# Drive East TX 80

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*We define East Texas here as being from the Louisiana state line to downtown Dallas.*
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Texas.  Huge, and the U.S. 80 corridor was the convergence of many of the early 'named' trails such as the Bankhead Highway, the Broadway of America, the Dixie Overland Trail and the Old Spanish Trail.  Which of these myriad county and state roads are a portion of these historical roads and which are just that- an old road?  Well after years of research, correspondence with TXDOT, libraries, museums and like-minded roadie friends, I feel I now have a pretty good grasp of  the alignments of most of these historical roads throughout Texas and am sharing this hard-fought knowledge with you, the inquisitive roadie. I hope you enjoy this effort and that this information may lead you to get out there and do some exploring of your own.

## My primary resources:
-Printouts from 1938/1948/1958 maps from our friends over at houstonfreeways.com *(look in the old historical Texas Freeways section at the bottom).*
-1924/1930/1934/1936-1940/1961 maps from our great friends and resources over at the Texas State Library Archives.
-1930 TXDOT Highway Division maps.
-1934 'Paul's Sectional Maps of Texas'.
-A circa 1928-29 Southern California Auto Club strip map copy of mid-central Texas.
-A 1927 Auto Blue Book!  My main resource if a conflict regarding original 80 arises...
-Numerous Auto Club of Southern California (ACSC) strip maps, multiple gasoline maps, etc.
-And most importantly, multiple 'as-built' records I've been acquiring from the various TXDOT district offices.

And of course, mucho actual road work in the field.

Also note that as the interstates were being constructed, the Highway 80 designation was often transferred to the new stretch of 4-lane road for a short time until the interstate was commissioned in the area.  As this routing would not differ from today's interstate, I have elected not to include it.  There usually is little of any interest on these stretches unless they exactly overlaid an earlier routing.

I will use the following nomenclature whenever possible:

- ✹ **Newer 80**-Later than 1940.  From what I can see in the maps, there was very little significant re-routings from this point on except for the gradual de-commissioning of the highways due to the expanding interstate systems.  Generally used for the last pre-interstate era routing of the road.
- ✹ **Older 80**-Known or extremely probable earlier alignments that pre-date 'Newer 80' through a given area.  Includes alignments that existed on the 1936-40 and later maps but where bypassed sometime before the interstates came along.   Also includes most obvious early 80 alignments through cities/towns if a routing change date cannot be determined.
- ✹ **Historic 80**-Alignments that are proven to have existed or 'probably' existed as depicted on my 1930-34 maps but were bypassed by 1936-1940.   Includes a couple of unverified but very *possible/probable* early routings.

**Note:** This 1930/34 vs. 1936 cut-off date between '**Older**' 80 and '**Historic**' 80 is

completely arbitrary on my part and is used because:
A) It comes from maps I possess and thus have access to for detailed study &
B) It appears as if the majority of early bypassing activity occurred during this period.

- ☸ **Original 80 / Possible 80**-Verified alignments that existed at the birth of the U.S. Highway system in 11/1926 '26-'27, and are depicted on the circa 1928-29 auto club strip map but had been bypassed by even the 1930/1934 map issuances.  Note, many of the roads described in this column cannot be driven today to to fences, gates and or roadbed that no longer exists.
- ☸ -roads that due to their general routing, nomenclature, proximity to current roads and/or other clues, '*could*' be an earlier incarnation of 80, but remain unverified.

- ☸ >>> indicates a related note in the far right 'Notes' column.

  **Note:** If I do not indicate an **'Older'** or '**Newer**' routing through any given area, it generally means that I have no evidence that the newer80 routing differs in any way from the historical routing and therefore just overlaid the old road.

The following table is constructed so that you can follow each alignment as they diverge and re-converge.  I hope you find this format useful, and of course, if there are any errors or someone can provide roadside details, I'll gladly incorporate those changes into these notes.  Happy road hunting!

Jeff in Tucson

| Newer 80 | Older 80 | Historic 80 | Possible 80 | Notes/Comments |
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| 2-lane U.S. 80 from the Louisiana state line to Waskom. | | | | This section of road was originally known as **State Highway 15**. |
| -U.S. 80 through Waskom.  -Becomes I-20 north frontage to exit 628. -Veer right to follow newer 80 away from I-20 and on into Jasper Heights & Marshall. | | -Waskom Ave. thru town to TX 134. >>> -TX 134 north thru Jonesville to TX 1998 west. -TX 1998 thru Scottsville to rejoin U.S. 80 at Jasper Heights. | | -Today, Waskom Ave is a small asphalt ribbon-without early maps, this old road could easily be overlooked! -The later Texas alignment SW to I-20 and then later 80 into Jasper Heights / Marshall on the S-side of the RR tracks has been a road shown on the TXDOT maps sine the Teens.  But never 80 until the mid-Thirties re-alignment. -Note the old 90 degree turn in Jonesville. -Note about 250 yards in on1998, a small zigzag segment of old 1919 roadbed is bypassed (L).  Still easily seen via satellite imagery. -The 1937 map shows the historic routing being bypassed.  1940 county map clearly shows it being bypassed.  Because of this long time span since its decommission, the old road has been re-built and repaved several times.  No vintage culverts/bridges remain. |

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| Becomes a 4-lane as you approach Jasper Heights and Marshall.<br><br>U.S. 80 in Jasper Heights through Marshall. | | -E. Houston St. thru Marshall. Becomes W. Houston St and TX 3379. Rejoining U.S. 80 west end of town.<br><br>-Just on the other side of 4-lane 80, small cut off loop, CR3814. >>><br><br>-Take CR968 off to the SE. Just immediately past the Old Grover cemetery, look for old 80 to turn hard right into the trees and onto private property. | | 1940 County map clearly shows this city stretch being bypassed.<br><br><br>-CR3814, the "Old Longview Rd", becomes private property in just 150 feet or so.  Where the curve would have rejoined at the south end, the old roadbed has been removed. |
| | | -See notes >>><br><br>-2.5 miles west of CR 968, short .5 long cut off loop on south side.<br>-Then just  a 1/2 mile further, another .4 mile long cut-off loop also on the south side. >>><br><br>-Then look for CR3810 on the north side-a great 1.5 mile trek.  >>><br><br>Per 1919 TXDOT plans, | | Between Potters Creek and Cold Water Creek, 1940 county maps clearly show an old cut- off curve on the north side, but no evidence remains today. |

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| 2-lane U.S. 80 to Hallsville. | | as the short segment of CR3810 begins to swing back to the SW, watch for Young Rd to veer NW, then west at the junction. Follow all the way past CR450 (becomes Cal Young Rd). Follow to Mt. Pleasant Rd and rejoin 80. Immediately wets on the left, watch Etheredge Rd to veer off. Undriveable today due to private property, the 1919 road rejoined 80 at the junction of Mason Springs Church Rd | | Cut-off loops are private property.<br><br>Road will dead end. A short hike will lead you to a great vintage old iron bridge. Very picturesque. May be also accessed from the west end where this curve rejoined newer 80. |
| 4-lane U.S. 80 west thru Lansing to Longview. >>> | | | | It appears as if the east bound lanes are old 80. |
| 4-lane U.S. 80 past White Oak to Clarksville City. | West end of Longview, look for 'Old Highway 80' to the north of the current road (just past Silver Falls Rd.). Will rejoin & cross U.S. 80 on curving Pelphrey Rd to the south side to rejoin at Clarksville | | | -This stretch of older 80 shows as being bypassed on my 1939 county map.<br><br>-Look for Pelphrey immediately west of Lake Devernia. |

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| | City. >>> | | | |
| U.S. 80 to Gladewater. | W. Old Highway 80 west out of Clarksville City to just east of Gladewater. | | Is Pacific Ave by the RR tracks old 80? | |
| U.S. 80 to Big Sandy. | | -Hwy 271 north out to W. Gay, then W. Gay out of Gladewater. -W. Gay ties into White Oak, then Grove St. just east of Big Sandy, -South on Tyler to rejoin newer 80. | | Again, it appears as if this stretch was bypassed by the 1937 map. Verified bypassed by a 1939 county map. |
| U.S. 80 to Hawkins. | | -From Big Sandy, take Tyler St. (TX 155) north to FM 2911 -2911 west to just past the county line. -FM 2659 back south to U.S. 80. -80 west to Hawkins. | | -This FM2911 route had been bypassed by the 1934 map issuance. This segment is a nice rural drive, but I guess by being bypassed so early, the roadbed has since been re-built and has no real vintage buildings/culverts/bridges to indicate that this was ever 80. |
| U.S. 80 west thru Hawkins.. | Pick up Blackbourn St. on the east end of Hawkins and take it west through town. -Hook up with Old Highway 80 (CR 3419) NW out of town. -Left (west) at CR 3400 to rejoin Hwy 80. -In a very short distance, catch CR 3340 to the | | | CR 3419 to 3400 to 3340. Nice drives, but very little of vintage remains on these stretches with the exception of an old stone wall just on the south side of 4-lane 80 as you get on CR3340 |

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| 4-lane 80Past Angler...<br><br>Thru Fada & Crow. >>> | south side of current 80. This will rejoin 80 in about a mile near Angler. | | | Eastbound lanes are old 80. |
| 4-lane U.S. 80 west thru Hoard...>>><br><br>to Mineola. | -At the east edge of the small town of Hoard, take TX 1801 NW through New Hope.<br>-Follow TX 1801 west where it will become Mimosa St. entering Mineola. | Just east of Hoard, take County Road 2790 heading back to the SE (where it dead-ends). | | The 1939 county map clearly shows where county road 2790 had several bridges that may still exist for exploration.<br><br>Eastbound lanes are old 80. |
| 4-lane U.S. 80 thru Mineola...<br><br>thru West Mineola. | -Mimosa St. to U.S. 80.<br>-West on newer 80<br>-Left on U.S. 69 one block, then right on Commerce. >>><br>-Right turn on Lankford one block to U.S. 80, then west. | | West end of town, W. Loop 564, a possible early section line road routing, heads due north, then west on Country Club to rejoin 80 at W. Mineola. | Commerce once connected with Mimosa |
| 4-lane U.S. 80 to Silver | -Chase Road west to U.S. 80.<br>-Cross 80 to the NW. Continue on TX 2231 thru Ben.<br>-Road will veer SW and become County Rd. 2900. Dead end. >>><br><br>-Back to 80 west, cross the Sabine River, | | | Presence of old bridges verifies the west-bound lanes west of Mineola |

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| Lake. | and take TX 1253 south.<br>-Immediate left onto CR4133 back east .5m to dead end near the Sabine River.<br><br>Another very short segment just west of road TX 1253 on the south side of current 80. | | | At very end, small segment of old concrete with solid white stripe still visible.<br><br>See Doc Rob photo on my Texas 80 pages! Old Hwy 80 used to head almost due north and connect with County Rd. 2900. |
| 4-lane U.S. 80 past Silver Lake to Grand Saline. >>> | | -At Silverlake, take CR 1255 SW to the junction with FR 1701.<br>-Take FR 1701 west<br>-junction of CR 857, take 857 NW to rejoin 80 on the east end of Mineola. | | The FR 1701 alignment was bypassed by the time of the 1934 issuance, and apparently was never paved per the 1936 Van Zandt County map.<br><br>Westbound lanes old 80. |
| 4-lane 80 into Grand Saline. | 80 thru Grand Saline | E. & W. Frank St. thru Grand Saline. | | Frank St. confirmed by Doc Rob & E.T.T.A. However, this routing shows being bypassed on a 1936 Van Zandt County map. |
| 4-lane U.S. 80<br><br>thru Fruitvale >>><br><br>to and thru<br><br>Edgewood. | | -In Fruitvale, take 4th St. south across the tracks, then west along the RR tracks on W. Pacific (CR1129) until it dumps you out onto 4-lane 80.<br><br>W. Pacific would have tied into E. Front St. on the south | | -FR1117-3117 is called the **Old Dallas-Shreveport Road**, but this must go back to the wagon days as even by the proposed 1917 Texas Highways mappings, it had already been bypassed.<br><br>-The 1930 Hwy. Divisional map clearly show 80 crossing to the south side of the RR tracks at Fruitvale and heading straight to Edgewood and Wills Point, so again, I don't think Fr117-3117 was ever old 80. Maybe part of an early Dixie Overland, but not TX 15 or US 80.<br><br>-Eastbound lanes between Fruitvale and Grand saline is old 80. |

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| | | side of the RR in Edgewood. >>>  South on CR859 to rejoin 80 westbound. | | -This Pacific St. - E. front St. routing was bypassed by the time of the '34 map. -Pacific Ave west of the RR overpass has been removed. |
| 4-lane U.S. 80 thru Wills Point.  >>> | | -80 to CR 3523 -north across the tracks to N. Commerce. -N. Commerce west into and through Wills Point...  -to take 4th St across the RR tracks and rejoin current 80 on the west side of town. | Is Houston St. heading SE off of the current U.S. 80 curve just SE of Wills Point an earlier routing? Looks like it could loop back up and tie back in... | westbound lanes between Edgewood & Wills Point. |
| 4-lane U.S. 80 west thru Cobb, Frog and Elmo. >>>  Under 1941 RR overpass  4-lane 80 through Terrell and west. | | | | -westbound lanes are old 80 (proven by old bridges) until RR overpass west of Elmo. -Note that even the 1930 maps show 80 jogging to the north side of the tracks west of Elmo (about 1/2 way between Elmo and Terrell).  Eastbound lanes are old 80 between Terrell & the 1941 RR overpass. |
| 4-lane U.S. 80 west to the TX 557 junction where 80 becomes like an interstate. >>>  As soon as possible, cross to the 80 south frontage road | | -take CR740 SW across the tracks down old Main St. -head north on Trinity St.>>> Follow Trinity St along its vintage concrete until it's cut-off by a gate.>>> -The road USED TO >>> wind its way | | -Eastbound lanes proven by 1936/37 culvert placards on the eastbound lanes east of TX557 in the Lawrence area.  -The 'historic' routing comes from a 1930 Highway Divisional map and the 'older' routing was determined from a 1939 Kaufman County map.  In the park just as you turn north onto Trinity, look for the old Auto Tour historical |

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| heading west.<br><br>Follow new 80 NW past Forney.<br><br><br><br><br><br>and on into the Dallas area. | -On the SE side of Forney, stay on the south frontage road.<br>-Will become Broad St (Old Hwy 80) NW into town.<br>-Rejoin modern U.S. 80 north of town.<br>-as soon as possible, as new 4-lane 80 heads west again, take the south frontage roads west as much as possible (thirties 80). | westward along the tracks to the county line.<br>-Backtrack to modern 80 northwest, and take the N. Beltline Loop Road down into Mesquite to backtrack along Scyene (Trinity St. became Scyene Rd. at the Dallas County line) until it dead ends if you like.<br>>>><br>-Scyene Rd. along the tracks into Mesquite.<br>-North on Galloway St. to rejoin the current 80 south frontage road.<br>-South frontage road west into the Dallas area. | Main & Pacific streets an early incarnation? | placard.<br><br>Old 80 beyond this gate is now private property owned by the Forney Police Department. The road is washed out and gone down by the river anyway. Backtrack to newer 80.<br><br><br><br>Mostly weedy, woody semi-rural area-for the 'must see every inch' enthusiast only.<br><br>The routing followed by old 80 was generally known as **State Highway 15** and followed the **Dixie Overland Trail** routing in the eastern portion of the state until its merger with the **Bankhead Highway (BH or State Highway 1)** in the Dallas area. |
| <u>**Dallas Area:**</u><br><br>-U.S. 80 into the Dallas area and under the I-635 overpass.<br>-Just beyond the Westover Greenbelt, continue due west on Samuel. >>><br><br>-West on Samuel paralleling I-30. | | | | This Samuel-Grand-Haskell-Commerce -Zang-Davis routing has been 80 since the beginning per a 1927 City of Dallas map.<br><br>Original 80 was on Haskell, but by 1961, |

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| -Samuel to E Grand Ave. Turn SW (left).<br>-SW on Grand to S. Haskell. Turn right (west). Then veer immediate right (due to 1-way restrictions) onto Stonewall St. >>><br>-Stonewall St. to Parry Ave. Left on Parry.<br>-Right turn on Commerce and you're there!. | West on Commerce>>> | West on Commerce>>> | | S. Haskell was one-way eastbound and Stonewall was 80 westbound...<br><br>It appears that by 1922, the BH route had shifted from Main to Commerce (Commerce & Ervay to be exact). Therefore, it is likely original 80 started on Commerce.<br><br>-By 1961, 80 was one-way west on Elm, one-way east on Commerce. |

## On to 'Drive Central Texas'!

Though I tenaciously pour over maps, drive the roads and compare, I always welcome additional notes/comments from you, the inquisitive roadie. There is always more information available as other like-minded individuals enter the fray, so feel free to contact me via the e-mail link on my home page. I look forward to hearing from you and learning more about our old U.S. 80 - heir to the Bankhead Highway and Broadway of America!

Cheers,

Jeff in Tucson