

**GENERAL BRIDGE INFORMATION**

District: Fort Worth  
 County: Somervell

Structure ID: 022130025903046  
 Location: 2.5 MI E OF FM-200

Facility Carried: US 67  
 Feature Crossed: BRAZOS RIVER

**Criterion A:**  
*Criterion A Significance:*

*Criterion A Integrity:*  
 Design/Materials/Workmanship:

Location:

Feeling/Setting/Association:

Criterion A significance points: 0  
 Criterion A integrity points: 0  
 Criterion A total points: 0

**Criterion C:**  
*Criterion C Significance:*  
 Uncommon bridge type (8)  
 Work of a master (4)

*Criterion C Integrity:*  
 Design/Materials/Workmanship:

Historic railing removed and replaced with modern railing (-2)

Location:  
 None  
 Feeling/Setting/Association:

Criterion C significance points: 12  
 Criterion C integrity points: -2  
 Criterion C total points: 10

**National Register Eligibility:**  
 Eligible

**National Register  
 Determination Date:**  
 2009

**Significance:** This bridge is eligible for the National Register under Criterion C as it represents rarity of type, illustrating an important variation in design or method of construction. It also retains the historic integrity necessary to convey its engineering significance.

This bridge is also a work of an important engineer, designer, fabricator, or builder with national or state importance.

This bridge is recommended not eligible for the National Register under Criterion A as it does not have a direct and significant association with an important historic transportation system, program, or policy identified through contextual research.

**Significance Notes:** The US 67 bridge at the Brazos River is significant as an example of a continuous through truss, an uncommon bridge type during the 1945-1965 period. The bridge is composed of a 650-foot three-span continuous truss unit as its main spans, with continuous and simple-span steel I-beam approach spans. Due to their expense and complexity, continuous truss designs were employed only when exceptionally long span lengths were required and were rarely constructed during the 1945-1965 period. The bridge is also significant as an important work of a master engineer, designer, fabricator, or builder. The continuous truss main span unit was designed by several Texas Highway Department designers, including engineer B.A. Trice. Trice is considered an innovative designer, as the possible creator of the pan-formed girder design in the late 1940s, as a response to the post-World War II need for economical construction methods and bridge designs. He was also co-designer of several early pan-formed girder standard plans. While Trice is better known for his work on pan-formed girders, his design of this bridge's truss span makes clear his skill in a variety of bridge types. In 2007, the bridge's end portal bracing was slightly reconfigured to avoid collision damage, as part of a rehabilitation project. The 2007 project also replaced the bridge's historic railing and concrete deck. These minor changes result in only minimal loss of the qualities that define the bridge's overall historic character and do not diminish its ability to convey engineering significance under National Register Criterion C. The bridge retains its historic integrity of location, design, materials, workmanship, setting, feeling, and association. The US 67 bridge at the Brazos River is eligible for listing in the National Register of Historic Places under Criterion C in the area of Engineering at the state level of significance. The bridge is recommended not eligible for the National Register under Criterion A (Events) at the state level of significance, as it does not have a direct and significant association with an important historic transportation system, program, or policy identified through contextual research.

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Setting view



Oblique view