
Bridge NRHP Eligibility Report

Structure ID: 032430004410063 **Disposition:** In Service **Year Built:** 1929 **Year Rcnst:** 0000

District:	Wichita Falls	Span Type:	Arch
County:	Wichita	Roadway Type:	Deck
Location:	1.2 MI SE OF IH 44	Member Type:	Concrete Arch, Open Spandrel
Facility Carried:	BUS 287/LOOP 370	Main Span Length:	0095
Feature Crossed:	WICHITA RIVER	Structure Length:	000276
NRHP Det. Date:	08/31/1999	Evaluator:	John W. Murphey

Historical Significance: 2 NR Eligible

NRHP Eligibility Determination Statement:

This graceful concrete arch bridge has significance for its type, design, and association with nationally renowned bridge engineer, Daniel Luten. The bridge is one of only two known extant examples of Luten's work in Texas, and the only rib arch its type in the state. The bridge retains integrity of design, materials, workmanship, location, setting, feeling, and association. The bridge meets National Register eligibility under Criterion C, Engineering, at the state level of significance.

DETAILS:

The Scott Avenue Bridge is an open-spandrel concrete arch structure crossing the Wichita River, in Wichita Falls. The 276' bridge consists of three rib spans supported on concrete piers and abutments. The arches carry a 40' roadway, with cantilevered 5' sidewalks located on both sides of the bridge. The bridge's rail is composed of urn baluster divided into sections by concrete posts and pedestals.

Wichita Falls County constructed this bridge in 1929 after a design by Daniel Luten. The bridge was built as part of a plan to centralize all highways entering the city. The design for the bridge appears to have been created out of the main office of the Luten Bridge Company in Indianapolis, with Luten acting as the designing engineer.

Luten selected an open-spandrel design consisting of a 87'-89'-87' span configuration to cross the river. Each span has five individual ribs stiffened with "x" shaped diagonal struts situated near the springing line of the arch. The arches have a series of square spandrel columns situated between the elliptical curtain wall and the top of the arch. The piers are founded on concrete footings, with their ends having a triangular cutwater shape.

Numerous decorative details were incorporated in the bridge's design including raised geometric patterns on the wingwalls and incised panels on the entry and light standard pedestals. In 1995 there was an extensive repair to the concrete members of the two arches on the north end the structure. This repair has not visually affected the integrity of the bridge.