



Hurricane Deck Bridge Dedication

September 7, 2013



Welcome and Introductions

David T. Silvester, Central District Engineer
Missouri Department of Transportation

Posting of the Colors

American Legion Post 624, Sunrise Beach

National Anthem

Melani Biggers, Main Street Opry

Invocation

Pastor Nick Stutesman, Sunrise Bible Church

Recognition of Special Guests

Speakers

Mr. Dave Nichols, Director
Missouri Department of Transportation

Mr. Gregg Smith, Member
Missouri Highways and Transportation Commission

The Honorable Rocky Miller, State Representative
District 124

The Honorable Diane Franklin, State Representative
District 123



Mr. Kristopher Franken, Presiding Commissioner
Camden County

Mr. Curt Mooney, Mayor
Sunrise Beach

Mr. Scott Gammon, Vice President
American Bridge Company

Mr. TAG Goodwin, Senior Vice President
Parsons Corporation

Mr. Michael Kenagy, Executive Director
Lake-West Chamber of Commerce

Plaque Presentation

Mr. Gregg Smith, Member
Missouri Highways and Transportation Commission

Ms. Daphne Jeffries, Camden County Historical Society

A Toast to the New Bridge

Retiring of the Colors

American Legion Post 624, Sunrise Beach

Ribbon Cutting

Fireworks

Courtesy of Matt Sutcliffe of Premier Pyrotechnics and Bear
Bottom Resort

Parade of Vehicles

Laurie-Sunrise Beach Rotary



Special Thanks

American Bridge Company

American Legion Post 624, Sunrise Beach

Bear Bottom Resort

Camden County

Camden County Historical Society

City of Camdenton

Deep Water Inn

Frank Yates

Lake-West Chamber of Commerce

Laurie-Sunrise Beach Rotary

MoDOT Staff

Parsons Corporation

Premier Pyrotechnics

Sunrise Beach Fire Protection District

Sunrise Beach Village

Sunrise Bible Church

Woods Supermarket

Hurricane Deck Bridge

Past and Present

The first Hurricane Deck Bridge was built south of Sunrise Beach to carry two lanes of Missouri Route 5 across the Osage Arm of the Lake of the Ozarks at mile marker 35. Construction took place from 1934-36. The bridge was officially opened to traffic on Dec. 28, 1936, but the official dedication was held on Oct. 3, 1937. Another dedication was held on March 18, 1953 when the bridge transitioned from a toll bridge to a free bridge.

History Corner



The grand opening of the Hurricane Deck bridge, celebrated October 3, 1937, drew quite a crowd. Cars were lined up for a mile on this stretch of Highway 5 north of the new crossing. If you have any old photos taken in the Westlake area and would be willing to let us use them in the History Corner, please call the paper at 346-0505.

The original bridge is a truss arch bridge and has been one of the most distinctive features on the lake for many years. The American Institute of Steel Construction selected the bridge as the most beautiful steel span built in 1936.

Before the bridge was built, cars were moved across the lake by ferry. When the bridge was a toll bridge, the prices to pass were 40 cents

for car and driver and 5 cents for each additional passenger. Travelers could save a dime by purchasing a round-trip toll.

Fast forward more than 70 years to today's dedication of a new, better and safer Hurricane Deck Bridge to serve the Lake of the Ozarks. The old bridge provided years of excellent service, but the time came to consider new options. On May 4, 2012 ground was broken for a new bridge.

The new bridge, built on the east side of the existing structure, is wider than the original structure, with two 12-foot driving lanes and seven-foot shoulders on each side. It is 2,260 feet long and is expected to carry 10,000 vehicles a day.

When the new bridge opens to traffic on Sept. 10, 2013, the original bridge will be closed and prepared for demolition during the fall and winter of 2013. Final demolition will take place in the spring of 2014.



Consultant
Parsons Corporation

Contractor
American Bridge Company, Inc.

Cost
\$32.3 million

Interesting Facts

- Twelve piers support the new bridge – five are on land, seven are in the water. The depth of the water at the piers ranges from 40 feet deep to 85 feet deep.
- Drilled shafts and rock sockets hold up the bridge. They range from a few feet long to 100 feet long.
- There are more than 10,000 cubic yards of concrete in the new bridge. If stacked on a football field, the concrete would be 5.5 feet high.
- The concrete contains about 1.75 million pounds of reinforced steel.
- The girders supporting the bridge's concrete deck contain more than 4.2 million pounds of steel and are as long as 265 feet.
- Workers moved more than 20,000 cubic yards of rock and dirt to make way for the new bridge. If stacked on a football field, the rock and dirt piles would stand 12 feet tall.
- Experienced trade workers spent more than 50,000 hours building the bridge. That does not include the time spent on the project by support staff.



Thank you for joining us for this historic event!



PARSONS