Form No. 10-300 (Rev. 10-74)

DATA SHEET

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY
RECEIVED NOV 11 1975
DATE ENTERED MAR 15 1976

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC
Paddock Viaduct
AND/OR COMMON
Main Street Bridge

2 LOCATION

STREET & NUMBER
__NOT FOR PUBLICATION
CITY, TOWN
Fort Worth __ VICINITY OF
CONGRESSIONAL DISTRICT
12
STATE
Texas
CODE
48
COUNTY
Tarrant
CODE
439

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
__DISTRICT	X PUBLIC	X OCCUPIED	__AGRICULTURE	__MUSEUM
__BUILDING(S)	__PRIVATE	__UNOCCUPIED	__COMMERCIAL	__PARK
X STRUCTURE	__BOTH	__WORK IN PROGRESS	__EDUCATIONAL	__PRIVATE RESIDENCE
__SITE	**PUBLIC ACQUISITION**	**ACCESSIBLE**	__ENTERTAINMENT	__RELIGIOUS
__OBJECT	__IN PROCESS	X YES: RESTRICTED	__GOVERNMENT	__SCIENTIFIC
	__BEING CONSIDERED	__YES: UNRESTRICTED	__INDUSTRIAL	X TRANSPORTATION
		__NO	__MILITARY	__OTHER:

4 OWNER OF PROPERTY

NAME
City of Fort Worth
STREET & NUMBER
City Hall
CITY, TOWN
Fort Worth __ VICINITY OF
STATE
Texas

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.
Tarrant County Courthouse
STREET & NUMBER
CITY, TOWN
Fort Worth
STATE
Texas

6 REPRESENTATION IN EXISTING SURVEYS

TITLE
Texas Historic Engineering Site Inventory
DATE
Fall, 1974
__FEDERAL X STATE __COUNTY __LOCAL
DEPOSITORY FOR SURVEY RECORDS
Texas Tech University
CITY, TOWN
Lubbock
STATE
Texas

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
X EXCELLENT	__DETERIORATED	__UNALTERED	X ORIGINAL SITE
__GOOD	__RUINS	X ALTERED	__MOVED DATE_____
__FAIR	__UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Fort Worth, in Tarrant County, Texas, is traversed by the Trinity River and some of its branches. As vehicular traffic over an old bridge across the river adjacent to the downtown business district increased in the early twentieth century, residents of the city experienced considerable delays in passing from the center of the city to its northern area. To remedy this situation it was proposed that the Paddock Viaduct cross the Trinity River so that the north bound traffic would connect with Commerce Street and the south bound traffic would connect with Houston Street.

The firm of Brenneke and Fay, Consulting Engineers, of St. Louis was selected by the Commissioners Court of Tarrant County to prepare plans and specifications for the Paddock Viaduct. The Commissioners planned for the future insisting that the bridge require only a minimum of maintenance, and last indefinitely. Therefore, reinforced concrete was selected as the best construction material.

The consulting engineers proposed a viaduct supported by reinforced concrete arches in order to eliminate the need for fakework in the river bed. falsework The reinforced concrete arches are three hinged, ribbed arches having hemispherical, ball and socket, cast steel hinges. It was concluded that for structures over streams subject to variations in water level and with unstable banks, this type of structure would be the safest and most economical type. Upon completion, the Paddock Viaduct is 1752 - ft in length and 99 ft above the Trinity River bed. It consists of: one 225-ft arch span over the stream; two 175-ft arch spans; one 150-ft arch span; one 68-ft 9-inch girder span; two 62-ft, 6 in girder span; seven 50-ft girder spans; and two 25-ft girder spans. The remainder was made up of earth fills encloxed by retaining walls of the semi-gravity type. The roadway was 54-ft wide including two 8-ft walkways. It was wide enough to accomodate four wagons and two streetcars passing abreast.

The Paddock Viaduct consists of concrete slabs carried on longitudinal stringers which are connected to floor beams. The floor beams are, in turn, supported by four longitudinal girders of the girder spans, or by spandrel posts which rest on the four ribs of the arch spans. Sidewalks are supported by cantilever extensions of the floor beams.

Ornamentation was confined to the main lines of the structure, and to the use of paneling and mouldings. Railings were simple in design and easy to construct. Balconies were added to the top of the main piers to finish off the railing in pleasing style.

