For many Texans, driving along a Texas interstate highway can be a thoroughly modern experience—with gridlocked traffic, ongoing construction, and views of large-scale development along the roadside. However, historic maps show the routes traversed by today’s modern interstate highways closely resemble the routes of some of the earliest paved highways in the United States, constructed in the 1920s. In some locations, the heritage of our modern highways dates back even further, following railroad lines, stagecoach routes, and even trails from the Spanish Colonial era and earlier.
HISTORIC TEXAS HIGHWAYS

The highway system affected development in Texas—how agriculture and industry responded, the types of buildings constructed along the roadside, and the patterns of highway use for shipping, commerce, and tourism. These historic routes and future highways linked Texas regions with each other and with neighboring states and Mexico. Many 19th century roads, stage and mail routes, and railroads followed portions of these early roads and trails, and sections of some evolved into segments of future highways. Until Anglo-American settlement began in Texas in the late 18th century, most roads and trails were pedestrian, equestrian, and pack-animal routes. Wagons traveling on narrow dirt paths created ruts, but also led to the widening of many routes. Railroads were frequently built parallel to wagon roads, and future highways continued this trend, often incorporating sections of earlier routes.

BANKHEAD HIGHWAY

The Bankhead Highway was one of the nation’s earliest transcontinental highways. Its beginnings can be traced to 1916 when the Bankhead Highway Association was organized to promote the highway’s development. The roadway extended from Washington, D.C. to San Diego, California, by way of Alabama, home of U.S. Senator John H. Bankhead and a major supporter of the highway. Its path crossed approximately 850 miles of Texas, passing through Texarkana, Mount Vernon, Dallas, Fort Worth, Weatherford, Abilene, Midland, Van Horn, and El Paso, among other communities, and roughly followed what became U.S. 67 and U.S. 80. The Bankhead was the first all-weather transcontinental highway in the United States, and was designated State Highway 1 in 1917 by the Texas Highway Department. The highway provided an engineered roadway for local and regional traffic, as well as for military use. The highway also brought a new industry—highway tourism—to Texas and entered popular culture through stories and music. The trend for naming highways in Texas has been a cyclical one. Before 1917, road names were often associated with colonial names or with the geographic or locational routes that they followed. Auto organizations and named highway organizations used nostalgia and memory to promote these roads and to secure funding for their construction, expansion, and eventual absorption into the Texas highway system as major routes. The Bankhead Highway was also known as the “Broadway of America.”

To explore Texas’ Bankhead Highway and to plot heritage tourism routes, go to www.thc.state.tx.us to download the Texas Historical Commission’s (THC) Google Earth-based Bankhead Highway map that shows the various alignments of the Bankhead Highway as well as road-related National Register of Historic Places properties, Recorded Texas Historic Landmarks, State Antiquities Landmarks, historic-age resources, and more.

Related Resources:

- Hi-Ho Ballroom on West Jefferson Street in Grand Prairie (Dallas County).
- South Commerce Street in Ranger (Eastland County).
- Unsubmerged Bankhead Highway in Lake Ray Hubbard (Rockwall County).
- U.S. 67 in Texarkana (Bowie County) circa 1940 (TxDOT Photo Library).