

United States Department of the Interior  
National Park Service

# SBR Draft

## NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

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### F. Associated Property Types

Introductory Note: This study intends to provide a framework in which to evaluate historic elements commonly found in transportation rights-of-way throughout Texas: roads, bridges, culverts, roadside parks, and other landscaping installations. It focuses mainly on the road itself—horizontal and vertical alignments, slope, design, shape, and width—as crucial in assessing significance, with the built environment and cultural landscape surrounding it as character-defining aspects only under very specific circumstances. This method allows for an understanding of both the road corridor as a whole and for how the different road-related resources perform as interrelated components within a larger roadway system.

For purposes of this study, the following definitions were used throughout this evaluation framework:

**ROADWAY** – the physical structures directly associated with the conduct of vehicular travel on the road facility, including all engineered improvements such as the roadbed, surface treatment, bridges, and culverts, as well as adjacent aspects such as paved shoulders, drainage elements, and associated rights-of-way.

**ROAD CORRIDOR** – roadways and their contextually significant adjunct developmental patterns, particularly associated property types such as gas stations, motels or tourist courts, restaurants, inspection stations, and tourist attractions.

**ROAD/ROUTE/ALIGNMENT** – synonymous terms for the physical location of transportation facilities.

Categorization of properties requires attention to the context for evaluation. Significant associations with *Engineering*, for example, place a higher value on the internal aspects of the roadway. Thus, evaluation of a roadway as an engineering system is most readily undertaken with the property categorized as a structure. Segments of historic roadways should be considered structures comprised of contributing elements such as bridges, culverts, and other engineering features. Thus, the segment of Route 66 including the bridge over the Chicago, Rock Island, and Gulf Railroad in Wheeler County is listed in the NRHP as a structure.

Evaluation of road corridors should include significantly associated adjoining commercial or agricultural development. Significant associations with *Transportation* or *Community Planning and Development* would require stronger associations with the adjoining land use patterns. Significant development of an early-twentieth-century transportation network should therefore reflect appropriate road-related property types (gas stations, tourist courts, restaurants, or other tourist attractions) essential to understanding a road's significant role in auto-related changes to its surroundings. In such circumstances, roadways should be classified as contributing or noncontributing structures within a larger historic district. The NRHP nomination for the historic alignment of Route 66 in Amarillo, for example, categorizes the roadway as a contributing structure within the Route 66-Sixth Street Historic District.

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Bridges may contribute to the significance of a road corridor or to a historic district. Bridges may also possess historical or engineering significance individually, even when part of a road segment that lacks significance. In contrast, culverts, including bridge-class culverts with spans greater than 20 feet, typically lack sufficient complexity to be individually significant for engineering. Culverts can be significant, however, for associations with federal Depression-era work-relief programs.

### 1. Roads

#### A. Description

##### (1) General Road Description

Currently, the NPS and THC do not provide guidance for evaluating non-park roads or road corridors. Most appropriate for this task is the examination of the road and its road-related resources as interrelated components within a larger system, rather than as individual resources.

Multiple property documentation is one of the currently accepted methods of approach for evaluating road corridors, as evidenced by the NRHP-nominated and listed segments of Route 66 in New Mexico, as well as other roads across the country. Examining the road as a whole system but also for its individual property types and subtypes, this method allows for an understanding of the roadway as a whole and how the different road-related resources associated with the roadway perform as interrelated components. As noted in the National Trust's *Historic Roads* publications, it is mainly the road itself—horizontal and vertical alignments, slope, design, shape, and width—that are important in assessing the significance, as well as, to a lesser extent, the built environment and cultural landscape surrounding it. Clarification of evaluating a road in its entirety versus individual segments and thresholds of eligibility are outlined below.

