

United States Department of the Interior  
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM**

**SENT TO D.C.**  
*12-12-03*

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

**1. Name of Property**

historic name **Bolivia Road Bridge**

other names/site number **Lanesville Bridge**

**2. Location**

street & number : **Across the North Fork of the Sangamon River**

city or town **Bolivia**

  X   vicinity

state **Illinois**

code **IL**

county **Sangamon/Christian**

code **167/021** zip code

**3. State/Federal Agency Certification**

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this   X   nomination        request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property   X  meets        does not meet the National Register Criteria. I recommend that this property be considered significant        nationally        statewide   X   locally. (        See continuation sheet for additional comments.)

*William L. G. [Signature]* / SHPO  
Signature of certifying official

*12-12-03*  
Date

**Illinois Historic Preservation Agency**

State or Federal agency and bureau

In my opinion, the property        meets        does not meet the National Register criteria. (        See continuation sheet for additional comments.)

Signature of commenting or other official

Date

State or Federal agency and bureau

American Indian Tribe

**Bolivia Road Bridge**  
Name of Property

**Sangamon/Christian County, Illinois**  
County and State

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**4. National Park Service Certification**

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I, hereby certify that this property is:	Signature of the Keeper	Date of Action
<input type="checkbox"/> entered in the National Register <input type="checkbox"/> See continuation sheet.	_____	_____
<input type="checkbox"/> determined eligible for the National Register <input type="checkbox"/> See continuation sheet.	_____	_____
<input type="checkbox"/> determined not eligible for the National Register	_____	_____
<input type="checkbox"/> removed from the National Register	_____	_____
<input type="checkbox"/> other (explain):	_____	_____

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**5. Classification**

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Ownership of Property  
(Check as many boxes as apply)

- private  
 public-local  
 public-State  
 public-Federal

Category of Property  
(Check only one box)

- building(s)  
 district  
 site  
 structure  
 object

Number of Resources within Property  
(Do not include previously listed resources in the count)

Contributing	Noncontributing
<input type="checkbox"/> 0	<input type="checkbox"/> 0 buildings
<input type="checkbox"/> 0	<input type="checkbox"/> 0 sites
<input type="checkbox"/> 1	<input type="checkbox"/> 0 structures
<input type="checkbox"/> 0	<input type="checkbox"/> 0 objects
<input type="checkbox"/> 1	<input type="checkbox"/> 0 Total

Number of contributing resources previously listed in the National Register      N/A

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.)  
N/A

**Bolivia Road Bridge**  
Name of Property

**Sangamon/Christian County, Illinois**  
County and State

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**6. Function or Use**

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Historic Functions (Enter categories from instructions)

**Transportation/road-related**

Current Functions (Enter categories from instructions)

**Transportation/road-related**

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**7. Description**

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Architectural Classification  
(Enter categories from instructions)

**Other:      Parker Through Truss Bridge**  
**Pony Truss**

Materials (Enter categories from instructions)

Foundation    **Steel/Concrete**

Roof

Walls           **Steel**

other            **Wood**

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

**Bolivia Road Bridge**  
Name of Property

**Sangamon/Christian County, Illinois**  
County and State

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### 8. Statement of Significance

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Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

Period of Significance **1901**

Significant Dates **1901**

Significant Person (Complete if Criterion B is marked above)

Cultural Affiliation

Architect/Builder **Garrett, J. T. St. Louis Missouri**

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

**Bolivia Road Bridge**  
Name of Property

**Sangamon/Christian County, Illinois**  
County and State

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### 9. Major Bibliographical References

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(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS)

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_

Primary Location of Additional Data

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository

**University of Illinois Springfield: Illinois Regional Archives Depository**

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### 10. Geographical Data

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Acreage of Property **less than 1 acre**

UTM References (Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing	Zone	Easting	Northing
1	16	299092	4404572	3	_____	_____
2	_____	_____	_____	4	_____	_____

See continuation sheet.

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

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**Bolivia Road Bridge**  
Name of Property

**Sangamon/Christian County, Illinois**  
County and State

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**11. Form Prepared By**

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name/title: **Karl Moore**

organization: **Illinois Old Roads & Traces Association**                      date **September 11, 2003**

street & number: **P.O. Box 291**    telephone **217-625-4951**

city or town: **Pawnee**    state **IL**    zip code: **62558**

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**Additional Documentation**

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Submit the following items with the completed form:  
Continuation Sheets

Maps

- A USGS map (7.5 or 15 minute series) indicating the property's location.
- A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

- Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

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**Property Owner**

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(Complete this item at the request of the SHPO or FPO.)

