NPS Form 10-900
United States Department of the Interior
National Park Service
National Register of Historic Places Registration Form

OMB No. 1024-0018
RECEIVED 2280
AUG 21 2015
Nat. Register of Historic Places
National Park Service

1. Name of Property

Historic Name: Lamar-McKinney Bridge
Other name/site number: Lamar-McKinney Viaduct; Continental Bridge; Continental Viaduct
Name of related multiple property listing: *Historic Road Infrastructure of Texas MPS*

2. Location

Street & number: Spanning the Trinity River at Continental Avenue
City or town: Dallas State: Texas County: Dallas
Not for publication: ☐ Vicinity: ☐

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ☑ 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 ☑ meets ☐ does not meet the National Register criteria.

I recommend that this property be considered significant at the following levels of significance:
☐ national ☐ statewide ☑ local

Applicable National Register Criteria: ☑ A ☐ B ☑ C ☐ D

Mark Wolfe — State Historic Preservation Officer — 8/18/15
Signature of certifying official / Title **Date**

Texas Historical Commission
State or Federal agency / bureau or Tribal Government

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria.

Signature of commenting or other official **Date**

State or Federal agency / bureau or Tribal Government

4. National Park Service Certification

I hereby certify that the property is:

✓ entered in the National Register
___ determined eligible for the National Register
___ determined not eligible for the National Register.
___ removed from the National Register
___ other, explain: _____

for Edson H. Beall — 10.5.15
Signature of the Keeper **Date of Action**

5. Classification

Ownership of Property

	Private
X	Public - Local
	Public - State
	Public - Federal

Category of Property

	building(s)
	district
	site
X	structure
	object

Number of Resources within Property

Contributing	Noncontributing	
-	-	buildings
-	-	sites
1	-	structures
-	-	objects
1	0	total

Number of contributing resources previously listed in the National Register:

6. Function or Use

Historic Functions: Transportation: Road-Related = bridge

Current Functions: Transportation: Pedestrian-Related = walkway

7. Description

Architectural Classification: NO STYLE

Principal Exterior Materials: CONCRETE, METAL/steel

Narrative Description (see continuation sheet 6)

8. Statement of Significance

Applicable National Register Criteria

X	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.
X	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: NA

Areas of Significance: Community Planning and Development, Engineering

Period of Significance: 1931

Significant Dates: 1931

Significant Person (only if criterion b is marked): NA

Cultural Affiliation (only if criterion d is marked): NA

Architect/Builder: Hughes, Francis Dey (engineer); L.H. Lay Company (contractor)

Narrative Statement of Significance (see continuation sheets 7 through 9)

9. Major Bibliographic References

Bibliography (see continuation sheet 10)

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:
- **x** State historic preservation office (*Texas Historical Commission*, Austin)
- _ Other state agency
- _ Federal agency
- _ Local government
- _ University
- _ Other -- Specify Repository:

Historic Resources Survey Number (if assigned): NA

10. Geographical Data

Acreage of Property: Approximately 3 acres

Coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: NA

1. Latitude: 32.780901° Longitude: -96.822768°

Verbal Boundary Description: The nominated parcel includes the entire bridge structure spanning the Trinity River and the floodplain, from the West Dallas Gateway on the western end to Continental Avenue on the eastern end. It is 60 feet wide by 2,100 feet long. The bridge is composed (from east-to-west) of two 45-foot spans, sixteen 50-foot spans, the single 120-foot main channel span, nineteen 50-foot spans, one 45-foot span, with five 20-foot spans making up the approach east of the levee.

Boundary Justification: The boundary includes the entirety of the historic bridge.

11. Form Prepared By

Name/title: Jeff Herrington, based on the 2000 HAER report by Robert W. Jackson, PhD.
Organization: Elettore
Street & number: 1939 Mayflower Drive
City or Town: Dallas State: Texas Zip Code: 75208
Email: jeff@jeffherrington.com
Telephone: 214.948.7954
Date: November 14, 2014

Additional Documentation

Maps (see continuation sheets 11 through 13)

Additional items (see continuation sheets 14 through 23, and 36 through 40)

Photographs (see continuation sheets 5, and 24 through 35)

Photograph Log

Continental Avenue Bridge
Dallas, Dallas County, Texas
Photographed by Jeff Herrington, October 2014 (except as noted)

Photo 1
West end at levee, camera facing southeast

Photo 2
Street level from west end, looking east.

Photo 3
West end at levee, camera facing northeast

Photo 4
East end at levee, camera facing southwest

Photo 5
Riverbed level, camera facing up

Photo 6
Riverbed level, camera facing up

Photo 7
East end from levee, camera facing southeast

Photo 8
Street level from east end, looking west.

Photo 9
Underside of west cantilever span, facing east.
Photographed by Jeff Herrington, March 2015

Photo 10
Central span from west bank, facing southeast
Photographed by Jeff Herrington, March 2015

Photo 11
West cantilever span and central span, facing northeast
Photographed by Jeff Herrington, March 2015

Description

The Lamar-McKinney Bridge (currently called the Continental Bridge) is a multiple-span bridge that crosses the Trinity River in central Dallas, Texas. The bridge is 60 feet wide and 2,105 feet long (including the historic eastern approach spans). Most of the bridge is composed of 43 concrete T-beam spans, with a steel-plate girder span over the main river channel. During the years that it carried automobiles (1931-2013), the bridge was occasionally altered through replacements of the roadway, removal of the original light standards and repair of the railings. In 2013, the bridge was closed to vehicular traffic and reopened in June 2014 as a pedestrian bridge and recreation space. At that time, the side railings were raised slightly to enhance safety. The basic structure of the bridge, however, is in excellent shape and is essentially the same as when it was built in 1930.

Built in 1929-30, the Lamar-McKinney Bridge spans the Trinity River about one-half mile northwest of downtown Dallas. The bridge connects the West Dallas neighborhood on the west to the Dallas Design District on the east, with the western end of the bridge exiting onto the West Dallas Gateway Plaza and the eastern end of the bridge exiting onto Continental Avenue, at a point just west of Riverfront Boulevard. Nearby development ranges from (at its western end) a major restaurant/entertainment district called Trinity Groves and a modest residential neighborhood known as La Bajada, to (at its eastern end) light-industrial warehouse spaces that make up the Dallas Design District. Currently, the bridge accommodates only pedestrians and cyclists.

The bridge is composed of concrete and steel spans and reflects the same characteristics of the three other bridges constructed over the Trinity River in Dallas at the same time (at Cadiz, Commerce, and Corinth streets). It represents one element of a comprehensive levee and viaduct construction plan designed in the 1920s to eliminate the Trinity River as a barrier to transportation and communication and to control periodic flooding. It also represents the work of an important bridge engineer, Francis Dey Hughes, who helped transform the urban landscape of the Dallas-Fort Worth metropolitan area. Hughes embedded within the design of the viaduct a couple of innovative features for the time, features that would facilitate the bridge being altered in future years should the river become a waterway commercial vessels would use to navigate to and from the Gulf of Mexico.

