

# Post-1945 Texas Bridges



The Texas Historical Commission (THC), the Texas Department of Transportation (TxDOT), and the Historic Bridge Foundation (HBF) collaborated to determine which bridges in Texas built between 1945 and 1965 are the most significant. More than 100 of these bridges have been determined eligible for listing on the National Register of Historic Places for their historical and engineering

significance, so THC, TxDOT, and HBF propose to group the bridges based on their significance. This approach would dictate the type of regulatory compliance and mitigation that TxDOT would be required to complete if any future projects would result in adverse effects to the bridges. The attached tables represent the first draft of proposed groups, which will be finalized following public input.

We want to hear from you and your thoughts on the historic bridges and the proposed approaches to the bridges. Please join us at one of the upcoming public workshops:

New Braunfels, Tuesday, July 29, 4-6 p.m.

Grapevine, Tuesday, August 5, 4-6 p.m.

Galveston, Thursday, August 14, 4-6 p.m.

Visit [www.thc.state.tx.us/learn/historic-bridges-texas](http://www.thc.state.tx.us/learn/historic-bridges-texas) or <http://www.txdot.gov/inside-txdot/projects/studies/statewide/historic-bridges.html> for more information.

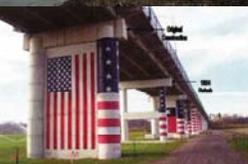
**Group I: Full Section 106 and 4(f) Reviews Required**

Highly Significant Bridges Built Between 1945 and 1965

County	THUMBNAIL	FACILITY	CROSSING	STATEMENT OF SIGNIFICANCE
Bexar		WEST MARTIN ST	ALAZAN CREEK	This early example of a continuous prestressed concrete slab was built in 1964 and is the only example of its type constructed between 1945 and 1965.
Bosque		FM 927	BOSQUE RIVER	One of only two cantilevered prestressed concrete girder bridges constructed in Texas between 1945-1965
Brazos		FM 2038	BOWMAN CREEK	This bridge is the product of research project. It will require an intensive survey to determine eligibility and character-defining features if a project arises.
Calhoun		SH 35	LAVACA BAY	Part of a significant Texas Gulf Coast transportation initiative, this award winning bridge has exceptional overall length and is the work of an innovative Texas bridge designer.
Cameron		FM 106 LIFT	ARROYO COLORADO	Significant as a rare bridge type as the only extant vertical lift bridge in Texas built between 1945 and 1965
Colorado		BU 71 F	COLORADO RIVER	Significant as the only extant example of a Parker through truss from the 1945 to 1965 period. The ornamental rail also contributes to the significance.
Dallas		JOE WILSON RD	BENTLE BRANCH	This 82-foot long reinforced concrete box girder is the best of three eligible examples of a bridge type uncommon between 1945 and 1965.
Galveston		SEAWOLF PKWY	PELICAN ISLAND	Significant as the only extant bascule constructed in Texas between 1945-1965 and for exception overall length given its type.
Grayson		CRAFT ROAD	DRAW	This 102-foot-long Camelback pony truss is a late example of an uncommon type.
Hamilton		SH 36	PECAN CREEK	The metal picket rail and the Moderne-influenced concrete end-posts distinguishes this bridge as one of the three best examples of an early all welded steel I-beam bridge.