**Sangamon County, c/o Phil Koeberlin, County Engineer, Sangamon County Highway Dept.  
3303 Terminal Avenue, Springfield, IL 62707, 217/535-3070**

**Christian County, c/o Clifford Frye, County Engineer, Christian County Highway Dept.,  
1000 North Cheney Street, Taylorville, IL 62568, 217/824-2606**

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Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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BOLIVIA ROAD BRIDGE

**Narrative Description**

The Bolivia Road Bridge is located on the North Fork River 1 ¼ mile from the village of Bolivia. It was constructed in 1901 by J.T. Garrett of St. Louis, Missouri for the Lanesville Road District. The bridge superstructure is comprised of three types of steel construction that utilize timber decking and floor runners. The span arrangement (south to north) consists of a steel I-beam approach span, a ten panel Parker (eye-bar) through truss main span over the North Fork of the Sangamon River, a shored pony truss span which acts as three steel I-beam spans, and eighteen steel I-beam approach spans over the northern flood plain. The one-lane structure measures 622.0 feet back to back of abutments and 16.1 feet out to out of deck with a bridge roadway width of 16.0 feet between light steel channel railings. The trusses are approximately 17.2 feet center to center. The bridge skew angle is 0 degrees. The portal bracing is topped by an ornamental grid comb that extends between urn-shaped finials at the corners.

The substructure consists of several types of construction. The south abutment is a closed concrete abutment likely founded on a spread footing. The south pier (Pier 1) and Pier 2 consist of two open filled 48" diameter steel caissons with built-up steel bracing which support the 180.0 foot length through truss span. Piers 3 and 4 are auxiliary supports for floor beams of the pony approach truss approach span and consist of welded steel bents composed of 14 inch diameter metal shell piles with steel I-beam cap beams and knee braces. Pier 5, beneath the north endpost bearings of the pony truss, consists of an open built-up two-column steel bent with I-beam cap on concrete pedestal footings. The remainder of the north approach span piers (Piers 5 through 22) are open, two-column steel bents with I-beam caps and steel rod bracing. The north abutment is a closed abutment comprised of steel piles and cap beam with timber backing.

With reference to the above "Narrative Description" information, the bridge basically measures as follows south to north as described:

Type of Construction	Length in Feet
1. A steel I-beam approach span	30
2. A ten panel Parker (eye-bar) through truss main span over the North Fork of the Sangamon River	180
3. A shored pony truss span which acts as three steel I-beam spans	50
4. Eighteen steel I-beam approach spans over the northern flood plain	362
Total length	622

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BOLIVIA ROAD BRIDGE

**Statement of Significance**

The Bolivia Road Bridge is eligible for listing in the National Register of Historic Places under Criterion C, for engineering as a good local example of a Parker through truss bridge type with the addition of a pony through truss and steel I-beam approach spans. The bridge was identified in the Illinois Department of Transportation's Historic Bridge Survey, completed in 1994, as being one of the last seven known bridges of this type in the state. The period of significance is 1901, the year the bridge was constructed.

**Bolivia's Early Transportation Routes**

On February 25, 1833, after receiving a petition from citizens of Sangamon County showing 128 signatures, the Eighth Session of the General Assembly of the State of Illinois in Vandalia passed an Act as follows: "To Locate a State Road from Andrew Wilson's to Springfield." Andrew Wilson at that time owned 160 acres of land which today would be most of downtown Mt. Zion, Illinois. The appointed commissioners were instructed to locate the state road south of the North Fork of the Sangamon River crossing Macon County to the west and into Sangamon County. The road was then to pass through the Town of Bolivar and then over the South Fork of the Sangamon River at Chitton's Bridge (some writers have referred to this bridge as Chilton's) and then on to Springfield. Part of Christian County was included in Sangamon County at that time and Bolivar became known as the Town of Bolivia at a later date. The only towns mentioned in the Act were Bolivar and Springfield.

Bolivar had been laid off in the Southeast Quarter of Section 18, Township 15 North, Range 2 West of the Third Principal Meridian with eight blocks and 123 lots. Bolivar was thus located on this new state road and eventually the stagecoach line passed through.

