1031

NPS Form 10-900
(Rev. 8-86)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

RECEIVED
JUN 04 1990
NATIONAL REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Colorado River Bridge at Bastrop
other names/site number

2. Location

street & number Loop 150 N/A not for publication
city, town Bastrop N/A vicinity
state Texas code 048 county Bastrop code 021 zip code 78602

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
		Contributing	Noncontributing
☐ private	☐ building(s)	0	0 buildings
☐ public-local	☐ district	0	0 sites
☒ public-State	☐ site	1	0 structures
☐ public-Federal	☒ structure	0	0 objects
	☐ object	1	0 Total

Name of related multiple property listing:
Historic Resources of Bastrop (N.R. 1978)

Number of contributing resources previously listed in the National Register N/A

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Signature of certifying official — Date: 25 May 1990

Texas Historical Commission
State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Signature of commenting or other official — Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

Entered in the National Register

☒ entered in the National Register. — 7/19/90
☐ See continuation sheet.
☐ determined eligible for the National Register. ☐ See continuation sheet.
☐ determined not eligible for the National Register.
☐ removed from the National Register.
☐ other, (explain:) _____

Signature of the Keeper — Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

Transportation: Road-related

Current Functions (enter categories from instructions)

Transportation: Road-related

7. Description

Architectural Classification (enter categories from instructions)

Other: Parker Through Truss

Materials (enter categories from instructions)

foundation Concrete

walls

roof

other Steel Trusses

Describe present and historic physical appearance.

The Colorado River Bridge is a 1,285-foot-long concrete and steel structure with three steel truss spans, concrete piers and a long concrete approach at its west end. The bridge roadway is 20 feet wide and it crosses the Colorado River as state highway Loop 150 two blocks west of the Bastrop Commercial Historic District (N.R. 1978). While the Colorado River is normally contained within a 200-foot-wide channel 60 feet beneath the roadway, the bridge spans a much broader wooded flood plain.

The three bridge spans over the river bed consist of identical Parker through trusses, each 192 feet in length, supported on broad tapered concrete piers between spans. The riveted steel Parker trusses have a gently arced top chord, divided into seven sections by vertical struts. At either end of this arc the top chord angles steeply down to the bridge deck. The truss is braced longitudinally by diagonal struts between vertical members, and laterally by latices of smaller struts spanning the roadway between the vertical members.

The approaches are of concrete girder-and-beam construction in a series of 39-foot spans. A pier bent supports the approach between each span, consisting of two reinforced concrete columns which flare in a Y-profile at the top and are connected by two concrete cross members. The deck's chunky geometric balustrade is of cast concrete with two horizontal rails between vertical piers spaced every few feet. The entire bridge deck is of reinforced concrete. On the north side of the bridge the balustrade has been removed and a walkway has been added, supported on steel brackets with a wooden deck.

☐ See continuation sheet

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:
☐ nationally ☐ statewide ☒ locally

Applicable National Register Criteria ☒ A ☐ B ☒ C ☐ D

Criteria Considerations (Exceptions) ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Areas of Significance (enter categories from instructions)
Transportation
Engineering

Period of Significance
1923-1940

Significant Dates
1923

Cultural Affiliation
N/A

Significant Person
N/A

Architect/Builder
R.E. Schiller/G.G. Wickline
The Kansas City Bridge Company

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The Colorado River Bridge in Bastrop, completed in 1923, is the second bridge crossing at this location and perpetuates a historic route through Texas which has been critical to Bastrop's development since the beginning of the 19th century. The structure is also an important surviving example of the work of the early Texas State Highway Department during a time when the automobile was emerging as the dominant mode of transportation. The bridge meets National Register Criterion A, significant in the area of Transportation, as a link in the historic route of the Camino Real on which Bastrop was settled and, in this century, as a critical highway link between Houston and Austin. It meets Criterion C in the area of Engineering, as a major bridge embodying the design and construction technology of the early period of highway construction in Texas.

It is believed that the Camino Real, the road established under Spanish rule linking San Antonio with the missions of east Texas, forded the Colorado river in the vicinity of the present bridge. Bastrop grew from a colony established by Stephen F. Austin in 1827 as a way station at this important river crossing of the Camino Real. Later known as the Old San Antonio Road, the route remained one of the main arteries between east and west Texas through the 19th century and was the route generally taken by early Anglo-American settlers into Texas. (The 1978 Multiple Resource nomination "Historic Resources of Bastrop" provides more information on the history of Bastrop's settlement and development.) Although the river could be forded at low water, a ferry service was established here once settlement and use of the road warranted it, at least by 1866. The first bridge at the crossing was built in 1890 by a company of private investors as a toll bridge. It was an iron cantilever truss type with wood deck and was later sold to the county and became a part of its public road system.