An NRHP-eligible or NRHP-listed historic district along the route of the road does not necessarily equate to an NRHP-eligible road segment or corridor. It must be shown that the district specifically relates to the development of the road, either as a result of the road construction in that area or that the district reached its height of significance during the same period of significance of the road at that location. "Mere association with historic events or trends is not enough, in and of itself, to qualify under Criterion A."<sup>786</sup> A district's association with the road simply because it is located along the road is not sufficient for NRHP listing. A segment of the road that bisects an NRHP-eligible or NRHP-listed historic district must also possess significance and retain integrity within the area of *Transportation* or have performed a significant role in the development of the district. In looking at various patterns of associated roadside architecture, the presence or absence of

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<sup>786</sup> U.S. Department of the Interior, National Park Service, *National Register Bulletin: How to Apply the National Register Criteria for Evaluation*, <http://www.nps.gov/nr/publications/bulletins/nrb15/>, 12.

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historic gas stations, motels, or cafes exerts little influence on the eligibility of a road as a historic engineering structure, but is crucial in justifying eligibility of a corridor under NRHP *Criterion A* in the area of *Transportation*.

### (2) Road Subtype Descriptions

#### (a) *County and local roads in the nineteenth and early twentieth centuries*

##### *Description*

Roads of this subtype consist of:

- Early links between neighboring properties
- Roads linking cities
- Roads from rail line to rural communities
- Post routes and stage routes

##### *Design/engineering characteristics*

- Topography and property lines determined alignment (shown in 90-degree turns for example)
- Improved drainage (not all cases) (shown in sloping and construction of ditches, or curb and gutter in cities)
- Improved crossings of waterways
- Lack of pavement
- Funded and maintained by locals (tolls likely)
- No common design standards
- No thought as to connectivity between counties

##### *Case study evaluation*

A case study, included as an appendix to this MPS, is taken from a thorough historic context done for present day SH 95 in Williamson County through all six developmental periods laid out in the MPS beginning in the 1870s to the 1960s. The road began as a county road, was designated as part of the Meridian Highway, was included in the initial Texas state highway system as SH 2, and is now designated SH 95. It has changes reflective of every era and is provided to show a real world example of the applicability of this MPS.

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**(b) *Named auto trails***

*Description*

Examples of this subtype are roads that were usually formed by simple adoption of existing roadway or railroad alignments.

*Design/engineering characteristics*

- Improvements in paving materials and bridges
- At-grade railroad crossings
- Connectivity between counties
- Tests of materials for surfacing (macadam or concrete rather than gravel)
- Signage by auto trail associations

*Case study evaluation*

See case study presented as an appendix at the conclusion of this MPS.

**(c) *Early development of the THD and U.S. Highway system***

*Description*

Roads of this subtype:

- Continued to follow existing established road alignments
- Were rarely in a new location (although new alignments were established to straighten curves or flatten grades as money became available to purchase right-of-way [ROW])
- Were the first demonstration of state-owned roads (standards begin)

*Design/engineering characteristics*

- Widened further and paved
- Bridges were increasingly constructed using standard designs developed by the THD
- Removal of at-grade railroad crossings
- Uniform signage (eventually reflecting national numbering system)
- Uniform designation: first (trunk system), second, or third class
- Local materials for surfacing (shell pieces, gravel, rock asphalt, dirt)
- ROW increased to 80-foot minimum to 120-foot maximum

*Case study evaluation*

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*(d) Texas roads in the Great Depression and World War II*

*Description*

Funding changed from an even mix of county, state, and federal in the late 1920s to mostly federal with a state match by the early 1940s. The THD strove to fill in the gaps in the trunk system, and improve roads rather than build new ones. Park and scenic roads were built or upgraded in order to provide for work relief programs, and aesthetics were seen in design, even for non-park roads. Federal road and bridge standards were increasingly common during this era.

