

III.1. NATIONAL REGISTER EVALUATION CRITERIA

To be eligible for inclusion in the National Register of Historic Places (NRHP), a historic-age resource must meet at least one of the four National Register Criteria and retain sufficient integrity to convey its significance. The following discussion defines the significant historical themes and associations set forth in the historic context for the development of highways in Texas and applies them to appropriate National Register Criteria. To possess significance under any of the National Register Criteria as part of this historic context, a resource must be associated with one or more of these themes.¹⁰⁹⁴ In addition, a resource must possess sufficient integrity to convey that significance. The degree to which a resource must retain integrity depends upon the property type and the reasons it is significant under any of the National Register Criteria. The *Registration Requirements* section of the report provides additional information regarding integrity requirements for each property type.

CRITERION A

As defined by the National Park Service (NPS), historic resources may be eligible for listing in the National Register under Criterion A if they are “associated with events that have made a significant contribution to the broad patterns of our history.” For each time period within the context of the development of highways in Texas, the specific events and themes listed below are considered significant. Each theme is significant in its own right; although older themes may be rare, they are not necessarily more significant than recent trends, which often were common but had drastic and wide-ranging impacts upon the built environment. In order to meet National Register Criterion A, a resource must be associated with one or more of these events or themes and possess significance for that association. Furthermore, the resource must display physical features that are capable of illustrating the association with the significant historic event or theme.

EARLY TEXAS ROADS AND TRAILS: 1700–1880

The historic context identifies significant themes within the period from 1700 to 1880 including:

- The development of Spanish missions that influenced early road patterns and subsequently affected the development of the named highways;
- Cattle trails, used to drive cattle to markets, that later evolved into named highways;

- The development of stagecoach routes along trails that influenced transportation patterns and the subsequent construction of the named highways; and
- Early construction of railroads along paths that played such a critical role in the alignments of future named highways.

It is anticipated that few, if any, extant resources associated with these themes will be identified adjacent to the highway during the field survey. If identified, these resources may be eligible under Criterion A in the area of Exploration/Settlement or Transportation.

COUNTY ROADS AND THE GOOD ROADS MOVEMENT: 1880–1916

During the period from 1880 through 1916, significant themes include:

- Continued development of the railroad network, which influenced the alignments subsequently chosen for the construction of future named highways;
- The discovery of oil in Texas, which provided a source of low-cost fuel for automobiles and which contributed to the development of the road network that supported the movement of raw materials, equipment, and labor to oil fields;
- The important role that county governments played in the early development of the road network by issuing bonds to fund the construction of roads at the county level;
- The organization of the Good Roads movement and the creation of highway associations that lobbied government officials for better roads and highways and generated greater interest in and support for roads to the general public; and
- Early roadway planning inspired by the City Beautiful Movement and the advent of City Master Plans by landscape architects and urban planners.

INITIATION OF THE HIGHWAY SYSTEM: 1917–1932

Themes that shaped the context of highway development from 1917 to 1932 are as follows:

- Training and mobilization for World War I that relied heavily on the construction of improved roads to access military installations and accommodate military convoys;
- The establishment and early road-building activities of the Texas Highway Department;
- The continued influence of highway associations to promote the construction and use of named highways;
- The new role that the state played in the development of a statewide network of highways that improved highways and ensured more consistent quality;

- The growing importance of professional trained and educated engineers in the development of innovative and standardized roadway designs and the use of higher quality and more durable materials to build highways and roads throughout the state;
- The use of state and federal funds as a new revenue source to construct highways integrated into the emerging state and federal highway systems;
- The increase of tourist travel using automobiles along the new state highway system and the development of new types of businesses and architectural forms catering to motorists that changed the physical character and landscape along many segments of the road, especially in more urban settings;
- The segregation of highway-oriented tourist facilities in the South in the Jim Crow era;
- The development of roadside landscaping and state parks; and
- The growing popularity and implementation of urban plans that attempted to control growth, development, and land-use patterns using tools such as zoning.

DEPRESSION, MOBILIZATION, AND WAR: 1933–1944

Themes that played a significant role in the historic context of highway development from 1933 to 1944 are:

- The effects of the Great Depression on the development of the highway system;
- The use of labor-intensive work-relief programs, such as the WPA, to construct and improve roads, roadside parks, and state parks;
- Rising automobile tourism along the named highways and the continued development of new architectural forms along roadsides;
- The Texas Centennial celebration, which drew tourists along the named highway and spurred construction of fairgrounds and tourist amenities, as well as landscaping, to beautify the roadside for the tourist influx;
- The segregation of highway-oriented tourist facilities in the South in the Jim Crow era;
- The use of commemorative markers along roadsides to inform travelers about the state's history and promote the Texas Centennial celebration;
- Mobilization in the late 1930s prior to World War II that resulted in the improvement of road/highway networks serving established and new military installations and industrial defense plants;

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- Improvement of the highway network to support the war effort facilitating the movement of troops, goods, and war materiel; and
- Economic factors and rationing affecting the supply of gasoline and tires during the Depression and World War II.

POSTWAR ROAD EXPANSION: 1945–1956

Major themes within the historic context of highway development from 1945 to 1956 were:

- Military expansion at installations along named highways during the Cold War era;
- Continued operation of military-industrial complexes along named highways;
- Development of a farm-to-market road system linking rural areas with major markets and urban areas via improved primary and secondary highways;
- A growing middle class with more discretionary funds and vacation leave taking more automobile trips;
- The segregation of highway-oriented tourist facilities in the South in the Jim Crow era;
- Oil industry expansion, which spurred population growth and development along named highways;
- Suburbanization encouraged by the ease of commuting along the developing highway system;
- Increased traffic contributing to congestion along the named highways, especially in urban areas;
- The introduction of new highway designs and concepts, such as limited-access expressways or freeways, to improve safety and the flow of traffic;
- The advent of interregional highways as a precursor to the Interstate Highway System; and
- The growth and corporatization of the tourist industry, including the construction of corporate chain gas stations, hotels, and restaurants along named highways.

EFFECTS OF THE INTERSTATE HIGHWAY SYSTEM: 1957–1980

From 1957 through 1980, significant themes within the context of Texas highways included:

- The beginning of the Interstate Highway System;
- The incorporation of some segments of the named highways into the Interstate Highway System and the changing role of those other segments within state and local transportation patterns. As the Interstate Highway System was constructed,

older alignments passing through downtowns often became business routes;

- Redevelopment patterns along roadsides in urban areas and new uses for older buildings;
- The expanded role of the federal government in the funding, designing, and overseeing of highway construction;
- The rise of trucking and industrial growth along highways and the resulting effects on land-development patterns;
- Continued growth and corporatization of the tourism industry, including the construction of corporate chain gas stations, hotels, and restaurants along the interstates that bypassed or supplanted the named highways;
- The segregation of highway-oriented tourist facilities in the South in the Jim Crow era;
- The decline of the tourism economy in towns bypassed by the interstate;
- Early development of heritage tourism efforts associated with the advent of travel trails during the 1960s;
- Economic concerns regarding travel and gas shortages in the 1970s; and
- The development of large-scale amusement parks and tourist attractions along interstates that closely followed the path of named highways.

CRITERION B

National Register Criterion B recognizes resources “that are associated with the lives of significant persons in our past.” Although the historic context of highway development in Texas identified a number of significant individuals, it is unlikely that any of these individuals will have a direct link to roadside properties identified along historic named highways in Texas. Likewise, while some resources along the roadside may be associated with individuals who are significant within a different historic context, it is unlikely that these individuals will be significant within the context of highway development. Consequently, this study does not anticipate that it will identify resources that are eligible for the National Register under Criterion B along the historic named highways.

CRITERION C

The National Park Service defines resources that meet National Register Criterion C as those “that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.” Significant roadway segments, bridges, and

related structures may be eligible under Criterion C in the area of Engineering. Roadside buildings, like hotels, motels, or gas stations, that exemplify a recognizable architectural style may be eligible under Criterion C in the area of Architecture. Criterion C is applied most often to individual buildings and structures, but it also may apply to a historic district. Within the context of highway development in Texas, historic districts eligible under Criterion C may include groupings of auto-oriented resources and/or tourist-oriented resources that possess cohesive qualities of design although they lack individual distinction. Such historic districts likely would be eligible for listing under Criterion C in the area of Architecture or Community Planning and Development.

CRITERION D

National Register Criterion D applies to resources “that have yielded or may be likely to yield, information important in history or prehistory.” This criterion typically applies to archeological sites. Because the scope of this study is limited to above-ground historic resources, identified resources will not be evaluated for their significance under Criterion D.

NATIONAL REGISTER CRITERIA CONSIDERATIONS

The National Register Criteria ordinarily exclude the following resources from listing:

- Cemeteries, birthplaces, or graves of historical figures;
- Properties owned by religious institutions or used for religious purposes;
- Buildings or structures that have been moved from their original locations;
- Reconstructed historic buildings;
- Properties that are primarily commemorative in nature; and
- Other properties that have achieved significance within the past 50 years.

However, National Register Criteria Considerations state that such properties will qualify if they are integral parts of districts or conform to the following criteria:

- A. A religious property deriving primary significance from architectural or artistic importance. However, it is unlikely that religious properties will be evaluated under the context of historic highways in Texas.
- B. A building or structure removed from its original location but which is significant primarily for architectural value, or it is the surviving structure most importantly associated with a noteworthy person or event of the past.

- C. A birthplace or grave of a historical figure of outstanding importance if there is no other appropriate site or building directly associated with his or her productive life. However, it is unlikely that birthplaces will be evaluated under the context of historic highways in Texas.
- D. A cemetery that derives its primary significance from graves of persons of transcendent importance, from distinctive design features, or from association with historic events. However, it is unlikely that cemeteries will be evaluated under the context of historic highways in Texas.
- E. A reconstructed building, when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived.
- F. A property primarily commemorative in intent of design, age, tradition, or symbolic value that has invested it with its own historical significance.
- G. A property achieving significance within the past 50 years if it is of exceptional importance.

¹⁰⁹⁴ The scope of this study is limited to assessing significance associated with the development of highways in Texas. Resources located along the highway may possess significance for their association with other historic contexts that are outside the scope of this study, such as commercial development at the local level. In these instances, further research and development of the associated historic context will be required to fully evaluate the NRHP eligibility of the resource.

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III.2. PROPERTY TYPES AND REGISTRATION REQUIREMENTS

The road-related historic resources that are adjacent to and closely associated with the operation of the Bankhead and other named highways include a broad range of buildings, structures, sites, and objects that are tangible links to the rich history of these roadways. These resources exhibit varied physical characteristics and associative qualities and are best understood by being grouped into categories, which the National Park Service (NPS) defines as “Property Types.” Each category within this classification system relies on the unique features and attributes (massing, form, materials, use/function, etc.) that distinguish it from other kinds of resources associated with the historic named highways. Such a classification system enables historians to compare and analyze similar building types and to make recommendations for historic designation at the national, state, or local level. This system is consistent with NPS guidelines and further supports assessments for listing in the National Register of Historic Places (NRHP), a federal designation with important consequences for road-building and other projects that utilize federal undertakings.

This chapter defines the property types to be found along the historic named highways. Each property type category discussion includes three components. The first section (Description) defines the property type and subtypes and describes and illustrates its character-defining features and original/historic use and function. The evolution of the forms and architectural styles of different buildings over time is described in this section. The level of retention of the character-defining features is crucial for the integrity discussion of each resource.

The second section (Significance) examines how these kinds of historic properties possess significance for their association with historic Texas highways. Significance can be derived from their physical characteristics, quality of design, or from their associations with important historical events, trends, or individuals from the past; or their potential to yield important information about history. The significant themes that are listed under each property type correspond directly with the themes set forth in the historic context and the National Register Evaluation Criteria sections of this document (Sections I.1 – I.7 and III.1, respectively). The statewide historic context provides detailed information regarding each of these themes.

The final section of this chapter (Registration Requirements) describes what conditions must be met for a building in this property type category to be eligible for inclusion in the NRHP using the National

Register Criteria for Evaluation. The Registration Requirements provides a consistent benchmark for evaluating historic significance and physical integrity. These Registration Requirements are defined in relation to the historic context of highway development in Texas. Different requirements may be necessary to evaluate the NRHP eligibility of a resource within a different historic context or a different region – even if the property type is the same. Consequently, the significance statements below address National Register Criteria A and C only; assessing significance under Criterion B requires case-by-case evaluation of individual resources against their local historic context. In addition, the research potential (Criterion D) of the resources associated with the development of the named highways is not considered for the purposes of this study. This criterion typically is used for archeological-based studies, and this report deals exclusively with non-archeological properties, as stipulated in the scope of work.

INDIVIDUAL RESOURCES

The following types of individual resources are likely to be found along historic named highways in Texas (see bullets below). For clusters of these resources, refer to the discussions found later in this document that evaluate historic districts and historic road corridors.

- Commercial Buildings
 - Lodging
 - Subtype: Hotels
 - Subtype: Tourist Homes
 - Subtype: Campsites
 - Subtype: Tourist Courts
 - Subtype: Trailer Parks
 - Subtype: Motels
 - Subtype: Highway Hotels
 - Dining Establishments
 - Subtype: Restaurants
 - Subtype: Farm Stands/Food Stands
 - Gas Stations
 - Subtype: One-part of Two-part Commercial Block
 - Subtype: House and House with Canopy
 - Subtype: Box and Box with Canopy
 - Subtype: Oblong Box and Oblong Box with Canopy
 - Subtype: Oblong Box with Drum
 - Subtype: Programmatic or Mimetic
 - Gas Station Company Affiliations
 - Auto Sales and Service
 - Subtype: Auto Dealerships
 - Subtype: Auto Parts Stores
 - Subtype: Auto Repair Shops

- Bus Stations
- Commercial Signage

COMMERCIAL BUILDINGS

Description

As the design of highways evolved, so did the design of roadside commercial buildings. In the early era of county roads and named highways (until ca. 1932), most roads traveled through existing downtown commercial centers. Preexisting commercial buildings took the form of commercial blocks, with buildings built to the lot line and sharing party walls with neighboring buildings. The open, rectangular form of these downtown commercial buildings was very flexible and could accommodate a variety of commercial uses. In fact, a restaurant, an auto parts store, or even a hotel could be housed in a nondescript one-part or two-part commercial block. Even the earliest filling stations simply were standard commercial building forms with gas pumps placed outside.

As highway construction accelerated with the increase of federal funding during the interwar period (1918–1941), the introduction of new commercial building forms that accommodated the automobile began to appear along the roadside at the fringes of downtowns and along the linear highway corridors. These building forms typically were set back from the road to allow surface parking in front. In addition, they often included physical features that accommodated cars, such as drive-through canopies or large bay openings with overhead doors. As speed limits increased and cars traveled faster, signage became increasingly important. Tall and prominent signs (either free standing or attached) with bright colors and lighting advertised commercial buildings to approaching motorists at a distance.

In the postwar era of the late 1950s, and particularly following the advent of the Interstate Highway System, highways began to bypass congested downtowns and older roadside strips. Commercial buildings along interstate highways took roadside advertising to new heights (literally and figuratively), using neo-expressionist architectural forms that sometimes turned the building itself into signage. As this trend affected the highway landscape, businesses in downtowns and older roadside strips that had been bypassed struggled to remain viable, and, in many instances, commercial buildings were remodeled in order to project an image that catered to local or neighborhood clientele rather than highway travelers.

The following text analyzes how these trends affected the most common property types and subtypes that typically catered to intercity highway travelers. Each property type/subtype category includes a

series of photographs with accompanying captions that illustrate the character-defining features of each subtype, as well as its physical evolution over time. Each subtype is roughly linked to the periods of time that are discussed in the historic context (Sections I.1–I.7). However, these are not intended to be perceived as hard and rigid time limits; rather, they delineate the years that best characterize observable patterns. Discernible trends often continued over a broader and more extended period of time, especially in smaller towns or rural areas. As a result, it is common to find examples in the field that do not fall exactly within these time periods, which does not necessarily detract from their significance. Moreover, because the examples included in the report are derived solely from the field survey of the Bankhead Highway, some time periods are blank for selected subtype categories. The lack of specific examples does not necessarily mean that the subtype was not in use during the time period; only that surveyors did not identify extant examples along the Bankhead Highway for this project. Examples may be identified through future fieldwork of other historic Texas highways.

The property types and subtypes within the Commercial Buildings category are as follows:

- Lodging
 - Subtype: Hotels
 - Subtype: Tourist Homes
 - Subtype: Campsites
 - Subtype: Tourist Courts
 - Subtype: Trailer Parks
 - Subtype: Motels
 - Subtype: Highway Hotels
- Dining Establishments
 - Subtype: Restaurants
 - Subtype: Farm Stands/Food Stands
- Gas Stations
 - Subtype: One-part of Two-part Commercial Block
 - Subtype: House and House with Canopy
 - Subtype: Box and Box with Canopy
 - Subtype: Oblong Box and Oblong Box with Canopy
 - Subtype: Oblong Box with Drum
 - Subtype: Programmatic or Mimetic
- Gas Station Company Affiliations
- Auto Sales and Service
 - Subtype: Auto Dealerships
 - Subtype: Auto Parts Stores
 - Subtype: Auto Repair Shops

- Bus Stations
- Commercial Signage

The analysis of property types and subtypes is followed by a discussion of the NRHP criteria under which a commercial building may be significant, as well as registration requirements that apply to all described property types and subtypes in the Commercial Buildings category.

Lodging

As vehicular transportation improved and gained popularity during the early twentieth century, road trips along named highways spurred the development of entirely new types of business that catered to an increasingly mobile public in need of temporary shelter and lodging. Deeply rooted in the tradition of inns and stagecoach stops that provided accommodation to weary travelers, these new auto-related businesses began as modest operations that offered the most basic services for the growing number of motorists touring the state and nation. Initially, travelers used hotels and boarding houses (typically located near railroads or depots) as primary locations for temporary lodging or sometimes simply camped by the roadside. As vehicular traffic increased, residents in communities and in rural areas provided opportunities for lodging and meals to travelers. Once the roadway was paved, carts and wagons made way for automotive traffic, and more formalized lodging became available to a new and rapidly growing consumer demand. The evolution of architectural forms of these businesses followed a pattern that augmented and expanded upon railroad-era hotels and boarding houses and eventually led to the development of such new building types as auto camps/tourist homes, cabin camps, cottage courts, motor courts, and more recently the motor inn and highway hotel.¹⁰⁹⁵

Subtype: Hotels

Background

In the late nineteenth century, hotels dominated the lodging industry in cities both large and small. These establishments were often located near rail depots, anchored one end of a downtown block, catered to salesmen and other railroad travelers, and were distinctive landmarks in any community. Since hotels existed long before the automobile era, they initially lacked areas for hotel guests to park their vehicles, and patrons in the early years of named highways often used “distant livery stables or storage garages” for such purposes.¹⁰⁹⁶ (See *Table 10*.)

From the 1920s into the 1940s, hotel designs began to change in response to the increased number of patrons who used automobiles rather than trains to travel. Constructed on expensive land in urban

centers, the conceptual interior layout of these hotels did not change; however, the public spaces became larger and grander while the private rooms became smaller and better equipped (see *Table 10*). Many of the hotels from this period forward featured secondary automobile entrances, garages, and adjacent parking lots, but they still were located in or at the edge of congested business districts (see *Table 10*). Accordingly, they were sometimes difficult to reach, especially as the growing number of vehicles on the road and ensuing traffic congestion problems made travel problematic at certain times of the day.

To fend off later competition from motor courts and other auto-oriented lodging businesses, hotel operators often promoted their safer and more luxurious accommodations, using advertising to inform potential customers of fireproof construction and amenities such as in-room baths and ceiling fans. Frequently designed by architects, these hotels often featured elaborate and sometimes ostentatious embellishment and ornamentation that reflected fashionable tastes in architectural styles, movements, and trends at the time of their construction. (See *Table 10*.)

Character-defining Features across All Time Periods

- Located along a major transportation route at time of construction (railroad or highway).
- Situated within the historic downtown/city center or at the edges of downtown.
- Often occupies a corner lot at an important intersection; sometimes encompasses a parcel that includes an entire city block.
- Multi-story construction with load-bearing masonry or steel-frame construction.
- Masonry exterior finish.
- Two distinct zones that separate public functions from private lodging/quarters; public functions usually confined to ground floor and, if applicable, mezzanine level, with guest rooms in upper floors.
- Fenestration at street level front often with large display windows for retail and/or eating establishments.
- Signage at pedestrian level.
- Varying degrees of embellishment typically indicative of prevailing architectural trends in commercial design at the time of construction.
- Stylistic ornamentation usually displayed at entrance and at cornice, but sometimes on wall surfaces or around window and door openings.
- Often grand interior lobbies with elaborate interior architectural features.

- Wood sash windows, especially for pre-World War II era; metal-sash windows more common during the postwar period.

Character-defining Features within Defined Time Periods

The bulleted list above identifies some of the common attributes and qualities shared by all resources within the Hotel subtype category. *Table 10* presents examples that are representative of subtypes built within the major time periods discussed in the context. Each example notes some of the salient features typically associated with each subtype.

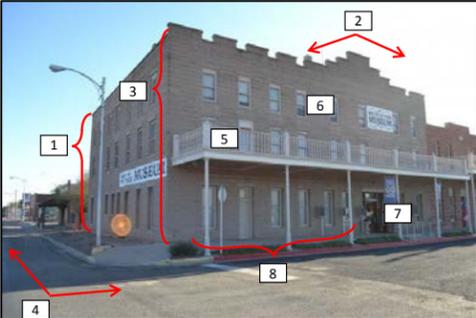
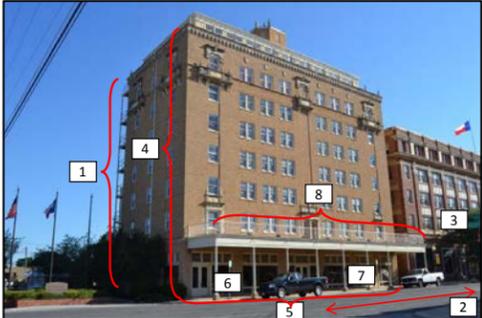
A more detailed discussion about the significance and registration requirements for hotels and all other commercial buildings is presented under *Significance* later in this section.

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Table 10. Hotel Subtypes by Time Period.

	County Roads and the Good Roads Movement: 1880–1916	Initiation of the Highway System: 1917–1932	Depression, Mobilization, and War: 1933–1944	Postwar Road Expansion: 1945–1956	Effects of the Interstate Highway System: 1957–1980
<p>Hotels</p>  <p><i>Orient Hotel, 120 E. 1st Street, Pecos, Reeves County, constructed in 1907. Distinctive features include multi-story massing, masonry construction, corner location near railroad, and two distinct zones of use/function.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> Two-Part Commercial Block form, similar to typical commercial architectural form of the period. Decorative parapet obscures what is presumed to be a flat roof; parapet often a visual element that is used to catch the attention of travelers and passersby. Load-bearing masonry construction; in this case, cast concrete construction. Front façade faces onto railroad that extended through the city. The later development of the Bankhead Highway crossed the railroad tracks at the same intersection, making this the most important intersection within the community. One-story canopy divides the pedestrian/public zone from the guest rooms and lodging; in this example, the canopy has a balcony with railing. Double-hung, wood sash windows. Primary entrance on front façade including distinctive architectural details. Fenestration pattern with a consistent rhythm. (This example was constructed in two stages, and the fenestration pattern reveals this phased physical evolution.) 	 <p><i>Hotel El Capitan, 100 W. Broadway Street, Van Horn, Culberson County, constructed in 1930. Distinctive features include the two- to three-story form; the sophisticated design by professional architects; and in-house amenities such as restaurant or dining area, a formal lobby, retail store(s), courtyard, and nearby parking facilities.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> Two-Part Commercial Block form; however, courtyard breaks the horizontal rhythm and uniform plane that typified commercial architecture from the pre-automobile era. Fronts onto highway and caters primarily to motorists, in contrast to hotels of the pre-automobile era that were located near railroad depots. Located at the fringe of the historic business district where land was less densely developed, but still within walking distance of downtown. Retail space on ground level front. Lighted signage on top, visible to drivers from a distance at night. More stylistic ornamentation, often reflecting design by a professional architect. Other amenities, such as air conditioning, in-house dining, and even courtyard (as seen in this example) to attract weary travelers. 	 <p><i>Connellee Hotel, 209 Main Street, Eastland, Eastland County, constructed in 1928. Distinctive features include the multi-story form, design by a professional architect, high-style architectural ornamentation, expansive lobby with grand scale and ornamentation, and prominent stature that can be seen from a distance.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> Two- or Three-Part Vertical Block form. Although not present in this example, some examples have a two- to three-story plinth supporting a central high-rise tower. Typically fronts directly onto highway that is accessible to and caters primarily to motorists. Located within the center of the historic downtown, often on a large parcel formerly occupied by older commercial buildings within the old business district. Steel-frame construction with masonry exterior finish. Brick is the most common finish but stucco, terra cotta, and cast stone are other popular exterior materials. Stylistic ornamentation typically present on ground level and on top floor, cornice or parapet. Prominent entrance on front façade. Retail space on ground level front, often with large fixed display windows. Canopy along the ground level that divides the public from lodging. 	 <p><i>Hotel at 230 N. Mesa Street, El Paso, El Paso County, constructed in 1938. Distinctive features include the two-part commercial block form, café at the ground floor, and metal casement windows. Stylistic influence and level of detail vary widely within this time period; some examples like this one have limited detail, while others may be high-style. Note that the façade of this example has experienced extensive alteration on the ground floor level.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> Two-Part Commercial Block form, although many other examples use the Two- or Three-Part Vertical Block form. Typically fronts directly onto highway that is accessible to and caters primarily to motorists. Located within the center of the historic downtown. Steel-frame construction with masonry exterior finish. Brick is the most common finish but stucco, terra cotta, and cast stone are other popular exterior materials. Metal-frame windows, typically operable. Retail space on ground level front, often with large fixed display windows. 	 <p><i>Statler Hilton, 1914 Commerce Street, Dallas, Dallas County, constructed in 1956. Distinctive features include the high-rise building form, integrated parking garage, and International Style architectural features such as the ribbon windows that wrap around the corners and cantilevered canopies at the ground level. In this era, hotels were built both along interstate highways at the edge of town and in downtowns seeking revitalization – like this one.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> Two- or Three-Part Vertical Block form. Typically fronts directly onto highway that is accessible to and caters primarily to motorists. Located within the center of the historic downtown, often on a large parcel formerly occupied by older commercial buildings within the old business district. Steel or concrete construction, with steel, concrete, and glass at exterior. Modern or International Style detailing at ground level. Integrated auto-oriented features, like parking garages. Although not seen on this example, a drive-through canopy or <i>porte cochere</i> often is present. 	

Subtype: Tourist Homes

Background

In the early days of automobile travel, before the advent of commercial motel and hotel chains, tourist homes were a popular alternative for overnight lodging. Tourist homes were private residences where the owners rented for compensation a small number of guest rooms as overnight accommodations for transient guests.¹⁰⁹⁷ A tourist home was distinct from a boarding house in that it provided short-term accommodations (as opposed to extended stay) for tourists and others traveling primarily by automobile.¹⁰⁹⁸ Generally, tourist homes were more prevalent in small towns that lacked motels and hotels.¹⁰⁹⁹ While not always located directly on a major highway, the lodgings were typically within a few blocks of the highway and usually in predominantly residential neighborhoods and on the fringe of downtown development.¹¹⁰⁰ In some instances, tourist homes might be located in the upper story of a commercial building in or near downtown.

Private homes that served as tourist homes rarely had features that distinguished them from surrounding houses or buildings. They exhibited the same architectural and stylistic features as other dwellings in the neighborhood or other commercial buildings. In some instances, they might have been identified by signage on the front lawn in the case of residences and/or on the building in the case of commercial buildings.¹¹⁰¹ In this way, tourist homes were identifiable to passersby. Travelers were also made aware of tourist homes via their listing in city directories and travel guides as well as newspaper and word-of-mouth advertisements. Tourist homes that no longer retain historic signage are difficult to identify. Therefore, primary source research utilizing city directories, travel guides, and Sanborn maps may be necessary to confirm that extant historic buildings served as tourist homes.

Tourist homes are also associated with segregation practices that were prevalent throughout much of Texas and the rest of the South and span virtually the entire time period covered by the historic context. African Americans typically had limited choices for lodging in the Jim Crow era, and acceptance was still slow after the passage of the Civil Rights Act of 1964. Tourist homes thus represent an important yet often overlooked aspect of the kinds of properties associated with the Bankhead and other historic named highways and are among the least documented, identified, and understood.

Since tourist homes were used for itinerant lodging since the dawn of automobile tourism, the kinds of residences that reflect this trend embraces a full spectrum of domestic architectural forms over an extended period of time. The diversity of the forms, materials, finishes,

and workmanship is so varied and complex that defining subtypes within this category is meaningless, especially because they are so difficult to identify. Moreover, they can only be identified through in-depth research and are not readily recognizable as a distinctive type of roadside architecture, despite their important contributions to local history. No tourist homes were identified during the field survey of the Bankhead Highway, although they are assumed to exist but only could be identified through in-depth research that is beyond the scope of this project.

A more detailed discussion about the significance and registration requirements for tourist homes and other commercial buildings is presented under *Significance* later in this section.

Subtype: Campsites

Background

Beginning around 1917, tourists in their cars traveled throughout the nation, setting up temporary, ad hoc roadside camps, and pitching tents on private property. In an effort to maintain order yet promote this inexpensive tourism that brought new revenues to local businesses, communities through which many of these tourists passed began setting up free camping facilities on the outskirts of towns around 1920. (See *Table 11*.)

Frequently located in publicly owned parks or on “vacant land near downtown business districts” and provided for free to travelers, these campsites included space for camping and parking, as well as restrooms.¹¹⁰² In some locations, concerns about public health in these camps soon led to a design and plan for several auto camps to be scattered throughout the park to lessen crowding in a small area. The guarantee of a safe destination caused these camps to become remarkably widespread and common. The camps also became the “object of considerable local pride,” and competition between towns led to the addition of extra amenities including “picnic tables, fireplaces, flush toilets, showers, sheltered eating and recreation areas, and even electrical hook-ups.”¹¹⁰³

Despite initial enthusiasm, fears of attracting transients soon led to the imposition of entrance fees, charging for firewood, and the limitation of the number of nights travelers could stay. Private operators quickly realized the possibility of financial rewards and began establishing private campgrounds by the mid-1920s.¹¹⁰⁴ In many locations, auto camps rapidly began to replace public campgrounds (see *Table 11*). According to John A. Jakle’s book *The Motel in America*, “fireplaces, picnic tables, coin-operated stoves in community kitchens, electrical outlets, electrical lighting, tent floors, and even tents were

provided.”¹¹⁰⁵ Commercial campsites continued to be common into the 1930s.

As more and more auto camps dotted the roadside landscape, competition within the fledgling industry grew even more heated, and owners began providing cabins for rent as an alternative to tent sites. In the 1930s, tourist courts began to replace tent campsites. Also, as the state park system developed throughout the 1920s and 1930s, travelers who preferred to camp opted for public campsites rather than commercial ones. (Refer to the discussion of Recreational property types for more information regarding state parks.)

Character-defining Features across All Time Periods

- Entrance gate or signage with distinctive physical features and detailing.
- Situated on the outskirts of the town at the time of construction; occupies a picturesque setting.
- Largely open landscaped public area, typically with manicured lawn and trees for shade.
- Internal circulation system of roads and paths leading to/from main entrance gate.
- Low fence or wall around the perimeter.
- Parking areas.
- Public restrooms.
- Other amenities typically associated with municipal parks, e.g., community hall, playground, picnic tables, or swimming pool.
- Other landscape features such as terracing, sidewalks, and fences.

Character-defining Features within Defined Time Periods

The bulleted list above identifies some of the common attributes and qualities shared by all resources within the Campsites subtype category. The popularity of campsites as a property type associated with the Bankhead and other historic named highways spanned only a brief time and extended into only two major time periods defined in the historic context. Examples of each subtype are presented in *Table 11*, which notes some salient characteristics and physical attributes of each subtype.

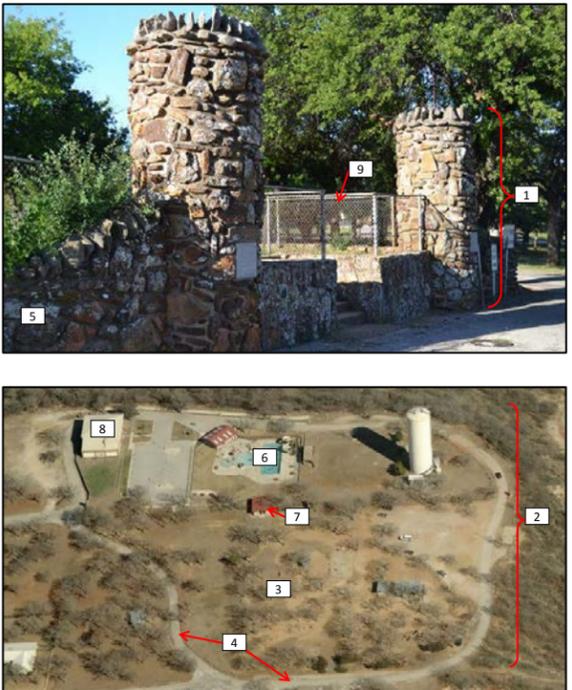
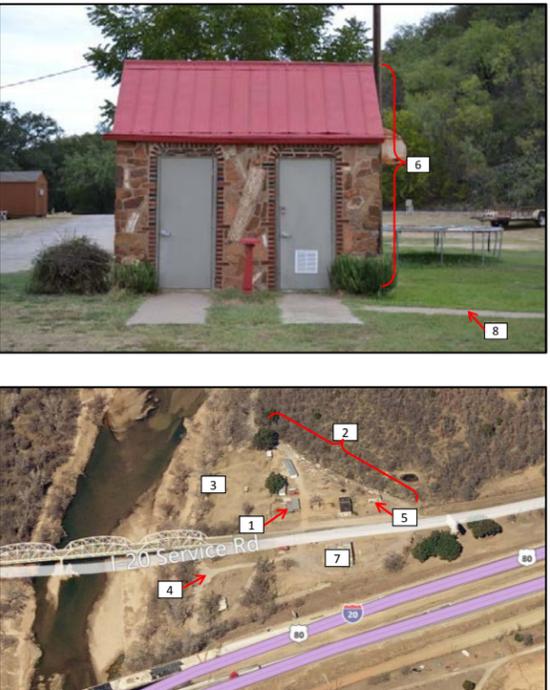
A more detailed discussion about the significance and registration requirements for campsites and other commercial buildings is presented under *Significance* later in this section.

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Table 11. Campsite Subtypes by Time Period.

	County Roads and the Good Roads Movement: 1880–1916	Initiation of the Highway System: 1917–1932	Depression, Mobilization, and War: 1933–1944	Postwar Road Expansion: 1945–1956	Effects of the Interstate Highway System: 1957–1980
Campsites		 <p><i>City and Tourist Park, Neblett Street, Eastland, Eastland County, constructed in 1925. Distinctive features include the rubble masonry walls, picnic tables, and restroom buildings. Note that the park no longer is used for camping.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Entrance gate or signage with distinctive physical features and detailing, in this case two towers constructed of rubble masonry. 2. Situated on the outskirts of the town at the time of construction; occupies a picturesque setting at the crest of a hill. 3. Largely open landscaped public area, typically with manicured lawn and trees for shade. 4. Internal circulation system of roads and paths leading to/from main entrance gate. 5. Low stone wall surrounds the perimeter. 6. Parking area located near amenities. 7. Public restrooms strategically located between the amenities, parking lot, and open landscaped public area. 8. Other amenities include a community hall near the main parking lot and picnic tables spread throughout the landscaped public area. 9. Other landscape features such as terracing, sidewalks, and fences. 	 <p><i>Brazos River Park and RV Park, IH 20 at the Brazos River, Vicinity of Millsap, Palo Pinto County, constructed ca. 1935. This example of a private campground features a permanent office building, stone restrooms, and a gas station and café, all arranged along the scenic bank of the Brazos River.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Permanent office building marks the main entrance to the site. 2. Situated in a rural location, this park occupies a picturesque setting overlooking the adjacent river. 3. Largely open landscaped public area in the optimal area, in this case closest to the river bank. 4. Internal circulation system of roads leading to/from the main entry. 5. Individual campsites and adjacent parking spots. 6. Public restrooms, in this case constructed of stone. 7. Other amenities include a gas station and café for use by traveling motorists and park guests. 8. Other landscape features such as terracing and sidewalks. 		

Subtype: Tourist Courts

Background

Tourist courts of the early highway era consisted of poorly constructed, un-winterized cabins, usually without furniture, which meant that campers were required to supply their own bedding. According to Jakle, cabins were arranged in order to “provide each guest with a parking place in front of or adjacent to his or her room.”¹¹⁰⁶ The cabins tended to be a “simple geometric box built on a rectangular or square floor plan and capped with a simple gable roof,” with bathrooms located in a separate building at the center of the site.¹¹⁰⁷ They were typically placed in various patterns, including row, row-on-row, “L,” crescent, and clustered, to have maximum visual impact when noticed from the window of a speeding car.¹¹⁰⁸ Many tourist courts also offered travelers amenities including service stations and restaurants, in addition to other businesses.¹¹⁰⁹

The flimsy construction of the cabins from this early period of the highway era led to quick deterioration of the buildings. As a consequence, tourist courts dating from the 1930s typically were more sturdy and winterized for continual business throughout the entire year. During this period, tourist courts were usually organized “geometrically around a central open space, or court.”¹¹¹⁰ In order to attract the most attention yet appear private and quiet, owners constructed their cabins away from the roadway, yet close enough to be seen by passing motorists. Cabins were usually constructed as separate buildings with cleared areas between them. (See *Table 12*.) Attached garages appeared after 1930, and it became common to find cabin-garage arrangements that were attached to form an individual roofline (see *Table 12*). Architecturally, cabins were constructed to look like little picturesque cottages or suburban houses, often decorated with inexpensive flourishes, such as wooden-picket sunbursts at the gables, shutters, and window boxes.¹¹¹¹ Styles reflected popular trends in domestic architecture, such as Mission Revival, Minimal Traditional, and Ranch (see *Table 12*). Public space was mostly outside, and the surface area not used for parking was landscaped to give the properties a more residential look.¹¹¹²

Tourist courts typically used a variety of forms and displayed prominent features to attract the attention of the traveling public. Examples include large canopies, bright colors, and giant signs that visually dominated the property grounds. Regional themes grew in popularity, and many tourist courts were crafted to look like “tepees, missions, adobe huts, or log cabins.”¹¹¹³ The focal point of the property was often a large building which contained the office, the owner’s residence, a café, and/or a gift shop. Serving as a space of transition between the highway and the accommodations, it was typically the closest building

to the road. According to Chester H. Liebs in *Main Street to Miracle Mile: American Roadside Architecture*, “this structure was commonly designed to emphatically communicate a tourist court’s particular selling theme – hence the biggest tepee in the camp, the windmill in the windmill motor court.”¹¹¹⁴

Character-defining Features across All Time Periods:

- Attached, semi-detached, or detached cabins.
- Cabins arranged in a variety of patterns for maximum privacy while maintaining visibility from the road.
- Attached garages or other adjacent parking areas.
- Landscaped outdoor public space.
- Sometimes include secondary buildings with offices, cafés, gas stations, and other roadside amenities.

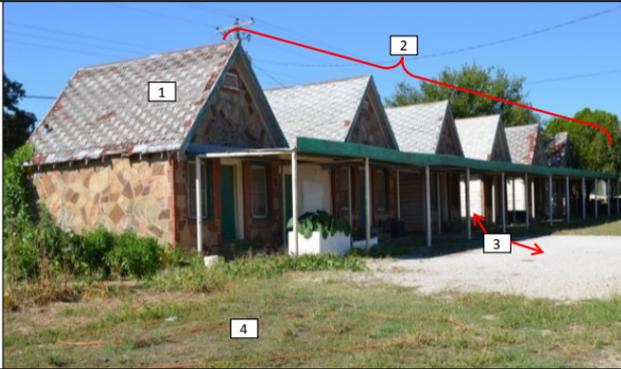
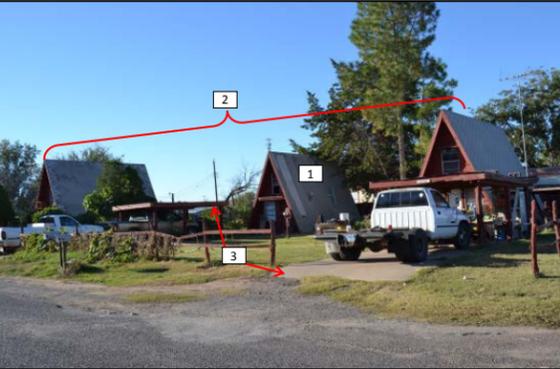
Character-defining Features within Defined Time Periods

The bulleted list above identifies some of the common attributes and qualities shared by all resources within the Tourist Court subtype category. *Table 12* presents examples that are representative of subtypes built within the major time periods discussed in the context. Each example notes some of the salient features typically associated with each subtype.

A more detailed discussion about the significance and registration requirements for tourist courts and other commercial buildings is presented under [Significance](#) later in this section.

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Table 12. Tourist Court Subtype by Time Period.

	County Roads and the Good Roads Movement: 1880–1916	Initiation of the Highway System: 1917–1932	Depression, Mobilization, and War: 1933–1944	Postwar Road Expansion: 1945–1956	Effects of the Interstate Highway System: 1957–1980
Tourist Courts		 <p>Example of a tourist court, W. Commerce Street/W. Main Street, Eastland, Eastland County, constructed ca. 1930. These detached stone cabins feature carports between each unit, some of which have been enclosed with wood siding.</p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Detached cabins with steeply pitched gable roofs and stone siding. 2. Cabins arranged in a linear pattern to maintain visibility from the road. 3. Carports integrated into the spaces between buildings, and other adjacent parking areas are also present. 4. Landscaped outdoor public space. 5. A secondary building, located separately from the semi-detached buildings, houses the office (not visible in picture). 	 <p>Tourist court at 307 El Paso Street, Sierra Blanca, Hudspeth County, constructed in 1939. Distinctive features include the semi-detached units, fieldstone masonry, and flat roofs. Note that some original garage door openings have been partially enclosed.</p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Semi-detached units with flat roofs and fieldstone masonry siding. 2. Units face each other and are arranged in two-bar shape for maximum privacy while maintaining visibility from the road. 3. Garages constructed in between individual units (enclosed in this example). 4. Each unit exhibits a wooden canopy covering the main entry. 5. Landscaped outdoor public space, originally planted with trees, in the center of the driveway separates each row of units. 6. Two secondary buildings, used as an office and a café, are located at each end of the units and face the street (not visible). 	 <p>Tourist court at 7087 Alameda Avenue, El Paso, El Paso County, constructed in 1948. Distinctive features include the Minimal Traditional Style and metal casement windows, applied to the earlier pattern of semi-detached cabins.</p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Semi-detached cabins with gable roofs and stucco cladding. 2. Minimal Traditional stylistic influences with metal casement windows. 3. Cabins arranged in a linear pattern utilize maximum amount of parcel space and maintain visibility from the road. 4. Parking spaces located in front of cabins. 5. Landscaped outdoor public space (not visible). 6. Secondary buildings with offices, cafes, gas stations, and other roadside amenities (no longer extant). 	 <p>Tourist court located at 3508 S. CR 1307 ½ in the vicinity of Odessa, Midland County, constructed ca. 1970. The A-frame form is indicative of the time period, but the spatial arrangement of detached cabins with carports between follows patterns established by earlier tourist courts.</p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Detached A-frame cabins with wood cladding. 2. Cabins arranged in a linear pattern along a private drive to maximize visibility from the road while maintaining privacy. 3. Carports are located between cabins, and additional parking is located in private drives at the entrance to each cabin. 4. Landscaped outdoor public space (not visible). 5. Secondary building, used as an office, located at entrance to private drive (not visible).