The Trinity River Channel is narrow (approximately 110 feet wide at the bridge crossing, but as the river has been subject of major floods, the flood plain between the levies is approximately 1990 feet wide. The center span is 120 feet long, with two 40-foot cantilever arms. The cantilever arms are not fixed to the adjoining concrete girders, but have expansion joints. The bridge is composed (from east-to-west) of two 45-foot spans, sixteen 50-foot spans, the single 120-foot main channel span, nineteen 50-foot spans, one 45-foot span, with five 20-foot spans making up the approach east of the levee.[1]

Since its construction, the bridge has been altered through replacements of the roadway, removal of the original light standards and periodic repairs and repainting. The basic structure, however, is essentially the same as when it was erected in the early 1930s. Between 2012 and 2014, the bridge was reimagined as a pedestrian bridge and recreation space with a spray fountain, a bocce court, playground features and other amenities, at a cost of $12 million. With the bridge positioned to accommodate passengers and children playing rather than passing automobiles, the city added metal rails atop both railings to increase the security of those using the bridge. The deck also features seating and sunshades. Despite these changes to the deck and former roadway, the bridge's superstructure retains a high degree of integrity, conveying the property's significance in the area of Engineering.

[1] "Lamar-McKinney Viaduct (Continental Street Viaduct), Dallas, Dallas County, Texas." Historic American Engineering Record (HAER No. TX-90, National Park Service, U.S. Department of the Interior, 2000.

Statement of Significance[2]

Opened to traffic in 1932, the Lamar-McKinney Bridge (now known as the Continental Bridge) was one of four vehicular bridges built in the 1930s to span the Trinity River and relieve traffic congestion on the Houston Street Viaduct in central Dallas, Texas. The bridge was an element of a comprehensive levee and viaduct construction plan designed to eliminate the Trinity River as a barrier to transportation and communication while also controlling periodic flooding. It represents the work of Francis Dey Hughes, an important bridge engineer who helped transform the urban landscape of the Dallas-Fort Worth metropolitan area, and featured the first variable-depth steel-plate girder span over a river channel in the city. The bridge is nominated under Criterion C in the area of Engineering and Criterion A in the area of Community Planning and Development at the local level of significance.

Dallas planning efforts in the early 20th century centered on the Trinity River: how to control its floodwaters and provide access across its vast floodplain in the heart of the city. In 1908, the Trinity River in Dallas surged beyond its banks in a great flood, washing away or inundating the three bridges that connected the northeastern and southwestern sections of the city. For four years, residents on the southern side of Dallas had to rely on ferries to access downtown and points beyond.[3] Relief came in 1912 with the construction of the Dallas-Oak Cliff Viaduct (listed in the NRHP in 1984 and generally known as the "Houston Street Viaduct").

In 1909, the Dallas Chamber of Commerce established the City Plan and Improvement League and hired city planner and landscape architect George E. Kessler to draft a plan for long-range civic improvements. Kessler had drawn up a plan for the development of Kansas City's park and boulevard system in 1893, and designed and landscaped the grounds of the Louisiana Purchase Exposition at St. Louis in 1904, the grounds of Fair Park in Dallas in 1904, and provided plans for several other cities including Cincinnati, Memphis, Salt Lake City, and Denver. The aim of the "Kessler Plan" was the prevention of uncontrollable flooding of the Trinity River and the unification of those parts of Dallas separated by the river. The plan was not implemented at the time of its release, and although the Dallas Property Owners Association asked Kessler to update the plan in 1919, the plan languished. Severe flooding in 1921 and 1922 prompted the creation of a five-member board headed by C. E. Ulrickson in June 1925, which was charged with finding a way to implement Kessler's plan. Two years later, the resulting "Ulrickson Plan" recommended the construction of additional Trinity River bridges to relieve congestion on the Dallas-Oak Cliff Viaduct.

The rise of automobile ownership throughout the 1920s led to traffic levels on that bridge that far surpassed its design capacity. By 1928, Dallas residents realized there was a need for additional bridges that could handle the swell of motorists needing to cross the river on a daily basis. In April 1928, Dallas County voters approved a $6,950,000 bond, providing for the construction of four Trinity River bridges, located at Cadiz Street (now Interstate 35E), Corinth Street, Commerce Street, and near the junction of Lamar and McKinney Streets.[4] The bond issue was tied to a larger $23,900,000 bond issue, which called for civic improvements over a nine-year period and incorporated elements of the earlier Kessler Plan, including the straightening of the Trinity River and the construction of twenty-five miles of levees to control floodwaters two and one-half times in excess of the 1908 record flood. The city and county formed the Flood Control District, responsible for constructing the levee system, with the city in charge of underpasses and storm

[2] This section is adapted from Historic American Engineering Record report HAER TX-90, prepared in August, 2000 by Robert W. Jackson, PhD. *Lamar-McKinney Street Viaduct, Spanning Trinity River at Continental Street, Dallas, Dallas County, TX* Available from the Library of Congress: http://www.loc.gov/pictures/item/tx0958/ accessed in October, 2014.
[3] Maxine Holmes and Gerald D. Saxon, ed., *The WPA Dallas Guide and History* (Denton, TX: University of North Texas Press, 1992), 154-155; Gene Wallis, "The Trinity's Swan Song Spree of 1908," *Dallas Morning News* (18 March 1931); Charles E. Gross, "Annual Report of County Auditor, Dallas County, 1 August 1928 to 31 July 1929."
[4] "Call for Vote On $6,950,000 Road Bonds," *Dallas Morning News*, March 2, 1928.

drainage, and the county assuming the burden of paying for the viaducts. This split would lead to problems during the Depression when City of Dallas revenue shortfalls jeopardized completion of the approaches to the viaducts.

The new viaducts were all designed by Francis Dey Hughes, who moved to Dallas from Kansas City in 1928. Unlike his contemporaries, who possessed engineering degrees, Hughes had learned bridge building solely by working for companies that built bridges. However, the assistant engineer for all four viaducts, Jean Howard Knox, had a degree in mechanical engineering from the University of Illinois, a program considered at the time to be one of the best in the country. In 1929, the year the design contract for the viaducts was awarded, Knox was listed in the city directory at the same business address as Hughes, an alliance that would continue throughout the 1930s.