*Design/Engineering Characteristics*

- May demonstrate beautification/landscaping projects (landscape incorporated into roadway rather than reverse)
- Federal relief projects
- Could be narrow pavement width, two lanes with small shoulders (scenic/aesthetic)
- Increasingly wider as built under THD auspices (100-foot ROW width in early 1930s, increasing to 160-foot ROW width by 1940)
- Hand workmanship in some cases
- Improvements to county and local roads including incorporated towns
- Masonry drainage components including box and pipe culverts, check dams, lined drainage canals, drop inlets, and tree rings
- Greater use of erosion control
- Grade separations for railroad crossings
- Employment of traffic circles in urban areas
- Roadside parks built in ROW
- Bus shelters and stock underpasses constructed by the THD

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- Centennial and state line markers of granite installed in ROW
- Improvements to Strategic Military Network

### *Case Study Evaluation*

See case study presented as an appendix at the conclusion of this MPS.

### **(e) *Post-World War II and network developments***

#### *Description*

Roads of this subtype consist of FM and Ranch-to-Market (RM) highways on what were known previously as "trunk lines." These roads were designed to help rural citizens more easily access urban markets. Non-Interstate limited access freeways developed during this time. These first generation freeways allowed for greater speeds, more standard geometry, greater turn radiuses on curves, construction of on and off ramps and cloverleaf interchanges, and frontage roads (in some cases).

Interstate highways are not discussed here as they are exempt from NRHP eligibility unless included on the *Final List of Nationally and Exceptionally Significant Features of the Federal Interstate Highway System*, published in the Federal Register on December 19, 2006. There are no such segments of Interstate Highways in Texas, although there are bridges on the Interstate system in Texas on this list, some of which are discussed in Section E.

#### *Characteristics*

- Rarely built on new location, but followed existing alignments of county or local roads and in many cases made improvements for safety such as widening, straightening curves, and requiring purchase of ROW
- Multi-level interchanges
- Traffic circles
- Cloverleaf or diamond interchanges
- Pavement width standard increased to 28 feet for FM system (two-lane)
- Expansion of urban networks
- Include short links called loops and spurs in urban areas
- Urban routes through city centers utilized grade separations
- Limited access allowed higher volume
- Design influenced by national standards (speeds, grades, lane width, median, shoulder width, clear height for bridges)
- Frontage roads (unique to Texas) for expressways and Interstates

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- At least four lanes for expressways, evolving to six to ten lanes
- Reintroduction of tolled roads

### *Case study evaluation*

See case study presented as an appendix at the conclusion of this MPS.

## **B. Significance**

### **(1) Criterion A**

For roads, significance resides within associations to appropriate historic themes that could include *Agriculture*, *Community Planning and Development*, and *Entertainment/Recreation*, or a combination thereof.

Adjoining historic land use patterns of development are particularly relevant to analyses of eligibility under *Criterion A* and highly dependent on the area of significance established for the roadway. Significant associations with *Agriculture* or *Community Planning and Development* would require stronger associations with the adjoining land use patterns.

For historic roads, identified character-defining features and surrounding setting must facilitate comprehension of the road as a historic resource associated with specific historic themes. Evaluations must establish the direct connection between such resources and the period of significance before weighing their potential contributions as character-defining features of a historic road segment. Using the model of the current roadway conveying the experience of driving a historic road, evaluations must consider the relevant aspects of setting and feeling necessary for the associated historic theme to remain recognizable. For example, road-related property types (e.g., gas stations, motels or tourist courts, restaurants, inspection stations, tourist attractions) can be essential to understanding a road's significant role in the development of an early-twentieth-century transportation network. However, such resources should be considered ancillary components of a historic roadway in most evaluations necessitated by transportation undertakings. Unless the road's significance can be tied to the establishment of such resources, corridors may be better evaluated as historic districts with contributing road segments rather than as historic roadways with contributing buildings.

### **(2) Criterion B**

To be eligible for NRHP listing under *Criterion B*, a property must represent a person's productive life. In this case, while roadway engineers, county judges and commissioners may be associated with the development of a road, it is more likely there are other extant properties or public works that would better represent these officials' productive lives and, therefore, demonstrate their significant achievements. Local research and field work (e.g., names on bridge plaques) should serve to verify eligibility under *Criterion B* and determine an understanding of an individual's direct association with a road and that it best represents their contributions.

