29 March 1992.

sign. rating: 65

evaluation: NRHP determined eligible (outstanding multiple-span example of MSHD highway truss design)

inventoried by: Clayton Fraser and Ron Sladek 20 April 1992

HAER INVENTORY

Missouri Historic Bridge Inventory

NAME(S) OF STRUCTURE

Van Buren Bridge (Current River Bridge)
MHTD: G 712A1

CART01

DATE(S) OF CONSTRUCTION

1924-26

LOCATION

U.S. Highway 60 over Current River; S24, T27N, R1W
Van Buren; Carter County, Missouri

USE (ORIGINAL / CURRENT)

highway bridge / highway bridge

RATING NRHP determined eligible (score: 65)

CONDITION

good

OWNER

Missouri Highway and Transportation Department

span number: 1; 1
span length: 200.0'; 120.0'
total length: 1141.0'
roadway wdt.: 20.0'

superstructure: steel, 10-panel, rigid-connected Parker through truss; steel, 6-panel, rigid-connected Pratt through truss; 10 Warren pony truss approach spans at the north end
substructure: concrete abutments, wingwalls and piers; concrete spill-through piers under approach spans

floor/decking: concrete deck over steel stringers

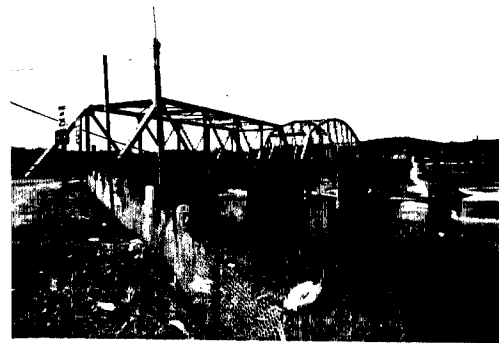
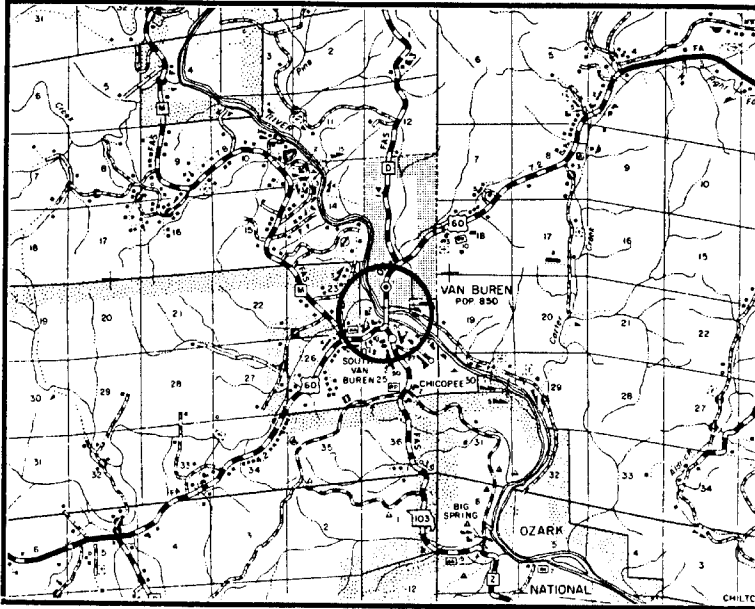
other features: **through trusses:** upper chord and inclined end post: 2 channels with cover plate and lacing; lower chord: 2 channels with batten plates; vertical: 2 channels with lacing (4 angles with lacing on Pratt truss); diagonal: 2 angles with batten plates; lateral bracing: 1 angle; strut: 2 angles, braced; portal strut: wide flange; floor beam: I-beams; **pony trusses:** upper chord and inclined end post: 2 channels with cover plate and lacing; lower chord: 2 channels with batten plates; vertical: 4 angles with continuous plate; diagonal: 2 angles with batten plates; lateral bracing: 1 angle; floor beam: I-beams; guardrail: steel pipe; concrete sidewalk cantilevered outside of truss on east side; bridge plate [partially broken]: **Missouri Highway Dept Bridge No G 712 1924**

In 1924 the Missouri State Highway Department designed a multiple-span, concrete/steel highway bridge to carry State Route 62 (now U.S. Highway 60) over the Current River immediately south of Van Buren, the Carter County seat. Consisting of one riveted Pratt through truss and one Parker through truss over the river's main channel, with ten Warren pony truss approach spans over the flood plain, the structure featured a roadway width of 20 feet and an overall length of 1141 feet. The trusses and the concrete substructure were all designed from standards maintained by the Highway Department's Bureau of Bridges. After soliciting competitive proposals, the construction contract for the bridge was let in August 1924. Monett, Missouri, contractor M.E. Gillioz erected the structure, using trusses fabricated by the Kansas City Structural Steel Company. Gillioz completed the Van Buren Bridge on September 17, 1926 - almost a year behind schedule - for a final cost of \$132,039.78. It has carried traffic since as Carter County's only Current River crossing, with the addition of a sidewalk in 1937 as the only alteration of note.

Comprised of repetitive, medium-span elements built from MSHD standard designs, the Van Buren Bridge does not represent any technological milestones in bridge design and construction. Its significance is as one of Missouri's longest trussed crossings, other than the structures over the Missouri and Mississippi rivers. With only minor alteration, it is one of the best examples of MSHD highway truss construction in the state.

NAME(S) OF STRUCTURE

Van Buren Bridge (Current 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 G 712A1; Primary System Bridge Record, located at the Missouri Highway and Transportation Department, Jefferson City MO; **Third Biennial Report of the Missouri State Highway Commission: "Federal Aid Projects Under Contract"** (1 November 1922); **Fourth Biennial Report of the Missouri State Highway Commission: page 141** (December 1924); **Fifth Biennial Report of the State Highway Commission of Missouri: page 165** (December 1926); **Sixth Biennial Report of the State Highway Commission of Missouri: page 215** (December 1928); Fraserdesign, "Van Buren Bridge: Preliminary Determination of NRHP Eligibility for the Missouri Historic Bridge Inventory," 26 September 1991; field inspection by Richard Collier, 29 March 1992.

INVENTORIED BY

Clayton Fraser and Ron Sladek

AFFILIATION

Fraserdesign, Loveland CO

DATE

20 April 1992
