



# **Madill Subdivision Bridge: Dallas**

## Determination of National Register Eligibility

May 2013



Prepared for Dallas Area Rapid Transit  
General Planning Consultant Managed by URS Corporation

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	Brian Piascik	
Kay Shelton	DART	May 13, 2013

Distribution	Name	Title	Firm
	Kay Shelton, AICP	DART Rail Planning	DART

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**MADILL SUBDIVISION BRIDGE, DALLAS, TEXAS  
DETERMINATION OF NATIONAL REGISTER ELIGIBILITY**

*by*

Sherry N. DeFreece Emery, MS and Kate Singleton, MPA

URS Corporation Miscellaneous Reports  
Report of Investigations Number 155

URS Corporation  
1950 North Stemmons Freeway, Suite 6000  
Dallas, Texas 75207

*Prepared for*  
Dallas Area Rapid Transit  
1401 Pacific Avenue  
Dallas, Texas 75266-7245

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## **ABSTRACT**

The General Planning Consultant (GPC) has been contracted to perform historic research and provide preliminary recommendations as to the eligibility for the National Register of Historic Places of one railroad bridge. The bridge is located at mile marker 705.20 in Dallas across an unnamed creek off the Elm Fork of the Trinity River south of Royal Lane adjacent to Tantor Road. The bridge appears to be a standard design and replaces an earlier bridge. The bridge is jointly owned by Dallas Area Rapid Transit (DART) and Fort Worth Transportation Authority (the T) and is an active Burlington Northern Santa Fe (BNSF) freight corridor. A brief history of the railroad alignment is provided. This research has been performed to help DART identify potentially historic resources under its jurisdiction and thereby, help them comply with their obligations under Section 106 of the National Historic Preservation Act (NHPA) and the Texas Antiquities Code (TAC).

## **BRIDGE LOCATION**

The bridge is located at mile marker 705.20 on the current BNSF track. The track was formerly owned by the St. Louis San Francisco Railroad. The bridge is located south of Royal Lane, west of Luna Road and adjacent to Tantor Road, spanning a small creek (Exhibit A, Figures 1 and 2).

## **METHODOLOGY**

Field investigation of the bridge was conducted and photographs were taken (Exhibit B). After the field visit, research on the history of the bridge and the rail line was conducted. This document serves to summarize the data collection efforts and provide recommendations for the eligibility of the bridge for inclusion in the National Register of Historic Places (NRHP).

## **HISTORIC OVERVIEW**

### **Railroad Development**

After the 1836 Battle of San Jacinto when Texas achieved independence, there were only 1,273 miles of railroads within the United States; none were west of the Mississippi and none were in the southern United States. Roads and canals were thought as being more reliable than the steam locomotives. Within six months after the Battle of San Jacinto, the First Congress of Texas met and decided that an examination should be made regarding transportation conditions within the state of Texas. It also granted a charter to the Texas Railroad Navigation and Banking Company for a railroad, as well as for the improvement of the waterways, rivers, bays, and canals in order to

connect the railroads to these already established modes of transportation. This charter became the first granted for a railroad west of the Mississippi and was unanimously approved by Senate vote in 1836. However, the charter was viewed as a betrayal to the people, jeopardizing their rights, property and liberty, and was rescinded (Reed 1981:1-10).

In 1838, another charter was granted to the Brazos and Galveston Railroad Company to improve transportation between Galveston and Houston. The charter specified the use of turnpikes instead of canals, the use of public lands, and that men and munitions for the Army and Navy would be transported for free. This charter failed as well. With the commercial competition between Galveston and Houston at hand, the City of Houston petitioned for their own rail charter for the Houston and Brazos Railroad Company. By 1840, laborers had been hired to start grading for ten miles. With a threatened Mexican invasion, the grading was abandoned and there is no record of the railroad being built (Reed 1981:32-33). Harrisburg resident, Andrew Briscoe, a pioneer in planning the laying out of towns in advance of the rail line construction, believed strongly in the development in the rail lines between the Brazos and Harrisburg. He secured several lots of land within Harrisburg for the sole purpose of grading for a new rail line. In 1841, he secured a charter under the name of The Harrisburg Railroad and Trading Company. Briscoe and his engineers planned a route for a transcontinental railroad. He was also a pioneer in planning the laying out of towns in advance of the rail line construction. Even with all of Briscoe's pre-planning efforts for construction, the country was still under the threats of a Mexican invasion and all male citizens were expected to be able to report for war duty. With the lack of labor, this charter rail line never began (Reed 1981:36-37). None of the early Republic's chartered railroads were developed, but the efforts and ideas planted seeds for future development.

