



Historic Bridge Adoption Information Packet

Dallas

CSJ: 0092-01-057

SH 310

At Lamar St and Union Pacific Railroad

September 25, 2018

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Announcement

The Texas Department of Transportation (TxDOT) is offering the historic bridge detailed below for adoption and reuse according to federal transportation and historic preservation laws. The bridge is located in Dallas, on SH 310 crossing at Lamar Street and Union Pacific Railroad.

Letters of interest and/or reuse proposals will be accepted until 5:00 p.m. on November 9, 2018.

Interested parties may request additional information, indicate an interest, or submit a reuse proposal by contacting:

Ms. Shelley Pridgen, Environmental Specialist
TxDOT Dallas District
4777 E. Highway 80, Mesquite, TX 75150-6643
Phone Number: (214) 320-6163
Email address: Shelley.Pridgen@txdot.gov



Bridge Location

- County: Dallas
- Highway or Facility: SH 310
- Feature Crossed: At Lamar St and Union Pacific RR
- GIS Locational Information <https://arcg.is/Oqzu0S>

Bridge Information

- Bridge Owner Texas Department of Transportation – Dallas District
- Main-span Type: Concrete
- Main-span Length 1908 feet
- Roadway Width 54 feet 9 inches
- Year Built 1953
- Builder Texas Highway Department

Bridge Condition and Load Rating

SH 310 is a north / south route for traffic traversing within the City of Dallas just north of the Trinity River. The bridge crosses over the UPRR rail line in two locations. The need for the project includes the safety concerns associated with the structural and functional deficiencies of the existing bridge. Overall, the bridge is in poor condition due to structural deficiencies exacerbated by prolonged and heavy industrial use. The purpose of the proposed project is to enhance safety for the traveling public by providing a wider bridge crossing and a structure that can accommodate the weight limits of emergency response vehicles, reduce response time for emergency services and improve the roadway approach over the UPRR rail line crossings.

Historic Significance of the Bridge

The SH 310 Bridge at the Texas and New Orleans Railroad is a 1,908-foot continuous I-beam bridge located in Dallas. Constructed in 1953, this bridge is significant as an important work of a Master engineer, designer, fabricator, or builder. Douglas Nettleton, Texas Highway Department master bridge designer of the period won two national awards for designing the first all-welded box girder type arch rib bridge in the United States, which carried Hampton Road over Interstate Highway 30 in Dallas.

The SH 310 Bridge also possesses significance for high artistic value, with its metal picket railing. Such railings were used on urban bridges as an aesthetic treatment. Alterations to

the bridge are limited to placement of guardrail over the original railing, which is a relatively minor alteration that relates to integrity of design, materials, and workmanship. The bridge retains its integrity of location, setting, feeling, and association. The alteration does not result in loss of the qualities that define the bridge's overall historic character and does not diminish its ability to convey engineering significance under National Register Criterion C.

The SH 310 Bridge at the Texas and New Orleans Railroad is eligible for listing in the National Register of Historic Places under Criterion C in the area of Engineering at the state level of significance. The bridge is recommended not eligible for the National Register under Criterion A (Events) at the state level of significance, as it does not have a direct and significant association with an important historic transportation system, program, or policy identified through contextual research.

TxDOT Estimated Work Items and Costs

Costs to rehabilitate and relocate the bridge for pedestrian use are estimated by TxDOT bridge engineers based on TxDOT expenditures for similar items on other bridges. All prospective owners should have access to a structural engineer to assist in determining the appropriate work to be completed as well as appropriate estimates. Costs may vary outside the TxDOT system.

The following construction items may be phased.

▪ Remove and Relocate Concrete span:	\$1,924,500
▪ New Abutments:	\$1,100,000
▪ Repair damaged members and corroded sections on steel beams:	\$280,090
▪ Install new bridge deck:	\$1,774,500
▪ Install railing:	\$572,408
▪ Clean and paint existing structure:	\$3,200,000

TxDOT testing indicated that this bridge has lead-based paint on existing painted surfaces. This estimated cost is for the full abatement of the lead paint from the steel beams and repainting the structure to prevent further rusting and corrosion.

▪ Total Demolition Costs	\$3,772,408
▪ <i>Estimated Transportation Costs Not included</i>	

Total Costs	\$12,623,906
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Bridge Photographs