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Harris		PED XING	MEMORIAL DR	This single prestressed concrete box girder pedestrian bridge was constructed in 1955 and is an early of the type and is the only use of a single concrete box girder bridge in the state.
Harris		US90A Southbound	BUFFALO BAYOU & ST	Award winning 1956 three-span welded continuous variable-depth plate girder bridge has an exceptional main span length and is the work of two master Texas bridge designers.
Harris		US90A Northbound	BUFFALO BAYOU & ST	Award winning 1956 three-span welded continuous variable-depth plate girder bridge has an exceptional main span length and is the work of two master Texas bridge designers.
Harris		Waugh Dr	MEMORIAL DR	This bridge is the first post-tensioned concrete slab bridge in Texas, if not the country. It is significant as an early use of an uncommon type.
Hidalgo		SB US 281	RIO GRANDE RIVER	This bridge is eligible for the National Register under Criterion A as it was part of a statewide initiative to build international bridges.
Hill		SH 174	BRAZOS RIVER	This continuous deck truss is associated with innovative Texas bridge designer James R. Graves and this one of only three extant deck trusses from the 1945-1965 period.
Maverick		Garrison St	RIO GRANDE RIVER	This bridge is eligible for the National Register under Criterion A as it was part of a statewide initiative to build international bridges.
McCulloch		US 87	BRADY CREEK	A reinforced concrete variable depth continuous slab of exceptional overall length with ornamental rail.
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Nueces		US 181	CORPUS CHRISTI SHIP CHANNEL	System of bridges including only continuous cantilever tied arch steel truss bridge in Texas and the most important design work of Texas Highway Department Bridge Engineer Vigo Miller. The approach spans are the first large bridges in Texas with precast prestressed and precast post-tensioned concrete beams.

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<b>Orange</b>		E. ROUND	COW BAYOU	Significant as the only extant horizontal swing bridge in Texas from the 1945-1965 period.
<b>Presidio</b>		PINTO CANYON RD	ARROYO ESCONDIDO	A single-span steel multi-plate arch bridge with rubble masonry headwalls dramatically vaulting over a narrow canyon. It is significant for the conscious design and expression of an aesthetic ideal.
<b>Somervell</b>		US 67	BRAZOS RIVER	Associated with innovative designer B.A. Trice, this is only extant continuous through truss from the 1945-1965 period.
<b>Travis</b>		SPEEDWAY	WEST WALLER CREEK	This 1946 bridge is one of a small number of reinforced concrete closed-spandrel arch bridges in Texas and is noted for its skewed plan and round window balustrade railing.
<b>Travis</b>		E 38TH ST	WALLER CREEK	One of four simple span variable depth T-beam bridges built between 1945 and 1965. Waller Creek is the only example w integrity not on the IH system. The ornamental rail also contributes to the significance.
<b>Travis</b>		SH 71 WESTBOUND	PEDERNALES RIVER	This 900-foot, four-span riveted continuous deck truss bridge was constructed in 1949 and is one of only three extant deck trusses from the 1945-1965 period.
<b>Val Verde</b>		US 90	DEVILS RIVER/AMISTAD RESERVOIR	This exceptionally long bridge is significant as an uncommon bridge type, its award-winning aesthetic, and as the work of innovative master designers.
<b>Val Verde</b>		US 90	PECOS RIVER	One of the longest main spans in the state; first use of hydraulic jack system for bridge piers in US; slip forms on very tall piers; early high tensile bolts ; master designer Robert Reed; aesthetic design and response to setting.
<b>Webb</b>		CONVENT AVE	RIO GRANDE RIVER	Criterion A: international bridge initiative. Criterion C: one of only two cantilevered prestressed concrete girder bridges between from 1945-1965. Exceptional main span and overall length.

**Group II: Programmatic Mitigation Required**  
 Historic Bridges Built Between 1945 and 1965

COUNTY	THUMBNAIL	FACILITY	CROSSING	STATEMENT OF SIGNIFICANCE
Bee		FM 2441	MEDIO CREEK	Uncommon bridge type: I-beam cantilevered with suspended span
Bexar		WEST COMMERCE ST	RRs, MEDINA, COMAL, ETC	Innovative technological feature: early use of neoprene bearing pads.
Brazoria		CR 210	AUSTIN BAYOU	Innovative technological feature: early use of neoprene bearing pads.
Brazos		SH 105	BRAZOS RIVER	Exceptionally long main span
Dallas		US 175 SOUTHBOUND	METROPOLITAN	Uncommon bridge type: variable depth rigid frame tee beam
Dallas		US 175 NORTHBOUND	METROPOLITAN	Uncommon bridge type: variable depth rigid frame tee beam
Dallas		PENNSYLVANIA AVE	PENNSYLVANIA AVE	Uncommon bridge type: variable depth rigid frame slab bridge
Dallas		US 175 NORTHBOUND	PENNSYLVANIA AVE	Uncommon bridge type: variable depth rigid frame slab bridge.
Dallas		US 175 SOUTHBOUND	HATCHER ST	Uncommon bridge type: variable depth rigid frame slab bridge. Work of a master.
Dallas		US 175 NORTHBOUND	HATCHER ST	Uncommon bridge type: variable depth rigid frame slab bridge. Work of a master.
Dallas		MLK JR BLVD	US 175	Uncommon bridge type: variable depth rigid frame tee beam

