

(Oct. 1990)

United States Department of the Interior
National Park Service

1098

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM



1. NAME OF PROPERTY

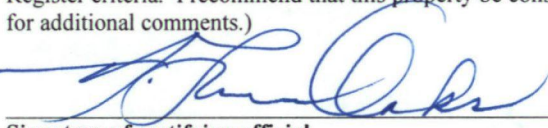
HISTORIC NAME: San Jacinto Street Bridge over Buffalo Bayou
OTHER NAME/SITE NUMBER: B570-17-001

2. LOCATION

STREET & NUMBER: San Jacinto Street at Buffalo Bayou
CITY OR TOWN: Houston
STATE: Texas CODE: TX COUNTY: Harris CODE: 201
VICINITY: N/A
NOT FOR PUBLICATION: N/A
ZIP CODE: 77002

3. STATE/FEDERAL AGENCY CERTIFICATION

As the designated authority under the National Historic Preservation Act, 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. I recommend that this property be considered significant (nationally) (statewide) (locally). (See continuation sheet for additional comments.)


Signature of certifying official

August 31, 2007
Date

State Historic Preservation Officer, 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 for additional comments.)

Signature of commenting or other official

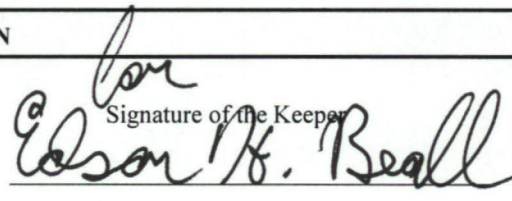
Date

State or Federal agency and bureau

4. NATIONAL PARK SERVICE CERTIFICATION

I hereby certify that this property is:

- entered in the National Register
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
Edson H. Beall
Date of Action
10-16-07

5. CLASSIFICATION

OWNERSHIP OF PROPERTY: Public-city

CATEGORY OF PROPERTY: Structure

| NUMBER OF RESOURCES WITHIN PROPERTY: | CONTRIBUTING | NONCONTRIBUTING |
|---|---------------------|------------------------|
| | 0 | 0 BUILDINGS |
| | 0 | 0 SITES |
| | 1 | 0 STRUCTURES |
| | 0 | 0 OBJECTS |
| | 1 | 0 TOTAL |

NUMBER OF CONTRIBUTING RESOURCES PREVIOUSLY LISTED IN THE NATIONAL REGISTER: 0

NAME OF RELATED MULTIPLE PROPERTY LISTING: *Historic Bridges of Texas, 1866-1945 MPS*

6. FUNCTION OR USE

HISTORIC FUNCTIONS: TRANSPORTATION/Road-related (vehicular) = bridge

CURRENT FUNCTIONS: TRANSPORTATION/Road-related (vehicular) = bridge

7. DESCRIPTION

ARCHITECTURAL CLASSIFICATION: OTHER: open spandrel concrete arch bridge

MATERIALS: FOUNDATION CONCRETE
WALLS
ROOF
OTHER CONCRETE (deck, railing)

NARRATIVE DESCRIPTION (see continuation sheet 7-5).

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National Register of Historic Places Continuation Sheet

Section 2, 7 Page 5

San Jacinto Street Bridge at Buffalo Bayou
Harris County, Texas

SECTION 2: LOCATION

This bridge is located on San Jacinto Street at Buffalo Bayou in downtown Houston, Harris County, Texas.

SECTION 7: DESCRIPTION

The 1914 San Jacinto Street Bridge at Buffalo Bayou is an open spandrel concrete arch structure with reinforced concrete girder approach spans. Alterations in 1997 replaced several elements of the superstructure of the deck; however the changes did not affect the historic integrity of the arch.

General Specifications (bridge)

- Type: open spandrel concrete arch
- No. spans: 8
- Main span length: 110 feet
- Roadway Width: 50 feet
- Overall length: 325 feet
- Deck type: concrete with brick paver overlay and asphalt overlay above
- Piers/Interior bents: concrete barrel arch
- Abutments/End Bents: concrete abutments

The San Jacinto Street Bridge is 325 feet long and built on a fifteen degree left-forward skew. The bridge is composed of eight spans, of which the main span is a 110-foot long open-spandrel concrete barrel arch. The arch abutments are supported by buttresses. Reinforced concrete girder spans, which average 31 feet long, compose the rest of the bridge substructure. The bridge has a concrete deck, 10-foot wide cantilevered sidewalks and a concrete railing which is punctuated by vertical openings. The roadway is 50 feet wide. While a 1997 improvement project replaced the original deck, sidewalks and railing, these improvements have not affected either the integrity or character of the arch, the significant feature of the bridge.¹ In addition, the replacement railing chosen was compatible to the original design.

¹ Texas Historic Bridge Inventory. Inventory maintained by Texas Department of Transportation (TxDOT).

8. STATEMENT OF SIGNIFICANCE

APPLICABLE NATIONAL REGISTER CRITERIA

- A** PROPERTY IS ASSOCIATED WITH EVENTS THAT HAVE MADE A SIGNIFICANT CONTRIBUTION TO THE BROAD PATTERNS OF OUR HISTORY.
- B** PROPERTY IS ASSOCIATED WITH THE LIVES OF PERSONS SIGNIFICANT IN OUR PAST.
- C** PROPERTY EMBODIES THE DISTINCTIVE CHARACTERISTICS OF A TYPE, PERIOD, OR METHOD OF CONSTRUCTION OR REPRESENTS THE WORK OF A MASTER, OR POSSESSES HIGH ARTISTIC VALUE, OR REPRESENTS A SIGNIFICANT AND DISTINGUISHABLE ENTITY WHOSE COMPONENTS LACK INDIVIDUAL DISTINCTION.
- D** PROPERTY HAS YIELDED, OR IS LIKELY TO YIELD, INFORMATION IMPORTANT IN PREHISTORY OR HISTORY.

CRITERIA CONSIDERATIONS: N/A

AREAS OF SIGNIFICANCE: Community Planning and Development (local); Engineering (state)

PERIOD OF SIGNIFICANCE: 1914

SIGNIFICANT DATES: 1914

SIGNIFICANT PERSON: N/A

CULTURAL AFFILIATION: N/A

ARCHITECT/BUILDER: Bridge designer: E.E. Sands
Bridge builder: William P. Carmichael Company

NARRATIVE STATEMENT OF SIGNIFICANCE (see continuation sheets 8-6 through 8-11).

