



Texas Department of Transportation

DEWITT C. GREER STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • (512) 463-8585

November 3, 2009

Ms. Adrienne Campbell
History Division
Texas Historical Commission
P. O. Box 12276
Austin, TX 78711



SECTION 106: IDENTIFICATION OF HISTORIC PROPERTIES AND DETERMINATION OF EFFECTS

Tom Green County
CSJ: 0907-24-028
Lone Wolf Bridge (Irving Street) at S. Concho River

Dear Ms. Campbell:

In accordance with the Programmatic Agreement (PA) among TxDOT, FHWA, the Advisory Council on Historic Preservation and the THC, this letter initiates Section 106 consultation for the proposed undertaking. We hereby begin coordination on the results of a historic structure survey of the project area to identify properties potentially eligible for listing in the National Register of Historic Places (NRHP), and to determine the effects on eligible and listed properties.

PROJECT DESCRIPTION:

The federally assisted undertaking will rehabilitate and convert to pedestrian traffic the historic Pratt through metal truss bridge at the Concho River in Tom Green County, Texas. As part of this project, the street approaching the bridge will be closed to vehicular traffic in order to link the structure to an existing hike and bike trail along the river.

SURVEY FINDINGS:

Two historic-age properties were identified in the area of potential effects, which for this project was determined to be 150 ft. from the right-of-way (see attached photos):

LRK Electric Building, NE corner Metcalfe St. and Avenue K, c. 1950, 2-story, modernistic office building, with metal awning windows and prominent entry pylon.

Lone Wolf Bridge, 1921, 151-foot-long Pratt through metal truss with 14 Tee beam approach spans (NBI # 07-226-0-B003-15-031).

THE TEXAS PLAN

REDUCE CONGESTION • ENHANCE SAFETY • EXPAND ECONOMIC OPPORTUNITY • IMPROVE AIR QUALITY
PRESERVE THE VALUE OF TRANSPORTATION ASSETS

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The bridge was determined **eligible** to the NRHP in the Statewide Inventory of Metal Truss Structures jointly conducted by TxDOT and THC in 1995. TxDOT historians determine LRK Electric as **not eligible** to the NRHP due to substantive alterations including covering of its brick exterior with stucco, and the addition of new c. 1970 window openings superimposed along its front and side elevations.

PROPOSED SCOPE OF WORK:

The historic Lone Wolf Bridge was replaced with a new structure in the 1980s. Since that time, it has been TxDOT's intention to close it to vehicular traffic and to convert it to a pedestrian crossing point. As you were briefed in our meeting of August 26, 2009 and in various e-mail exchanges, the planned scope of work is as follows (see attached plans):

Replacement of outside concrete girders:

These are in need of replacement due to severe spalling caused by insufficient concrete coverage. They will be recast according to their original configuration. Replacement is a preferred option to patching, as large-scale concrete repairs tend to fail even when performed with excellent craftsmanship. Replacement is also better for the structure's long term preservation, as this may be the only instance in the foreseeable future that the structure has an opportunity for substantive repairs.

Steel Member Repairs:

These will be repaired with bolts of the same diameter.

Marker Repairs:

The historical bridge markers will be cleaned and painted.

Rail Replacement:

The concrete rail that was altered in the 1940s will be removed and replaced with the Type K rail that was originally installed at the bridge approaches.

Pedestrian Walkway:

The 1930s walkway will be removed and its handrail repaired and retained for re-use in the truss portion of the bridge.

Paint:

Although the current paint is in fair condition, alternate bids will be issued for the metal structure. Alternate # 1 calls for spot cleaning and painting, while Alternate #2 prescribes cleaning and painting the entire structure. Please note that due to budgetary constraints, neither alternate may be affordable for the project. Still, there will be spot painting where truss repairs are necessary. The paint color will be the standard TxDOT white, which was used for the Llano Bridge.

Lighting:

We attach cut sheets with two alternates for lighting the bridge. The fixture for both the truss and approach sections is to be Lumec DMS50-SCB or Kim Lighting RA 17. In the approach segment, only on its south side, the fixtures will be mounted on poles with upswing arms and simple bases specified by either Kim or Lumec, as shown in the cut sheets. The fixtures in the truss will be clamped, as opposed to requiring perforation of the structure. In the segment where the project extends to the street, standard 40-foot poles will be mounted with TxDOT cobra-type fixtures.

Sewer Line:

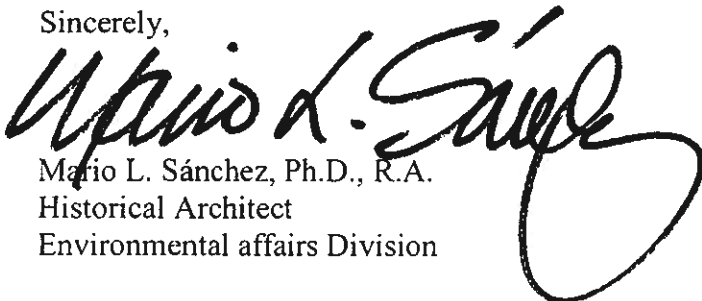
The existing sewer line attached to the outside of the bridge will be relocated to the north side of the structure *within* the deck area. As discussed in our meeting, the 12" line will be boxed in and, at one point, it will have a pressure relieve valve that stands not taller than rail height. One plan sheet is specifically devoted to the design of the sewer line. As the boxed sewer line requires a curb height of 1'-5," this necessitates a rail height higher than the current one. In order to avoid having different rail heights, the rail at both sides will be installed at the same height.

DETERMINATION OF EFFECTS

In essence, the Lone Wolf Bridge will be brought back to its 1921 appearance, except for the pipe modification. Although visible, it will not be intrusive as there is ample space within the deck to install the line, which is required by the City of San Angelo. The fact that the line and metal walkway will be removed for the structure's side will ensure a clean look for the historic bridge from the river banks. New concrete rails to be installed will match the original Type K rail that was severed in the 1940s to one horizontal rail member. New lighting, similar to that used in the Llano Bridge project, is also not intrusive, but will visually complement with the structure. The replacement of the outside girders will be executed per their original dimensions, thus maintaining the same structural profile as the historic. As a result, we determine the proposed rehabilitation work will have **no adverse effect** to the Lone Wolf Bridge.

Please acknowledge your concurrence with these determinations of eligibility and effects by returning a signed copy of this letter to our office within 20 days. If you have any questions or comments regarding this project, please contact me at 416-2770.

Sincerely,



Mario L. Sánchez, Ph.D., R.A.
Historical Architect
Environmental affairs Division

Attachments

CONCUR: NO ADVERSE EFFECT TO HISTORIC PROPERTIES

(Lone Wolf Bridge CSJ: 0907-24-028)

NAME:

Carol U. Cary
State Historic Preservation Officer

for Mark Wolfe

DATE:

11-17-09