Bolivar was very important to the early pioneering settlers in the area and there were several houses, several stores, a post office and a blacksmith shop in the town. This state road was just as important to the development of the villages/towns of Mt. Auburn, Roby and Buckhart which also were located along the road. This new state road joined the existing Springfield to Paris state road in the vicinity of what became Mt. Zion. The road and the villages/towns of Mt. Auburn, Bolivar, Roby and Buckhart, named in order from east to west, were located just south of the Sangamon River on a stretch of the state road measuring about 12 miles long. Chitton's Bridge was just a few miles northwest of Buckhart on land owned by Mathias Chitton along the South Fork of the Sangamon River. It was only another six to seven miles to the Springfield Town



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BOLIVIA ROAD BRIDGE

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Square. The 1833 road surveyor's true map showed it measured 17 miles from Bolivar to the town square.

On March 3, 1834, the Sangamon County's Commissioners' Court accepted and recorded the survey report and map from the surveyor of the state road from Andrew Wilson's in Macon County to the town square in Springfield. That same day Mathias Chitton petitioned this commissioners' court to grant him a license to establish his bridge as a toll bridge. He claimed he had great expense building the bridge and since the new state road leading from Springfield by the way of Andrew Wilson's was going to be the main road to Terre Haute from Springfield, then he would have additional expense keeping the bridge in repair for the public's convenience. The court approved the petition, granted him a license and set the toll rates. So—the 1833 road through Bolivar became very important in contributing to a Springfield to Paris road reaching on a few miles to the National Road at Terre Haute, Indiana.

In 1901, the Indianapolis, Decatur and Western Railroad decided to extend its railroad from Decatur to Springfield via Boody, Illinois on westward. It was going to serve villages and towns between Boody and Springfield. Some of these villages/towns were Mt. Auburn, Bolivar/Bolivia, Roby and Buckhart. Buckhart was to be considered the second station 10 miles east out of Springfield and Roby was considered the third. At the time the railroad was built it missed Bolivar by a quarter of a mile to the south. Bolivia (pronounced Bŏl' i-vy) was then created to replace Bolivar and was established on the railroad line a quarter of a mile south of Bolivar. Today Bolivar would have been located on the Mt. Auburn & Buckhart Blacktop Roads. Bolivia today is about a quarter of a mile to the south of the blacktop road.

The state road evolved into county highways. It is presently marked as highway 28 in Macon County, highway 2 in Christian and highway 4 in Sangamon. They are commonly identified as the Mt. Auburn and Buckhart Blacktop Roads which extend all the way from Decatur past Mt. Auburn, Bolivia, Roby, Buckhart and into Rochester. The roads total 30 miles in length from Decatur to Rochester and are well traveled roads to this day.

In 1901, the Lanesville Road District built an impressive and expensive bridge about one mile north of Bolivar, crossing the North Fork of the Sangamon River into Lanesville Township in Sangamon County from Mt. Auburn Township in Christian County. Undoubtedly this bridge was built to accommodate the inhabitants on the near north side of the river and give them a direct route to the railroad facilities in the vicinity of Bolivar/Bolivia for their personal and commercial use as well as reaching a trade center easily which were created by the east and west state road.

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BOLIVIA ROAD BRIDGE

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### Construction of the Bridge

On June 1, 1900, the commissioners of highways of Lanesville Township presented a petition to the Board of Supervisors of Sangamon County asking for aid in building a bridge over the Sangamon River in Lanesville Township and it was referred to the committee on roads, highways and bridges.

On June 4, 1900, the Sangamon County committee on roads, highways and bridges reported to the Board of Supervisors of Sangamon County that the commissioners of highways of Lanesville Township had asked for an "appropriation of \$8,000.00 or as much thereof as may be necessary to pay one half of the expense of building a bridge and approaches over the Sangamon river where the same is to be crossed by a **proposed road** adjoining Christian County having had the same under consideration."

The committee went on to state, "that since the proposed bridge site adjoins Christian county, that the said Christian county should pay one half the expense of building said bridge and approaches, further that the above mentioned appropriation shall not be binding on Sangamon County until such time that Christian County will assume one half the expense of said bridge and approaches."

On September 3, 1900, Mr. Vandagriff from the Sangamon County committee on roads, highways and bridges presented a petition to the county from the commissioners of highways of Lanesville Township asking for an appropriation of  $\frac{1}{4}$  of \$8500.00 or as much thereof as may be necessary to build a bridge across the Sangamon River to connect Sangamon and Christian Counties. Christian County to pay one half of the cost of said bridge, Lanesville Township to pay  $\frac{1}{4}$  of said expense and asking  $\frac{1}{4}$  from Sangamon County. An appropriation for \$2125.00 or as much thereof as may be necessary in building the bridge was approved by a vote of 35 yeas and 0 nays.