9. MAJOR BIBLIOGRAPHIC REFERENCES

BIBLIOGRAPHY (see continuation sheet 9-12).

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 (*Texas Historical Commission*)
- Other state agency (*Texas Department of Transportation*)
- Federal agency
- Local government
- University
- Other -- Specify Repository:

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National Register of Historic Places Continuation Sheet

Section 8 Page 6

San Jacinto Street Bridge at Buffalo Bayou
Harris County, Texas

SECTION 8: STATEMENT OF SIGNIFICANCE

Early Development along Buffalo Bayou²

Although the Spanish explored the Gulf of Mexico as early as 1519, mapping the Texas coastline in the process, they made little effort to move inland and colonize the Gulf Coast region. At a remote edge of Spanish territory, the area surrounding present-day Houston was left mostly to its Native-American inhabitants, primarily Karankawas, until the 19th century. The Panic of 1819 in the United States and the economic depression that followed encouraged a wave of Americans to emigrate to Spanish (and later Mexican) Texas, where they could escape their debt and acquire free land.³

Most Texas immigrants settled in the eastern part of the present-day state between the Colorado and Sabine rivers, including the Gulf Coast region. From those earliest days of Anglo colonization, settlement in the area of present-day Houston has centered on Buffalo Bayou. Most east Texas rivers are slow moving, and they tend to deposit large amounts of silt where they meet the Gulf, often creating sand bars across their mouths that render them unusable for inland transport. In contrast, Buffalo Bayou was wide and deep and therefore navigable from Galveston Bay to within 40 miles of San Felipe, the effective capital of Anglo colonies in Texas.⁴

Recognizing the bayou's commercial possibilities, John Richardson Harris, one of Austin's original colonists, established the town of Harrisburg at what was believed to be the head of navigation for Buffalo Bayou, just southeast of present-day Houston. Harris also established a trading post at Bell's Landing on the Brazos River, the main artery of the new colony. With access to Galveston Bay via Buffalo Bayou, Harrisburg became the port for a lucrative trade between New Orleans and Texas and the principal supply center for the area's settlers.⁵

Following the Texas Revolution in 1836, several land speculators began scrambling to establish new towns along Buffalo Bayou and Galveston Bay to replace Harrisburg, which had been burned to the ground by Mexican troops. Augustus Chapman Allen and his brother, John Kirby Allen, soon discovered that Buffalo Bayou was actually navigable even farther upstream than Harrisburg. Within four months of the Battle of San Jacinto, the Allen brothers had chosen a site on the south bank of Buffalo Bayou, purchased the land, plotted a town and begun advertising lots for sale. They named their new city Houston after the hero of San Jacinto, General Sam Houston, and promised that it would become "the great interior commercial emporium of Texas." Although there was not yet a single house built in the town, the Allen brothers persuaded the new congress to

² Entire section adapted from Kirk Farris and Peter Ketter, "McKee Street Bridge" National Register Nomination, October, 2001.

³ Stanley E. Siegel, *Houston: A Chronicle of the Supercity on Buffalo Bayou* (Woodland Hills, CA: Windsor Publications, 1983), p. 12; Marguerite Johnston, *Houston: The Unknown City, 1836-1946* (College Station: Texas A&M University Press, 1991), p. 3.

⁴ Siegel, *Houston*, p. 14.

⁵ Siegel, *Houston*, pp. 14-15.

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San Jacinto Street Bridge at Buffalo Bayou
Harris County, Texas

name Houston the first capital of the Republic of Texas. Although the capital was moved to Austin in 1839, by then Houston had created a name for itself and secured its place in the industries that would define it, agriculture and commerce.⁶

From its beginning, Houston depended on Buffalo Bayou and its link to Galveston Bay. As soon as the town was established, barges and other light draft craft navigated the bayou between Houston and Galveston, and a regular steamboat service was established along the route in 1837. The significance of Buffalo Bayou as a trade route only increased as the city developed. Shipments of cotton, the area's primary 19th-century export, out of Houston grew from 4,260 bales in 1842 to 11,359 bales by 1854.⁷ However, the bayou was difficult to navigate, and after the Civil War local businessmen began efforts to dredge a better channel. In 1876, they opened a twelve-foot-deep waterway to Clinton, just below Houston. The U.S. government took over in 1881 and opened the deeper, wider Houston Ship Channel in 1914, making Houston one of the largest deepwater ports in the country. The channel opened just in time to earn an important role in the newly developing petroleum industry, which would become Houston's economic base for the 20th-century. Refineries soon lined the Houston Ship Channel, where they could benefit from the established transportation network but remain sheltered from Gulf storms.⁸

Houston's Warehouse District experienced tremendous growth between the 1890s and 1930s in response to the development of these major transportation networks. Railroad expansion in the 1890s—including establishment of services by the Missouri, Kansas & Texas (MK&T) system in 1893 and the Southern Pacific system in 1896—consolidated the redevelopment of the working class neighborhoods along Buffalo Bayou into the city's primary industrial sector. Regional petroleum discoveries and the introduction of automotive transportation sustained this industrial development by creating demand for new factories and warehouses to service the needs of the expanding regional economy. A major building boom in the community at large and in the district occurred between 1910 and 1930, with new construction fostering a cycle of spiraling growth. Produce and transfer warehouses, regional headquarters for national companies, and shipping and storage facilities supported the rapid growth and development of the city's industrial base during this period. The number of industrial properties, including extensive freight depots built by the Southern Pacific and MK&T systems, constructed during the 1920s, exceeded those built in the previous three decades. Not without cost, this growth precipitated the erosion of the working class neighborhoods that once characterized the area. Economic decline during the Great Depression slowed new construction in the warehouse district. While the petroleum industry continued to underpin the local economy, reduced availability of land in the warehouse district prompted new construction to the east in the vicinity of the turning basin established downriver at Harrisburg.⁹

⁶ Johnston, *Houston*, pp. 9-11; Siegel, *Houston*, pp. 19-23.

⁷ Siegel, *Houston*, p. 45.