After World War I automobiles became an increasingly dominant form of transportation in Texas, as throughout the United States. In 1917 there were about 200,000 automobiles in Texas and motor transport

☒ See continuation sheet

9. Major Bibliographical References

The Bastrop Advertiser: articles from November 12, 1921; reprint of article from 1890; recent article "1924 Bridge a Marvel of Construction"

Bastrop City Council Minutes; May 5, 1890.

Bastrop County Commissioners' Court Minutes; August 1866; November 1866; August 1870, October 13, 1921, Vol. I, Pg. 105; April 28, 1922, Vol. I, Pg. 140; April 24, 1922, Vol. I, Pg. 139; June 12, 1922, Vol. I, Pg. 160

[X] See continuation sheet

Previous documentation on file (NPS): N/A

- [ ] preliminary determination of individual listing (36 CFR 67) has been requested
- [ ] previously listed in the National Register
- [ ] previously determined eligible by the National Register
- [ ] designated a National Historic Landmark
- [ ] recorded by Historic American Buildings Survey # _____
- [ ] recorded by Historic American Engineering Record # _____

Primary location of additional data:

- [ ] State historic preservation office
- [X] Other State agency
- [ ] Federal agency
- [X] Local government
- [ ] University
- [ ] Other

Specify repository: State Dept. of Highways & Public Transportation; Bastrop Co. Historical Commission

10. Geographical Data

Acreage of property less than one

UTM References

	Zone	Easting	Northing
A	14	661620	3331420
B			
C			
D			

[ ] See continuation sheet

Verbal Boundary Description

The width of the Right of Way of Loop 150, including the bridge structure and its approaches.

[ ] See continuation sheet

Boundary Justification

The boundaries include the entire structure as it was built.

[ ] See continuation sheet

11. Form Prepared By

name/title Tory Laughlin Taylor, Architectural Historian (w/ research by Nan Olsen, Bastrop Co. Historical Comm.)
organization Texas Historical Commission date April 10, 1990
street & number P.O. Box 12276 telephone 512/463-6094
city or town Austin state Texas zip code 78711

provided a means for the delivery of mail and the movement of agricultural goods within rural areas. Reflecting this trend, the construction of railroads in the state leveled off and began to decline after the 1920s. During this period Bastrop looked increasingly to Austin as a market center and was becoming a popular recreational destination for regional "motoring" tourists. The Colorado River crossing at Bastrop was also on the most direct route between Houston and Austin. The traffic along then State Highway 3-A justified a modern bridge structure to replace the iron and wood bridge of 1890.

By this time both the federal and state government were involved in road construction. The importance of a network of farm-to-market roads was recognized by the federal government as early as the 1890s with the establishment of the Bureau of Public Roads as part of the U.S. Department of Agriculture. Although federal aid to local governments for road construction began at that time, it was formalized in 1916 with the Federal Aid Road Act which focused on the creation of major thoroughfares within the states. The Texas State Highway Department was created in 1917 as required by the Act to manage the disbursement of federal funds and oversee the construction of roads by county governments. The Colorado River Bridge is a product of the early partnership between the State Highway Department, the federal government (through the Bureau of Public Roads in the Agriculture Department,) and the county governments for road construction. Under the operating system in effect in 1921 the county commissioners employed a county engineer to handle construction and maintenance of the road system under the oversight of the State Highway Commission. A county could apply for up to 25% financial assistance on a project by the State and 50% from the Federal government.

Bastrop County raised its share of the construction cost of the Colorado River Bridge, originally estimated to be $40,000, through the issuance of road bonds in 1921. Bids on the project were solicited and the Kansas City Bridge Co. was selected as contractor. Although the resident engineer on the project was R.E. Schiller, the bridge design reflects the influence of G.G. Wickline, State Bridge Engineer from 1918 until the 1940s, and is one of the earliest uses of the Parker truss surviving in Texas. The Parker was the truss design of choice from the 1920s into the 1940s because its efficiency of design allowed for a longer span with greater strength while using less steel, thus cutting down on the weight and the cost of the bridge. According to a 1923 article in Texas Highway Bulletin, the bridge was built to state specifications to withstand the load of a 15-ton truck, or a live load of 64 pounds per square foot on the trusses. Construction took about a year and a half, with problems encountered in driving the pilings for the pier

foundations to a firm strata beneath the river bed. The final cost of the bridge's construction was $167,500. The bridge was opened to use in January 1924 and was lighted at night by electricity from the town of Bastrop.