On September 4, 1900, the board of supervisors for Sangamon County passed a resolution to advertise for bids on the bridge.

At a later date the following report was adopted and entered in Sangamon County records:

Mr. Capps offered the following special committee report on Lanesville Bridge:

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BOLIVIA ROAD BRIDGE

Your special committee to whom was referred the duty of supervising the expenditure of an appropriation for the construction of a steel bridge across the Sangamon river seven miles south of Lanesville station, in conjunction with Christian County, by its board of supervisors and Mt. Auburn township commissioners of said county, beg leave to report as follows to-wit:

We met at the proposed bridge site, decided upon the length of span and trestle work, thereupon proper notice was given to contractors and a meeting was called to be held in the Odd Fellows Building in Springfield, Ills. at 10 A.M. Oct. 25, 1900.

About eighteen companies were represented. Our agreement was that Lanesville township and Sangamon County each pay one fourth ( $\frac{1}{4}$ ) of the total cost of the bridge. Christian County having withdrawn from the representations made to this board, agreed to pay only the one fourth ( $\frac{1}{4}$ ) of the span work, whereupon Mt. Auburn township of said county agreed to pay the difference under this agreement, which was fully set forth and as fully understood.

Your committee consented to the opening of the various bids. Mr. J. T. Garret of St. Louis, Mo. received the award on his own plans of 220 ft. span, and 380 ft. of trestle work for the sum of \$5450.00 and \$2900.00 respectively.

Separate contracts were entered into for span and trestle work. The contract for the span work was regular, and the contractor entered upon its construction, while the work upon the trestle remains just as it was at the time of letting, owing to a technicality in the contract.

September 13<sup>th</sup>. Your committee met with the joint committee, received the span work of 220 ft., the contract price being \$5450.00.

Your committee therefore recommend, that the clerk be instructed to draw a warrant for the one fourth ( $\frac{1}{4}$ ) cost of \$1362.50 in favor of Mr. J. T. Garrett, to draw 5% per cent per annum if funds are not available.

Respectfully submitted,  
G. C. Edwards  
J. T. Capps  
Rufus Underwood

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BOLIVIA ROAD BRIDGE

On December 9<sup>th</sup> & 10<sup>th</sup>, 1902, the following entry appeared in minutes of the Board of Supervisors of Sangamon County:

Mr. Fullenwider presented a petition signed by 40 citizens of Lanesville township asking the Board to take such action as is necessary to complete a certain bridge over the Sangamon river in said township which was begun about two years ago. Mr. Edwards, chairman of the Special committee addressed the board in reference to the bridge, in which he stated the amount in dispute between this and Christian Counties to be \$241.00.

Mr. Fullenwider moved that the amount of \$241.00 be ordered paid by this county and the committee instructed to have the bridge completed. Upon which the yeas and nays were demanded—yeas 29 nays none. Motion adopted.

On March 10, 1904, the following was recorded in the minutes of Board of Supervisors' records of Sangamon County:

Mr. Sanders, from special committee made the following report:

To the Board of Supervisors of Sangamon County,  
Your special committee on Lanesville bridge having had the same under consideration beg leave to report that on March 5<sup>th</sup>, 1904 we, the undersigned committee, met in conjunction with commissioners of highways of Lanesville and Mt. Auburn townships at said bridge south of Lanesville on the North fork of the Sangamon river on the line of Sangamon and Christian counties and made the best examination that circumstances would permit of the approaches to said bridge, and find them built according to contract except the flooring is not all white oak as the contract calls for, but as said bridge has been under construction since 1900 and it is very necessary for it to be completed for the accommodation of the public, therefore we, the undersigned committee together with the commissioners of highways of Lanesville and Mt. Auburn townships received approaches to said bridge and recommended that the Clerk be instructed to draw a warrant on the County Treasurer in favor of John T. Garrett, for \$966.67, this amount being one third of cost of said approaches. Sangamon County's part in full.

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BOLIVIA ROAD BRIDGE

M.J. Sanders  
C.B. Campbell  
R. O'Conner.

Mr. Sanders moved the adoption of the report, upon which the yeas and nays were demanded yeas 26, nays none. Report adopted.