Subtype: Trailer Parks

Background

Trailer parks initially started in the 1920s as auto camps, or places for tourists to park overnight and camp, but evolved into a distinctive resource type. According to *California Mobile Home News*, “these parks were usually under 100 spaces, and typically provided bathrooms, showers, and utility hook-ups.”¹¹¹⁵ During the Great Depression, trailer parks became permanent living solutions for many families without other housing options. As with other roadside architecture, trailer parks were usually established where land was cheapest, which was typically on vacant land along major highway routes on the outskirts of towns.

World War II led to a surge of trailer parks as there was a sudden increase in demand for temporary housing for employees of defense plants and mines.¹¹¹⁶ This housing shortage led to the establishment of approximately 8,500 trailer parks across the United States by the federal government.¹¹¹⁷ Once the war was over, these trailer parks became inexpensive alternatives for temporary housing to accommodate the influx of returning veterans. In response to the new popularity of the trailer park, a manufacturers group was formed that provided developers with trailer park designs for new construction and led to standardization within the trailer park industry.

Trailer parks constructed in the 1960s and 1970s began providing larger spaces for new doublewide mobile homes and more amenities, including clubhouses, pools, shuffleboard, and a place to store recreational vehicles.¹¹¹⁸ (See *Table 13*.)

Character-defining Features across All Time Periods

- Parking spaces for trailers.
- Sanitary facilities.
- Utility hook-ups.
- Permanent clubhouse sometimes present.
- Pool sometimes present.

Character-defining Features within Defined Time Periods

The bulleted list above identifies some of the common attributes and qualities shared by all resources within the Trailer Park subtype category. *Table 13* presents examples of those that date from the only two time periods associated with this subtype category. Each example notes some of the salient features typically associated with each subtype.

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A more detailed discussion about the significance and registration requirements for trailer parks and other commercial buildings is presented under *Significance* later in this section.

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Table 13. Trailer Park Subtypes by Time Period.

	County Roads and the Good Roads Movement: 1880–1916	Initiation of the Highway System: 1917–1932	Depression, Mobilization, and War: 1933–1944	Postwar Road Expansion: 1945–1956	Effects of the Interstate Highway System: 1957–1980
Trailer Parks				 <p data-bbox="842 1419 1759 1530"><i>Trailer Park, El Paso Street, Sierra Blanca, Hudspeth County, constructed ca. 1950 (subsequently altered). Distinctive features include the low stone walls and the adjoining restaurant. Because the associated restaurant has been altered extensively, this example is no longer recommended to be eligible for the NRHP.</i></p> <p data-bbox="842 1560 1476 1721">Character-defining Features 1. A large asphalt-paved lot with parking spaces for trailers. 2. A detached building for sanitary facilities (not visible in photo). 3. Individual utility hook-ups. 4. Permanent clubhouse or restaurant present on premises. 5. Low stone walls delineate park boundaries.</p>	 <p data-bbox="1783 1419 2738 1530"><i>Lake Breeze Trailer Park, 826 S. 11th Street, Abilene, Taylor County, constructed ca. 1960. Although the trailers have changed with time, the sign, circulation pattern, and landscaping patterns date to the 1960s. This example provides the best, most intact representation of a typical trailer park documented along the Bankhead Highway and, as a result, is recommended to be eligible for the NRHP.</i></p> <p data-bbox="1783 1560 2592 1721">Character-defining Features 1. A circular drive with designated parking spaces for trailers along the perimeter. 2. A detached building for sanitary facilities (not visible in photo). 3. Individual utility hook-ups. 4. Permanent office located at entrance to park (not visible in photo). 5. A large sign located at the park entrance, designed to draw in the traveling public.</p>

Subtype: Motels

Background

Although the terms “tourist court” and “motel” are somewhat interchangeable, the motel subtype commonly refers to a linear building with a flat or hipped roof extending over a string of adjoined rooms, while tourist courts typically included individual cabins, often with their own plumbing and furnace. Long porches of motels enhanced the visual continuity of the building and sheltered open windows during bad weather. To maximize attention to traveling motorists, these long, low structures typically were laid out parallel to the highway following a pattern often used for the tourist courts that preceded them. At locations with narrow road frontages, owners still sought to exploit their highway exposure and arranged their less visible structures perpendicular to the road. However, they began to rely on free-standing signs with bold, bright designs to attract potential customers. As early as the 1920s, coffee shops, restaurants, or gas stations began to appear within the motel complex.¹¹¹⁹ (See *Table 14*.) The layouts often were organized around large courtyards, sometimes with swimming pools.

The postwar era witnessed increased usage of the word “motel” over the term of “tourist court.” Two-story buildings came into fashion in the 1950s (see *Table 14*). During this time, the architectural fancifulness that characterized tourist court design of the prewar era fell out of favor. Instead, new-generation roadside lodging design often exhibited a “stripped-down utilitarian functionalism,” and increasingly relied on distinctive and attention-grabbing signage to draw in tourists.¹¹²⁰

Motels continued to change as a distinctive building type along highway frontages, especially in metropolitan areas, near airports, and at new interchanges of outlying freeways in urban areas.¹¹²¹ Architects, builders, and motel owners developed and refined new ideas about the design, layout, and even operations of motels. By the late 1950s, they were substantially larger than those of the immediate postwar era, and they often included several multiple-story buildings arranged around a courtyard that focused on a swimming pool. The concept of the coffee shop began to evolve and soon expanded to include a full-service dining room, sometimes with an adjacent cocktail lounge. A few motels even contained banquet and meeting rooms. A small lobby replaced the registration desk and often included a magazine counter and gift shop. Guest rooms were larger and began to include air conditioning and televisions. The design of many motels began to place rooms back to back, leaving a center core for utilities. To increase efficiency and reduce costs, bathrooms of every four units in such a configuration were grouped at the intersecting corners.¹¹²² Doors and windows faced outside, and outer walkways served the rooms. Such design innovations

enabled motels to provide 150 to 300 rooms on lots that would previously only allow for 50 to 60 rooms.

The continued popularity and apparent success of motel signage as a way to increase occupancy and profits also assumed greater significance after World War II (see *Table 14*). Motel operators constructed larger signs that frequently became the dominant visual feature of the motel and its associated grounds. Located at the driveway entrance, the sign carried iconography symbolic of the motel's quality and range of services.¹¹²³ Air conditioning became an increasingly popular amenity, and motel operators often advertised the brand names of air conditioning manufacturers as a marketing tool, especially in the hot climates of the American South and Southwest. This trend also included other suppliers to motels that assured travelers of guaranteed levels of quality and familiarity. Crosley air conditioners, Simmons mattresses, Ivory soap, and RCA televisions were among the items regularly promoted on motel signs.¹¹²⁴

The idea of motel franchises dates to 1929 with the opening of the first Alamo Plaza Hotel Courts in Waco.¹¹²⁵ However, the 1950s witnessed refined development of the concept and a dramatic rise in the popularity of such chains that relied on the idea of "brand identity" as a way to attract a loyal clientele and customer base. These businesses cultivated their respective brand through uniform signage and building forms. Motel chains such as Holiday Inn and Howard Johnson brought standardization to motel architecture. This trend fostered a perception among consumers of the way motels were expected to look, but also what they could expect to experience at a stay at any motel affiliated with a particular chain anywhere in the country. The success of this business model paved the way for the larger motel operations in subsequent years. Refer to *Table 15* for a summary of motel company affiliations by time period.

It is important to note that the 1954 tax code provided an incentive for new motel construction and "encouraged a brisk trade in second-, third-, and even fourth-hand motels, many of which would have otherwise been abandoned."¹¹²⁶ This policy contributed to a trend in which older buildings were left to deteriorate until they were sold and refurbished. These renovations often exhibited the most up-to-date styles in construction. Therefore, architectural integrity in motel buildings was short-lived.

Character-defining Features across All Time Periods

- A site plan that arranges linear, narrow one- to three-story blocks of rooms around a courtyard or parking lot.
- Outer walkways servicing rooms rather than interior corridors.
- Long porches/balconies.

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- An associated building housing an office, sometimes along with a café or dining establishment.
- Swimming pool sometimes present within the courtyard.
- Freestanding signs with bold, bright designs.

Character-defining Features within Defined Time Periods

The bulleted list above identifies some of the common physical characteristics and attributes shared by resources within the Motel category. Examples of subtypes within each of the applicable time periods are presented in *Table 15*, which notes some of the salient physical features of each subtype.

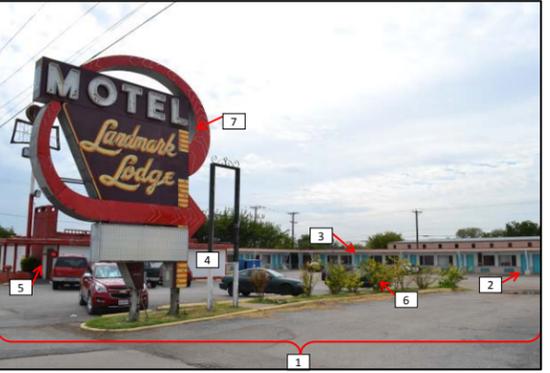
A more detailed discussion about the significance and registration requirements for motels and other commercial buildings is presented under *Significance* later in this section.

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Table 14. Motel Subtypes by Time Period.

	County Roads and the Good Roads Movement: 1880–1916	Initiation of the Highway System: 1917–1932	Depression, Mobilization, and War: 1933–1944	Postwar Road Expansion: 1945–1956	Effects of the Interstate Highway System: 1957–1980
Motels		 <p><i>The Stagecoach Motel, historically the Red Mill Court Motel, 4110 Alameda Avenue, El Paso, El Paso County, constructed ca. 1924. Distinctive features include the Mission Revival architectural style and adjoining café.</i></p> <p>Character-defining Features</p> <ol style="list-style-type: none"> 1. A site plan that arranges linear, narrow one- and two-story blocks of rooms in a U-shape around a parking lot and centrally located office (not visible in photo). 2. Stucco cladding and flat roofs with parapets. 3. An associated building housing an office located in center of parcel. 4. Regional themes and styles, in this case Mission Revival, were reflected in the motel's construction. 5. Freestanding signs with bold, bridge designs, often reflective of the motel's theme/style. 	 <p><i>The El Camino Motel, El Paso Street, Sierra Blanca, Hudspeth County, constructed ca. 1935. The linear blocks of rooms wrap around a central building that historically served as an office and gas station.</i></p> <p>Character-defining Features</p> <ol style="list-style-type: none"> 1. A site plan that arranges linear, narrow one-story block of rooms in an L-shape around a parking lot and centrally located office. 2. Outer walkways servicing rooms. 3. Long porches/balconies covered with red Spanish tile. 4. Stucco cladding and flat roofs with red Spanish tile. 5. An associated building housing an office and a gas station located in center of parcel. 6. Regional themes and styles, in this case Mission Revival, were reflected in the motel's construction. 7. Freestanding signs with bold, bridge designs, often reflective of the motel's theme/style. 	 <p><i>Historically known as the Desert Inn Motel, intersection of Bankhead Highway and W. Wall Street, Midland, Midland County, constructed ca. 1950. Distinctive features include the one-story motel rooms wrapping around the two-story office, as well as the International Style architectural influences.</i></p> <p>Character-defining Features</p> <ol style="list-style-type: none"> 1. A site plan that arranges linear, narrow one-story block of rooms in a U-shape around a parking lot and central courtyard with centrally located office. 2. Outer walkways servicing rooms. 3. Long porches/balconies with flat roofs. 4. Stucco and stone clad buildings with flat roofs. 5. An associated building housing an office located in center of parcel. 6. Regional themes and styles, in this case International Style, were reflected in the motel's construction. 7. A swimming pool present behind the office building in the courtyard (not visible in photo). 8. Freestanding signs with bold, bridge designs, often reflective of the motel's theme/style. (Sign here not original.) 	 <p><i>The Landmark Lodge Motel, 7501 Camp Bowie Boulevard West, Fort Worth, Tarrant County, constructed ca. 1965. Distinctive features include the dynamic sign, linear block of one-story rooms, and detached roadhouse.</i></p> <p>Character-defining Features</p> <ol style="list-style-type: none"> 1. A site plan that arranges linear, narrow one-story block of rooms in a U-shape around a parking lot and central courtyard. 2. Outer walkways servicing rooms. 3. Long porches/balconies with flat roofs. 4. Stucco and brick clad buildings with flat roofs. 5. Two associated buildings were located at the end of each block of rooms and housed an office and a dining establishment (only the dining establishment is visible in this photo). 6. A swimming pool present in the center of the courtyard. 7. Freestanding signs with bold, bridge designs.

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Table 15. Time Periods with Motel Company Affiliations. (Note that corporate chain hotels did not become widespread until the 1960s, unlike gas stations, which were corporatized as early as the 1920s.)

	Ramada	Travel Lodge	Holiday Inn	Sheraton	Imperial 400
1880–1916					
1917–1932					
1933–1944					
1945–1956					
1957–1980	 <p>Ramada Inn, 1000 W. Main Street, Grand Prairie, Dallas County, constructed ca. 1965. Distinctive features include the Colonial Revival influences, brick veneer, gabled roof, and pediment over the porte cochere.</p>  <p>Historic postcard of the Ramada in Grand Prairie. Source: The Pie Shops Collection, Flickr, http://www.flickr.com/photos/hollywoodplace/8086961239/sizes/m/in/set-72157625417400605/ (accessed November 2013).</p>	 <p>Travelodge Motel, 1000 E. 3rd Street, Pecos, Reeves County, constructed ca. 1965. Distinctive features include the L-shaped plan flat roof or low-sloped hipped roof.</p>  <p>Historic postcard of the Travelodge in Pecos. Source: Ebay, http://www.ebay.com/itm/Pecos-TX-The-Pecos-Travelodge-Motel-Postcard-Texas-/231083878650 (accessed November 2013).</p>	 <p>Holiday Inn, 500 NW Georgia Avenue, Sweetwater, Nolan County, constructed ca. 1969. Note that this example has extensive alterations, including stucco veneer over the original brick and a new hip-roofed porte cochere replacing the original flat-roofed version.</p>  <p>Historic postcard of the Holiday Inn in Sweetwater in 1969. Source: Roadsidepictures, Flickr, http://www.flickr.com/photos/roadsidepictures/2913333026/ (accessed February 27, 2014).</p>	 <p>El Paso Manor/Sheraton, 4151 N. Mesa Street, El Paso, El Paso County, constructed ca. 1963. Distinctive features include the fieldstone veneer, blue spandrels, and swimming pool.</p>  <p>Historic postcard of the El Paso Sheraton. Source: Jordan Smith, Flickr, http://www.flickr.com/photos/hollywoodplace/with/4900089564 (accessed December 17, 2013).</p>	 <p>Imperial 400 Motel, 221 W. 2nd Street, Odessa, Ector County, constructed ca. 1965. Distinctive features include the airplane roof form and the bris de soleil shading the large windows to the lobby.</p>  <p>Historic postcard of the Odessa Imperial 400. Source: Ebay, http://www.ebay.com/itm/Imperial-400-Motel-Odessa-Texas-TX-Postcard-/251009186694 (accessed November 2013).</p>

Subtype: Highway Hotels

Background

The highway hotel, largely a reinterpretation of an old idea, began to appear in the 1960s, especially in densely populated urban areas, near airports, and in downtown redevelopment areas. The idea behind this new building type combined the advantages of the increasingly popular motel with those of more traditional, pre-automobile-era, hotel designs. Most highway hotels were built along busy highways and featured expansive surface parking lots in front of the complex. The multi-story construction of the highway hotel provided an efficient use of the property, and the buildings themselves became a subtle form of advertisement that could easily be seen from highways by travelers. The success of this form turned the table on traditional motel design and led a rising popularity of “multi-story box or other simple geometrical forms, including cruciform, round, and curvilinear structures.”¹¹²⁷ In the 1970s, a highway hotel generally included a multi-story main structure with public spaces on the first floor and private rooms on the floors above. Many examples of this form also had one or more single-story wings that extended from the building’s core and contained additional guest rooms. According to Jakle, “rooms in the tower were entered from central hallways as in traditional hotels, but rooms in the wings could be approached directly from adjacent parking lots.”¹¹²⁸ Although there were exceptions, elaborate and fanciful exterior designs were no longer as important as in previous decades, as American architectural tastes shifted. Not only did the highway hotels generally present a simpler, cleaner design that conformed to prevailing design ideals, they also were economical to build and thus helped increase profits. Due to a general lack of architectural ornament and embellishment, large, free-standing highway signs became the “primary exterior sales instruments.”¹¹²⁹ Companies also added other features to draw in the tourist, including “hotel-like lobbies, restaurants, display rooms, meeting rooms, indoor swimming pools, and saunas.”¹¹³⁰

Note that the field survey of the Bankhead Highway did not identify any highway hotels constructed within the historic period (by 1971). However, examples may be found on future surveys of other Texas highways.

Character-defining Features across All Time Periods

- Multi-story core building with clean, simple design conforming to prevailing stylistic/design ideals.
- Single-story wings or auxiliary buildings sometimes present.
- Amenities such as large lobbies, restaurants, display rooms, meeting rooms, indoor swimming pools, and saunas.

- Large, free-standing highway sign.
- Expansive surface parking.
- Secondary parking adjacent to wings sometimes present.

A more detailed discussion about the significance and registration requirements for highway hotels and other commercial buildings is presented under *Significance* later in this section.

Dining Establishments

Subtype: Restaurants

Background

Like hotels, restaurants existed well before the advent of automobile travel and were a mainstay for sales representatives and others who traveled frequently. The evolution of restaurants as a distinct building form, however, is closely tied to the development of the highway system. Eating establishments were common in any downtown, but the railroad boom of the late nineteenth and early twentieth centuries led to a greater concentration of restaurants near passenger depots and underscored their dependency on transportation. The dawn of the automobile era and the construction of improved highways to facilitate the automobile led many restaurant owners to establish their businesses along the roadways to serve the growing number of travelers who needed places to eat. Initially, roadside restaurants did not follow a standard architectural typology and came in assorted shapes, forms, and sizes. However, they typically featured a string of windows on the front façade that allowed the passing motorists a view inside. The use of two signs, one on the rooftop of the restaurant and the other on an elevated pole adjacent to the building, was a common feature used to attract customers.¹¹³¹ Limited parking for these buildings was located in the front. (See *Table 16*.)

Beginning in the 1930s, many in the restaurant industry constructed new and distinctive building forms that often were either rectangular or circular with parking available for cars around the perimeter.¹¹³² Increasingly in the 1930s, restaurants were located adjacent to motels and gas stations. At the same time, restaurants, especially ones located in towns and cities, became more modern in their appearance with brighter façades with more glass and bigger signs. In addition, the buildings became “streamlined” in appearance, using “simplified, modern designs” (see *Table 16*).¹¹³³ The streamlining of restaurants called for “smooth, tear-drop packages” with “surfaces and textures brushed, polished, rounded, or wrapped.”¹¹³⁴ During this time, franchised operations and chains also appeared, which created brand recognition with the use of matching buildings. In the 1940s, this type was further typified with the addition of cantilevered roofs attached to

the building and freestanding carports to shelter cars. Restaurants from the early 1950s were “fortified with raking roofs and dazzling signs” and “bristled with Exaggerated Modern motifs, sweeping in arcs and Vs, jutting at contorted angles, and pulsating with light” (see *Table 16*).¹¹³⁵ Some examples also began integrating drive-up and drive-through canopies into the design, transforming the restaurant from a somewhat generic use that could occupy any commercial building form into a specialized use that required a specialized, custom-designed structure.

New design ideas stemming from southern California emerged after 1950. According to Jakle, “bold roof silhouettes were incorporated into buildings – roofs which were made to appear disjointed as if hanging in midair, suggesting a kind of ‘antigravity’ architecture. Neo-Expressionist architecture – or ‘Googie’ architecture, named after a small coffee-shop chain with such exaggerated design – sought to bring the outdoors indoors. Cantilevered ceilings, resting on rough stone or unfinished concrete pylons, broad expanses of glass, space-age lighting fixtures, and multiple floor levels spoke of a new ‘organic’ architecture somehow ‘western’ in inspiration.”¹¹³⁶ Restaurant signs were also overstated and embellished – “parabolas, boomerangs, giant amoebas, rockets, and stars, all in gaudy colors,” lit up the sky at night.¹¹³⁷ Some architects experimented with circular, hexagonal, octagonal, and irregular floor plans, moving away from the traditional rectangular building form (see *Table 16*).

It should be noted that sometimes the dining facilities along the highway were included in other businesses. Often they were inside a motel or were associated with recreational facilities, both of which are addressed in other sections of the report.

Character-defining Features across All Time Periods

- Located along the roadways to serve growing number of travelers who needed places to eat.
- Varied scale and massing, ranging from general commercial building forms to reused domestic buildings to custom-designed, highly-specialized drive-through forms.
- Prominent windows providing visibility between dining area and roadway.
- Signage on building/roofline and/or adjacent to the road.
- Parking in front of building, with street parking downtown or surface parking lots outside of downtown.

Character-defining Features within Defined Time Periods

The bulleted list above identifies some of the common physical characteristics and attributes shared by resources within the Restaurant

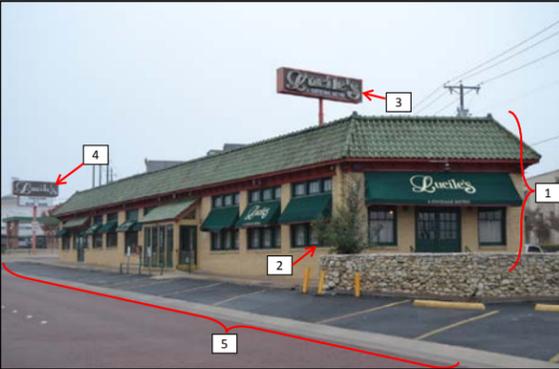
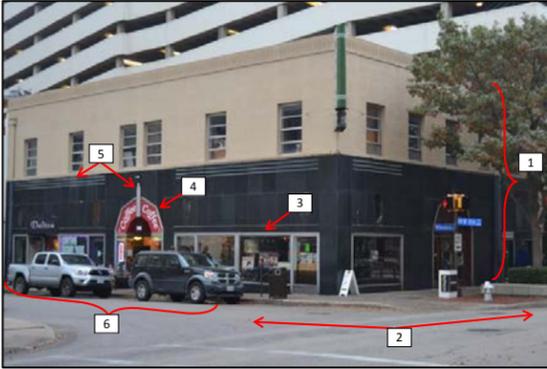
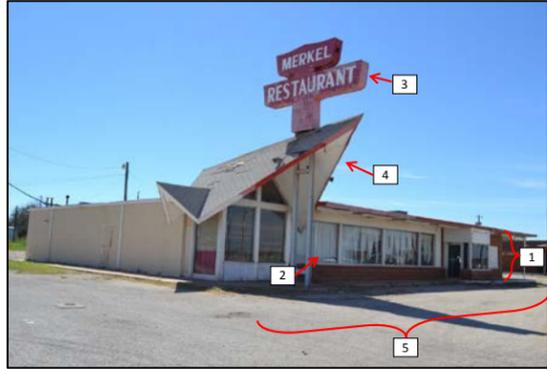
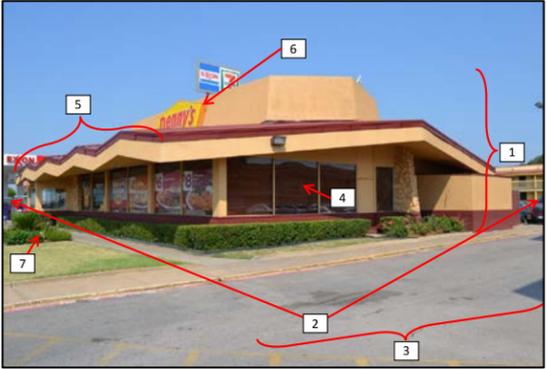
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property type category. Examples within each time period in *Table 16* indicate some of the salient physical features of each subtype.

A more detailed discussion about the significance and registration requirements for restaurants and other commercial buildings is presented under *Significance* later in this section.

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Table 16. Restaurant Subtypes by Time Period.

	County Roads and the Good Roads Movement: 1880–1916	Initiation of the Highway System: 1917–1932	Depression, Mobilization, and War: 1933–1944	Postwar Road Expansion: 1945–1956	Effects of the Interstate Highway System: 1957–1980
Restaurants		 <p><i>Lucille's Restaurant (previously Steve's Restaurant, Renfro's Triangle Cafe, Steve's Triangle Good Food, Duncan's Cafeteria, Finley's Cafeteria, and Black-Eyed Pea), 4700 Camp Bowie Boulevard, Fort Worth, Tarrant County, constructed 1927.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. One-part commercial block building form fills most of lot. 2. Prominent windows providing visibility between dining area and roadway. 3. Signage on building/roofline. 4. Signage adjacent to the road. 5. Limited parking in front of building. 	 <p><i>Restaurant at 213 W. 8th Street, Fort Worth, Tarrant County, constructed ca. 1935. Note that during this transitional time period, restaurants continued to be constructed using traditional commercial block forms in downtown locations as shown in this example (as they continue to do today). At the same time, some early examples of the commercial box form also began to emerge, although that form was not widely popularized until the postwar time period. (See the photograph of Merkel Restaurant to the right.)</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Two-part commercial block building form, fills entire lot. 2. Located downtown at a prominent intersection. 3. Prominent windows providing visibility between dining area and roadway. 4. Signage on building. 5. Art Deco architectural detailing representative of the time period. 6. Limited street parking in front of building. 	 <p><i>Merkel Restaurant, 1405 N. 7th Street, Merkel, Taylor County, constructed ca. 1955. Note that this example is associated with an adjacent motel.</i></p> <p>Character-defining Features</p> <ol style="list-style-type: none"> 1. Commercial box building form, set back from roadway. 2. Prominent windows providing visibility between dining area and roadway. 3. Signage on building/roofline. 4. Neo-expressionist architectural form to catch the eye of motorists. 5. Ample surface parking in front of building. 	 <p><i>Denny's Restaurant, 8233 E. R. L. Thornton Freeway, Dallas, Dallas County, constructed 1969. Note the use of a standardized corporate design, which became more common during this time period.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Commercial box building form, set back from roadway. 2. Strategic location abutting highway. Some examples, like this one, may be located near a motel and/or gas station catering to motorists. 3. Ample parking available for patrons. 4. Prominent windows providing visibility between dining area and roadway. 5. Neo-expressive architecture that attracts motorists and provides a visual cue to front entrance. 6. Signage on building/roofline. 7. Signage adjacent to the road. 8. Landscaping in front to present a more residential character.

Subtype: Farm Stands/Food Stands

Background

Farm stands offering a variety of produce became a common feature of the roadside landscape in the 1920s and 1930s, but lost popularity over time. Usually operated by local farmers, these stands were generally frame structures located along a well-traveled roadway in a location that offered abundant room for customers to park and maneuver their cars. The buildings tended to be small, with shed- or gable-roofs, and sometimes had canopies attached to shelter the customer and produce. This simple, vernacular building type often was characterized by “hinged boarded windows which swung down to create a display area.”¹¹³⁸

A related subtype, the food stand, also developed during the 1920s and 1930s. These buildings took the form of a simple box, with a window on one side at which customers would order hot food for take-out. At least one façade of the building contained a service window, an open space secured by a shutter when not in use.¹¹³⁹ Initially, food stands were located adjacent to sidewalks or shoulders, but as time progressed, they were removed from the road and set further back with access provided by driveways and parking lots.¹¹⁴⁰ By the late 1920s and early 1930s, the architecture of these food stands became varied. Some owners built stands in a “quaint little house” format (see *Table 17*), while others adopted less conventional shapes and forms that attracted attention from the road. (See *Table 17*.)

Character-defining Features across All Time Periods

- Small-scale structures set back from the roadway.
- Gable, shed, or hipped roof forms typical on earlier examples; flat roof may be present on later examples.
- Walk-up counter, often with a hinged or boarded opening, or sometimes with a sliding window.
- Canopy sometimes present to shelter customers.
- Surface parking in front of the building offering enough space to turn around.

Character-defining Features within Defined Time Periods

The bulleted list above identifies some of the common traits and characteristics shared by resources within the Farm Stand/Food Stand property type category. Examples within each time period in *Table 17* identify salient physical features and attributes of each subtype.

A more detailed discussion about the significance and registration requirements for food stands and other commercial buildings is presented under *Significance* later in this section.

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Table 17. Farm Stand/Food Stand Subtypes by Time Period.

	County Roads and the Good Roads Movement: 1880–1916	Initiation of the Highway System: 1917–1932	Depression, Mobilization, and War: 1933–1944	Postwar Road Expansion: 1945–1956	Effects of the Interstate Highway System: 1957–1980
Food Stands		 <p data-bbox="512 1072 1308 1100"><i>Food stand type restaurant, E. 3rd Street, Pecos, Reeves County, constructed ca. 1930.</i></p> <p data-bbox="512 1130 780 1157">Character-defining Features:</p> <ol data-bbox="512 1159 1398 1270" style="list-style-type: none"> 1. Small-scale commercial box building form with no interior seating, set back from roadway. 2. Service window or opening on at least one façade. 3. Canopy shading service window. 4. Surface parking. 	 <p data-bbox="1566 1072 2477 1100"><i>Food stand type restaurant, 304 E. Sealey Avenue, Monahans, Ward County, constructed ca. 1940.</i></p> <p data-bbox="1566 1130 1833 1157">Character-defining Features:</p> <ol data-bbox="1566 1159 2452 1270" style="list-style-type: none"> 1. Small-scale commercial box building form with no interior seating, set back from roadway. 2. Service window or opening on at least one façade. 3. Canopy shading service window. 4. Surface parking. 		

Gas Stations

Gas stations represent a ubiquitous property type that is closely associated with the history, development, and ongoing operation of the Bankhead and other named highways. Indeed, the ability for motorists to refuel their vehicles was an absolutely critical aspect of the success of the automobile as a means of transportation. In the 1910s, trademarks and brand names were adopted by petroleum corporations when they established gas station chains.¹¹⁴¹ Competition among these corporations quickly led to a standardized typology of gas station design that included buildings, color schemes, and signage. Despite the many variants that existed, all gas stations shared some common physical characteristics and attributes that identified them as a distinct building form on the cultural landscape associated with highways. These traits included driveways from the street that facilitated vehicular access to the property, pumps, and an office/store occupied by attendants who, at least during the period of significance, operated the pumps and serviced the vehicles. Many gas stations also included canopies and garage service bays. The buildings also incorporated elements of popular architectural styles, forms, and movements that extended to other kinds of properties. The most common architectural styles used for gas station designs in Texas included Bungalow/Craftsman, Spanish Eclectic/Mission, Colonial Revival, Tudor Revival, Art Deco, Streamline (Moderne), Modern, Ranch, International, and Mimetic or Programmatic.¹¹⁴²

The myriad of gas stations can be grouped into subtypes that are based on the basic form and massing, roof shapes, and profiles. The subtypes described below and illustrated in *Table 18* are derived from a typology developed by cultural geographer John A. Jakle from the University of Illinois at Urbana-Champaign and interpreted in Texas by planner W. Dwayne Jones.

In addition, the design of gas stations may be affiliated with gasoline companies, many of which employed standardized architectural designs utilizing specific forms and signage nationwide as a form of “place-product-packaging” to establish brand recognition and company loyalty.¹¹⁴³ The discussion of gas station subtypes is followed by a discussion of historic gasoline corporations that commonly operated in Texas. The character-defining features of different standard corporate gas station designs are illustrated in *Table 19*.

Subtype: One-part or Two-part Commercial Block

Background

One-part and two-part commercial block gas stations are generally found on corner lots and have open bays on two sides so that traffic can

enter from multiple streets. When constructed, the gas corporation sometimes purchased existing buildings and modified them accordingly. In other cases, they were built specifically for use as gas stations or housed tire or auto supply businesses that also sold gasoline. Regardless of their original function, these gas stations are more compatible in design, scale, placement, and setting with other commercial forms in downtown areas.

Character-defining Features across All Time Periods

- Large service bay openings at each corner.
- An angled office set back within the partially open service/pumping bay.¹¹⁴⁴
- A rectangular footprint.
- Load-bearing masonry construction with an exterior façade of brick or masonry.
- A single- or double-door entrance with large, wood-frame, plate-glass windows.
- An open pumping bay area.
- A large masonry pier at the front corner of the building.
- A parapet that conceals the flat or slightly pitched roof.
- Pressed metal ceiling tiles sometimes present in the open bay.¹¹⁴⁵

A more detailed discussion about the significance and registration requirements for gas stations and other commercial buildings is presented under *Significance* later in this section.

Subtype: House and House with Canopy

Background

These gas stations were commonly placed on large corner lots that were accessible to automobiles from multiple streets. To blend with their surroundings, they were made to look like a small house. According to Jakle, “most stations contained small offices, one or two small storage rooms, and public restrooms.”¹¹⁴⁶

Character-defining Features across All Time Periods

- Hipped or gabled roof over the main structure.
- Exterior materials of brick, wood, stucco, or metal.
- A single-door entrance on the main façade.
- Wood-frame, double-hung windows.
- If present, a prominent canopy with a flat, gabled, or hipped roof and columns at each corner; and an open bay within the canopy.¹¹⁴⁷

A more detailed discussion about the significance and registration requirements for gas stations and other commercial buildings is presented under *Significance* later in this section.

Subtype: Box and Box with Canopy

Background

This gas station subtype is largely associated with the rise of independent stations, which sold only oil and gasoline, did not offer extraneous services, and therefore, only needed enough space for a small office, storage room, and restrooms.

Character-defining Features across All Time Periods

- Wood-frame or load-bearing construction.
- A flat roof.
- Exterior materials of brick, wood, stone, stucco, or metal.
- A single-door entrance.
- Wood-frame, double-hung windows.
- If present, a prominent canopy attached to the office with columns at each corner; and an open bay within the canopy.¹¹⁴⁸

Subtype: Oblong Box and Oblong Box with Canopy

Background

The Oblong Box form first appeared during the Great Depression when companies needed to offer other products and services to counter decreasing gas sales. These larger displays required larger display rooms and storage spaces. As a result of this expansion, offices were enlarged and integrated with service bays.

Character-defining Features across All Time Periods

- An attendant office, restrooms, and service bays contained within a one-story building.
- A flat roof.
- Exterior materials of brick, stucco, or porcelain enamel tile.
- Large plate-glass windows.
- Large overhead doors that provide access to service bays or a garage.
- If present, flat-roofed canopy extending from the office that provides coverage over the gas pumps, and narrow columns/supports to provide the canopy with a cantilevered-feel.¹¹⁴⁹

A more detailed discussion about the significance and registration requirements for gas stations and other commercial buildings is presented under *Significance* later in this section.

Subtype: Oblong Box with Drum

Background

Debuting in 1940 in an effort to produce a modern prototype, this design used a half-cylinder-shaped sales-and-display room as a prominent feature.¹¹⁵⁰ This cylinder-like structure was located on the corner of the oblong box and rose roughly five to six feet above the roofline.¹¹⁵¹ This form was used in Texas by Magnolia/Mobil gas from 1940 to 1950.

Character-defining Features across All Time Periods

- Porcelain enamel exterior, with or without a canopy.
- A flat roof.
- A large set of windows flanking the cylindrical drum.
- A single glass door.
- Curved windows that border the display windows.
- One or two service bays.
- Moderne stylistic influences.¹¹⁵²

A more detailed discussion about the significance and registration requirements for gas stations and other commercial buildings is presented under *Significance* later in this section.

Subtype: Programmatic or Mimetic

Background

Unlike their larger counterparts, independent companies were able to develop their own distinct designs, which sometimes adopted fanciful forms or reinterpreted historic landmarks as a way to be visually distinct to get the attention of travelers. Generally referred to as mimetic or programmatic architecture, independent companies sometimes used these unusual forms to stand apart from their corporate competitors.¹¹⁵³

Character-defining Features across All Time Periods

- Wide variety of building forms, including irregular forms that were often gaudy and flashy.
- Large signage.
- Canopies that were detached from the building form, if present at all.¹¹⁵⁴

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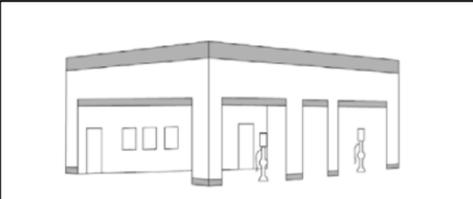
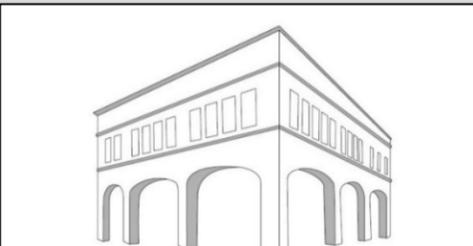
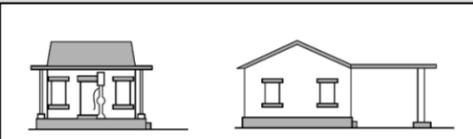
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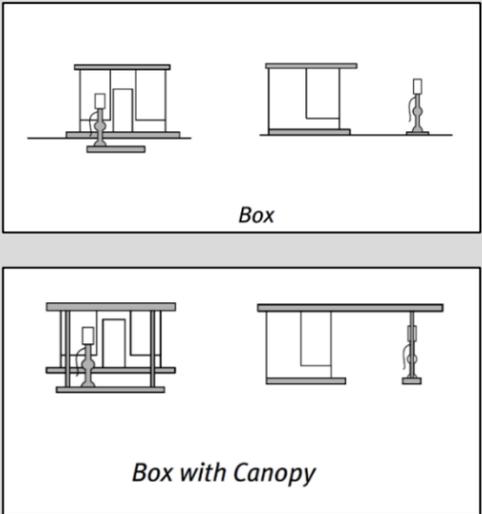
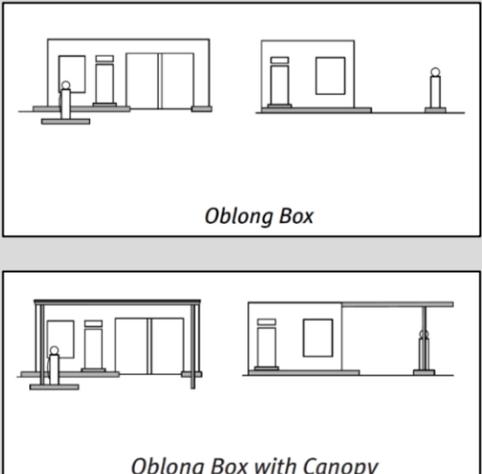
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Table 18. Typology of Gas Station Forms by Time Period. Source: W. Dwayne Jones, *A Field Guide to Gas Stations in Texas*. Photos by HHM.

	County Roads and the Good Roads Movement: 1880–1916	Initiation of the Highway System: 1917–1932	Depression, Mobilization, and War: 1933–1944	Postwar Road Expansion: 1945–1956	Effects of the Interstate Highway System: 1957–1980
<p>One- or Two-part Commercial Block</p> <div data-bbox="189 405 662 727">  <p>1-Part Commercial Block</p> </div> <div data-bbox="189 762 662 1141">  <p>2-Part Commercial Block</p> </div>		<div data-bbox="885 405 1361 727">  <p>902 N. First Street, Merkel, Taylor County, constructed ca. 1910.</p> </div>	<div data-bbox="1401 405 1877 727">  <p>307 US 180 East, Breckenridge, Stephens County, constructed ca. 1935. Indicated to be a gas station on Sanborn Maps.</p> </div>		<div data-bbox="2433 405 2909 727">  <p>1201 W. Davis Street, Dallas, Dallas County, constructed ca. 1960.</p> </div>
<p>House and House with Canopy</p> <div data-bbox="189 1171 662 1443">  <p>House</p> </div> <div data-bbox="189 1473 662 1747">  <p>House with Canopy</p> </div>		<div data-bbox="885 1171 1361 1493">  <p>590 E. Walker Street, Breckenridge, Stephens County, constructed ca. 1920.</p> </div>	<div data-bbox="1401 1171 1877 1493">  <p>2331 Myrtle Avenue, El Paso, El Paso County, constructed in 1937.</p> </div>	<div data-bbox="1917 1171 2393 1493">  <p>117 E. 4th Street, Baird, Callahan County, constructed ca. 1945.</p> </div>	<div data-bbox="2433 1171 2909 1493">  <p>2502 W. Division Street, Arlington, Tarrant County, constructed ca. 1970.</p> </div>

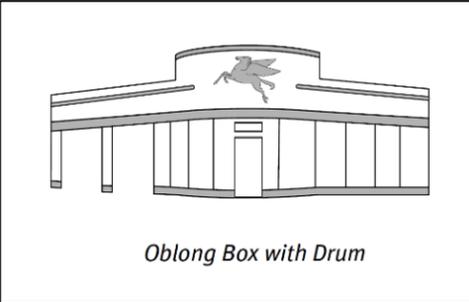
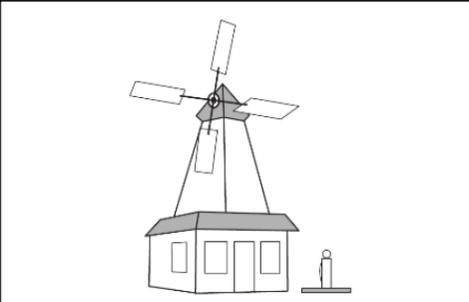
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Table 18. Typology of Gas Station Forms by Time Period. Source: W. Dwayne Jones, *A Field Guide to Gas Stations in Texas*. Photos by HHM.