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### (3) *Criterion C*

For roads, significance under *Criterion C* resides within associations to appropriate historic themes that could include *Transportation* or *Engineering*. Significant associations with *Transportation*, for example, place a high value on the internal ROW aspects of the roadway. Significance is exhibited by early or innovative engineering methods or experimental programs.

### (4) *Criterion D*

*Criterion D* is not addressed in this MPS as it is more appropriately tied to archeology. However, abandoned segments can provide clues as to historic methods of road building and/or treated as historic archeological sites under *Criterion D*.

### (5) **Specific road subtype significance**

#### (a) *County and local roads in the nineteenth and early twentieth centuries*

A road of this subtype may be significant at the state level under *Criterion A: Transportation* if it is associated with experimental programs conducted by county engineers, sometimes under direction of federal entities such as the OPR, which operated under the Department of Agriculture, or the Post Office Department. A road of this subtype may be significant at the state level under *Criterion C: Engineering* if it contains features reflective of the time period which may include truss bridges or improved drainage. The period of significance for these routes is limited to pre-1916, representing the period prior to the passage of the Federal-Aid Road Act of 1916. See the Williamson County SH 95 case study, included as an appendix to this MPS, for further information.

#### (b) *Named auto trails*

A road of this subtype may be significant at the state level under *Criterion A: Transportation* if justified as demonstrating ideals of the initiative or efforts to get named routes constructed and promoted. A road of this subtype may be significant at the state level under *Criterion C: Engineering* if it contains features demonstrating the time period which may include signage or improved road surfaces. The period of significance for these routes is limited to pre-1925 after which time a national highway numbering system was adopted. See the Williamson County SH 95 case study, included as an appendix to this MPS, for further information.

#### (c) *Early development of the THD and U.S. Highway system*

A road of this subtype may be significant at the state level under *Criterion A: Transportation* if demonstrated use of additional state and federal matching funding mechanisms for road development. A road of this subtype may be significant at the state level under *Criterion C: Engineering* if it contains features reflective of the time period, which may demonstrate first use of standard bridge plans and/or the adoption of road standards. Examples may include any of the 38 designated state highways from 1919 reflective of this era's significance. The period of significance for these routes begins with the establishment of the THD in 1917. The period of significance ends with the passage of the State

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Assumption Highway Bond Act in 1932, which completed the centralization of highway design and funding with the THD. See the Williamson County SH 95 case study, included as an appendix to this MPS, for further information.

**(d) *Texas roads in the Great Depression and World War II***

A road of this subtype may possess significance as an example of nationwide work-relief programs designed to put people to work during the Depression. Eligibility as a road associated with a work-relief program might occur at the state level under *Criterion A: Transportation* but it should be justified with a direct association (through research) that the road was built using federal funds or labor of a work relief program. Defense access highways may also possess significance at the state or even national level if built to provide access to important industrial or defense plants or air fields, military bases, ordinance plants, and the like just before and during World War II. A road of this subtype may be significant at the state level under *Criterion C: Engineering* if it contains features reflective of its time period which may include the demonstrated use of manmade components (1930s) or bridges and roads designed to standards to support military routes (1940s). See the Williamson County SH 95 case study, included as an appendix to this MPS, for further information.

**(e) *Post-World War II and network developments***

A road of this subtype may possess significance at the state level under *Criterion A: Transportation* if justified as demonstrating components reflective of the program they were built or improved under. A road of this subtype may be significant at the state level under *Criterion C: Engineering* if it contained materials, workmanship and design aspects that were influential for the time period such as restricted access or multi-level overpasses. Significance associated with conversion to state standards is more routinely associated with early phases of experimentation with evolving FM system standards. See the Williamson County SH 95 case study, included as an appendix to this MPS, for further information.

