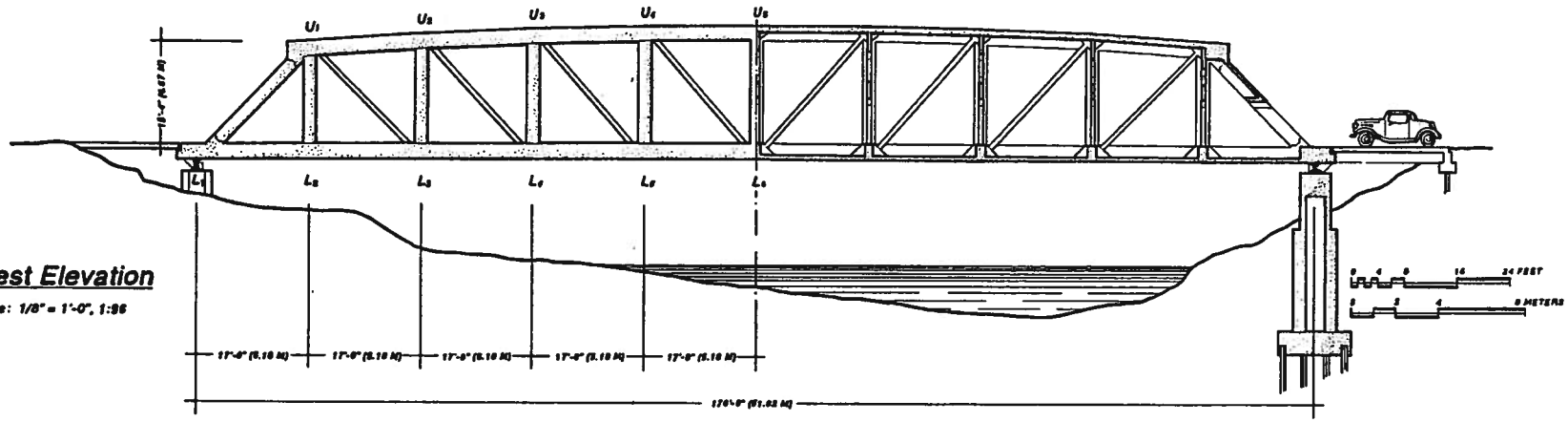
McMILLIN BRIDGE

PUYALLUP RIVER 1934 WASHINGTON



West Elevation

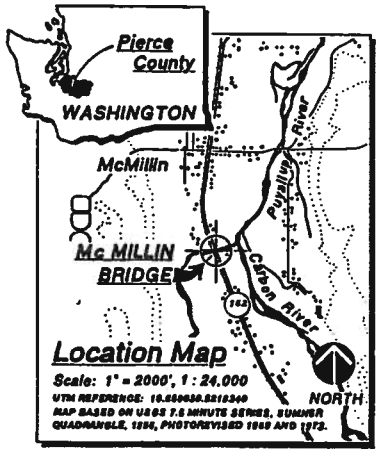
Scale: 1/8" = 1'-0", 1:96

The McMillin Bridge was built by Pierce County beginning in 1934. It replaced a steel truss span of the same name and location, damaged by flooding of the Puyallup River. Similar to its predecessor, the new bridge employed a through-truss type, enabling it to accommodate the largest practical waterway. This required its width and length to increase.

This reinforced concrete design was chosen over alternate bids for structural steel trusses because of its inherent maintenance advantages and lower cost due in part to the simplicity of its construction. The resulting Pratt truss bridge consisted of a 170-foot span with two 20-foot approaches. "Double trusses" flanking the 24-foot wide road deck creates covered walkways for pedestrians. The breadth of these paired trusses affords the structure its great stiffness, therefore eliminating the need for lateral bracing over the roadway.

At the date of its completion the McMillin Bridge was recognized as the longest reinforced concrete span exclusive of arches in the country. It is significant regionally as well as nationally because the structural properties of concrete make it an unusual material choice for truss construction.

Homer M. Hadley, regional structural engineer of the Portland Cement Association conceived the Mc Millin's design. However, W.H. Witt Company of Seattle prepared the construction documents that were executed by general contractor Dolph Jones of Tacoma. The project was supervised by Pierce County engineer W.E. Berry and his successor Forest R. Easterday.



Location Map

Scale: 1" = 2000', 1 : 24,000

UTM REFERENCE: 10.550630.5218340

MAP BASED ON USGS 7.5 MINUTE SERIES, SUMNER QUADRANGLE, 1956, PHOTOREVISED 1969 AND 1973.

This recording project is part of the Historic American Engineering Record (HAER), a long-range program to document historically significant engineering and industrial works in the United States. The HAER program is administered by the Historic American Buildings Survey/Historic American Engineering Record Division (HABS/HAER) of the National Park Service, U.S. Department of the Interior. The Washington State Bridges Recording Project was cosponsored during the summer of 1993 by HABS/HAER under the general direction of Dr. Robert J. Kapsch, Chief, and by the Washington State Department of Transportation (WSDOT), Bernie L. Chaplin, Environmental Program Manager.

The field work, measured drawings, historical reports, and photographs were prepared under the direction of Project Leader Eric N. DeLony, Chief of HAER and HAER Historian Dean A. Herrin, Ph.D. The recording team consisted of Supervisory Architect Karl W. Stumpf (University of Illinois at Urbana-Champaign); Supervisory Historian Robert W. Hadlow, Ph.D. (Washington State University); Architects Vivian Chi (University of Maryland), Erin M. Doherty (Miami University), Catherine I. Kudlik (The Catholic University of America) and Wolfgang G. Mayr (US/ICOMOS, Technical University of Vienna, Austria); Historians Jonathan C. Clarke (US/ICOMOS, Ironbridge Institute, England) and Wm. Michael Lawrence (University of Illinois at Urbana-Champaign). Formal photography was done by HAER Photographer Jet Lowe. WSDOT Cultural Resources Specialist Elizabeth A. Robbins served as department liaison.

DELINEATED BY Erin M. Doherty, Summer 1993

WASHINGTON STATE BRIDGES RECORDING PROJECT

MC MILLIN

STATE ROUTE 162 SPANNING THE PUYALLUP RIVER, 0.6 MILES SOUTH OF MC MILLIN PIERCE COUNTY WASHINGTON

SHEET 1 - 3

HISTORIC AMERICAN ENGINEERING RECORD WA-75

IF REPRODUCED, PLEASE CREDIT HISTORIC AMERICAN ENGINEERING RECORD, NATIONAL PARK SERVICE, NAME OF DELINEATOR, DATE OF THE DRAWING