	County Roads and the Good Roads Movement: 1880–1916	Initiation of the Highway System: 1917–1932	Depression, Mobilization, and War: 1933–1944	Postwar Road Expansion: 1945–1956	Effects of the Interstate Highway System: 1957–1980
<p>Box and Box with Canopy</p>  <p><i>Box</i></p> <p><i>Box with Canopy</i></p>		 <p>201 Holbrook Street, Mount Vernon, Franklin County, constructed ca. 1920.</p>	 <p>El Paso Street, Sierra Blanca, Hudspeth County, constructed ca. 1935.</p>	 <p>601 Oak Street, Palo Pinto, Palo Pinto County, constructed ca. 1945.</p>	 <p>1924 E. Division Street, Arlington, Tarrant County, constructed in 1963.</p>
<p>Oblong Box and Oblong Box with Canopy</p>  <p><i>Oblong Box</i></p> <p><i>Oblong Box with Canopy</i></p>			 <p>432 Broadway Avenue, Maud, Bowie County, constructed ca. 1940.</p>	 <p>404 W. 7th Street, Texarkana, Bowie County, constructed ca. 1955.</p>	 <p>620 E. 2nd Street, Odessa, Ector County, constructed ca. 1960.</p>

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Table 18. Typology of Gas Station Forms by Time Period. Source: W. Dwayne Jones, *A Field Guide to Gas Stations in Texas*. Photos by HHM.

	County Roads and the Good Roads Movement: 1880–1916	Initiation of the Highway System: 1917–1932	Depression, Mobilization, and War: 1933–1944	Postwar Road Expansion: 1945–1956	Effects of the Interstate Highway System: 1957–1980
<p>Oblong Box with Drum</p>  <p><i>Oblong Box with Drum</i></p>			 <p>5660 Alameda Avenue, El Paso, El Paso County, constructed ca. 1940.</p>		
<p>Programmatic or Mimetic</p>  <p><i>Programmatic or Mimetic</i></p>					

Company Affiliations

As early as the 1910s, gas station companies utilized “place-product-packaging” by developing trademarks, brand names, and standardized architectural buildings in an effort to provide the motorist with brand recognition and company loyalty.¹¹⁵⁵ Results of the historic resources survey, as well as information gleaned from a limited review of city directories published for cities along the various alignments of the Bankhead Highway and newspaper articles identified through keyword searches of an online newspaper collection (<http://newspaperarchives.com/>), indicated that the following oil companies operated gas stations along the route during the period of significance: 1916 to 1969.

Oil companies operating gas stations along the Bankhead Highway in Texas until the end of World War II (1916–1944):

- Cities Service (Citgo)
- Conoco (Conoco-Phillips)
- Gulf (Chevron)
- Humble (Esso/Enco/Exxon)
- Magnolia (Mobil)
- Phillips 66 (Conoco-Phillips)
- Sinclair (ARCO)
- Texas Company/Texaco

Other oil companies that operated gas stations along the Bankhead Highway in Texas exclusively or primarily from the post-World War II era (1945–1971):

- Amlico (Fina/Total)
- Chevron
- Cosden (Fina)
- Dixie (El Paso-Dixie)
- Shamrock (Sigmor, Diamond, Diamond Shamrock, Valero)
- Shell
- Skelly (Texaco)
- Standard

The following text identifies character-defining features and the evolution of design of gas station companies located along the Bankhead Highway based on Dwayne Jones’ *Field Guide to Gas Stations*, historic photo analysis, and limited city directory research. Illustrations are provided in *Table 19*. A more in-depth study and review of primary source materials (architectural plans, gas company archives, etc.) may shed further light on this highly complex and diverse collection of resources. These examples, taken from the historic resources survey,

identify features that distinguish each as an illustration of its type and original company affiliation. Several of the examples have been moderately to severely modified but nonetheless retain the physical attributes that are associated of its subtype and original company affiliation.

Gulf – a company that had a strong presence in virtually all regions of the Bankhead Highway in Texas during the period of significance. The company had a nationwide presence and was a major provider of gasoline in the United States and other countries. In 1984, it merged with Chevron, and gas stations in Texas and other states transitioned to operate under the Chevron brand.

Humble (Esso¹¹⁵⁶/Enco/Exxon) – a company that traces its history to Humble, Texas. Originally chartered in 1911, Humble Oil Company was closely associated with Standard Oil of New Jersey, which acquired 50 percent of the Texas-based company's stock in 1919. The company operated gas stations along the Bankhead Highway in Texas during the period of significance, and its gas station designs evolved over time.

Magnolia (Mobil) – The Magnolia Petroleum Company traces its beginning to 1898 with the opening of a refinery in Corsicana, Texas. The company was formally created in 1911 with the consolidation of other firms, and by 1925 the Standard Oil Company of New York (Socony [later Socony-Vacuum]) acquired control. Gas stations in Texas continued to operate under the Magnolia name and its Pegasus logo, but adopted the Socony marketing terms of "Mobiloil" and "Mobilgas." In 1959, the company consolidated its operations under the Mobil brand name.¹¹⁵⁷ The company, in its various iterations over time, operated gas stations along the Bankhead Highway in Texas during the period of significance.

Texaco – The Texas Company began operations in Beaumont, Texas, soon after the discovery of oil in Spindletop. By 1913, the company created a logo that adopted the name "Texaco," and constructed gas stations throughout Texas and the rest of the nation. In 1959, the company officially changed its name to Texaco, Inc., even though the public had been using that name for many years.¹¹⁵⁸ Examples of gas stations from the company exist along all alignments of the Bankhead Highway in Texas during the period of significance.

Conoco (Marland) – The Continental Oil Corporation traces its beginning to Ogden, Utah, in 1875 and sold kerosene transported from Colorado. In 1911, E. W. Marland founded the Marland Oil Company in Ponca City, Oklahoma, and subsequently built service stations in Oklahoma and other nearby states (including Texas) to sell the company's gasoline and oil. The 1929 merger of the two companies led to the creation of the Continental Oil Company (Conoco).¹¹⁵⁹ The

company had a strong presence in Texas and built gas stations along the Bankhead Highway during the period of significance.

Sinclair (ARCO) – Harry Ford Sinclair established the Sinclair Oil and Refining Corporation in 1916 when he consolidated over 60 other oil companies he owned at that time. With headquarters in Tulsa, Oklahoma, the company had a strong presence throughout the region and constructed gas stations along the Texas-segment of the Bankhead Highway in the pre-World War II era. In 1969, Atlantic Richfield (ARCO) purchased the company.¹¹⁶⁰

Shell – The Royal Dutch Shell Group first established operations in the United States in California in 1912 but soon expanded. It became one of the few companies with a nationwide market.¹¹⁶¹ Based on keyword research of newspaperarchives.com, Shell appears to have not operated any gas station in Texas until the 1930s. Despite Shell’s nationwide presence, relatively few extant examples were documented during the historic resources survey and date to the 1960s.

Phillips 66 – Brothers Frank and L. E. Phillips established the Phillips Petroleum Company in Bartlesville, Oklahoma, in 1917. The company opened its first gas station in Wichita, Kansas, in 1917. Since the station was near Route 66, the company included “66” in its name and marketing efforts.¹¹⁶² Phillips established gas stations along the Bankhead Highway by the 1930s, but little physical evidence of its early years of operation survive. Most of the existing gas stations date from the 1950s and 1960s and extend along the entire historical alignments of the Bankhead Highway.

Cities Service (Citgo) – The Cities Services Company was a New York-based company that Henry Latham Doherty established in 1910. The company’s initial operations dealt primarily with public utilities but devoted increased attention to the burgeoning petroleum market later in the decade. Headquartered in Bartlesville, Oklahoma, the company constructed gas stations throughout the Mid-Continent region, including Texas.¹¹⁶³ The company changed its name to Citgo in 1965, and adopted the “trimark” logo as part of a new marketing campaign.¹¹⁶⁴ Cities Service had an early presence along the Texas segment of the Bankhead Highway, but was virtually extinct in Texas by the Great Depression.

Cosden – Cosden was an important independent/regional oil company based in Oklahoma. Its beginnings can be traced to 1913, when Joshua Seney Cosden established Cosden and Company and built a refinery in west Tulsa, Oklahoma.¹¹⁶⁵ The company expanded and subsequently built a refinery in Big Spring, Texas, in 1928. The refinery served as the company’s base of operations in West Texas, and provided fuel to many gas stations in the region. American Petrofina, a U.S. subsidiary of a

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Belgium-based petroleum company, acquired Cosden in 1963 and eventually began selling gasoline under the Fina brand. ALON USA acquired the U.S. assets of American Petrofina in 2000. Gas stations historically associated with the Cosden name along the Texas segment of the Bankhead Highway are concentrated in the Permian Basin region.

Dixie (El Paso-Dixie) – Dixie gas stations operated in Texas as early as 1927, according to a keyword search of newspaperarchives.com. In 1919, Standard Oil of Indiana purchased the Dixie Oil Company of Louisiana. Although the company operated gas station in all parts of the state, few extant examples have been recorded. Those documented along the Bankhead Highway date from the late 1950s and early 1960s when the company operated under the brand name of El Paso-Dixie, using gasoline refined in El Paso.

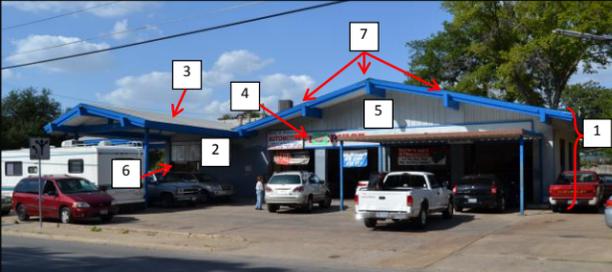
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Gulf	 <p>201 Holbrook Street, Mount Vernon, Franklin County. Distinctive features: elaborate brickwork; elongated inset brick panels in columns, horizontal emphasis suggestive of Prairie School movement; Gulf introduced the “Sandbrick” design in 1917 and it remained popular throughout the 1920s.</p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Box with Canopy form with single-bay canopy and one-story, brick-faced office; typically with Prairie Style or Craftsman influences.¹¹⁶⁶ 2. Flat roof over office and canopy. 3. Dark brown brick veneer. 4. Prominent brick piers at corners that extend upward beyond roof line. 5. Diamond-like brickwork detail near top of corner piers. 6. Square-shaped brickwork detail in corner piers. 7. Elongated vertical brickwork detail in corner piers. 	 <p>301 W. Sealy Avenue, Monahans, Ector County. Distinguishing features: central pier supporting the canopy and the three-ribbed bands on the pier and office.</p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Oblong Box with Canopy form with single-bay canopy and Art Deco influences. 2. Flat roof over building and canopy. 3. Stucco exterior finish. 4. Single column with integral triangular brackets supports canopy; a signature characteristic of this subtype. 5. Three-ribbed masonry detailing on front column and around window, door, and garage/service bay openings. 	 <p>432 Broadway Avenue, Maud, Bowie County. Distinguishing features: rounded corners on the office/garage and canopy, and the blue-colored ribbed band on the office/garage. Note: many contemporaneous examples of Gulf gas stations with similar physical features exist without attached canopies. They are classified in the Oblong Box subtype category but have many of the same attributes including the rounded corners, corner window bays, and blue-colored ribbed bands in the parapet.</p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Oblong Box with Canopy form with single-bay canopy and Moderne influences. 2. Flat roof over building and canopy; note that the canopy roof extends along the same plane as the roof over the office (contrast with canopies on Texaco gas stations later in this table). 3. Rounded corners on canopy and main body of building; a signature trait of this company type and a feature that distinguishes it from similar gas station forms of other companies, particularly Texaco (see Texaco gas stations later in this table). 4. Attached garage with one or two service bays. 5. Single front door with transom that is off center on office façade. 6. Corner of office with large display windows; composed of a series of single-light fixed windows with vertical metal frames. 7. Porcelain enamel panels exterior finish; note that the porcelain enamel in this example has been painted; typically, this material is white with a polished enamel finish. 8. Blue three-ribbed horizontal band across building below parapet; note that the bands in this example have been painted brown; no bands on canopy. 	 <p>1609 E. 3rd Street, Big Spring, Howard County. Distinguishing features: orange trim and inward sloping trim along the eaves.</p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Oblong Box with Canopy form with Modern or International stylistic influences. 2. If present, a flat-roofed canopy rests on two metal poles and extends from the oblong box over the office and display area; sometimes the canopy is extended to provide two pumping islands to service more cars, as is seen in the above example. 3. A two-bay garage. 4. Office/sales space with large display windows at corner; some stations featured a corner door entrance to the display area. 5. Large porcelain enamel panels on exterior. 6. Multi-light glazed overhead service doors (this example exhibits replacement doors). 7. Orange-colored trim around the roofline identifies this as a Gulf station, which is a signature trait of Gulf gas stations of the period; note the absence of the three-ribbed banding, which was a distinctive element from previous decades. 8. Inward sloping eaves on canopy and office/garage.¹¹⁶⁷

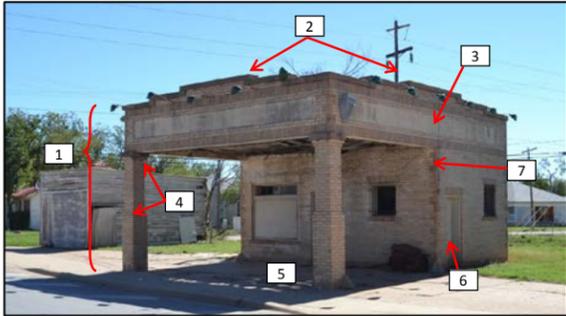
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<p>Humble (Esso/ Enco/ Exxon)</p>		 <p>1030 Zang Boulevard, Dallas, Dallas County. Distinguishing features: octagonal footprint, eight-sided hipped roof, and elaborate tilework; a similar version has a steeply pitched hipped roof; design attributed to Houston architect John F. Staub. Note: this example has been modified extensively (rear addition and partial removal of canopy), but it retains many of the qualities that identify it as an example of this subtype.</p> <p>Character-defining Features</p> <ol style="list-style-type: none"> 1. House with Canopy form with Art Deco stylistic influences. 2. One-story office with rectangular or octagonal building footprint and hipped roof; elongated plane parallel to street creates a more horizontal effect. 3. Flat-roofed canopy extends from office; typically with large square columns that anchor street side of canopy (note that in this example the historic canopy and columns have been removed, but photos show that these elements are common to this subtype). 4. Symmetrical three-bay façade with centrally placed single doorway and large display windows on either side. 5. Window openings in angled bays. 6. Stucco exterior finish. 7. Band with geometric detailing just below the roof; indicative of Art Deco movement. 8. Decorative blue tilework around window and door openings and along foundation/base.¹¹⁶⁸ 	 <p>500 W. 3rd Street, Big Spring, Howard County. Distinguishing features: corner window bay with narrow fixed transoms, square-cornered canopy, and continuation of the canopy fascia onto the office building.</p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Oblong Box with Canopy form; elongated footprint with one-story sales/office and attached garage with service bays; Modern stylistic features characteristic of the postwar era. 2. If present, a flat-roofed canopy with sharp right-angled corners rests on two metal poles and extends from the oblong box over the office and display area. 3. Fascia profile on canopy extends along the exterior side wall of the office building. 4. Large display windows with band of short, narrow transoms dominate one corner of the building. 5. Multi-light glazed overhead service doors; up to four service bays may be present.¹¹⁶⁹ 6. Restrooms on side elevation opposite the attached garages. 	 <p>130 W. IH-30 Frontage Road East, Sulphur Springs, Hopkins County. Distinguishing features: inward sloping shed roof and inset corner porch.</p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Oblong Box form. 2. Two-part roof with shed roof over office and flat roof over garage/service bays. 3. Upward slope of shed roof is a signature feature of this distinctive form. 4. Inset porch/bay at corner. 5. Corner with large fixed-glass windows. 6. Broad wall space above garage/service bay openings where company motto of "Happy Motoring!" was displayed. 7. Multi-light overhead garage doors. 8. Detached canopy with inverted gable.  <p>8602 Garland Road, Dallas, Dallas County. Distinguishing features: low pitched gabled roofs and exposed roof beams.</p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. House with Canopy form with brick exterior walls; typically with a low profile and horizontal emphasis, which are characteristic of the Ranch Style. 2. One-story office with a low-pitch cross-gable roof. 3. One or two canopies extend from office roofline and feature a similar low-pitched gable roof. 4. Broad panel above the garage/service bay openings where company motto at the time "Happy Motoring!" was visible to motorists. 5. Fixed lights are often located in building's gable ends. 6. Office features full-height display windows.¹¹⁷⁰ 7. Large and prominent exposed beams in gable ends.

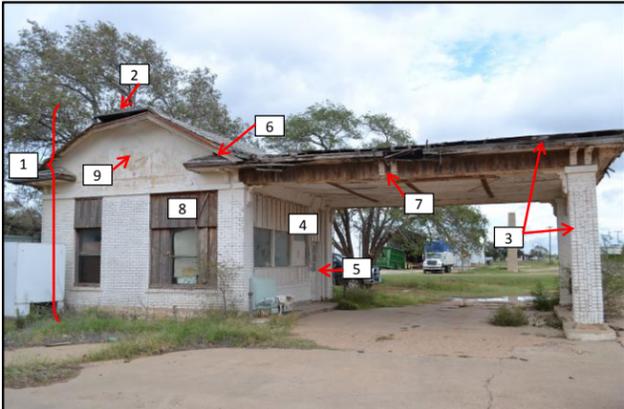
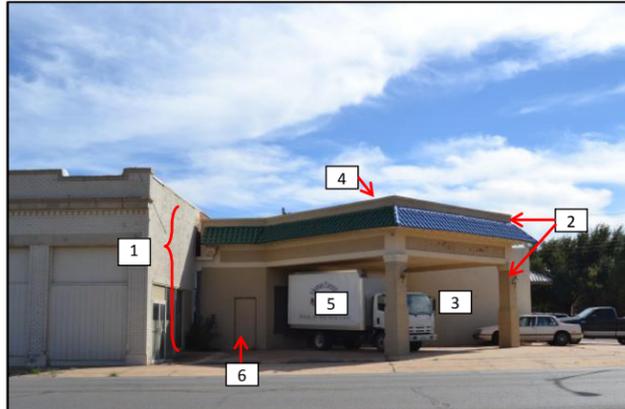
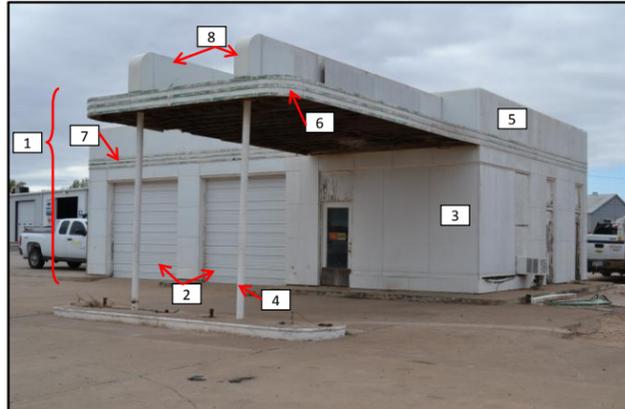
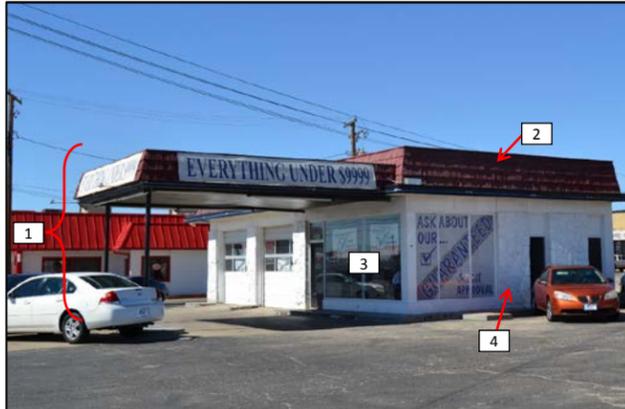
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Magnolia (Mobil)	 <p>3400 Main Street, Dallas, Dallas County. Distinguishing features: hip-roofed canopy and broad brick columns with angled brickwork in the pedestals.</p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. House with Canopy form with Craftsman stylistic features. 2. Hipped roof form, often with exposed rafter tails. 3. Brick columns with enlarged pedestal at base and a simple capital at top. 4. Load-bearing brick construction, although wood or local stone was sometimes used. 5. Display windows next to one or two single doors. 6. Decorative features such as brick quoins and contrasting colors or door and window lintels (not present on this example).¹¹⁷¹ 	 <p>US 180, Albany, Shackelford County. Distinguishing features: box form, stepped parapet, and angled brickwork in the column pedestals.</p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Oblong Box with Canopy form with brick exterior walls; modest Classical Revival stylistic influence. 2. Stepped parapet on front and side façades; flat roof over office and canopy. 3. Broad panel on fascia allowing space for business name to be advertised. 4. Brick columns with enlarged pedestal and chamfered brickwork at base and a simple capital at top. 5. Centered single door entrance with one large display window to one side and a smaller single pane window to other side. 6. Single door side entrance with decorative brickwork in lintel. 7. Decorative brick quoins at corner of office. 	 <p>5660 Alameda Avenue, El Paso, El Paso County. Distinguishing features: drum-like extension/bay at the corner. Note: this building has been extensively altered yet retains the cylindrical wing that is a character-defining feature of this subtype.</p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Oblong Box with Drum form with Modern stylistic influences. 2. A one-story building with a large cylinder-like wing that extends from one of the building's front corners (in some examples, the cylinder rises approximately five to six feet above the building). 3. One or two service bays located on the side of the building (removed from this example). 4. A large set of rounded windows with a single door are typically within the rounded corner extension (removed here). 5. Rounded windows within the cylinder-like wing (removed). 6. Exterior siding of porcelain-enamel or stucco (removed here).¹¹⁷² 	 <p>3349 S. 1st Street, Abilene, Taylor County. Distinguishing features: although the form is typical of what most gas stations used at that time, this subtype has fixed panels in the transoms of the corner windows. By the early 1960s, the company abandoned red as the primary corporate color and began using blue instead, keeping red for the Pegasus company logo. Note: the checkered exterior color scheme presents a strong effect that visually overpowers the building's overall historic character; however, the building still retains most of the character-defining features that identify this building as a good example of this distinctive gas station subtype affiliated with the Mobil Oil Company of the early to mid-1960s.</p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Oblong Box with Canopy form with Modern stylistic influences. 2. Flat roof over office/garage and canopy. 3. Canopy extends over office roof. 4. Porcelain enamel exterior finish. 5. Multi-bay garage/service bays. 6. Corner windows with metal screen.
			 <p>1918 W. 2nd Street, Odessa, Ector County. Distinguishing features: red-colored bands in the canopy and along the parapet wall, as well as relative broad and rounded corners of the canopy.</p> <p>Character-defining Features</p> <ol style="list-style-type: none"> 1. Oblong Box with Canopy form and Streamline Moderne stylistic influences. 2. Flat roof over office/garage and canopy. 3. Brick-faced exterior finish. 4. Curved corners on canopy. 5. Three horizontal bands in Magnolia-branded shade of red evenly spaced in fascia of canopy; contrasts to the narrow bands of other companies, e.g., Gulf and Texaco, which are grouped together more closely. 	

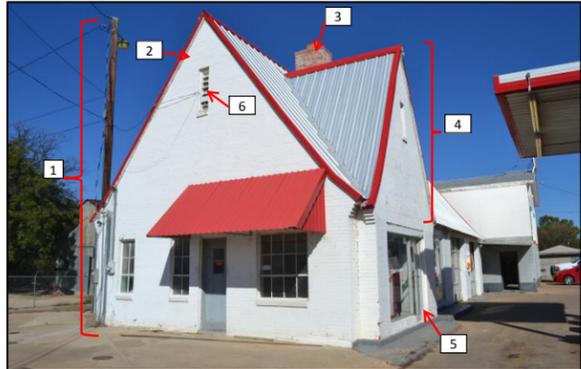
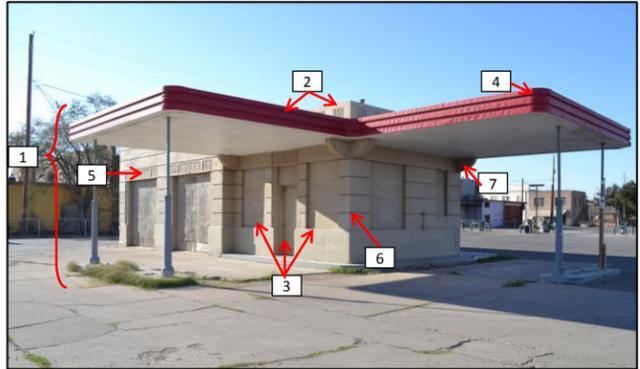
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Texas Company (Texaco)				
	<p><i>W. Pacific Street at Kindred Street, Loraine, Mitchell County. Distinguishing features: clipped gabled roof, eave returns, and Craftsman-like detailing in the eaves.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. House with Canopy form with Craftsman or Colonial Revival stylistic influences. 2. Clipped side-gabled roof extends over one-story brick-faced office; no garage bays. 3. Projecting canopy resting on box columns of brick construction. 4. Off-center single door and large glass show window on front. 5. Usually a single door to sales/office. 6. Eave returns in gable end. 7. Oversized brackets decorate the canopy roof line. 8. Multi-light windows on side elevations. 9. Typical location of company logo (although logo has been removed from this example).¹¹⁷³ 	<p><i>1149 S. 1st Street, Abilene, Taylor County. Distinguishing features: tiled pent roof and single-bay canopy with brick piers.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. House with Canopy form with stucco or brick cladding; typically Mission or Spanish Eclectic stylistic influences (this example shows an angled orientation but other illustrations of this form are set at a right angle to the street). 2. A single-bay canopy projects from the office and rests on box columns; some examples feature an arched canopy. 3. No service bays. 4. Raised parapet extends above a tiled roof with a slight flair. 5. A single door is adjacent to storefront windows. 6. An additional entry is often located on the side elevation. 	<p><i>Intersection of E. Front Street at N. Beckman Street, Stanton, Martin County. Distinguishing features: noted industrial designer Walter Teague developed a series of gas station forms for the company in 1936. Although variations exist among the prototypes developed by Teague, this gas station form has Moderne-like stylistic influences as noted by the parallel rounded beams atop the canopy. These elements were used to display the company name "Texaco" that motorists could easily see from a distance. Other distinctive features include the green-colored horizontal bands in the parapet and office and garage/service bay area.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Oblong Box with Canopy form with Streamline Moderne stylistic influences. 2. Two service bays with large glazed overhead service doors (although the original glazed overhead doors in this example have been replaced with non-original metal overhead doors). 3. Large metal corner windows open to the display and service area (boarded in this example). 4. Small metal columns supporting the canopy. 5. White porcelain enamel steel panels on exterior (sometimes stucco or wood). 6. Rounded corners on the canopy. 7. Raised bands of trim around the building above the display area and service bay doors, sometimes in green. 8. Parallel rounded beams atop the canopy, providing a back-lighted space for signage.¹¹⁷⁴ 	<p><i>201 W. Division Street, Arlington, Tarrant County. Distinguishing features: low-slung, Mansard-like roof and stone veneer. Note: the application of the field stone veneer and installation of the mansards roofs was a common remodeling push that the company undertook during the late 1960s. Texaco targeted many older gas stations for such improvements to provide a warmer and fresher look and appearance. The use of a stone exterior finish contrasted to the porcelain enamel finish that had been so popular during the 1940s and 1950s.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Oblong Box with Canopy form or an Oblong Box with a Detached Canopy form with field stone veneer siding. 2. A distinctively shaped Mansard roof extends over both the oblong box and canopy; decorative gabled dormers are sometimes present, although not in this example. 3. Office includes large display windows. 4. Field stone veneer is a character-defining trait of this gas station form (note that the stone veneer of this gas station has been painted; otherwise, the color would have a soft, limestone-like, brown-and-beige tone).

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Conoco (Marland)	 <p><i>US 180 at Old Caddo Road, Breckenridge, Stephens County. Distinguishing features: steeply pitched cross gabled roof, decorative interior chimney, and narrow vent windows in the gable ends.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. House form; one-and-a-half story brick-faced office with one- or two-bay attached garage on side; this form typically lacks an attached canopy. 2. Steeply pitched, side-gabled roof indicative of the Tudor Revival movement. 3. Non-functioning interior brick chimney on the front side of side-gabled roof, near juncture with small front-facing gable; indicative of Tudor Revival movement. 4. Smaller front-gabled extension on primary façade. 5. Front entrance with off-center door and large display windows. 6. Narrow vent window in attic space and on front-facing gable end. 	 <p><i>Intersection of W. 3rd Street at Cedar Street, Pecos, Reeves County. Distinguishing features: finely crafted Art Deco detailing, cantilevered canopies, and recessed horizontal bands in the canopy fascia.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Oblong Box with Canopy form with Art Deco stylistic influences. 2. Flat roof over building and canopies. 3. Central door and flanking display windows on primary façade. 4. Rounded corners and two horizontal bands on canopies. 5. Elaborate chevron-shaped detailing above garage bays indicative of Art Deco movement. 6. Bands of ribbed brickwork on brick-faced exterior adds to sense of grandeur and style. 7. Prominent brackets at corners.¹¹⁷⁵ 	 <p><i>3301 S. 1st Street, Abilene, Taylor County, constructed ca. 1950.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Oblong Box with Canopy form with Modern or International stylistic influences. 2. If present, a flat-roofed canopy rests on two columns and extends from the oblong box over the office and display area; sometimes the canopy is extended to provide two pumping islands to service more cars. 3. Double service bays. 4. Large glass display windows. 5. Row of large lights under canopy. 	 <p><i>7272 Gaston Avenue, Dallas, Dallas County. Distinguishing features: simple box form and canopy.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Oblong Box with Canopy form with Modern or International stylistic influences. 2. If present, a flat-roofed canopy rests on two metal poles and extends from the oblong box over the office and display area; sometimes the canopy is extended to provide two pumping islands to service more cars. 3. Single or double service bays. 4. Large glass display windows.¹¹⁷⁶

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		 <p data-bbox="969 641 1569 721"><i>Shell Station, US 180, Albany, Shackelford County. Distinguishing features: stucco exterior, use of green tile, and Spanish Eclectic stylistic features.</i></p> <p data-bbox="969 749 1258 776">Character-defining Features:</p> <ol data-bbox="969 782 1600 1139" style="list-style-type: none"> 1. Oblong Box with Canopy form with Mission or Spanish Eclectic influences. 2. Pent roof typically covered in green tile. 3. Raised, slightly pedimented parapet on a truncated canopy that rests on square stucco columns. 4. Single or multiple service bays on one or multiple sides of the building. 5. Off-center door adjacent to large display windows, with fixed transoms over both. 6. Stucco exterior finish. 7. Decorative tile or other decorative elements located on the canopy. 8. Buttress-like motif at end of garage/service bay opening.¹¹⁷⁷ 		

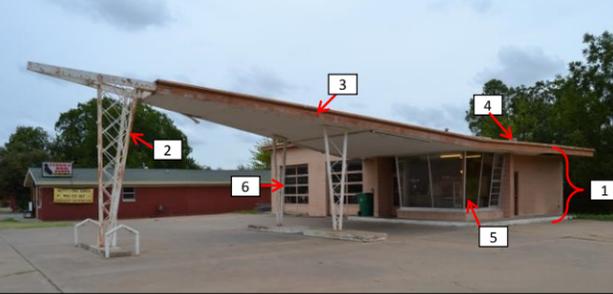
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Shell				 <p><i>Shell Station. 301 W. Division Street, Arlington, Tarrant County. Distinguishing features: low-pitched gabled roofs, exposed roof beams, and brick wall for signage.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. House with Canopy form with a long and low building form with synthetic stone or brick veneer; typically with Ranch stylistic influences. 2. One-story office with large glass windows and a single-bay canopy. 3. A pair of gently sloping gable roofs with wood trim and highlights, one over the office and the other, higher roof over two service bays. 4. Masonry extension rises from gable roof and includes back-lit sign with Shell Oil logo; this feature helps to distinguish from other similar Ranch Style gas stations, such as those built by Humble and affiliated companies, e.g., Enco. 5. Broad, extended eaves and exposed beams. 6. Fixed transoms in gable ends. 7. Panel used to display company motto “Service is Our Business” in raised letters.¹¹⁷⁸

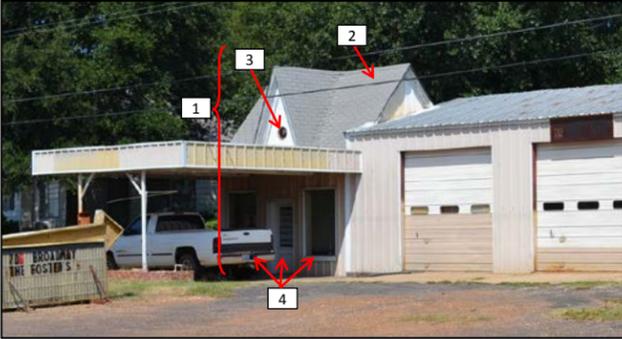
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Table 19. Gas Station Company Affiliations by Time Period.

	Initiation of the Highway System: 1917–1932	Depression, Mobilization, and War: 1933–1944	Postwar Road Expansion: 1945–1956	Effects of the Interstate Highway System: 1957–1980
Phillips 66				 <p><i>Phillips 66, 315 SW 1st Street, Mineral Wells, Palo Pinto County. Distinguishing features: upward sloping, triangular-shaped canopy and canted windows, known as the “New Look” or “Harlequin” design; attributed to architect Clarence Reinhardt.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Oblong Box with Canopy form. 2. Exposed metal support at apex of canopy; this metal support/column extended beyond the height of the canopy and was capped with lit sign in the shape of the distinctive Phillips 66 company shield. 3. A triangular canopy (or sometimes two canopies) extending from the office and projecting upward to a point. 4. Flat roof over office and service bays. 5. Office featuring large bays of squared glass doors and large slanted plate corner glass display windows.¹¹⁷⁹ 6. Service bays were often angled away from the office (not present in this example).  <p><i>Phillips 66, 1609 E. Broadway Avenue, Sweetwater, Nolan County. Distinguishing features: canted windows; almost identical to the “New Look” form but it lacks the signature canopy.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Oblong Box with Canopy form. 2. CMU (concrete masonry unit). 3. Two-level flat roof over office and garage/service bays. 4. Canted display windows in office. 5. Broad surface between service bays; surface area used to paint distinctive red-and-white harlequin Phillips 66 color scheme. 6. Narrow brick wall extension from main body of building. 7. Applied parapet on front façade and canopy with recessed horizontal band in the middle.

The Development of Highways in Texas:
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Table 19. Gas Station Company Affiliations by Time Period.

	Initiation of the Highway System: 1917–1932	Depression, Mobilization, and War: 1933–1944	Postwar Road Expansion: 1945–1956	Effects of the Interstate Highway System: 1957–1980
Cities Services		 <p data-bbox="975 639 1597 889"><i>Cities Services, 706 Broadway Avenue, Maud, Bowie County. Distinguishing features: steeply pitched cross-gabled roof, symmetrical front façade, and small ocular window in the front gable end. Note: this example is extensively modified and is not a particularly good or well-preserved example of this gas station subtype; however, this is the only extant example known along the Bankhead Highway. The metal garage addition to the side (east) and the metal-clad canopy diminish the building's overall historic character and integrity.</i></p> <p data-bbox="975 919 1597 1137">Character-defining Features</p> <ol data-bbox="975 945 1597 1137" style="list-style-type: none"> 1. House form with Tudor Revival stylistic influences. 2. Steeply pitched cross-gabled roof. 3. Small ocular window in front gable end; a distinctive and character-defining element that identifies this subtype as a gas station affiliated with Cities Services. 4. Symmetrical front façade with central, single-door entrance and large display windows on either side. 		

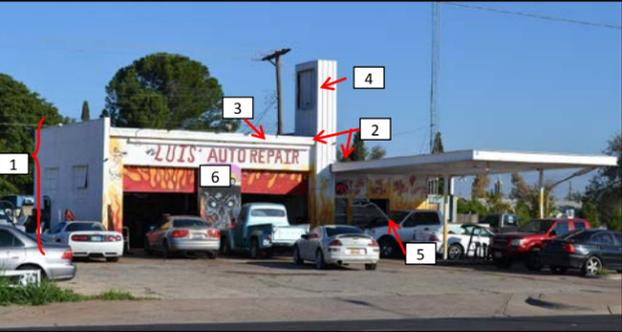
The Development of Highways in Texas:
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Table 19. Gas Station Company Affiliations by Time Period.

	Initiation of the Highway System: 1917–1932	Depression, Mobilization, and War: 1933–1944	Postwar Road Expansion: 1945–1956	Effects of the Interstate Highway System: 1957–1980
Cosden				 <p data-bbox="2293 717 2753 741"><i>Cosden, 402 W. 3rd Street, Pecos, Reeves County.</i></p> <p data-bbox="2293 774 2567 798">Character-defining Features:</p> <ol data-bbox="2293 802 2924 1056" style="list-style-type: none"> 1. Oblong Box with Canopy form with Modern stylistic influences. 2. Shed or flat roof over office and canopy. 3. Brick or concrete block exterior finish. 4. Front façade set back within extended eaves and wall extensions at corners. 5. Horizontality effect achieved through light configuration and elongated plan and extended eaves. 6. Bank of display windows on front façade.

The Development of Highways in Texas:
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Table 19. Gas Station Company Affiliations by Time Period.

	Initiation of the Highway System: 1917–1932	Depression, Mobilization, and War: 1933–1944	Postwar Road Expansion: 1945–1956	Effects of the Interstate Highway System: 1957–1980
El Paso-Dixie				 <p data-bbox="2281 633 2946 713"><i>El Paso-Dixie Station, 1200 W. Front Street, Midland, Midland County. Distinguishing features: two-part flat roof and the vertical pier at the juncture of the office and garage/service bay.</i></p> <p data-bbox="2281 741 2560 770">Character-defining Features:</p> <ol data-bbox="2281 774 2946 1024" style="list-style-type: none"> 1. Oblong Box with Canopy form. 2. Two-part massing with office that is at a lower height than the garage/service bays. 3. Flat roof over office, garage/service bays, and canopy. 4. Vertical pier at the juncture of the office and garage/service bay wing that includes a back-lit sign to display company logo. 5. Office with large display windows. 6. Broad wall service between the overhead doors of the garage/service bays.

Auto Sales and Service

Subtype: Auto Dealerships

Background

Auto dealerships are another distinct building type closely linked to the automobile and the development of the highway system. One of the most distinguishing traits of this form is the large amount of interior space needed to house the multiple functions associated with auto sales. The buildings typically include a large open showroom, service department, and offices.¹¹⁸⁰ The showroom with large display windows dominated the front façade, and all other departments located at the rear of the building. These buildings were typically located on corner lots and vehicle entrances were often placed on secondary façades. Ornamentation varied greatly, yet an intent to be perceived as an important asset led to highly decorated exteriors.¹¹⁸¹

Tastes conformed to prevailing trends in commercial architectural design at the time. Auto dealerships from this time period typically showed the influence of the architectural styles that were popular at the time, like Colonial Revival or Spanish Colonial Revival.

Modernization in the form of streamlining became popular in the 1930s, and new construction often exhibited “porcelain-enamel metal or structural glass façades and translucent walls of glass block.”¹¹⁸² The end of World War II introduced further changes to the auto dealership building type. Previously concentrated in congested urban settings, dealerships began a trend of relocating to more spacious parcels in rapidly developing suburban areas, which offered cheaper land and ample room for expansive one-story buildings and paved surface lots to maintain higher inventories. Sites were selected more meticulously than before. For example, “the far side of an intersection on the homeward-bound side of a major commuter highway” was advertised as the best location for a dealership.¹¹⁸³ The exterior look of the building also changed. Instead of a highly stylized building that portrayed good stature and integrity, the façade of the postwar dealership consisted of a large window through which a new car could quickly and easily be seen by a passing motorist. The service wing of the building also gained in importance during this time. Previously confined to the back, it often encompassed the largest amount of square footage within the building. Finally, used cars were moved to a lot adjacent to the showroom, which often included a large canopy that connected to the showroom and extended across the lot. Architectural styles also evolved through the years. At the end of World War II, dealerships still heavily displayed Moderne influences, with rounded corners and oval windows. (See *Table 20*.) By the late 1940s, “plain surfaces, flat roofs, visual fronts, and ribbon windows” common to the Modern style became popular.¹¹⁸⁴ This

was followed by “soaring roofs, canted fronts, and other utterances of the Exaggerated Modern” in the 1950s and “shingled mansards of the Environmental Look” in the 1960s.¹¹⁸⁵

Character-defining Features across All Time Periods

- Typically located within a commercial area, often on a prominent corner lot.
- Typically constructed with a steel frame or reinforced concrete to allow a large, open interior showroom.
- Large display windows along front façade.
- Service department and offices located at rear.
- Large bay openings serving as vehicle entrances on secondary façades.
- Architectural and stylistic embellishment consistent with the era of construction.

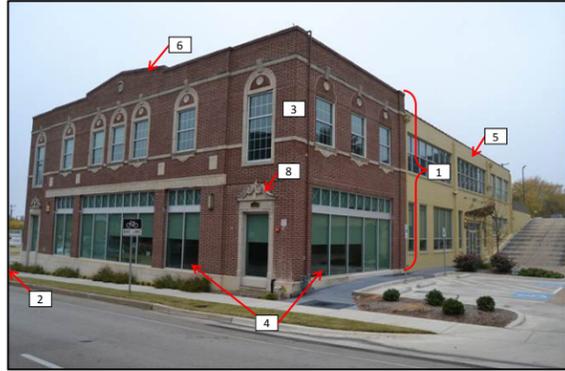
Character-defining Features within Defined Time Periods

The bulleted list above identifies common traits and characteristics shared by resources within the Auto Dealerships property subtype category. *Table 20* presents examples within each time period and identifies salient physical features and attributes of each subtype.

A more detailed discussion about the significance and registration requirements for auto dealerships and other commercial buildings is presented under *Significance* later in this section.

The Development of Highways in Texas:
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Table 20. Auto Dealership Subtypes by Time Period.