## C. Registration requirements

**(1) *Criterion A***

To be listed in the NRHP under *Criterion A*, a road should possess significance through documented associations with a road subtype as noted in the preceding section. A road should also retain integrity sufficient to convey its significant historical associations. Under *Criterion A*, a property should exhibit "the essential physical features that made up its character or appearance during the period of its association with the important event, historical pattern, or person(s)."<sup>787</sup> In addition to possessing significance, a road's integrity of location, setting, feeling, and association should remain intact for NRHP listing under *Criterion A*. Integrity of design, materials, and workmanship is not as important under *Criterion A*, but some aspects of these should remain.

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<sup>787</sup> Ibid, 46.

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### *(a) Setting and feeling*

Setting is the physical environment of a historic road while feeling is a road's expression of the aesthetic or historic sense of a particular time.<sup>788</sup> Intact setting provides for high integrity of feeling. Research should be conducted to determine adjoining historic land use patterns of development. Construction plan sets, historic aerial photos, and age of trees can help guide these analyses. Integrity of setting and feeling may be demonstrated by vegetation in and near the ROW, width of the roadway, and associated property types surrounding the segment. Patterns of vegetation present in the ROW during the period of significance, such as tree canopies, should remain. Consistent patterns of vegetation present outside of the ROW during the period of significance, such as crops or pasture, also provide good indicators that the setting retains its historic integrity. In some segments, a lack of vegetation may be historically accurate, so the presence of heavy vegetation in such segments would detract from integrity of setting. Adjoining land use should be at least 50 percent intact as it was during the period of significance to retain integrity of setting. Comparisons drawn from historic maps and photos (including aerials) are the best sources for this type of information.

As discussed further in the *Criterion C* section, width of the roadway should generally remain as it was historically. Minimal numbers of minor adjustments, such as adding paved shoulders or new drainage features necessary for the safety of modern operations, are acceptable changes within the setting if the proportional ROW, pattern of boundaries, open spaces, and pavement remains discernible. Minor shoulder-widening projects, for example, would not necessarily adversely affect the roadway's visible relationship with the specific associated historic themes comprising the roadway's significance. However, widening to more than double current width outside the period of significance would negatively impact its integrity of feeling (as well as design).

Adjoining historic land use patterns of development are particularly relevant to analyses of eligibility under *Criterion A* and highly dependent on the area of significance established for the roadway. Significant associations with transportation, for example, place a higher value on the internal ROW aspects of the roadway, while significant associations with agriculture or community planning and development would require stronger associations with the adjoining land use patterns. Disruptive land use changes adjacent to the roadway (e.g., the introduction of large modern-age subdivisions or commercial strip malls) can dramatically compromise the integrity of setting and feeling for listing under *Criterion A*, but would be of less consequence for analysis of the engineering significance of a roadway under *Criterion C*. Setting and feeling are never the most important aspects of integrity in evaluating historic roadways, but can be an essential tool in justifying a segment's eligibility for NRHP listing.

When considering integrity of setting for an eligible segment of a road corridor, the limits of the surrounding setting *must be quantified*. For example, rather than statements like "the view to the horizon," the discussion must include statements such as "all parcels directly adjacent to the roadway" or "all properties within 500 feet of the limits of the current ROW" to avoid ambiguity. However, requiring a standard length of a corridor or segment necessary to possess or convey

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<sup>788</sup> Ibid, 44-45

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significance is not an appropriate approach to evaluation as all segments and corridors vary and possess different character-defining features depending on the original design and aesthetic of the road. Instead, a more appropriate approach, as outlined in some statewide historic highway surveys and Route 66 listings, is that the segment must be long enough to convey the experience of driving a historic road. As noted in the Arizona Route 66 MPD, the segment "should be of sufficient length to preserve the feeling and setting of a continuous road...an ideal would be an uninterrupted view down the road to the horizon."<sup>789</sup> This should be specifically defined when writing a synopsis of the historic roadway using feet or miles for distance instead of stating "view to the horizon" or "everything in sight distance" as this is ambiguous and subject to change over time.