⁸ R.M. Farrar, *Buffalo Bayou and the Houston Ship Channel, 1820-1926* (Houston: Chamber of Commerce, 1926); "HOUSTON, TX," The Handbook of Texas Online, <<http://www.tsha.utexas.edu/handbook/online/articles/view/HH/hdh3.html>>.

⁹ Entire paragraph adapted from Bruce Jensen, "Warehouse Historic District" National Register Nomination, June 1992 (tabled), p. 5.

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San Jacinto Street Bridge at Buffalo Bayou
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Bridges Over Buffalo Bayou¹⁰

Throughout the late 19th and early 20th centuries, the city expanded rapidly on both sides of the bayou, and, especially after the introduction of the automobile, bridges became a necessity. However, navigation of the bayou was an integral part of the area's transportation network and could not be impeded. To effectively meet the needs of both water and land-based transport, bridges over Buffalo Bayou followed the more general evolution of bridge technology throughout the region and the country.

The first bridge constructed over Buffalo Bayou was built in 1862 for a railroad line, the Galveston, Houston and Henderson Railroad. The expansion of railroads across the country in the mid-19th century generated significant advancement in bridge design and construction. Most 19th-century bridges were constructed of fabricated trusses made first of timber and later of iron and steel. As this type of construction did not easily allow much vertical clearance, bridges built over navigable waters often required a moveable structure. This was usually accomplished, as in the 1862 center span swing railroad bridge mentioned above, by pivoting the main truss span on a central pier. The earliest swing bridges were operated manually with cables or rope or simply nudged open by the vessel moving through.

During the latter part of the 19th century, great strides were made in the development of reinforced concrete, and they were promptly applied to bridge construction. The earliest reinforced concrete bridges in Texas, such as the 1908 Euclid Avenue Bridge in Dallas, were closed-spandrel arches that mimicked stone masonry construction. Soon after, bridge engineers developed designs in which extraneous portions of the spandrel walls were left out, creating open-spandrel arches composed of individual members. In 1914, two reinforced concrete, open-spandrel arch bridges were completed over Buffalo Bayou, at Main and San Jacinto streets. The central span of the 1275-foot Main Street Bridge crosses the bayou with a single concrete arch reinforced with the "Kahn System," which featured square reinforcing bars with spurs on each side embedded in the concrete. Reinforced concrete enabled much greater vertical lift, and these bridges provided enough clearance for navigating Buffalo Bayou without a movable span.¹¹

During the 1890s and the first decades of the 20th century, local governments across the United States began conscious efforts to improve the aesthetic features of their cities. Proponents of the City Beautiful movement during the Progressive era believed that beautiful surroundings would inspire both moral and civic virtue among lower-class urban residents, effectively taming perceived social ills. As many wealthy people left American city centers for the more bucolic suburbs during this period, new and improved urban amenities, inspired by Beaux-Arts Classicism, were also planned to attract the upper classes—and their money—back to the city to work and

¹⁰ Entire section excerpted and edited from Kirk Farris and Peter Ketter, "McKee Street Bridge" National Register Nomination, October, 2001.

¹¹ *Ibid.*, pp. 26-28.

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play. This movement coincided with rapid growth in Texas, and several cities in the state began their own beautification programs. In 1912, the City of Houston passed a \$250,000 bond issue to acquire land and improve its park system. The Houston Park Commission then hired landscape architect and city planner Arthur C. Comey to develop a master plan for the city. Comey's plan, like many being produced at the time, featured a system of parkways and boulevards to link the central city with growing suburbs. Parkway were planned along Buffalo and White Oak bayous, and Comey recommended that the necessary bridges be built of concrete, in the simplest form of construction.¹²

Several concrete bridges were constructed in the 1920s under Comey's plan, and many employed a type of construction that was increasing in popularity, the reinforced concrete girder. Early concrete girder bridges were constructed with steel wide-flange beams encased in concrete, but engineers soon learned that only parts of the beam were absorbing stress and that a series of smaller metal rods could achieve the same effect. Concrete girder bridge construction was used increasingly in the expansion of the Texas state highway system after the organization of the State Highway Department in 1917, reaching the height of its popularity in the 1930s. The 1924 Sabine Street Bridge over Buffalo Bayou included six spans of continuous reinforced concrete girders supported on concrete bents. Curved concrete fascia walls were used to give the appearance of an arch.¹³

Houston's parkway boulevard and street extension plan continued into the early 1930s. City bridge engineer James Gordon (J. G.) McKenzie continued to design bridges in a similar aesthetic, using a simple concrete girder structure and an urn style balustrade. McKenzie streamlined the bridges' form and ornamentation, reflecting more general trends in bridge design. The Almeda Road and Telephone Road bridges over Bray's Bayou, and the Yale Street Bridge over White Oak Bayou were all built in 1931, and together they illustrate McKenzie's simplified version of City Beautiful design.¹⁴

San Jacinto Street Bridge over Buffalo Bayou

The 1914 San Jacinto Street Bridge is one of two Houston bridges built as an open spandrel concrete arch; the other is Main Street Viaduct, which is listed on the National Register of Historic Places as contributing to the Main Street Historic District. Both of these bridges are reflective of the City Beautiful campaign during Houston Mayor H.B. Rice's tenure. The Main Street Viaduct is longer, at 1,275 feet (San Jacinto Street Bridge is 325 feet long), but has only one concrete arch barrel main span.¹⁵ The design of the arch at San Jacinto Street

¹² Ibid., pp. 34-36.

¹³ TxDOT, "Survey of Non-Truss Structures," pp. 26-30, 35-36.

¹⁴ TxDOT, "Survey of Non-Truss Structures," p. 36.

¹⁵ Ibid., p. 28.

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was based on the elastic theory in Turneure and Maurer's "Principle of Reinforced Concrete Construction."¹⁶ Offering water traffic a long, solid, barrel arch ring to pass beneath, the open spandrel was also a medium for the City Beautiful movement's Classical-inspired architectural details, including sidewalk brackets, curved fascia walls and urn balustrade railings. Although the San Jacinto Street Bridge's open concrete railings have been replaced, the modern open balustrade is compatible to the original and the bridge retains sufficient integrity with its barrel arch ring and open spandrel design for listing in the National Register of Historic Places.