**Special Note:** Since the words, "proposed road" were used in the foregoing information, then we have to assume this was the first bridge built at that location. Also the foregoing states, "In 1901 the Indianapolis, Decatur and Western Railroad decided to extend its railroad from Decatur to Springfield via Boody, Illinois on westward" ... "At the time the railroad was built it missed Bolivar by a quarter of a mile to the south. Bolivia was then created to replace Bolivar and was established on the railroad line a quarter of a mile south of Bolivar." According to the records in the Christian County recorder's office, Bolivia was surveyed and platted on a part of SE quarter of the SE quarter of Section 18 in Township 15 N, Range 2 W in Mt. Auburn Township. The survey was certified April 6, 1905 and recorded April 25, 1905.

So, the proposed road, bridge and approaches were completed in time to start utilizing the new railroad stations as well as the old state road facilities south of the Sangamon River in Mt. Auburn Township of Christian County.

### Truss Bridges

A truss bridge is identified by its framework, in which trusses are used to support a structure. Truss bridges commonly carry traffic in one of three ways: on top of the main support structure (deck), between two support structures without cross-bracing on top (pony), or through the support structures, which has cross-bracing above and below traffic (through). The truss bridge was first built of wood, and the design of such bridges was improved upon in 1840 by William Howe, who patented a method of construction using diagonal wood compression members and vertical wrought-iron tension rods. The Howe design was widely used on early railroad bridges.

The introduction of new materials, such as iron and steel, in the 1890s, affected bridge design, and Howe bridges soon gave way to Pratt through truss bridges. The Pratt through truss design was patented in 1844 by Thomas and Caleb Pratt. Vertical members acting in compression and diagonals acting in tension distinguished it from the Howe truss. This design feature reduced the

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BOLIVIA ROAD BRIDGE

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length of the compression members to help prevent them from bending or buckling. The top chord on Pratt bridges continues straight across the structure. Pratt truss bridges were easy to manufacture and construct. Pin-connected Pratt bridges, which were common in the United States, were usually built, disassembled for delivery, and then reassembled on location. They also did not require skilled workmen to reconstruct. These factors undoubtedly contributed to their popularity; Pratt bridges became the most prevalent metal truss system used for distances up to 250 feet.

The Parker bridge is a variation on the Pratt design, such as the Parker design, which was created by engineer C.H. Parker. Unlike the Pratt, which has a top chord that is parallel to the bottom chord, the Parker version is arched, which is why it is sometimes referred to as a camelback truss. Because of its arched top chord, the bridge is stronger than a regular Pratt truss while it uses the same amount of material. The Parker is essentially a Pratt with a polygonal top chord, but the Parker design is better for longer spans.

Other innovations in bridge design soon developed, and the Warren Truss form, with its riveted construction, became preferred over pin connections, which often became loose. Warren trusses were patented in England by James Warren and Willoughby Monzoni in 1848 and proved to be better for deck trusses. Pin-constructed Pratt bridges continued to be built in the United States through the 1920s for smaller spans. There were other types of truss bridges, but the Pratt and its variations were the most commonly built bridges of their time. Steel continued to dominate bridge construction until the early 1900s when reinforced concrete was introduced. Reinforced concrete was better equipped to handle the heavier loads that were becoming more common in the twentieth century.

The Bolivia Road Bridge is a good example of a Parker through truss design. The main span, consisting of ten panels, has the polygonal top chord, which is characteristic of Parker through truss bridges. These spans were also built using pin-connectors, which was widely used in the United States at the time of its construction.

The Illinois Historic Bridge Survey was completed in 1994 and identified 374 highway-related bridges that were recommended eligible for listing in the National Register of Historic Places. Of those, only six Parker through trusses were identified from the 1898–1917 era. Four were already listed in the National Register and the other two were determined eligible. Of these bridges, the Division Street Bridge in Lockport, which crosses the Des Plaines River, has since been demolished. Another Parker through truss bridge which was not on the survey, the Lyndon

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BOLIVIA ROAD BRIDGE

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Bridge in Whiteside County, was listed on the National Register of Historic Places on May 9, 2003.

The Bolivia Road Bridge was identified in the Historic Bridge Survey (structure number 084-3214) as having distinctive ornamentation and as having a fabricator that was not known to be associated with any other bridge that was picked up in the survey. It was determined eligible for listing in National Register of Historic Places by the National Park Service in 1997. It is comparable to the other listed Parker through truss bridges in Illinois. There is only one other known Parker through truss bridge in the vicinity of the Bolivia Road Bridge in Mosquito Township. This bridge is smaller, has no ornate detailing, and no longer provides access across the Sangamon River.

The Bolivia Road Bridge with its wooden plank deck is still standing and has been in use for 102 years. The bridge spans the original river bed which remains intact rather than being located on the dredged river channel which occurred in other locations later after the bridge's construction.

