REYNOLDS COUNTY

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

Inv. No.	FHWA	Bridge Name	Description
*REYN01	083001.4	Hunt's Farm Bridge	**3-180' pinned Parker through truss** **1917** Miller & Borcherding, St.Louis
REYN02	391000.1	Sinking Creek Bridge	**3- 60'** riveted Warren pony truss 1923 Cooper's Constr. Service Co.

EXCLUDED:

Warren pony truss
G 714

Steel stringer
S 851 T 153 T 259

Concrete girder
J 319

Concrete slab
028002.7 082000.2 082000.5 082001.2 128000.1 128000.2

Concrete box culvert
J 320 J 321 J 751 J 752 J 753 K 246 S 220
S 824 T 78 T 79 T 430 T 599 T 600 T 724
W 527 W 528 X 218 075500.1

SUMMARY:

	Primary	Secondary	Urban	Other	Total
Included	0	2	0	0	2
Excluded	22	7	0	0	29
	22	9	0	0	31 structures

Hunt's Farm Bridge (Black River Bridge)

REYN01

GENERAL DATA

structure no.: 083001.4
county: Reynolds
city/town: 1.3 miles southeast of Lesterville
feature inters.: Black River
cadastral grid: S22, T32N, R2E
highway route: County Road 83
highway distr.: 9
current owner: Reynolds County

STRUCTURAL DATA

superstructure: steel, 9-panel, pin-connected Parker through truss; steel, 6-panel, pin-connected Pratt through trusses; steel stringer approach spans
substructure: concrete abutments, wingwalls and piers

span number: 3
span length: 180.0; 110.0'
total length: 528.0'
roadway width: 15.7'
condition: good
alterations: none
floor/decking : concrete deck over steel stringers
other features: Parker through truss: upper chord and inclined end post: 2 channels with cover plate and lacing; lower chord: 2 punched rectangular eyebars; vertical: 2 channels with lacing; diagonal: 2 looped rectangular eyebars; counter: round eyerod with turnbuckle; lateral bracing: round rod with threaded ends; strut: 4 angles with "X" bracing between; floor beam: I-beam, field bolted; guardrail: 2 angles; timber sidewalks; builder's plate: **1917 Miller-Borcherding Builders St. Louis, Mo.**; Pratt through trusses: upper chord and inclined end post: 2 channels with cover and batten plates; lower chord: 2 punched rectangular eyebars; vertical: 2 channels with lacing; diagonal: 2 looped rectangular eyebars; lateral bracing: round rod with threaded ends; strut: 4 angles with "X" bracing between; floor beam: I-beam, field bolted; guardrail: 2 angles

HISTORICAL DATA

erection date: 1917
erection cost: $14,200.00
designer: unknown
fabricator : Illinois Steel Company, Chicago IL
contractor: Miller and Borcherding, St. Louis MO

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. 083001.4; Reynolds County Court Record 11: page 619 (6 May 1916), page 621 (5 June 1916), page 625 (5 June 1916), page 634 (9 August 1916); Reynolds County Court Record

12: page 116 (29 December 1916), page 136 (9 February 1917), page 146 (13 March 1917), page 164 (7 April 1917), page 191 (5 July 1917) - located at Reynolds County Courthouse, Centerville, Missouri; field inspection by Richard Collier, 31 March 1992.

sign. rating: 56

evaluation: NRHP possibly eligible (well-preserved, multiple-span example of main-stay structural type, forming a regionally important crossing)

inventoried by: Clayton B. Fraser 13 May 1992

Sinking Creek Bridge

REYN02

GENERAL DATA

structure no.: 391000.1
county: Reynolds
city/town: 4.3 miles northwest of Redford
feature inters.: Sinking Creek
cadastral grid: S29, T31N, R1E
highway route: County Road 391
highway distr.: 9
current owner: Reynolds County

STRUCTURAL DATA

superstructure: steel, 6-panel, rigid-connected Warren pony truss, with concrete slab approach spans
substructure: concrete abutments, wingwalls and piers

span number: 3
span length: 60.0'
total length: 222.0'
roadway width: 21.0'
condition: good
alterations: none
floor/decking : concrete deck over steel stringers
other features: steel pipe guardrails

HISTORICAL DATA

erection date: 1922-23
erection cost: $23,406.30
designer: Missouri State Highway Department
fabricator : unknown
contractor: Cooper's Construction Service Company

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 391000.1; Primary System Bridge Record, located at Missouri Highway and Transportation Department, Jefferson city MO; **Fourth Biennial Report of the State Highway Commission of Missouri**: 1923-24, page 168.

sign. rating: 49
evaluation: NRHP possibly eligible (well-preserved, relatively early, multiple-span example of mainstay structural type)

inventoried by: Clayton B. Fraser 13 May 1992

HAER INVENTORY
Missouri Historic Bridge Inventory

NAME(S) OF STRUCTURE
Hunt's Farm Bridge (Black River Bridge) REYN01
MHTD: 083001.4