The San Jacinto Street Bridge was designed by city engineer E.E. Sands and constructed by the William P. Carmichael Company of St. Louis for \$155,000.00, and was considered the most important bridge in Houston at the time because of the complicated design required for its construction.¹⁷ As it replaced an earlier iron drawbridge, a temporary timber bridge was necessary to serve traffic over Buffalo Bayou between the demolition of the drawbridge and the completion of the concrete bridge.¹⁸ Timber cofferdams were used to excavate for the arch abutments and the contractors had to drive piles twenty-three feet into the subsurface of clay, as there was no natural rock foundation to support the bridge at this crossing. In addition, in order to allow for the continuation of water traffic underneath the bridge during construction, an open arch centering was required for the construction of the main span.¹⁹ Because of the skew of the arch, the engineer had to undertake a special study to design this centering to ensure the load was evenly distributed.²⁰

The open spandrel concrete arch was the dominant form for concrete bridges during the time that the San Jacinto Street Bridge was constructed over Buffalo Bayou.²¹ This type of construction evolved, not only because the material costs were cheaper (less concrete required), but also because their apparent lightness was considered more visually appealing at prominent or scenic locations (such as over Buffalo Bayou, in downtown Houston). Individual examples are considered historically significant if they retain the character-defining features of their type: arch ribs, spandrel, spandrel columns, railing or parapet, and piers, abutment, and wingwalls.²² There are twenty-three open-spandrel arch bridges in Texas, according to the Historic Bridge Inventory, maintained by the Texas Department of Transportation and the San Jacinto Bridge is considered significant because it is one of this small number, it has special design characteristics of the City Beautiful movement, and it retains the character-defining features of its type.

¹⁶ W. W. Washburn, "San Jacinto St. Reinforced Concrete Bridge at Houston, Texas," in *Concrete-Cement Age* (August 1914), p. 47.

¹⁷ *Ibid.*, p. 47.

¹⁸ *Ibid.*

¹⁹ Washburn, "San Jacinto St. Reinforced Concrete Bridge at Houston, Texas," p. 52.

²⁰ *Ibid.*, pp. 52-53.

²¹ National Research Council, "A Context for Common Historic Bridge Types," prepared for the National Cooperative Highway Research Program, Transportation Research Council, by Parsons Brinckerhoff and Engineering and Industrial Heritage. NCHRP Project 25-25, Task 15, October 2005, pp. 3-67.

²² *Ibid.*, pp. 3-67.

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San Jacinto Street Bridge at Buffalo Bayou
Harris County, Texas

Bibliography

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<<http://www.tsha.utexas.edu/handbook/online/articles/view/HH/hdh3.html>>
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- Johnston, Marguerite. *Houston: The Unknown City, 1836-1946*. College Station: Texas A&M University Press, 1991.
- National Research Council, "A Context for Common Historic Bridge Types." Prepared for the National Cooperative Highway Research Program, Transportation Research Council, by Parsons Brinckerhoff and Engineering and Industrial Heritage. NCHRP Project 25-25, Task 15, October 2005.
- Siegel, Stanley E. *Houston: A Chronicle of the Supercity on Buffalo Bayou*. Woodland Hills, CA: Windsor Publications, 1983.
- Texas Department of Transportation (TxDOT). "Texas Historic Bridge Inventory, Survey of Non-Truss Structures."
- Texas Historic Bridge Inventory. Inventory maintained by Texas Department of Transportation.
- Washburn, W. W. "San Jacinto St. Reinforced Concrete Bridge at Houston, Texas," in *Concrete-Cement Age* (August 1914), pp. 47, 52-53.

10. GEOGRAPHICAL DATA

ACREAGE OF PROPERTY: Less than one acre

| UTM REFERENCES | | <u>Zone</u> | <u>Easting</u> | <u>Northing</u> |
|-----------------------|----|-------------|----------------|-----------------|
| | 1. | 15 | 272065E | 3294929N |
| | 2. | 15 | 272041E | 3294856N |

VERBAL BOUNDARY DESCRIPTION: The nomination encompasses the complete structure, including the approach spans, all of the superstructure and the substructure.

BOUNDARY JUSTIFICATION: The boundary includes all components of the bridge.

11. FORM PREPARED BY (with assistance from Adrienne Campbell and Rachel Leibowitz, THC historians)

NAME/TITLE: Kirk Farris

ORGANIZATION: Art & Environmental Architecture, Inc.

DATE: 8-14-06

STREET & NUMBER: 1654 Bonnie Brae

TELEPHONE: 713/521-9453

CITY OR TOWN: Houston

STATE: TX

ZIP CODE: 77006-5219

ADDITIONAL DOCUMENTATION

CONTINUATION SHEETS

MAPS

PHOTOGRAPHS (see continuation sheet Photo-13)

ADDITIONAL ITEMS (see continuation sheets Figure-14 through Figure-16)

PROPERTY OWNER

NAME: James Leonard, P.E., Engineer, City of Houston Public Works Department

STREET & NUMBER: 2701 Dalton St.

TELEPHONE: 713.641.7955

CITY OR TOWN: Houston

STATE: Texas

ZIP CODE: 77017

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San Jacinto Street Bridge at Buffalo Bayou
Harris County, Texas