In April 1929, the *Dallas Morning News* reported that work on the Lamar-McKinney Viaduct would begin later that month, and in July 1929 the newspaper reported that work on the bridge was progressing ahead of schedule.[5] By October, County Engineer R.H. Clinger expected the Lamar-McKinney Bridge to be completed by the following March. The *Dallas Morning News* made a distinction between the bridge (defined as the series of spans between the levees) and the approaches that spanned the relatively short gaps (approximately 100 feet) between the river bank and the top of the levees.[6] This distinction was not without consequence, as the city and county would later tout the completion of the bridges even when they remained inaccessible due to lack of approaches from the city streets. In April 1930, officials from the Cotton Belt Railway toured the bridge with city and county officials during an event promoted as the "first crossing of traffic" over the new bridge, although the lack of an eastern approach rendered the bridge useless for regular traffic.[7]

Due to the duplication of spans and piers, the cost per square foot of the viaduct was about $3.60 per square foot, including lighting and paving. The construction bids came in at about 27 percent below estimated cost.[6] Problems in the construction of approaches to the viaducts – caused by city budget restraints and difficulties in obtaining some rights of way – delayed the openings of all of the viaducts. The public had become weary of delays and unfulfilled promises regarding bridge completion dates and were pressing officials for relief from traffic congestion on the Dallas-Oak Cliff Viaduct. Construction of temporary earthen approaches allowed the Commerce Bridge to be opened briefly for traffic on July 24, 1930, just two days before the Democratic primary election at which County Commissioners J. W. Gill and George W. Ledbetter were seeking re-nomination. The commissioners had their pictures taken with county engineer A. P. Rollins on the morning of the 24th and then motored across the bridge, but shortly after noon a truck became stuck in the loose dirt of the eastern approach and the bridge was again closed for traffic until the end of the year. None of the three other viaducts, all originally slated to be opened by the end of 1930, would be completed until after the Commerce Bridge was in daily use. The eastern approach to the Lamar-McKinney Viaduct would not be completed until 1932.[8]

The completed Lamar-McKinney Bridge is comprised of (from west to east): two 45-foot spans, sixteen 50-foot spans, one 120-foot main channel span, nineteen 50-foot spans, one 45-foot span and five 20-foot spans between the levee and the end of the bridge. At the west end of the bridge, concrete rails were offset about eight feet from the edge of the roadway (this feature was not replicated at the east end of the bridge). A distinctive element of the design for the Lamar-McKinney Bridge is the steel-plate girder spans over the main river channel. Plate girders are composed of

[5] "Lamar-McKinney Bridge Work to Start in 10 Days," *Dallas Morning News*, April 19, 1929; "Lamar-McKinney and Cadiz Bridge Work Speeded Up," *Dallas Morning News*, July 14, 1929.
[6] "Work Rapid on Bridges," *Dallas Morning News*, October 13, 1929.
[7] "First Traffic to Go Over Bridge Starting at Lamar-McKinney At 9 o'Clock Saturday Morning," *Dallas Morning News*, April 18, 1930.
[8] "Lamar-McKinney Span to Be Paved," *Dallas Morning News*, August 9, 1931; "Reach Agreement About Underpass," *Dallas Morning News*, December 4, 1931.

metal plates and angles, riveted together to form large beams. The viaduct's 120-foot center span is set between two 40-foot cantilever arms. Use of a variable-depth, steel-plate girder over the river channel keeps the grade of the viaduct as low as possible and at the same time provides certain minimum vertical and horizontal clearances above the high-water mark. Steel girders were never part of the Texas Highway Department's standard plans and due to their weight, were used in limited situations for vehicular bridges.[9]

The choice of steel also reflected visionary thinking for the time. When the bridge was built, many still hoped to see commercial vessels using the Trinity River to access the Gulf of Mexico. In choosing steel, which is more easily altered than concrete, Hughes was designing into the bridge architectural flexibility should that navigability come true and future engineers wanted to add a drawbridge structure of some sort to accommodate the taller vessels that might be using the river. The cantilever arms that are part of the steel-plate girder spans are not fixed to the adjoining concrete girders. By equipping the spans with an expansion joint rather than a fixed connection, Hughes established the steel girders as statically determinate structures, which made it easier to calculate the stresses the structure would undergo.

The bridge's relatively short reinforced concrete T-beam spans (named for the shape of the beam profile; also known as "Tee beams") are employed over the flood plain. Introduced in the 1910s, T-beams were cast-in-place with steel reinforcement, and are were typically 30-50 feet in length. They were commonly used nationwide from 1920s to the 1940s.[10]

The Lamar-McKinney Bridge was an important component of a major civil engineering initiative aimed at controlling the Trinity River in Dallas, and providing vehicular access across its vast flood plain in order to connect the northeastern and southwestern halves of the growing city. It is therefore nominated to the National Register under Criterion A in the area of Community Planning and Development. The bridge is also a good example of a multiple-span T-beam bridge with a central plate girder span, finished with a decorating concrete railing that complements nearby bridges, and is nominated under Criterion C in the area of Engineering.

[9] *Historic Road Infrastructure of Texas MPS*, p. 110.
[10] *Historic Road Infrastructure of Texas MPS*, p. 137-38.

Bibliography

"Call for Vote On $6,950,000 Road Bonds," *Dallas Morning News*, March 2, 1928.

"First Traffic to Go Over Bridge Starting at Lamar-McKinney At 9 o'Clock Saturday Morning," *Dallas Morning News*, April 18, 1930.

Gross, Charles E. *Annual Report of County Auditor, Dallas County*, 1 August 1928 to 31 July 1929.

Holmes, Maxine, and Gerald D. Saxon, ed., *The WPA Dallas Guide and History* (Denton, TX: University of North Texas Press), 1992.

Jackson, Robert W. "Lamar-McKinney Viaduct (Continental Street Viaduct), Dallas, Dallas County, Texas." Historic American Engineering Record (HAER No. TX-90, National Park Service, U.S. Department of the Interior, 2000.

"Lamar-McKinney and Cadiz Bridge Work Speeded Up," *Dallas Morning News*, July 14, 1929.

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"Lamar-McKinney Span to Be Paved," *Dallas Morning News*, August 9, 1931.

"Reach Agreement About Underpass," *Dallas Morning News*, December 4, 1931.

"The Trinity's Swan Song Spree of 1908," *Dallas Morning News*, March 18, 1931.

"Work Rapid on Bridges," *Dallas Morning News*, October 13, 1929.

Location Map

Source: Google Earth. Accessed March 6, 2015.

