



Grace Nino &lt;gracenino@cityofkyle.com&gt;

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**Re: low water crossing in Kyle**

2 messages

**Lanny Lambert** <l.lambert@cityofkyle.com>

Wed, Oct 16, 2013 at 9:42 AM

To: Harper Wilder &lt;hwilder@cityofkyle.com&gt;, JAMES EARP &lt;jrearp@cityofkyle.com&gt;, Jerry Hendrix &lt;jhendrix@cityofkyle.com&gt;, MARIO PEREZ &lt;mperez@cityofkyle.com&gt;, GRACE NINO &lt;gracenino@cityofkyle.com&gt;

Don't touch anything on the Bridge until you get an engineering report identifying the problem and recommending a solution....Also, because of the historical nature of the Bridge, let's take it to Council for consideration and review before work begins... Grace, in the Friday letter, thanks, lan

On Tue, Oct 15, 2013 at 2:38 PM, Harper Wilder <hwilder@cityofkyle.com> wrote:

----- Forwarded message -----

From: **Harper Wilder** <hwilder@cityofkyle.com>

Date: Tue, Oct 15, 2013 at 2:32 PM

Subject: Re: low water crossing in Kyle

To: Janie Tobias <jtobias@cityofkyle.com>

Hello, this is Harper Wilder, Public Works Director for the City of Kyle. There were two existing large asphalt patches on the east side of the crossing. During this weekend's rain event, our staff witnessed water steadily coming up out of these patched areas. In order to ascertain the structural stability of this crossing and to prevent a possible roadway collapse, we dug up the existing patches and witnessed that undermining was indeed occurring. The two sites were dug alongside what we believe to be the original concrete portion of the crossing (not visible in these pictures). We did not disturb the original concrete portion. I have left several messages with Tx Dot Bridge Inspection Department and also spoke with Ms. Linda Henderson of the Texas Historical Commission. I am attempting to make contact with a representative of each of these entities and see if they can meet me at the site perhaps and come up with a plan for repair. I have attached some photos of the crossing for your review. Prior to these photos, the water was well above the roadway during the rain event.

On Tue, Oct 15, 2013 at 1:24 PM, Renee Benn <Renee.Benn@txdot.gov> wrote:

If it is the crossing (not a bridge) on the map attached, it is eligible under Criterion A as contributing to the Post Road segment D in the city of Kyle. (see attached letter). Any federal permits (Army Corps of engineer) or funds require review by THC. If this is just a city funded emergency repair job, no coordination with THC or TxDOT is required. Would hate to lose the date stamped part, hope it didn't wash out. I know several people who would like it if it cannot be salvaged.

--Renee

Lead Historian, Urban Districts

Cultural Resources Management Section

Environmental Affairs Division

Texas Department of Transportation

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Austin TX 78701

512 416 2611

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**From:** Leslie Wolfenden [mailto:[Leslie.Wolfenden@thc.state.tx.us](mailto:Leslie.Wolfenden@thc.state.tx.us)]

**Sent:** Tuesday, October 15, 2013 12:53 PM

**To:** [hwilder@cityofkyle.com](mailto:hwilder@cityofkyle.com)

**Cc:** Renee Benn

**Subject:** low water crossing in Kyle

Hi Harper,

From your description, the low water crossing is the one at the north end of Kyle on Burleson Road over Plum Creek. According to you, the crossing was damaged in the recent flooding. I have included Renee Benn of TxDOT ENV on this email. It would be helpful to send us some photos showing the damage.

In regards of repairing the damage done to the bridge, if there are any federal undertakings (funds, licenses, permits, etc.) then there needs to be a review before any work is done. It may also need review by the Texas Historical Commission for the State Antiquities Code. Renee, please correct me on that if I'm wrong.

This low water crossing was determined eligible for the National Register during survey work (report: Historic Resources Survey Report IH-35 Frontage Road from FM 1626 to Yarrington Road, Kyle CSJ 0016-02-114, July 2009).

