

Historic North River Bridge (K0073) Information:

Replacement of the Route 168 Bridge over North River in Marion County, Missouri will have an "adverse effect" on the existing bridge, which is eligible for the National Register of Historic Places (NRHP).

Built in 1932, Bridge K0073 near Palmyra consists of four steel, rigid-connected, seven-panel, Pratt through truss spans measuring 530 feet in total length. It is supported on steel-reinforced concrete abutments, wingwalls, and dumbbell piers. The roadway width is 22 feet curb-to-curb. It was designed by the Missouri State Highway Department (MSHD); fabricated by the Vincennes Bridge Company of Vincennes, Indiana and the Inland Steel Company of East Chicago, Indiana; and constructed by the Vincennes Bridge Company. The erection cost was \$37,590. The MSHD used riveted Pratt configurations for its through trusses from the time the agency first developed standardized bridge designs in the late 1910s. Pratts were erected throughout the state in lengths ranging from 100 to 200 feet. The North River Bridge K0073 is distinguished by its length, multiplicity of spans, and its relative rarity. The 1996 Missouri Historic Bridge Inventory addressed 90 rigid-connected Pratt through truss structures built prior to 1951, and evaluated K0073 as non-eligible for the National Register of Historic Places (NRHP), having a significance rating of 47 on a scale from 0 to 110. However, only 50 examples of this subtype remain today. K0073 is the longest of this group, and the only one with 4 identical spans. (In 2008 the bridge was screened from the MoDOT Safe & Sound list of 802 bridge projects because of the high probability of its NRHP eligibility). It is currently eligible for the NRHP under Criterion C in the area of Engineering.



The "adverse effect" to the historic bridge will require a two-party MOA for mitigation in the form of archival photographs and historic documentation to be submitted to the State Historic Preservation Office (SHPO) for curation. The bridge also will be advertised for adaptive reuse at a new location, and the Federal Highway Administration (FHWA) will be asked to approve a Programmatic Section 4(f) Evaluation for the project. Additional mitigation measures will be discussed in consultation with the SHPO and FHWA.

Contact:

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