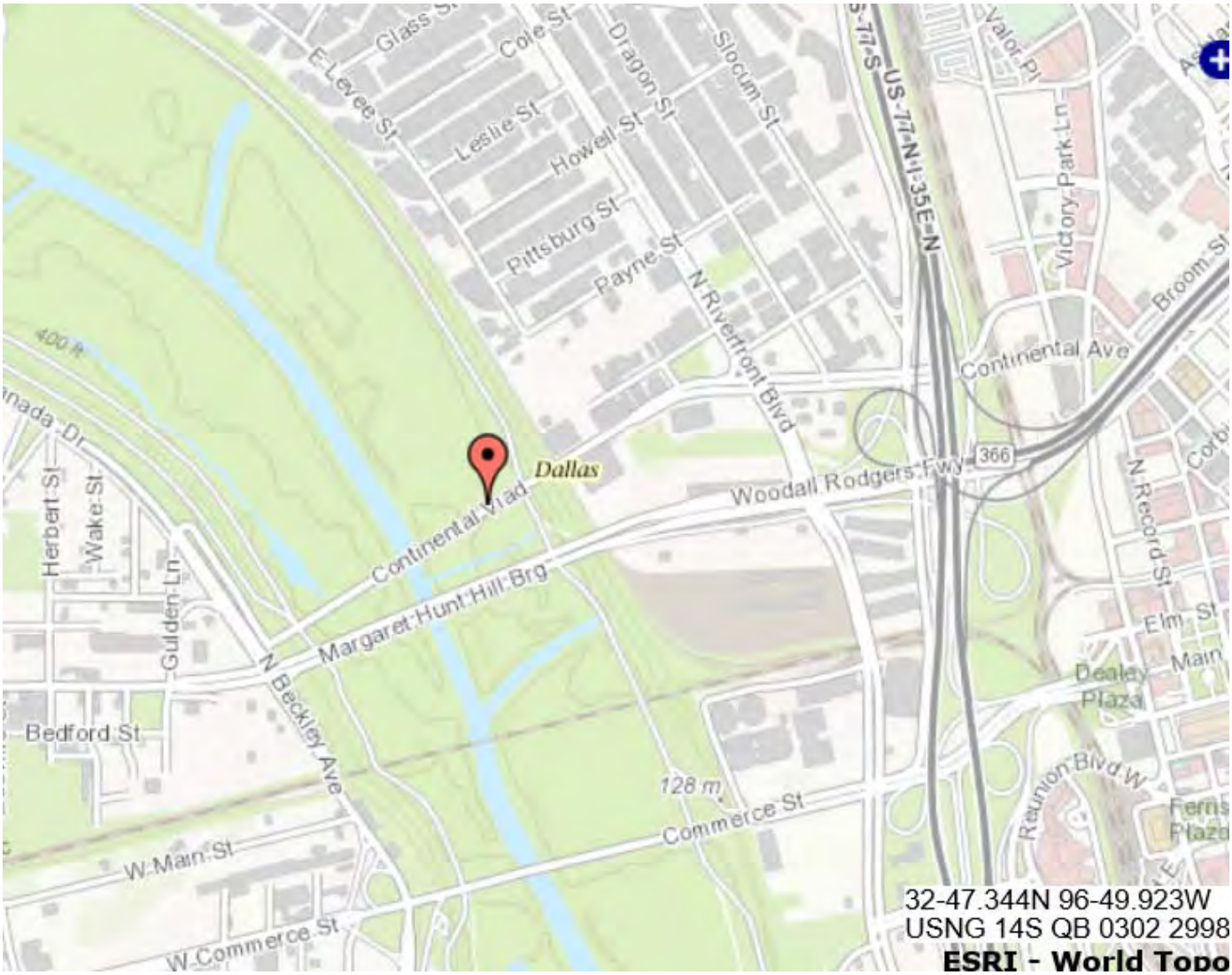
Acreage of Property: Approximately 3 acres

1. Latitude: 32.780901° Longitude: -96.822768°

Verbal Boundary Description: The nominated parcel includes the entire bridge structure spanning the Trinity River and the floodplain, from the West Dallas Gateway on the western end to Continental Avenue on the eastern end. It is 60 feet wide by 2,100 feet long. The bridge is composed (from east-to-west) of two 45-foot spans, sixteen 50-foot spans, the single 120-foot main channel span, nineteen 50-foot spans, one 45-foot span, with five 20-foot spans making up the approach east of the levee.

Boundary Justification: The boundary includes the entirety of the historic bridge.

Lamar/McKinney Street Bridge in relation to other Trinity River crossings in the immediate vicinity.



Drawing from *The Engineering News-Record,* Nov. 21, 1929, showing the original meandering Trinity River bed; the proposed levees; and locations for new "high-level crossings"/viaducts at Lamar (now Continental), Commerce, and Oak Cliff (now Houston St). Dotted line marks the boundaries of the Great Flood of 1908.

Source: http://juliabarton.com/post/98404358862/port-of-dallas-annex accessed November 14, 2014.