The contract for the construction of the Paddock Viaduct was awarded to the Hannan-Heckley Brothers Construction Company of St. Louis, for a bid price of $386,141.28. The city of Ft. Worth financed the construction by means of a bond issue.

With the exceptions of removal of street railway tracks in the 1940's and the addition of new curbs, railings, and lighting poles in 1965, the Paddock Viaduct remains essentially as it was upon completion in 1914.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
__PREHISTORIC	__ARCHEOLOGY-PREHISTORIC	__COMMUNITY PLANNING	__LANDSCAPE ARCHITECTURE	__RELIGION
__1400-1499	__ARCHEOLOGY-HISTORIC	__CONSERVATION	__LAW	__SCIENCE
__1500-1599	__AGRICULTURE	__ECONOMICS	__LITERATURE	__SCULPTURE
__1600-1699	__ARCHITECTURE	__EDUCATION	__MILITARY	__SOCIAL/HUMANITARIAN
__1700-1799	__ART	X ENGINEERING	__MUSIC	__THEATER
__1800-1899	X COMMERCE	__EXPLORATION/SETTLEMENT	__PHILOSOPHY	X TRANSPORTATION
__1900-	__COMMUNICATIONS	__INDUSTRY	__POLITICS/GOVERNMENT	__OTHER (SPECIFY)
		__INVENTION		

SPECIFIC DATES 1912-14 BUILDER/ARCHITECT Brennke and Fay, Consulting Engrs.

STATEMENT OF SIGNIFICANCE

The Paddock Viaduct was the first large bridge erected in the United States in which the self-supporting reinforcement design was employed. In its design the steel reinforcement for the arches supported itself under its own strength while forms were temporarily placed around them and concrete poured within the forms around the steel arches. This design obviated the need for falsework in the stream bed of the Trinity River over which the bridge was built. Although self-supporting reinforcement concrete bridges had been erected in Europe since 1897, the Paddock Viaduct was the first such large structure in the United States.

Since its completion in 1914, the Paddock Viaduct has provided the downtown business district of Fort Worth, Texas, with dependable communication with the northern portions of the city. It remains in excellent condition and has had only superficial alterations on its roadway and sidewalk areas.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Bowen, S.C. "The Design and Construction of Four Reinforced Concrete Viaducts at Fort Worth, Texas." Transactions of the the American Society of Civil Engineers, LXXVIII, No 1329 (1915), pp 1206-1262.

"Four Concrete Viaducts at Ft. Worth, Texas." Engineering News, LXVIII, No. 24 (December 12, 1912), p. 1097.

"Self Supporting Arch Reinforcement." Engineering Record, LXX, No. 16, Oct. 17, 1914, p. 419.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 3 acres

UTM REFERENCES

	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
A	1 4	6 5 6 0 0 0	3 6 2 5 7 1 0	B			
C				D			

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE: John E. Moore

ORGANIZATION: History of Engineering — DATE: 5-19-75

STREET & NUMBER: C.E. Dept., Texas Tech Univ. — TELEPHONE: 742-1231

CITY OR TOWN: Lubbock — STATE: Texas

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL x   STATE ___   LOCAL ___

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

~~FEDERAL REPRESENTATIVE~~ SIGNATURE

TITLE Texas State Historic Preservation Officer   DATE June 4, 1975

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

Acting

DATE 3/5/76

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST: Robert B. Rettig   DATE 3-14-76

KEEPER OF THE NATIONAL REGISTER

Acting

Property Paddock Viaduct

State Tx Working Number 11.11.75. 2027

7600206B
Tarrant

TECHNICAL
Photos 3
Maps 1

CONTROL
pl
OK 11.12.75

HISTORIAN

Note national significance. To HAER.

Accept
E. Smith
12-16-75

ARCHITECTURAL HISTORIAN

The statement is pretty strong & is not directly documented. Biblio. indicates that there were 4 Ft. Worth viaducts in this period - do they mean 4 arches? Probably not Defer to HAER... thw Jandl 12/22/75

ARCHEOLOGIST

OTHER

No reason to doubt claim of nomination. The sources cited in the bibliography are authoritative. Condit does not mention the structure but this does not necessarily mean its not significant, even at the national level. To determine whether it is of National significance would require a bit of research on concrete bridges.