From the report:

### **#001, Old Austin to San Antonio Post Road**

Knight & Associates' Old Austin to San Antonio Post Road documentation recommended a fourteen-mile stretch of the original 71-mile roadway as eligible for listing in the NRHP under Criterion A at the state level of significance. According to the Knight report, the post road is significant "as the first and

only „post road“ built in Texas, the longest post road completed in the country, and as the first road in the state to be constructed under a cooperative plan with participation from the counties, state and federal governments, and with federal aid” (Knight 2006). The road retains integrity of location, design, setting, workmanship, feeling, and association. The integrity of materials has been diminished due to the change in surface material. The document concludes that the portion of the Old Post Road that was part of the original (1915) right-of-way acquisition as well as that which was part of the original design are eligible for listing in the NRHP under Criterion A. For this project, TxDOT assumes all segments of the Old Post Road are **eligible** under Criterion A at the state level of significance, except for the segment from

the IH 35 northbound frontage road at RM 150 to CR 140/Old Post Road corner, a distance of approximately 0.92 miles. This segment was determined by TxDOT historians in July 2009 as **not eligible** for NRHP listing under any criteria due to its loss of integrity resulting from a 2005 widening project. Within the project APE, the Old Austin to San Antonio Post Road intersects with the IH 35 frontage roads at the following roadways:

- North Burleson St (west side of IH 35)
- East South St (west side)
- RM 150 (east side; partial segment determined not eligible from IH 35 frontage road to CR 140)
- East Post Rd (east side)
- West Post Road (west side)

### **#002, Low-water crossing over Plum Creek at North Burleson Road**

This low-water crossing dates to 1915 when the Austin to San Antonio Post Road was built. According to a thesis report, there were only four low-water bridges along the entire 71 miles (Pevehouse 1930: 41). The crossing is date-stamped with “1915 no. 47” on the upstream-side curb. Both sides of the crossing are demarcated with dentated sills, which serve the dual purpose of traffic guides and water force dissipaters. A dentated sill is defined as “a notched sill to break the force of a stream and reduce scour” or erosion (Scott 1984). The dentated sills are comprised of concrete sills with square holes at regular intervals. The tooth-like blocks that rise above the sill are individual concrete members that fit into the square holes of the sill. Some of these blocks have been knocked out of their holes, but the majority of them remain intact and in place. Plum Creek flows underneath via a box culvert. As previously mentioned in this report, the post road is significant “as the first and only “post road” built in Texas, the longest post road completed in the country, and as the first road in the state to be constructed under a cooperative plan with participation from the counties, state and federal governments, and with federal aid” (Knight 2006). As the low-water crossing dates from the time of the road’s construction and remains relatively intact, the crossing is a contributing element of the Old Austin to San Antonio Post Road. It retains integrity of location, design, setting, workmanship, feeling, and association. The integrity of materials has decreased due to the change in surface material. It is recommended

**eligible** for listing in the NRHP under Criterion A at the state level of significance as a contributing

element of the larger property.

Thanks for contacting me regarding this matter.

Sincerely,

**Leslie Wolfenden**

Historic Resources Survey Coordinator

History Programs Division

Texas Historical Commission

PO Box 12276

Austin, Texas 78711-2276

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***Harper Wilder***

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## ***Harper Wilder***

**Public Works Director**

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**Harper Wilder** <[hwilder@cityofkyle.com](mailto:hwilder@cityofkyle.com)>

Wed, Oct 16, 2013 at 12:13 PM

To: Lanny Lambert <[l.lambert@cityofkyle.com](mailto:l.lambert@cityofkyle.com)>

Cc: JAMES EARP <[jrearp@cityofkyle.com](mailto:jrearp@cityofkyle.com)>, Jerry Hendrix <[jhendrix@cityofkyle.com](mailto:jhendrix@cityofkyle.com)>, MARIO PEREZ <[mperez@cityofkyle.com](mailto:mperez@cityofkyle.com)>, GRACE NINO <[gracenino@cityofkyle.com](mailto:gracenino@cityofkyle.com)>

Yes sir. I just want to make you aware though, that I have spoken with the Historic Commission and they advised that as long as we are not requesting any money or reimbursement, then as a City we can complete the repairs ourselves (without going through the "red tape" involved with the Historic aspects). I also spoke with a TxDot Bridge Inspector this morning by phone. He reviewed the pictures of the site and the damage. His advice for repairs was along the same lines as what I had previously done to repair the Kelly Smith Ln. crossing. He stated that we should completely clean out all of the underlying debris, insert aggregate of some sorts (bull rock) and then use flowable fill concrete to seal up all cracks and openings. This is the exact same thing that I did to Kelly Smith Ln. I advised that I wished to wait until the water receded in order to perform the work properly. He agreed and said that he would not attempt it until the water had vacated the area as well. The only drawback to

10/18/13

City of Kyle Mail - Re: low water crossing in Kyle

this is that the low water crossing at Burleson will have to remain closed until this work is capable of completing.  
Upon hearing this information, is it still your wish to get an engineer review done, prior to any work?

[Quoted text hidden]