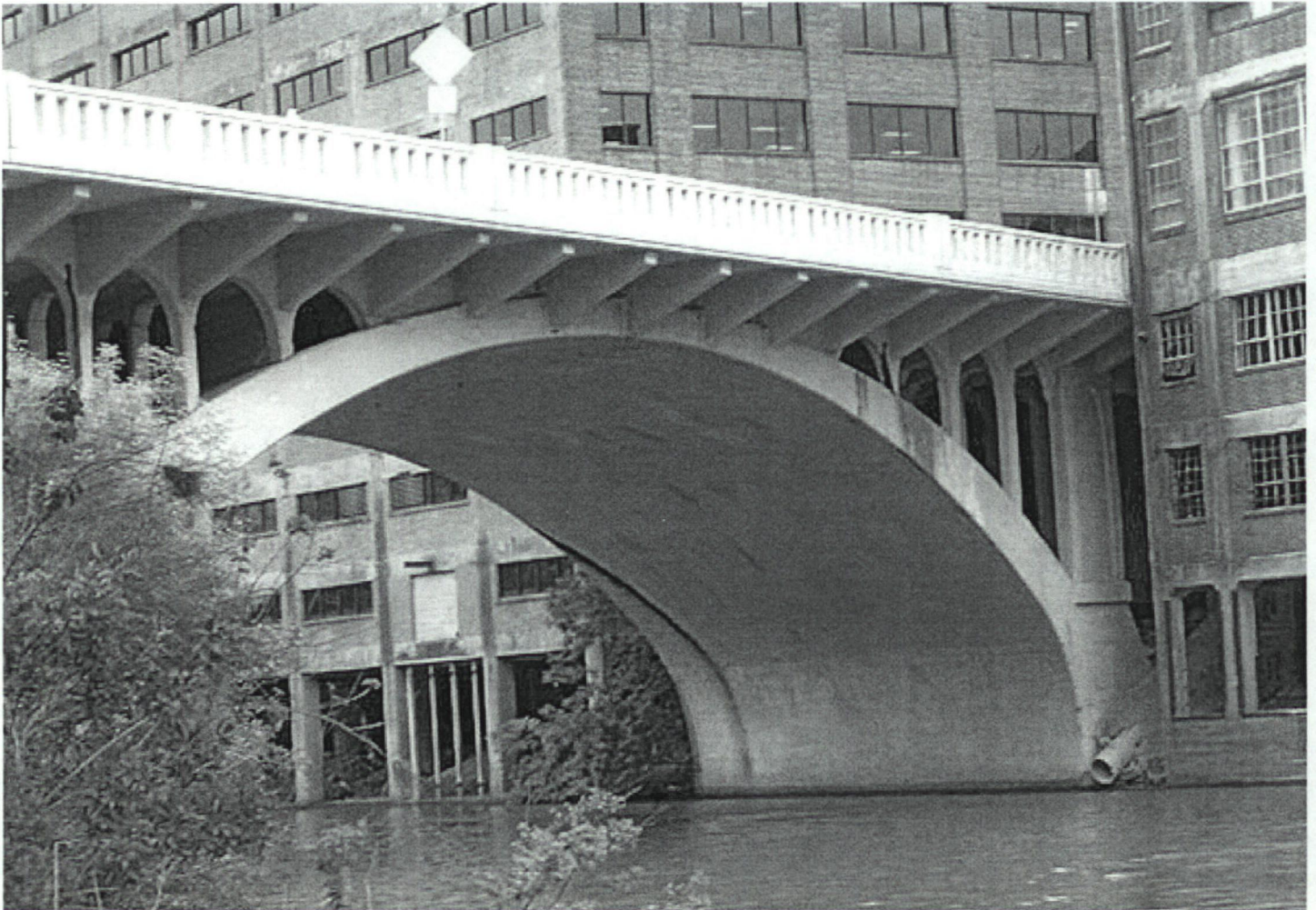


Figure 1: San Jacinto Street Bridge over Buffalo Bayou. Photo by Greg Harmon.

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San Jacinto Street Bridge at Buffalo Bayou
Harris County, Texas

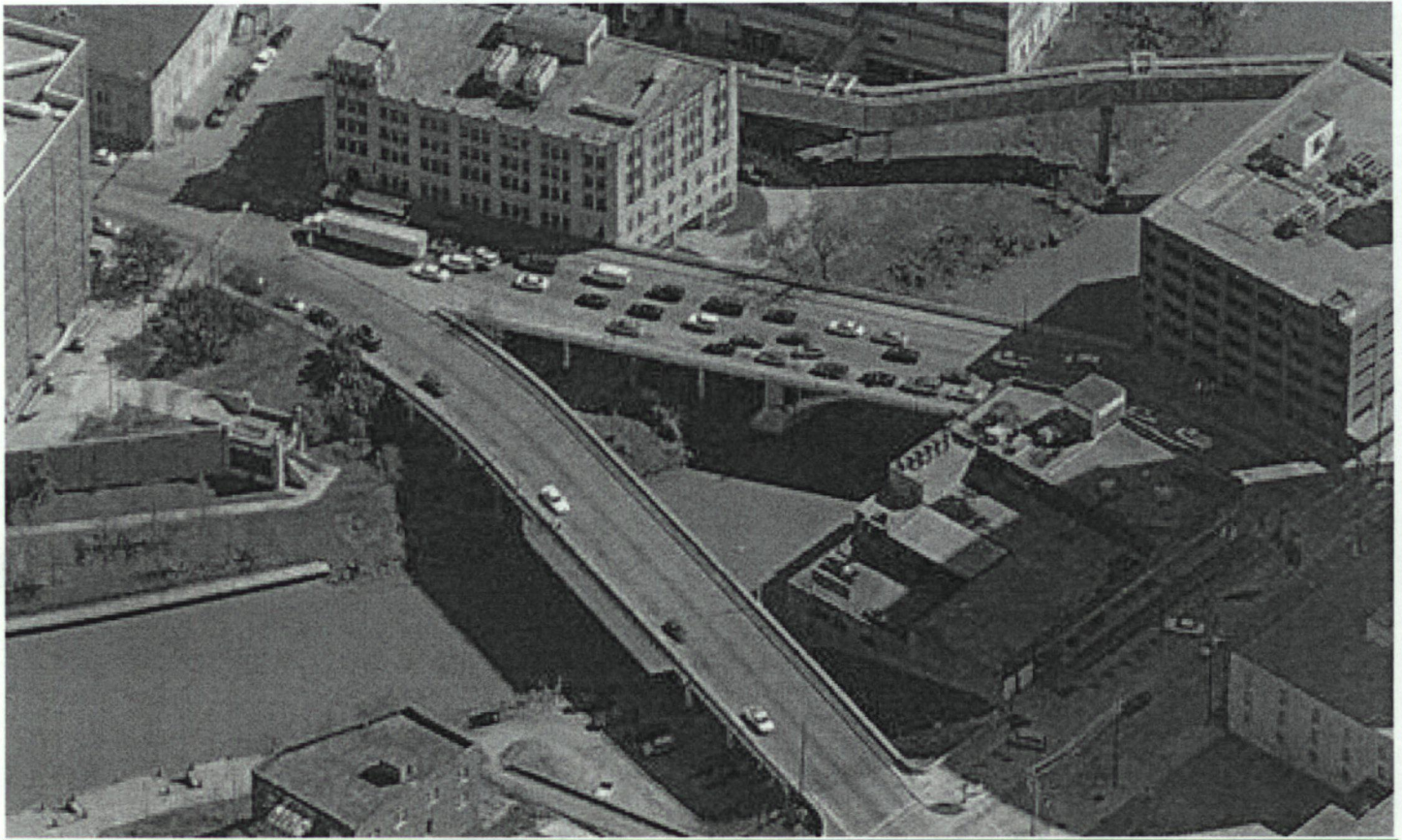


Figure 2: Bird's eye photo of San Jacinto Street Bridge (source: MSN Live Search, maps.live.com)