HAER
Inventory BNB 1/2
Review Accept Ends 1/4

REVIEW UNIT CHIEF
Accept
Colz
11/30/76

BRANCH CHIEF
accept
Herrgott
3-11-76

KEEPER
Accept
Rettig (for Murtagh)
3-14-76

National Register Write-up _____ Send-back _____ Entered MAR 15 1976
Federal Register Entry 4-6-76 Re-submit _____

INT:2106-74

United States Department of the Interior National Park Service WASO No. 7

NPS Number 3/15/76

Title: Paddock Viaduct

Tarrant County, Texas

Loc. Looking NW across viaduct showing main arch over Trinity River. View from across street from Tarrant County Courthouse. 1 of 5 - Sidewalk balconies on bridge

Form No. 10-301a
(Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES PROPERTY PHOTOGRAPH FORM

FOR NPS USE ONLY
RECEIVED NOV 11 1975
DATE ENTERED MAR 15 1976

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES ENCLOSE WITH PHOTOGRAPH

1 NAME

HISTORIC
Paddock Viaduct

AND/OR COMMON
Main Street Bridge

2 LOCATION

CITY, TOWN
Fort Worth

____VICINITY OF

COUNTY
Tarrant

STATE
Texas

3 PHOTO REFERENCE

PHOTO CREDIT
History of Engineering Program, Texas Tech University

DATE OF PHOTO
June 1973

NEGATIVE FILED AT
History of Engineering Program, Texas Tech University

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET

PHOTO NO. 1 of 5

Looking northwest along the side of the Paddock Viaduct showing the main arch over the Trinity River. View is from the high ground across the street from the Tarrant County Courthouse. Note the sidewalk balconies over the main piers of the bridge.


KENT
SLC

PROPERTY OF THE NATIONAL REGISTER

NPS Number 3/15/76

Title: Paddock Viaduct
Tarrant County, Texas

Loc. Looking S from N end of viaduct
Large bldg at end of bridge is
Tarrant County Courthouse

2 of 5

Form No. 10-301a
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Paddock Viaduct
AND/OR COMMON
Main Street Bridge

2 LOCATION

CITY, TOWN
Fort Worth
____VICINITY OF
COUNTY
Tarrant
STATE
Texas

3 PHOTO REFERENCE

PHOTO CREDIT
Histort of Engineering Program, Texas Tech University
DATE OF PHOTO
June 1973
NEGATIVE FILED AT
History of Engineering Program, Texas Tech University

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET
PHOTO NO. 2 of 5

Looking south from north end of the Paddock Viaduct along roadway toward the central business district of Fort Worth. The large building at the end of the bridge is the Tarrant County Courthouse. Curbs, railing, and street lamps are recent additions to the bridge, replacing earlier such fixtures.

NPS Number 3/15/76

Title: Paddock Viaduct

Tarrant County, Texas

Loc. Looking S to concrete superstructure of viaduct in area of 50-foot girders N of the Trinity River

3 of 5

Form No. 10-301a
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Paddock Viaduct

AND/OR COMMON
Main Street Bridge

2 LOCATION

CITY, TOWN
Fort Worth

____VICINITY OF

COUNTY
Tarrant

STATE
Texas

3 PHOTO REFERENCE

PHOTO CREDIT
History of Engineering Program, Texas Tech University

DATE OF PHOTO
June 1973

NEGATIVE FILED AT
History of Engineering Program, Texas Tech University

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET

Looking south to concrete superstructure of Paddock Viaduct in an area of 50-foot girders north of the Trinity River.