The first railroad in Texas was chartered in 1847 beginning on Buffalo Bayou between Houston and Lynchburg; it extended to a point on the Brazos between Richmond and Washington. The lots originally purchased by Andrew Briscoe in Harrisburg would be used, provided that the rail charter could complete and have in operation 20 miles of rail within two years (Reed 1981:56). In 1851 a survey of the area was conducted to locate the termini of the route. Harrisburg was selected as the starting point and Richmond as the point crossing the Brazos. Work began in 1852 when the contract for grading was awarded to W.J. Kyle and Frank Terry. In August of 1853, 20 miles was completed from Harrisburg to Stafford's Point. The rail did not officially open until September 7,



1853 and boasted two mixed trains daily, one each way. By the end of December 1855, the railroad to Brazos was completed extending the line to 32 miles. By March 1859, the rail was extended another 18 miles to the San Barnard River; an additional 15 miles to Eagle River was completed by November 1859; and in the fall of 1860 an additional 15 miles of rail reached Alleyton. Total rail line constructed in the six year time period totaled 80 miles, at which time construction ceased until after the Civil War (Reed 1981:59-61). The total cost to construct the first rail line in Texas amounted to \$1,490,847.02 or \$18,400 per mile. By 1860 the future of railroads in Texas was very promising and plans were made to build northward towards Houston, Austin, and the eastern boundary of Texas along the Red River (Reed 1981:63-65).

#### *St. Louis, San Francisco and Texas (Frisco) Railway*

The rail line carrying the bridge at mile marker 705.20 is currently owned by BNSF but it began as part of the St. Louis and San Francisco Railway (Frisco). Like many railway companies, the Frisco Railway had, over its history, many names and iterations. The railway was chartered in Missouri as the St. Louis and San Francisco Railway on September 7, 1876. The origin of the line was the Central and Missouri divisions of the Atlantic and Pacific Railway (A &P). The A & P's predecessor was the Pacific Railway, which was chartered in Missouri on March 3, 1849. The company began construction prior to the Civil War but during the war the company went bankrupt and construction was halted. The Atlantic and Pacific Railway was chartered by an act of Congress in 1866, and it was to be built roughly along the 35<sup>th</sup> parallel and run westward from Springfield, Missouri to San Francisco, California. In 1867, John Fremont, owner of the A & P, defaulted and the state of Missouri took over the railroad. The railway was reconstituted as the Atlantic and Pacific Railroad (as opposed to Railway) in 1870 and continued construction from Franklin, Missouri to Seneca located on the Oklahoma Territory border. By 1875 the railroad was in receivership (Cox 2011:161-162).

In 1876, the A & P was incorporated into the Frisco, which then acquired the rail lines from Franklin, Missouri to Vinita, Oklahoma Territory. The Frisco formed an alliance with the Atchison, Topeka and Santa Fe (AT&SF); by 1890 the Frisco had been acquired by the AT&SF. However, the Panic of 1893 pushed both railroads into receivership. Three years later, the railroad reemerged as the St. Louis and San Francisco Railroad (as opposed to Railway) and acquired the last remaining line of the A & P (Cox 2011:161-162).

The St. Louis, San Francisco and Texas Railway (SLSF&T) (as an interest of the St. Louis and San Francisco Railroad) was chartered in 1900 to build a roadway between Denison, Texas and the Red River. The charter was amended to continue construction to Sherman. The portion to Sherman was completed in 1901. Three years later, the railroad acquired the Red River, Texas and Southern Railway Company, which was a 53-mile long railroad from Sherman to Carrollton. It proceeded to Dallas and Fort Worth over leased tracks and trackage rights. The railroad continued to acquire other lines including the Blackwell, Enid and Texas Railway, operating between the Red River and Vernon, and the Oklahoma City and Texas Railroad, which had built between Red River and Quanah. The Paris and Great Northern Railroad, a Frisco subsidiary was merged into the line in 1928. The Frisco acquired the Gulf, Texas and Western Railroad Company in 1930 and leased it to the SLSF&T. This line was 107 miles long and ran between Seymour and Mineral Wells. In 1931, the SLSF&T was listed as a Class 1 railroad by the Texas Railroad Commission. The SLSF&T was merged into the Frisco in 1964. The Frisco was then bought by Burlington Northern Railroad Company on November 21, 1980 (Minor 2013: St. Louis and San Francisco Railway).