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Dallas		SANTA FE ST	ERVAY ST	Uncommon bridge type: variable depth rigid frame slab bridge
Grayson		WEST PECAN ST	POST OAK CREEK	Innovative technological feature: early all-welded construction. Features ornamentation.
Hall		SH 70	MULBERRY CREEK	Innovative technological feature: early all-welded construction.
Hamilton		SH 22	LEON RIVER	Significant as a good representative example of a Texas Highway Department designed steel I-beam bridge. It is noteworthy for its overall length and special design superstructure and substructure components.
Hays		RM 12	BLANCO RIVER	Innovative technological feature: early use of neoprene bearing pads. Work of a master.
Kaufman		CR 217	US 80 MAINLANES	Uncommon bridge type: concrete rigid frame. Work of a master.
Kaufman		FRONTAGE ROAD CROSSOVER	US 80 MAINLANES	Uncommon bridge type: concrete rigid frame. Work of a master.
Lampasas		FM 580	LAMPASAS RIVER	Uncommon bridge type: cantilevered steel I-beam with suspended span.
Lavaca		US 90A	NAVIDAD RIVER	Uncommon bridge type: cantilever-suspended span (pin and hanger). The longest example of its type in the state.
Marion		SH 43	BIG CYPRESS BAYOU	Exceptional overall structure length and work of a master.
McLennan		SPUR 484 SOUTHBOUND	US 77 BUS NORTHBOUND	Early 3-level/4-level interchange.
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McLennan		US 77 (BUS) SOUTHBOUND	US 84 FRONTAGE ROAD	Early 3-level/4-level interchange.
McLennan		US 84	US 77 BUS	Early 3-level/4-level interchange.
McLennan		US 77 (BUS) NORTHBOUND	US 84 FRONTAGE ROAD	Early 3-level/4-level interchange.
Palo Pinto		US 180	BRAZOS RIVER	Determined eligible for the National Register under TxDOT's non-truss inventory as being the longest steel girder span (180') in state.
Red River		SH 37	RED RIVER	Innovative technological feature: early use of high-tensile bolts. Work of a master.
Stephens		FM 578	HUBBARD CREEK	Innovative technological feature: early all-welded construction.
Tom Green		LOOP 306	CONCHO RIVER	Innovative technological feature: early use of neoprene bearing pads. Work of a master.

**Group III: NO Further Mitigation Required**  
Historic Bridges Built Between 1945 and 1965

COUNTY	THUMBNAIL	FACILITY	CROSSING	STATEMENT OF SIGNIFICANCE
Bexar		NOGALITOS ST MAINLANES	SAN PEDRO CREEK	Innovative technological feature: early use of neoprene bearing pads. Features ornamentation.
Bosque		SH 174	STEELE CREEK	Innovative technological feature: early use of neoprene bearing pads. Features ornamentation.
Brazoria		FM 522	SAN BERNARD RIVER	Innovative technological feature: early use of neoprene bearing pads.
Coke		SH 70 NORTHBOUND	US 277 SOUTHBOUND	Innovative technological feature: early use of neoprene bearing pads.
Dallas		CEDAR HILL ROAD	TEN MILE CREEK	Uncommon bridge type: reinforced box girder
Dallas		INWOOD ROAD	FREEMAN BRANCH	Uncommon bridge type: variable depth rigid frame slab bridge.
Dallas		BIG TOWN BLVD	US 80	Innovative technological feature: early use of neoprene bearing pads.
Dallas		LOOP 12	LAWTHER DRIVE	Innovative technological feature: early use of neoprene bearing pads.
Dallas		SH 310	T&NO RAILROAD	Work of a master and features ornamentation.