The bridge probably fell into the State's hands during the Depression when the inability of local governments to maintain roads led to their wholesale transfer to state governments (aided by federal dollars) around the country. A 1936 map produced by the Bureau of Public Roads shows three routes to coincide at this crossing of the Colorado: Highway 71, Highway 290 and the Old San Antonio Road (Highway 21). Since then Highway 290 has been rerouted about 15 miles to the north of Bastrop and Highway 71 passes just south of the town. The bridge now serves Loop 150 providing access to downtown Bastrop off of Highway 71. The original town of Bastrop sits on the east side of the Colorado River with the business district paralleling the river along its eastern bluff. From Highway 71 to the southwest, the modern motorist receives a dramatic entrance to Bastrop crossing the Colorado River Bridge over a heavily wooded river valley which opens up quite suddenly into the historic business district.

King, Joseph E., Ph.D.; "A Historical Overview of Texas Transportation, Exmphasizing Roads and Bridges" prepared for the State Department of Highways and Public Transportation, 1989.

Schiller, R.E.; "New Colorado river Bridge at Bastrop", Texas Highway Bulletin, November 1924, Vol. 4, No. 1.

State Department of Highways and Public Transportation Bridge Inventory, 1989.

U.S. Department of Agriculture Bureau of Public Roads; Bastrop County Map, 1936.

NPS Form 10-900-a
(8-86)

OMB Approval No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number _____ Page _____

Historic Resources of Bastrop MRA Bastrop County, TEXAS

Date Listed

Colorado River Bridge at Bastrop Keeper 7/19/90

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Colorado River Bridge at Bastrop

MULTIPLE NAME:

STATE & COUNTY: TEXAS, Bastrop

DATE RECEIVED: 6/04/90 DATE OF PENDING LIST: 6/19/90
DATE OF 16TH DAY: 7/05/90 DATE OF 45TH DAY: 7/19/90
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 90001031

NOMINATOR: STATE

REASONS FOR REVIEW:

APPEAL:	N	DATA PROBLEM:	N	LANDSCAPE:	N	LESS THAN 50 YEARS:	N
OTHER:	N	PDIL:	N	PERIOD:	N	PROGRAM UNAPPROVED:	N
REQUEST:	N	SAMPLE:	N	SLR DRAFT:	N	NATIONAL:	N

COMMENT WAIVER: N

✓ ACCEPT ___RETURN ___REJECT 7/19/90 DATE

Entered in the National Register

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA_____
REVIEWER_____
DISCIPLINE_____
DATE_____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

CLASSIFICATION

___count ___resource type

STATE/FEDERAL AGENCY CERTIFICATION

FUNCTION

___historic ___current

DESCRIPTION

___architectural classification
___materials
___descriptive text

SIGNIFICANCE

Period Areas of Significance--Check and justify below

Specific dates Builder/Architect
Statement of Significance (in one paragraph)

___summary paragraph
___completeness
___clarity
___applicable criteria
___justification of areas checked
___relating significance to the resource
___context
___relationship of integrity to significance
___justification of exception
___other

BIBLIOGRAPHY

GEOGRAPHICAL DATA

___acreage ___verbal boundary description
___UTMs ___boundary justification

ACCOMPANYING DOCUMENTATION/PRESENTATION

___sketch maps ___USGS maps ___photographs ___presentation

OTHER COMMENTS

Questions concerning this nomination may be directed to

_____ Phone _____

Signed _____ Date _____

COLORADO RIVER BRIDGE AT BASTROP
LOOP 150
BASTROP, BASTROP CO., TEXAS
JANE HUNT
JANUARY 1989
NEGATIVE w/ WATER STREET PHOTOGRAPHY, BASTROP
CAMERA FACING EAST
PHOTO 1 OF 5


15 FT 1 IN
CHEVROLET

COLORADO RIVER BRIDGE AT BASTROP
LOOP 150
BASTROP, BASTROP CO., TEXAS
JANE HUNT
JANUARY 1989
NEGATIVE W/ WATER STREET PHOTOGRAPHY, BASTROP
CAMERA FACING WEST
PHOTO 2 OF 5

COLORADO RIVER BRIDGE AT BASTROP
LOOP 150
BASTROP, BASTROP CO., TEXAS
JANE HUNT
JANUARY 1989
NEGATIVE W/ WATER STREET PHOTOGRAPHY, BASTROP
CAMERA FACING SOUTHWEST
PHOTO 3 OF 5