	County Roads and the Good Roads Movement: 1880–1916	Initiation of the Highway System: 1917–1932	Depression, Mobilization, and War: 1933–1944	Postwar Road Expansion: 1945–1956	Effects of the Interstate Highway System: 1957–1980
Auto Dealerships		 <p><i>H.B. Ransom Motor Co., 1204 W. 7th St. Fort Worth, Tarrant County, constructed ca. 1920.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> Two-Part Commercial Block form, similar to typical commercial architectural forms of the period. Typically located within a commercial area, often on a prominent corner lot. Steel-frame construction with masonry exterior finish and cast concrete detailing to allow a large, open interior showroom. Large fixed display windows along front and side façade. (Windows have been replaced in this example.) Service department and offices located at rear in utilitarian building. Decorative parapet, a visual element used to catch the attention of the passerby, obscures a flat roof. Large bay openings serving as vehicle entrances on secondary façades (not visible in this photo). Front façade features primary entrance and distinctive architectural details consistent with the era of construction. 	 <p><i>J.P. "Punk" McNatt Motor Co., 2401 Johnson Street, Greenville, Hunt County, constructed ca. 1930.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> One-Part Commercial Block form, similar to typical commercial architectural form of the period. Typically located within a commercial area, often on a prominent corner lot. Steel-frame construction with masonry exterior finish and metal panel along the frieze to allow a large, open interior showroom. Large fixed display windows curve around front and side façade. Service department and offices located at rear or side, in a more utilitarian portion of the building. A flat roof topped by a circular tower, meant to draw attention to the passerby (this example only). Large bay openings serving as vehicle entrances on secondary façades. Architectural and stylistic embellishment consistent with the era of construction, in this case Moderne/Streamlined. 	 <p><i>Lincoln/Mercury Dealership, 420 E. 2nd Street, Odessa, Ector County, constructed ca. 1955.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> Enframed Window Wall form with modest decorative elements. Typically located within a commercial area, often on a prominent corner lot. Reinforced concrete construction with masonry exterior finish to allow a large, open interior showroom. Large fixed canted windows along the front façade allow for display. Two-story flat roof over rear offices. Service department and offices located at rear in utilitarian building. Large bay openings serving as vehicle entrances on secondary façades (not visible in photo). Architectural and stylistic embellishment consistent with the era of construction, in this case Modern/International Style. 	 <p><i>301 S. Garland Avenue, Garland, Dallas County, constructed ca. 1968.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> Enframed Window Wall form with bold structural form rather than applied decorative elements. Typically located within a commercial area, often on a prominent corner lot (not visible in photo). Steel frame construction to allow a large, open interior showroom. Showroom featuring large bays of slanted plate glass windows for display and large glass doors. Sales offices located at rear of showroom in attached nondescript concrete block building. Service department located at rear of parcel in separate utilitarian building (not visible in photo). Large bay openings serving as vehicle entrances on secondary façades (not visible in photo). Architectural and stylistic embellishment consistent with the era of construction, in this case Neo-Expressionism.

Subtype: Auto Parts Stores

Background

Another distinctive Commercial Building type that evolved in response to the growing popularity of automobiles was the auto parts store. Traditionally located along highways extending through commercial areas, this building type usually can be categorized as either a one-part or two-part commercial block building, according to the typology of noted architectural historian Richard Longstreth.¹¹⁸⁶ A one-part commercial block building presents a front façade with a single composition. The storefront typically has a three-part configuration with a central doorway flanked by large display windows. Other common features of buildings in this category include a canopy across the front; transoms located above the storefront; a parapet; and the use of architectural embellishment, especially around the roofline.¹¹⁸⁷ Most two-story auto parts stores are examples of the two-part commercial block building, which has two distinct zones on front façade. Retail activities typically were confined to the ground floor, and the upper floor was reserved for private functions, often living quarters. The ground floor typically presents a configuration similar to the storefront of a one-part commercial block building. It features large display windows and a prominent entrance. In contrast, the upper floor consists of sash window openings that do not necessarily match the rhythm and fenestration of the storefront. Architectural embellishment is typically found in the second story, especially in the parapet, cornice, and/or upper-level window treatments.¹¹⁸⁸ Sometimes the parapet featured details with automobile-related symbolism, such as wheels. Other features that may be present on the ground floor of a two-part commercial block building include cast-iron pilasters, columns, or door thresholds. The second-story windows often have hoodmolds and/or lintels and sills; round, segmental, or flat-arched openings; and pressed metal detailing in the cornice or parapet.¹¹⁸⁹

Applied stylistic ornament during the early years of highway building in Texas incorporated elements from popular architectural movements in commercial design at time. The most common was the Classical Revival Style, but some buildings in more urban areas like Dallas and Fort Worth featured embellishments indicative of the Spanish Colonial Revival Style. (See *Table 21*.) During the late 1920s, the use of abstract, geometric, and vertical motifs reflective of the Art Deco style became popular.¹¹⁹⁰ An emphasis on the horizontal elements led to a look of sleek design. This tradition remained popular until World War II, when architects and contractors favored buildings with a more restrained appearance. Post-World War II auto parts stores are typically located in the outer areas surrounding downtowns and in the suburbs. Many of the later stores

are stand-alone buildings, often set-back from the street. These stores also tended to have large signs located near the street.

Character-defining Features across All Time Periods

- Typically One- or Two-part Commercial Block form.
- Prominent main entry.
- Large display windows.
- Canopy sometimes present across the front.
- Stylistic ornamentation characteristic of the era.

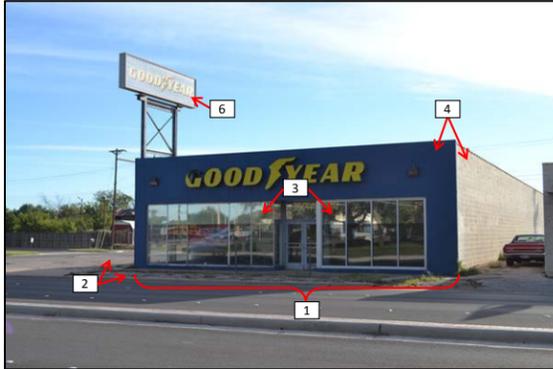
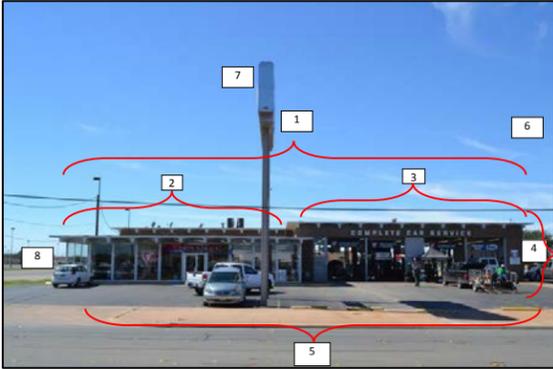
Character-defining Features within Defined Time Periods

The bulleted list above identifies some of the common traits and characteristics shared by resources within the Auto Parts Stores property type category. Examples within each time period in *Table 21* identify salient physical features and attributes of each subtype.

A more detailed discussion about the significance and registration requirements for auto parts stores and other commercial buildings is presented under *Significance* later in this section.

The Development of Highways in Texas:
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Table 21. Auto Parts Stores Subtypes by Time Period.

	County Roads and the Good Roads Movement: 1880–1916	Initiation of the Highway System: 1917–1932	Depression, Mobilization, and War: 1933–1944	Postwar Road Expansion: 1945–1956	Effects of the Interstate Highway System: 1957–1980
Auto Parts Stores		 <p><i>Firestone auto parts store with Spanish Colonial Revival detailing, now an apartment leasing office, 1001 W. 7th Street, Fort Worth, Tarrant County, constructed ca. 1920.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. One-Part Commercial Block form. 2. Prominent store front. 3. Service bays. Here, the original overhead doors have been replaced with fixed windows for adaptive reuse. 4. Masonry construction. 5. Located in a downtown area. 6. Signs located on and projecting from building. 	 <p><i>Auto parts store, 1215 E. Broadway Avenue, Sweetwater, Nolan County, constructed ca. 1935.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. One-Part Commercial Block form. 2. Prominent store front. 3. Large display windows. 4. Brick construction with stucco cladding. 5. Canopy present along the front façade. 6. Stylistic ornamentation characteristic of the era, in this case Art Deco. 7. Projecting signage from roof draws attention of passing motorist. 	 <p><i>Goodyear auto parts store, 633 Pine Street, Abilene, Taylor County, constructed ca. 1955.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Enframed Window Wall form. 2. Prominent store front adjacent to roadway with side parking. 3. Large fixed windows along the front façade allow for display. 4. Concrete block construction with stucco finish on front façade. 5. Service bays with overhead doors located along the side of the building, adjacent to the parking lot (not visible in photo). 6. Projecting signage from roof draws attention of passing motorist. 	 <p><i>Firestone auto parts store, 120 E. Pioneer Drive, Abilene, Taylor County, constructed ca. 1965.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Commercial Box form set back from street. 2. Prominent storefront. 3. Service bays with overhead doors. 4. Masonry construction with brick finish. 5. Parking in front of building. 6. Located on sprawling commercial strip. 7. Large sign located near street. 8. Modern stylistic influences.

Subtype: Auto Repair Shops

Background

With the rise of the automobile came the need to have facilities that could be used for auto repair. The introduction and subsequent widespread use of standard interchangeable parts by automotive companies made it possible for both independent companies and dealerships to offer repair services. Buildings housing these services differed greatly, depending on the location. Independent mechanics were sometimes located in modest facilities, usually a wood-frame or metal garage. Within a commercial downtown, this building type typically features a wide, simplified storefront. Other typical features of the building type include load-bearing masonry construction with a rectangular footprint; an entrance that consists of a single- or double-door; a canopy across the front; fixed transoms above the glazing; a parapet; and stylistic detailing of the architectural trends popular at the time of its construction.¹¹⁹¹ In addition, auto repair shops featured multiple vehicle entrances on the primary façade.¹¹⁹² In suburban and rural settings, auto repair shops often take on much more utilitarian forms, using concrete block or corrugated metal construction, and including doors and windows only as necessary for the operation of the building. (See *Table 22*.) This is yet another very common building form that is seen along historic alignments of the Bankhead and other named highways.

Character-defining Features across All Time Periods

- Simple, rectangular footprint.
- Utilitarian exterior materials such as brick, concrete block, or corrugated metal.
- Large bay openings across front façade, often with overhead garage doors.
- Minimal architectural detailing.

Character-defining Features within Defined Time Periods

The bulleted list above identifies common traits and characteristics shared by resources within the Auto Repair Shops property type category. *Table 22* identifies the important physical features and attributes of each subtype.

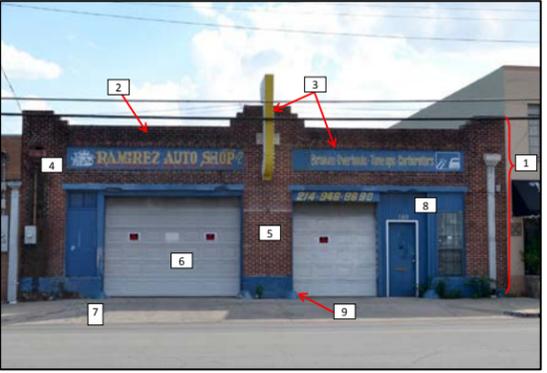
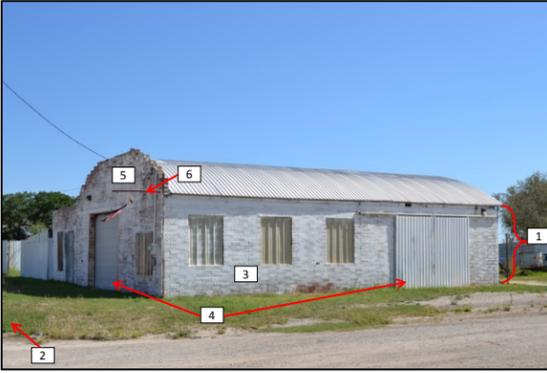
A more detailed discussion about the significance and registration requirements for auto repair shops and other commercial buildings is presented under *Significance* later in this section.

The Development of Highways in Texas:
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The Development of Highways in Texas:
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Table 22. Auto Repair Subtypes by Time Period.

	County Roads and the Good Roads Movement: 1880–1916	Initiation of the Highway System: 1917–1932	Depression, Mobilization, and War: 1933–1944	Postwar Road Expansion: 1945–1956	Effects of the Interstate Highway System: 1957–1980
Auto Repair Shops		 <p>1001 W. 7th Street, Fort Worth, Tarrant County, constructed ca. 1920.</p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. One-Part Commercial Block form with a simple, rectangular footprint. 2. Located on a corner lot at the periphery of downtown. 3. Load-bearing masonry construction with a flat roof. 4. Cast Stone parapets and pilasters provide minimal architectural detailing. 5. Prominent service bay is the façade’s dominant visual feature and a signature characteristic of this subtype. 6. A single door provides interior access. 7. Bollards at bottom corners of service-bay openings protect walls from vehicle damage (no longer extant). 	 <p>416 W. Davis Street, Dallas, Dallas County, constructed in 1933.</p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. One-Part Commercial Block form that is similar to traditional commercial architectural forms predating World War II; typically located as part of a commercial block in or on the fringes of the historic downtown. 2. Parapet obscures flat or slightly pitched shed roof. 3. Signage could include painted or applied panel on the parapet or a metal or wood signed suspended from the parapet or rising from parapet or roof. 4. Load-bearing masonry construction. Brick is most common exterior finish, but other materials, such as stucco, may be used. 5. Simple, utilitarian façade that typically displays modest amounts of stylistic ornamentation or embellishment. 6. Prominent service bay is the façade’s dominant visual feature and a signature characteristic of this subtype. 7. Cut in sidewalk leading to service bay provides direct access to/from service bay and nearby street; concrete ramp facilitates vehicle access to building. 8. Small public area for offices and/or waiting area for patrons; in this case, a single door provides interior access, but other examples have display windows on the front and/or side. 9. Bollards at bottom corners of service-bay openings are a common architectural feature to protect walls from vehicle damage. 	 <p>E. Broadway Street, Roscoe, Nolan County, constructed 1947. Note the reuse of a prefabricated Quonset Hut structure surrounded by a concrete block masonry veneer.</p>  <p>1706 W. Front Street, Midland, Midland County, constructed ca. 1950.</p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Buildings exhibit a simple, rectangular footprint. 2. Located on a corner lot at the periphery of downtown. 3. Utilitarian exterior materials, such as concrete block, sometimes covered with stucco. 4. Large service-bay openings on front a side façades facing street, with either overhead or sliding garage doors. 5. Minimal architectural detailing. 6. Signage projects from building. 	 <p>6055 E. Lancaster Avenue, Fort Worth, Tarrant County, constructed ca. 1970.</p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Detached, free-standing commercial building; orientation can vary depending on lot/parcel location; some have elongated plans that provide maximum street exposure, while others have a store-like front with service bays and driveway on side elevation, which creates a deep building footprint. 2. Low parapet obscures flat and slightly pitched roof. 3. Brick exterior finish. 4. Multiple service bays with overhead garage doors that extend over much of the surface area of the façade. 5. Set back from street with paved parking and ample room to enter/exist service bays. 6. Small public space contains office, waiting room, restrooms, and stockroom for inventory and supplies. 7. Located away from downtown on street lined with commercial boxes with parking lots.

Bus Stations

Background

Bus service as a form of mass transit rose with the improvement of roads across the country. Like automobiles, buses were able to travel to places not reached by trains. Early on, pick-up and drop-off locations were found at local businesses.¹¹⁹³ When individual bus companies began to construct their own stations, they typically located them in the downtown commercial district, near the main downtown thoroughfare. The location was purposefully chosen outside the busiest part of town in order to relieve traffic congestion for both the riders and the drivers. Usually constructed in masonry, the buildings tended to be either one or two stories. Façades were commonly covered with stone, concrete, and terra cotta, and incorporated the use of glass block, structural glass, and enameled porcelain.¹¹⁹⁴ An important feature of bus station design was an exterior area large enough to drop off and pick up passengers. Growing competition between various bus companies led to a trend toward greater standard building design in the 1940s. Greyhound, for example, used streamlined modernism with terminals that featured “curved façades with striated metal awnings over the main entrance and large vertical pylons bearing the company name and logo, flanked by columns of glass blocks. A curved waiting room at the rear of the building provided passenger access to the radial, sawtooth bus platforms.”¹¹⁹⁵ In contrast, the bus company Trailways designed their stations to look more angular with “large glass windows at the entrance and stylized lettering on the façade.”¹¹⁹⁶

Character-defining features across All Time Periods

- Location along main thoroughfare, often at the edge of downtown.
- In large cities, often located near train tracks or train depots.
- Masonry construction.
- Large driveways to accommodate bus passenger drop-off and pick-up, sometimes covered with canopies or awnings.
- Front lobby and ticket office with large windows.

Character-defining Features within Defined Time Periods

The bulleted list above identifies common traits and characteristics shared by resources within the Bus Stations property type category. *Table 23* identifies the important physical features and attributes of each subtype.

A more detailed discussion about the significance and registration requirements for bus stations and other commercial buildings is presented under *Significance* later in this section.

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Table 23. Bus Station Subtypes by Time Period.

	County Roads and the Good Roads Movement: 1880–1916	Initiation of the Highway System: 1917–1932	Depression, Mobilization, and War: 1933–1944	Postwar Road Expansion: 1945–1956	Effects of the Interstate Highway System: 1957–1980
Bus Stations			 <p data-bbox="599 846 1164 905"><i>Greyhound Bus Station, 205 S. Lamar Street, Dallas, Dallas County, constructed ca. 1940.</i></p> <p data-bbox="599 934 878 961">Character-defining Features:</p> <ol data-bbox="599 963 1164 1394" style="list-style-type: none"> <li data-bbox="599 963 1164 1045">1. Location along a main thoroughfare at a prominent intersection within the downtown area at the time of its construction. <li data-bbox="599 1047 1164 1129">2. Load-bearing masonry construction that incorporated glass block, typical of the Streamline/Moderne Style. <li data-bbox="599 1131 1164 1213">3. Large driveway, covered with a canopy, to accommodate bus passenger drop-off and pick-up (not visible in photo). <li data-bbox="599 1215 1164 1276">4. Prominent entrance, front lobby and ticket office exhibit large windows. <li data-bbox="599 1278 1164 1339">5. Use of a standard building design, in this case Moderne/Streamlined. <li data-bbox="599 1341 1164 1394">6. Projecting signage and the company logo announced the bus company to the traveling public. 		

Commercial Signage

Background

Prior to the emergence of the automobile and highway-oriented commercial strips, signage typically was included as an integral part of a commercial building, typically either painted or attached to the exterior wall, or mounted on the rooftop or parapet. These integral signs are considered to be among the character-defining features of a commercial building, but they are not considered to be independent, freestanding resources. With the development of the automobile, though, commercial development sprawled to the edges of towns, commercial buildings were set back on their lots to allow for parking, and commercial signs became freestanding elements, located along the roadside at the edge of the lot, where they would be more visible to travelers. These freestanding signs often were mounted on tall metal poles and constructed of metal panels fabricated into dynamic shapes, with bright colors and lighting so that they would be visible to approaching travelers from afar. Beginning in the first half of the twentieth century, with the increasing corporatization of roadside commercial enterprises, the use of standardized signs featuring corporate icons became an important marketing tool to attract tourists to stop at familiar chains. Gas stations adopted this strategy as early as the 1920s, and other types of businesses, like motels and restaurants, increasingly followed suit after World War II. At the same time, independent business owners erected even more dramatic and attention-grabbing signs to compete with the corporate chains. As a result, it is typical to find commercial signs located along commercial strips cluttered with other competing signs.¹¹⁹⁷

Character-defining features across All Time Periods

- May be mounted on building walls or rooftops, or may be freestanding.
- Large enough scale to be visible from the roadway; scale increases depending on the speed of passing traffic.
- Bright colors and lights used to attract attention.

Character-defining Features within Defined Time Periods

The bulleted list above identifies common traits and characteristics shared by resources within the Commercial Signage property type category. *Table 24* identifies the important physical features and attributes of each subtype.

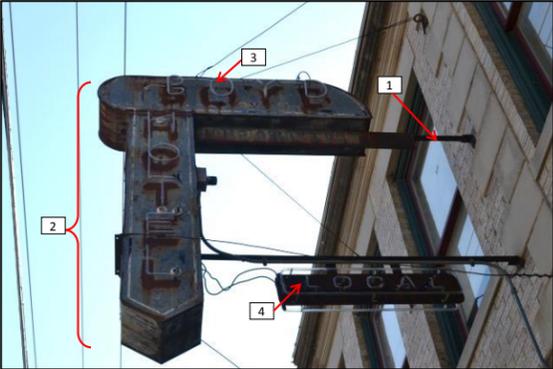
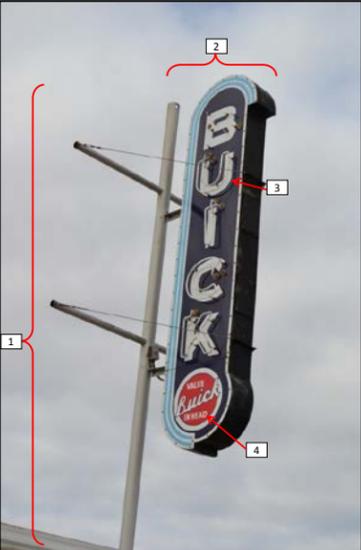
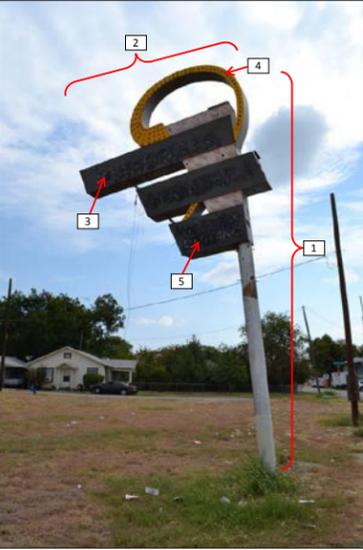
A more detailed discussion about the significance and registration requirements for commercial signage and other commercial buildings is presented under *Significance* later in this section.

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Table 24. Commercial Signage Subtypes by Time Period.

	County Roads and the Good Roads Movement: 1880–1916	Initiation of the Highway System: 1917–1932	Depression, Mobilization, and War: 1933–1944	Postwar Road Expansion: 1945–1956	Effects of the Interstate Highway System: 1957–1980
Commercial Signage		 <p>Attached sign for the Boyd Hotel, 2936 Elm Street, Dallas, Dallas County, constructed in 1916.</p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Mounted perpendicular to the front façade of the building. 2. Large enough to be seen by passing motorists on the downtown city street, but not too large to overwhelm its surroundings. 3. Use of neon lettering to attract attention. 4. Separate, smaller neon sign highlights amenities. 	 <p>Freestanding Buick sign, E. Front Street, Stanton, Martin County, constructed ca. 1935. Note that the extant associated building is not historic age.</p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Freestanding sign projecting from the top a metal pole, located at corner of parcel at a prominent intersection. 2. Large enough to be seen by passing motorists. Would have been used in conjunction with additional signage mounted to or painted on historic building. 3. Use of neon lettering to attract attention. 4. Signage often contains company logo. 	 <p>Freestanding commercial sign, 2475 E. Lancaster Avenue, Fort Worth, Tarrant County, constructed ca. 1950. Note that the associated building is no longer extant.</p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Freestanding sign mounted to the top of a metal pole, located adjacent to roadway. 2. Large enough to be seen by passing motorists. There likely would have been additional signage attached to the historic building. 3. Use of neon lettering to attract attention. 4. Signs often incorporate dynamic shapes with bright colors to attract attention of passing motorists. 5. Smaller sign highlights amenities and attractions. 	 <p>Freestanding Caravan Motor Hotel sign, 908 E. Division Street, Arlington, Tarrant County, constructed ca. 1960.</p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Freestanding sign incorporating multiple metal poles into its design, located adjacent to roadway. 2. Very large scale, designed for visibility from the roadway and to grab the attention of the passing motorist. 3. Use of bright colors and fanciful lettering. 4. Sign often reflects the theme of the business it is advertising. 5. Smaller sign and marquee highlights amenities and attractions.

Significance

The many kinds of resources and subtypes within the Commercial Building property type category provide a direct and tangible link to the Bankhead and other historic named highways of Texas. Their significance stems principally from their association with the development of the state's highway system and the kinds of commercial operations that catered primarily to tourists and the automobile culture (**Criterion A**). Commercial buildings also may derive significance for their association with an important individual of the past (**Criterion B**). However, the person must be directly linked to the development of the highway network; significance related to other themes in history can only be understood and evaluated within different context(s). In addition, resources in the Commercial Buildings property type category may possess significance for their physical attributes and/or for the quality of their design (**Criterion C**). They may be important because they exhibit noteworthy craftsmanship or exemplify a form, style, or method of construction. They may be representative of or associated with the work of a noted architect, builder, or contractor. Typically, however, they exhibit character-defining physical features that reflect how the buildings cater to traveling motorists. Finally, commercial buildings may have the potential to yield important information about the past (**Criterion D**); however, such research potential is not considered likely within the framework of this study.

The following examines each of the National Register Criteria as they apply to the many subtypes of commercial buildings associated with the Bankhead and other historic named highways. For discussion of the development trends and character-defining features that are specific to each commercial subtype, refer to the Property Type Descriptions above by clicking on the hyperlinks below:

- [Lodging](#)
 - [Subtype: Hotels](#)
 - [Subtype: Tourist Homes](#)
 - [Subtype: Campsites](#)
 - [Subtype: Tourist Courts](#)
 - [Subtype: Trailer Parks](#)
 - [Subtype: Motels](#)
 - [Subtype: Highway Hotels](#)
- [Dining Establishments](#)
 - [Subtype: Restaurants](#)
 - [Subtype: Farm Stands/Food Stands](#)
- [Gas Stations](#)
 - [Subtype: One-part or Two-part Commercial Block](#)
 - [Subtype: House and House with Canopy](#)
 - [Subtype: Box and Box with Canopy](#)
 - [Subtype: Oblong Box and Oblong Box with Canopy](#)

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- Subtype: Oblong Box with Drum
- Subtype: Programmatic or Mimetic
- Auto Sales and Service
 - Subtype: Auto Dealerships
 - Subtype: Auto Parts Stores
 - Subtype: Auto Repair Shops
- Bus Stations
- Commercial Signage

Criterion A

The significant themes within the historic context of highway development in Texas may be associated with commercial buildings under the areas of Commerce and/or Transportation. Refer to the discussion of National Register Evaluation Methods in Section III.1 for further discussion of significant themes within each time period.

- The influence of highway associations to promote the construction and use of named highways (1880–1916, 1917–1932);
- The use of state and federal funds as a new revenue source to construct highways integrated into the emerging state and federal highway systems (1917–1932);
- The increase of tourist travel using automobiles along the new state highway system and the development of new types of businesses and architectural forms catering to motorists that changed the physical character and landscape along many segments of the road, especially in more urban settings (1917–1932);
- The Texas Centennial celebration, which drew tourists along the named highways and spurred construction of fairgrounds and tourist amenities (1933–1944);
- The segregation of highway-oriented tourist facilities in the South in the Jim Crow era (1917–1932, 1933–1944, 1945–1956, 1957–1980);
- The growth and corporatization of the tourist industry, including the construction of corporate chain gas stations, hotels, and restaurants along named highways (1944–1956, 1957–1980); and/or
- The proliferation of auto-related commerce that catered to motorists along the highway and that was made possible by the shipping of goods along the highway (1944–1956, 1957–1980).

Note that location along a historic highway is not a sufficient link to these historic themes. A gas station, for example, would not be considered significant under Criterion A simply because tourists stopped there at some point between 1917 and 1980. An example with a stronger and more direct link to these themes would be a gas station that was constructed in 1935 along the route to the anticipated 1936 Texas Centennial Exhibition, or a gas station that was located at the intersection of two competing routes of the Bankhead Highway in order

to capitalize on traffic from both routes. This applies to all subtypes within the commercial property type category.

Criterion B

A commercial building may be significant for its association with an important individual of the past. For the purposes of this study, the person must have gained renown through his/her contributions related to the development of the Bankhead and other historic named highways. Furthermore, the property must be directly associated with the individual and with the reason(s) why he/she possesses significance. The resource also should be the property that best reflects the significance. For example, the automobile dealership may be the source of wealth that an individual who used business profits to play an important civic or philanthropic role within a particular community.

Criterion C

In order to be considered significant under Criterion C in the area of Architecture or Engineering, a commercial building must be one of the following:

- The work of a master architect, engineer, or builder;
- An excellent example of a recognizable architectural style, form, or method of construction;
- An excellent example of a recognized standardized corporate design; and/or
- Employs innovative design features.

Note that a commercial building may be eligible under Criterion C at the local level of significance because it is a good example of a recognizable standard plan or architectural style compared to other examples locally. However, this would require preparing a separate local historic context and conducting local-level analysis. Refer to the discussion of *Registration Requirements* below for details regarding the physical integrity of character-defining features required for eligibility under Criterion C.

Criterion D

A commercial building may derive significance for its potential to yield important information about the past; however, this criterion typically is applied to archeological resources. The likelihood of a commercial building having significant research potential is considered to be very remote within the framework of this contextual study.

Registration Requirements

To be eligible for inclusion in the NRHP, a resource must be significant at a local, state, or national level under at least one of the National Register Criteria for Evaluation (discussed above) and retain sufficient integrity to convey that significance. NPS defines seven aspects of integrity that are crucial to the NRHP eligibility process. Each of these aspects is discussed below. This discussion deals specifically with the issues typically associated with the kinds of resources that fall within the Commercial Buildings category. Refer to the discussion of each subtype for lists and illustrations of character-defining features. (See hyperlinks to each subtype above.)

- Location
 - The resource should be on the same site where it derived its significance to retain integrity of *location*.
- Design
 - Buildings must retain the same general appearance as during their period of significance. Important general aspects of design for commercial buildings include height, massing, roof form, and fenestration pattern.
 - Important character-defining features must remain intact. The discussion above details the relevant character-defining features of each commercial property type and subtype. Design elements that were essential to the commercial function of the resource are especially important. For example, in order to be individually eligible, a gas station must retain its canopy, and an auto repair shop must retain large service bay openings (see *Figures 222 and 223*). Similarly, a historic motel should retain the distinctive fenestration pattern that indicates a row of discrete motel rooms (see *Figure 224*). However, a commercial building may be contributing to a historic district despite these changes.
 - The roof form is an important character-defining feature of a roadside historic commercial building. Alteration of the roof form—such as adding a pitched roof atop a roof that originally was flat—significantly detracts from a building’s integrity of *design*, so that it no longer may retain sufficient integrity to convey its significance.¹¹⁹⁸ (See *Figures 225 and 226*.)
 - However, some commercial buildings may contribute to historic districts even with altered roof forms.
 - Additions or alterations must not overwhelm the original form and massing of the building (see *Figure 227*). As stated in National Register Preservation Brief 46, *The Preservation and Reuse of Historic Gas Stations*, “modest structures should remain modest; box-shaped buildings should remain boxes, and extended, rectangular structures should retain their shape.”¹¹⁹⁹

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- Additions should be at the rear or side of the building, smaller in scale than the original building, and distinguishable from the original fabric. (See *Figure 228*.)
- Buildings that are significant under Criterion C only must retain a higher degree of integrity of *design* than those that are significant under Criterion A or B.

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Figure 222. 211 Highway 180, Breckenridge, Stephens County. The enclosure of the canopy and overhead door opening with fieldstone masonry negatively impacts the integrity of design of this gas station so that it is no longer eligible for the National Register. Photo by HHM.



Figure 223. 438 Oak Street, Palo Pinto, Palo Pinto County. The enclosure of the overhead door opening and the construction of a side addition impair this gas station's integrity of materials so that it is no longer individually eligible for the National Register. However, it retains enough overall integrity that it could be contributing if within a highway-oriented historic district. Photo by HHM.



Figure 224. Tradewinds Motel, 2406 W. Main Street, Grand Prairie, Tarrant County. The rhythmic pattern of alternating doors and windows is an essential character-defining feature of motels, which remains intact in this example. Photo by HHM.



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Figure 225. 610 E. Broadway Street, Roscoe, Nolan County. The addition of a pitched roof onto this flat-roofed historic gas station detracts from its integrity of design so that it is no longer individually eligible for the National Register. Photo by HHM.



Figure 226. Holiday Inn, 500 NW Georgia Avenue, Sweetwater, Nolan County, constructed in 1969. As shown in historic postcards (above), the original design for the hotel included a flat roof over the porte cochere. Present-day photos (below) show a non-original hipped roof. This alteration seriously detracts from the building's integrity of design. Other alterations such as the application of a stucco veneer over the original brick walls further compromise the hotel's integrity of materials. As a result, the building lacks sufficient integrity to be recommended eligible for the NRHP, despite its significant association with the development of standard architectural plans for highway hotels by corporations like Holiday Inn. Source: "Sweetwater Holiday Inn, 1969," Roadsidepictures, Flickr, <http://www.flickr.com/photos/roadsidepictures/2913333026/> (accessed February 27, 2014) (above); photo by HHM (below).



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Figure 227. Tri-State Motel, 822 W. 7th Street, Texarkana, Bowie County, constructed ca. 1955. The large-scale side addition and enclosure of the ground-floor canopy obscure and overwhelm the original building, detracting from its integrity of design.



Figure 228. Auto repair shop at 614 W. Davis Street, Oak Cliff, Dallas, Dallas County, constructed ca. 1942. Despite the small-scale addition at the side, the massing of the original building remains clearly discernible and the overall integrity of design is intact. It is considered “contributing” to a potential historic district.



- Materials
 - Existing materials should date from the building's period of significance, with the exception of in-kind replacement materials that match the appearance of historic materials.
 - Historic windows and doors are important character-defining features for commercial buildings, and intact original windows and doors enhance the building's integrity of *materials* (see *Figure 229*). However, it is possible that a commercial building may retain sufficient overall integrity of *materials* to be individually eligible despite the replacement of windows and/or doors.
 - The presence of a non-historic slipcover that conceals original historic materials does not necessarily impair the integrity of *materials* of a commercial building, provided that the slipcover was installed in a way that did not damage the historic materials, and provided that it may be easily removed. If possible, the slipcover should be removed before evaluating the eligibility of the building. Otherwise, a building may be classified as not eligible with the understanding that its NRHP eligibility could change to eligible or contributing to a district pending the removal of the slipcover (see *Figure 230*).
 - Buildings that are significant under Criterion C only must retain a higher degree of integrity of *materials* than those that are significant under Criterion A or B.
- Workmanship
 - Signs of individual workmanship on highway-oriented commercial buildings are typically uncommon and are not necessary for National Register eligibility. If, however, the building historically displayed noteworthy craftsmanship in its detailing or finishes, the loss of such qualities could compromise integrity of *workmanship*.
- Setting
 - The resource must have been located along a historic highway during its period of significance, and that spatial relationship must remain intact. The distance between the resource and the highway should remain relatively unchanged. For example, if there was ample space for front surface parking historically, it should remain intact.
 - To possess integrity of *setting*, the site surrounding a commercial building should retain its circulation pattern and landscape/streetscape features.
 - For many highway-oriented commercial buildings, parking lots and driveways are important character-defining features of the site that should remain intact.
 - Lodging resources should retain swimming pools or courtyards if these were present historically. A dirt-filled swimming pool that retains its layout and materials does

not necessarily compromise the resource's integrity of *setting* (see *Figure 231*).

- Historic commercial buildings and associated freestanding commercial signs should be evaluated independently. If a historic building retains its other aspects of integrity, it may retain sufficient integrity of *setting* to be eligible for the National Register even if an associated sign is missing or has been altered. The presence of a historic freestanding sign enhances the integrity of *setting* for a commercial building, but the existence of such a structure is not a requisite for that integrity (see *Figure 232*).¹²⁰⁰ Similarly, a freestanding commercial sign may still retain its integrity of *setting* even if the historically associated building is missing or has been altered, assuming the sign possesses significance on its own merits.¹²⁰¹
- Similarly, historic gas pumps enhance the integrity of *setting* for gas stations, but their presence is not necessary for a gas station to retain that integrity.
- Feeling
 - The combined effect of changes to the physical character and/or function can diminish the ability of a commercial building to present a sense of the past.
- Association
 - A resource must have been used for its original commercial purpose during the period of significance of the associated highway in order to have integrity of *association* under this context. For example, if a railroad-era hotel was converted into an office building in the early 1900s and never was occupied by highway tourists, it lacks integrity of *association* under this context. Similarly, if an auto parts store was constructed along a named highway after the interstate highway bypassed the route, so that the route likely served local traffic rather than intercity traffic, the auto parts store lacks integrity of *association* under this context. On the other hand, some named highway segments continued to be used as alternate routes for intercity traffic even after the construction of the interstate highway. In these locations, a commercial building such as a motel might retain integrity of *association* even if it was constructed after the interstate highway bypassed its location (however, its significance may be diminished).
 - To retain its integrity of *association*, a commercial building must possess those physical features that were essential to its commercial operation. The salient, character-defining features of each property type and subtype are listed in tables and/or text earlier in the report.
 - The presence of historic signage—whether attached to the building or freestanding—may enhance the integrity of

association for a commercial building. However, signs often are modified after changes in ownership or in use or function. Historic signage may be lost or altered without detrimentally impacting the building's overall integrity of *association*.

- Continued use for the original commercial function enhances the integrity of *association* (and *feeling*). However, historic commercial buildings along Texas highways may change function without adversely affecting their overall integrity, provided that their integrity of *location, design, and materials* remains intact.¹²⁰²

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Figure 229. Intersection of Pacific Street and Kindred Street, Loraine, Mitchell County. In this instance, the replacement of the historic windows and alteration of the size of the fenestration negatively affects the gas station's integrity of design and materials so that it is not individually eligible for listing in the National Register. However, if a historic district were present, it might retain sufficient integrity to be a contributing resource. Photo by HHM.



Figure 230. Gas station, 501 Palo Pinto Street, Weatherford, Parker County, constructed ca. 1945. Note the intact porcelain enamel tiles under the slipcover, seen at the right side of the building. Although the building currently is recommended not eligible for listing in the NRHP, that recommendation could change if the slipcover was removed. Photo by HHM.



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Figure 231. Magnolia Manor Motel, 1220 W. 7th Street, Texarkana, Bowie County. Note the original swimming pool is now filled with dirt and used as a planter. Although not individually eligible for listing in the National Register, if a historic district were present, the motel might retain sufficient integrity to be a contributing resource. Photo by HHM.



Figure 232. Manuel's Crispy Tacos, 1404 E. 2nd Street, Odessa, Ector County, constructed ca. 1960. Although the freestanding sign has lost some of its integrity of materials, that damage does not negatively impact the integrity of the associated restaurant, especially considering its significant association under Criterion A with Mexican-American ethnic heritage and the experience of minority ethnic groups traveling during an era of segregation. Photo by HHM.



RECREATIONAL/CULTURAL RESOURCES

Subtype: Drive-in Theaters

Background

In the 1930s came the advent of the drive-in theater, a distinct building form that is closely associated with roadside architecture. The drive-in theater consisted of a large open field/parking area typically abutting a highway, as well as a large screen facing the field (see *Table 25*) and shielded by a large wind-resistant “screen house.” In some instances, a series of inclined terrace-like ramps extended in a semi-circle around the screen, and a projection booth located a “suitable distance” from the screen.¹²⁰³ Drivers would pay admission at a front entrance and then drive to a desired location on one of the ramps and park. Sound would then play through speakers mounted near the screen or located throughout the field. Traffic problems quickly rose due to the necessity of drivers to back off the original ramps due to an abrupt drop-off in front. This led to modifications of the design, and by the late 1940s, ramps were designed with an incline in the front as well as the back, so drivers would be able to exit forward. Other modifications during this time came with the addition of long entrance roads to alleviate traffic congestion, the addition of restrooms and snack bars, and a paved entry.¹²⁰⁴ While the interior of a drive-in was minimalist in decoration, the exterior and public-facing side of the screen was often accentuated with “streamlined buttresses, stepped wing walls, and other eye-catching devices.”¹²⁰⁵ (See *Table 25*.) If visible from the roadway, the back panels sometimes typically featured mimetic or regional images. Also important in grabbing the driver’s attention was the attraction board, located near the edge of the highway. Double-sided so they could be seen by motorists from either direction, these signs featured the name of the theater, name of the current show, and other enticements such as “Technicolor.”

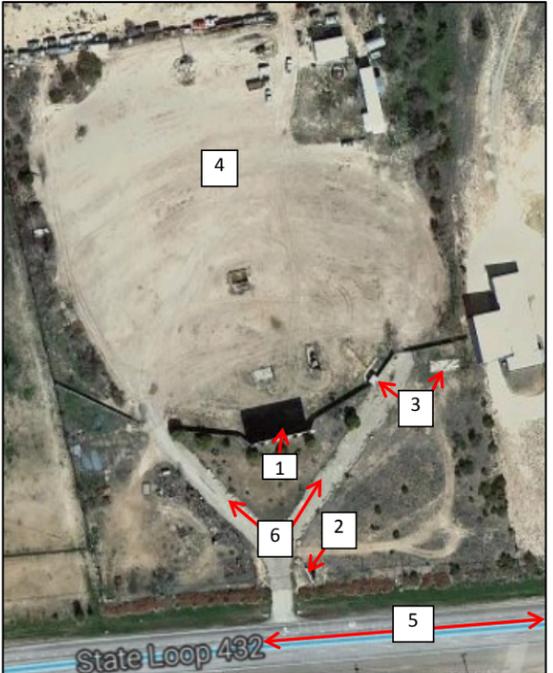
Character-defining Features across All Time Periods

- Screen set back from street, typically facing away from street.
- Marquee located at entrance at street.
- Outbuildings for ticket sales and concessions/restrooms.
- Large area for car parking that faced the screen.
- Located on the outskirts of town.
- Circulation network that funnels and controls traffic coming on and off the highway, often with a one-way pattern.
- Some drive-in theaters have multiple screens.

A more detailed discussion about the significance and registration requirements for drive-in theaters and other recreational/cultural resources is presented under *Significance* later in this section.

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Table 25. Drive-in Theater Subtypes by Time Period.

	County Roads and the Good Roads Movement: 1880–1916	Initiation of the Highway System: 1917–1932	Depression, Mobilization, and War: 1933–1944	Postwar Road Expansion: 1945–1956	Effects of the Interstate Highway System: 1957–1980
Drive-in Theaters				  <p data-bbox="842 1516 1867 1624"><i>Drive-in Theater at 1450 Mineral Wells Highway in the vicinity of Weatherford, Parker County, constructed ca. 1950. Note that the original screen is no longer extant in this example. The screen is a key character-defining feature, and its loss negatively impacts the complex's integrity of design, materials, feeling, and association, so that it no longer is eligible for the NRHP. Top photo by HHM. Bottom aerial photo from Google Maps.</i></p> <ol data-bbox="842 1628 1836 1816" style="list-style-type: none"> 1. Screen no longer extant in this example. 2. Marquee located at entrance at street. 3. Outbuildings for ticket sales and concessions/bathrooms. 4. Large area for car parking in front of screen. 5. Located on the outskirts of town. 6. Circulation network that funnels and controls traffic coming on and off the highway, often with a one-way pattern. 	  <p data-bbox="1898 1516 2924 1568"><i>Drive-in Theater on IH 20 Business, west of the intersection with "Old Highway 80," Sweetwater, Nolan County, constructed ca. 1960. Top photo by HHM. Bottom aerial photo from Google Maps.</i></p> <ol data-bbox="1898 1572 2893 1770" style="list-style-type: none"> 1. Screen set-back from street and facing away from street. 2. Two-sided marquee located at entrance near highway. 3. Outbuildings for ticket sales and concessions/bathrooms. 4. Large area for car parking in front of screen. 5. Located on the outskirts of town. 6. Circulation network that funnels and controls traffic coming on and off the highway, often with a one-way pattern.