#### *Burlington Northern Santa Fe Railway (BNSF)*

The BNSF operated as a portion of the Burlington System, the name commonly used for the Chicago, Burlington, and Quincy Railroad Company. The Chicago, Burlington and Quincy; the Great Northern; the Northern Pacific; and the Pacific Coast merged on March 2, 1970 to become Burlington Northern, Incorporated. The following year the name was changed to Burlington Northern Railroad. In 1980, the Frisco was acquired by Burlington Northern. In 1995, Burlington Northern Railroad and the Santa Fe Pacific Corporation merged to become one of the largest railroad systems in the United States, the Burlington Northern Santa Fe Railway (Werner 2012).

The portion of the railroad line carrying the bridge at mile marker 705.20 is known as the Madill Subdivision because it starts in Madill, Oklahoma and terminates in Irving, Texas.

#### *Dallas*

The city of Dallas was founded by John Neely Bryan when he settled on the east bank of the Trinity River in 1841. Bryan sought to establish a trading post at the site to serve the ever increasing number of people migrating to the North Central Texas region. He chose a ford in the river for his post, where two major Indian traces were located, and where two major roads would be located.

Bryan's claim to the land was in dispute for a short time since he had located his post on land previously granted by the Republic of Texas to the Texas Land and Emigration Company of St. Louis and run by William S. Peters. Eventually Bryan and Peters came to an agreement and Bryan was able to legalize his claim while Peters promoted emigration to the area to what became the Peters Colony. Dallas was surveyed in 1844 by J. P. Dumas, and at the time the town consisted of a half mile square of streets and blocks. Dallas was named the temporary county seat in the newly formed Dallas County in 1846. It became the permanent county seat in 1850, and the town of Dallas was formally incorporated with a charter in 1856 (McElhaney and Havel 2013: Dallas).

By the 1850s Dallas had become the primary market for the area. Stores, manufacturing, and a newspaper were established. By 1860 the population stood at 678. At the start of the Civil War, Dallas became one of 11 quartermaster and commissary posts in the state for the Trans-Mississippi Army of the Confederacy, and after the war freedmen's towns were established in the city as freed slaves came to the city in search of work. By 1870, the population had increased to 3,000 (McElhaney and Havel 2013: Dallas).

Transportation was always seen as the key to growth and economic viability in Dallas. From early on, attempts had been made to make the Trinity River navigable. These efforts did not come to fruition, however, and by the 1870s attention was redirected to rail travel. The Houston & Texas Central arrived in 1872, and the Texas & Pacific (T&P) reached Dallas the next year, making Dallas one of the first rail crossroads in the state. Other rail ventures followed including the Dallas and Wichita Railroad incorporated in 1871 to build a railroad from Dallas to El Paso. This line was acquired by Jay Gould and later became part of Missouri, Kansas and Texas (Katy) Railway (MKT). By 1885, Dallas had five railroads. The MKT was followed by the St. Louis and Southwestern Railroad of Texas (the Cotton Belt) in 1898. The Chicago, Rock Island and Gulf Railway completed the line to Dallas in 1903. The Trinity and Brazos Valley Railway from Dallas to Houston began service to Dallas in 1907. The Fort Worth and Denver Railway extended their line to Dallas in 1925, giving the city a direct connection to Colorado. In 1940 Dallas was served by eight railroads operating both freight and passenger trains (Holmes and Saxon 1992: 138-139).

Dallas quickly became a hub for agricultural and manufacturing markets. Dallas led the region in cotton distribution, and the world leader in leather and buffalo hide trading. Many merchants followed the railroad north, building their headquarters in the city; banks and insurance agencies soon followed. By 1880, the population stood at 10,385. Ten years later Dallas boasted 38,067

residents. The 1890s brought an economic downturn to the city as in many others throughout the country, but by 1900 it had largely recovered. Dallas led the world in inland cotton shipment, saddlery, and cotton gin manufacturing; in the Southwest it was the leader in the book, drug, jewelry, and wholesale liquor trades; the population was 42,638. In 1910 the area of the city doubled to 18.31 square miles through the annexation of Oak Cliff in 1904, and the population once again increased to 92,104 (McElhaney and Havel 2013: Dallas).