DATE(S) OF CONSTRUCTION
1917

LOCATION
County Road 83 over Black River; S22, T32N, R2E
1.3 miles southeast of Lesterville; Reynolds County, Missouri

USE (ORIGINAL / CURRENT)
roadway bridge / roadway bridge

RATING NRHP possibly eligible (score: 56)

CONDITION
good

OWNER
Reynolds County

span number:	3	superstructure:	steel, 9-panel, pin-connected Parker through truss; steel, 6-panel, pin-connected Pratt through trusses; steel stringer approach spans
span length:	180.0; 110.0'		
total length:	528.0'	substructure:	concrete abutments, wingwalls and piers
roadway wdt.:	15.7'	floor/decking:	concrete deck over steel stringers
		other features:	Parker through truss: upper chord and inclined end post: 2 channels with cover plate and lacing; lower chord: 2 punched rectangular eyebars; vertical: 2 channels with lacing; diagonal: 2 looped rectangular eyebars; counter: round eyerod with turnbuckle; lateral bracing: round rod with threaded ends; strut: 4 angles with "X" bracing between; floor beam: I-beam, field bolted; guardrail: 2 angles; timber sidewalks; builder's plate: **1917 Miller-Borcherding Builders St. Louis, Mo.**; Pratt through trusses: upper chord and inclined end post: 2 channels with cover and batten plates; lower chord: 2 punched rectangular eyebars; vertical: 2 channels with lacing; diagonal: 2 looped rectangular eyebars; lateral bracing: round rod with threaded ends; strut: 4 angles with "X" bracing between; floor beam: I-beam, field bolted; guardrail: 2 angles

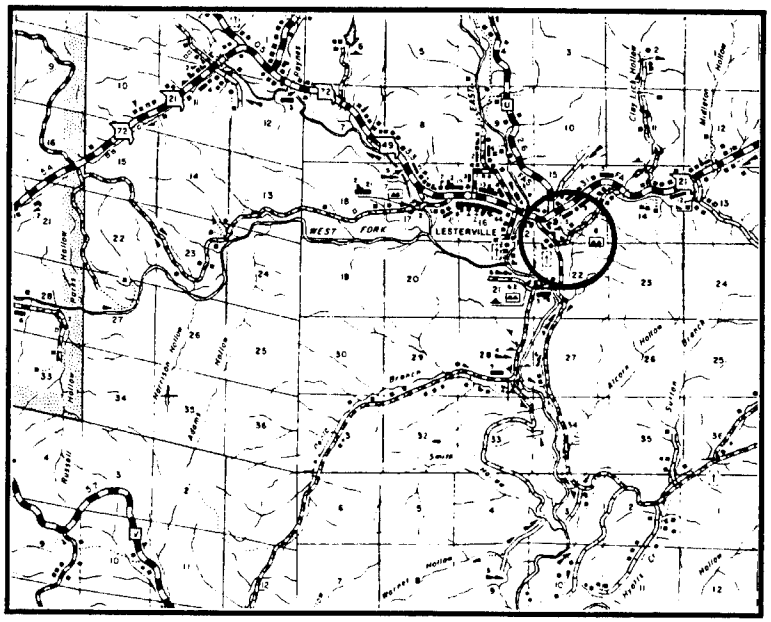
Efforts to build the Hunt's Farm Bridge began in the spring of 1916. In early May of that year, the Reynolds County Court ordered two substantial bridges erected across the Black River in the northern part of the county. Proposals from several bridge contractors were opened in June, and contracts to fabricate and erect both bridges were awarded to Miller and Borcherding, builders from St. Louis. One of the structures was located at Carter's Mill; the other was this long-span crossing south of Lesterville, known as the Hunt's Farm Bridge. Miller and Borcherding completed both bridges in March 1917 for a combined cost of $14,400.00. The Carter's Mill Bridge was opened to traffic at that time, but for some reason, the county had contracted with Miller and Borcherding for only the channel span of the Hunt's Farm structure. The approaches remained unbuilt. The county court at this time ordered the St. Louis contractors to erect two 125-foot Pratt-truss approach spans - later changed to 110-foot spans - to be built on one end of the Parker truss and steel stringer spans on both sides of the trusses. This work was completed in early July 1917, and the contractors received final payment of $8200.00 for the additional work. As built, the long-span crossing was approached on its east end by four steel stringer spans, and also featured timber sidewalks, inside the webs, on either side of the roadway. The Pratt trusses were additionally noteworthy, because their structural members were of unusually light construction. Nonetheless, the Black River Bridge has stood the test of time. Continuing to carry traffic in southern Missouri's picturesque Ozarks, the bridge exhibits strong structural integrity.

The Hunt's Farm Bridge is historically noteworthy as a regionally important crossing of a major southeastern Missouri river - the oldest of the three spans over the Black River in Reynolds County. The Parker and Pratt through trusses that comprise this structure are straightforward examples of Missouri's two most common through truss configurations. What distinguishes this bridge, however, is its multiplicity of spans. Relatively few multiple-span through trusses remain from what was once an extensive inventory in the state. Fewer yet combine structural types, such as the two trusses on the Hunt's Farm Bridge. This structure is thus technologically important as a well-preserved, and now uncommon, example of this structural trend.