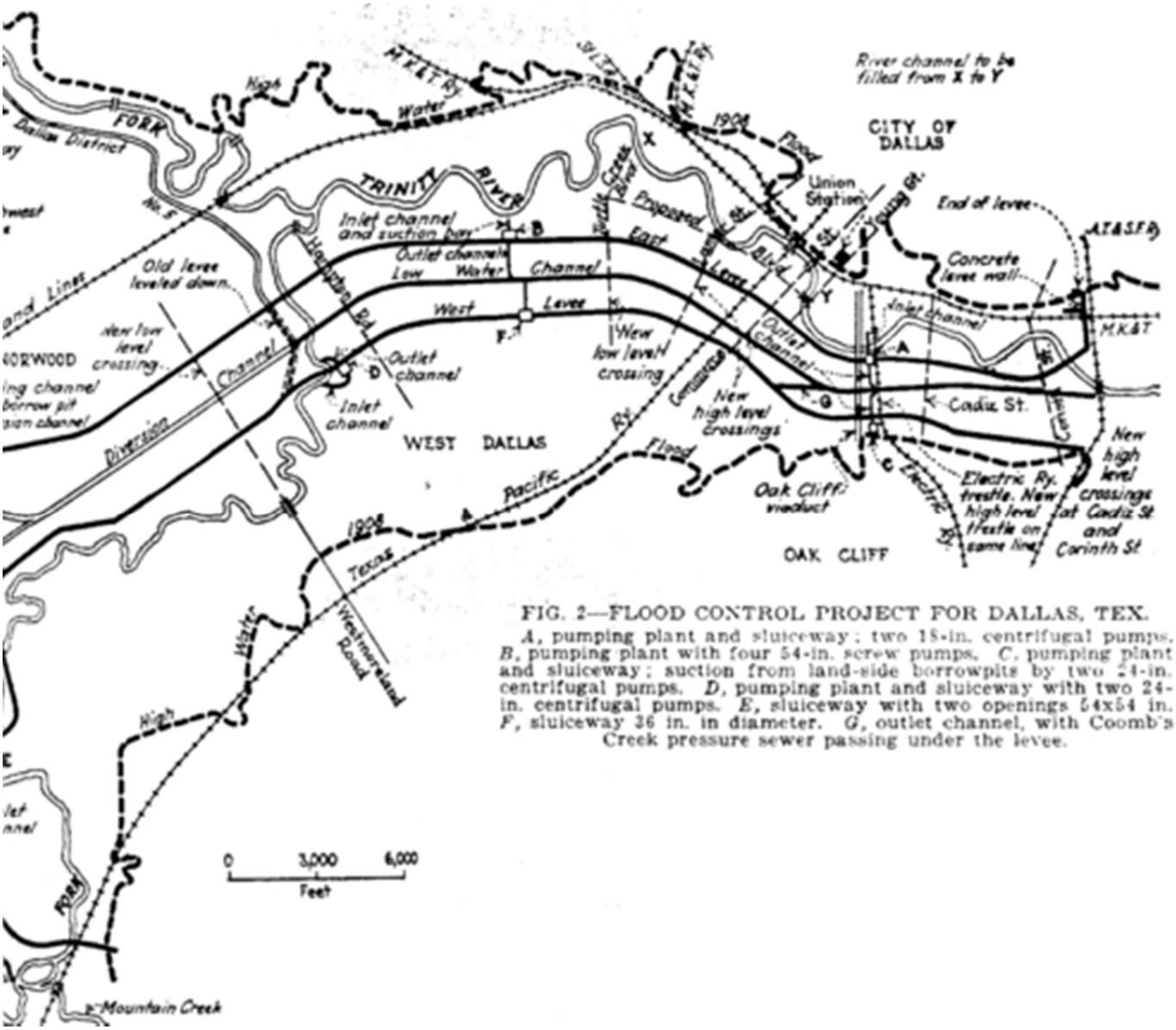


FIG. 2—FLOOD CONTROL PROJECT FOR DALLAS, TEX.
A, pumping plant and sluiceway; two 18-in. centrifugal pumps. *B*, pumping plant with four 54-in. screw pumps. *C*, pumping plant and sluiceway; suction from land-side borrowpits by two 24-in. centrifugal pumps. *D*, pumping plant and sluiceway with two 24-in. centrifugal pumps. *E*, sluiceway with two openings 54x54 in. *F*, sluiceway 36 in. in diameter. *G*, outlet channel, with Coomb's Creek pressure sewer passing under the levee.

Lamar-McKinney Bridge under construction, c.1930
Source: Dallas Public Library

Lamar-McKinney Bridge (foreground) under construction, c.1930
Source: Dallas Public Library

2001 HAER Photo 1
West approach, looking northeast

2001 HAER Photo 2
South side, looking north

2001 HAER Photo 3
West abutment, looking north

1996 HAER Photo 4
West viaduct, looking northeast

2001 HAER Photo 5
West viaduct, substructure and pier, looking east/northeast

2001 HAER Photo 6
River span, south side, looking northeast

2001 HAER Photo 7
Substructure and piers, looking northeast

2001 HAER Photo 8
Truss bearing on pier, west side of river, looking northeast

Continental Avenue Bridge
Dallas, Dallas County, Texas
Photographed by Jeff Herrington, October 2014 (except as noted)

Photo 1

West end at levee, camera facing southeast

Photo 2

Street level from west end, looking east.

The Margaret Hunt Hill Bridge to the right, designed by Santiago Calatrava, opened in 2012 and is the first of three bridges planned as part of the Trinity River Project.

Photo 3

West end at levee, camera facing northeast

Photo 4

East end at levee, camera facing southwest

Photo 5

Riverbed level, camera facing up

Photo 6

Riverbed level, camera facing up

Photo 7

East end from levee, camera facing southeast

The Margaret Hunt Hill Bridge in the background, designed by Santiago Calatrava, opened in 2012 and is the first of three bridges planned as part of the Trinity River Project.

Photo 8

Street level from east end, looking west.

Photo 9

Underside of west cantilever span, facing east.
Photographed by Jeff Herrington, March 2015

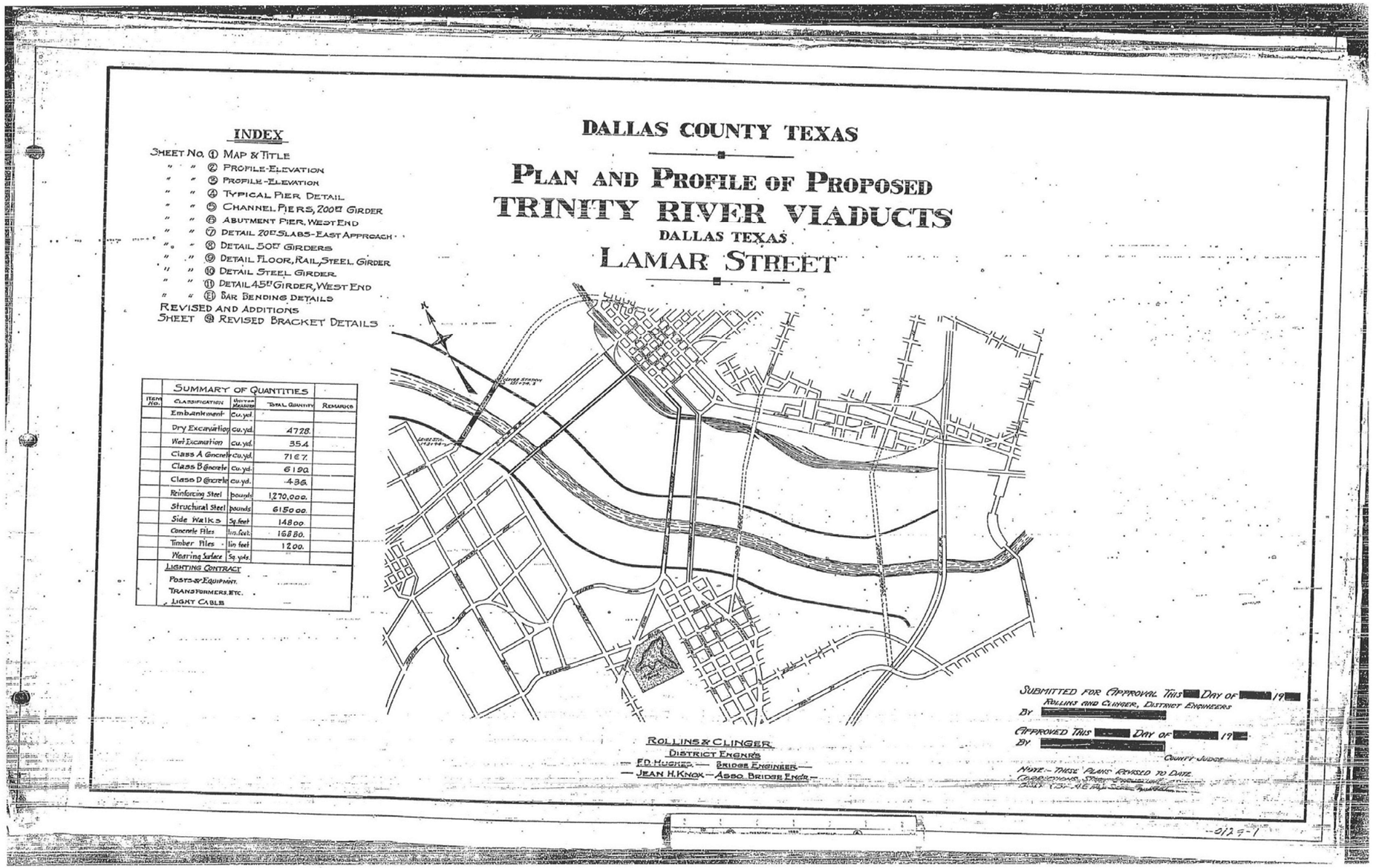
Photo 10

Central span from west bank, facing southeast
Photographed by Jeff Herrington, March 2015