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DeWitt		FM 884	SMITH CREEK	Innovative technological feature: early use of neoprene bearing pads.
Goliad		FM 2441	SARCO CREEK	Innovative technological feature: prestressed concrete box girder. Work of a master.
Hamilton		US 281	LEON RIVER	Innovative technological feature: early use of neoprene bearing pads.
Hamilton		SH 22	PECAN CREEK	Uncommon bridge type: cantilevered steel I-beam with suspended span.
Harris		RESEDA RD	HCFCD DITCH	Uncommon bridge type: reinforced concrete box girder.
Harris		SAN FELIPE RD	BERING DITCH	Exceptional main span length.
Hill		US 81	ISLAND CREEK	Innovative technological feature: early all-welded construction.
Jack		FM 4	KEECHI CREEK	Innovative technological feature: early use of neoprene bearing pads.
Johnson		FM 916	NOLAN RIVER	Innovative technological feature: early use of neoprene bearing pads.
Leon		FM 39	BNSF RAILROAD	Innovative technological feature: early use of neoprene bearing pads.

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Menard		US 190	DRY CREEK	Innovative technological feature: early use of neoprene bearing pads.
Nolan		EAST FIRST ST	BUS 70	Work of a master and features ornamentation.
Nueces		SH 361	GULF INTRA-COASTAL WATERWAY	Example of the initiative to construct all-weather durable bridges for improved access along the Texas Gulf Coast
Palo Pinto		FM 4	KEECHI CREEK	Innovative technological feature: early use of neoprene bearing pads.
Refugio		SH 202	BLANCO CREEK	Uncommon bridge type: cantilevered steel I-beam with suspended span.
Robertson		US 79/US 190	BRAZOS RIVER	Exceptional main span length.
Robertson		FM 485	BRAZOS RIVER	Exceptional main span length.
Smith		SAUNDERS AVE	SH 31	Uncommon bridge type: concrete rigid frame.
Smith		FLEISHEL AVE	SH 31	Uncommon bridge type: concrete rigid frame.
Somervell		FM 199	GEORGES CREEK	Innovative technological feature: early use of neoprene bearing pads.

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Tarrant		SH183 WESTBOUND	CARSWELL ACCESS RD	Uncommon bridge type: variable depth concrete flat slab bridge.
Tarrant		SH183 EASTBOUND	CARSWELL ACCESS RD	Uncommon bridge type: variable depth concrete flat slab bridge.
Tarrant		WHITE SETTLEMENT RD	SPUR 341	Uncommon bridge type: concrete rigid frame.
Travis		LOOP 111	MKT RAILROAD	Determined eligible under TxDOT's 1999 non-truss survey.
Travis		EAST 7TH ST EASTBOUND	TILLERY ST & AUSTIN NW RAILROAD	A good example of a steel I-beam bridge designed by the Texas State Highway Department in the 1940s. The bridge is one of the longest examples of its type in the state, and its main span is one of the longest simple steel I-beam configurations constructed during the period of significance.
Travis		EAST 7TH ST WESTBOUND	TILLERY ST & AUSTIN NW RAILROAD	A good example of a steel I-beam bridge designed by the Texas State Highway Department in the 1940s. The bridge is one of the longest examples of its type in the state, and its main span is one of the longest simple steel I-beam configurations constructed during the period of significance.
Washington		OLD MILL CRK RD	US 290	Innovative technological feature: early use of neoprene bearing pads.
Young		CR 237/ HOT WELLS	CLEAR FORK OF BRAZOS RIVER	Exceptional main span length.