### **(b) Association**

Association is the direct link between the important historic event or person and a historic property. Integrity of association is retained if the property is the place where the event or activity occurred and is sufficiently intact to convey that relationship to the observer. Association requires the presence of physical features that convey a property's historic character.<sup>790</sup> Association is demonstrated by retention of a combination of elements such as setting, feeling, use of adjacent properties, width, alignment, vegetation in the ROW, and presence of historic features such as bridges, culverts, and signage that show the visible link to the era or program. Because feeling and association depend on individual perceptions, their retention alone is never sufficient to support eligibility.

### **(c) Location**

Location is an aspect integral to NRHP eligibility under *Criterion A*. Location is particularly crucial for conveying *Criterion A* significance for roads that follow traditional or established routes (e.g., stage routes and mail routes).

### **(2) Criterion B**

When considering integrity under *Criterion B*, one must determine the individual's direct association with a road and that the road best represents their contributions to history. Integrity of a majority of the seven aspects is required.

### **(3) Criterion C**

#### **(a) General road requirements**

To be listed in the NRHP under *Criterion C*, a road should possess engineering or design significance recognizable to the period of significance. "All properties change over time. It is not necessary for a property to retain all its historic physical features or characteristics"; however, it should retain "the essential physical features that enable it to convey its historic

<sup>789</sup> Teri Cleeland, *Historic US Route 66 in Arizona*, National Register of Historic Places Multiple Property Documentation Form (Washington, D.C.: National Register of Historic Places, National Park Service, 1988).

<sup>790</sup> *How to Apply the National Register Criteria for Evaluation*, 12.

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identity.<sup>791</sup> Examination of plan sheets and past transportation-related nominations and survey reports resulted in a concise list of possible character-defining features of a historic road. Please note that these features should date from the period of significance to be contributing, mere presence of these features does not necessarily mean a roadway is historic:

1. Width of pavement
2. Surface material
3. Alignment
4. Striping
5. Markers
6. Road signage
7. ROW width
8. Bridges and culverts
9. Sidewalks
10. Roadside parks
11. Landscaping
12. Guardrails
13. Retaining Walls
14. Fencing
15. Toll booths or border crossing (state or national) checkpoints
16. Lighting
17. Weigh stations or inspection stations
18. Surrounding setting (adjacent property use, vegetation, and transportation-related properties, including but not limited to motels/hotels, gas stations, drive-ins, auto dealerships, restaurants, and designated stops)

Roadway and ROW width, striping (or lack thereof), alignment, and to a lesser extent, the surrounding setting, provide key character-defining features that should retain enough integrity to convey the experience of driving a historic road. Absence of road signage and markers does not preclude eligibility of the corridor or segment, but their presence would enhance the historic feeling of the roadway. Similarly, adjacent roadside related properties do not have to be present for a road to be historic, but they may serve to enhance the historic roadway if they date from the period of significance and retain integrity.

Bypassed segments of roadway still in use by local auto traffic are more likely to demonstrate engineering elements from the period of significance due to lack of alteration or modernization. These are usually city streets or county roads not

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<sup>791</sup> Ibid, 46.

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under control of the department of transportation and therefore not required to meet the more stringent safety standards enforced by the FHWA.

Integrity of location, design, materials, and workmanship should be retained to a level sufficient to convey a historic road under *Criterion C*.

(i) *Location*

Location is generally the most commonly retained feature of historic roads in Texas. Historic maps and construction plan sheets prove invaluable to determining the original road alignments. If any realignment has occurred, it is usually at one or both ends of a road segment. Realignment of the road diminishes integrity of location, particularly if the majority of a segment, the entire segment, or major curves that would have historically followed property lines have been realigned or abandoned. Part of the significance of historic roads, particularly in the late nineteenth and early twentieth centuries, rests with the road alignment along property boundaries, usually creating a road with sharp curves and angles instead of a straight line. These segments often form isolated, interrupted segments distinctly separated from other sections by larger, later roadways that bypassed them to create straighter lines. In some cases, a long historic roadway may be bisected once or twice by Interstates or another intrusive road, yet retain eligibility as a discontinuous historic district.