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Section Figure Page 14

San Jacinto Street Bridge at Buffalo Bayou
Harris County, Texas

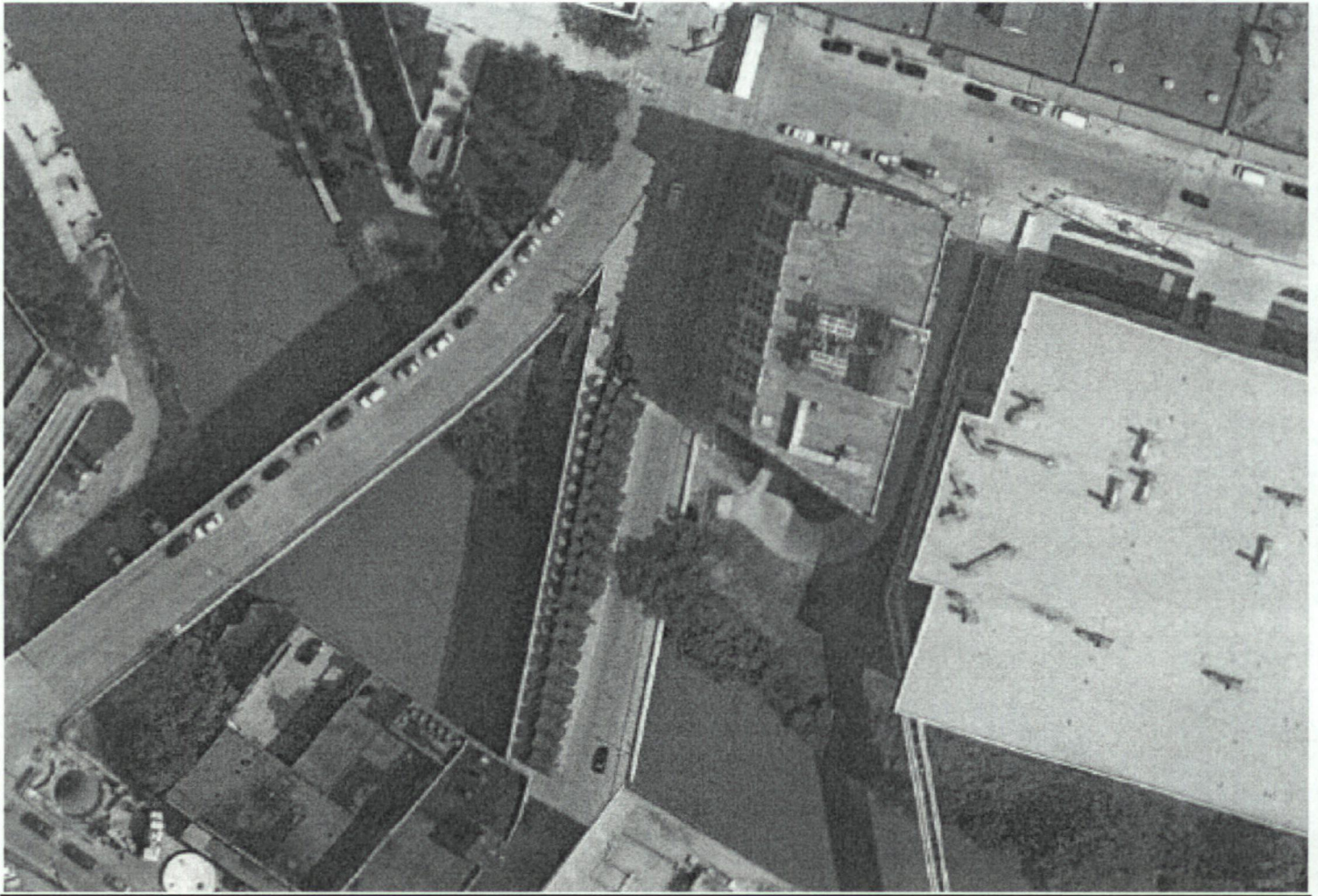


Figure 3: Aerial Photo of San Jacinto Bridge (source: Google Maps)