PHOTO NO.
3 of 5

NPS Number 3/15/76

Title: Paddock Viaduct
Tarrant County, Texas

Loc. Looking south southwest along the side of Paddock at ground level near north end

Form No. 10-301a
(Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES PROPERTY PHOTOGRAPH FORM

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DATE ENTERED MAR 15 1976

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
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1 NAME

HISTORIC
Paddock Viaduct

AND/OR COMMON
Main Street Viaduct

2 LOCATION

CITY, TOWN ____VICINITY OF COUNTY STATE
Fort Worth Tarrant Texas

3 PHOTO REFERENCE

PHOTO CREDIT
History of Engineering Program

DATE OF PHOTO
June 1973

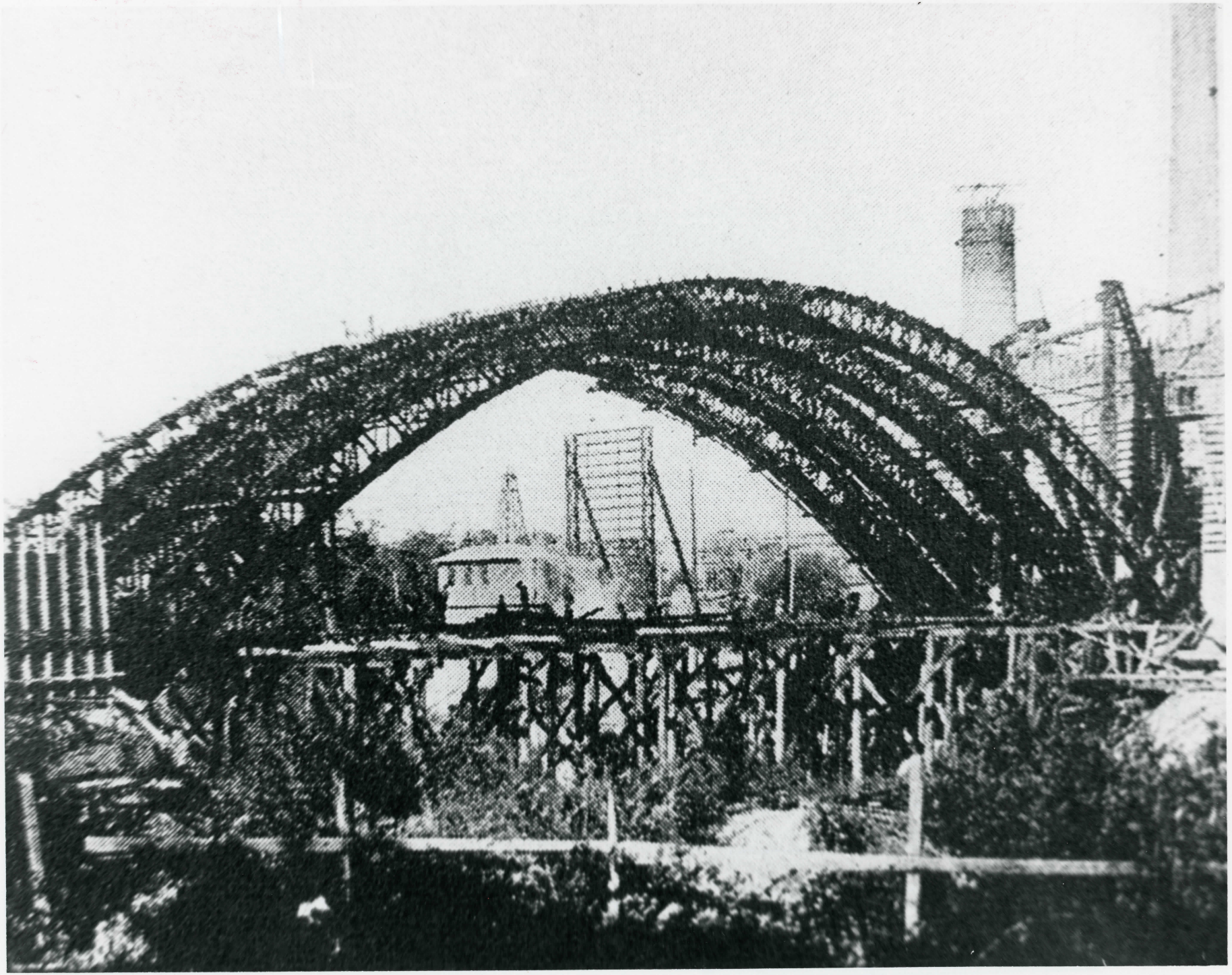
NEGATIVE FILED AT
History of Engineering Program, Texas Tech University

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET

Looking south southwest along the side of the Paddock at ground level near the north end.