Photo 11

West cantilever span and central span, facing northeast
Photographed by Jeff Herrington, March 2015

Lamar-McKinney Bridge, 1930 Plans – Cover Page



INDEX

SHEET No. ① MAP & TITLE
" " ② PROFILE-ELEVATION
" " ③ PROFILE-ELEVATION
" " ④ TYPICAL PIER DETAIL
" " ⑤ CHANNEL PIERS, 200ft GIRDER
" " ⑥ ABUTMENT PIER, WEST END
" " ⑦ DETAIL 20ft SLABS-EAST APPROACH
" " ⑧ DETAIL 50ft GIRDERS
" " ⑨ DETAIL FLOOR, RAIL, STEEL GIRDER
" " ⑩ DETAIL STEEL GIRDER
" " ⑪ DETAIL 45ft GIRDER, WEST END
" " ⑫ BAR BENDING DETAILS
REVISED AND ADDITIONS
SHEET ⑬ REVISED BRACKET DETAILS

DALLAS COUNTY TEXAS

PLAN AND PROFILE OF PROPOSED
TRINITY RIVER VIADUCTS
DALLAS TEXAS
LAMAR STREET

SUMMARY OF QUANTITIES

ITEM NO.	CLASSIFICATION	UNIT OF MEASURE	TOTAL QUANTITY	REMARKS
	Embankment	Cu. yd.		
	Dry Excavation	cu. yd.	4728.	
	Wet Excavation	cu. yd.	354.	
	Class A Concrete	cu. yd.	7167.	
	Class B Concrete	cu. yd.	6190.	
	Class D Concrete	cu. yd.	436.	
	Reinforcing Steel	pounds	1270,000.	
	Structural Steel	pounds	615000.	
	Side Walks	Sq. feet	14800	
	Concrete Piles	lin. feet	16880.	
	Timber Piles	lin feet	1200.	
	Wearing Surface	Sq. yds.		
	LIGHTING CONTRACT			
	POSTS & EQUIPMENT			
	TRANSFORMERS, ETC.			
	LIGHT CABLES			

ROLLINS & CLINGER
DISTRICT ENGR'S
— F.D. HUGHES — BRIDGE ENGINEER —
— JEAN H. KNOX — ASSO. BRIDGE ENGR. —

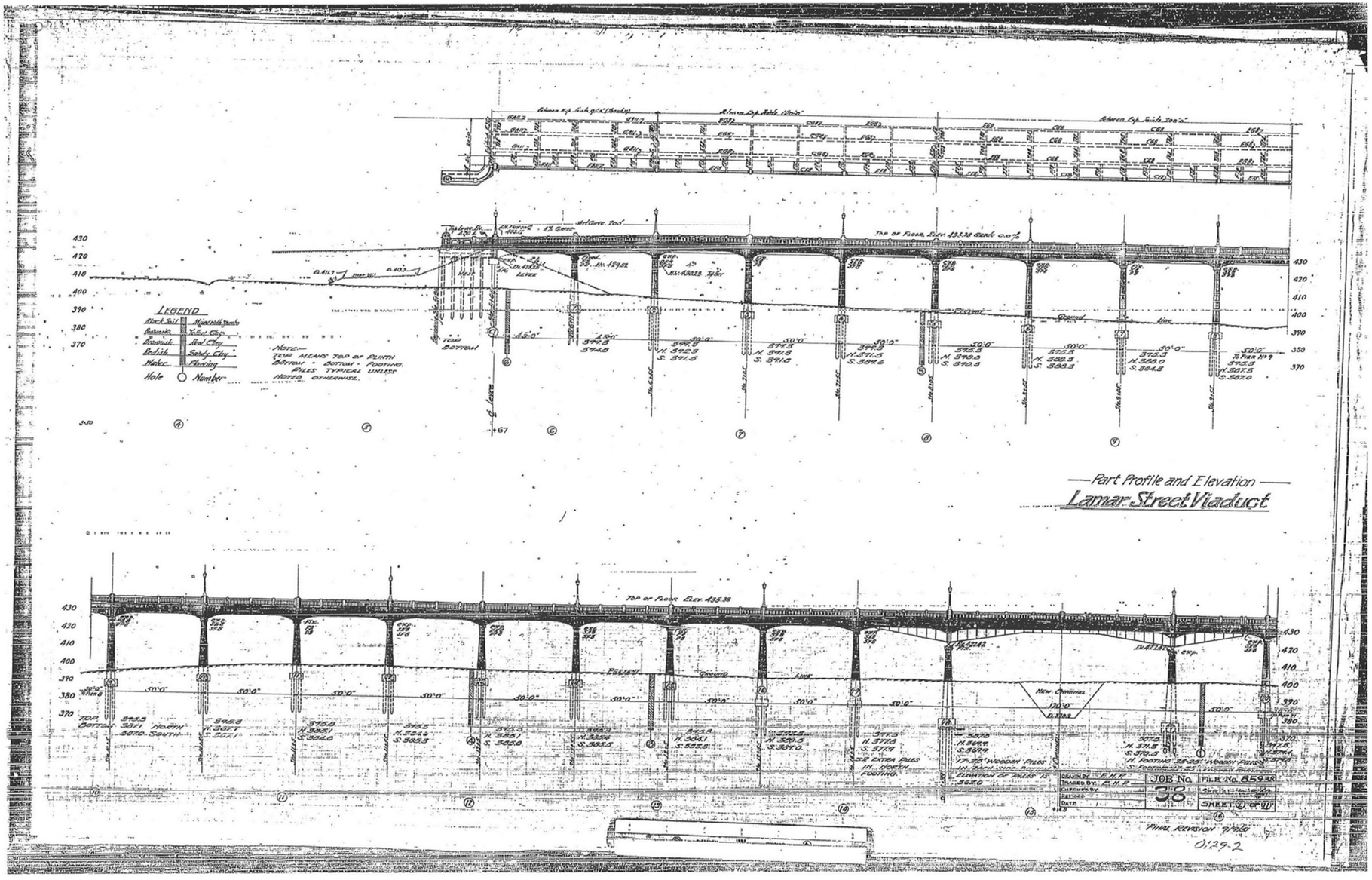
SUBMITTED FOR APPROVAL THIS [redacted] DAY OF [redacted] 19[redacted]
ROLLINS AND CLINGER, DISTRICT ENGINEERS
BY [redacted]

APPROVED THIS [redacted] DAY OF [redacted] 19[redacted]
BY [redacted]
COUNTY JUDGE

