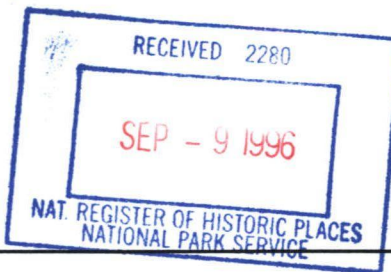


United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM



1. NAME OF PROPERTY

HISTORIC NAME: State Highway 3 Bridge at the Nueces River  
OTHER NAMES/SITE NUMBER: US 90 Bridge at the Nueces River (eastbound lanes); UV0023-05-038

2. LOCATION

STREET & NUMBER: US 90, 13 mi. east of junction w/ Kinney County NOT FOR PUBLICATION: N/A  
CITY OR TOWN: Uvalde VICINITY: X  
STATE: Texas CODE: TX COUNTY: Uvalde CODE: 463 ZIP CODE: 78801

3. STATE/FEDERAL AGENCY CERTIFICATION

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this x 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  
xmeets \_\_does not meet the National Register criteria. I recommend that this property be considered significant \_\_nationally  
x statewide \_\_locally. ( \_\_See continuation sheet for additional comments.)

*Courtney Jurnell*  
Signature of certifying official

*9-6-96*  
Date

State Historic Preservation Officer, Texas Historical Commission

State or Federal agency and bureau

In my opinion, the property x 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):

*Edson A. Beall*  
Signature of the Keeper

Date of Action  
*10-10-96*

---

**5. CLASSIFICATION**

---

**OWNERSHIP OF PROPERTY:** public-State

**CATEGORY OF PROPERTY:** structure

<b>NUMBER OF RESOURCES WITHIN PROPERTY:</b>	<b>CONTRIBUTING</b>	<b>NONCONTRIBUTING</b>
	0	0 BUILDINGS
	0	0 SITES
	2	0 STRUCTURES
	0	0 OBJECTS
	2	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

---

**6. FUNCTION OR USE**

---

**HISTORIC FUNCTIONS:** TRANSPORTATION/road-related (vehicular)

**CURRENT FUNCTIONS:** TRANSPORTATION/road-related (vehicular)

---

**7. DESCRIPTION**

---

**ARCHITECTURAL CLASSIFICATION:** Other: Parker through truss bridge

**MATERIALS:** FOUNDATION substructure: concrete piers, bents and abutments  
WALLS N/A  
ROOF N/A  
OTHER superstructure: steel truss

**NARRATIVE DESCRIPTION** (see continuation sheets 7-1 through 7-4)



United States Department of the Interior  
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## National Register of Historic Places Continuation Sheet

Historic Bridges of Texas  
State Highway 3 Bridge at the Nueces River  
Uvalde County, Texas

Section number 7 Page 1

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### Description:

The State Highway 3 Bridge at the Nueces River is comprised of four 150-foot Parker through truss spans and eight concrete girder approach spans (see Photographs 1 and 2). A relief structure, on the west side of the main bridge, consists of 34 concrete girder spans. The bridge and its relief structure serve a single lane of eastbound traffic of US 90, former State Highway (SH) 3, in southwestern Uvalde County. Uvalde County is on the northern edge of the South Texas Plains in a region dominated by cattle ranching and diversified farming. The bridge is about six miles west of Uvalde, the county seat, and links this town with San Antonio and smaller towns along the route (see Figure 1).

For the truss spans, Texas Highway Department (THD) engineers chose the THD T22-150 design for a riveted Parker through truss, one of many standard designs the Bridge Division developed. Truss railing consists of 12-inch deep steel channel rails supported by intermediate and end posts. The truss spans rest on reinforced concrete piers consisting of straight cylindrical columns in a dumbbell configuration. The bridge's eight deck girder approach spans display Type K open concrete railing (called low type railing at the time) and are supported on a series of concrete bents (see Figure 2). Abutments feature a special rip-rap built up of concrete-filled cement sacks (see Photograph 3). The relief structure consists of 34 46-foot girder spans identical to the main bridge's approach spans, also displaying Type K railing.

In 1932 and 1933, the Nueces River bridge and two associated drainage structures were built under contract to THD. The Missouri Valley Bridge & Iron Company constructed the substructure and approach spans of the main bridge, as well as the two drainage structures: a concrete girder relief bridge and a multiple box culvert. The latter was widened in 1953 and is not included in this nomination. The Petroleum Iron Works Company fabricated and erected the four truss spans of the main bridge. In 1935, a flood destroyed a truss span and two girder spans on the east end of the bridge. In 1936, THD reconstructed these portions of the bridge per the original design and added the protective rip-rap.

In 1973, THD undertook a project to convert the Nueces River bridge and relief structure into part of a one-way pair. Two bridges were constructed for westbound traffic, allowing the old bridge to serve eastbound traffic. No other major alterations have been made to the Nueces River bridge and relief structure. As such, they retain integrity of design, materials and workmanship. Because the structures remain in place serving vehicular traffic on a state highway, they also retain integrity of location and association. Although the construction of the new bridges has somewhat compromised integrity of setting and feeling, the truss bridge and its relief structure retain substantial integrity overall. Although no projects are currently planned for this location, the bridge's BRINSAP sufficiency rating as of April 1996 of 72.7, making it eligible for rehabilitation, but not replacement, under the federal Highway Bridge Replacement and Rehabilitation Program (HBRRP).