PHOTO NO. 4 of 5



NPS Number 3/15/76

Title: Paddock Viaduct

Tarrant County, Texas

Loc. Completed self-supporting steel reinforcement for a concrete arch span across the Trinity River during construction Circa 1913.

5 of 5

Form No. 10-301a
(Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
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Paddock Viaduct

AND/OR COMMON
Main Street Bridge

2 LOCATION

CITY, TOWN
Fort Worth

____VICINITY OF

COUNTY
Tarrant

STATE
Texas

3 PHOTO REFERENCE

PHOTO CREDIT
S. C. Bowen, Transactions of the American Society of the American Society of Civil Engineers, LXXVIII (1915).

DATE OF PHOTO
circa 1913

NEGATIVE FILED AT
History of Engineering Program, Texas Tech University

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET
Completed self-supporting steel reinforcement for a concrete arch span across the Trinity River during construction circa 1913. From Transactions of the American Society of Civil Engineers, LXXVIII (1915).

PHOTO NO. 5 of 5

Form No. 10-301
(Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY MAP FORM

FOR NPS USE ONLY
RECEIVED NOV 11 1975
DATE ENTERED MAR 15 1976

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- ENCLOSE WITH MAP

1 NAME

HISTORIC Paddock Viaduct

AND/OR COMMON Main Street Bridge

2 LOCATION

CITY, TOWN Fort Worth ___VICINITY OF COUNTY Tarrant STATE Texas

3 MAP REFERENCE

SOURCE USGS Haltom City, Texas quad

SCALE 1:24000 DATE 1955

4 REQUIREMENTS

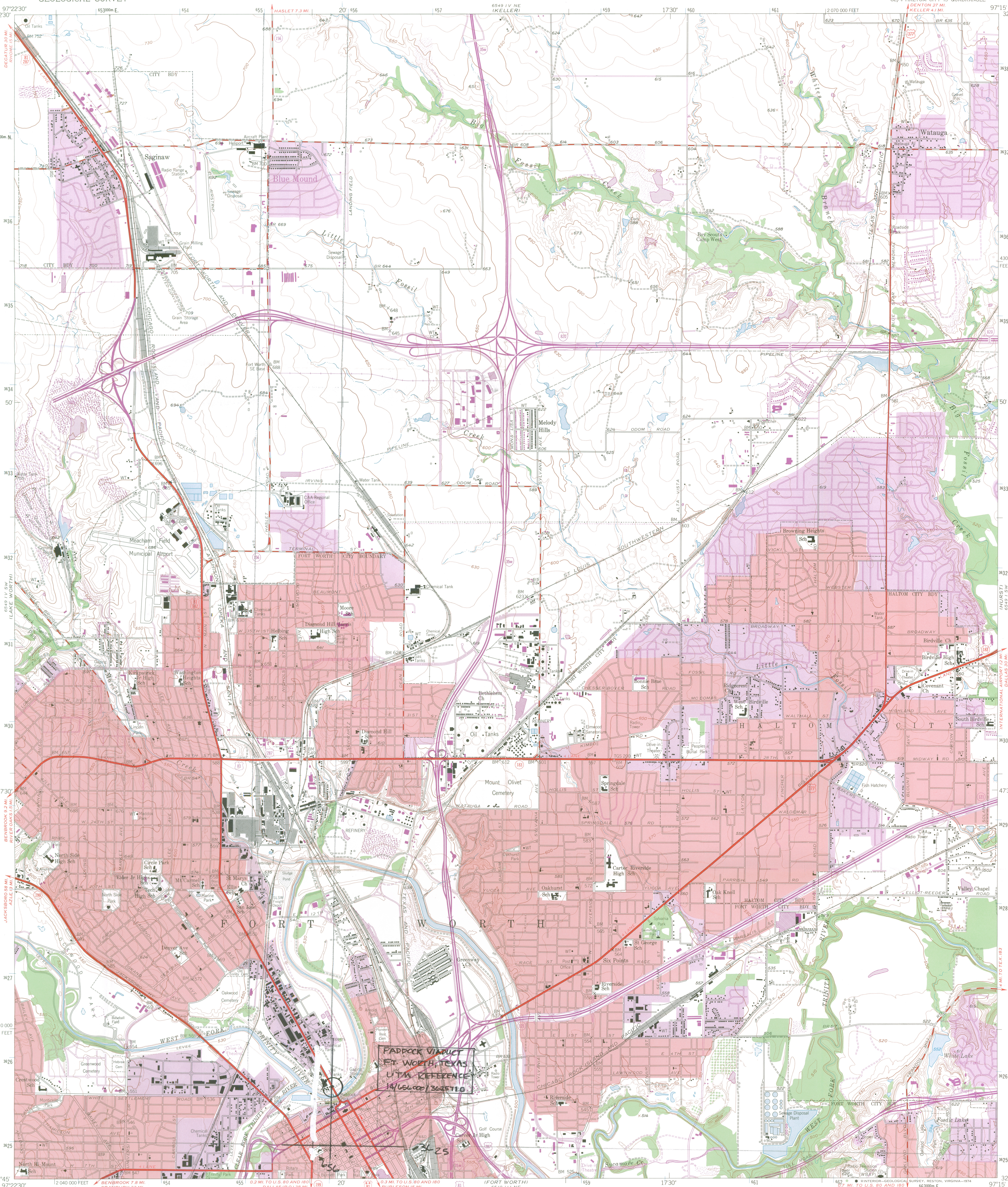
TO BE INCLUDED ON ALL MAPS

1. PROPERTY BOUNDARIES
2. NORTH ARROW
3. UTM REFERENCES

GPO 892-452 INT:2427-74

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

HALTOM CITY QUADRANGLE
TEXAS–TARRANT CO
7.5 MINUTE SERIES (TOPOGRAPHIC)
SE/4 HALTOM CITY 15' QUADRANGLE



Mapped, edited, and published by the Geological Survey

Control by USGS and USC&GS

Topography from aerial photographs by Kelsh plotter