After a devastating flood occurred in 1908, Dallas commissioned George E. Kessler to develop a plan for the growing city. As a result of the Kessler Plan, Oak Cliff and the Dallas core were connected through the construction of the Houston Street Viaduct and the Union Terminal Company consolidated the railroads to a central station downtown.

In 1914 Dallas was selected as a site for a Federal Reserve Bank and several companies including Ford and Sears established branches in the city. The years after World War I saw significant change and progress. By 1920, Dallas became the forty-second-largest city in the United States, and the population reached 158,976. The Great Depression of the late 1920s and 1930s slowed the growth of Dallas, although oil discoveries in East Texas protected the city from the devastation seen in other areas of the country as Dallas became a center for petroleum finance. The city still sought improvements during this time, and central to these improvement efforts was the rechanneling of the Trinity River begun in 1930 to prevent future flooding (McElhaney and Havel 2013: Dallas).

Concurrent with the promotion and support for the Dallas-Oak Cliff Viaduct, the Dallas Chamber of Commerce began developing the City Plan and Improvement League. George Kessler was hired to draft a plan for the long range improvements. Kessler gained recognition for his plans for Kansas City's park and boulevard system (1893), the design and landscape of the Louisiana Purchase Exposition at St. Louis (1904), the design for the grounds at Fair Park in Dallas (1904), and city plans for Cincinnati, Memphis, Salt Lake City, and Denver. The purpose of Kessler's plan was to prevent uncontrollable flooding of the Trinity River, as well as unify the parts of Dallas that were separated by the river, among other civic improvement projects (LOC 2000:5-6). Although the plan was ever fully implemented, Kessler's laid the blueprint for future developments.

In 1919, the Dallas Property Owners Association asked Kessler to update his plan. This plan again became dormant until severe flooding hit the area in 1921 and 1922, which sparked another movement to establish some sort of flood control. A five-member board, led by C.E. Ulrickson, was

created in 1925. Their primary focus was to revisit Kessler’s plan as it regarded flood control and recommend ways that it could be implemented. This process took nearly two years to complete (LOC 2000:6).

During World War II, Dallas grew as a result of the influx of war-related industries. This growth was second only to the arrival of the first railroads in the 1870s. Aviation, manufacturing, technology, and furnishings were principal wartime and post-war industries that found a home in Dallas. Industrial employment reached 75,000 jobs by the mid-1940s. By 1950 the population had soared to 434,462. By the 1970s, transportation had shifted away from rail and toward aviation with the opening of Dallas-Fort Worth International Airport in 1974, but this shift did not slow the growth of the city. Dallas remained attractive for corporations seeking headquarters, and the city was firmly established as a national financial and business center. In 2000 the population reached 1,188,580 (McElhaney and Havel 2013: Dallas).

#### *Bridge Description*

Bridge 705.20 on the Madill Subdivision is a common open deck standard timber pile trestle structure of concrete and wood. The bridge is 181 feet long. It has thirteen spans that are between fourteen and fifteen feet long. There are fourteen precast concrete plates measuring fourteen feet long. Each bent is comprised of six timber posts. According to Trinity Railway Express (TRE) Chief Engineering Officer John Horney, the concrete plates were replaced approximately 30 years ago and the timber bents have been replaced several times. The bridge is adjacent to two bridges of similar length located on the (railroad) right side.

#### **RECOMMENDATIONS**

This report serves to present preliminary eligibility recommendations of Bridge 705.20 on the Madill Subdivision for inclusion in the NRHP.

The bridge has been identified and is **not** recommended eligible for inclusion in the NRHP. This structure is not considered historically significant. The bridge is typical of the type that was used across this railroad line as well as many other railroad lines in the country. Furthermore, the bridge has been altered with the replacement of the original wood plates with concrete plates and the replacement of the wood bents. It should be noted that the recommendations made in this report

are preliminary and are not to be considered final determinations of eligibility for the NRHP. This determination is reserved for the Texas Historical Commission.

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**EXHIBIT A**  
**LOCATION MAPS**

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Figure 1. Location of Bridge at Mile Marker 705.20 in Dallas, Texas. Image Source: Bing Maps.

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Figure 2. Close up of location of Bridge at Mile Marker 705.20 in Dallas, Texas. Image Source: Bing Maps.