(ii) *Design*

Historic pavement width, striping (or lack of), alignment, and ROW width would generally need to be intact, though there are allowances for minor widening of a historic roadway.

Minor widening would not negatively impact the integrity of a roadway, but the definition of what constitutes a minor widening will vary depending on the roadway. Minor widening for Texas roads is usually represented as 4 feet or less added to the original width. The addition of 2-foot-wide shoulders on each side of the roadway is a standard widening for roads under state control in Texas, as evidenced by current and past projects. This slight widening would generally allow roadways to retain the width necessary to retain integrity. In contrast, more than doubling the pavement width of a roadway will most always be considered adverse to its integrity.

Many roadways were not striped when they were constructed as they were composed of gravel, were not wide enough, or lacked sufficient travel density to necessitate lane markings. Striping becomes necessary as roadways are widened or become more heavily used. Center line and edge striping do not preclude eligibility of a segment. However, striping to separate multiple lanes of traffic that extend the roadway beyond the acceptable width outlined above would adversely affect the design, feeling, and setting of the roadway.

The threshold for changes to ROW width as it relates to integrity should be considered on a case-by-case basis as it relates to the historic roadway. The same is true for pavement width. The proportional relationship between

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pavement width and ROW width should remain as it did during the period of significance for the roadway. ROW width can be determined using plan sets or visual cues such as fencing or utility lines.

If research shows that sidewalks were present during the period of significance, they should remain extant. Sidewalks built after the period of significance, such as for a large-scale enhancement project, detract from integrity of workmanship (as well as design, feeling, and setting) of the road.

Curbs in urban areas are utilized for both drainage and safety purposes as they guide water to drainage outlets and prevent vehicles from leaving the street. As such, they are integrated into the construction of the road itself. Curbing at corners is rarely intact due to damage from vehicles, street widening, Americans with Disabilities Act (ADA) ramp improvements, sidewalk replacements, and curb cuts for parking lots.<sup>792</sup> There are groups of curbs that are eligible for NRHP status as contributing elements of historic districts, such as in the city of Fort Worth (blue and white WPA-era curb tiling) and cities where the height ratio of the curb to sidewalk to building is character-defining, as in Linden. These could be contributing to a historic road if they retain integrity.

*(iii) Materials*

Pavement is transient in nature and maintenance and upkeep is expected, as discussed in the Route 66 nominations. Original surfacing is the least likely original material to be retained. However, changes to original surfacing may be acceptable as surfacing is not a crucial feature necessary to convey significance. Therefore, the pavement itself need not be character-defining. An exception could be that if a road was historically paved with bricks that are still in good condition, then brick pavement could be a character-defining feature of a roadway.

Bridges and culverts should date from the period of significance and retain their historic design and materials. Evaluation of any remaining road signage or guard rail is necessary; however, as previously noted, absence of road signage and markers from the period of significance does not preclude eligibility of the corridor or segment; their presence may enhance the historic feeling of the roadway. Electronic traffic and railroad signals were not developed until the 1930s, but the presence of these features along a roadway today do not necessarily detract from a historic roadway's significance if they are minor in scale and number.

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<sup>792</sup> Knight and Associates, *Reconnaissance Level Survey of Multiple Intersections in the Houston District for ADA Curb Ramp Improvements*. TxDOT, 2011. And *Survey Report for the 5000 Block and 5100 Block of Broadway Avenue, Galveston, Galveston County, TX*. TxDOT, 2003.

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(iv) *Workmanship*

Integrity of workmanship is not easily applied to an entire road due to expected changes such as re-paving and minor widening. However, if bridges and culverts within a road segment are significant for the artisans' labor or skill (e.g. masonry), then they should retain the original design and materials to convey workmanship.