Aerial photographs taken 1952-1954. Field check 1955

Polyconic projection. 1927 North American datum
10,000-foot grid based on Texas coordinate system
north central zone
1000-meter Universal Transverse Mercator grid ticks,
zone 14, shown in blue

Red tint indicates areas in which only landmark buildings are shown

Revisions shown in purple compiled from aerial photographs
taken 1968 and 1972. This information not field checked

Purple tint indicates extension of urban areas

UTM GRID AND 1972 MAGNETIC NORTH
DECLINATION AT CENTER OF SHEET

0°55' 16 MILS — 8½° 151 MILS

SCALE 1:24 000

1 ½ 0 1 MILE

1000 0 1000 2000 3000 4000 5000 6000 7000 FEET

1 .5 0 1 KILOMETER

CONTOUR INTERVAL 10 FEET
DATUM IS MEAN SEA LEVEL

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

QUADRANGLE LOCATION

ROAD CLASSIFICATION

Heavy-duty ... Light-duty ...
Medium-duty ... Unimproved dirt ...
Interstate Route U.S. Route State Route

HALTOM CITY, TEX.
SE/4 HALTOM CITY 15' QUADRANGLE
N3245–W9715/7.5
1955
PHOTOREVISED 1968 AND 1972
AMS 6549 IV SE–SERIES V882

ENTRIES IN THE NATIONAL REGISTER

STATE TEXAS

Date Entered MAR 15 1976

Name	Location
Paddock Viaduct	Fort Worth Tarrant County
Medina Dam	Castroville vicinity Medina County

Also Notified

Hon. John G. Tower
Hon. Lloyd M. Bentsen
Hon. James C. Wright, Jr.
Hon. Abraham Kazen, Jr.

Regional Director, Southwest Region

State Historic Preservation Officer
Mr. Truett Latimer
Executive Director, Texas Historical Commission
P.O. Box 12276, Capitol Station
Austin, Texas 78711

PR MOTT:djb 3/22/76

INT: 2950-75

NATIONAL REGISTER DATA SHEET

(1) NAME as it appears on federal register: Paddock Viaduct
(2) OTHER NAMES:
(3) date of entry: 3-15-76
(4) county code: 439

(5) LOCATION street & number: Main St.
city / town: Fort Worth
vicinity of
state: TX
county: Tarrant
(6) NPS REGION: Southwest

(7) OWNER ☐PRIVATE ☐STATE ☒MUNICIPAL ☐COUNTY ☐MULTIPLE ☐FEDERAL (agency name)
(8) ADMINISTRATOR:

(9) EXISTING SURVEYS ☐HABS ☐HAER ☐NHL
(10) FUNDED? ☐YES ☒NO
(11) CONGRESS. DISTRICT 12
(12) SOURCE of NOMINATION ☒STATE ☐FEDERAL

(13) WITHIN NATIONAL REGISTER HISTORIC DISTRICT? ☐YES, NAME ☒NO
(14) WITHIN NATIONAL HISTORIC LANDMARK? ☐YES, NAME ☒NO
(15) ACREAGE 3
if site who prepared form? John E. Moore
☐LOCAL ☒PRIVATE ORGANIZATION

(16) CONDITION
☒excellent ☐good ☐fair
☐deteriorated ☐ruins ☐unexposed ☐unexcavated
☒altered ☐unaltered ☐reconstructed ☐excavated
☑original site ☐moved ☐unknown

(17) features:
INTERIOR: ☐SUBSTANTIALLY INTACT-1 ☐NOT INTACT-0 ☐UNKNOWN-4 ☐NOT APPLICABLE-7
EXTERIOR: ☐SUBSTANTIALLY INTACT-2 ☐NOT INTACT-0 ☐UNKNOWN-5 ☐NOT APPLICABLE-8
ENVIRONS: ☐SUBSTANTIALLY INTACT-3 ☐NOT INTACT-0 ☐UNKNOWN-6 ☐NOT APPLICABLE-9

(18) ACCESS ☒YES-Restricted ☐YES-Unrestricted ☐No Access ☐Unknown
(19) ADAPTIVE USE ☐YES ☑NO
(20) SAVED? ☐YES
IS PROPERTY A HISTORIC DISTRICT? ☐yes ☒no

(21) AREAS OF SIGNIFICANCE:
☐ARCHEOLOGY-prehistoric-2 ☐ARCHEOLOGY-historic-1 ☐AGRICULTURE-3 ☐ARCHITECTURE-4 ☐ART-5
☐COMMERCE-6 ☐COMMUNICATIONS-7 ☐CONSERVATION-8 ☐ECONOMICS-9 ☐EDUCATION-10
☒ENGINEERING-11 ☐ENTERTAINMENT-26 ☐EXPLORATION-12 ☐HEALTH-27 ☐INDUSTRY-13 ☐INVENTION-14
☐LANDSCAPE ARCH.-15 ☐LAW-16 ☐LITERATURE-17 ☐MILITARY-18 ☐MUSIC-19 ☐PHILOSOPHY-20
☐POLITICS/GOVT.-21 ☐RELIGION-22 ☐SCIENCE-23 ☐SOCIAL/HUMANITARIAN-24 ☐SOCIAL/CULTURAL-30 ☒TRANSPORTATION-25
☐RECREATION-28 ☐SETTLEMENT-29 ☐URBAN PLANNING-31 ☐OTHER (SPECIFY)

(22) CLAIMS: explain
'first' ☐ Large bridge in US using self-supporting reinforcement design in concrete
'oldest' ☐
'only' ☐

(23) functions
WHEN HISTORICALLY SIGNIFICANT: BRIDGE
CURRENTLY: BRIDGE

(24) dates of initial construction: 1912-14
major alterations:
historic events:

(25) ETHNIC GROUP ASSOCIATION

(26) architectural style(s): —
(27) architect:
(28) master builder:
(29) engineer: Brenneke & Fay of St. Louis

(30) landscape architect / garden designer:
(31) interior decorator:
(32) artist:
(33) artisan:
(34) builder/contractor: Hannan-Heckley Bros. Construction Co. of St. Louis

(35) NAMES give role & date
PERSONAL:
EVENTS:
INSTITUTIONAL:

(36) NATIONAL REGISTER WRITE-UP

Reinforced concrete, 1752' ~~long~~ # total length with 16 25'-275' # arched or girder spans, 54' # wide, 99' ~~high~~ # above river bed. One of ~~the~~ first large self-supporting reinforced concrete bridges erected in ~~the~~ U.S..

reviewers initials ST date 2/9/78

IF ADDITIONAL SPACE NEEDED, NUMBER & PUT ON REVERSE