COLORADO RIVER BRIDGE AT BASTROP
LOOP 150
BASTROP, BASTROP CO., TEXAS
JANE HUNT
JANUARY 1989
NEGATIVE W/ WATER STREET PHOTOGRAPHY, BASTROP
CAMERA FACING SOUTHEAST
PHOTO 4 OF 5

COLORADO RIVER BRIDGE AT BASTROP
LOOP 150
BASTROP, BASTROP CO., TEXAS
HISTORIC PHOTO
1935 FLOOD
CAMERA FACING WEST
PHOTO 5 OF 5

COLORADO RIVER BRIDGE AT BASTROP
LOOP 150
BASTROP, BASTROP CO., TEXAS
UTM REFERENCE: 14/661620/3331420

420
620

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

BASTROP QUADRANGLE
TEXAS–BASTROP CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)
SE/4 BASTROP 15' QUADRANGLE

6544 III NW (UTLEY)
6544 II NW (SMITHVILLE NW)
6544 III SW (BASTROP SW)
6544 III NE (LAKE BASTROP)
6544 II SW (SMITHVILLE SW)
(RED ROCK) 6543 IV NW
(ROSANKY) 6543 IV NE
(TOGO) 6543 I NW

UTLEY 5 MI.
ELGIN 17 MI.
PAIGE (VIA U.S. 290) 12 MI.
AUSTIN (STATE CAPITOL) 27 MI.
RED ROCK 11 MI.
SMITHVILLE 9 MI.
ROSANKY 6 MI.

Bastrop
BASTROP STATE PARK
Red Bluffs
Crafts Prairie
David Bottom
HILLS PRAIRIE
Burleson Cem
Fairview Cem
High Sch
Roadside Park
Golf Course
Rodeo Ground
Radio Tower
Water Tank
Gravel Pit
Trailer Park
Sewage Disposal
Alta Vista Cem
Hosp
Park
Lone Star Ch
Haupt Bend
Well
Trigg Cem
Kellough Cem
Clearview Cem
Hills Prairie Ch
Antioch Ch Cem
Hills Cem
Higgins Cem
Gravel Pit
Zion Hill Ch
Sweethill Cem
Upton Ch
Upton
Scallorn Cem
Roadside Park
Bluff Hollow
Pigeonroost Creek
Colorado River
Cedar Creek
Walnut Creek
Piney Creek
Steady Creek
Little Reeds Creek
Missouri Kansas Texas
Pipeline
Pipelines

BM 363
BM 372
BM 368
BM 387
BM 369
BM 359
BM 364
BM 366
BM 362
BM 353
BM 349
BM 356
BM 346
BM 352
BM 373
BM 337
BM 335

97°22′30″ E
2 940 000 FEET
20′
17′30″
97°15′
30°07′30″
30°00′
3333000m N
3332
3331
3330
3329
3328
3327
3326
3325
3324
3323
3322
3321
3320000m N
5′
2′30″
170 000 FEET
140 000 FEET

Mapped, edited, and published by the Geological Survey

Control by USGS and NOS/NOAA

Topography by photogrammetric methods from aerial photographs taken 1974. Field checked 1976. Map edited 1982

Projection and 10,000-foot grid ticks: Texas coordinate system, central zone (Lambert conformal conic)
1000-meter Universal Transverse Mercator grid, zone 14
1927 North American Datum
To place on the predicted North American Datum 1983 move the projection lines 19 meters south and 27 meters east as shown by dashed corner ticks

Fine red dashed lines indicate selected fence lines

There may be private inholdings within the boundaries of the National or State reservations shown on this map

MN
GN
0°51′ 15 MILS
7° 124 MILS
UTM GRID AND 1982 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

SCALE 1:24 000
1 0 1 MILE
1000 0 1000 2000 3000 4000 5000 6000 7000 FEET
1 .5 0 1 KILOMETER

CONTOUR INTERVAL 10 FEET
DOTTED LINES REPRESENT 5-FOOT CONTOURS
NATIONAL GEODETIC VERTICAL DATUM OF 1929

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

TEXAS
QUADRANGLE LOCATION

3097-121

ROAD CLASSIFICATION
Primary highway, hard surface
Secondary highway, hard surface
Light-duty road, hard or improved surface
Unimproved road
Interstate Route
U. S. Route
State Route

BASTROP, TEX.
SE/4 BASTROP 15' QUADRANGLE
30097–A3–TF–024
1982
DMA 6544 III SE–SERIES V882

● INTERIOR-GEOLOGICAL SURVEY, RESTON, VIRGINIA 1986