The old original truss bridges crossing the Sangamon River directly north from roads leading a very short distance from the villages of Mt. Auburn, Roby and Buckhart have been replaced with modern concrete structures. This bridge is the only original bridge built that is left standing along a 12 mile stretch of the river which encompasses the aforementioned villages.

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BOLIVIA ROAD BRIDGE

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### Bibliography

*Atlas of the State of Illinois*, published in 1876 in Chicago, Warner & Beers, proprietors.

*Christian County Commissioners' Court Records*, Book 47, p.125. Located at Christian County Courthouse, Taylorville, Illinois.

*Christian County History, Millennium Edition*, republished in 2000.

*Counties of Illinois, Their Origin and Evolution*, Springfield: Illinois Secretary of State, published in 1906.

*The Decatur Review*—Roadmap, published in 1925.

*Farm & Home Platt & Directory*, Christian County, Illinois, published 1996.

*Illinois Place Names*, Illinois State Historical Society, 1989.

Illinois Regional Archives Depository, University of Illinois—Springfield.

- A. *Sangamon County Commissioners' Court Records*, Volume F1, pp. 6; 61–63, March 3, 1834.
- B. Surveyor's map, March 3, 1834,
- C. *Sangamon County Commissioners' Court Record*, Volumes 11, 12, and 13, June 1, 1900–March 10, 1904.

Illinois State Archives, Springfield, Illinois.

- A. *General Assembly Petitions*, "Petition to Eighth General Assembly from citizens of Sangamon County," Pre-February 25, 1833.
- B. *Private Laws 1833*, An Act "To locate a State Road from Andrew Wilson's to Springfield"—approved on February 25, 1833.
- C. *General Land Office Records*, land sales.

Illinois State Highway Map, 2001–2002.

*Land Atlas & Plat Book of Macon County, Illinois*, published in 1997.



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BOLIVIA ROAD BRIDGE

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*Macon County Commissioners' Court Record*, Book A-2-180, pp. 92-94, November 25, 1833.  
Located in Macon County Courthouse, Decatur, Illinois.

Nolan, John B. *Determination of Eligibility: Illinois Historic Bridges Survey*, Springfield, IL: Illinois Department of Transportation, 1994. Available from the Illinois Historic Preservation Agency, Springfield, Illinois.

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*Springfield State Journal*, article dated May 22, 1902.

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NPS Form 10-900-a  
OMB No. 1024-0018  
(8-86)

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 10 Page 12

BOLIVIA ROAD BRIDGE

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**Verbal Boundary Description**

The Bolivia Road Bridge is located 1 ¼ miles directly north of Bolivia, Illinois on Bolivia Road. The UTM reference is Zone 16, E299092, N4404572. The road is a township road running north on the section line between the east side of section seven and the west side of section eight in Township 15 North, Range 2 West of the Third Principal Meridian. The bridge is on the section line bordering the NE Quarter of the NE Quarter of section 7 and the NW Quarter of the NW Quarter of Section 8 which are both partially in Mt. Auburn Township in Christian County to the south and Lanesville Township in Sangamon County to the north. The east and west boundary is defined by the physical bridge structure. The southern boundary begins at the point at which the steel I-Beam approach span touches the land and continues north across the Parker Through Truss, the pony truss and the 18 steel I-Beam approach spans. The northern boundary ends at the north abutment, where the road bed begins.

**Boundary Justification**

The boundary includes only that portion of land which directly relates to the Bolivia Road Bridge (its structural members and its approaches) including the abutments and wing walls.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 11 Page 13