(b) *Additional road subtype registration requirements*

(i) *County and local roads in the nineteenth and early twentieth centuries*

To be eligible for the NRHP under *Criterion C*, a road of this subtype should possess significance and integrity as presented above. In addition, to retain integrity it should possess the following:

- A narrow width (less than 20 feet) of pavement or even have gravel surface
- A narrow ROW (less than 40 feet)
- Setting as it was historically for at least 50 percent of the segment
- Alignment following land parcels

Bridge types may include:

- Wooden bridges
- Truss bridges
- Fords (low water crossings)

(ii) *Named auto trails*

To be eligible for the NRHP under *Criterion C*, a road of this subtype should possess significance and integrity as presented above. In addition, to retain integrity a road of this subtype should possess the following:

- A narrow width of ROW (less than 50 feet)
- Narrow pavement (less than 25 feet)
- Culverts, bridges, or other drainage with integrity from the period of significance
- Sidewalks (including same width and materials as the period of significance) if originally present in urban areas
- Signage or painted stripings from the period of significance such as seen on the Bankhead Highway

Bridge types may include:

- Some truss bridges
- Small scale concrete slab bridges
- Concrete arch bridges

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*(iii) Early development of the THD and U.S. Highway system*

To be eligible for the NRHP under *Criterion C*, a road of this subtype should possess significance and integrity as presented above. In addition, to retain integrity, a road of this subtype should possess the following:

- Pavement width and ROW width from the period of significance (these measurements can vary depending on location and original design intent but were standardized to generally less than 24-foot pavement in less than 120-foot ROW)
- Drainage structures with high integrity (may contain technological advances that were important such as changes in elevation for drainage)
- Federal aid project markers may be present at ends of segments
- Standard culverts: concrete box, concrete or iron pipe, concrete or stone slab with masonry substructure

Bridge types may include:

- Include early experimental prototypes
- Standard plans including: timber trestle, concrete slab, concrete girder, steel beam, pony truss, through truss

*(iv) Texas roads in the Great Depression and World War II*

To be eligible for the NRHP under *Criterion C*, a road of this subtype should possess significance and integrity as presented above. In addition, to retain integrity a road of this subtype should possess the following:

- Great Depression:
  - Location that takes advantage of scenery (aesthetics rather than engineering) if the road's location, alignment, and setting was consciously designed with aesthetics in mind
  - Depression-era materials (usually masonry) that also retain aspects of good workmanship (unaltered or minimally altered)
  - Hand-skilled labor should be intact and visible (workmanship)
  - Parks may be present alongside/in the ROW; if present during the period of significance, they must remain extant and also retain integrity to reflect the time period; some roads were sited to take advantage of scenery and overlooks, with surrounding natural environment integrated into the overall design concept
  - Rustic materials such as wooden guardrails
  - Wooden signage may be present
  - Bridges may have masonry components in the substructure or superstructure

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- World War II:
  - Only designated defense highways received improvements so must be designated
  - Structure improvements (pavement, culverts, bridges) demonstrating upgrades during that period
  - Pavement width and ROW width from the period of significance (these measurements can vary depending on location and original design intent, but ROW increased to 200 feet where possible)
  - Bridges:
    - Exhibit standard design plans
    - Many with as little steel as possible, new designs for bridges from restriction of materials
    - Bailey truss (none extant)
    - Multiple box concrete
    - Concrete girder
    - Timber trestle
    - Concrete or masonry arch

(v) *Post-World War II and network developments*

To be eligible for the NRHP under Criterion C, a road of this subtype should possess significance and integrity as presented above. In addition, to retain integrity a road of this subtype should possess the following:

- ROW width and pavement width from time period when the state first took over or was constructing the roadway; these types demonstrate wider widths than any other type of roadway
- Exemplify the design characteristics of the standards used when constructed or first improved by the state

**Bridges**

- From the time period of first improvement by the THD should be retained and not further widened since the period of significance
- Concrete pre-stressed spans
- Use of new materials such as neoprene
- Variable depth concrete slabs
- Concrete pan formed girder

## 2. Bridges

### A. General information – all bridge types