Subtype: Entertainment Facilities (Dance Halls, Ballrooms, Nightclubs, Roadhouses, Casinos)

Background

Entertainment facilities are a common building form constructed along major roadways that catered to both locals and travelers alike. Entertainment facilities take many forms and styles, depending on their use/function and intended patrons. They often are associated with a particular ethnic or cultural group. Dance halls, for instance, often were constructed by immigrant communities and came in several structural forms. Examples include dance pavilions (enclosed buildings), and open-air platforms with no roofs or walls. They typically were built in towns and cities. Dance halls were similar to barns in construction and could either be rectangular or round.¹²⁰⁶ Common attributes of dance hall construction include a pier-and-beam foundation, wood-frame construction, an interior center post or column, and a pitched roof.¹²⁰⁷ (See *Table 26*.)

Ballrooms, a related property subtype, generally are buildings with large interior spaces for holding balls or dances. To accommodate such activities, ballrooms contain wide expanses of hardwood floors with no or limited obstructions. They also can accommodate social gatherings when not used for dances, concerts, and musical performances.¹²⁰⁸ Ballrooms may consist of spaces that are used solely for entertainment and social purposes but also may occupy the rear or upper floor of commercial buildings with retail space facing the street or on the ground level of multi-story buildings (see *Table 26*). Nightclubs and roadhouses, on the other hand, provide room for dancing, but serve food and drinks (see *Table 26*).¹²⁰⁹ Roadhouses, which also sell alcohol, often are paired with some type of lodging because they not only catered to local residents, but also to motorists who would spend the night.¹²¹⁰

The advent and subsequent enforcement of the 18th Amendment to the Constitution prohibiting the sale of alcohol in the 1920s also led to the establishment of casinos and other underground entertainment facilities that allowed gambling in the form of dice and card games.¹²¹¹ The term casino came into widespread use in this country in the early nineteenth century when lavish casinos grew in response to the new nation's increase in population and size.¹²¹² Through the late nineteenth century, casinos could also be social clubs for the wealthy, where gambling was not a focus.¹²¹³ As a result of various waves of legalized gambling well into the twentieth century, gambling casinos did not have a specific form. Since gambling was illegal until the 1930s, casinos blended into their surroundings, be they residential or commercial. Such was the case with Top O' Hill Terrace in Arlington. The casino's location on the Bankhead Highway provided ease of access for travelers and other patrons. At the highway, one entered the property through the

extant wrought-iron gates flanked by guardhouses and stone walls that delineated the property boundary.¹²¹⁴ In 1926, new owners excavated a basement under the existing early 1920s house and tea room and created a secret gaming room and escape tunnels.¹²¹⁵ The main floor of the house included a lounge and restaurant as well as the owner's private living quarters.¹²¹⁶ The property still features other buildings and structures that served the tearoom and, later, served the casino: the tea garden gazebo, swimming pool, horse stables, and brothel. (See *Table 26.*)

The combination of many roadside functions in a single facility continued throughout the Jim Crow Era, accommodating the lodging, dining, entertainment, and social needs for African American residents and travelers. Entertainment facilities often were located in segregated minority neighborhoods that served local residents but also welcomed the greater community as well as travelers.¹²¹⁷ In cities on the Bankhead Highway, these multi-use facilities included venues that are no longer extant such as the 20 Grand Hotel Cocktail Lounge and Grill and the Powell Hotel in Dallas, as well as the Jim Hotel of Fort Worth.¹²¹⁸ As in the case of the Jim Hotel, the clientele that sought overnight accommodations was black, while white patrons frequented the establishment during evening hours to listen to jazz and blues performers.¹²¹⁹ These combination hotels and music venues were commercial buildings of various forms and sizes and typically were located on the fringe of downtown areas, or in African-American neighborhoods adjacent to major highways.

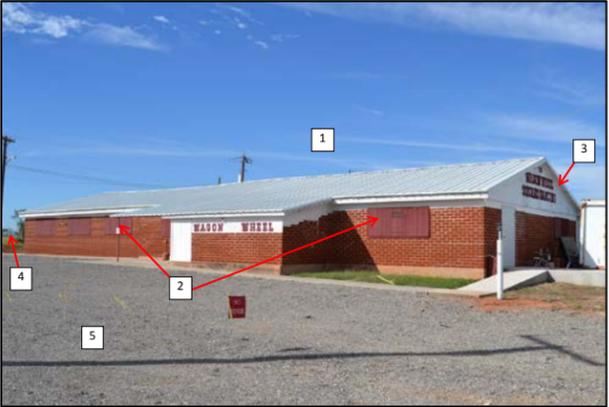
Character-defining Features across All Time Periods

- Open interior space that serves as an auditorium or dance hall, indicated from the exterior by a continuous roof form, often flat or gabled.
- Few windows and/or heavy shutters to minimize natural light on the interior and provide privacy.
- In early examples dating from the prohibition era of the 1920s and early 1930s, signage is absent. In examples dating from after the repeal of prohibition in the 1933, signage is often visible from the highway, either freestanding or mounted on the building.
- Located on the outskirts of a city or town or in the periphery of a downtown.
- Surface parking typically surrounds the building on all sides.

A more detailed discussion about the significance and registration requirements for entertainment facilities and other recreational/cultural resources is presented under *Significance* later in this section.

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Table 26. Entertainment Facility Subtypes by Time Period.

	County Roads and the Good Roads Movement: 1880–1916	Initiation of the Highway System: 1917–1932	Depression, Mobilization, and War: 1933–1944	Postwar Road Expansion: 1945–1956	Effects of the Interstate Highway System: 1957–1980
Entertainment Facilities		 <p data-bbox="515 1272 1187 1544"><i>Casino at Top O' Hill Terrace, 3001 W. Division Street, Arlington, Tarrant County, constructed ca. 1920–ca. 1930. The photograph above shows the entrance gates. The historic photograph below shows the original casino, no longer extant. Although constructed as a home, it was altered by adding heavy shutters to conceal the windows, opening up a large space on the upper floor to serve as a restaurant and lounge, constructing a series of trap doors leading to game rooms in the basement, and digging a tunnel system. Source: (top) Photo by HHM; (bottom) Top O' Hill Terrace, http://www.topohillterrace.com/casino/ (accessed April 22, 2014).</i></p> <ol data-bbox="515 1578 1187 1820" style="list-style-type: none"> 1. Open interior space that served as a restaurant and lounge, indicated from the exterior by a continuous gabled roof form. 2. Heavy shutters over windows to minimize natural light on the interior and provide privacy. 3. Early examples dating from the prohibition era of the 1920s and early 1930s lack signage. Gates and a long entrance driveway further emphasize privacy and minimize visibility. 4. Located on the outskirts of town. 5. Surface parking surrounds the building on all sides. 		 <p data-bbox="1557 822 2228 903"><i>Wagon Wheel Dance Hall, 1023 North Street, Tye, Taylor County, constructed in 1954. Note the long, continuous gabled roof form and heavy shutters over the windows. Photo by HHM.</i></p> <ol data-bbox="1557 933 2228 1124" style="list-style-type: none"> 1. Open interior space for dancing, indicated from the exterior by a continuous gabled roof form. 2. Heavy shutters over windows to minimize natural light on the interior and provide privacy. 3. Signage mounted on the building. 4. Located on the outskirts of town. 5. Surface parking surrounds the building on all sides. 	 <p data-bbox="2256 822 2927 903"><i>Hi Ho Ballroom, 2315 W. Jefferson Street, Grand Prairie, Tarrant County, constructed in 1959. Note the long, continuous flat roof form, shutters over the windows, and bold signage. Photo by HHM.</i></p> <ol data-bbox="2256 933 2927 1124" style="list-style-type: none"> 1. Open interior space for dancing, indicated from the exterior by a continuous flat roof form. 2. Heavy shutters over windows to minimize natural light on the interior and provide privacy. 3. Signage both mounted on the building and freestanding. 4. Located on the outskirts of town. 5. Surface parking surrounds the building on all sides.

Subtype: Fairs

Background

Fairgrounds consist of a large tract of land to accommodate a complex of pavilions, temporary attractions, and landscape features. Sometimes fairs are located on the outskirts of town. In large urban areas, fairs may be located in more densely developed neighborhoods at the edge of downtown, as is true for Fair Park in Dallas. Features common to a fairground include areas dedicated to attractions (such as rides and sideshows), food booths, and temporary or permanent exhibition structures. Larger fairgrounds sometimes have other amenities and forms of entertainment offered, such as racetracks and auditoriums for live entertainment. (See *Table 27*.)

The State of Texas Fair, for example, dates to 1886 when it was chartered as a private organization. Opening in 1887, the fairgrounds consisted of an 80-acre tract in east Dallas that featured exhibit facilities and a racetrack.¹²²⁰ The following year, the grounds were expanded when an additional 37 acres was purchased adjacent to the original tract. Sold to the City of Dallas in 1904, the fair was in continual operation until World War I led to its temporary conversion into an army encampment. An auditorium was completed in 1925, and, in 1930, the race track was razed for construction of a 46,000-seat stadium.¹²²¹ The Texas Centennial Exposition was held in 1936 on the state fair grounds. Noted Dallas architect George Dahl designed the 30 buildings that were constructed for the celebration. Fair Park, as the grounds are now known, is located on the historic alignment of the Bankhead Highway and is a designated National Historic Landmark. Its presence was important to the early history and development of the Bankhead Highway (see *Table 27*).

Character-defining Features across All Time Periods

- Permanent buildings including pavilions and exhibition halls.
- Temporary structures such as food trucks, amusement rides, and exhibition tents.
- Large tract of land.
- Landscape features such as fences and walls delineating the property boundaries.
- Internal circulation network of roads and sidewalks.
- Located along the highway at the edge of downtown in large urban areas, or on the outskirts of town in rural areas.

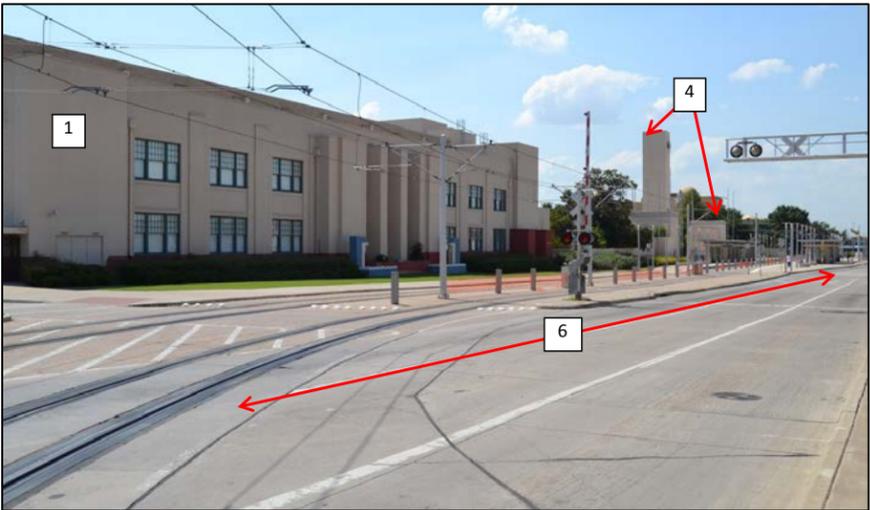
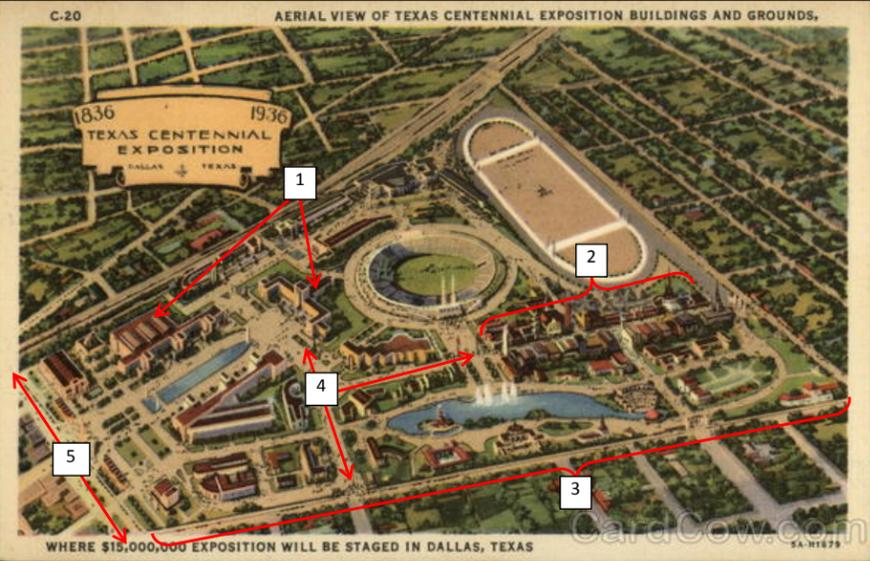
A more detailed discussion about the significance and registration requirements for fairs and other recreational/cultural resources is presented immediately below.

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Table 27. Fair Subtypes by Time Period.

	County Roads and the Good Roads Movement: 1880–1916	Initiation of the Highway System: 1917–1932	Depression, Mobilization, and War: 1933–1944	Postwar Road Expansion: 1945–1956	Effects of the Interstate Highway System: 1957–1980
Fairs			  <p data-bbox="985 1427 1986 1568"><i>Fair Park, Parry Avenue, Dallas, Dallas County, constructed ca. 1936. The photograph above shows the boundaries of Fair Park in relationship to the historic route of the Bankhead Highway. The historic postcard below shows an aerial view of the Texas Centennial Exposition at Fair Park, ca. 1936. Source: (above) Photo by HHM; (below) Card Cow, http://www.cardcow.com/images/set527/card00650_fr.jpg (accessed March 13, 2014).</i></p> <ul data-bbox="985 1598 1986 1764" style="list-style-type: none"> 7. Permanent buildings including pavilions and exhibition halls. 8. Temporary structures such as food trucks, amusement rides, and exhibition tents clustered along the midway. 9. Large tract of land. 10. Internal circulation network of roads and sidewalks. 11. Located along the highway at the edge of downtown in large urban area. <p data-bbox="985 1766 1986 1814"><i>Note: Landscape features such as walls and gates delineating the property boundaries are not shown in postcard above.</i></p>		

Significance

The following discusses each National Register Criterion as it applies to assessing the significance of each subtype within the broad recreational/cultural property type category. Unlike some of the other property types associated with the historic named highways, these resources in this category are not as directly linked to the culture of automobile tourism and highway travel. Nonetheless, they are a distinctive part of the historic roadside landscape and are important aspects of the past. Moreover, they often reflect unique and discrete trends and patterns in history (Criterion A or B) and oftentimes display eye-catching shapes, forms, colors and designs that make them important for their physical attributes and quality of design (Criterion C). For discussion of the development trends and character-defining features that are specific to each recreational/cultural subtype, refer to the Property Type Descriptions above by clicking on the hyperlinks below:

- [Recreational/Cultural Resources](#)
 - [Subtype: Drive-in Theaters](#)
 - [Subtype: Entertainment Facilities \(Dance Halls, Ballrooms, Nightclubs, Roadhouses, Casinos\)](#)
 - [Subtype: Fairs](#)

Criterion A

The following significant themes within the historic context of highway development in Texas may be associated with recreational/cultural resources under the area of Entertainment/Recreation:

- The continuing increase in tourist travel between 1917 and 1980 (1917–1932, 1933–1944, 1944–1956, 1956–1980);
- Early roadway planning inspired by the City Beautiful Movement and the advent of City Master Plans by landscape architects and urban planners, who often included municipal parks, auditoriums, and museums in their designs (1880–1916, 1917–1932);
- The implementation of urban plans, including zoning regulations (1917–1932);
- Auto tourism and the Texas Centennial celebration (1933–1944); and
- The development of large-scale amusement parks and tourist attractions (1956–1980).

Criterion B

Resources in this category may be significant for its association with an important individual of the past. For the purposes of this study, the person must have gained renown through his/her contributions related

to the development of the Bankhead and other historic named highways. Furthermore, the property must be directly associated with the individual and with the reason(s) why he/she possesses significance. The resource also should be the property that best reflects the significance. For example, a roadhouse or dance hall may be the source of wealth that an individual who used business profits to play an important civic or philanthropic role within a particular community.

Criterion C

An example of a recreational/cultural resource may be eligible under Criterion C in the area of Architecture or Engineering provided that:

- It is the work of a master architect, engineer, or builder;
- It is an excellent example of a recognizable architectural style when compared with other examples statewide; and/or
- It employs innovative design features.

Note that a recreational/cultural resource may be eligible under Criterion C at the local level of significance because it is a good example of an architectural style or form. However, this justification requires the development of a separate historic context and for a subsequent local-level analysis. Refer to the discussion of *Registration Requirements* below for details regarding the character-defining features of examples from each distinct time period that must remain intact for a resource in this category to be eligible under Criterion C.

Criterion D

A recreational/cultural resource may derive significance for its potential to yield important information about the past; however, this criterion typically is applied to archeological resources. The likelihood of a resource in this category having significant research potential is considered to be very remote within the framework of this contextual study.

Registration Requirements

Examples of recreational/cultural resources that are significant under the criteria discussed above may be eligible for listing in the National Register, provided that they retain the seven aspects of integrity, as defined by NPS. To be eligible for listing, a resource in this category must possess significance under at least one of the National Register Criteria for Evaluation and retain sufficient integrity to convey significance for its respective historical association(s) and/or physical attributes. The degree to which the resource must retain any of the seven aspects of integrity stems directly from the reasons it is significant and eligible under any of the National Register Criteria. To assist with this integrity evaluation, please refer to the discussion of each subtype

for lists and illustrations of character-defining features. (See hyperlinks to each subtype above.)

- Location
 - The resource should be on the same site where it derived its significance to retain integrity of *location*.
- Design
 - Buildings that were designed to be permanent must retain the same general appearance as during their period of significance. (See *Figure 233*.) Many recreational/cultural resources—especially fairgrounds—included temporary or transient buildings/structures designed to last only for the duration of a certain program or exhibition. If these transient structures are missing, their absence does not necessarily have an adverse effect to the overall integrity of *design*.
 - Important character-defining features on permanent buildings and structures must remain intact. Elements essential to the historic use of the resource are especially important to retain. Drive-in theaters, for instance, must retain the structure on which movies were projected (screen). Similarly, entertainment facilities must retain the open interior space used as an auditorium or dance floor.
 - Buildings that are significant under Criterion C only must retain a higher degree of integrity of *design* than those that are significant under Criterion A.
- Materials
 - Existing materials must date from the building's period of significance, with the exception of in-kind replacement materials that match the appearance of historic materials. (See *Figure 234*.)
 - Buildings that are significant under Criterion C only must retain a higher degree of integrity of *materials* than those that are significant under Criterion A.
- Workmanship
 - Signs of individual workmanship may enhance the overall integrity of the resource, but this aspect typically is not necessary for National Register eligibility, unless the resource derives significance for such a quality.
- Setting
 - A resource must have been located along a historic highway during its period of significance, and that spatial relationship must remain intact.
 - The visual relationship between the resource and the adjacent highway that existed when the property attained significance should remain intact.
 - Surrounding land-use patterns ideally should retain the same general character as they did during the period of significance.

(Refer to *Figure 233*.) In general, the surrounding land use should remain largely recognizable to the historic period but the degree depends on the location, severity, and extent of the changes.

- Feeling
 - The combined effect of changes to the physical character and/or function can diminish the ability of a recreational/cultural resource to present a sense of the past. The extent to which integrity of *feeling* is retained depends on the reasons a recreational/cultural resource is significant as well as the placement and severity of alterations and additions, and its overall condition.
 - Continued use in its original function often enhances the integrity of *feeling* but is not mandatory.
- Association
 - A resource must have been used for recreational/cultural purposes during the period of significance of the associated highway in order to have integrity of *association* under this context.
 - Continued use of the resource for its original function enhances the integrity of *association*. Any resource within this property type category may change function without compromising its integrity of *association* provided that its integrity of *location*, *design*, and *materials* remain intact.
 - The resource must retain the character-defining physical features that enabled it to perform its intended use or function from the period of significance. For example, drive-in theaters, for instance, must retain the large screen on which movies were projected. Similarly, entertainment facilities must retain the open interior space used as an auditorium or dance floor.

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Figure 233. Example of an abandoned drive-in theater screen along E. Broadway Street/SL 432 at SL 549 in Sweetwater, Nolan County. Although the screen is intact, the associated ticket booth and other buildings now are missing, and the parking lot in front of the screen is now overgrown with brush, detracting from the property's integrity of design, materials, setting, feeling, and association so that it no longer is eligible for listing in the NRHP.



Figure 234. Example of a roadhouse associated with a motel at 3200 W. 2nd Street in Odessa, Ector County. Although the building is associated with historical trends of highway tourist development, its physical integrity has been compromised by covering the original wall materials with stucco, enclosing original windows, and enclosing the front canopy.



LANDSCAPE ELEMENTS AND FEATURES

This property type category includes all resources that are directly related to the landscape within, along, and adjacent to the historic alignments of the named highways. Although the Texas Highway Department developed most of the resources in the property type category, some were established and maintained by other state agencies and local municipalities. This class of resources is often underappreciated; however, they represent an important aspect of the design and development of the named highways and were an outgrowth of early automobile use and tourism. The unique qualities of the principal subtypes within the Landscape Elements and Features category are identified in subsequent paragraphs.

DESIGNED LANDSCAPES

Description

A designed landscape within this property type category is a natural landscape that is purposefully modified to create a desired experience for the driver or user. Designed landscapes typically are created by a professional. The 1920s brought a new focus from the Texas Highway Department on increased aesthetics in roadway design. According to a history of the state's transportation infrastructure prepared by TxDOT, the Department began a policy to remove "commercial and political advertisements" from highway right-of-ways as early as 1927.¹²²² The implementation of such a policy illustrates the agency's deliberate effort to consider the aesthetic qualities associated with the driving experience that extended beyond the roadway itself. In addition, bridges were designed in order to blend with the surrounding environment. In 1929, the Department started a program to protect existing trees and plant new trees during construction projects. These efforts eventually led to the creation of the Landscape Division in 1933.¹²²³ Overall, designed landscapes are an integral part of the history and development of the named highways and reveal much about the aesthetic values of the emerging automobile culture during much of the twentieth century.

Subtype: State Parks

Background

During the late nineteenth and early twentieth centuries, a movement began to protect wild and scenic places, which were rapidly disappearing due to spreading industrialization, urbanization, and agricultural development. The earliest national parks, monuments, and natural areas were carved from federally owned public lands that were administered and managed separately by the Departments of the

Interior, War and Agriculture. The parks movement also extended to states, which likewise set aside public lands for recreational and other uses, but they typically were on a less grand scale than national parks. In Texas, Governor Pat Neff and the Texas Legislature established the State Parks Board in 1923 to select, acquire, and oversee a state park system. The establishment of the state parks coincided with the rising popularity of auto tourism and the development of campsites for motorists was a key aim for the State Parks Board.¹²²⁴ As a result, the sites selected for state parks were located strategically along or in proximity to high-priority routes in the state highway system, which coincided with the named highways. As a result, the movement to promote state parks was intertwined with the Good Roads Movement. In fact, the chairman of the State Parks Board from ca. 1923 to 1934 was David E. Colp, who also served as secretary of the Texas Good Roads Association and worked for various named highway associations – most notably, the Meridian Highway Association and the Old Spanish Trail Association.¹²²⁵ (Refer to *Figure 29* in previous Section I.3.)

In the 1920s, the State Parks Board envisioned a system of small parks, about 50 acres each, created through donations of private land. Donations were necessary because of the lack of state funds. One of the earliest parks in the state was Mother Neff State Park, located in Coryell County near the Meridian Highway (about 12 miles west of Eddy). Governor Neff created the park in 1921 in honor of his mother. (See *Table 28*.) However, the park remained unimproved and was not opened to the public until 1937.

With the Great Depression, though, federal aid funds and CCC labor became available to establish and improve state parks (see *Table 28*). As detailed below, a large proportion of state parks located within a few miles of named highways were constructed as part of this effort:

- Bankhead Highway
 - Abilene State Park (1934)
 - Big Spring State Park (1936)¹²²⁶
- Meridian Highway
 - Cleburne State Park (1938)
- Old Spanish Trail
 - San Jacinto Battleground State Historic Site (1936)
 - Palmetto State Park (1936)
 - Davis Mountains State Park (1933)
 - Balmorhea State Park (although privately owned until 1968)
- Del Rio-Canadian Highway
 - Garner State Park (1941)¹²²⁷
- North Texas Highway
 - Bonham State Park (1936)
 - Palo Duro Canyon State Park (1933)

- East Texas Highway
 - Caddo Lake State Park (1933)

In the 1950s and 1960s, as highway tourism increased, the state government began upgrading tourist facilities in state parks, constructing more permanent cabins and clubhouses, and adding running water.¹²²⁸ As part of the federal infrastructure improvement program in the postwar period, the U.S. Army Corps of Engineers created Wright Patman Lake in 1953 along the route of the Bankhead Highway in Cass County, and the adjacent Atlanta State Park¹²²⁹ was established in 1954. Also on the Bankhead Highway, Monahans Sandhills State Park opened in 1957, featuring campsites and picnic shelters (see *Table 28*). In the postwar era, state parkland also was acquired as the U.S. Army excessed surplus property, as was the case with Lake Whitney State Park near Hillsboro and the Meridian Highway. The state obtained a lease from the Army in 1954 and opened the park in 1965.¹²³⁰

The state continued to acquire and improve parkland in the 1970s, aided by a State Parks Bond Program passed by the Texas Legislature in 1967 and a cigarette tax enacted in 1971.¹²³¹ Many of these parks centered around newly formed lakes. These new parks included Lake Colorado City State Park¹²³² near the Bankhead Highway (see *Table 28*); Lake Arrowhead State Park and McKinney Falls State Park near the Meridian Highway (and on the North Texas Highway); Seminole Canyon State Park near the Old Spanish Trail; Cooper Breaks State Park near the North Texas Highway.¹²³³

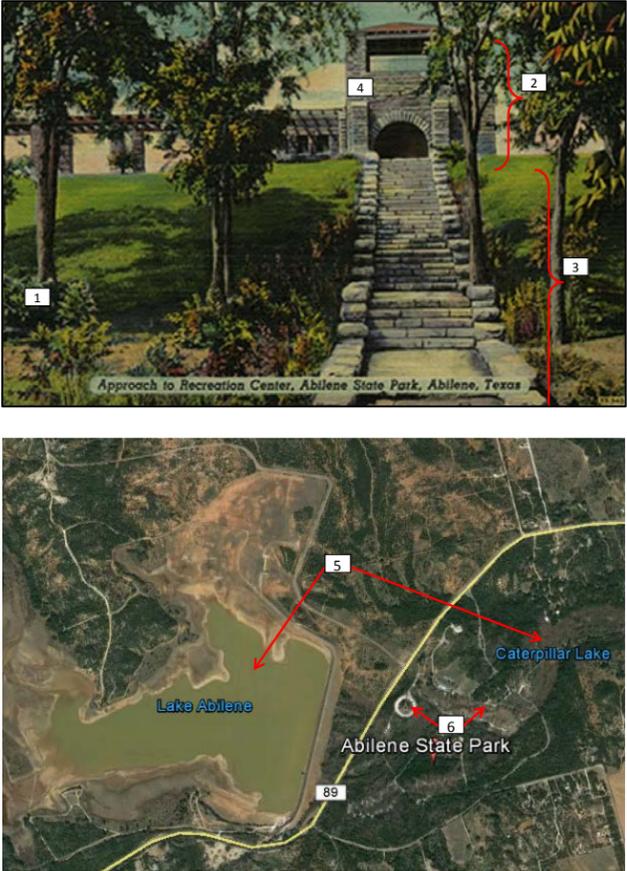
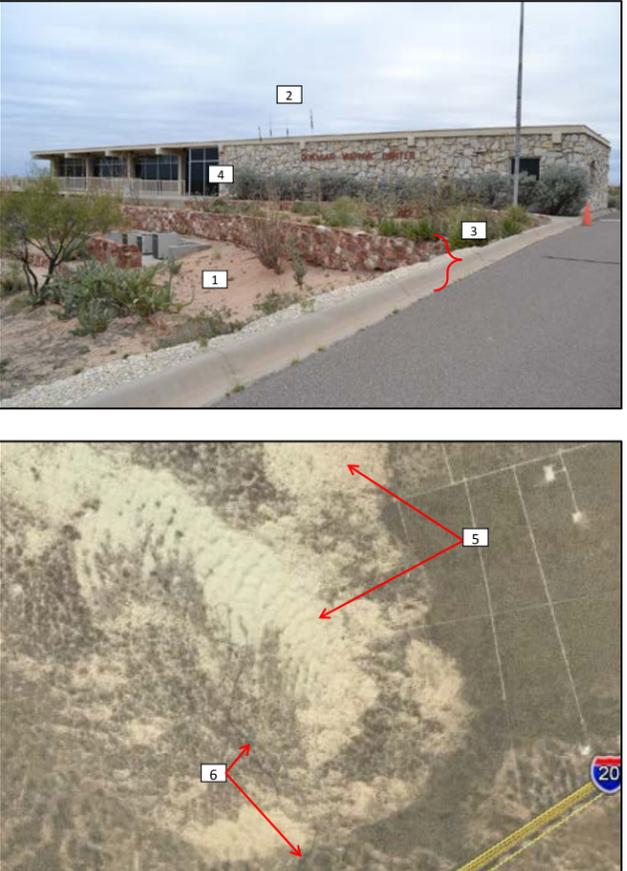
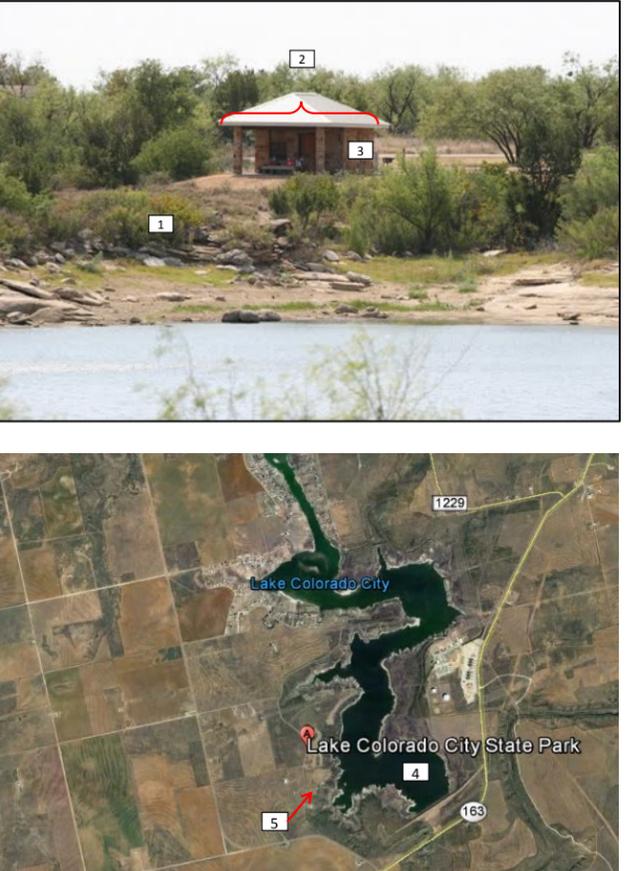
Character-defining Features across All Time Periods

- Naturalistic setting.
- Manmade structures to accommodate picnicking, camping, and other outdoor activities.
- Use of natural construction materials to blend with the surrounding landscape.
- Location near a natural feature, often a body of water.
- Internal circulation network to accommodate automobiles, often in a loop pattern.

A more detailed discussion about the significance and registration requirements for state parks and other landscape elements and features is presented under *Significance* later in this section.

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Table 28. State Park Subtypes by Time Period.

	County Roads and the Good Roads Movement: 1880–1916	Initiation of the Highway System: 1917–1932	Depression, Mobilization, and War: 1933–1944	Postwar Road Expansion: 1945–1956	Effects of the Interstate Highway System: 1957–1980
State Parks			 <p data-bbox="686 1280 1439 1471"><i>Abilene State Park, vicinity of Abilene, Taylor County, constructed by the CCC from 1933–1934. The postcard (top) shows the Recreation Hall and stairs leading down to Elm Creek, ca. 1941. The aerial photo (bottom) shows the park’s relationship to the road network and water. Source: (top) The Look of Nature: Designing Texas State Parks During the Great Depression, Texas Parks and Wildlife http://www.texascccparcs.org/archive/abilene-postcard-28/ (accessed April 21, 2014); (bottom) Google Earth (accessed April 21, 2014).</i></p> <ol data-bbox="686 1501 1439 1804" style="list-style-type: none"> 1. Naturalistic setting. 2. Manmade structures to accommodate picnicking, camping, and other outdoor activities. 3. Landscape structures such as stairs, walls, terraces, and walkways are common among CCC-era examples. 4. Use of natural construction materials to blend with the surrounding landscape. During the 1930s, the CCC typically used permanent materials, especially stone. 5. Location near a natural feature, often a body of water. 6. Internal circulation network to accommodate automobiles, often in a loop pattern. 	 <p data-bbox="1439 1280 2191 1421"><i>Monahans Sandhills State Park, vicinity of Monahans, Ward County, constructed from 1956–1957. The top photograph shows the visitor’s center, and the aerial photo (bottom) shows the park’s relationship to the highway. Source: (top) photo by HHM; (bottom) Google Earth (accessed April 21, 2014).</i></p> <ol data-bbox="1439 1451 2191 1804" style="list-style-type: none"> 1. Naturalistic setting. 2. Manmade structure to accommodate visitors. 3. Landscape structures such as stairs, walls, terraces, and walkways, reminiscent of the CCC-era. 4. Combination of natural construction materials that blend with the surrounding landscape and modern construction materials such as glass and reinforced concrete. Here, International Style architectural influences are employed. 5. Location near a natural feature, here the sand dunes rather than a body of water. 6. Internal circulation network to accommodate automobiles, often in a loop pattern. 	 <p data-bbox="2191 1280 2943 1471"><i>Lake Colorado City State Park, vicinity of Colorado City, Mitchell County, constructed from 1971–1972. The top photograph shows a sleeping cabin with a covered porch for picnicking, and the aerial photo (bottom) shows the park’s relationship to the highway and lake. Source: (top) Distance between Cities, http://www.distancebetweencities.net/colorado-city_tx_and_ballinger_tx/photos (accessed April 21, 2014); (bottom) Google Earth (accessed April 21, 2014).</i></p> <ol data-bbox="2191 1501 2943 1804" style="list-style-type: none"> 1. Naturalistic setting. 2. Manmade structure to accommodate visitors. 3. Natural construction materials that blend with the surrounding landscape. Here, stone is used, but the architectural details are much more utilitarian than in earlier eras. 4. Location near a natural feature, often a body of water. 5. Internal circulation network to accommodate automobiles, often in a loop pattern.

Subtype: Roadside Parks and Turnouts

Background

Roadside parks are a type of designed landscaping and combine natural elements with man-made features. The Texas Highway Department established and designed roadside parks with the intention of providing auto travelers comfort, enjoyment, and safety on state and federal highways. Typically, roadside parks consist of one to four acres with a paved road providing access to and from the highway. Parking areas lie on either side of the access road, which curves through the park. Picnic areas consisting of picnic tables and benches, trash receptacles, fireplaces and/or barbecues, and arbors are often set aside throughout the roadside park.

When the Department initially began constructing roadside parks in the 1930s, the agency developed guidelines for landscaping and recommended “rustic designs that complemented the surrounding landscape.”¹²³⁴ However, the regional districts within the Department’s organizational structure were ultimately responsible for the design, construction, and maintenance of parks within their respective jurisdictions. In the 1930s and 1940s, the Highway Department typically established roadside parks near natural features, such as springs, rocky outcroppings, changes in elevation, and pre-existing foliage and tree growth.¹²³⁵ (See *Table 29*.)

Beginning in the 1950s, roadside parks became more common along major highway routes at predetermined intervals. Additional infrastructure included paved drives, concrete or stone curbing, retaining walls and fences, stairs, bridges and footpaths, and drainage culverts. By the late 1950s, federal funding and the advent of the Interstate Highway System brought changes with the introduction of safety rest areas and comfort stations (see *Table 29*).

Turnouts are another type of Texas Highway Department-designed landscape feature that were common during the early development of the state’s highway system. In contrast to roadside parks, turnouts are smaller in scale and have few, if any, amenities or improvements. As the name suggests, they typically are small roadside places that were designed to provide a short-term and temporary stop for motorists. A turnout encompasses a relatively small and unimproved area directly adjacent to the highway. Although they may have guardrails or traffic barriers, turnouts have no defined internal circulation networks but may include some plantings, benches, commemorative signs or markers, or even distinctive natural features (see *Table 29*). They sometimes are strategically located at a site with a picturesque view of the surrounding terrain.

For additional information, refer to *A Historic Context for Texas Roadside Parks and Rest Areas: Texas Roadside Parks Study*, being developed by TxDOT in 2014.

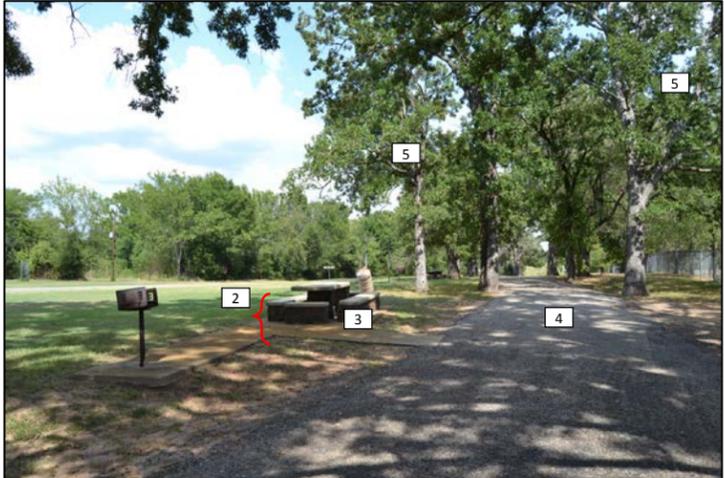
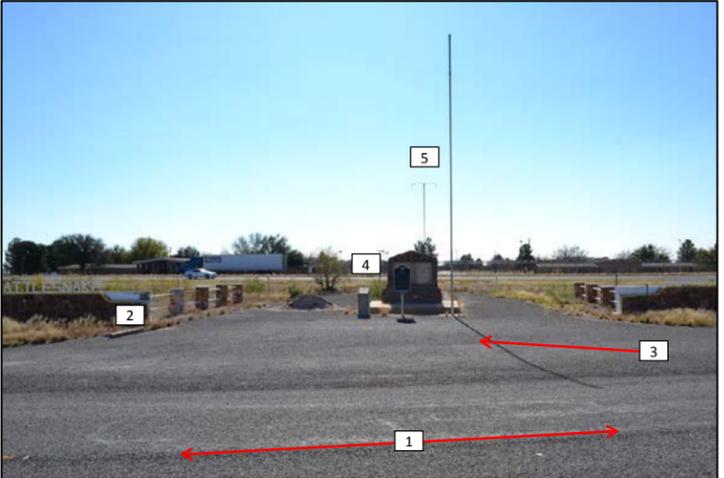
Character-defining Features across All Time Periods

- Location alongside the highway or frontage road.
- Structures for picnicking common in both roadside parks and turnouts; comfort stations or visitor centers sometimes present at roadside parks from the Interstate Highway era.
- Durable construction materials, typically stone, concrete, or metal.
- Circulation pattern allowing easy access on and off of the highway, often with one-way traffic.
- Ornamental landscaping and tree plantings designed to provide an attractive appearance and to create shade.
- Markers and monuments often prominently located to attract passersby.

A more detailed discussion about the significance and registration requirements for turnouts and other landscape elements and features is presented under *Significance* later in this section.

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Table 29. Roadside Park Subtypes by Time Period.

	County Roads and the Good Roads Movement: 1880–1916	Initiation of the Highway System: 1917–1932	Depression, Mobilization, and War: 1933–1944	Postwar Road Expansion: 1945–1956	Effects of the Interstate Highway System: 1957–1980
Roadside Parks			 <p>Roadside park along US 67 in the vicinity of Mount Vernon, Franklin County, constructed from 1939–1940. Photo by HHM.</p> <ol style="list-style-type: none"> 1. Location alongside the highway or frontage road (not visible in this photo). 2. Structures for picnicking. 3. Durable construction materials; here, stone and concrete. 4. Circulation pattern allowing easy access on and off of the highway. 5. Ornamental landscaping and tree plantings designed to provide an attractive appearance and to create shade. 	 <p>"Rattlesnake" Turnout located on SS 57 in the vicinity of Pyote, Ward County, constructed in 1945. Photo by HHM.</p> <ol style="list-style-type: none"> 1. Location alongside the highway or frontage road (not visible in this photo). 2. Durable construction materials; here, stone, concrete, and metal. 3. Circulation pattern allowing easy access on and off of the highway. 4. Markers and monuments often prominently located to attract passersby. 	 <p>Example of a comfort station at a roadside park located along westbound IH 20 in the vicinity of Santo, Palo Pinto County, constructed in 1970. Since this rest area is located within the Interstate ROW and is not included on the exception list, it is not subject to Section 106 review. Photo by HHM.</p> <ol style="list-style-type: none"> 1. Location alongside the highway or frontage road (not visible in this photo). 2. Structures for picnicking (in background) and comfort stations, both of which are typical for roadside parks from the interstate highway era. 3. Durable construction materials; in this case, stone and metal. 4. Circulation pattern allowing easy access on and off of the highway. 5. Ornamental landscaping and tree plantings designed to provide an attractive appearance and to create shade. 6. Markers and monuments often prominently located to attract passersby (not visible in this photo).