BOLIVIA ROAD BRIDGE

### Photographs

Location: Bolivia Road Bridge, Sangamon and Christian Counties, Illinois

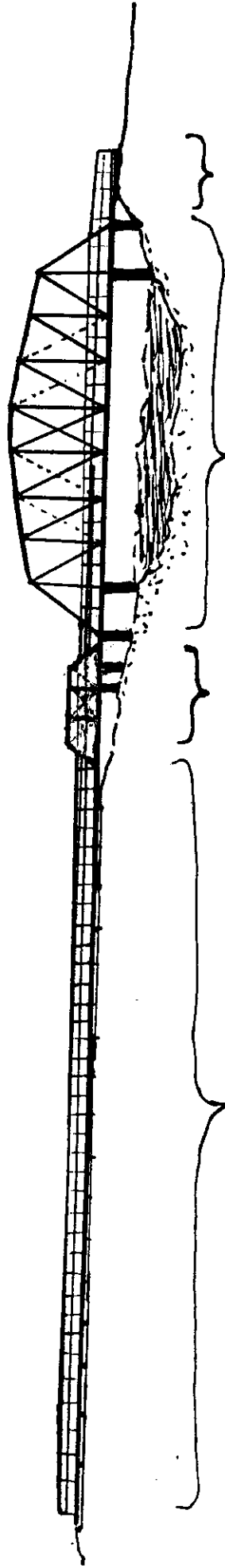
Photographer: Karl Moore

Date: September 26, 2003

Location of original negative: Karl Moore, P.O. Box 291, Pawnee, IL 62558

1. South approach to bridge, looking north.
2. Pony truss span and north approach to bridge, looking north from Parker through truss span.
3. Pony truss and Parker through truss spans, looking south.
4. Side view of bridge taken from southwest bank of North Fork of Sangamon River, looking northeast.
5. Decorative work on south side of Parker through truss bridge, looking north.

Bolivia Road Bridge  
Bolivia Vicinity  
Sangamon/Christian Counties  
Illinois



Approach Span 362'

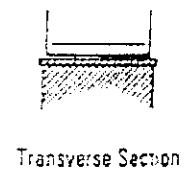
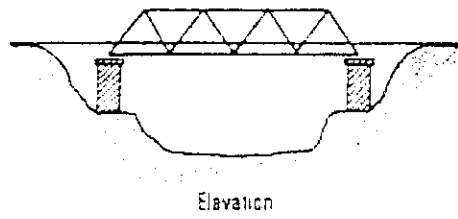
Pony Truss Span = 50'

Parker through truss = 190'

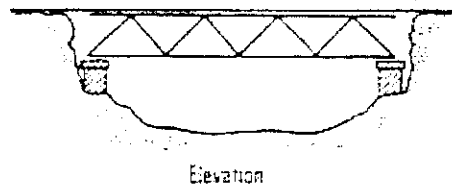
Approach span = 30'

Not to Scale

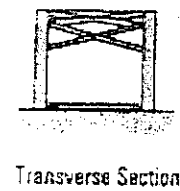
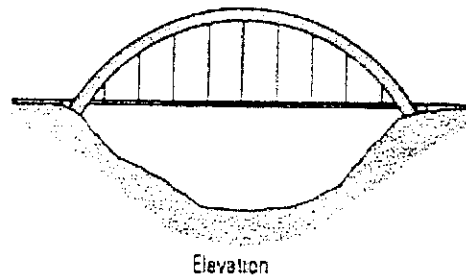




### Pony Truss



### Deck Truss



### Through Arch

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### Metal Bridge Silhouettes



Camelback



Parker



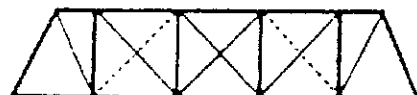
Lenticular (Parabolic)



Howe



Pratt (Diagonal)