NAME(S) OF STRUCTURE

Hunt's Farm Bridge (Black River Bridge)

PHOTOS AND SKETCH MAP OF LOCATION



LOCATION MAP

TAKEN FROM MISSOURI HIGHWAY AND TRANSPORTATION DEPARTMENT
GENERAL HIGHWAY MAP

SOURCES

Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. 083001.4; Reynolds County Court Record 11: page 619 (6 May 1916), page 621 (5 June 1916), page 625 (5 June 1916), page 634 (9 August 1916); Reynolds County Court Record 12: page 116 (29 December 1916), page 136 (9 February 1917), page 146 (13 March 1917), page 164 (7 April 1917), page 191 (5 July 1917) - located at Reynolds County Courthouse, Centerville, Missouri; field inspection by Carl McWilliams and Richard Collier, 31 March 1992.

INVENTORIED BY

Carl McWilliams

AFFILIATION

Fraserdesign, Loveland CO

DATE

13 May 1992

HAER INVENTORY
Missouri Historic Bridge Inventory

NAME(S) OF STRUCTURE
Sinking Creek Bridge
MHTD: 391000.1

REYN02

DATE(S) OF CONSTRUCTION
1923

LOCATION
County Road 391 over Sinking Creek; S29, T31N, R1E
4.3 miles northwest of Redford; Reynolds County, Missouri

USE (ORIGINAL / CURRENT)
highway bridge / roadway bridge

RATING NRHP possibly eligible (score: 49)

CONDITION
good

OWNER
Reynolds County

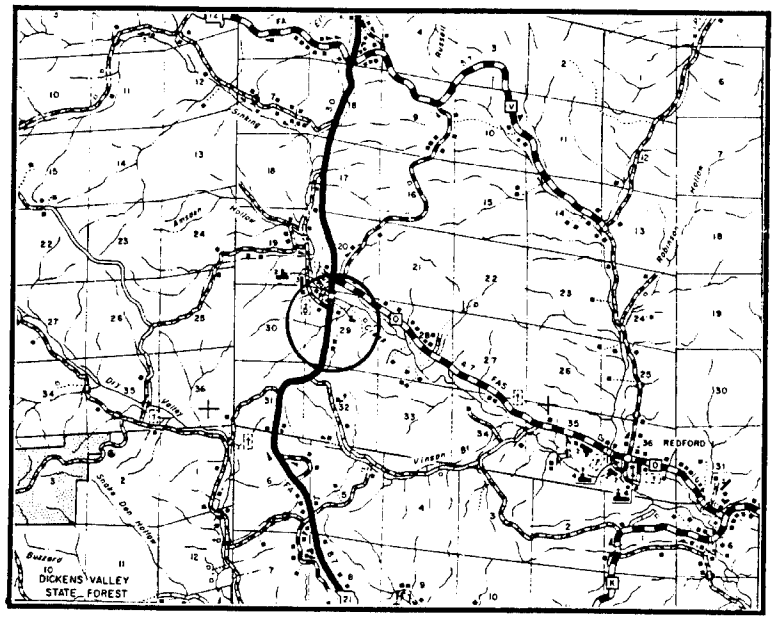
span number:	3	superstructure:	steel, 6-panel, rigid-connected Warren pony truss, with concrete slab approach spans
span length:	60.0'	substructure:	concrete abutments, wingwalls and piers
total length:	222.0'	floor/decking:	concrete deck over steel stringers
roadway wdt.:	21.0'	other features:	steel pipe guardrails

Located northwest of Redford, this three-span pony truss carries a county road over Sinking Creek. The channel spans are rigid-connected Warren pony trusses, carried by a concrete substructure and approached on each side by a concrete slab span. The Sinking Creek Bridge was designed in 1922 by engineers for the Missouri State Highway Department. On December 2nd a contract to build the bridge was awarded to Cooper's Construction Service Company. The contractors used steel rolled by the Illinois Steel Company for the truss, completing the bridge the next year. Total cost: approximately $23,000.00. Since its completion, the Sinking Creek Bridge has functioned in place, with no serious alterations.

The Missouri State Highway Department used riveted Warren configurations for its pony trusses almost from the time the agency developed its first bridge standards around 1920. Structurally straightforward and versatile, these ubiquitous trusses were erected by the hundreds throughout the state in span lengths ranging from 40 to 100 feet. The Sinking Creek Bridge is distinguished among Missouri's Warren trusses as among the oldest extant examples of this mainstay structural type.

NAME(S) OF STRUCTURE
Sinking 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 391000.1; Primary System Bridge Record, located at Missouri Highway and Transportation Department, Jefferson city MO; **Fourth Biennial Report of the State Highway Commission of Missouri**: 1923-24, page 168.

INVENTORIED BY	**AFFILIATION**	**DATE**
Clayton B. Fraser	Fraserdesign, Loveland CO	13 May 1992