Subtype: Natural Features

Background

This subtype includes naturally occurring geological, topographic, and even vegetative features that are adjacent to the highways and have been incorporated into the design of the roadways. The Texas Highway Department deliberately maintained these naturally occurring features to enhance the driving experience and provide a degree of relief from the sometimes monotonous routine of driving. Some historic roads, for instance, often followed an area's natural topography. These roads, known as "aesthetic routes," were designed for "scenic enjoyment, leisure, recreation, or commemoration."¹²³⁶ Never intended to be the fastest or most direct route, the highways may wind through valleys, along mountain ridges, or follow the boundary of a lake. These natural features are thus closely associated with the highway and become character-defining features. No natural features were identified during the field survey of the Bankhead Highway, but they may exist on other named highways.

Significance

The following applies each of the National Register Criteria for Evaluation to all subtypes within the Landscape Elements and Features property type category. These resources are important and direct links to the motoring experience and provided temporary respite from the oftentimes tedious and monotonous task of driving. The development of the highway and state park systems occurred roughly at the same time, and the viability of state parks depended heavily on highways, which allowed the public to access these recreational areas. The state parks even became primary stops or destinations of auto tourists. Each of the subtypes in this category feature designed landscape elements that add to the understanding of the development of the highway system in Texas (Criterion A). These resources also may reflect the philanthropic efforts of important individuals who donated land for the development of state parks, roadside parks, and even turnouts (Criterion B). In addition, these resources may display noteworthy craftsmanship and principles of landscape that may be significant (Criterion C). For discussion of the development trends and character-defining features that are specific to each landscape subtype, refer to the Property Type Descriptions above by clicking on the hyperlinks below:

- [Designed Landscapes](#)
 - [Subtype: State Parks](#)
 - [Subtype: Roadside Parks and Turnouts](#)
 - [Subtype: Natural Features](#)

Criterion A

The following significant themes within the context of highway development in Texas may be associated with designed landscapes. Resources associated with these themes may be significant in the areas of Community Planning and Development, Conservation, Entertainment/Recreation, or Transportation.

- Early roadway planning inspired by the City Beautiful Movement and the advent of City Master Plans by landscape architects and urban planners (1880–1916);
- The early development of roadside landscaping and parks (1917–1932); and/or
- The use of labor-intensive work-relief programs, such as the WPA, to construct and improve roads, roadside parks, and state parks (1933–1944).

Criterion B

Resources in this category may be significant for its association with an important individual of the past. This association typically reflects the donation or other philanthropic activity of an individual who donated land and/or funded improvements for a designed landscape. Although other buildings and structures may represent the source of the individual's wealth or role, a donation of land may reflect charitable actions of that particular person and may be significant in its own right.

Criterion C

The National Park Service publication *National Register Bulletin No. 18 How to Evaluate and Nominate Designed Historic Landscapes* states that a designed landscape may be eligible for:

- Its association with the productive careers of significant figures in American landscape architecture;
- Its association with a historical trend or school of theory and practice within landscape architecture, such as the City Beautiful Movement, the Country Place Era, or the Rustic Landscape Movement, rather than with an individual person of significance;
- The presence of highly skilled craftsmanship or use of particular materials in the construction of walls, walks, fountains, and other landscape elements;
- Evidence of distinguished design and layout that results in superior aesthetic quality and constitutes an important artistic statement; or
- A rare or specimen plant material associated with a particular period or style of landscape history.¹²³⁷

Historic designed landscapes may be significant under Criterion C in the areas of Community Planning and Development or Landscape Architecture. Refer to the discussion of *Registration Requirements* below for details regarding the character-defining features from each distinct time period that must remain intact for a landscape to be eligible under Criterion C.

Criterion D

This criterion typically is applied to archeological resources. The likelihood of a resource in this category having significant research potential is considered to be very remote for this study.

Registration Requirements

Examples of designed landscapes that are significant under the criteria discussed above may be eligible for listing in the National Register, provided that they retain the seven aspects of integrity defined by NPS. To be eligible for listing, a resource in this category must possess significance under at least one of the National Register Criteria for Evaluation and retain sufficient integrity to convey significance for its respective historical association(s) and/or physical attributes. The degree to which the resource must retain any of the seven aspects of integrity stems directly from the reasons it is significant and eligible under any of the National Register Criteria. To assist with this assessment, refer to the discussion of each subtype for lists and illustrations of character-defining features. (See hyperlinks to each subtype above.)

- Location
 - The site of the designed landscape should retain the same spatial relationship to the highway that it did during the period of significance. Within the designed landscape, stable features—such as buildings, structures, and large trees—should maintain the same spatial relationship to one another.
- Design
 - The appearance of the landscape during its period of significance should remain clearly recognizable.
 - Stable elements should remain intact to display the overall intent of the historic design. These elements may include buildings, walls, terraces, paved roads, fences, and large-scaled trees. (See *Figure 235*.)
 - Important architectural features within the landscape should retain their character-defining features.
 - The absence of small-scaled elements such as site furnishings typically does not overwhelmingly affect the integrity of *design* for the overall landscape.

- Designed landscapes that are significant under Criterion C only must retain a higher degree of integrity of *design* than those that are significant under Criterion A or B.
- Materials
 - Plant materials and soils are changeable by their nature. They may grow, be altered by erosion, or die and require replacement over time. These changes typically do not adversely affect the integrity of a designed landscape.
 - Excessive changes to plant materials and soils that may compromise integrity of *materials* within a designed landscape include the encroachment of surrounding natural landscape and serious erosion.
 - Built elements within the landscape should retain materials that date to the period of significance, although replacement materials may be appropriate provided that they match the appearance of the historic materials.
 - Designed landscapes that are significant under Criterion C only must retain a higher degree of integrity of *materials* than those that are significant under Criterion A or B.
- Workmanship
 - Small-scaled elements within the designed landscape may present signs of noteworthy workmanship. When present, these elements may enhance the overall integrity of the landscape, but they are not necessary.
- Setting
 - A designed landscape should generally retain its historic boundaries, or the appearance of these boundaries.
 - A designed landscape should retain the same spatial relationship to the highway as it did during the period of significance. Historic stable features should maintain the same spatial relationship to one another. (See *Figure 236*.)
 - The topography of the site should resemble the topography present during the period of significance.
 - Designed vistas should remain intact without the interruption of new construction or other elements or materials that do not date from the period of significance.
 - The surrounding area should retain its general character and land-use patterns, especially if they are visible from the designed landscape.
- Feeling
 - A designed landscape should retain the overall qualities and attributes that enable the resource to present its historic character and sense of the past. The combined effect of changes to the physical character, use, or function can diminish this aspect of integrity.

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- Association
 - A designed landscape should still retain the attributes that reflect its original or historic use. The conversion of resources in this category for other functions can compromise integrity of *association*.

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Figure 235. Japanese pagoda, Fort Worth Botanic Gardens, Botanic Garden Boulevard, Fort Worth, Tarrant County, constructed ca. 1934, listed in the NRHP. Permanent structures like this Japanese pagoda should remain intact and relatively unaltered, although the surrounding plant materials may grow and change. Photo by HHM.



Figure 236. Trinity Park, Fort Worth, Tarrant County. View from Trinity Park Court looking south toward IH 30. Although Trinity Park retains many original designed landscape features, the construction of a non-historic bridge and elevated interchange along IH 30 diminishes the park's integrity of setting.



STREETScape FEATURES

Subtype: Traffic Signage

Background

During the 1910s and 1920s, a wide variety of traffic signage existed in different communities, with little consistency. The majority of traffic signage has been continuously replaced to provide greater consistency. As a result, few examples are extant along the Bankhead Highway. Embedded stop signs are one exception. Embedded stop signs are a distinctive type of streetscape feature that gained popularity during the early years of the named highways. Placed directly in the roadway, these signs were intended to control traffic primarily in historic downtowns. They typically included a metal base that was placed in the middle of the road at a busy intersection and featured the word “STOP” in large raised letters. (See *Table 30*.) Used primarily during the mid- to late 1920s, they soon proved to be ineffective because of their low profile and poor visibility. Nonetheless, they are an important vestige of early highways.

The introduction of freestanding stop signs can be traced to Detroit, Michigan, where a metal sign was first installed in 1915. During the 1920s, various states and groups involved with highway transportation worked to standardize signage. Among their innovations was the use of different shapes to help motorists quickly recognize and understand upcoming conditions without necessarily being able to see the letters. Since non-rectangular shapes required more cuts and wasted material, distinctive outlines were used in less common situations. By 1924, the AASHO issued a report advocating such an approach, and in 1927 the first sign manual was published. The octagonal shape was used to instruct drivers to stop at intersections. Subsequent publications of the manual in later years standardized signage in rural and urban areas and color usage.¹²³⁸

Character-defining Features across All Time Periods

- Location typically at busy intersections, often in downtowns or at the junction of two highways.
- Early signs sometimes may be embedded within the road; however, most are freestanding, especially from the 1930s onward.
- Extant examples typically are constructed of metal.
- Font and ornamental details reflect styles popular at the time.

A more detailed discussion about the significance and registration requirements for traffic signage and other streetscape features is presented under [Significance](#) later in this section.

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Table 30. Traffic Signs Subtypes by Time Period.

	County Roads and the Good Roads Movement: 1880–1916	Initiation of the Highway System: 1917–1932	Depression, Mobilization, and War: 1933–1944	Postwar Road Expansion: 1945–1956	Effects of the Interstate Highway System: 1957–1980
Traffic Signs		 <p><i>Example of an embedded stop sign, W. Commerce Street at S. Mulberry Street, Eastland, Eastland County. Photo by HHM.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Location typically at busy intersections, often in downtowns or at the junction of two highways. 2. Embedded within the road, as sometimes found in examples dating from the 1920s. 3. Extant examples typically are constructed of metal. 4. Font and ornamental details reflect styles popular at the time. 			

Subtype: Sidewalks

Background

The proliferation of automobiles in the early twentieth century posed an increasing concern for the safety of pedestrians walking along roadways. Sidewalks became an important element of pedestrian safety with the automobile's increasing popularity. Another feature common to historic sidewalks is the presence of a date stamp. Although most stamps contain the contractor name, the name of the city in which the business was registered, and the year the stamp was set, stamps sometimes include phone numbers and full business addresses.¹²³⁹ These stamps often come in a variety of designs, and everything from simplistic, hand-written stamps to Union labeling and elaborate artistic designs can be found. Many sidewalks also feature retaining walls that create a clear pedestrian zone and also helped to combat erosion in areas with uneven terrains.

In the late nineteenth and early twentieth centuries, wood was a common material used to construct sidewalks but soon was replaced with more durable materials such as concrete, brick, asphalt, and stone. By 1928, sidewalks began to appear on bridges located in or near communities.¹²⁴⁰ During the Great Depression, sidewalk construction was undertaken by the WPA. No historic sidewalks were documented as individual resources as part of the survey of the Bankhead Highway.

Character-defining Features

- Located in urban settings where pedestrian traffic is most concentrated.
- Directly abuts highway curbing or set back a few feet from the roadway with a narrow strip of grass/lawn between the curb and sidewalk.
- Typically of concrete construction.

A more detailed discussion about the significance and registration requirements for sidewalks and other streetscape features is presented under *Significance* later in this section.

Subtype: Monuments/Markers

Background

Monuments and markers function to memorialize a historical event or are displayed as public art. Although both typically are freestanding objects, markers can also be mounted onto buildings or structures. Construction materials include stone, concrete, and metal, and they exhibit various styles depending on the date of construction.

Some of the earliest markers found along named highways noted the roadway to be part of the federal aid system. These markers consist of a concrete obelisk with a small metal shield listing the applicable Federal Aid Project (FAP) number. (See *Table 31*.) The placement of the 1936 Texas Centennial celebration markers, created to celebrate Texas' Independence from Mexico, along the named highways was an important aspect of state-sponsored tourism efforts and immediately became integral to the roadside cultural landscape. In commemoration of the event, the Texas Highway Department erected 264 granite markers on highway turnouts and roadside parks across the state. Designed by State Landscape Architect Jac Gubbels, these granite markers featured bronze inscription tablets and sometimes were set in designed landscapes (see *Table 31*). According to the *Historic Context for Texas Roadside Parks, 1933–1990*, “the markers, framed by native plants, were often set against a low masonry wall, with a cleared and graveled viewing area in front.”¹²⁴¹ The promotion efforts surrounding the Centennial celebration were integrally linked to the improvement and beautification of highways to accommodate the influx of tourists – especially along the Bankhead Highway, which led directly to the site of the Centennial Exposition at Fair Park in Dallas.

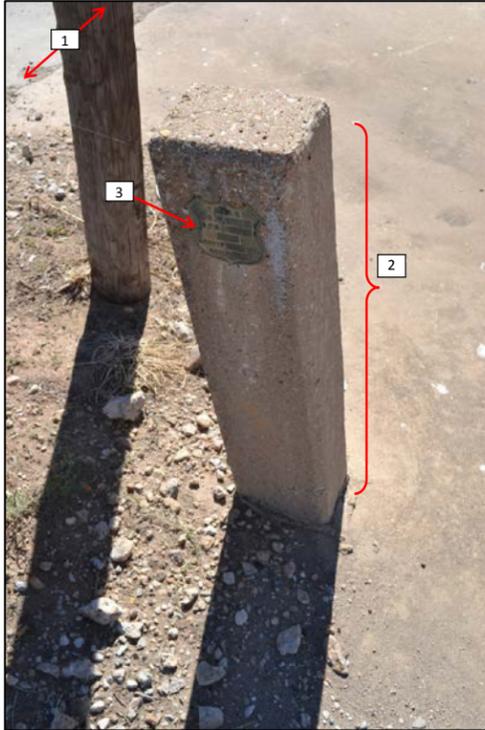
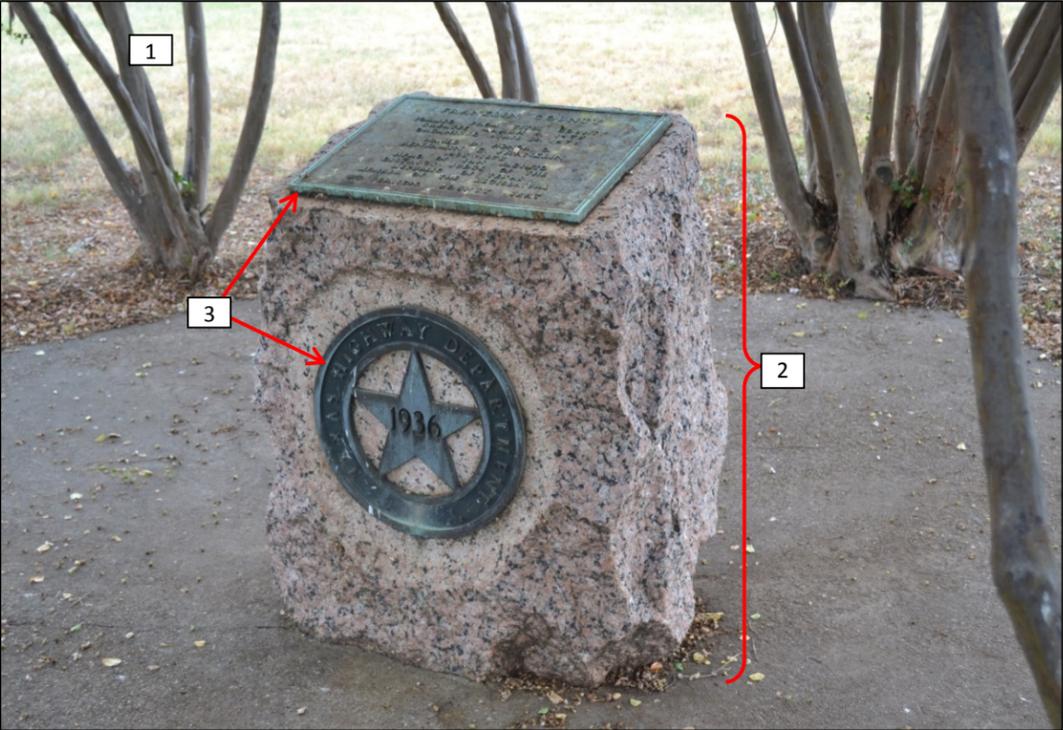
Character-defining Features across All Time Periods

- Location varies depending on the type of marker, but often present in roadside parks or turnouts.
- Structures often take the form of a concrete or stone obelisk or block, often with a metal plaque.
- Font and ornamental details reflect styles popular at the time.

A more detailed discussion about the significance and registration requirements for monuments/markers and other streetscape features is presented under *Significance* later in this section.

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Table 31. Monument and Marker Subtypes by Time Period.

	County Roads and the Good Roads Movement: 1880–1916	Initiation of the Highway System: 1917–1932	Depression, Mobilization, and War: 1933–1944	Postwar Road Expansion: 1945–1956	Effects of the Interstate Highway System: 1957–1980
Monuments/Markers		 <p data-bbox="515 1141 1236 1195"><i>Federal Aid Project (FAP) Highway Marker, US 180 at N. Gregg Street, Albany, Shackelford County, erected 1929. Photo by HHM.</i></p> <p data-bbox="515 1225 789 1251">Character-defining Features:</p> <ol data-bbox="515 1282 1268 1419" style="list-style-type: none"> 1. Located along the highway roadside, often hidden by overgrown vegetation and sometimes found on bridges. 2. Structures often take the form of a concrete or stone obelisk or block, often with a metal plaque. 3. Font and ornamental details reflect styles popular at the time. 	 <p data-bbox="1311 1141 2511 1195"><i>Example of a Texas Centennial Marker, US 67 at intersection with SH 37, Mount Vernon, Franklin County, erected ca. 1936. Photo by HHM.</i></p> <p data-bbox="1311 1225 1585 1251">Character-defining Features:</p> <ol data-bbox="1311 1282 2262 1362" style="list-style-type: none"> 1. Located along the highway roadside, in a small, landscaped roadside area. 2. Structures often take the form of a concrete or stone obelisk or block, often with a metal plaque. 3. Font and ornamental details reflect styles popular at the time. 		

Significance

As individual resources, streetscape features seldom are able to communicate a direct link to a significant historic theme, individual of the past, architectural style, or method of construction. However, they may be contributing resources to a historic district or historic road corridor. Refer to the discussion of historic districts and historic corridors for additional information. Note that Centennial Markers are an exception and have been determined to be eligible for the NRHP under a separate historic context.

Registration Requirements

Regardless of integrity, individual landscape or streetscape features do not possess sufficient significance to be eligible for listing in the NRHP under any of the National Register Criteria on an individual basis. Note that, when evaluating the integrity of streetscape features for inclusion within a historic district, alterations to streetscape features designed to accommodate persons with disabilities do not adversely affect integrity.

TRANSPORTATION-RELATED RESOURCES

This property type category includes all resources that are directly related to the historical operations of the Texas Highway Department and county road departments and contains the most diverse collection of historic properties in this study. Unlike those classified within the other property types categories, historic resources within the Transportation-Related Resources property type category typically are structural systems that did not house or shelter any type of human activity. The bulk of the properties in this grouping were constructed by the Texas Highway Department and include bridges, culverts, and even the roads themselves.

The many kinds of subtypes within the Transportation-Related Resource property type category are as follows:

- Roadway Segment
 - Curbs
 - Guardrails
 - Medians
- Bridges
 - Arch Bridges
 - Beam Bridges
 - Truss Bridges
 - Slab Bridges
 - Bridge-Class Culverts
- Culverts

- Grade-Separation
 - Entrance/Exit Ramps
 - Interchanges

The analysis of the physical characteristics of the various subtypes within this property type category is followed by a discussion of the NRHP criteria under which a transportation-related resource may be significant under the National Register Criteria for Evaluation, as well as the registration requirements that apply to all identified property types and subtypes in this category.

ROADWAY SEGMENTS

Description

Background

Several components make up a roadway, and they have each evolved over time as technological and engineering advancements developed in the late nineteenth century and throughout the twentieth century. This discussion of roadway segments will focus on the roadbed, wearing surface, shoulders, drainage features (such as ditches, curbs, and gutters), medians, guardrails, and associated rights-of-way.¹²⁴²

Discussions of other separate and discrete structural components such as bridges, culverts, and grade-separation structures will be presented as distinct subtypes within the Transportation-Related Resources category.

At the end of the nineteenth century and beginning of the twentieth century, almost all road surfaces in Texas were constructed of dirt (also known as earthen roads), sand-clay, and gravel (including rock and shell). Around the turn of the twentieth century, counties (with assistance from the Bureau of Public Roads within the Department of Agriculture) began to upgrade roads with improved surfaces and better drainage. Among the roadway construction innovations at the time was “macadamization,” a term that referred to the layering of rocks of different sizes to create a roadbed that had a “crown.” This technique allowed water to drain off and away from the road surface.

Construction of ditches on either side of the roadway and cross-drainage structures (also known as culverts) also helped drain the road during and after rain events. Improved road surfaces used in Texas in the first few decades of the twentieth century included tarvia, which was a trademarked form of bituminous concrete (later known as asphalt), concrete, and brick. Prior to the establishment of the Texas Highway Department, the roadway width of most graded and drained roads ranged in width from between 14 and 18 feet.¹²⁴³

Soon after the Texas Highway Department was formed, the agency released its *First Biennial Report* in 1919, which designated classification

of roads and widths of those roads. First-class roads (also known as the trunk highway system) were for the heaviest traveled roads, and had 24-foot-wide pavement width. Second-class roads could be 16-foot-wide gravel roads, and third-class roads could be 12 feet wide and constructed of sand-clay.¹²⁴⁴ During the 1920s, the Texas Highway Department began constructing more roads with hard, high-quality wearing surfaces, such as concrete, brick, and bituminous concrete. These early Texas Highway Department-built roads typically had high-crowned surfaces and steep embankments.¹²⁴⁵ (See *Table 32*.) Right-of-way widths were mandated at 80 feet wide, and after 1925, had to be bought and fully fenced by counties. The Texas Highway Department also built and improved roads that followed the “shortest and most feasible route,” eliminating all sharp turns (no curves over six degrees), and minimizing steep grades (no grades over five percent).¹²⁴⁶ The agency built bridges that measured no less than 20 feet wide and culverts measured no less than 24 feet wide.¹²⁴⁷ Most roadways also include shoulders and curbs within the expanded right-of-way. Shoulders provided a place for motorists to pull their vehicles off the roadway safely, and they were often earthen or gravel of varying widths; at times, the shoulders were overgrown or barely recognizable as shoulders.

In the 1930s, the Texas Highway Department improved existing roads and designed new roads to reduce the number of high-crowned surfaces, steeply cut embankments, deep ditches, sharp curves, steep grades, narrow roadway widths, and narrow bridge and culvert widths (see *Table 32*).¹²⁴⁸ The Department mandated a 100-foot-wide right-of-way and wider wearing surfaces for consistent two-way traffic – at least 20 to 22 feet wide on most roadways. Roads typically had broad shoulders constructed of stable materials (such as asphalt or gravel), wider decks on bridges and culverts, and gently graded crowns and ditches.¹²⁴⁹ Some roads had turnouts that provided motorists a place to rest or repair their cars, if necessary. These turnouts had no amenities and were often located at hilltops or other vantage points. Roadside parks also were constructed on many highways during this era, and they provided a place for motorists to rest and recreate. The planting of trees and shrubs within the right-of-way in curves and on hilltops helped drivers better navigate the natural topography of the road.

In the 1940s, rights-of-way ranged from 100 to 160 feet wide, and wearing surfaces were constructed with concrete or asphalt (see *Table 32*). Many of the major (trunk) highways were upgraded from two to four lanes, and the on-coming traffic was only separated by striping. Some of these new roadways were controlled-access thoroughfares and others were constructed as controlled-access freeways. The former (controlled-access thoroughfares) provided numerous access points, and intersections with other roads could be at-grade. They were more common in small cities and in rural locations. In contrast, controlled-

access freeways were popular within and between major cities, and they represented another roadway improvement of the era. Controlled-access freeways were different from other highways because they had ramps that were used exclusively for egress and ingress from/onto the freeway. This type of roadway always included at least four lanes, with two lanes in each direction, and a median separating the on-coming traffic. Sometimes they also included frontage or access roads that paralleled the highway in urban areas.¹²⁵⁰ Several of the early freeways had poor lane alignments, narrow medians (one to two feet wide), narrow lane widths (9 to 10 feet wide), narrow bridge widths, high curbs, steep grades, and short exit and entrance ramps.¹²⁵¹

From the 1950s through the 1970s, the Texas Highway Department refined its controlled-access freeway designs with the construction of the interstate system that accommodated higher traffic volumes and loads. The controlled-access freeways of this era eliminated left exit ramps (where possible) and all curbing within 10 feet of travel lanes. They also featured shoulders, 12-foot-wide travel lanes, longer entrance and exit ramps, and longer distances between ramps.¹²⁵² Additionally, later iterations of freeway design did not depress the highway below grade, which provided greater flexibility and less costly options for future expansion.

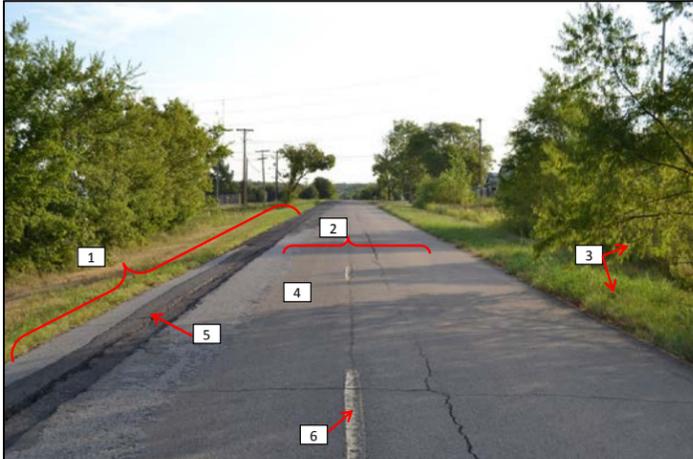
Character-defining Features across All Time Periods

- Paving consisting of bituminous concrete (later known as asphalt), concrete, or brick.
- Broad shoulders constructed of stable materials (such as asphalt or gravel) were common.
- Striping down the middle of the roadway delineates two-way traffic.
- Standard 80- or 100-foot right-of-way with fencing.
- Shortest, most feasible route used by eliminating sharp turns and steep grades.

A more detailed discussion about the significance and registration requirements for roadway segments and other transportation-related resources is presented under *Significance* later in this section.

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Table 32. Roadway Segment Subtypes by Time Period.

	County Roads and the Good Roads Movement: 1880–1916	Initiation of the Highway System: 1917–1932	Depression, Mobilization, and War: 1933–1944	Postwar Road Expansion: 1945–1956	Effects of the Interstate Highway System: 1957–1980
Roadway Segments		 <p>Roadway segment along Page Street, Redwater, Bowie County, constructed ca. 1920. Photo by HHM.</p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Shortest and most feasible route used. 2. Road width approximately 22 feet. 3. Paving consisting of concrete slabs. 4. A high-crown surface is used for drainage and joints for expansion and contraction of roadway materials. 5. Relatively narrow shoulders constructed of stable materials (such as asphalt or gravel). 6. Striping consists of a black line down the middle of the roadway. 	 <p>Roadway segment along E. Avenue G, Penwell, Ector County, constructed ca. 1940. Photo by HHM.</p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Shortest and most feasible route used. 2. Road width approximately 22 feet. 3. Standard right-of-way with fencing. 4. Paving consisting of bituminous concrete (later known as asphalt). 5. Shoulders constructed of stable materials (such as asphalt or gravel). 6. Striping consists of a black line down the middle of the roadway. 	 <p>Roadway segment along Oneal Street north of US 69, Vicinity of Greenville, Hunt County, constructed ca. 1946. This segment served as a spur providing a more direct route between downtown Greenville and US 69. Photo by HHM.</p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Shortest and most feasible route used. 2. Road width approximately 23 feet. 3. Standard right-of-way with fencing. 4. Paving consisting of bituminous concrete (later known as asphalt). 5. Broad shoulders constructed of stable materials (such as asphalt or gravel). 6. Striping consists of a broken white line down the middle of the roadway. 	

Subtype: Curbs

Background

A curb is a defined edge where a roadway meets a sidewalk or the adjacent land. A curb may be raised above the level of the roadway, or it may be flush with the roadway surface, as sometimes seen with flush concrete curbs alongside brick roads. In urban areas, curbs are used for both safety and drainage, as they not only prevent vehicles from leaving the street but also help guide water to drainage outlets. Square curbs exhibit 90-degree angles and are generally used in urban areas with a high volume of foot traffic. Slope-faced curbs are typically used on major highways as they allow vehicles to cross at low speeds. Rounded curbs are found at driveways, crosswalks, and other pedestrian crossings and allow for the crossing of automobiles, wheelchairs, and strollers. (See *Table 33*.) Although concrete is the most common material used for construction, other materials including asphalt, stone, and masonry can be found. Curbs show a distinct evolution in relation to the infrastructure of Texas. Along with other masonry elements, the WPA constructed curbs during the Great Depression. In some locations, including Fort Worth, WPA workers installed blue and white mosaic tiles at corners that identify street names. Expressways first appeared in Texas in the 1940s, and the Texas Highway Department initiated a new idea that replaced curbs with guardrails.¹²⁵³ Bridge design during this period also began to alter the way curbs were constructed. For example, concrete flat slabs had raised structural curbs that were poured with the slabs and acted as rails.

Character-defining Features across All Time Periods

- Consists of a raised edge where a roadway meets a sidewalk.
- Typically guides water to drainage outlets.
- Urban areas typically exhibit square curbs with 90-degree angles.
- Major highways typically exhibit slope-faced curbs.
- Driveways, crosswalks, and other pedestrian crossings typically exhibit rounded curbs.
- Concrete is the most common material used for construction; although asphalt, stone, and masonry can also be found.

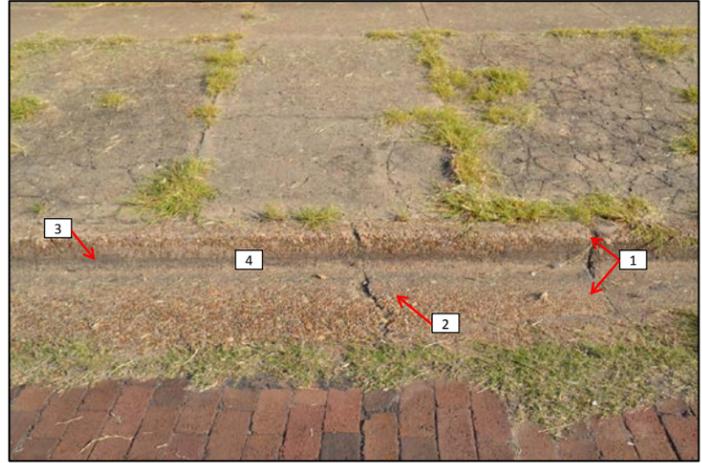
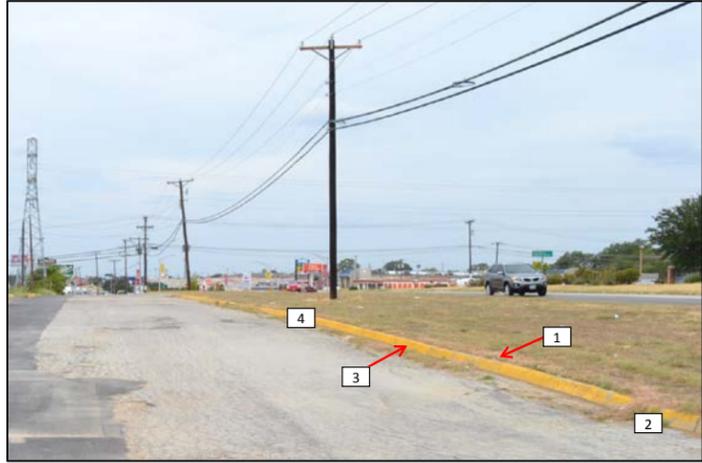
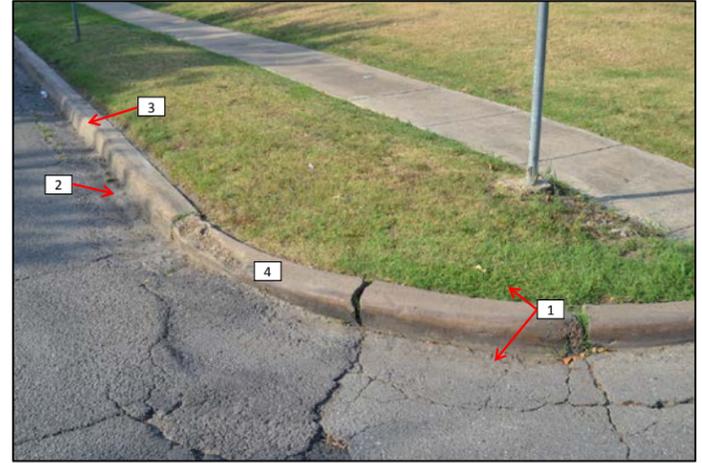
A more detailed discussion about the significance and registration requirements for curbs and other transportation-related resources is presented under *Significance* later in this section.

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Table 33. Curb Subtypes by Time Period.

	County Roads and the Good Roads Movement: 1880–1916	Initiation of the Highway System: 1917–1932	Depression, Mobilization, and War: 1933–1944	Postwar Road Expansion: 1945–1956	Effects of the Interstate Highway System: 1957–1980
Curbs		 <p data-bbox="553 872 1255 923"><i>Curb along W. 17th Street, Texarkana, Bowie County, constructed ca. 1920. Photo by HHM.</i></p> <p data-bbox="553 955 820 979">Character-defining Features:</p> <ol data-bbox="553 1010 1199 1120" style="list-style-type: none"> 1. A raised edge where roadway meets sidewalk. 2. Guides water to drainage outlets. 3. Urban areas typically exhibit square curbs with 90-degree angles. 4. Constructed of concrete. 	 <p data-bbox="1299 872 2001 923"><i>Curb along Palo Pinto Street, Fort Worth Tarrant County, constructed ca. 1934. Photo by HHM.</i></p> <p data-bbox="1299 955 1566 979">Character-defining Features:</p> <ol data-bbox="1299 1010 1976 1147" style="list-style-type: none"> 1. A raised edge where a roadway meets a grass-covered lawn/area. 2. Directs water to drainage outlets. 3. Slanted at an angle of approximately 45 degrees, despite location in urban area. 4. Constructed of concrete. 	 <p data-bbox="2045 872 2747 923"><i>Curb along Wellington Street, Greenville, Hunt County, constructed ca. 1946. Photo by HHM.</i></p> <p data-bbox="2045 955 2312 979">Character-defining Features:</p> <ol data-bbox="2045 1010 2716 1147" style="list-style-type: none"> 1. A raised edge where a roadway meets a grass-cover strip or lawn. 2. Directs water to drainage outlets. 3. Urban areas typically exhibit square curbs with 90-degree angles. 4. Constructed of concrete; rounded corners to accommodate turning vehicles. 	

Subtype: Guardrails

Guardrails are roadway features that are designed to keep vehicles from driving off roads and bridges. During the early years of the Texas Highway Department, photographs show wood posts with connecting horizontal wood members were often built alongside roadways, particularly in curves. These early wood railings likely did not prevent cars from driving off the road, but they helped to draw the motorists' attention to bends in the road. Low rock walls were also constructed along roadways. These masonry walls (sometimes called "guard walls") make the drivers aware of curves and prevent cars from driving off the road, especially in hilly areas. During the late 1920s and 1930s, Texas Highway Department engineers began designing bridge approach railings to help motorists transition from roads onto bridges. Since many bridges were narrower than the roadway, the guardrails often flared at the bridge ends to funnel traffic onto the bridge. In urban areas, the Texas Highway Department often built solid concrete railings with decorative recessed paneling. Later in the 1930s, the Department used more streamlined railings with lower profiles.¹²⁵⁴ The Department built several roads during the 1930s with Depression-era funding and labor. Building in the popular Rustic style of the time, road construction crews used wood to construct many guardrails and stone to build guard walls. Some of the most common railings in urban areas were the picket-style rails (particularly on bridges), which were constructed of metal and/or reinforced concrete beginning in the 1930s.

Picket-style rails continued to be popular through the 1950s. In rural areas, another popular type of guardrail utilized steel, wood, or concrete posts with steel wire strung between the posts. In the 1950s, the metal, flex-beam, W-shaped guardrails generally supplanted other types of guardrails constructed in the United States.¹²⁵⁵ Metal flex-beam guardrails had shock-absorbing qualities and helped keep vehicles from running off roads, especially on high-speed highways. These flex-beam guardrails were ubiquitous on Texas highways from the 1950s, and their use continues today.

Character-defining Features across All Time Periods

- Generally located at a bridge's approach, on a bridge, or along a steep drop-off in the topography.
- Flared at the bridge ends to funnel traffic onto the bridge.
- Typically picket-style construction of metal and/or reinforced concrete, although sometimes a solid concrete rail with decorative recessed paneling was used.

A more detailed discussion about the significance and registration requirements for guardrails and other transportation-related resources is presented under *Significance* later in this section.

Subtype: Medians

Medians separate and create a physical barrier between on-coming traffic. Medians were first introduced on U.S. roads with the introduction of boulevards in the mid-nineteenth century and parkways in the late nineteenth century. Designed by landscape architects such as Fredrick Law Olmsted and his nephew John Charles Olmsted, this type of roadway element was found in urban and suburban areas and proved to be an effective design solution to separate bicyclists and pedestrians from travelers on horseback or in wagons.¹²⁵⁶ As automobiles replaced horses and wagons, medians were used to separate traffic moving in opposite directions. Typically, medians during the nineteenth and early twentieth centuries were sometimes vegetated with flowering plants, trees, shrubs, and/or grass (see *Table 34*), and other times, streetcars and interurban lines extended through the medians. Medians during the first part of the twentieth century varied greatly in width based on the road's location within a city or suburban area. Prior to the 1940s, medians along the Bankhead Highway were likely found in the large cities of Dallas, Fort Worth, and El Paso.

As speeds increased and the Texas Highway Department created controlled-access freeways in the 1940s, grass medians and raised concrete medians were used throughout Texas along major roadways in urban and rural locations. These medians differed from earlier types because they were often narrower and were solely to improve safety for motorists traveling in opposite directions on the same road. In the early 1940s, medians built as part of the first generation of freeways were very narrow and measured only a few feet wide. As the Texas Highway Department refined its freeway designs in the late 1940s and early 1950s, four-lane roadways typically included grassy or concrete medians measuring at least four feet wide (see *Table 34*).¹²⁵⁷

After the interstate system was created, median widths were substantially increased. The AASHO design standards called for 36-foot-wide medians in rural areas with flat and rolling topography and 16-foot-wide medians in urban and mountainous areas (see *Table 34*).¹²⁵⁸ In the early 1970s, the Texas Transportation Institute designed a raised concrete median barrier (similar to the widely used Jersey barrier) in conjunction with General Motors Corporation.¹²⁵⁹ These concrete barriers were placed on many existing roads with narrow medians and on new roads where rights-of-ways were narrow.

Character-defining Features across All Time Periods

- Placed in the center of the road to separate traffic moving in opposite directions.
- Sometimes vegetated with flowering plants, trees, shrubs, or grass.

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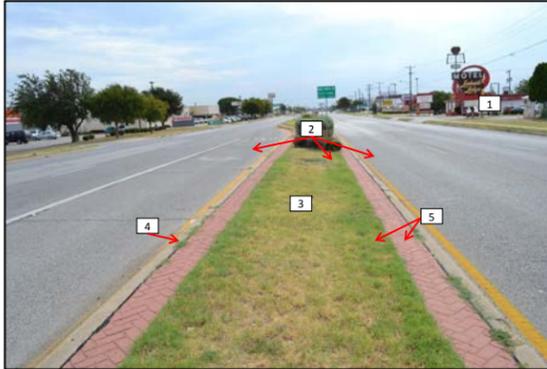
A more detailed discussion about the significance and registration requirements for medians and other transportation-related resources is presented under *Significance* later in this section.

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Table 34. Median Subtypes by Time Period.

	County Roads and the Good Roads Movement: 1880–1916	Initiation of the Highway System: 1917–1932	Depression, Mobilization, and War: 1933–1944	Postwar Road Expansion: 1945–1956	Effects of the Interstate Highway System: 1957–1980
Medians		 <p>Median along Jefferson Boulevard, Oak Cliff, Dallas, Dallas County. Photo by HHM.</p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Example of early median located in an urban area; originally used as railway for interurban rail that linked Oak Cliff with Dallas on the opposite side of the Trinity River. 2. Placed in center of road to separate traffic. 3. Vegetation consists of grass, trees, and shrubs. 	 <p>Camp Bowie Boulevard, Fort Worth, Tarrant County, constructed ca. 1935. Photo by HHM.</p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Early medians were typically located in urban areas. 2. Placed in center of road to separate traffic. 3. Former location of streetcar line, filled in with grass in 1930s. 4. Median is flush with surrounding pavement. 5. Median consists of grass and brick. 	 <p>Median along W. Jefferson Street, Grand Prairie, Tarrant County. Photo by HHM.</p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Early medians were typically located in urban areas. 2. Placed in center of road to separate traffic. 3. Slightly raised median with concrete curbing, with vegetation consisting of grass, trees, and shrubs. 4. Strategic placement of left turn lanes and other breaks to accommodate cross traffic flow 	 <p>Median along the IH 30 Frontage Road, Vicinity of Weaver, Hopkins County, Texas, constructed in 1962. Photo by HHM.</p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. In later years, medians were constructed along major roadways in rural locations. 2. A distinctive characteristic of highway design during the Interstate Highway System-era, especially in rural areas. 3. Placed in center of road to separate traffic. 4. Four-lane roadways typically included medians that were at least 4-feet wide; vegetation consists of grass.

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BRIDGES

Description

Vehicular travel is heavily dependent upon the motorist's ability to cross obstacles such as creeks, rivers, and canyons; and bridges are an important component of the roadway. From rudimentary timber bridges to large-scale, engineered, multi-span bridges, the structures in this subtype category evolved quickly to accommodate the growing popularity of automobile travel during the very late nineteenth and early twentieth centuries. The primary means of understanding bridge evolution and design typically relies on the fundamental structural components a bridge. This system considers the superstructure, which includes the deck and the members that carry the deck, and the substructure members, which are generally located beneath the deck and include piers, bents, and abutments.¹²⁶⁰

In general, the type of superstructure defines the bridge type or classification that are not necessarily distinctive to particular materials. In fact, bridge types and forms utilize multiple types of materials. Wood and stone were the earliest building materials used on Texas bridges; however, brick was used in the nineteenth century. Different types of metals were also used on Texas road bridges, beginning with cast iron, which was used from the 1850s to the 1870s. By the 1870s, wrought iron was introduced in Texas. Wrought iron remained popular until the turn of the twentieth century when steel became the preferred bridge building material, especially on roadways carrying heavier loads and traffic volumes.¹²⁶¹ Concrete also was used in bridge constructed in the early twentieth century, and often incorporated steel reinforcing bars (also known as rebar) to provide added strength and durability. This type of bridge construction was most common until the 1950s when prestressed concrete (concrete reinforced with steel wires) eclipsed reinforced concrete as a popular material used in bridge design and construction. These bridge-building materials were used on a variety of bridge types on the Bankhead Highway alignments.

