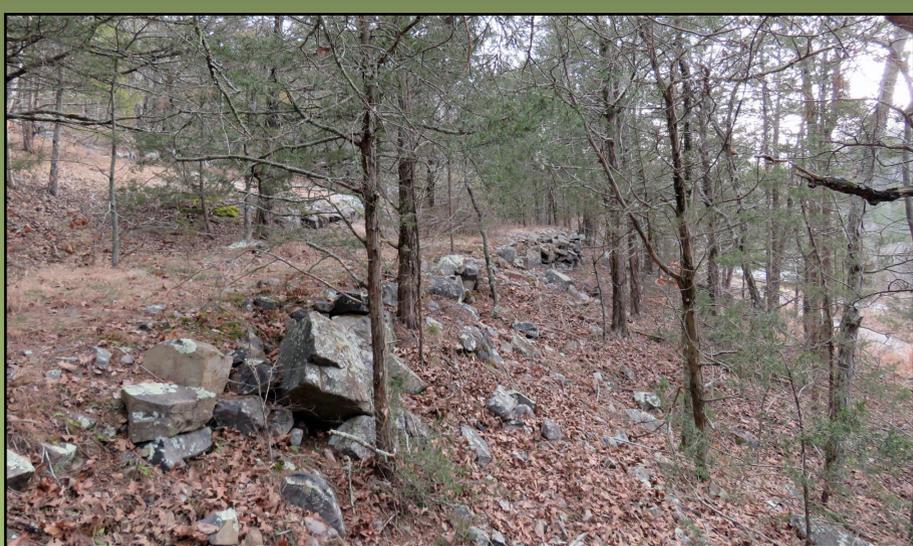


# Stouts Creek Bridge

The Stouts Creek Bridge (H0393) is a 1928, single span, open-spandrel concrete arch bridge. The bridge is 122' long with a 20' wide deck. The bridge was constructed by the Republic Concrete Construction Company as part of the construction of Route 70 (now Route 72) between Ironton and Fredericktown. The bridge is significant for its engineering and for transportation. It was designed to fit aesthetically into the landscape with a span that gracefully spanned the Shut-Ins of Stouts Creek.



The Granite Walls along Route 72 were constructed in 1929-1930 following the opening of the highway. The project used local materials and expertise to build the stone walls at Stouts Creek and along Lake Killarney, providing attractive barriers to the traffic of the day. The Granite Walls are significant for their association in community planning and development and transportation. Local boosters saw the development of the highway as a great economic opportunity; the stone walls enhanced the natural beauty of the drive.



A historical trace (Upper Road) and roadway (Lower Road) were identified within the project area. In places it includes a dry-stacked stone revetment. MoDOT research indicates that the Upper Road is a segment of the early Fredericktown Road, used from the mid-1810s through the 1850s. The Upper Road served the Tong-Ashebran furnace, which operated along Stouts Creek. The Hildebrand Detachment of Cherokees passed through the Stouts Creek area in February 1839 on the Trail of Tears journey. They camped beside Knob Creek northeast of Shepherd Mountain and are reported to have traveled along the Fredericktown Road.

The Trail of Tears is a nationally significant event in American history.

The Lower Road has a rhyolite revetment and a gravel roadbed. This roadway may have developed starting in the 1830s. The State Road from Jackson to Massie's Iron Works (Fredericktown-to-Caledonia State Road by way of Iron Mountain) was authorized by the Missouri Legislature in 1839 (presumably along the route of a preexisting road through Stout's Creek Shut-In). It is likely that this roadway was also part of the Hildebrand route of the Trail of Tears.



The Lower Road was also important for troop movement during the Civil War:

- In October 1861, the Illinois 38th Infantry Volunteers, 21st Illinois, 350 men of the 1st Indiana Cavalry and Schofield's Artillery used the road traveling to and from the Battle of Fredericktown.
- In April 1863, the 3rd Missouri Cavalry follow the road to Fredericktown and then to Jackson where they skirmish with General John S. Marmaduke's confederate troops.
- In June 1863, 5,300 Union cavalry camp in the Arcadia Valley, some along the Fredericktown Road near the Shut-In, including the 25th Ohio Light Artillery. They would follow the Fredericktown-Jackson Road toward Bloomfield and Chalk Bluff to counter General Sterling Price's 1863 Raid.
- On Sept. 26-28, 1864, General Price used the road to reach the Battle of Ft. Davidson (Pilot Knob), which included a skirmish at the Shut-In Gap between Selmon's Arkansas Cavalry and the Missouri 47th Infantry and 3rd State Militia Cavalry.