## **EXHIBIT B**

### **PHOTOGRAPH KEY AND PHOTOGRAPHS**



Photo Key 1. Bridge at Mile Marker 705.20 in Dallas, Texas (Bridge outlined in red).  
Image Source: Bing Maps.

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## **EXHIBIT B**

### **PHOTOGRAPH KEY AND PHOTOGRAPHS**

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PHOTOGRAPHIC DOCUMENTATION

**Structure:** Bridge 705.20 Madill Subdivision

**Site Location:**  
Milepost 705.20612.5, south of Royal Lane and east of Luna Road, Dallas, Texas

**Project:**  
Determination of Eligibility

FIGURE NO:  
1

DATE:  
3/20/2013

**Direction Photo Taken:**  
Looking southwest on the east side of the bridge.

**Description:**  
Showing wood and concrete bridge with metal walkway.



FIGURE NO:  
2

DATE:  
3/20/2013

**Direction Photo Taken:**  
Looking southwest on the east side of the bridge.

**Description:**  
Wood and concrete bridge with metal walkway.







PHOTOGRAPHIC DOCUMENTATION

**Structure:** Bridge 705.20 Madill Subdivision

**Site Location:**  
Milepost 705.20612.5, south of Royal Lane and east of Luna Road, Dallas, Texas

**Project:**  
Determination of Eligibility

**FIGURE NO:**  
3

**DATE:**  
3/20/2013

**Direction Photo Taken:**  
Looking northwest on east side of bridge

**Description:**  
Wood and concrete bridge with metal walk-way, concrete bents and wood piers.



**FIGURE NO:**  
4

**DATE:**  
3/20/2013

**Direction Photo Taken:**  
Looking north from the west side of the bridge

**Description:**  
View of the concrete plates and the timber bents.







PHOTOGRAPHIC DOCUMENTATION

**Structure:** Bridge 705.20 Madill Subdivision

**Site Location:**  
Milepost 705.20612.5, south of Royal Lane and east of Luna Road, Dallas, Texas

**Project:**  
Determination of Eligibility

**FIGURE NO:**  
5

**DATE:**  
3/20/2013

**Direction Photo Taken:**  
Looking south on west side of bridge

**Description:**  
View of the concrete plates and the timber bents.



**FIGURE NO:**  
6

**DATE:**  
3/20/2013

**Direction Photo Taken:**  
Looking southwest from east side of bridge.

**Description:**  
View of the concrete plates and the timber bents.







PHOTOGRAPHIC DOCUMENTATION

**Structure:** Bridge 705.20 Madill Subdivision

**Site Location:**  
Milepost 705.20612.5, south of Royal Lane and east of Luna Road, Dallas, Texas

**Project:**  
Determination of Eligibility

**FIGURE NO:**  
7

**DATE:**  
3/20/2013

**Direction Photo Taken:**  
Looking northeast from west side of bridge

**Description:**  
View of the concrete plates and the timber bents.



**FIGURE NO:**  
8

**DATE:**  
3/20/2013

**Direction Photo Taken:**  
Looking northwest from east side of bridge

**Description:**  
View of the concrete plates and the timber bents.







PHOTOGRAPHIC DOCUMENTATION

**Structure:** Bridge 705.20 Madill Subdivision

**Site Location:**  
Milepost 705.20612.5, south of Royal Lane and east of Luna Road, Dallas, Texas

**Project:**  
Determination of Eligibility

FIGURE NO:  
9

DATE:  
3/20/2013

**Direction Photo Taken:**  
Looking northwest from the east side of the bridge

**Description:**  
View of railroad track over bridge and metal walkway.



FIGURE NO:  
10

DATE:  
3/20/2013

**Direction Photo Taken:**  
Looking southeast from west side of the bridge

**Description:**  
View of concrete plate.



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# URS

Alliance Transportation Group  
Arredondo, Zepeda & Brunz  
Bowman Engineering  
Cambridge Systematics  
Connetics Transportation Group  
Cox|McLain Environmental Consulting  
CP&Y  
Criado & Associates  
Dunbar Transportation Consulting  
Economic & Planning Systems  
HMMH  
Holland & Knight  
KAI Texas  
K Strategies Group  
Legacy Resource Group  
Mas-Tek Engineering & Associates  
Merrill Lynch  
Nathan D. Maier Consulting Engineers  
Pacheco Koch Consulting Engineers  
Parsons  
R.L. Banks & Associates  
Schrader & Cline  
Spartan Solutions  
Stantec  
TransSolutions