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Section Figure Page 15

San Jacinto Street Bridge at Buffalo Bayou
Harris County, Texas

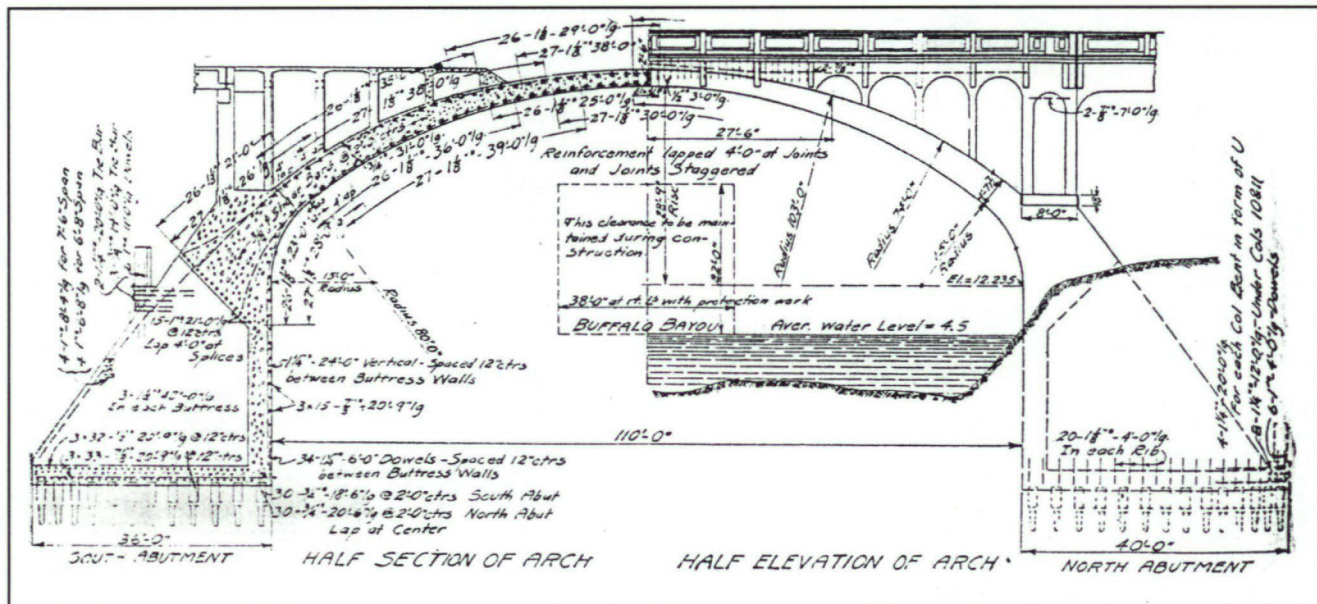


Figure 4: left- half section of arch, right- half elevation of arch, main span.

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San Jacinto Street Bridge at Buffalo Bayou
Harris County, Texas

San Jacinto Street Bridge over Buffalo Bayou
B570-17-001

San Jacinto Street at Buffalo Bayou
Houston, Harris County, Texas
Photograph by Valerie Tamburri
March 1, 2007

Negative on file at the Texas Historical Commission
Elevation of bridge, facing southwest
Photo 1 of 5

San Jacinto Street Bridge over Buffalo Bayou
B570-17-001

San Jacinto Street at Buffalo Bayou
Houston, Harris County, Texas
Photograph by Valerie Tamburri
March 1, 2007

Negative on file at the Texas Historical Commission
Roadway and railing of bridge, facing northeast
Photo 2 of 5

San Jacinto Street Bridge over Buffalo Bayou
B570-17-001

San Jacinto Street at Buffalo Bayou
Houston, Harris County, Texas
Photograph by Valerie Tamburri
March 1, 2007

Negative on file at the Texas Historical Commission
Underside of bridge showing piers, arch, and cantilevered sidewalks, facing south
Photo 3 of 5

San Jacinto Street Bridge over Buffalo Bayou
B570-17-001

San Jacinto Street at Buffalo Bayou
Houston, Harris County, Texas
Photograph by Valerie Tamburri
March 1, 2007

Negative on file at the Texas Historical Commission
Detail of railing, facing east
Photo 4 of 5

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San Jacinto Street Bridge at Buffalo Bayou
Harris County, Texas

San Jacinto Street Bridge over Buffalo Bayou

B570-17-001

San Jacinto Street at Buffalo Bayou

Houston, Harris County, Texas

Photograph by Valerie Tamburri

March 1, 2007

Negative on file at the Texas Historical Commission

Partial elevation showing open-spandrel concrete arch, facing west

Photo 5 of 5

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: San Jacinto Street Bridge over Buffalo Bayou

MULTIPLE NAME: Historic Bridges of Texas MPS

STATE & COUNTY: TEXAS, Harris

DATE RECEIVED: 9/06/07 DATE OF PENDING LIST: 9/24/07
DATE OF 16TH DAY: 10/09/07 DATE OF 45TH DAY: 10/20/07
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 07001098

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 10.16.07 DATE

ABSTRACT/SUMMARY COMMENTS:

**Entered in the
National Register**

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

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

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



San Jacinto Street Bridge over Buffalo Bayou
Harris County, TEXAS

Valerie Tamburri

March 1, 2007

Negative on file at Texas Historical Commission

Elevation of bridge, facing southwest

Photo 1 of 5

HOLLAND 1117 564 0751 N N N 12



San Jacinto Street Bridge over Buffalo Bayou
Harris County, Texas

Valerie Tamburri

March 1, 2007

Negative on file at Texas Historical Commission
Roadway and railing of bridge, facing northeast

Photo 2 of 5

APR 1 10 05 363 0751 N N R 2



San Jacinto Street Bridge over Buffalo Bayou
Harris County, Texas

Valerie Tamburri

March 1, 2007

Negative on file at Texas Historical Commission

Underside of bridge, showing piers, arch, and
cantilevered sidewalks, facing south