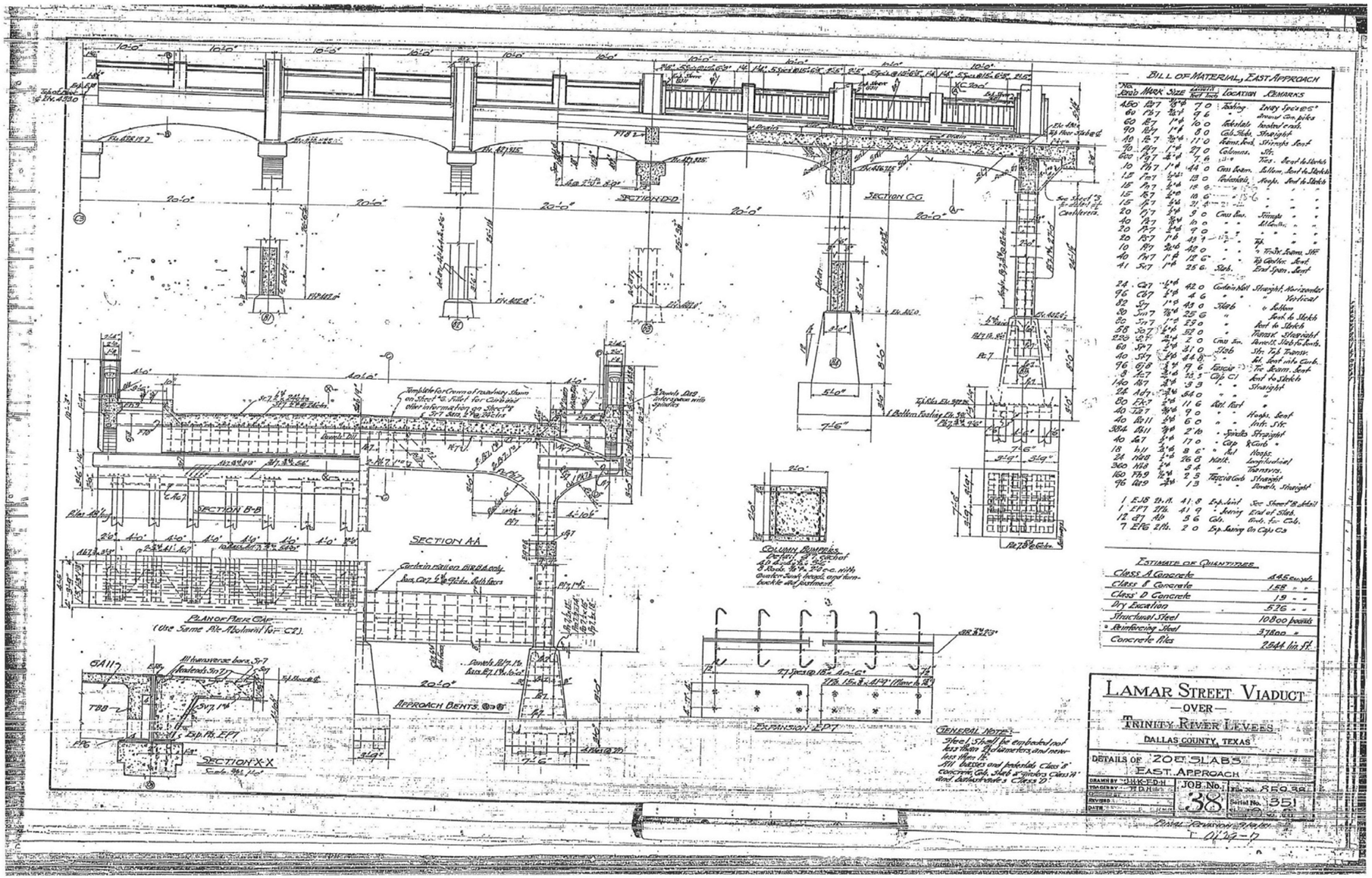
NOTE — THESE PLANS REVISED TO DATE
CORRECTIONS, STREET SUPERINTENDENT
DIST. ENG. A.E. Ply. Sch. Bldg.

-3129-1

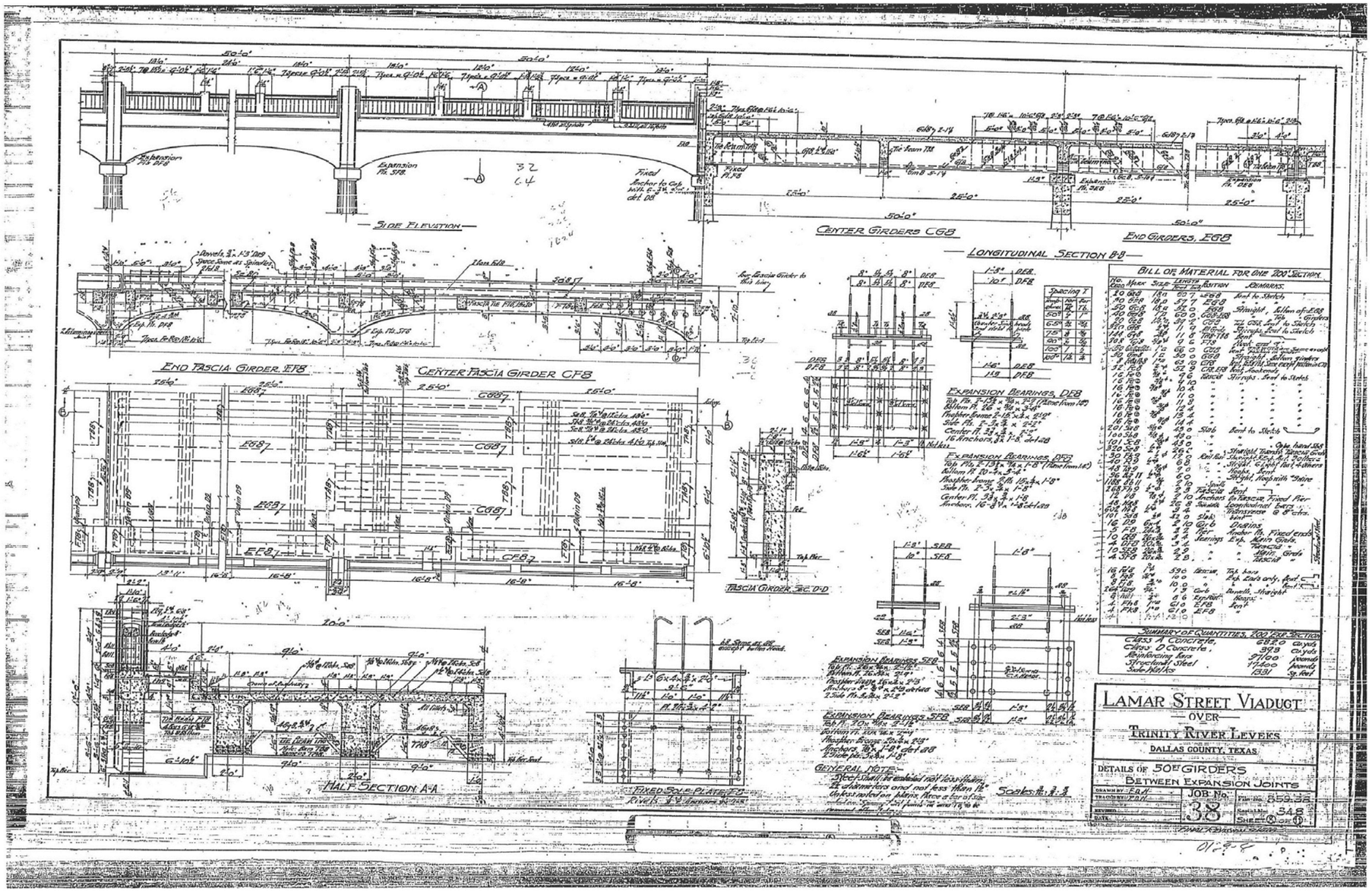
Lamar-McKinney Bridge, 1930 Plans – Part Profile and Elevation