During the late nineteenth and early twentieth centuries, railings were generally found on bridges and included simple wood railings on timber bridges, plain thin steel members (called "angles") on most truss bridges, and ornate railings on some truss bridges. After the establishment of the Texas Highway Department, the agency created several standard design railings, which included plain steel pipe railings, concrete balusters with urn-shaped designs, and reinforced concrete railings with two horizontal members connected to large concrete posts.¹²⁶² Additionally, some concrete bridges had solid parapet railings incorporated into their design.

Based on standard bridge typology, the kinds of bridges constructed along the Bankhead and other historic named highways generally can be categorized into four main groups: Arch, Beam/Girder, Truss, Slab Bridges, and Bridge-Class Culverts.¹²⁶³

Subtype: Arch Bridges

Background

Dating from ancient Romans, arch bridges were first used on a widespread scale in the United States in the early eighteenth century. These bridges were closed-spandrel arches often constructed of brick or stone and are known as masonry arch bridges.¹²⁶⁴ In Texas, as in most other states, these bridges were built on urban streets during the nineteenth century, such as the 1887 West Sixth Street Bridge over Shoal Creek in Austin,¹²⁶⁵ and they were built to carry railroad alignments over ravines and drainages.

Reinforced concrete arch bridges were constructed around the turn of the twentieth century, particularly following the establishment of Indiana-based bridge engineer Daniel Luten's patents for arch bridge designs. With the City Beautiful Movement of the early twentieth century, arch bridges were in vogue, and close-spandrel reinforced concrete arch bridges were constructed in Texas cities during the 1910s and 1920s.¹²⁶⁶ While some of these bridges had decorative paneling in their solid concrete railing and spandrel, some bridges exhibited high-style classical detailing, particularly in their railings. Since masonry arch bridges required skilled hand-laborers, these bridges were constructed in large numbers during the 1930s as part of the Depression-era worker-relief programs. (See *Table 35*.)

A more detailed discussion about the significance and registration requirements for arch bridges and other transportation-related resources is presented under *Significance* later in this section.

Subtype: Beam Bridges

Background

Beam bridges are one of the simplest and oldest bridge types used in the world. They have members made of wood, steel, or reinforced concrete. The oldest beam bridges were just logs tied together and laid across a depression. As bridge design became more sophisticated and more permanent structures were built, substructure members kept the beams in place. The earliest engineered beam bridges were steel I-beam bridges that were first used around the turn of the twentieth century. (See *Table 35*.) The "I"-shaped steel beams were fabricated in one piece at steel factories. As such, steel manufacturers had size and depth limitations on the beams to retain their load-carrying capacity

and physical integrity. During the 1920s and early 1930s, reinforced concrete beams were typically constructed in box, “T”, or inverted “U” shapes.¹²⁶⁷ Until the early 1940s, reinforced concrete beams continued to be constructed in box, “T”, or inverted “U” shapes (see *Table 35*).¹²⁶⁸

A more detailed discussion about the significance and registration requirements for beam bridges and other transportation-related resources is presented under *Significance* later in this section.

Subtype: Girder Bridges

Girder bridges are similar to beam bridges. Unlike steel beams that were fabricated in one piece, steel girders were fabricated from three separate pieces to make an “I” shape by connecting the two flange pieces (the horizontal parts of the “I”) to the web (the vertical section of the “I”). In “building-up” a steel girder, bridge engineers were not limited in the size and depth of the flanges and webs. The distinction between concrete girders and concrete beams are less noticeable, except that concrete girders have a deeper web than concrete beams. The main advantage of girder bridges over beam bridges was their ability to carry heavier loads for longer lengths. As a consequence, railroad engineers first created steel plate girder bridges in the mid-nineteenth century.¹²⁶⁹

Steel girder bridges were not widely used on Texas roads until the 1920s and 1930s; however, due to their cost and difficulty in transporting them to project sites, steel girders were used sparingly and only in special situations.¹²⁷⁰ Variable depth and cantilevered plate girder bridges also helped increase the span length of steel plate girder bridges.¹²⁷¹ Reinforced concrete girder bridges were introduced in the United States around the turn of the twentieth century. The first ones constructed in Texas date to the 1910s and were widely used in the state in the 1920s.¹²⁷² (See *Table 35*.) Like variable depth steel girder bridges, variable depth concrete girder bridges increased span lengths, and provided an aesthetically pleasing, arch-like appearance.

In 1944, the Texas Highway Department created a new bridge type called the pan-formed girder. Built inside modular steel forms, the girders were a series of parallel, small, repeating inverted “U” shapes that looked like arches that ran longitudinally under the deck. Extremely economical to construct, the bridges were specifically created for construction on the farm-to-market road system; however, they were used throughout the state on a variety of road types.

The last major innovation in concrete beams and girder bridge design included prestressed concrete beams and girders bridges, which were first used in the United States in 1949. These bridges were constructed with tensioned steel wire bundles rather than steel reinforcing bars in

reinforced concrete. Some of the most common types of prestressed concrete beams and girders are the box beams, which has a hollow center, and prestressed concrete girders fabricated in an “I” shape. Variable depth reinforced concrete girder bridges were constructed into the 1960s, when they were used on interstate highways in Texas, such as IH 20 and IH 35. Prestressed concrete girders fabricated in an “I” shape also continue to be used today (see *Table 35*).

A more detailed discussion about the significance and registration requirements for girder bridges and other transportation-related resources is presented under *Significance* later in this section.

Subtype: Truss Bridges

Background

Truss bridges have structural members that were assembled in triangular shapes so they could carry heavier loads over longer distances than beam bridges. First created by railroad companies in the mid-nineteenth century, truss bridges constructed with metal are the most common truss type extant in Texas.¹²⁷³ Widespread use of truss bridges began on Texas roads in the 1880s, particularly after county governments assumed responsibility for road and bridge construction, and they began ordering truss bridges from national companies in Ohio, Pennsylvania, and Indiana. These bridges were light-weight and easy to erect, even with primitive travel conditions.¹²⁷⁴ Bridge companies would ship the truss bridges as a kit of small pieces via railroad to the project site’s closest railroad depot. The bridge members would be transported by wagon to the site, and the field crews would assemble the bridge members using large pins to connect bridge members.¹²⁷⁵ Around 1890, engineers began noticing that the flexibility of the pin-connections was wearing too quickly and field assembly shifted to rivets and bolts soon after the turn of the twentieth century.

By 1920, field riveting was the exclusive connection type for truss bridges.¹²⁷⁶ While there were numerous types of truss bridge configurations, some of the most commonly used truss types in Texas prior to the establishment of the Texas Highway Department were Bowstring, Pratt, Bedstead, Parker, and Warren.¹²⁷⁷ After the establishment of the Texas Highway Department in 1917, the most common bridge types constructed by the agency were Warren and Parker trusses.¹²⁷⁸ In the post-World War I years, Warren and Parker trusses, and a variation of a Parker truss called a Camelback truss, were constructed on Texas roads. The Texas Highway Department also built cantilevered trusses and deck trusses (where the truss members were completely underneath the deck) when exceptionally long spans were needed over major obstacles, such as large waterways and canyons. (See *Table 35*.)

A more detailed discussion about the significance and registration requirements for truss bridges and other transportation-related resources is presented under *Significance* later in this section.

Subtype: Slab Bridges

Background

Slab bridges can be described as a solid piece of concrete laid across a depression. In the early twentieth century, one common type of reinforced concrete slab was the “low water” crossing, which was built directly atop a riverbed, typically across small or ephemeral drainages. These types of economical bridges were commonly built in the dry climates of West and Northwest Texas and on low-volume roadways throughout the state.¹²⁷⁹ Another type of common reinforced concrete slab in the early twentieth century consisted of a thick piece of concrete placed between two substructure members.¹²⁸⁰ These slabs were typically built over small drainages and motorists drove directly atop the concrete slab that served as the superstructure. Variable depth reinforced concrete slabs were used in the 1920s and 1930s, particularly in large cities where aesthetics were a concern. Like the variable depth concrete girders, variable depth slab bridges mimicked the appearance of a graceful parabolic arch.

In the 1940s, the Texas Highway Department improved upon the reinforced concrete slab bridge and designed the FS slab, which had a concrete slab strengthened with rebar and monolithically poured large curbs that helped carry heavier loads.¹²⁸¹ The FS slab was built extensively on the farm-to-market road system in the 1940s through the 1950s. Its economical design led to its use on other roads that needed small span bridges. Prestressed concrete slabs were constructed following Texas’ adoption of prestressed concrete construction in the 1950s. These bridge types were used when vertical clearance limitations (such as over railroad tracks or over wide, shallow drainages) dictated that a structure could not be very deep at a particular location; however, they were rarely used due to problems that occurred during construction.¹²⁸² The use of variable depth reinforced concrete slab bridges continued into the 1950s and 1960s as they were used on several segments of various interstate highways in Texas. (See *Table 35*.)

A more detailed discussion about the significance and registration requirements for slab bridges and other transportation-related resources is presented under *Significance* later in this section.

Subtype: Bridge-Class Culverts

Background

A bridge-class culvert is a bridge, over 20 feet in length, which is comprised of multiple box concrete or metal pipe culverts (see below for a discussion of culverts). (See *Table 35*.) Like other bridges, bridge-class culverts are assigned National Bridge Inventory (NBI) numbers and are subject to the same regulations and inspection schedules as bridges.

Character-defining Features across All Time Periods

- Small, tubular or four-sided, boxy-shaped structures.
- Typically consists of multiple spans.
- Often feature a floor that lines the channel.
- Measures more than 20 feet long.
- Construction materials include concrete, corrugated metal, and masonry.
- Typical features include head walls and wing walls.

A more detailed discussion about the significance and registration requirements for bridge-class culverts and other transportation-related resources is presented under *Significance* later in this section.

For additional guidance on identifying, researching, and understanding historic bridges please refer to *A Guide to the Research and Documentation of Historic Bridges in Texas* prepared for the TxDOT in 2004 and revised in 2013 (<https://ftp.dot.state.tx.us/pub/txdot-info/env/bridges.pdf>).

Although each of the defined bridge subtypes exhibit distinctive traits that identify them from the others, they share many mutual physical attributes and qualities. These are the common elements and components of a bridge and are vital to understanding their function and structural integrity. In addition, these features are noted in the examples of each bridge type and can be used to identify them within a subtype grouping.

Character-defining Features across All Time Periods for All Bridge Types

- Abutment – a retaining wall supporting the ends of a bridge.¹²⁸³
- Approach – the part of the bridge that carries traffic for the land to the main parts of the bridge.
- Beam – a horizontal structure member supporting vertical loads by resisting bending.
- Bent – a rigid frame commonly made of reinforced concrete or steel that supports a vertical load (a column or pier).
- Column/Pier – a vertical, structural element.
- Deck – the roadway portion of a bridge, including shoulders.

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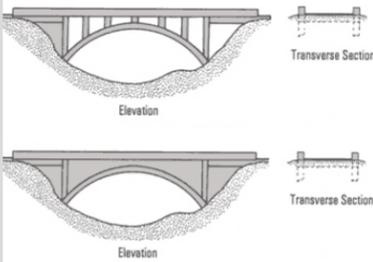
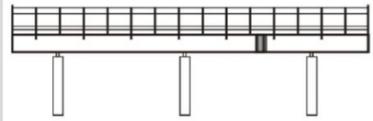
- Embankment – angled grading of the ground.
- Footing – the enlarged portion of the foundation that rests directly on the soil; usually below grade and not visible.
- Railing – a fence-like construction built at the outermost edge of the roadway of the sidewalk portion of a bridge to protect pedestrians and vehicles.
- Span – the horizontal space between two supports of a structure.
- Substructure – consists of all parts that support the superstructure. The main components are:
 - Abutments
 - Bents
 - Footings
 - Columns or piers.
- Superstructure – consists of the components that span the feature the bridge is intended to cross. The main components are:
 - Bridge deck
 - Structural members
 - Features including sidewalks, lighting, and railing.

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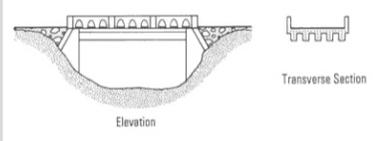
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Table 35. Typology of Bridges by Time Periods. Source: Historic Bridge Foundation, "A Context for Common Historic Bridge Types." Photos by HHM.

	County Roads and the Good Roads Movement: 1880–1916	Initiation of the Highway System: 1917–1932	Depression, Mobilization, and War: 1933–1944	Postwar Road Expansion: 1945–1956	Effects of the Interstate Highway System: 1957–1980
<p>Arch Bridges-Open Spandrel and Closed Spandrel</p> 	 <p><i>Houston Street, Dallas, Dallas County, constructed in 1911.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Superstructure consists of a closed-spandrel arch. 2. Constructed of reinforced concrete. 3. Located within an urban area. 	 <p><i>W. Davis Street, Dallas, Dallas County, constructed in 1929.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Superstructure consists of a closed-spandrel arch. 2. Constructed of reinforced concrete. 3. Located within an urban area. 			
<p>Beam Bridges</p> 		 <p><i>IH 20 Frontage Road, Ranger, Eastland County, Texas, constructed in 1923.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Superstructure consists of I-shaped beams. 2. Shallow web due to standard one-piece fabrication in a factory. 3. Typically steel construction. 	 <p><i>IH 20 Frontage Road W, Vicinity of Santo, Palo Pinto County, Texas, constructed in 1935.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Superstructure consists of I-shaped beams. 2. Shallow web due to standard one-piece fabrication in a factory. 3. Typically steel construction. 	 <p><i>East Highway 80, Abilene, Taylor County, constructed in 1951.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Superstructure consists of I-shaped beams. 2. Shallow web due to standard one-piece fabrication in a factory. 3. Typically steel construction. 	 <p><i>S. 1st Street, Abilene, Taylor County, constructed in 1957.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Superstructure consists of I-shaped beams. 2. Shallow web due to standard one-piece fabrication in a factory. 3. Typically steel construction.

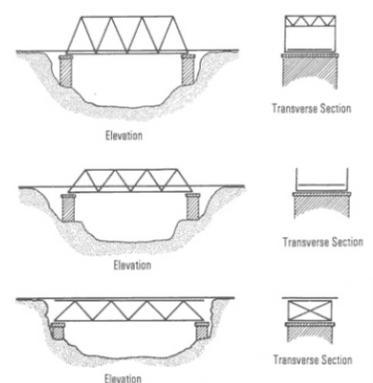
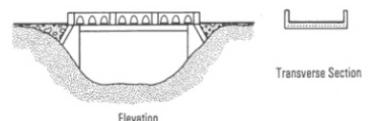
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<p>T-Beam Girder Bridges</p> 		 <p><i>Loop 3070, Vicinity of Caddo, Stephens County, constructed in 1920.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Superstructure consists of three separate pieces to make an "I" shape by connecting the two flange pieces to the web. 2. Deep web since flange and web pieces constructed separately. 3. Typically concrete construction. 	 <p><i>IH 20 Frontage Road W., Vicinity of Gordon, Palo Pinto County, Texas.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Superstructure consists of three separate pieces to make an "I" shape by connecting the two flange pieces to the web. 2. Deep web since flange and web pieces constructed separately. 3. Typically concrete construction. 		 <p><i>IH 20 Frontage Road E., Vicinity of Thurber, Erath County, constructed in 1970.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Superstructure consists of three separate pieces to make an "I" shape by connecting the two flange pieces to the web. 2. Deep web since flange and web pieces constructed separately. 3. Typically concrete construction.
<p>Pan Form Girder Bridges</p>				 <p><i>US 67, Vicinity of Naples, Morris County, constructed in 1956.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Superstructure consists of a series of parallel, small, repeating inverted "U" shapes that look like arches run longitudinally under the deck. 2. Typically concrete construction. 	 <p><i>US 180, Mineral Wells, Palo Pinto County, constructed in 1961.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Superstructure consists of a series of parallel, small, repeating inverted "U" shapes that look like arches run longitudinally under the deck. 2. Typically concrete construction.

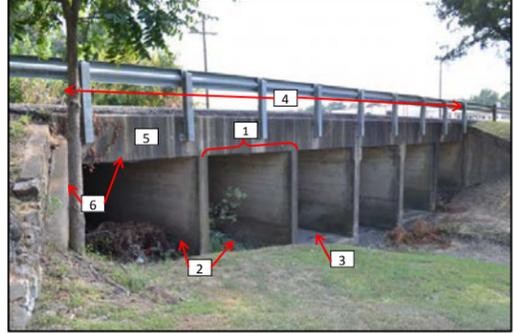
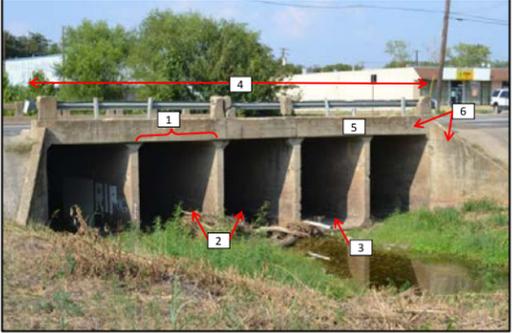
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<p>Truss-Through, Pony, and Deck Truss</p> 			 <p><i>IH 20 Frontage Road W., Vicinity of Millsap, Parker County, constructed in 1934.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Superstructure consists of members associated in triangular shapes. 2. Typically constructed of metal. 		
<p>Slab Bridges</p> 		 <p><i>CR 4112, Vicinity of Campbell, Hunt County, constructed in 1925.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Superstructure consists of a solid piece of concrete laid across a depression. 	 <p><i>FM 899, Mount Pleasant, Titus County, constructed in 1935.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Superstructure consists of a solid piece of concrete laid across a depression. 	 <p><i>W. Division Street, Arlington, Tarrant County, constructed in 1947.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Superstructure consists of a solid piece of concrete laid across a depression. 	 <p><i>W. Davis Street, Grand Prairie, Dallas County, constructed in 1967.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Superstructure consists of a solid piece of concrete laid across a depression.

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Bridge-Class Culverts	 <p><i>Hunt Street, Ranger, Eastland County, constructed in 1925.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Small, tubular or four-sided, boxy-shaped structures. 2. Typically consists of multiple spans. 3. Often features a floor that lines the channel. 4. Measures more than 20 feet long. 5. Construction materials include concrete, corrugated metal, and masonry. 6. Typical features include head walls and wing walls. 	 <p><i>E. Main Street, Ranger, Eastland County, constructed in 1930.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Small, tubular or four-sided, boxy-shaped structures. 2. Typically consists of multiple spans. 3. Often features a floor that lines the channel. 4. Measures more than 20 feet long. 5. Construction materials include concrete, corrugated metal, and masonry. 6. Typical features include head walls and wing walls. 	 <p><i>SH 312, Vicinity of Weatherford, Parker County, constructed in 1933.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Small, tubular or four-sided, boxy-shaped structures. 2. Typically consists of multiple spans. 3. Often features a floor that lines the channel. 4. Measures more than 20 feet long. 5. Construction materials include concrete, corrugated metal, and masonry. 6. Typical features include head walls and wing walls. 	 <p><i>E. Abram Street, Arlington, Tarrant County, constructed in 1952.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Small, tubular or four-sided, boxy-shaped structures. 2. Typically consists of multiple spans. 3. Often features a floor that lines the channel. 4. Measures more than 20 feet long. 5. Construction materials include concrete, corrugated metal, and masonry. 6. Typical features include head walls and wing walls. 	 <p><i>W. Davis Street, Grand Prairie, Dallas County, constructed in 1967.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Small, tubular or four-sided, boxy-shaped structures. 2. Typically consists of multiple spans. 3. Often features a floor that lines the channel. 4. Measures more than 20 feet long. 5. Construction materials include concrete, corrugated metal, and masonry. 6. Typical features include head walls and wing walls.

CULVERTS

Description

Background

Culverts are typically small, tubular or four-sided, box-shaped structures that allow water to flow under a roadway. Culverts may have single or multiple spans, which are also called units or cells, and they often feature a floor that lines the channel. Many culverts carry less than 20 feet of a roadway; however, those that are more than 20 feet wide are referred to as bridge-class culverts.

Culverts prior to 1880 were rarely built on rural roads and, when constructed, they consisted of simple, timber, box structures for small crossings. These early culverts were routinely designed too small for the drainage features they crossed and often collapsed due to poor construction and vehicle weight. As the focus towards engineered roads emerged in the late nineteenth and early twentieth centuries, engineers with the Office of Road Inquiry, the federal agency that supported road construction, recommended that construction crews build culverts to accommodate more water flow than they normally handled in order to withstand intensive flood events. One Office of Road Inquiry engineer discouraged the use of small wood culverts, “except on roads that are little travelled. . . .”¹²⁸⁴ Instead, the engineer recommended using vitrified clay pipe, corrugated metal pipes made of iron (not galvanized steel), or concrete culverts (the shape—box or pipe—are not specified).¹²⁸⁵ (See *Table 36*.)

Following the establishment of the Texas Highway Department, the agency created standard designs for culverts. These standard designs included single reinforced concrete box culverts, multiple reinforced concrete box culverts, reinforced concrete pipe culverts with headwalls, cast iron pipe culverts, concrete slab culverts with masonry substructures, and stone slab culverts with masonry substructures.¹²⁸⁶ The width of the roadway atop these culverts had to be 24 feet wide.

While the Texas Highway Department developed multiple standard designs for culverts, the agency’s engineers also designed culverts specifically for certain angled road crossings, which is known as a “skew.” In the late 1920s, the Texas Highway Department established its Bridge Division, and culvert design fell under its purview. Soon after the establishment of the Bridge Division, cast iron culverts were supplanted by the less expensive corrugated metal pipe culverts.

Many of the worker-relief program projects during the Great Depression in the 1930s completed by the NYA, CCC, and WPA involved substantial construction of culverts throughout the state, especially culverts with masonry elements (see *Table 36*). Even though culverts were small

structures, the construction of culverts with masonry wing walls, headwalls, piers, and abutments were labor-intensive projects that required the work of skilled and non-skilled laborers. As a result, culverts with masonry features were rarely used after the Great Depression, and the Texas Highway Department implemented a strategy of using more economical culvert designs following World War II. This initiative included widespread construction of reinforced concrete pipe culverts and corrugated metal pipe culverts for small crossings, and the nearly exclusive use of multiple reinforced concrete box culvert structures for larger crossings (see *Table 36*). By 1964, the Texas Highway Department had a wide-ranging series of standards for single and multiple reinforced concrete box culvert structures, concrete culvert headwalls, and cement-stabilized headwalls for metal and concrete pipe culverts.¹²⁸⁷

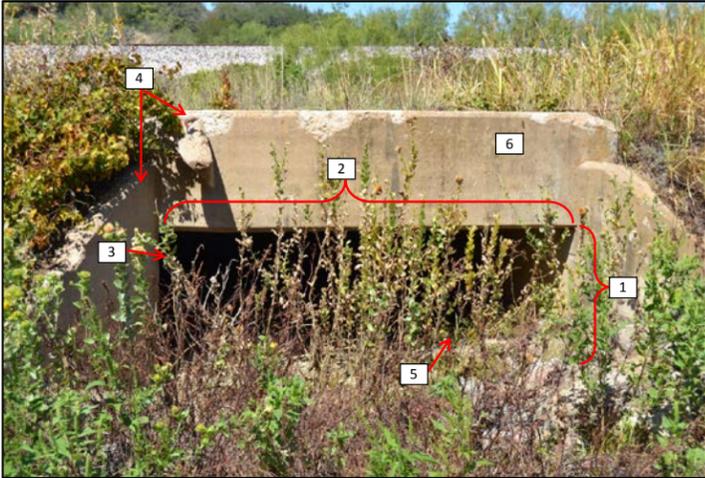
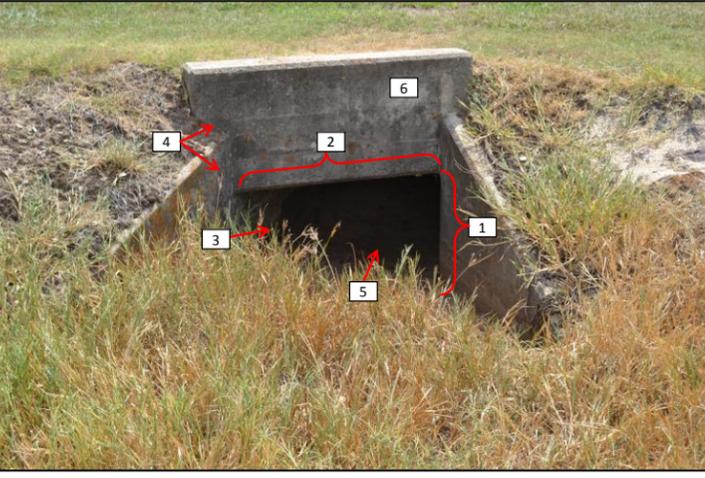
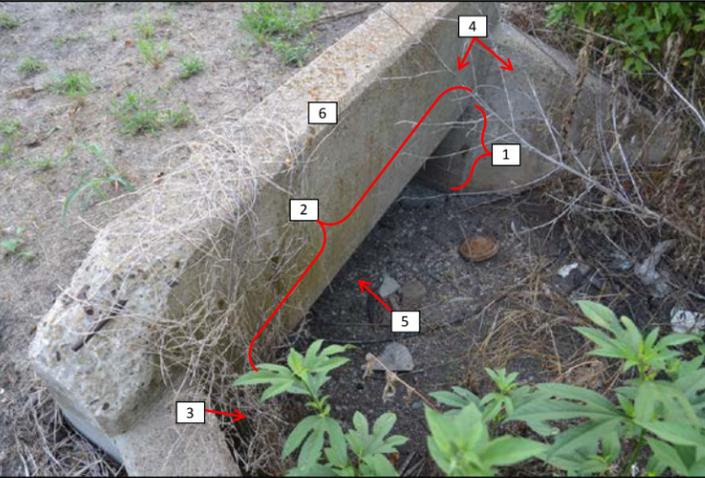
Character-defining Features across All Time Periods

- Small, tubular or four-sided, boxy-shaped structures.
- Typically consists of a single span.
- Often feature a floor that lines the channel.
- Measures less than 20 feet long.
- Construction materials include concrete, corrugated metal, and masonry.
- Typical features include head walls and wing walls.

A more detailed discussion about the significance and registration requirements for culverts other transportation-related resources is presented under *Significance* later in this section.

The Development of Highways in Texas:
A Historic Context of the Bankhead Highway and Other Historic Named Highways

Table 36. Culvert Subtypes by Time Period.

	County Roads and the Good Roads Movement: 1880–1916	Initiation of the Highway System: 1917–1932	Depression, Mobilization, and War: 1933–1944	Postwar Road Expansion: 1945–1956	Effects of the Interstate Highway System: 1957–1980
Culverts		 <p data-bbox="522 889 1227 943"><i>Culvert on Old Highway 80, Ranger, Eastland County, constructed ca. 1920. Photo by HHM.</i></p> <p data-bbox="522 969 795 995">Character-defining Features:</p> <ol data-bbox="522 1024 988 1191" style="list-style-type: none"> 1. Box-shaped structure. 2. Measures less than 20 feet long. 3. Typically consists of a single span. 4. Consists of a head wall and wing walls. 5. Often features a floor that lines the channel. 6. Concrete construction. 	 <p data-bbox="1268 889 1973 943"><i>Culvert on US 67, Vicinity of Winfield, Titus County, constructed ca. 1935. Photo by HHM.</i></p> <p data-bbox="1268 969 1541 995">Character-defining Features:</p> <ol data-bbox="1268 1024 1734 1191" style="list-style-type: none"> 1. Box-shaped structure. 2. Measures less than 20 feet long. 3. Typically consists of a single span. 4. Consists of a head wall and wing walls. 5. Often features a floor that lines the channel. 6. Concrete construction. 	 <p data-bbox="2013 889 2719 943"><i>Culvert on Oneal Street, Vicinity of Greenville, Hunt County, constructed ca. 1946. Photo by HHM.</i></p> <p data-bbox="2013 969 2287 995">Character-defining Features:</p> <ol data-bbox="2013 1024 2480 1191" style="list-style-type: none"> 1. Box-shaped structure. 2. Measures less than 20 feet long. 3. Typically consists of a single span. 4. Consists of a head wall and wing walls. 5. Often features a floor that lines the channel. 6. Concrete construction. 	

GRADE-SEPARATED STRUCTURES

Description

Background

Grade-separated structures are bridges that carry vehicular traffic over or under an intersecting roadway or railroad. These grade-separation structures are also known as “underpasses” or “overpasses.” TxDOT’s Bridge Inspection Manual notes that when a grade-separation structure carries one roadway over another, the structure is defined as an underpass or overpass based on the hierarchy of the two routes; with interstates (highest on the hierarchy), U.S. highways, state highways, state loops or spurs, farm-to-market roads, county roads, and business routes (lowest).¹²⁸⁸ The first types of grade-separated structures constructed on Texas roads were built to eliminate at-grade intersections of railroads and roadways as early as ca. 1910. However, many more grade separated structures were constructed in the 1920s and 1930s. (See *Table 37*.) Grade-separation structures could carry either the vehicular traffic or railroad tracks; however those extending over railroad tracks needed a minimum clearance of at least 20 feet to allow for safe passage of all rail traffic safe passage. To accommodate railroads, the bridge approaches were built up with fill material, which created a vertical curve (commonly called a “hump”) in the road. Grade-separation structures that carried railroads over highways were somewhat different structures from bridges that carried vehicles, primarily due to the heavy load requirements to carry railroad cars. Bridges that carried railroads over roadways were often constructed of closely spaced concrete girders, steel I-beams, or steel plate girders located under the deck. Another variation included steel plate girders on either side of the tracks extending above the level of the deck.

Construction of grade separated structures to remediate dangerous at-grade railroad crossings in cities and towns became a primary focus of Depression-era construction programs, such as the 1933 National Industrial Recovery Act (NIRA), and many such improvements were targeted for crossings along the Bankhead and other historic named highways, which carried such a high percentage of the state’s vehicular traffic. In the late 1940s, the first controlled-access freeways (also known as expressways) were constructed, which included the first grade separated structures that eliminated at-grade roadway intersections. These structures had to accommodate at least 14 feet in vertical clearance over the crossing road.¹²⁸⁹ The earliest grade-separated structures on freeways provided safe travel of through-traffic at cross streets in urban centers. These early freeway bridges, particularly in cities, were aesthetically pleasing structures, such as reinforced concrete rigid frame, variable depth reinforced concrete slab, and variable depth reinforced concrete girder bridges (see *Table 37*).

With the construction of the interstate system and further refinement of freeway design, grade-separation structures were commonly reinforced concrete girders, steel I-beams, steel girders, and (after the early 1960s) prestressed concrete girders (see *Table 37*). In 1960, the vertical clearance requirement over roadways was increased to 16 feet.¹²⁹⁰

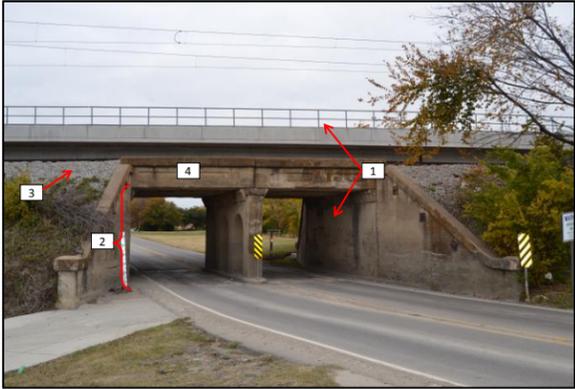
Character-defining Features across All Time Periods

- A bridge that carries traffic over or under an intersecting roadway or railroad.
- Provides high vertical clearance.
- Bridge approaches built-up with fill material.

A more detailed discussion about the significance and registration requirements for grade-separated structures and other transportation-related resources is presented under *Significance* later in this section.

The Development of Highways in Texas:
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Table 37. Grade-separation Structures by Time Period.

	County Roads and the Good Roads Movement: 1880–1916	Initiation of the Highway System: 1917–1932	Depression, Mobilization, and War: 1933–1944	Postwar Road Expansion: 1945–1956	Effects of the Interstate Highway System: 1957–1980
Grade-separation Structures		 <p><i>Grade-separation structure on Main Street, Rowlett, Dallas County, constructed in 1922. Photo by HHM.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Carries traffic under a railroad. 2. High vertical clearance. 3. Bridge approaches built-up with fill material. 4. Concrete construction. 	 <p><i>Grade-separation structure on W. 7th Street, Texarkana, Bowie County, constructed in 1934. Photo by HHM.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Carries traffic under a railroad. 2. High vertical clearance. 3. Bridge approaches built-up with fill material. 4. Concrete and metal construction. 	 <p><i>Grade-separation structure on W. Front Street, Midland, Midland County, constructed in 1954. Photo by HHM.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Carries traffic over a crossing road. 2. At least 14-feet in vertical clearance over the crossing road. 3. Bridge approaches constructed of concrete. 4. Aesthetically pleasing structure of concrete and metal. 	 <p><i>Grade-separation structure on Paisano Drive, El Paso, El Paso County, constructed in 1961. Photo by HHM.</i></p> <p>Character-defining Features:</p> <ol style="list-style-type: none"> 1. Carries traffic over a railroad. 2. High vertical clearance. 3. Bridge approaches built-up with fill material. 4. Reinforced concrete girder construction.

Subtype: Interchanges

Background

Interchanges can be described as a grade-separated intersection of two highways. While some interchanges may have been built in cities prior to World War II, the widespread construction of these highway features began in the 1940s with the first generation of controlled-access freeways. The Texas Highway Department's 1946 publication *Illustrated Studies of Controlled-Access Highways* shows examples of several different types of interchanges, many of which required the depression of the freeway's lanes with city streets crossing over the freeway. Depressing the freeway's main travel lanes was initially done to pose as little disruption as possible to adjacent properties; however, it proved problematic for future expansion and was abandoned by the Texas Highway Department in the 1950s and 1960s. Another popular type of interchange in the 1940s and 1950s was the cloverleaf-shaped interchange. Cloverleaf interchanges did not require the use of at-grade intersections; however, they often required significant amounts of right-of-way and had tight curves and turning radii. As a result, cloverleaf interchanges were abandoned in favor of diamond interchanges, which were also included in the Texas Highway Department 1946 publication. Diamond interchanges were constructed by building exit and entrance ramps that led to and away from a signalized intersection, respectively. Diamond interchanges were particularly well-suited for freeways with frontage roads. Several different types of interchanges were built during this early period and through the 1960s (including trumpet and Y-interchanges);¹²⁹¹ however, many of these early interchanges are no longer extant on Texas' roadways.

A new era of interchanges began in the mid-1950s, when Texas' first three-level interchange was constructed at the west end of the Baytown Tunnel in Harris County. This interchange involved the construction of a grade-separation structure spanning another grade-separation structure and a roadway at ground level. The Texas Highway Department built a four-level grade-separation structure in Fort Worth at the intersection of IH 20 and IH 35 in 1958.¹²⁹² Multi-level interchanges continued to be popular on Texas roadways throughout the 1970s and to the present day. The benefit of these multi-level interchanges is that they provide direct connections onto other highways and provide minimal disruption of through traffic.

A more detailed discussion about the significance and registration requirements for interchanges and other transportation-related resources is presented under *Significance* later in this section.

ENTRANCE/EXIT RAMPS

Description

Background

Entrance and exit ramps begin to appear on Texas highways after the construction of controlled-access freeways in the 1940s. The earliest ramps were generally associated with cloverleaf interchanges or diamond interchanges. The entrance and exit ramps on cloverleaf interchanges had tight curves and tight-turning radii. They circled traffic beneath or atop the grade-separation structure, and traffic flowed on the intersecting roadways without the need for traffic in either direction to stop. These interchange configurations were largely abandoned for diamond interchanges, due to the need for large amounts of right-of-way to accommodate the curved ramps. Early diamond interchange ramps were generally very short and did not provide adequate deceleration or acceleration on and off the freeways. They also usually led directly to at-grade intersections on one of the intersecting roadways. As frontage roads became more popular in the 1960s and 1970s, entrance and exit ramps led onto and off frontage roads.

A more detailed discussion about the significance and registration requirements for entrance/exit ramps and other grade-separated structures is presented immediately below.

Significance

Resources within this property type category are directly associated to transportation-related activities along the Bankhead and other historic named highways and are tangible links to this important chapter in the history of transportation in Texas. They are significant within the associated historic context because motorists used these resources to travel through the state during all of the identified time periods. These resources may be significant for their association with important historical events, themes or patterns (Criterion A). For example, a roadway segment might represent the early efforts of the Texas Highway Department to build, fund, and maintain any of the earliest and most important highways that extended through the state. They may reflect the federal government's increased involvement in the funding, design, and construction of highways in the state. Such resources may also reflect efforts to improve the transportation network to support military strategic needs or provided work for the unemployed during the Great Depression era. Specific subtypes of resources, such as roadside parks and turnouts, may be significant for the philanthropic activities of an important individual of the past (Criterion B). In addition, a bridge may be significant for its innovative engineering design, construction methods, or association with a noted

designer or engineer (Criterion C). Please note that much of the evaluation framework is based upon the National Register Multiple Property Submission that TxDOT prepared in 2013 (<https://ftp.dot.state.tx.us/pub/txdot-info/env/bridges.pdf>).

To assist in this analysis, the following identifies each of the National Register Criteria and analyzes how any of subtypes within the Transportation-Related Resources property type category along the Bankhead and other historic named highways may possess significance within this evaluation framework. This analysis relies heavily on an understanding of the development trends and character-defining features that are specific to each subtype. Refer to discussions presented earlier by clicking on the hyperlinks below:

- [Roadway Segments](#)
 - [Subtype: Curbs](#)
 - [Subtype: Guardrails](#)
 - [Subtype: Medians](#)
- [Bridges](#)
 - [Subtype: Arch Bridges](#)
 - [Subtype: Beam Bridges](#)
 - [Subtype: Girder Bridges](#)
 - [Subtype: Truss Bridges](#)
 - [Subtype: Slab Bridges](#)
 - [Subtype: Bridge-Class Culverts](#)
- [Culverts](#)
- [Grade-Separated Structures](#)
- [Entrance/Exit Ramps](#)

Criterion A

The TxDOT National Register Multiple Property Submission (MPS) entitled *Historic Road Infrastructure of Texas, 1700s – 1965* sets forth clear significance standards for the types of transportation-related resources, such as roadway segments, bridges, etc., associated with the historic operations of the Bankhead and other named highways.¹²⁹³ The MPS document serves as the basis for determining the significance of each of these subtype categories. A resource within this broad property roadway segment may be significant at the state level under Criterion A at the state level of significance in the area of Transportation if it possesses significance under one or more of the following themes within the historic context:

- The organization of the Good Roads movement and the creation of highway associations that lobbied government officials for better roads and highways and generated greater interest in and support for roads to the general public (1880–1916, 1917–1932);

- The use of state and federal funds as a new revenue source to construct highways integrated into the emerging state and federal highway systems (1917–1932);
- Training and mobilization for World War I that relied heavily on the construction of improved roads to access military installations and accommodate military convoys (1917–1932);
- The use of labor-intensive work-relief programs, such as the WPA, to construct and improve roads, roadside parks, and state parks (1933–1944);
- Mobilization in the late 1930s prior to World War II that resulted in the improvement of road/highway networks serving established and new military installations and industrial defense plants (1933–1944);
- Improvement of the highway network to support the war effort facilitating the movement of troops, goods, and war materiel (1933–1944); and/or
- The introduction of new highway designs and concepts, such as limited-access expressways or freeways, to improve safety and the flow of traffic (1944–1956).

Bridges

- Construction of bridges as part of road networks to access strategically important military sites (1933–1944);
- Improvement or replacement of bridges to accommodate heavy military convoys (1917–1932, 1933–1944);
- Construction of bridges as part of limited-access expressways or freeways (1944–1956); and/or
- Development of transportation networks both locally and statewide.

Culverts, Bridge-Class Culverts, Curbs, Medians, Guardrails

- Culverts, bridge-class culverts, curbs, medians, and guardrails seldom are able to communicate a direct link to a significant historic theme on an individual basis. However, masonry culverts constructed by the WPA are exceptions, and they may be individually eligible for their association with the WPA (1933–1944). In addition, culverts may be contributing resources to a historic district or historic road corridor that includes other significant highway features such as roadway segments and bridges.

Grade-Separation Structures

- The efforts of the Bureau of Public Roads, the THD, and the WPA to construct grade-separation structures, especially to improve the safety of at-grade railroad crossings (1917–1932, 1933–1944);

- The efforts of the Bureau of Public Roads and the War Department to improve the clearance of grade-separation structures to accommodate military convoys (1917–1932, 1933–1944);
- Construction of grade-separation structures as part of road networks to access strategically important military sites (1917–1932, 1933–1944); and/or
- Construction of grade-separation structures as part of early limited-access expressways or freeways (1944–1956).

Any of the resources in this property type category may have significance for their association with historical events, trends, or patterns at a local level; however, such assessments can only be made through in-depth research within a separate more geographically confined context. Such efforts are beyond the scope of this project.

In addition, any of the subtypes within the Transportation-Related Resources property type category may be contributing elements within a historic district that is eligible under Criterion A for its association with other themes within the historic context. Refer to the section regarding historic districts later in this chapter for further discussion.

Criterion B

Resources in this category may be significant for its association with an important individual of the past. For the purposes of this study, the person must have gained renown through his/her contributions related to the development of the Bankhead and other historic named highways. In addition, the property must be directly associated with the individual and with the reason(s) why he/she possesses significance. The resource also should be the property that best reflects the significance. The likelihood that any resource within this property type category is considered remote.

Criterion C

Transportation-Related Resources may be eligible for listing under Criterion C in the area of Engineering or Community Planning and Development if they possess one or more of the following physical characteristics:

All subtypes

- Association with a significant engineer, architect, landscape architect, designer, builder, or urban planner.

Roadway Segments

- Horizontal and vertical alignments, slope, design, shape, width, paving, and striping that date to the most active period of named highway development prior to 1925 (1917–1932);
- Horizontal and vertical alignments, slope, design, shape, and width that reflect the emergence of standardized guidelines, as set forth in Texas Highway Department and Bureau of Public Roads publications from 1917 through 1932 (1917–1932);
- Horizontal and vertical alignments, slope, design, shape, and width that reflect standards for military access highways during the 1940s (1933-1944);
- Horizontal and vertical alignments, slope, design, shape, width, and associated draining features and retaining walls representative of early limited access expressways or freeways. In these instances, the roadway typically is only one component within a transportation corridor that also includes associated grade-separation structures and entrance/exit ramps (1944–1956).