Photo 3 of 5

HOLLAND 364 0751 N N 12



San Jacinto Street Bridge over Buffalo Bayou
Harris County, Texas

Valerie Tamburri

March 1, 2007

Negative on file at Texas Historical Commission

Detail of railing, facing east

Photo 4 of 5

HOLLAND 11 06 363 0751 N N P 12



San Jacinto Street Bridge over Buffalo Bayou
Harris County, Texas

Valerie Tamburri

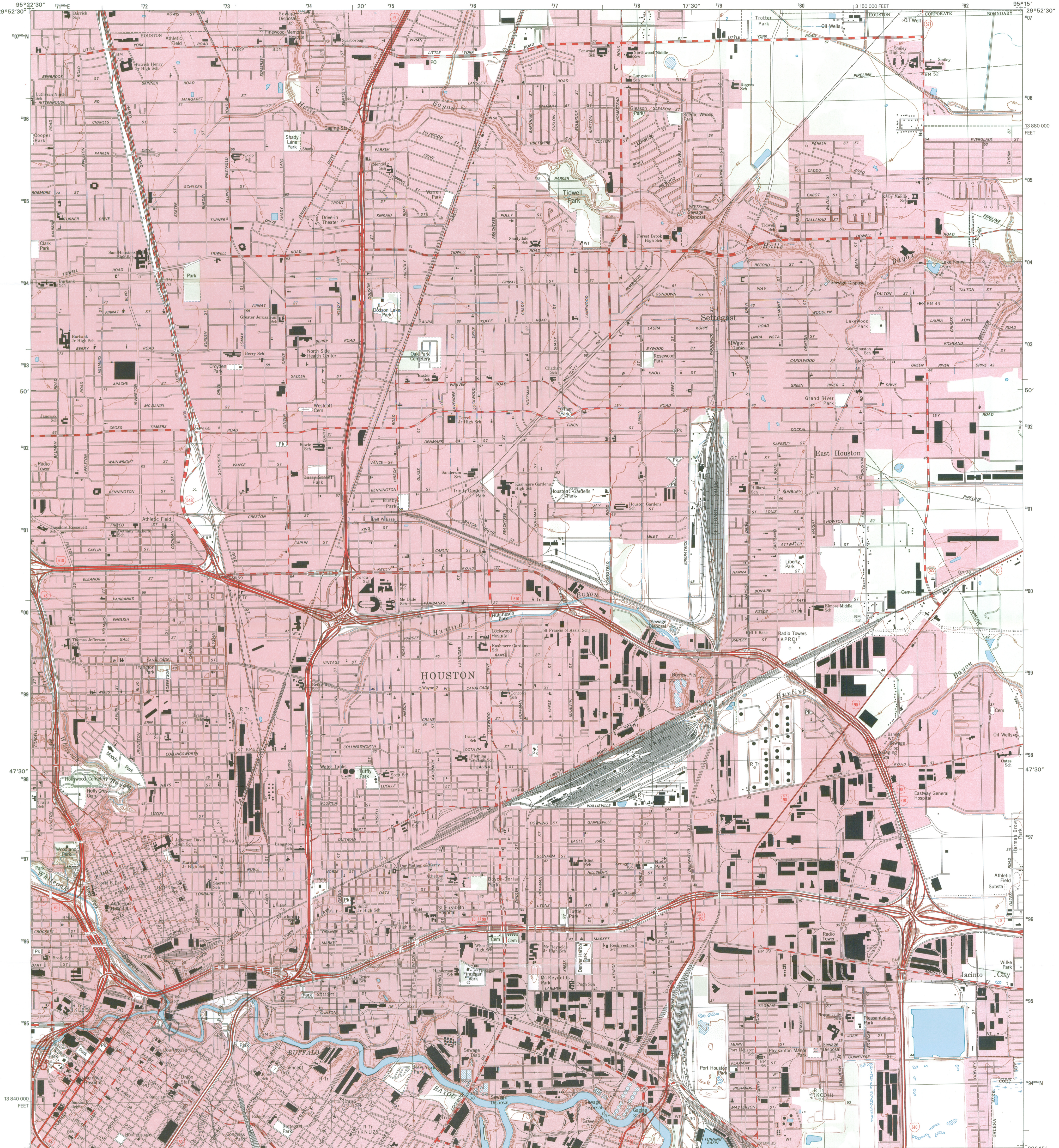
March 1, 2007

Negative on file at Texas Historical Commission

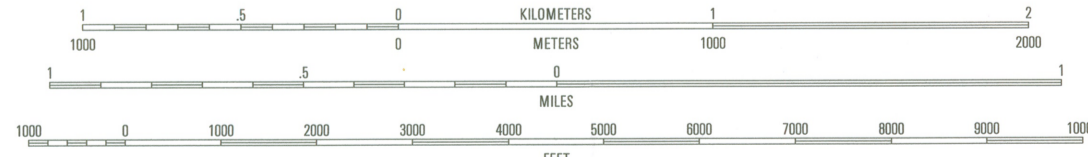
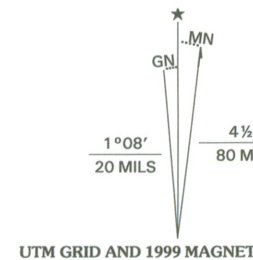
Partial elevation, showing open-spandrel concrete
arch, facing west

Photo 5 of 5

HOLLAND 11 9 364 0751 N N N 2



Produced by the United States Geological Survey Topography compiled 1976. Planimetry derived from imagery taken 1995. Survey control current as of 1976. North American Datum of 1983 (NAD 83). Projection and 1000-meter grid: Universal Transverse Mercator, zone 15 10 000-foot ticks: Texas Coordinate System of 1983 (south central zone). North American Datum of 1927 (NAD 27) is shown by dashed corner ticks. The values of the shift between NAD 83 and NAD 27 for 7.5-minute intersections are obtainable from National Geographic Survey NADCON software. This quadrangle covers a subdenise area Landmark Buildings verified 1976



SCALE 1:24 000 CONTOUR INTERVAL 5 FEET NATIONAL GEODETIC VERTICAL DATUM OF 1929 TO CONVERT FROM FEET TO METERS, MULTIPLY BY 0.3048

ROAD CLASSIFICATION

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

QUADRANGLE LOCATION 2995-431

| | | | |
|---|---|---|-------------------|
| 1 | 2 | 3 | 1 Aldine |
| | | | 2 Humble |
| | | | 3 Houston |
| 4 | 5 | 6 | 4 Houston Heights |
| | | | 5 Jacinto City |
| | | | 6 Bellair |
| 6 | 7 | 8 | 7 Park Place |
| | | | 8 Pasadena |

SETTEGAST, TX 1995 NIMA 6943 IV SE-SERIES V882

SAN JACINTO STREET BRIDGE OVER BUFFALO BAYON HOUSTON, HARRIS COUNTY, TEXAS
15 272065E 3294929N
15 272041E 3294856N

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS FOR SALE BY U.S. GEOLOGICAL SURVEY, P.O. BOX 25286, DENVER, COLORADO 80225 A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST





TEXAS HISTORICAL COMMISSION

Rick Perry • *Governor*

John L. Nau, III • *Chairman*

F. Lawrence Oaks • *Executive Director*

The State Agency for Historic Preservation

TO: Linda McClelland
National Register of Historic Places

FROM: Rachel Leibowitz, Historian
Texas Historical Commission

RE: San Jacinto Street Bridge over Buffalo Bayou, Houston, Harris County, Texas

DATE: September 5, 2007

- The following materials are submitted regarding San Jacinto Street Bridge over Buffalo Bayou:

| | |
|-------------------------------------|--|
| <input checked="" type="checkbox"/> | Original National Register of Historic Places form |
| <input type="checkbox"/> | Resubmitted nomination |
| <input type="checkbox"/> | Multiple Property nomination form |
| <input checked="" type="checkbox"/> | Photographs |
| <input checked="" type="checkbox"/> | USGS map |
| <input type="checkbox"/> | Correspondence |
| <input type="checkbox"/> | Other: |

COMMENTS:

SHPO requests substantive review

The enclosed owner objections (do) (do not) constitute a majority of property owners

Other: