

General Bridge Information:

TXDOT District: Waco
County: Coryell
Structure ID: 090500C00175001
Facility Carried: Leon St
Feature Crossed: Leon River
Bridge Owner: City or Municipal Highway Agency

Statement of Eligibility:

This evaluation does not reflect potential significance under Criterion A. Criterion A evaluations must be conducted at the local level of significance in the area of Transportation, per the registration requirements established in the "Historic Road Infrastructure of Texas" MPS. This evaluation would typically be conducted in conjunction with project planning for future projects prior to Section 106 consultation.

Bridge 090500C00175001 carries Leon Street over the Leon River in Gatesville in Coryell County. Constructed in 1904 by George E. King Bridge Company for Coryell County, it is a one-span, pin-connected Pratt through truss with an overall structure length of 141 feet. The bridge has the original lattice railing, and the portals have a similar lattice pattern. Multiple utilities have been run across the bridge. The bridge was rehabilitated in 1994. An Official Texas Historical Marker regarding the bridge's history was erected nearby after the rehabilitation; it identifies the bridge as a Recorded Texas Historic Landmark. The bridge is significant as one of 18 remaining examples of Pratt through truss bridges originally designed as vehicular bridges in Texas.

It does not meet any other thresholds for engineering significance. For example it does not meet the threshold for early use of pin connections because it was constructed after 1900. In addition, it does not meet the thresholds for work of a master or possess high artistic value.

The bridge retains integrity of location as it remains in its historic location. The bridge was rehabilitated in 1994 in accordance with the Secretary of the Interior's Standards for Rehabilitation. There are welded reinforcing plates on the end posts and on the inside of the upper chord connections. The nature of the work during the 1994 rehabilitation project is unknown, but it is assumed that these plates were installed during the rehabilitation project and therefore, does not constitute a loss of integrity for the bridge. Utility lines running across the bridge are attached in a manner that is reversible or the brackets are attached to non-character-defining features of the bridge. The addition of the utility lines does not constitute a loss of integrity. As such the bridge retains integrity of design, materials, workmanship, setting, feeling, and association.

Based on the registration requirements established in the "Historic Road Infrastructure of Texas" MPS, Bridge 090500C00175001 possesses significance as a rare surviving example of a once-common type, the Pratt through truss, in the state. The bridge retains sufficient integrity to convey its significance and is recommended eligible for National Register of Historic Places listing under Criterion C in the area of Engineering.

In addition, per a policy decision by the Texas SHPO, the Executive Director of the Texas Historical Commission in 2014, all metal trusses constructed before 1946 are significant at the local level as embodying distinctive characteristics of a type. Determination as to whether this particular metal truss bridge possesses sufficient integrity to warrant eligibility for listing in the NRHP requires consultation with the Texas SHPO.

Statewide Vehicular Truss Bridge Reevaluation

GENERAL BRIDGE INFORMATION

District:	Waco	Structure ID:	090500C00175001
County:	Coryell	Location:	0.40 MI E OF US 84
Feature Crossed:	LEON RIVER	Facility Carried:	LEON ST
Bridge Owner:	City or Municipal Highway Agency		
Latitude:	31.43282828	Longitude:	-97.76177994



Photo 1: Elevation of one-span, pin-connected Pratt through truss, a rare survivor of a once common truss type in the state; view facing southeast

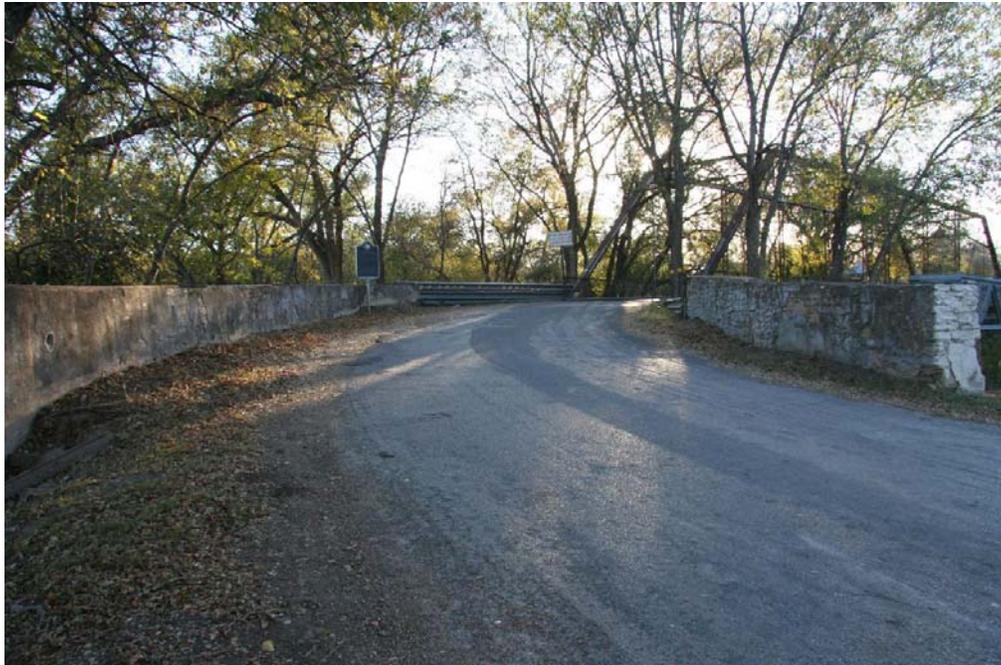


Photo 2: Overview of truss and approach roadway; view facing west

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Photo 3: Detail of primary connection at bottom chord



Photo 4: Underside of truss; view facing west

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Photo 5: Detail of welded plates at upper chord connections



Photo 6: Detail of utility lines attached to the bridge