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Historic Bridges of Texas  
State Highway 3 Bridge at the Nueces River  
Uvalde County, Texas

Section number 7 Page 2

GENERAL SPECS

TRUSS TYPE: Parker through  
THD STD. DESIGN: T22-150  
NO. TRUSS SPANS: 4  
TRUSS SPAN LENGTH: 150'  
ROADWAY WIDTH: 22'  
DECK WIDTH: 25'  
APPROACH SPANS: 8 - 46' girder spans  
OVERALL LENGTH: 975'

SPECIAL FEATURES

BRIDGE PLAQUE: none  
APPROACH RAILING: Type K concrete railing  
OTHER: relief structure; rip-rap made up of  
concrete-filled cement sacks

SUPERSTRUCTURE

TRUSS DEPTH: 28' 0"  
TRUSS PANELS: 8 - 18'9" panels  
TOP CHORD & END POSTS: 2 channels w/ cover plate and lacing  
BOTTOM CHORD: 2 channels w/ batten plates  
VERTICAL POSTS: 2 channels w/ lacing or I-beam  
DIAGONAL MEMBERS: 2 angles w/ batten plates or I-beam  
DECK TYPE: concrete

SUBSTRUCTURE

PIERS/INTERIOR BENTS: concrete piers and bents  
THD STD. DESIGN: n/a  
ABUTMENTS/END BENTS: concrete abutments  
THD STD. DESIGN: n/a



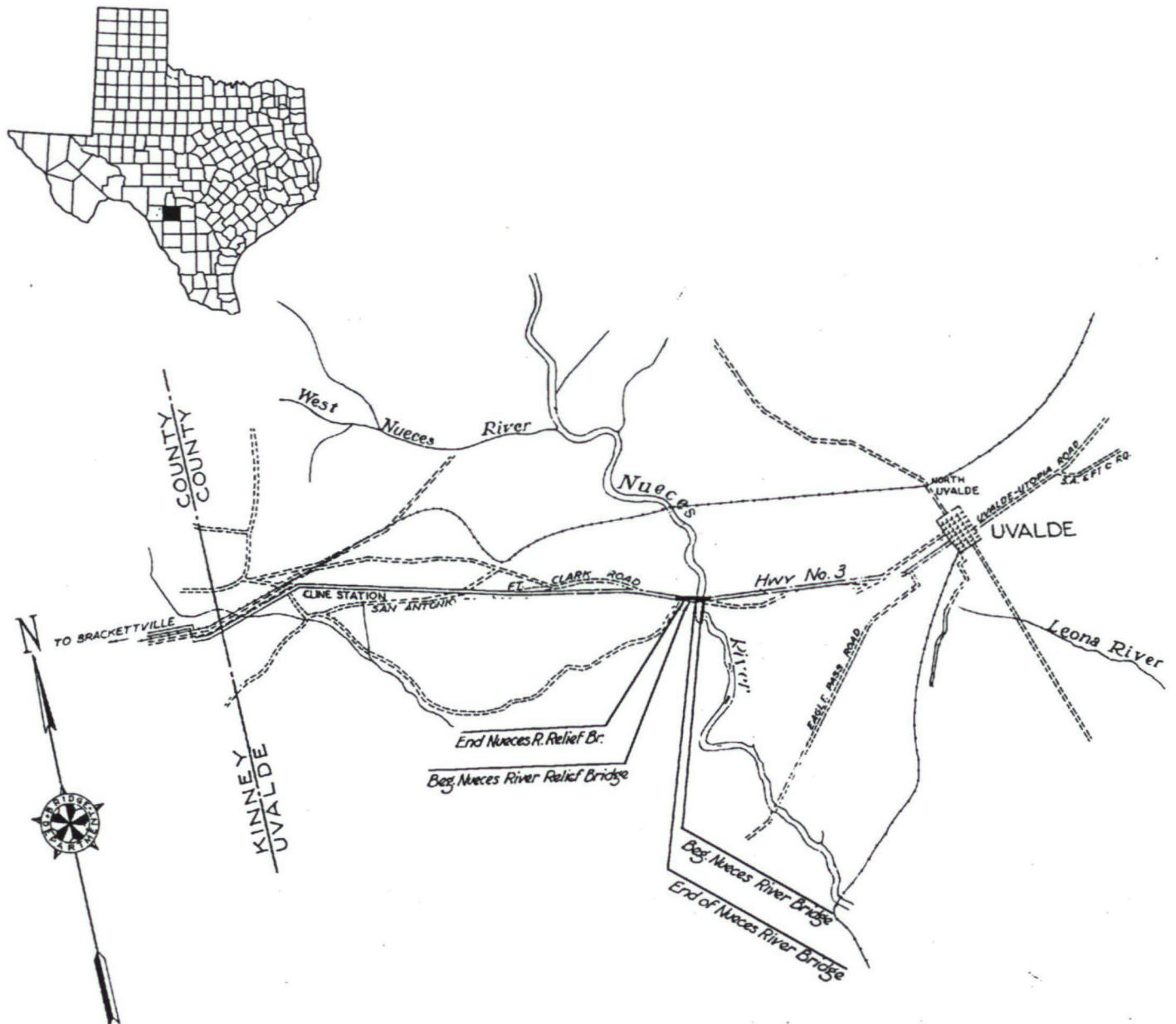
United States Department of the Interior  
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# National Register of Historic Places Continuation Sheet

