
Bridge NRHP Eligibility Report

Structure ID: 231600012804028 **Disposition:** In Service **Year Built:** 1939 **Year Rcnst:** 0000

District:	Brownwood	Span Type:	Continuous
County:	McCulloch	Roadway Type:	Deck
Location:	0.10 MI N OF FM 714	Member Type:	Steel I-Beam
Facility Carried:	US 377	Main Span Length:	0090
Feature Crossed:	BRADY CREEK	Structure Length:	000272
NRHP Det. Date:	08/31/1999	Evaluator:	John W. Murphey

Historical Significance: 2 NR Eligible

NRHP Eligibility Determination Statement:

The Brady Creek Bridge consists of a steel I-beam superstructure erected over reinforced concrete piers and abutments. The 272' long bridge carries two lanes of traffic on a 40' wide concrete roadway flanked by concrete sidewalks. The bridge's railing is a special design concrete post and steel picket fence form. The railing is terminated with large stepped concrete posts.

On July 23, 1938, a devastating flood covered the town of Brady and destroyed the original crossing over Brady Creek. To construct a new bridge, the State Highway Department applied for Emergency Highway Relief funds for this bridge and two other structures destroyed by floods along the Colorado River. The proposal for the new bridge advised that the structure be situated above the high-water mark of the previous flood and be extended in length to provide adequate passage for the waterway below the bridge. To accomplish this, the city widened the creek channel and built up the approaches at both ends of the bridge.

The final design selected by the Bridge Division featured a 230' long continuous steel I-beam over the main channel of the creek. Using a continuous unit required fewer supports and allowed a freer passage of water under the bridge. To support the continuous span, large reinforced concrete piers founded on hard shale were placed under the superstructure. Because the bridge carried traffic of both SH 23 and US 190 into Brady, the Bridge Division created a 40' wide roadway to assure a free flow of vehicles. As a major entry into Brady, special design steel picket railing and concrete capital piers were used to improve the appearance of the bridge. The Jensen Construction Company, a local contractor, won the contract to build the bridge and finished the structure in November 1939 at the final cost of \$80,673.56.

The Brady Creek Bridge is significant as a good representative example of State Highway Department design, and features one of the longest main spans of its type in the state. The bridge is also noteworthy for its special design structural components and concrete post and steel railing. The Brady Creek Bridge has retained integrity of design, materials, workmanship, location, setting, feeling, and association, and meets National Register eligibility under Criterion C, Engineering, at the state level of significance.