Bridges

- Innovative construction methods or engineering designs;
- Structural elements that are an especially good example of a recognizable bridge type when compared with other examples at the statewide level; and/or
- Decorative elements that are an especially good example of a recognizable architectural style when compared with other examples at the statewide level.

Culverts, Bridge-Class Culverts, Curbs, Medians, Guardrails

- As stated by the TxDOT MPS Historic Road Infrastructure of Texas, 1700s – 1965, “culverts, including bridge-class culverts with spans greater than 20 feet, typically lack sufficient complexity to be individually significant for engineering.”¹²⁹⁴ Likewise, curbs, medians, and guardrails typically lack complexity to be individually significant for engineering.

Grade-Separation Structures

- Innovative construction methods and/or engineering techniques and principals to improve public safety and traffic flow.

Note that a Transportation-Related Resource may be eligible under Criterion C at the local level of significance because, for example, it is representative of a distinct or unusual bridge type or exhibits unusual craftsmanship or physical qualities that stand out from other local examples. However, such an assessment requires the preparation of a

separate local historic context and local-level survey and analysis, both of which are beyond the scope of this project. Refer to the discussion of *Registration Requirements* below for details regarding the character-defining features from each distinct time period that must remain intact for a Transportation-Related Resource to be eligible under Criterion C.

Criterion D

A Transportation-Related Resource may derive significance for its potential to yield important information about the past; however, this criterion typically is applied to archeological resources. The likelihood of a resource in this category having significant research potential is considered to be very remote within the framework of this contextual study.

Registration Requirements

In addition to possessing significance as described above, a roadway segment that is eligible for listing in the NRHP must possess significance under at least one of the National Register Criteria for Evaluation and retain a sufficient amount of its character-defining features and historic qualities to convey that significance. The National Park Service defines seven aspects of integrity as the measure by which to make this evaluation. Some of the integrity issues typically associated with these aspects are discussed below. Refer to the discussion of each subtype for lists and illustrations of character-defining features. (See hyperlinks to each subtype above.)

- Location
 - Road segments and interchanges must remain on the original alignment on which they were built to retain this crucial aspect of integrity.
 - A bridge generally should remain in its original location, with the exception of truss bridges, which were designed with prefabricated parts that were intended to be moved easily.¹²⁹⁵
 - A truss bridge that has been moved during its period of significance and that still carries vehicular traffic is considered to retain its integrity of location.
 - A culvert or grade-separation structure should remain in its original location and are unlikely to be moved or relocated due to their physical qualities.
- Design
 - The width, horizontal and vertical alignments, slope, and shape of the roadway or interchange should remain generally intact, with the exception of minor improvements to roadway shoulders or drainage features.
 - The majority of the character-defining features associated with the resource subtype must remain intact.

- Truss bridges are considered to retain their integrity of *design* even if the decking system has been replaced and/or the bridge no longer structurally functions as a truss.¹²⁹⁶
- Bridges or interchanges that are significant under Criterion C only should retain a higher degree of integrity of *design* than those that are eligible for historical associations (Criterion A or B).
- Materials
 - Because road segments and interchanges are utilitarian resources that must accommodate heavy traffic, they are designed to be repaved over time. For a roadway segment that is significant under Criterion A—like an original portion of a named highway—retention of historic paving materials is not critical to the integrity of a roadway segment, provided that the other aspects of integrity are intact (see *Figure 237*). However, paving of some sort must be intact, without excessive deterioration or vegetative growth, in order for a roadway segment to remain recognizable (see *Figure 238*).¹²⁹⁷ In addition, historic paving materials must remain intact for a roadway segment to retain sufficient integrity to express its significance under Criterion C (see *Figure 239*). If historic paving, striping, and curbing materials remain intact, they also may be able to compensate for some losses of integrity of *setting*, *feeling*, and *association* – especially for roadway segments constructed prior to 1932. Often, roadway segments retain their original materials because they were cut off from the main highway alignment relatively early in their history and therefore did not experience heavy use; however, being cut off from the main highway alignment makes it unlikely that patterns of land use that typically are adjacent to a highway will be able to survive.¹²⁹⁸
 - Materials should express the overall historic character and the appearance of the bridge, culvert, or grade-separation structure. However, these subtypes are utilitarian structures that are expected to be repaired over time, and materials may be replaced in kind without detracting from the overall integrity.
 - Bridges or other Transportation-Related Resources that are significant under Criterion C only should retain a higher degree of integrity of *materials* than those that are eligible for their historical associations (Criterion A or B).
- Workmanship
 - In general, *workmanship* is not a critical aspect of integrity for roadway segments, interchanges, or culverts because they often were constructed of minimally manufactured raw materials and using heavy automated tools and equipment. However, where traces of original workmanship such as pour marks in original

- concrete are present, they enhance the overall integrity of the roadway segment.¹²⁹⁹ Brick roads, which often were laid by hand, are an exception. The subtle irregularities in the brick pattern are an important part of the historic character of a brick road (see *Figure 240*). In these instances, removing and salvaging the original bricks and reinstalling them using mechanical methods may negatively impact the integrity of *workmanship* of the roadway segment.
- For the most part, bridges were assembled with prefabricated parts using automated machinery, so that the mark of an individual workman's hand is seldom apparent.
 - For bridges that were assembled by hand, the subtle irregularities and details that reveal individual workmanship are important to retaining historic character. This is especially important for bridges that include masonry elements laid by hand and/or carved stone elements.
 - Setting and Feeling
 - Important adjacent landscaping features that were present during the period of significance, such as tree canopies and vistas, should remain intact.
 - Adjoining land-use patterns next to the roadway should be similar as those from the period of significance. Historic aerial photographs and maps provide useful documentation of the evolution of land-use patterns over time.¹³⁰⁰
 - The length of the roadway segment must be sufficient to convey the experience of driving the historic road.¹³⁰¹ The exact length of the segment may vary depending on individual circumstances, but, to date, segments associated with Route 66 in Texas have been listed in the NRHP with lengths as short as 0.35 miles.
 - Crossings and vistas that were present during the bridge's period of significance should remain recognizable.¹³⁰²
 - Association
 - The association between a roadway segment, culvert, or interchange and the significant theme and time period within the historic context is strengthened by the presence of intact associated roadway features, such as bridges and culverts, or roadside buildings and land-use patterns that date from the same era.
 - If a bridge or grade-separation structure is significant under this historic context because of its association with an important roadway—especially the Bankhead Highway or any of the other significant named highways—the road on which the structure is located must have been designated as part of the significant highway system at the time of the bridge's construction.¹³⁰³

The Development of Highways in Texas:
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The degree to which a Transportation-Related Resource must retain the seven aspects of integrity is dependent on the reason(s) it meets any of the National Register Criteria. Resources that are important for the quality of design or engineering under Criterion C must retain those aspects of integrity closely dependent on physical characteristics (*materials* and *design*) at a higher level than those significant for their historical associations under Criterion A or B. Transportation-Related Resources do not need to retain all seven of the aspects of integrity to be eligible for listing in the NRHP but must retain sufficient integrity to convey the qualities that make it significant for the applicable National Register Criteria.

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Figure 237. E. Bankhead Highway, Aledo Vicinity, Tarrant County. Although repaved, this Bankhead Highway segment's location, alignment, and surrounding setting remain intact to a high degree, so that it continues to communicate its significance under Criterion A. Photo by HHM.



Figure 238. Roadway segment historically associated with the Bankhead Highway, CR 2511, vicinity of Naples, Morris County. Although this roadway segment retains its original location, alignment, and width, it lacks sufficient integrity of materials to be eligible for the NRHP because its paving is so deteriorated that the majority of the roadway is now dirt. Photo by HHM.



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Figure 239. Roadway segment at Page Street, Redwater, Bowie County, constructed ca. 1920. Because this segment of the Bankhead Highway retains its original paving, striping, associated bridges and culverts, and surrounding setting, it retains sufficient integrity to express its significance under Criteria A and C. The segment is approximately seven miles long, so it retains sufficient length to convey the experience of driving along the road. Photo by HHM.



Figure 240. E. 16th Street, Cisco, Eastland County. The intact original brick paving along this segment of the Bankhead Highway retains the texture and variation that are the signatures of individual workmanship. Photo by HHM.



HISTORIC DISTRICTS

Each of the previously identified property type categories was selected because of its spatial and functional relationship to the historic named highways, especially the Bankhead Highway. When these kinds of properties are clustered together, they may form a historic district that has significant associations to the context of highway development in Texas.

HIGHWAY-ORIENTED COMMERCIAL HISTORIC DISTRICTS

Description

Background

The path of the highway is the common thread that connects the many kinds of historic resources in a highway-oriented commercial district. Given the inherent physical qualities of highways, this type of historic district often has a linear footprint and typically is lined with a variety of lodgings, gas stations, and other commercial enterprises that cater to travelers. A variation of this trend occurred at locations where two or more highways intersected. Highway-oriented commercial districts in such settings may encompass an area with more rectangular or axial boundaries. These districts may have been constructed over a span of a few years or over a lengthy period of time, depending on the unique circumstances of a particular location and how long the associated road segment was designated as part of the primary state highway network.

In the early years of highway development, highway alignments purposely extended through the downtowns, which contained the densest concentrations of buildings. Existing commercial buildings following traditional downtown development patterns were re-used as restaurants or even gas stations. Corner lots at major intersections in downtowns often were redeveloped to accommodate gas stations. Areas just outside downtowns and along the newly designated highways began to attract businesses offering new sets of services and products that took advantage of the increased traffic flow and a new customer base. The need for fuel, auto service, temporary lodging, and eating establishments led to the construction of new building forms. Unlike commercial development of the pre-automobile era, which created a dense, pedestrian-friendly character, commercial construction patterns, such as those evidenced in historic districts, embarked on a new path that was more dispersed to accommodate automobile use. Parking and ease of access to and from the highways led to buildings being set back farther from the road, standing isolated and separate from adjoining properties. Such patterns largely define the physical character of highway-oriented commercial historic districts. The earliest examples of

this pattern occur just outside the central business districts of many of the communities along the path of the named highways.

Over time, this trend resulted in a more sprawling pattern of development that continued to the outskirts of towns and cities. As a result, the sense of place in a highway-oriented commercial historic district is largely defined through the perception of a moving vehicle. The larger spans of space between buildings provided sufficient time for travelers in a moving vehicle to see signs from a distance and to turn off the highway to purchase fuel or food, or secure temporary lodging. In a dense downtown commercial district, large empty spans between buildings are considered to detract from the district's integrity of *setting* and *feeling*. On the contrary, in a highway-oriented commercial historic district, these open spaces often are character-defining features that tell an important story about the relationship between the automobile and patterns of commercial land development.

Property types commonly found in highway-oriented commercial historic districts are the same as those described previously, but likely will contain concentrations of road-related resources that catered to tourists and automobiles. Despite the many differences and physical characteristics of these resources, the buildings in a highway-oriented commercial historic district typically are oriented toward the roadway and include elements designed to accommodate automobiles. Examples include canopies on gas stations and motels and large bay openings on auto-repair shops. Landscape and streetscape elements that address the highway also are important features within these districts. Paved driveways and surface parking lots are present on most properties, regardless of property type. Tall, freestanding signs along the highway are common as well, advertising the business to tourists approaching at a distance.

A more detailed discussion about the significance and registration requirements for highway-oriented commercial historic districts is presented immediately below.

Significance

Criterion A

Within the context of historic highway development in Texas, a highway-oriented commercial historic district may be associated with the following significant themes in the areas of Commerce, Entertainment/Recreation, and Transportation:

- The discovery of oil in Texas, which provided a source of low-cost fuel for automobiles and which contributed to the development of the road network that supported the movement of raw materials, equipment, and labor to oil fields (1880–1916);

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- The important role that county governments played in the early development of the road network by issuing bonds to fund the construction of roads at the county level (1880–1916);
- The increase of tourist travel using automobiles along the new state highway system and the development of new types of businesses and architectural forms catering to motorists that changed the physical character and landscape along many segments of the road, especially in more urban settings (1917–1932);
- The role of highway development in encouraging roadside commerce and economic growth, which may have been forgotten in communities that later were bypassed by the interstate (1917–1932, 1933–1944, 1945–1956);
- The implementation of urban plans, including zoning regulations (1917–1932);
- The development of roadside landscaping and state parks (1933–1944);
- The use of labor-intensive work-relief programs, such as the WPA, to construct and improve roads, roadside parks, and state parks (1933–1944);
- The Texas Centennial celebration, which drew tourists along the named highway and spurred construction of fairgrounds and tourist amenities, as well as landscaping, to beautify the roadside for the tourist influx (1933–1944);
- The corporatization of the tourist industry (1945–1956, 1957–1980); and/or
- The development of large-scale amusement parks and tourist attractions (1957–1980).

Although each individual resource within the district may not communicate a direct and significant link to one of these themes, the grouping of resources collectively should demonstrate how these trends were manifested along the roadside. A good example would be a town where oil production boomed about the time of the highway's construction and the development that ensued led to the construction or improvement of surrounding roads.

Note that, in many instances, listing a highway-oriented commercial district in the National Register may require preparation of a district-specific historic context that explores the patterns of development at a local level. Such an approach may be necessary when the district encompasses property types that are not discussed within the scope of this context, but are nonetheless significant for their association with other historic themes. For example, in a district where gas stations and tourist courts are interspersed with historic houses, additional context development would be necessary to explain the layering of history and the significance of the historic houses alongside the highway-oriented commercial resources.

Criterion B

A highway-oriented commercial historic district may be associated with one or more important individuals of the past. For the purposes of this study, any such person must have attained importance through his/her contributions related to the development of the Bankhead and other historic named highways. Pivotal properties within the district must be directly associated with the individual and with the reason(s) why he/she possesses significance. More often, significance under this National Register Criterion is likely to be at the local level, which requires additional research and investigation; such efforts are beyond the scope of this project.

Criterion C

A highway-oriented commercial historic district may be eligible for National Register listing in the area of Architecture or Community Planning and Development if it includes the following:

- An exemplary collection of the recognized commercial properties described previously. In addition to the character-defining features described above, the district may exhibit:
 - A cohesive collection of buildings that represent a recognized architectural style, such as Mission Revival Style; and/or
 - Urban planning, landscape design, or streetscape features that represent a recognized historical trend such as the City Beautiful Movement.

Refer to the discussion of *Registration Requirements* below for details regarding the character-defining features from each distinct time period that must remain intact for a commercial historic district to be eligible under Criterion C.

Criterion D

A highway-oriented commercial historic district may derive significance for its potential to yield important information about the past; however, this criterion typically is applied to archeological resources. The likelihood of a district having significant research potential is considered to be very remote within the framework of this contextual study.

Period of Significance

For a historic district to be eligible for listing in the NRHP, the majority of the resources must have been built within the timeframe in which the district achieved significance, also known as the “period of significance.” For highway-oriented commercial historic districts, that period usually begins at the date when the historic highway was

constructed locally, and ends at the date when a larger highway or interstate freeway bypassed or supplanted the historic route. Because highway construction was a long, ongoing process, these dates vary widely across the state. For districts along the Bankhead Highway, the period of significance may begin as early as ca. 1910, when counties began to construct paved roads that later were incorporated into the Bankhead Highway. The period of significance may extend to a much later date. For example, construction of IH 20 immediately west of Dallas was completed in 1967, and segments of US 80 (Bankhead Highway) remained a primary east–west thoroughfare until that time.

Registration Requirements

To be eligible for the NRHP under the historic context of highway development in Texas, a highway-oriented commercial historic district must meet at least one of the National Register Criteria and retain sufficient physical integrity to convey its significance. A historic district's ability to evoke a sense of the past may be diminished by the combined effect of changes and alterations to the historic resources, demolition of historic resources, or construction of modern infill (outside the period of significance). For a historic district, evaluation of integrity must consider not only the cumulative effects of changes to individual historic buildings, but also how changes to street patterns or landscaping may affect the overall appearance and functioning of the district. The following discussion of the seven aspects of integrity provides a threshold for evaluating the integrity of a potential highway-oriented commercial historic district. Refer to the discussion of each subtype for lists and illustrations of character-defining features.

- Location
 - The highway is the essential unifying element within a highway-oriented commercial historic district. As such, the highway segment that runs through the district must remain in the same location as during the period of significance. Minor adjustments to the right-of-way may be present without detracting from the highway's integrity of *location*. Refer to the previous discussion of integrity of *location* for a roadway segment presented earlier in this report ([click here](#)).
 - The majority of individual resources within the district must retain their integrity of *location*. Refer to the definition of each individual property type for a discussion of factors that may affect the integrity of *location* for an individual resource within a historic district.
- Design
 - The highway's roadway segment is a critical element within the district and must retain the salient physical features that are part of its original configuration, layout and design, as discussed previously.

- Landscape and streetscape elements that unify the overall design of the district should remain intact. These may include the design of the curvature and alignment of streets, consistent building setbacks, consistent building heights, and regular patterns of signage, as well as less-common features such as uniform plantings of trees, landscaped medians and/or right-of-ways.
- The majority of the high-profile, visually prominent resources within the district must retain their integrity of *design*. Elements that are small in scale or set far back from the highway do not necessarily need to retain their integrity of *design* because they do not significantly impact the overall visual perception of the design of the district, especially when seen from a moving vehicle. Refer to the definition of each individual property type for a discussion of factors that may affect the integrity of *design* for an individual resource within a historic district.
- Design elements that link individual resources with the highway are especially critical for a highway-oriented commercial historic district. These elements may include driveways, curb cuts, culverts, or ramps. Fences, barriers, retaining walls, or other obstructions between buildings and the highway constitute a serious disruption to the design of the district and its ability to function as it did during its period of significance.
- Districts that are significant under Criterion C only should retain a higher degree of integrity of *design* than those that also are significant under Criterion A.
- Materials
 - Under this historic context, the highway is a critical element within the district and must retain the degree of integrity of *materials* required for a roadway segment to be eligible, as discussed previously ([click here](#)). As detailed above, frequent repaving is necessary for the continuing function of a highway, and a roadway segment may retain its overall integrity despite repaving.
 - The majority of individual resources within the district must retain their integrity of *materials*. Refer to the definition of each individual property type for a discussion of factors that may affect the integrity of *materials* for an individual resource within a historic district.
 - Districts that are significant under Criterion C only should retain a higher degree of integrity of *materials* than those that also are significant under Criterion A.
- Workmanship
 - The majority of highway-oriented commercial resources were constructed using prefabricated materials and automated tools. Consequently, integrity of *workmanship* is not necessary for

these resources, but it can add to the district's overall historic character if this aspect of integrity is maintained.

- Setting, Feeling, and Association
 - The highway is a critical element within the district and must retain the integrity of *setting, feeling, and association* for a roadway segment, as discussed previously.
 - The spatial arrangement of buildings, parking lots, signs, and the roadway should resemble the pattern seen during the period of significance. This includes the pattern of empty spaces between buildings, which often were designed to allow highway travelers to see buildings from a distance.
 - Land-use patterns present throughout the district should remain largely intact from the period of significance. For example, a district that was exclusively commercial during the period of significance should remain exclusively commercial. On the other hand, a district where commercial resources historically were interspersed with houses should retain that pattern. If a natural or rural landscape historically surrounded the district, this landscape should remain generally intact – especially for districts associated with a scenic natural resource such as a state park.
 - Important historic vistas and views should remain unobstructed. These include not only scenic views, but also views of signs and commercial resources from the highway, which would have been key for attracting customers.
 - The majority of individual resources within the district must retain their integrity of *setting, feeling, and association*. The discussion of each individual property type earlier in the report clarifies factors that affect these aspects of integrity.

Classification of Resources within a District

In order to be eligible for listing in the National Register, the collection of resources within a historic district must retain sufficient integrity to enable the district to be significant under at least one of the National Register Criteria. The National Park Service requires that all resources within the defined boundaries of the district be classified as either contributing or noncontributing features to the district. The following are definitions of the categories:

Contributing

- A resource in this category enhances or adds to the aesthetic and physical qualities and/or the historic associations that make a district significant. To be classified in this category, a resource must have been present when the district attained significance, be associated with the historical themes or factors that make the district significant, or independently meet any of the National

Register Criteria under a separate historic context. In addition, the resource must retain sufficient integrity to add to the district's ability to convey its significance and sense of the past.

Noncontributing

- A resource classified in this category does not add to the historic associations and physical or aesthetic qualities that make a district significant under at least one of the National Register Criteria. This category includes resources that date from the period of significance but have been so extensively modified or altered that they diminish the district's overall sense of the past, or resources that were not present during the period of significance.

Note that this historic context only documents significance for resources that are associated with the development of highways in Texas. It is possible that resources within a historic district may lack associations with this historic context, yet possess significance in their own right. In these cases, development of a separate local historic context is necessary to establish the significance of these resources so that they may be classified as contributing within the historic district.

OTHER HISTORIC DISTRICTS

Because of the vast distances traversed by highways in Texas, the types of historic districts that may be found adjacent to the highway right-of-way are virtually limitless. Other types of historic districts that are especially likely to be found along highways in Texas include those related with industrial or military activities, or those that included highway segments extending through historic residential suburbs. For the most part, these districts include property types that are outside the scope of this project. As a result, additional field survey, research, historic context development, and analysis would be necessary to evaluate the NRHP eligibility of other district types.

HISTORIC ROAD CORRIDORS

Description

When considered collectively, the multiple components of a historic named highway— including roadway segments, bridges, culverts, and grade-separation structures—may form a historic road corridor. Some historic corridors may be one element in a larger historic district that also includes adjoining roadside buildings and structures. Others may be important features within a rural historic landscape, surrounded by agricultural fields or natural areas. Road corridors that are exceptionally influential or innovative may possess significance in their own right, independent of surrounding land use. The property type categories

typically found within a historic road corridor are described in greater detail earlier in the report and include roadway segments, bridges, culverts, and grade-separation structures.¹³⁰⁴

A more detailed discussion about the significance and registration requirements for historic road corridors is presented immediately below.

Significance

Criterion A

A historic road corridor may be significant at the state level under Criterion A in the areas of Transportation or Community Planning and Development if it illustrates one or more of the following themes within the historic context:

- Early roadway planning inspired by the City Beautiful Movement and the advent of City Master Plans by landscape architects and urban planners (1880–1916);
- The continued influence of highway associations to promote the construction and use of named highways (1917–1932);
- The use of state and federal funds as a new revenue source to construct highways integrated into the emerging state and federal highway systems (1917–1932);
- The development of roadside landscaping and state parks (1917–1932, 1933–1944);
- The growing popularity and implementation of urban plans that attempted to control growth, development, and land-use patterns (1917–1932);
- Training and mobilization for World War I that relied heavily on the construction of improved roads to access military installations and accommodate military convoys (1917–1932);
- The use of labor-intensive work-relief programs, such as the WPA, to construct and improve roads, roadside parks, and state parks (1933–1944);
- Mobilization in the late 1930s prior to World War II that resulted in the improvement of road/highway networks serving established and new military installations and industrial defense plants (1933–1944); and/or
- The introduction of new highway designs and concepts, such as limited-access expressways or freeways, to improve safety and the flow of traffic (1945–1956).

Note that the Interstate Highway System has been programmatically exempted from Section 106 review following an agreement signed by the Federal Highway Administration, the National Conference of State Historic Preservation Officers, and other stakeholders and consulting

parties. As a result, segments of the named highways that are part of the Interstate Highway System will not be evaluated for NRHP eligibility as historic road corridors. Areas more likely to be considered in this property type category will be those segments of the named highways that retain qualities and attributes more closely associated with the pre-interstate highway era.

Criterion C

Road corridors may be eligible for listing under Criterion C in the area of Engineering/Architecture if they are associated with the following:

- The work of a master architect, builder, engineer, or urban planner;
- Urban planning, landscape design, or streetscape features that represent a recognized trend such as the City Beautiful Movement;
- A collection of resources that display innovative construction methods, engineering designs, or noteworthy craftsmanship;
- A collection of resources that reflect the standardized guidelines set forth in Texas Highway Department and Bureau of Public Roads publications beginning ca. 1917;
- A collection of resources that illustrate standards for military access highways during the military mobilization beginning in the late 1930s and continuing for the duration of World War II;
- A collection of resources that exemplify the engineering and design principles of early limited access expressways or freeways;
- A recognizable example of an architectural style, displaying decorative elements that are especially good examples of the style as compared with other examples at the statewide level.

Refer to the discussion of Registration Requirements below for details regarding the character-defining features from each distinct time period that must remain intact for a corridor to be eligible under Criterion C.

Registration Requirements

In addition to holding significance as described by the criteria above, a historic road corridor must retain the following aspects of integrity in order to be eligible for listing in the National Register. Refer to the discussion of each subtype for lists and illustrations of character-defining features.

- Location
 - The roadway segment is essential to a historic road corridor. As such, the roadway segment must remain in the same location as during the period of significance. Minor adjustments to the right-of-way, such as shoulder widening, may be present without detracting from the highway's integrity of *location*.

- Refer to the previous discussion of integrity of *location* for a roadway segment earlier in this report ([click here](#)).
- Bridges are prominent resources that are critical to the appearance and function of a historic road corridor. Bridges should retain their integrity of *location*.
 - The majority of associated resources along the road corridor must retain their integrity of *location*. Refer to the definition of each individual property type for a discussion of factors that may affect the integrity of *location* for an individual road-related resource.
 - Design
 - The roadway segment is a critical element of the corridor and must retain the integrity of *design*, as discussed previously.
 - Bridges are critical elements of the corridor and must retain the integrity of *design*, as discussed previously. If the design of a bridge has been altered so that it no longer may accommodate automobile traffic, the corridor as a whole lacks sufficient integrity to be listed in the National Register. Similarly, if historic bridges have been replaced with new bridges that date outside the period of significance, the corridor as a whole may lack integrity of *design*, especially if the bridge is a major physical attribute that defines the present character of the district.
 - The majority of individual resources associated with the corridor must retain their integrity of *design*. Refer to the definition of each individual property type for a discussion of factors that may affect the integrity of *design* for an individual resource.
 - Road corridors that are significant under Criterion C only should retain a higher degree of integrity of *design* than those that also are significant under Criterion A.
 - Materials
 - The roadway segment is a critical element within the district and must retain its integrity of *materials*, as discussed previously ([click here](#)). As detailed above, frequent repaving is necessary for the continuing function of a highway, and a roadway segment may retain its overall integrity despite repaving.
 - Bridges are critical elements within the district and must retain their integrity of *materials*, as discussed previously.
 - The majority of individual resources associated with the road corridor must retain their integrity of *materials*. Refer to the definition of each individual property type for a discussion of factors that may affect the integrity of *materials* for an individual resource within a historic district.
 - Road corridors that are significant under Criterion C only should retain a higher degree of integrity of *materials* than those that also are significant under Criterion A.

- Workmanship
 - The majority of road-related resources in Texas were constructed using prefabricated materials and automated tools. Consequently, integrity of *workmanship* is not necessary for these resources unless the district derives significance because of the quality of craftsmanship used to construct a clearly defined segment of a roadway.
- Setting, Feeling, and Association
 - The roadway segment, which is the centerpiece of a historic road corridor, is a critical element within the district and must retain its salient and character-defining features to have sufficient integrity of *setting, feeling, and association* to convey significance.
 - Bridges that are critical elements within the district must retain salient and character-defining features to have sufficient integrity of *setting, feeling, and association* to convey significance.
 - Land-use patterns adjacent to the road corridor generally should remain intact from the period of significance. Adjacent land-use patterns are more important for road corridors that are significant under Criterion A than they are for those that are significant under Criterion C. If a road corridor is particularly significant under Criterion C, it may be eligible regardless of the integrity of its surrounding setting.
 - Important historic vistas and views should remain recognizable to the historic period.
 - The majority of individual resources associated with the road corridor must retain their salient and character-defining features. The discussion of each of the previously defined property types clarifies factors that affect their respective aspects of integrity.
 - Generally, road corridors that are significant under Criterion A only should retain a higher degree of integrity of *setting, feeling, and association* than those that also are significant under Criterion C.

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- ¹¹⁸² *Ibid.*, 87.
- ¹¹⁸³ *Ibid.*, 89.
- ¹¹⁸⁴ *Ibid.*, 90.
- ¹¹⁸⁵ *Ibid.*
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- ¹¹⁸⁷ Hardy-Heck-Moore, Inc., *Guidelines for Assessing the NRHP Eligibility of Commercial Historic Districts in Crossroads Communities*, 3-4.
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- ¹¹⁹⁵ *Ibid.*
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¹²⁰⁶ Stephanie McDougal, "The Round Dance Halls of Texas: History of a Building Type, 1897-1937" (Master's Thesis, The University of Texas at Austin, 2008), 4.

¹²⁰⁷ Ibid.; Andy Rhodes, "Swingin' Salones: Endangered Mexican American Dancehalls Hold Noteworthy History." *The Medallion*. July/August 2010: 8-11.

¹²⁰⁸ David Louzon, "Corpus Christi's Galvan Ballroom: Music and Multiculturalism in the 1950s," *Journal of South Texas*, volume 20, no. 2 (Spring 2007): 184–206.

¹²⁰⁹ *Merriam-Webster Dictionary*, s.v. "nightclub," <http://www.merriam-webster.com/dictionary/nightclub> (accessed November 11, 2013).

¹²¹⁰ Dorothy R. L. Seratt and Terry Ryburn-Lamont, "Historic and Architectural Resources of Route 66 through Illinois MPS," National Register Nomination, 1997, 53.

¹²¹¹ Roger Dunstan, *Gambling in California* (Sacramento: California Research Bureau, California State Library, 1997) from <http://www.library.ca.gov/crb/CRBReports.html> (accessed December 12, 2010), II-3. Casinos originated during the Italian Renaissance as summer houses or pleasure houses and evolved into public buildings with music and dancing rooms. After such establishments introduced gambling games, the property type became essentially known as a gambling house or a building for gambling with other amenities—dining, music, and dancing—taking a secondary role. *Oxford English Dictionary Online*, s.v. "casino," <http://www.oed.com> (accessed December 11, 2013)

¹²¹² Ibid.

¹²¹³ Newport Casino, established in Newport, Rhode Island, in 1880 and listed in the National Register of Historic Places was such a casino.

¹²¹⁴ Top O' Hill Terrace, "Front Gate," <http://www.topohillterrace.com/structures/> (accessed December 12, 2013).

¹²¹⁵ Top O' Hill Terrace, "Casino," <http://www.topohillterrace.com/casino/> (accessed December 12, 2013); "Top O' Hill Terrace," Official Texas Historical Marker Text and Application, submitted to the Texas Historical Commission, 2003.

¹²¹⁶ Top O' Hill Terrace, "Casino."

¹²¹⁷ Louzon.

¹²¹⁸ Alan B. Govenar, *Texas Blues: The Rise of a Contemporary Sound* (College Station: Texas A&M University Press, 2008), 179.

¹²¹⁹ Cheryl L. Simon, "JIM HOTEL," *Handbook of Texas Online*, <http://www.tshaonline.org/handbook/online/articles/xdj01> (accessed November 11, 2013), published by the Texas State Historical Association.

¹²²⁰ State of Texas Fair. <http://www.bigtex.com/sft/AboutUs/StateFair.asp> (accessed June 13, 2013).

¹²²¹ Ibid.

¹²²² Texas Department of Transportation, *Historic Road Infrastructure of Texas, 1700s – 1965, Statewide Texas*, Section E.

¹²²³ Ibid.

¹²²⁴ "To Love the Beautiful: The Story of Texas State Parks," Texas State Library and Archives Commission, <https://www.tsl.texas.gov/exhibits/parks/index.html> (accessed 04/21/2014).

¹²²⁵ American Highway Association, *The Official Good Roads Year Book of the United States* (Baltimore, MD: Waverly Press, 1914), pg. 450.

¹²²⁶ Note that, per the approved Survey Methodology, Abilene State Park and Big Spring State Park were not surveyed because they did not directly front on any of the various alignments of the Bankhead Highway/SH 1/US 67/US 80/IH 10/IH 20/IH 30.

¹²²⁷ Garner State Park is located on US 83; this segment was not part of original Del Rio-Canadian Highway route, but was on the re-routed route of SH 4 by 1941.

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¹²²⁸ Bossemeyer, James L. et al, "Planning for Tourism," Planning: selected papers from the ASPO National Planning Conference 1961.

¹²²⁹ Note that, per the approved Survey Methodology, Atlanta State Park was not surveyed because it did not directly front on any of the various alignments of the Bankhead Highway/SH 1/US 67/US 80/IH 10/IH 20/IH 30.

¹²³⁰ *Map of Texas State Parks*, Texas Parks & Wildlife Department, <http://www.tpwd.state.tx.us/state-parks/state-parks-map.phtml> (accessed April 21, 2014).

¹²³¹ "To Love the Beautiful: The Story of Texas State Parks," Texas State Library and Archives Commission, <https://www.tsl.texas.gov/exhibits/parks/tpwd/page2.html> (accessed 04/21/2014).

¹²³² Note that, per the approved Survey Methodology, Lake Colorado City State Park was not surveyed because it did not directly front on any of the various alignments of the Bankhead Highway/SH 1/US 67/US 80/IH 10/IH 20/IH 30.

¹²³³ *Map of Texas State Parks*.

¹²³⁴ HHM, *Preliminary Guidelines for Assessing NRHP Eligibility for Texas Roadside Parks* (unpublished document), submitted to the Texas Department of Transportation, 2005, pg. 1.

¹²³⁵ *Ibid.*

¹²³⁶ Paul Daniel Marriott, *The Preservation Office Guide to Historic Roads* (Washington: n.p., 2010), 18.

¹²³⁷ Timothy J. Keller, ASLA et al, *National Register Bulletin No. 18: How to Evaluate and Nominate Designed Historic Landscapes* (Washington, D.C.: National Park Service, no date), <http://www.nps.gov/history/nr/publications/bulletins/nrb18/> (accessed June 17, 2013).

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- ¹²³⁸ The Evolution of Manual on Uniform Traffic Control Devices (U.S. Department of Transportation, Federal Highway Administration, <http://mutcd.fhwa.dot.gov/kno-history.htm> (accessed April 24, 2014).
- ¹²³⁹ Docspopuli, "Sidewalk Stamps," <http://www.docspopuli.org/articles/Stamps/Presentation.html> (accessed June 11, 2013).
- ¹²⁴⁰ Texas Department of Transportation, *Historic Road Infrastructure*.
- ¹²⁴¹ Hardy-Heck-Moore, Inc., *Preliminary Guidelines for Assessing NRHP Eligibility for Roadside Parks*, submitted to the Texas Department of Transportation, Environmental Affairs Division, 2005, p. 19.
- ¹²⁴² Texas Department of Transportation, *Historic Road Infrastructure*, 1.
- ¹²⁴³ It should be noted that sources providing specifications for roadways, such as the Records of the Bureau of Public Roads at the National Archives and Records Administration, are heavily focused on depth of materials rather than width of the road surface, and only a few sources provide roadway widths.
- ¹²⁴⁴ Texas Department of Transportation, *Historic Road Infrastructure*.
- ¹²⁴⁵ Frank Maddox, "Know the Roads You Ride On," *Texas Parade* vol. 1 of. 2 (July 1936): 26.
- ¹²⁴⁶ Texas Highway Commission, Texas Highway Commission Official Minutes, No. 3 (July 13, 1926): 169.
- ¹²⁴⁷ *Ibid.*
- ¹²⁴⁸ Maddox, 26.
- ¹²⁴⁹ Maddox, 26–28.
- ¹²⁵⁰ David R. Levin, "Limited-Access Highways in Urban Areas," *American City* (1959): 77.
- ¹²⁵¹ Dallas Public Library, "Texas" Vertical Files.
- ¹²⁵² *Texas Highways 50: Golden Anniversary Texas Highway Department 1917–1967*, 108.
- ¹²⁵³ Texas Department of Transportation, *Historic Road Infrastructure*.
- ¹²⁵⁴ *Ibid.*
- ¹²⁵⁵ CSP Pacific, "Flexrail W-beam," <http://www.csppacific.co.nz/Products.php?id=2> (accessed June 12, 2013).
- ¹²⁵⁶ Allan B. Jacobs, Elizabeth MacDonald, and Yodan Rofe, *The Boulevard Book: History, Evolution, Design of Multiway Boulevards* (Cambridge, Mass.: Massachusetts Institute of Technology Press, 2002): 4-5; City of New York Parks and Recreation Department, "Eastern Parkway," <http://www.nycgovparks.org/parks/B029/history> (accessed June 11, 2013).
- ¹²⁵⁷ James W. Glasscock, "Do We Need More Divided Highways?" *Texas Parade* vol. 12 no. 2 (April 1952): 26.
- ¹²⁵⁸ American Association of State Highway Officials, *A Policy on Design Standards: 1 – Interstate System, 2 – Primary System, 3 – Secondary and Feeder Roads* (Washington, D.C.: American Association of State Highway Officials, 1956), 2-6, cited in Texas Department of Transportation, *Historic Road Infrastructure*.
- ¹²⁵⁹ Roads to the Future. "New Jersey Median Barrier History," http://www.roadstothefuture.com/Jersey_Barrier.html (accessed June 11, 2013).
- ¹²⁶⁰ It should be noted that substructures can be constructed of a variety of materials, including stone, wood timbers, steel caissons, steel beams, and reinforced concrete. In general, Texas bridges are rarely significant for their substructures except for masonry substructures, which can exhibit an association with important historical events (such as Depression-era work-relief programs) or exceptional construction methods.
- ¹²⁶¹ Note that railroad companies were using metal bridges during the nineteenth century; however, railroad bridges carried heavier loads than most typical nineteenth century road bridges.
- ¹²⁶² *Ibid.*
- ¹²⁶³ For detailed information about bridge types, design, and the history of bridge construction, see the Texas Department of Transportation's *Historic Road Infrastructure*.
- ¹²⁶⁴ The spandrel on an arch bridge is the section between the arch and the deck. A closed-spandrel arch bridge means that the spandrel is solid and there are no openings in the spandrel.
- ¹²⁶⁵ Texas Department of Transportation, *Historic Road Infrastructure*.
- ¹²⁶⁶ *Ibid.*
- ¹²⁶⁷ Inverted U-shapes are sometimes called channel beams.
- ¹²⁶⁸ Inverted U-shapes are sometimes called channel beams.
- ¹²⁶⁹ These early steel plate girder bridges consisted of two parallel plate girders flanking the railroad bed with perpendicular floor beams connecting the two girders. This configuration had the railroad track between the two girders, which is called a "through" bridge.

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¹²⁷⁰ Texas Department of Transportation, *Historic Road Infrastructure*.

¹²⁷¹ Variable depth members have very deep webs over the substructure members and taper to its shallowest point in the middle of the span. This allows longer spans over a waterway or a canyon than consistent depth members. The longest span lengths are achieved with cantilevered spans, which are also called suspended spans. Cantilevered spans are interior spans suspended from anchored spans that extend over substructure members and are connected by a pin and hanger system or by drop in sections. This is a rare bridge type due to its complexity of design.

¹²⁷² Parsons Brinckerhoff and Engineering and Industrial Heritage, *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15, 2–26*, available at http://onlinepubs.trb.org/onlinepubs/archive/NotesDocs/25-25%2815%29_FR.pdf; Texas Department of Transportation, *Historic Road Infrastructure*.

¹²⁷³ The earliest truss bridges were built with timber during that late eighteenth century, but it is highly unlikely that timber truss bridges survive in Texas today.

¹²⁷⁴ Texas Department of Transportation, *Historic Road Infrastructure*.

¹²⁷⁵ Parsons Brinckerhoff and Engineering and Industrial Heritage, 2-19.

¹²⁷⁶ Texas Department of Transportation, *Historic Road Infrastructure*.

¹²⁷⁷ Detailed descriptions of truss types and configurations are included in several sources, such as Texas Department of Transportation, *Historic Road Infrastructure* and Parsons Brinckerhoff, et. al., *A Context for Common Historic Bridge Types*, available at http://onlinepubs.trb.org/onlinepubs/archive/NotesDocs/25-25%2815%29_FR.pdf.

¹²⁷⁸ Texas Department of Transportation, *Historic Road Infrastructure*.

¹²⁷⁹ Ibid.

¹²⁸⁰ Parsons Brinckerhoff and Engineering and Industrial Heritage, 2-26.

¹²⁸¹ Note there is no suggestion in the research what “FS” indicated; however, some authors have speculated that it may stand for “flat slab.”

¹²⁸² Texas Department of Transportation, *Historic Road Infrastructure*.

¹²⁸³ All definitions taken from

<http://www.dot.state.oh.us/Divisions/Communications/BridgingtheGap/Pages/BridgeTermDefinitions.aspx> (accessed April 18, 2014).

¹²⁸⁴ C. R. Thomas, “Report on Bond Issues for Road Improvements in Precinct 2, Montague County, Texas,” Box No. 46, General Correspondence, 1893-1916, Records of the Bureau of Public Roads, Record Group 30, National Archives and Records Administration, College Park, MD, 7.

¹²⁸⁵ Ibid., 7-8.

¹²⁸⁶ Texas Department of Transportation, *Historic Road Infrastructure*.

¹²⁸⁷ Ibid.

¹²⁸⁸ Texas Department of Transportation, *Bridge Inspection Manual* (December 2012): 8-4.

¹²⁸⁹ Texas Department of Transportation, *Historic Road Infrastructure*.

¹²⁹⁰ Ibid.

¹²⁹¹ Ibid.; Kevin J. Patrick, *Lincoln Highway Landscape Interpretation Manual* ([Washington, D.C.: National Park Service, 2002): 29.

¹²⁹² Texas Department of Transportation, *Historic Road Infrastructure*.

¹²⁹³ Ibid., pp. 8-9.

¹²⁹⁴ Ibid., Section F, p. 2.

¹²⁹⁵ Ibid., Section F, p. 35.

¹²⁹⁶ Ibid., 23.

¹²⁹⁷ Penick, Section F, p. 12.

¹²⁹⁸ Marlin R. Ingalls, *Iowa’s Historic Automobile Roads: A National Register Study of Pre-1948 Arterial Highways*, prepared for Iowa Department of Transportation, 2009, available at <http://www.iowadot.gov/ole/documents/IowaHistoricRoads.pdf>.

¹²⁹⁹ Ibid.

¹³⁰⁰ Texas Department of Transportation, *Historic Road Infrastructure*.

¹³⁰¹ Ibid., Section F, pp. 10-11.

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¹³⁰² Ibid., 24.

¹³⁰³ Penick, Section F, p. 12.

¹³⁰⁴ Texas Department of Transportation, *Historic Road Infrastructure*.

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