
Bridge NRHP Eligibility Report

Structure ID: 022200ZR5050001 **Disposition:** In Service **Year Built:** 1931 **Year Rcnst:** 0000

District:	Fort Worth	Span Type:	Continuous
County:	Tarrant	Roadway Type:	Deck
Location:	0.1 MI N IH 30 E IH 35	Member Type:	Plate Girder, Var. Depth - Multi
Facility Carried:	RIVERSIDE DRIVE SB	Main Span Length:	0096
Feature Crossed:	W FORK TRINITY RIVER	Structure Length:	000292
NRHP Det. Date:	08/31/1999	Evaluator:	John W. Murphey

Historical Significance: 2 NR Eligible

NRHP Eligibility Determination Statement:

This bridge, historically known as the Frey Avenue Bridge, crosses the West Fork of the Trinity River, in the southeast section of Fort Worth. The 292' long bridge consists of combination of steel plate girder and reinforced concrete girder spans resting on reinforced concrete supports. The bridge has an overall width of 45', which includes a 40' wide concrete roadway. The bridge railing is composed of a special open rail design featuring concrete panels with pointed arch openings. The intermediate rail posts and end pedestals are incised with the same pointed arch form. The existing bridge carries two lanes of southbound traffic of Riverside Drive, and is situated west of a more recent steel structure carrying the northbound traffic of the same road. - Tarrant County built this bridge in ca. 1946 after a plan by bridge engineer F.D. Hughes, who designed the Belknap Street Viaduct and a number of the Trinity River bridges in Fort Worth. To create this crossing, Hughes utilized three spans of variable depth, steel plate girders over the main channel of the river. Each span was made of five girders spliced together and strengthened with lateral bracing. The concrete floor slabs were placed directly on top of the girders. These spans were erected over three-column reinforced concrete piers arranged at a skew. A short span of variable depth, reinforced concrete girder was utilized at each end of the bridge for the approaches. - The Frey Avenue Bridge is significant for its type and as a work of noted Texas bridge engineer, F.D. Hughes. The bridge is one of only a few known examples of a fabricated steel multi-girder in the state, and has retained its integrity of design, materials, workmanship, and sufficient integrity of location, setting, feeling, and association. The bridge meets National Register eligibility under Criterion C, Engineering, at the state level of significance.