Pratt Half-Hip



Warren



Warren with Verticals



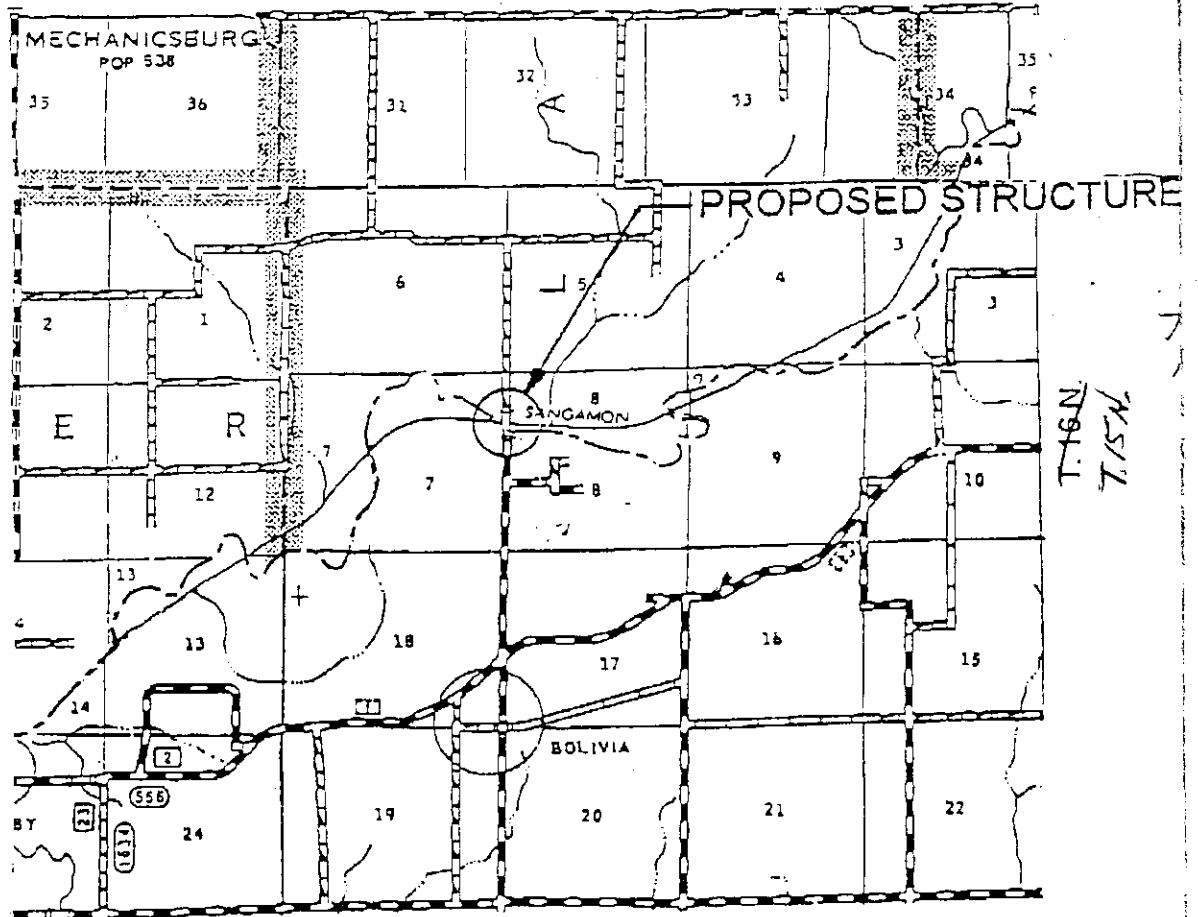
Pennsylvania (Petit)



Post

[Return to top.](#)

R. 2 W. Of 3<sup>RD</sup> P.M.



### LOCATION MAP

SANGAMON COUNTY  
 LANESVILLE ROAD DISTRICT  
 T.R. 518  
 SECTION 00-16110-00-BR  
 EXISTING S.N. 084-3214  
 PROPOSED S.N. 084-3614

ARIZONA, COCONINO COUNTY,  
Jordan Ranch,  
735 Jordan Rd.,  
Sedona, 03001489,  
LISTED, 1/28/04

ARKANSAS, FAULKNER COUNTY,  
Military Road--Cadron Segment,  
Address Restricted,  
Conway vicinity, 03001490,  
LISTED, 1/28/04  
(Cherokee Trail of Tears MPS)

ARKANSAS, LONOKE COUNTY,  
St. Louis Southwest Railway (Cotton Belt Route) Depot,  
Main St. (AR 31),  
Coy, 03001459,  
LISTED, 1/22/04  
(Historic Railroad Depots of Arkansas MPS)

ARKANSAS, WASHINGTON COUNTY,  
Tharp House,  
15 North West Ave.,  
Fayetteville, 03001461,  
LISTED, 1/21/04

CALIFORNIA, LOS ANGELES COUNTY,  
HUGHES FLYING BOAT (HERCULES),  
Berth 121, Pier E, Port of Long Beach,  
Long Beach, 80004493,  
REMOVED, 10/13/92

GEORGIA, RICHMOND COUNTY,  
Academy of Richmond County--1926 Campus,  
910 Russell St.,  
Augusta, 03001491,  
LISTED, 1/28/04

ILLINOIS, SANGAMON COUNTY,  
Bolivia Road Bridge,  
Across the North Fork of the Sangamon R.,  
Bolivia vicinity, 03001464,  
LISTED, 1/28/04

IOWA, STORY COUNTY,  
Mulcahy Barn,  
25623--710th Ave.,  
Colo, 03001492,  
LISTED, 1/28/04

KANSAS, BROWN COUNTY,  
Eicholtz, A.J., House,  
406N. 7th St.,  
Hiawatha, 03001493,  
LISTED, 1/28/04

KANSAS, DICKINSON COUNTY,  
Wheatland Farm Historic District,  
2291 2100 Ave.,  
Chapman vicinity, 03001494,  
LISTED, 1/28/04

KANSAS, ELLIS COUNTY,