Section number 7 Page 3

Historic Bridges of Texas  
State Highway 3 Bridge at the Nueces River  
Uvalde County, Texas

Figure 1. Map of SH 3 between Uvalde and the Kinney County line with the location of the Nueces River bridge and relief bridge as shown in the 1932 plans.





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National Park Service

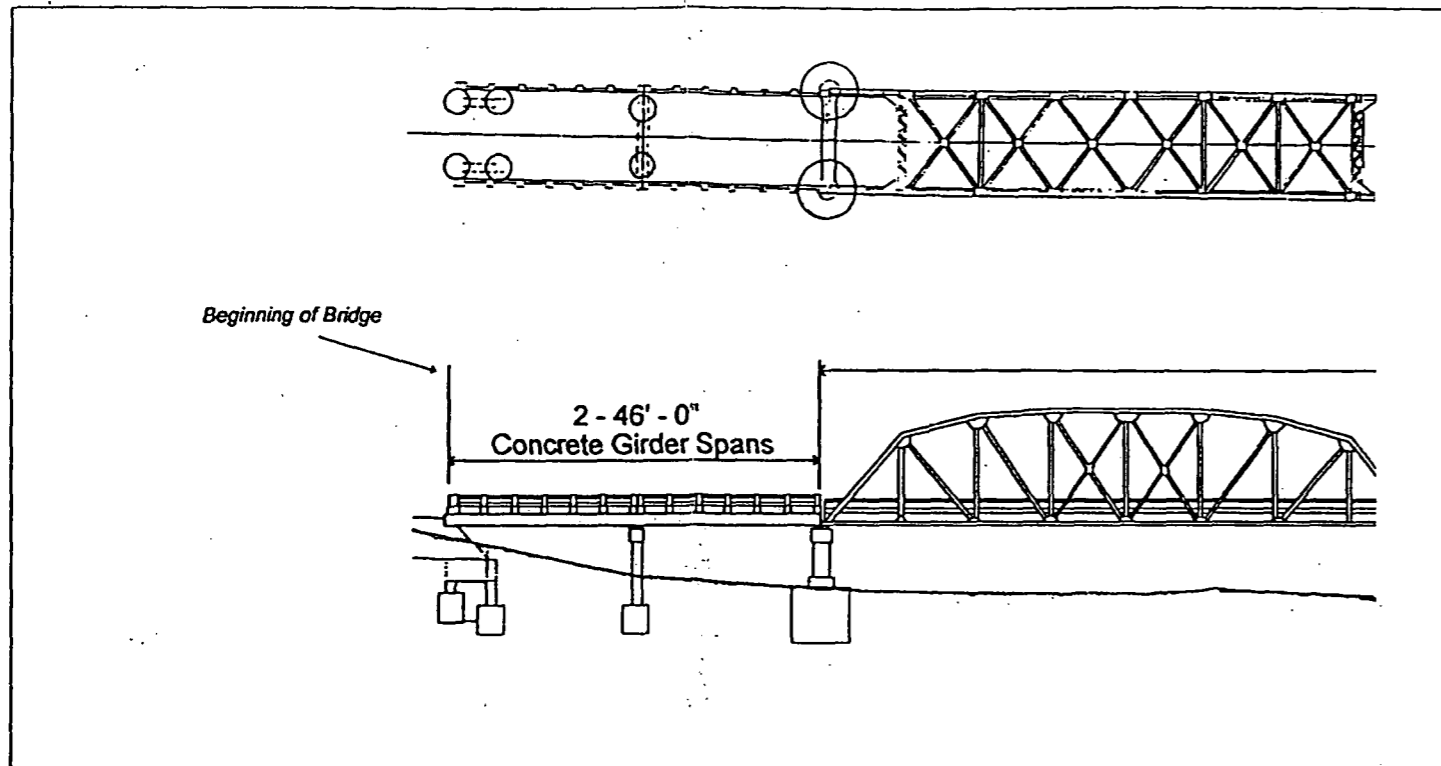
## National Register of Historic Places Continuation Sheet

Historic Bridges of Texas  
State Highway 3 Bridge at the Nueces River  
Uvalde County, Texas

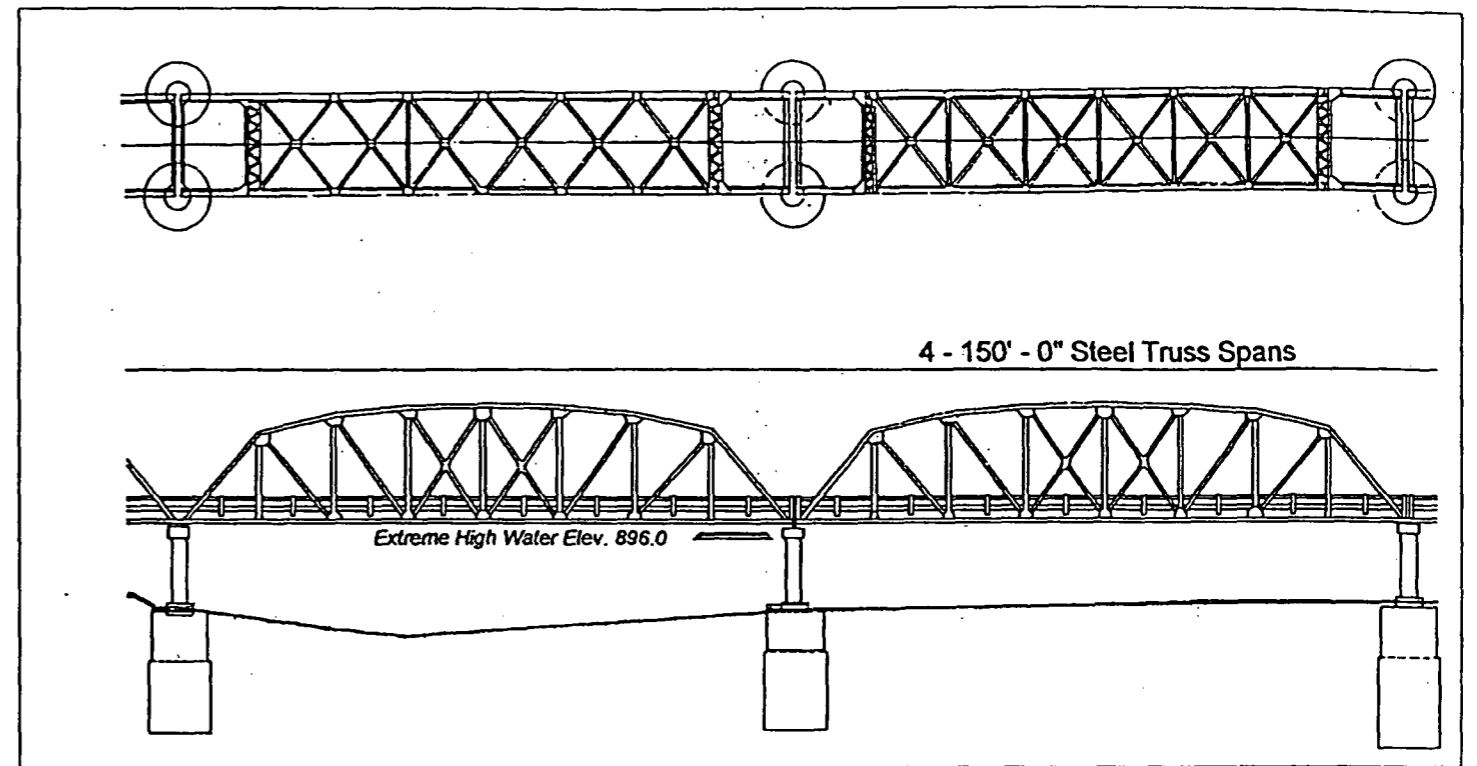
Section number 7 Page 4

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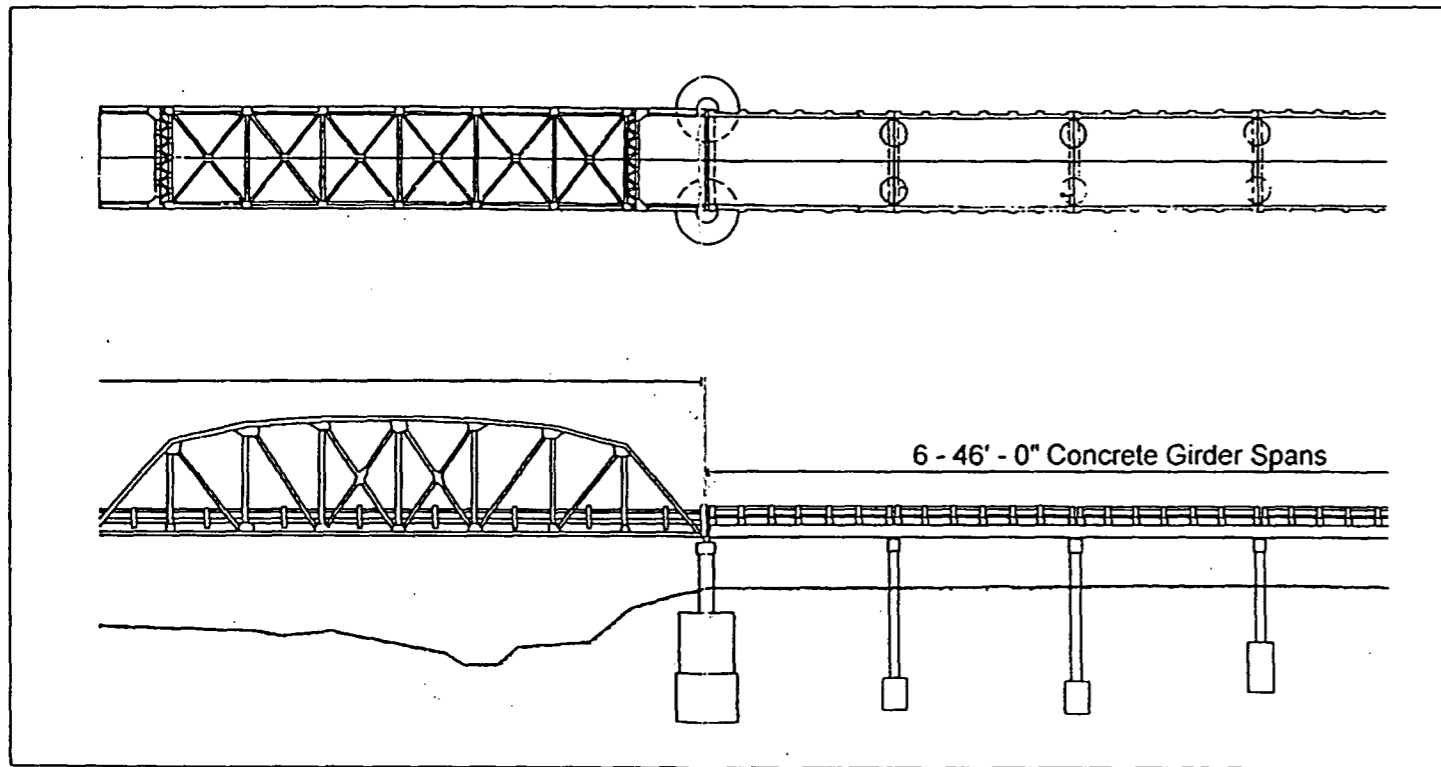
**Figure 2. Elevation of the State Highway 3 Bridge at the Nueces River as shown in the 1932 plans.**



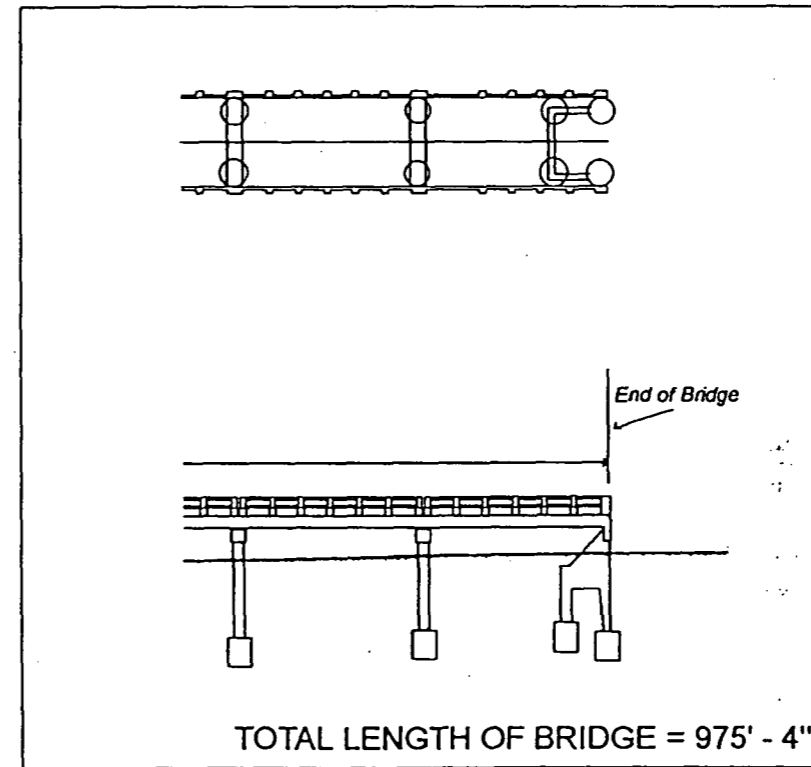
PLAN SHEET 1 OF 4



PLAN SHEET 2 OF 4



PLAN SHEET 3 OF 4



PLAN SHEET 4 OF 4

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**8. STATEMENT OF SIGNIFICANCE**

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**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:** Engineering

**PERIOD OF SIGNIFICANCE:** 1932-1933; 1935-1936

**SIGNIFICANT DATES:** 1932-1933; 1935-1936

**SIGNIFICANT PERSON:** N/A

**CULTURAL AFFILIATION:** N/A

**ARCHITECT/BUILDER:** Bridge Designer: Texas Highway Department  
Truss Fabricator: Petroleum Iron Works Co. of Beaumont, Texas  
Bridge Builder: Missouri Valley Bridge & Iron Co. of Leavenworth, Kansas  
and Petroleum Iron Works Co. of Beaumont, Texas

**NARRATIVE STATEMENT OF SIGNIFICANCE** (see continuation sheets 8-5 through 8-6)

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**9. MAJOR BIBLIOGRAPHIC REFERENCES**

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**BIBLIOGRAPHY** (see continuation sheet 9-7)

**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:



United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Historic Bridges of Texas  
State Highway 3 Bridge at the Nueces River  
Uvalde County, Texas

Section number 8 Page 5

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### Statement of Significance:

The State Highway 3 Bridge at the Nueces River was built from 1932 to 1933 and partially reconstructed from 1935 to 1936. With its four T22-150 Parker truss spans, the bridge is significant under Criterion C for embodying the defining characteristics of a THD truss bridge. As such, it meets National Register Criterion C in the area of Engineering at a state level of significance.

The Nueces River bridge and relief structure were built on SH 3 (now US 90). SH 3, also known as the Southern National Highway, linked Del Rio, San Antonio, Houston, Beaumont and Orange. By about 1930, the route was actually designated SH 3/US 90, and by 1938 the original SH 3 designation had been dropped.

The bridge and relief structure were built as part of a larger THD project to construct drainage structures and provide roadway grading, base course and asphalt surfacing on SH 3 between Uvalde and the Kinney County line. THD prepared the plans for the project and, because it was a federal aid project, the Bureau of Public Roads (BPR) reviewed and approved them. The THD resident engineer in Uvalde supervised the construction, which was inspected by engineers from both THD and BPR.

THD bridge engineers chose the T22-150 design for the truss span of the Nueces River bridge. The T22-150 is one of 25 different THD standard designs that the Bridge Division developed for Parker through truss spans; only 11 of these designs are represented by Texas bridges today. The T22-150 was designed about 1930. The Nueces River bridge is one of only four examples of this standard design surviving in Texas.

The Texas Highway Commission held bidding for the construction of the Nueces River bridge and associated drainage structures in July 1932. Two options were available to bidders: they could bid for the complete construction of the bridge and drainage structures or for just the erection of the steel superstructure on the main bridge. The Dallas branch of the Missouri Valley Bridge & Iron Company of Leavenworth, Kansas, submitted the lowest bid for the complete construction of all three structures. Its bid of about \$168,000, was more than 20 percent below THD's preliminary estimate. However, the Petroleum Iron Works Company of Beaumont, Texas, bid slightly lower on just the steel truss erection. In order to save \$1,359, the commission split up the job and awarded the Petroleum Iron Works Company the steel portion of the work, with the Missouri Valley Iron & Bridge Company winning the concrete portion of the contract. Due partially to a tight time frame for the completion of the structures, the Missouri Valley Iron & Bridge Company subcontracted part of the concrete construction to L.A. Turner of Fort Worth. THD required that only steel manufactured in the United States be used for the construction of these bridges, and encouraged the use of Texas labor and materials.

Work on the Nueces River bridge and two associated structures began on September 14, 1932, and was completed by June 6, 1933. Rainy weather in September and October and the subsequent rise in the water table resulted in construction delays and cost overruns. The total cost of the three structures came to about \$206,000.



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National Park Service

## National Register of Historic Places Continuation Sheet

Historic Bridges of Texas  
State Highway 3 Bridge at the Nueces River  
Uvalde County, Texas

Section number   8   Page   6  

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In July 1935, a disastrous flood swept down the Nueces River Valley washing out a steel truss span and two concrete girder approach spans on the east end of the bridge. The concrete girder relief structure was also damaged. THD immediately began planning for the reconstruction and repair of the truss bridge and relief structure and submitted a request for emergency relief highway funds to cover 50 percent of the cost. These funds were provided for under Section 3 of the Hayden-Cartwright Act of 1934. In addition to extending federal relief funding established under the National Industrial Recovery Act, the Hayden-Cartwright Act provided emergency funds for the repair or reconstruction of highways and bridges on the federal-aid system "which have been damaged or destroyed by floods, hurricanes, earthquakes or landslides. . . ." The Texas Highway Commission held bidding for the work in December and awarded the contract to Brown & Root, Inc., of Austin, which submitted the low bid of about \$67,000. Brown and Root subcontracted the fabrication of the steel truss to the Virginia Bridge & Iron Company of Roanoke, Virginia, and the erection of the truss to the Walter De Freres Construction Company of Dallas. The work on the two structures was performed from February 7 to July 9, 1936, and included the addition of an innovative abutment protection, called rip-rap, built up of concrete-filled cement sacks.

In 1973, THD responded to increasing traffic volumes on US 90 by constructing two pre-stressed concrete beam bridges north of the Nueces River bridge and relief structure to serve westbound traffic. The original structures were then converted into one-way bridges serving eastbound traffic; they currently provide a single lane in that direction. This configuration lightened the traffic burden on the truss bridge, allowing for its preservation in place. Although the construction of the companion structures has somewhat altered the setting of the truss bridge, as transportation facilities they are compatible with the use of the original bridge and therefore do not significantly compromise its integrity.

**10. GEOGRAPHICAL DATA**

**ACREAGE OF PROPERTY:** less than one acre

UTM REFERENCES	Zone	Easting	Northing	Zone	Easting	Northing
1	14	412330	3230930	3	—	—
2	—	—	—	4	—	—

(— see continuation sheet)

**VERBAL BOUNDARY DESCRIPTION** (see continuation sheet 10-7)

**BOUNDARY JUSTIFICATION** (see continuation sheet 10-7)

**11. FORM PREPARED BY**

<b>NAME/TITLE:</b>	text by Regina A. Lauderdale graphics by Pat St. George	
<b>ORGANIZATION:</b>	Texas Historical Commission/ Texas Department of Transportation	<b>DATE:</b> September 1996
<b>STREET &amp; NUMBER:</b>	Texas Historical Commission P.O. Box 12276	<b>TELEPHONE:</b> 512/463-6094
<b>CITY OR TOWN:</b>	Austin <b>STATE:</b> TX	<b>ZIP CODE:</b> 78711

**ADDITIONAL DOCUMENTATION**

**CONTINUATION SHEETS**

**MAPS**

**PHOTOGRAPHS**

**ADDITIONAL ITEMS**

**PROPERTY OWNER**

<b>NAME</b> Texas Department of Transportation	
<b>STREET &amp; NUMBER</b> 125 East 11th Street	<b>TELEPHONE</b> 512/416-2606
<b>CITY OR TOWN</b> Austin <b>STATE</b> TX	<b>ZIP CODE</b> 78701



United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Historic Bridges of Texas  
State Highway 3 Bridge at the Nueces River  
Uvalde County, Texas

Section number 9, 10 Page 7

### Bibliography:

Texas Highway Department. *General Information on Texas Highways*. Austin: Von Boeckmann-Jones, 1919.

Texas Highway Department. Plans of Proposed State Highway Improvement. Control-Section-Job No. 0023-05-004, located at TxDOT headquarters in Austin.

Texas Highway Department. Plans of Proposed State Highway Improvement. Control-Section-Job No. 0023-05-006, located at TxDOT headquarters in Austin.

Texas Highway Department. Project Correspondence Files. Control-Section-Job No. 0023-05-004, located at TxDOT headquarters in Austin.

Texas Highway Department. Project Correspondence Files. Control-Section-Job No. 0023-05-006, located at TxDOT headquarters in Austin.

### Verbal Boundary Description:

The discontinuous boundaries define two distinct areas. The first area (corresponding to the UTM coordinate listed in Section 10) encompasses the complete structure, State Highway 3 Bridge at the Nueces River, including the approach spans and concrete railing. The second area encompasses the associated relief structure 0.1 mile west of the main bridge's west end. The ground upon which these structures stand is included within the appropriate area. The roadway connecting these structures is excluded from the boundaries.

### Boundary Justification:

The boundary includes all components historically associated with the property. The roadway between the structures has been excluded from the boundaries because it does not contribute to the significance of the property. Additionally, the roadway lacks integrity of design, materials, workmanship and feeling.



UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY State Highway 3 Bridge at the Nueces River  
NAME:

MULTIPLE Historic Bridges of Texas MPS  
NAME:

STATE & COUNTY: TEXAS, Uvalde

DATE RECEIVED: 9/09/96 DATE OF PENDING LIST: 9/24/96  
DATE OF 16TH DAY: 10/10/96 DATE OF 45TH DAY: 10/24/96  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 96001108

NOMINATOR: STATE

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 \_\_\_\_\_ DATE

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA \_\_\_\_\_

REVIEWER \_\_\_\_\_ DISCIPLINE \_\_\_\_\_

TELEPHONE \_\_\_\_\_ DATE \_\_\_\_\_

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



CLEARANCE 16 FT 0 IN





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SITE NO. UVO023-05-038  
SH 3 BRIDGE AT NUECES RIVER  
HISTORIC BRIDGES OF TEXAS  
LUALDE CO., TEXAS  
PHOTOGRAPH 1 OF 4





SITE NO. UVO023-05-038  
SH 3 BRIDGE AT NUECES RIVER  
HISTORIC BRIDGES OF TEXAS  
UVALDE CO., TEXAS  
PHOTOGRAPH 2 OF 4





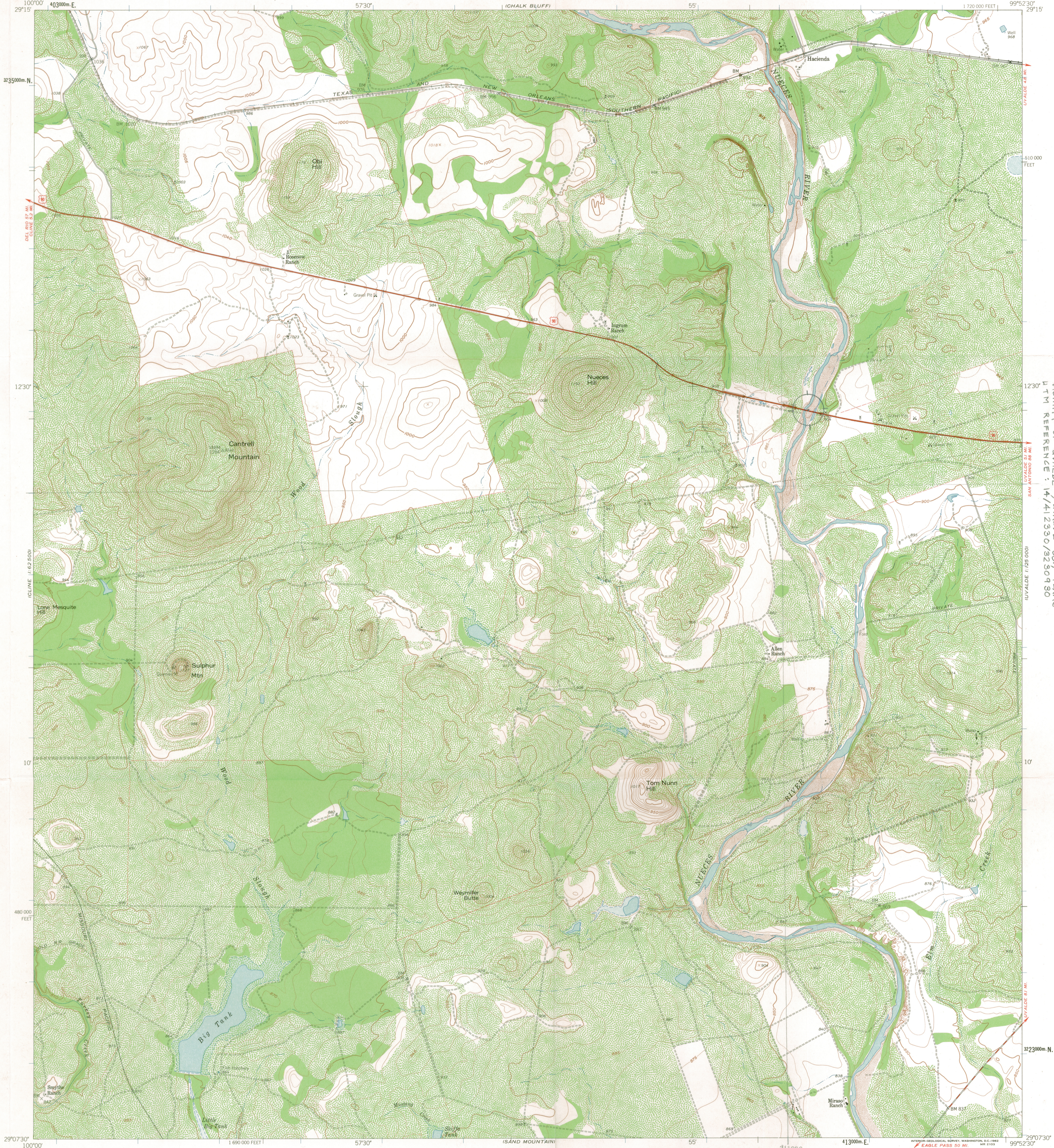
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SH 3 BRIDGE AT NUECES RIVER  
HISTORIC BRIDGES OF TEXAS  
UVALDE CO., TEXAS  
PHOTOGRAPH 3 OF 4





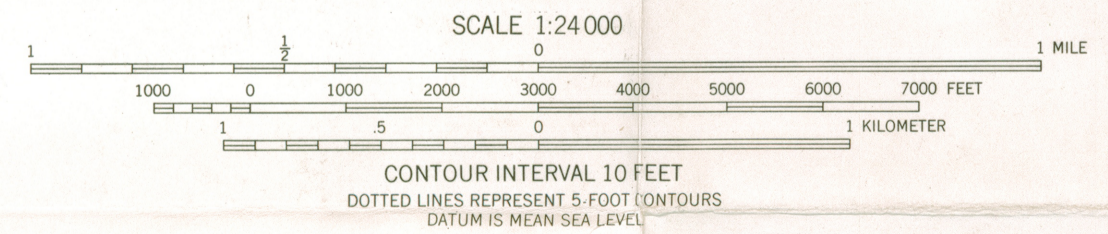
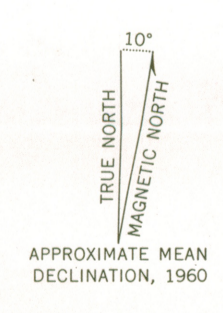
SITE NO. UVO023-05-038  
SH 3 BRIDGE AT NUECES RIVER  
RELIEF STRUCTURE  
HISTORIC BRIDGES OF TEXAS  
UVALDE CO., TEXAS  
PHOTOGRAPH 4 OF 4





HISTORIC BRIDGES OF TEXAS  
543 BRIDGE AT NUECES RIVER  
VICINITY OF UVALDE / UVALDE CO., TEXAS  
UTM REFERENCE : 14/412330/3230980  
SITE NO: WVD023-05-038

Mapped, edited, and published by the Geological Survey  
Control by USGS and USC&GS  
Topography by photogrammetric methods from aerial  
photographs taken 1958. Field checked 1960  
Polyconic projection. 1927 North American datum  
10,000-foot grid based on Texas coordinate system,  
south central zone  
1000-meter Universal Transverse Mercator grid ticks,  
zone 14, shown in blue  
Fine red dashed lines indicate selected fence and field lines  
where generally visible on aerial photographs  
This information is unchecked



ROAD CLASSIFICATION

Heavy-duty	Light-duty
Medium-duty	Unimproved dirt
U.S. Route	



THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER 25, COLORADO OR WASHINGTON 25, D.C.  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

2999-223 HACIENDA, TEX.  
N2907.5-W9952.5/7.5  
1960