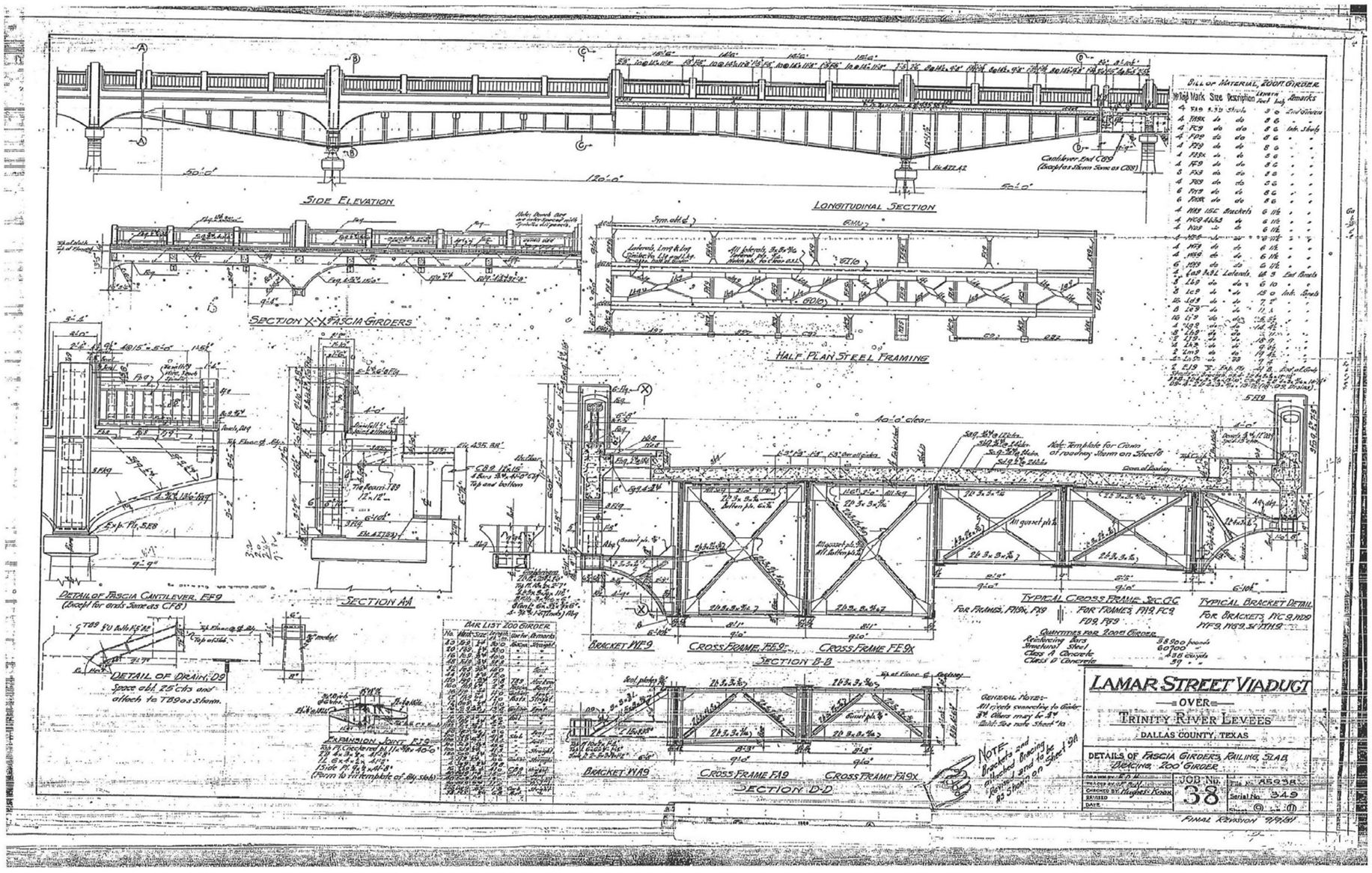
Lamar-McKinney Bridge, 1930 Plans – 20-Foot Slabs



Lamar-McKinney Bridge, 1930 Plans – 5—Foot Girders



Lamar-McKinney Bridge, 1930 Plans – Facia Girders, Railing, Slab, Bracing, 200-Foot Girder



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UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Lamar--McKinney Bridge

MULTIPLE NAME: Road Infrastructure of Texas, 1866-1965 MPS

STATE & COUNTY: TEXAS, Dallas

DATE RECEIVED: 8/21/15 DATE OF PENDING LIST: 9/17/15
DATE OF 16TH DAY: 10/02/15 DATE OF 45TH DAY: 10/06/15
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 15000708

REASONS FOR REVIEW:

APPEAL:	N	DATA PROBLEM:	N	LANDSCAPE:	N	LESS THAN 50 YEARS:	N
OTHER:	N	PDIL:	N	PERIOD:	N	PROGRAM UNAPPROVED:	N
REQUEST:	N	SAMPLE:	N	SLR DRAFT:	N	NATIONAL:	N

COMMENT WAIVER: N

√ ACCEPT ___RETURN ___REJECT 10-5-15 DATE

ABSTRACT/SUMMARY COMMENTS:

Covered in
The National Register
of
Historic Places

RECOM./CRITERIA_____

REVIEWER_____ DISCIPLINE_____

TELEPHONE_____ DATE_____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.

TEXAS HISTORICAL COMMISSION

real places telling real stories

TO: Edson Beall
National Park Service
National Register of Historic Places
1201 Eye Street, NW (2280)
Washington , DC 20005

FROM: Gregory Smith
National Register Coordinator
Texas Historical Commission

RE: Lamar-McKinney Bridge, Dallas, Dallas County, Texas

DATE: August 17, 2015

The following materials are submitted:

X	Original National Register of Historic Places form on disk. The enclosed disk contains the true and correct copy of the National Register of Historic Places nomination Lamar-McKinney Bridge, Dallas, Dallas County, Texas
	Resubmitted nomination.
X	Original NRHP signature page signed by the Texas SHPO.
	Multiple Property Documentation form on disk.
	Resubmitted form.
	Original MPDF signature page signed by the Texas SHPO.
X	CD with TIFF photograph files and nomination PDF
	Correspondence

COMMENTS:

___ SHPO requests substantive review (cover letter from SHPO attached)

___ The enclosed owner objections (do__) (do not__) constitute a majority of property owners

___ Other: