



(Bygone Byways™) since 2001)

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*We define Central Texas here as being from downtown Dallas to downtown Abilene. Includes the historic and historic alternate alignments that went through Metcalf Gap and over to Breckenridge and Albany before heading southwest into Abilene.*

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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](http://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](http://Texas State Library Archives).
- 1930 TXDOT Highway Division maps.
- 1934 'Paul's Sectional Maps of Texas'.
- The invaluable 1922 Bankhead Highway (BH) Tourist Guide. Printed in 1922, it depicts the BH as it was driven in 1921.
- 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...
- 1926 & 1928 Hobbs Drive Guides
- 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 / 1921 BH -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.
- Also includes the 1921 BH routing as depicted on the 1922 (year published) BH Tourist Guide.
- >>> 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

From East to West...

| Area         | <u>Newer 80</u><br>(later than '40)                           | <u>Older 80</u><br>(thru circa '40) | <u>Historic 80:</u><br>(thru circa '34)  | <u>Original / Possible 80 / 1921 BH</u>   | <u>Notes/Comments</u>  |
|--------------|---|-------------------------------------|--|---|--|
| Dallas Area: | -Left on Elm (Commerce became 1-way eastbound).<br><br>-Same> | Same >                              | West on Commerce and Akard>>><br>-Just past Dallas County Historical Plaza, head south over the Trinity River on the Houston Street Viaduct to Zang Blvd.<br>-Zang Blvd. south to Davis Street. Turn west (right).<br>-West on Davis to where Fort Worth Ave. (Business 80) merges into Davis coming in from the NE.<br>-West on Davis St.thru Arcadia Park and under the Loop 12 highway. | The 1921 BH is pretty well defined in here and followed:<br>>Ervey & Commerce west to Houston, then south across the Houston St. viaduct.<br>>Zang south to meet Jefferson west<br>>Back north on Rosemont across the RR tracks, then west on Davis almost all the way to Grand Prairie.<br><br>Note: the earliest BH alignments circa 1919-20 was built through 'Chalk Hill' in Cockrell Hill, so the routing would have stayed on Jefferson west all the way to Abrams way out in Arlington before crossing to the north side of the tracks at the infamous 'Death Crossing' (Fielder) on the west side of Arlington. | This portion of highway and west to the Pacific was part of the The Bankhead Highway (BH) and Broadway of America (BOA). As such, it was one of the original 'named' routes. In addition, it was known as Texas State Highway 1 for the entire length of Texas and much of it (downtown Dallas and on west) became original 80 in 1926-27.<br><br>This Commerce - Zang - Davis routing has been 80 since the beginning per a 1927 City of Dallas map.<br><br>It appears that by 1922, the BH route had shifted from Main to Commerce (Commerce & Ervey 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.<br><br><u>Dallas Business 80:</u> |

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|                    |        |   |   |   | <p>-Past the historical plaza, do not turn south, but cross the Trinity River on Commerce St.</p> <p>-At the junction of Commerce and Fort Worth, veer SW onto Fort Worth.</p> <p>-Continue on Ft. Worth Ave. until Business 80 rejoins older 80 at Davis St.</p> <p><b>**Note**</b> original Business 80 went two blocks west on W. Commerce, then south on what is now Topeka where it rejoined Ft. Worth Ave.</p> |
| Grand Prairie Area | -Same> | <p>-Once past the Loop 12 highway, Davis St. becomes Main. - Continue west thru town.</p> | <p>Just west of the Union Pacific tracks west of the TX 12 overpass, watch for Small St. heading due west.</p> <p>-Small St. west to Davis.</p> <p>-Angle SW on Davis to rejoin Main St. west. &gt;&gt;&gt;</p> | <p>Just west of the Union Pacific tracks west of the TX 12 overpass &amp; immediately east of Small St (where the road angles SW):</p> <p>&gt;2 very small stair steps which can still be seen on satellite view right where Small Street heads west from TX180 / Main. I missed these on my trip through a few years back, but it looks as if old concrete may remain.</p> <p>&gt; A step south on 7<sup>th</sup> St. – today’s Belt Line Road, then west into Grand Prairie on Main</p> | <p>This Small &amp; Davis St. routing was bypassed by '34.</p>   |
| Dalworth Area      |        |   |   | <p>West of Grand Prairie, as Main curves southwest, stay on Bonham for just a very small but to turn south on probably 5<sup>th</sup>, the follow Main down the short slight jog of W. main then west on Dalworth St. This is really about the only area I’m</p>  |  |

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|   |  |                 |   | <p>unclear of as I don't have a specific 'as-built' of this immediate area, but the directions described will make the little step and jog SW then west as shown on the</p> <ul style="list-style-type: none"> <li>· Dalworth west to south on either the Great SW Pkwy (as Dan you correctly surmised). Note here...by the way the BH map is drawn, look at the curve of the RR. Due to this, I originally surmised that the road south across the RR from Dalworth must have been 23<sup>rd</sup>. BUT, as I mentioned, I have fiscal year 1920 proposed plans that clearly show that the Great SW Pkwy just west of the county line identified as "The Old Dallas Road".</li> </ul> |  |
| <p>Arlington Area:</p> <p>Handley Area:</p> |  |                 | <p>-By 1922-23, onc&amp;V past Highway 360, Main becomes Division Street. Continue west past the General Motors Assembly Plant.<br/>-Follow Division St. west thru Arlington.</p> <p>-Once past West Green Oaks Blvd, Division St. becomes Lancaster.<br/>-Continue west on Lancaster thru Handley and past I-820 and I-35.</p> | <p>West on Howell/Abram through old Arlington to indeed go north on Fielder and cross the 'Death Crossing'. It was even notated as such on official FY1920 highway plans.<br/>&gt;then west on Division all the way into downtown Ft. Worth.</p>   |  |
| <p>Fort Worth Area:</p>                     | <p>-Continue west on Lancaster into the Fort Worth area under the huge I-30 &amp; I-</p> | <p>Same&gt;</p> | <p>-By 1922, in from Dallas on Lancaster (formerly Front St.)<br/>-North on Main to 7th.&gt;&gt;&gt;</p>  | <p>Lancaster into D-T Ft. Worth, then NW on Throckmorton, then due south on Jennings.</p>  | <p>Main is now blocked by the huge convention center area.</p> <p>Our roadie friend Pete</p> |

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|                   | <p>35W interchange.<br/>         -West on Lancaster over the great 1938 Trinity River bridge to the Camp Bowie intersection. &gt;&gt;&gt;<br/>         -SW on Camp Bowie.&gt;&gt;&gt;<br/>         Same&gt;</p> |              | <p>-West on 7th to Camp Bowie<br/>         &gt;SW on Camp Bowie<br/>         &gt;Under I-30 to Camp Bowie West (old 80). Turn right (west).<br/>         &gt;Follow Camp Bowie West &gt;&gt;&gt; (TX580) past the I-820 overpass.<br/>         &gt;Camp Bowie West thru Westland to where old 80 eventually becomes subsumed by I-30.SW on Camp Bowie to TX580 (Camp Bowie West).</p> <p>Just west Parker County line, orig. BH veered slightly SW of I-30...can still be seen on satellite imagery.</p> | <p>&gt;West on Dagget over the RR, then <i>south on W. Vickery. SW on Vickery all the way to just past TX 183. Just north of the I-20/US377 interchange, Vickery will become Winscott</i><br/>         &gt;Watch for the right turn onto Old Benbrook Road<br/>         &gt;Will become Aledo Road.</p> <p><i>Follow Aledo Road west as it becomes FM1187 and veers north into Aledo.</i><br/>         &gt;North past Aledo to catch the later 1922 BH alignment at E Bankhead Hwy and head NW towards Weatherford.<br/> <i>(Note: items in italics worked out by fellow roadie Dan Smith)</i></p> <p>1922 -as-builts' show that prior to 1922, the road known as the 'Kuteman Cutoff' went west from Camp Bowie on Chapin Rd. to just past Mary's Creek then NW to follow the BH route as we know it west. Was this TX Highway 1...a short-lived version of the BH? Unclear.</p> | <p>Charlton has indicated that even though the newer Trinity River bridge was built in 1938 (neat bull sculptures in it!), due to the WW2 effort, money was not available to complete the routing bypassing downtown until circa 1946.</p> <p>By its bypassing circa 1946, downtown Ft. Worth had 80 one-way northbound on Commerce, one-way southbound on Houston.</p> <p>Camp Bowie Blvd. is a terrific brick boulevard.</p> <p>Possibly, Old Weatherford Rd. may be some incarnation, but must be very early. By 1922, Texas Highway 1 basically followed the route old 80 did by leaving town on the Camp Bowie West alignment. This possible component of the Dixie Overland Trail can be reached by taking exit 420 north approx. 1 mile, then east.</p> |
| Weatherford Area: |   | I-30 to I-20 | >Take I-20 exit 420 south approx. 1 mile, the segment of 1922 BH that veered SW off of I-30 emerges at   |   |  |

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|  |  | <p>Take the Hudson Oaks exit (exit 415), the Fort Worth Highway west...</p> <p>Hwy 180 (Fort Worth Highway) into Weatherford</p> <p>West on 180</p> | <p>FM1187 right where there is a gate and a small oil tank on the east side of the road about 1 mile south of I-20.<br/>&gt;then a right (west) on E. BH &gt;&gt;&gt;.<br/>-Follow road NW to I-20 south service road (eastbound only).<br/>Unfortunately, you have to backtrack to exit 420 &amp; I-20 west &gt;&gt;&gt;<br/>-At I-20 exit 415, take Annetta / Mikus Rd. south 3/4 of a mile, and take a right on the BH back westbound.<br/>&gt;Follow this fine road west then NW past I-20 exit 410 all the way past the Pythian Home and into Weatherford proper and the junction of the Fort Worth Hwy and U.S. 180.<br/><br/>&gt;West on TX 180 - the FT. Worth Hwy all the way west to the Courthouse.<br/>&gt;Around the Courthouse and follow TX 180 (Palo Pinto St.) west.</p> |  | <p>you could take I-20 east to exit 410 and head back east to capture this whole exquisite segment of BHH! A real MUST SEE!</p> |
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Leaving Weatherford westbound, BIG CHOICE! Major Divergence.  
Follow Historic ('26-'39) 80 (which became 1939 Alternate 80) through Mineral Wells here.  
This ties into 1932-1943 Historic Alternate 80 (one section below)

\*OR\*

newer (1939) 80 SW out of Weatherford (two sections below)!

My personal opinion is that if you only have time to follow ONE old Highway alignment, follow the historic alignment immediately below (Weatherford-Mineral Wells-Palo Pinto-Strawn-and the rejoining of the main/newer 80 routing)

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| Weatherford Area: |  | <p>Follow 180 west out of Weatherford.</p> | <p>-In Weatherford, as Palo Pinto St. heads west out of town, stay right at the 'Y' to take the Mineral Wells Highway (U.S. 180).<br/>-Within 3/4 of a mile, look to the</p> | <p>The BH routing followed roughly what would become original 80 through Fox and into Mineral Wells. If deviations existed, it is on a small scale that cannot be correlated</p> | <p>This routing became an extension of 'Alternate 80' in 1939 when this segment was merged with the already existing Alt. 80 that had previously been created in 1932 further west at Metcalf</p> |
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| <p>Fox Area:</p> <p>Millsap Area:</p> |  | <p>180 through Cool...</p>                                    | <p>right and take "Bankhead Drive" to the NW past the water tower.<br/>         -Bankhead Drive will curve back SW, cross the newer Mineral Wells Hwy (now U.S. 180), and take you thru the old town of Fox Creek (now just called Fox).&gt;&gt;&gt;<br/>         -Continue on, and the road becomes 'Old Millsap Road'. Follow this to Millsap.</p> <p>-Cross the RR tracks and head west out of Millsap on the Millsap Highway (TX 3028), al the way into the SE side of Mineral Wells (built circa 22-24)</p> | <p>to any roads today.</p>   | <p>Gap.</p> <p>The entire alternate 80 routing was eliminated in 1943 when it became a part of newly created U.S. 180.</p> <p>Even early Texas State Highway 1 split here and followed this historical 80 routing!</p> <p>This is a great country drive, so if you only have time to explore one of these two routes, make it this one!</p> |
| <p>Mineral Wells Area:</p>            |  | <p>180 into Mineral Wells</p> <p>180 out of Mineral Wells</p> | <p>-The road will veer NW then due north into Mineral Wells where you will intersect with current U.S. 180.<br/>         -Left (west) onto U.S. 180 thru town.</p> <p>-West out of Mineral Wells on current U.S. 180/Hubbard St..<br/>         -Just past TX 337 west of town and as U.S. 180 begins to veer to the SW, look to the north side of the road to catch a 1.1 mile long stretch of the E. Bankhead Highway.<br/>         -Back on U.S. 180 over the Brazos River...</p>                              | <p>The 1921 BH followed a stair step into the SE side of Mineral Wells. From just a cross the county line:<br/>         -Hughes Fulford Rd north<br/>         -Sturdivant road west past the cemetery (shown on the 22 BH map) past 3028 to<br/>         -north on Swanson to<br/>         -west on Sartain to<br/>         -north on SE 14th to<br/>         -west probably on 16th to north on 11th Ave to west again on 12th to<br/>         -north on 6th up Hubbard St.</p> | <p>TX180 became a shorter Hwy 80 in 1936.</p> <p>There is still a very old station at the NEC of 12 St. and 6th Ave!</p> <p>West of Mineral Wells, a proposed 1923 Highway Plan pegs this stretch of old road as Original 80!</p>   |

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| Brazos Rover Area |  | U.S. 180 west past the Brazos River...  | <ul style="list-style-type: none"> <li>-Just over the bridge, also look to the north side for a .6 mile stretch of the W. BH.</li> <li>-Back on U.S. 180, then immediately, look to the south for Brazos Heights Rd &gt;&gt;&gt;.</li> <li>Past Brazos Heights Rd., look for the old road to your right. Will emerge at the top of the hill just past the rock cut.</li> <li>-Just past Harrington Rd., look for a cut off loop on the south side &gt;&gt;&gt;.</li> <li>-At the old A/P, look to the right to see old 80 (Rhodes Ranch Rd.) coming in from the NE (gated).</li> </ul> |   | <p>Both of these stretches of the old BH will reconnect with 180...no backtracking.</p> <p>-these early BH curves bypassed post 1940 by a newer TX180.</p> <p>Can go .6 mile before becomes private property. Backtracking required.</p> <p>The 1936 straightening left lots of cut off loops in here to Palo Pinto</p> |
| Palo Pinto Area   |  | 180 into Palo Pinto...  |  |   |   |
|                   |  | 180 west out of Palo Pinto  | <ul style="list-style-type: none"> <li>-Follow 180 to Palo Pinto.</li> <li>-At the east end of town, veer left to follow Oak St. through town.</li> <li>-Rejoin 180 on the west end of town.</li> <li>-Continue on current U.S. 180 as it veers to the SW (circa 1924-25)</li> <li>-Look for at least three cutoff (and gated) curves of the old BH (now called R-O Bell Rd.) on the north side of the highway near the Mill Branch of Eagle Creek. &gt;&gt;&gt;</li> </ul>  |   | <p>west of old downtown, Oak St. has a solid-walled culvert that probably hails from the Teens.</p> <p>Be sure to check out the great deco sign at the Palo Pinto Cafe!</p>   |
| Metcalf Gap Area: |  | <p>180 SW to the 'Y' junction with Texas 16.</p> <p>Left (south) on Texas 16.</p> | <ul style="list-style-type: none"> <li>-Continue SW to the 'Y' &gt;&gt;&gt; intersection with Texas 16 (circa 24-25) just north of the tiny 'town' of Metcalf Gap.</li> <li>-Left (south) onto Texas 16 towards</li> </ul>   | Prior to the new (in '24-25) highway, the old BH went south just past Eagle Creek to 'stair step' its way down to Strawn. It followed FM919 to Cantey Rd. (west) past | NOTE: at this 'Y' intersection is where Historic Alternate 80 (1932 version) headed westward through Breckenridge then SW into Abilene. The entire alternate  |

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|              |  |   | Strawn.  | Dobson Prairie Rd (south) to the old intersection (north of today's Metcalf Gap intersection and still viz via satellite) south to Church House Rd. then west to go south on two unnamed steps (the southern step being undrivable) down towards Strawn.  | routing was eliminated and became a part of U.S. 180 in 1943. This area covered in the next section below. |
| Strawn Area: | Thru Strawn on Texas 16 south to the intersection of I-20 where you will rejoin newer (1939) 80. | <p>-Follow Texas 16 south thru Metcalf Gap and on into Strawn.</p> <p>Through Strawn on TX 16.</p> <p>Just south of the Eastland County Line, you will see a road continuing straight as TX 16 veers to the right. This is Old Strawn Rd. and will connect to the north frontage east of exit 361.<br/>&gt;&gt;&gt;</p> | <p>Just north of Robinson Road - which was also the tie in of the stair steps from Metcalf Gap, 1918 state maps show a couple of bypassed curves west of TX 16. Lots of changes in this area for such a small town. Circa 1918 and prior to the '24-'25 new highway, the BH came into the north side of Strawn on Palo Pinto St. then went west to catch the bridge south across the creek and tie into Caddo St. into downtown to cross the RR then west on S front St. out of town along the RR towards Ranger.</p> <p>1921 proposed plans show the bridge at Caddo and Palo Pinto St. being bypassed as well as the ALL of the stair steps - essentially today's TX 16. Built circa '23-'24.</p> <p>For such a small town, Strawn seems to have quite a few changes. These include:</p> | <p>This is terrific country with rolling green hills, Oak trees and plenty of wild flowers in the spring. Unfortunately, all of the bridges/culverts have been replaced/modernized so I could not verify any road construction dates.</p> <p>Strawn seems to be a nice small town that has resisted the extreme commercialization so rampant elsewhere. Be sure to check out the Bankhead Hotel &amp; Apartments downtown, and the fantastic old brick hotel/ motor court/ store/ station complex on the north end of town now used as a headstone business (west side of road).</p> <p>A 1948 map shows the Old Strawn Road connection, but it's bypassed by a 1959 map.</p> <p>A toss-up! The 1921 BH seems to have generally followed the routing that would become TX 16 down to the I-20 area, but several maps including the 1918</p> |  |

The 1918 state Hwy map (and several Twenties-era maps):

-into the north side of town and across the creeks on Palo Pinto Ave down to TX108

-TX108 to probably cross the RR tracks on Lincoln

-S Front St. west to probably Roosevelt down to Walnut (FM2372) along the RR tracks to cross the RR just as the RR starts to curve SW.

- exact roads unknown but a general looping unnamed trail to eventually cross UNDER the RR at a bridge

-Again follow unnamed trails in a general south/southwest direction until you eventually hook up with CR471 (Old Strawn Road per 1926 plans)

-CR471 to meet with old 80 on the NE side of Ranger.

1921 BH:

-instead of into town on Palo Pinto Ave, cross the creek on Caddo St to Central

*-Central to cross the RR heading east on S. Front to Adams, then south on Adams to make a jog one block west to Lincoln around the west end of the school back east to head south south on Jackson*

state highway map, the 1919 Locke map, several Rand McNally, etc. maps from the say 1921-26 seem to indicate that at least for awhile, the road from Strawn to Ranger went west out of town along the RR, to cross to the north side of the RR, to cross back to the south side under a RR bridge and eventually tie into the NE side of Strawn on today's CR471. This road is identified on 1926 proposed plans as Strawn Road. Both my 1926 and 1928 Hobbs Drive Guides show the TX16 and Ranger Hill routing, so I must assume the routing along the RR had been bypassed by that time.

-south on Jackson past the cemetery then possibly a curve west to hook up with Copeland Rd  
 -around the hook of Copeland Rd across the creek, then a tie in to the south with old TX16. (**Italics indicates my theory-unproven by any as-builts**)

Historic Alternate 80 Alignment (1932-1943)

West from Metcalf Gap thru Breckenridge and Albany then SW into Abilene to rejoin original 80.

Metcalf Gap Area:

-Right at the 'Y' and follow 180/Texas 16 north (1936 alt 80).

At the aforementioned 'Y', stay right and follow current U.S. 180 as it curves back to the NW.  
 -at 1/2 mile, look to the south for a short driveway which will lead to a locked gate. Alas, private property and denied. This is a terrific tree covered stretch of old 80 with a long 1930's era concrete bridge spanning the south fork of Ioni Creek>>>.  
 -After a third of a mile, look to the north for another fine abandoned bridge. This abandoned segment goes on for roughly a mile before tying back into the existing road.  
 -After another mile and 1/2, look to the north side for another gated stretch of road, though a great photo op presents itself in the form of another 30's era bridge with a cliff for

Note: in just 300 yards or so, a mile long stretch of road parallels modern 180 just to the south. Original 80? BH? It looks like this road would tie into the curve at the TX 16 south junction but the 1934 & 36 maps don't seem to support this...

This segment was merged with the historic Mineral Wells segment of 80 in 1939 to create a longer Alternate 80 routing.  
 The entire alternate routing was eliminated and became a part of U.S. 180 in 1943.  
 Though this exquisite stretch of road is on private property, there are still may photo ops from the road and the gate.  
 Good photo op with the cliff background and the 30's era vine covered bridge.

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| Brad Area:         |  | <p>Past Brad on 180.</p>  | <p>a backdrop.<br/>         -Another mile, and as you climb a gentle rock cut hill, look to the right for a brief glimpse of a crumbling, 30's vine covered bridge.<br/>         -This bypassed stretch would tie back in from the right at the top of the hill curve just east of Brad.</p> <p>-Past Brad on 180.</p> <p>-One mile west of Brad, look for old 80 veering off to the right past gated 1898 United Methodist Church property&gt;&gt;&gt;.</p> <p>-One and 1/2 miles later, look to the north for this stretch of 80 to merge back in from the right.</p> <p>-The road crosses to the south side and immediately veers westward and parallels the existing road for roughly a mile and 1/4 before merging back into the existing road&gt;&gt;&gt;.</p> | <p>Pre-1924 BH in this area (just east of the county line-south side of road) had some wider jags on the south side of the road than the 1924 BH did</p> | <p>It's plausible that upper and Lower Brad Roads were a very early routing-possibly wagon era</p> <p>This stretch of gated 80 is in pristine condition with faded solid white stripe still clearly visible.</p> <p>Though this stretch is gated as well, though another 30's era bridge and photo ops from the fence side abound.</p> |
| Caddo Area:        |  | <p>Follow 180 past the 'Y' going to Caddo.</p>  | <p>At the 'Y', take Loop 252 through Caddo. Be sure to stop in at the Caddo Mercantile.</p>  |  | <p>The Caddo Mercantile was built in the early 40's and inside has friendly folks and many pics of Caddo back in the teens and twenties. Hard to imagine that at one time, this little stop in the road was once a booming oil town of over 10,000 folks.</p>  |
| Breckenridge Area: |  | <p>Modern 180 to the outskirts of Breckenridge.</p> <p>Take modern U.S. 180 thru Breckenridge and</p> |  | <p>-About a 1/2 mile</p>   | <p>Though Elliot St. looks very plausible on a map, research and actual roadwork seems to indicate otherwise...no maps, no old buildings / culverts...nada to ever</p>   |

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|              | <p>Modern 180 across the Hubbard Creek Reservoir.</p>  | <p>beyond.</p> <p>Just east of the reservoir on the north side, check out a 1/2 mile stretch of bypassed curve. Closer to the water, it is gated and part of a boat launch&gt;&gt;&gt;.</p> <p>Old 80 is submerged under the reservoir!</p> |   | <p>before you reach the lake, look for a short, very probable tie in to Old Albany Rd. heading back to the SE on the south side of the road.</p>  | <p>indicate anything more than residential.<br/>-but-</p> <p>By the nomenclature, it seems that it has to be...so I wonder if the Elliott/Old Albany Rd. connection isn't a remnant of the earliest roads in the area - perhaps back to the wagon days.</p> <p>This bypassed curve and road is another pristine stretch of 30's era road with the faded solid center line still clearly visible.</p> |
| Albany Area: | <p>1953 plans show a little straightening of TX 180 in the CR115 area east of town. Bypassed curves still viz on ground and via satellite.</p> <p>TX180 bypassing all of these curves by the mid-Fifties</p> |   | <p>TX 180 into the east side of town by '26 or /'27.</p> <p>By 1920-21, TX 180 thru town</p> <p>TX180 west out of town.</p> <p>.7 miles west of Albany, look to the right to see old 80 veering off onto the Newell Ranch. If the gate is closed, respect private property.</p> | <p>-About 5 miles east of Albany, take TX 117 to the SW for approx. 2.5 miles.<br/>-At the junction with TX 119, take TX 119 west into Albany.<br/>-TX 119 will become Breckenridge St. in town.<br/>-Follow Breckenridge St. until the junction with modern 180&gt;&gt;&gt;.</p> <p>Pre -1920: Breckenridge Road crossed Main St. to go up 2nd, then probably down Jacobs St to Baird St and south.</p> <p>The pre -1920 routing out of Albany took one south out of town on today's 283 to Albany Lake Road past the (then non-existent) lake for a long rough journey in a general SW direction towards today's TX351. Merged in the</p> | <p>General note: Albany has done a great job of preserving its heritage. Plan on spending some time here exploring the great downtown area around the courthouse.</p> <p>TX 180 bypassing 117/119 is shown on fiscal 1925 plans, so bypassed '26-'27.</p>  |

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|                      |  |  |  | vicinity of Spring Creek, though I am unclear exactly where (never paved).   |   |
| TX351 Junction Area: | TX180 bypassing all of these curves by the mid-Fifties |  | By 1927, TX180 to head south-southwest on TX351 towards Hamby & Abilene. | <p>About three miles west of Albany on modern 180, look to the south for a possible stretch of original highway branching off to the south then re-merging with modern 180 in about 2.5 miles.</p> <p>4-5 miles west of Albany, look for Private Rd. 2310 looping off to the NW. It will loop back around to the south before being cut off. Back track to 180. &gt;&gt;&gt;</p> <p>Old 80 appears to have been subsumed by the 180 westbound lanes at the TX351 junction.</p> <p>The 1920-27 version of alt TX1A/BH and US alternate 80 went west past today's TX351 junction approx. 2 miles on a private &amp; now inaccessible road that can still be seen in satellite imagery. This old road can then be seen heading just eastward of due south to meet and pass TX 351 (where it is called CR220 and Albany Lake Road), then west on an undrivable portion to ultimately tie into private road 1560.</p> | <p>This road dead ends after almost exactly one mile-right before it would have re-merged with modern 180. And satellite imagery clearly shows another bypassed curve on the north side of the road just west of this one, but I missed it to see if it was accessible or not. I believe it is above you on the right.</p> <p>&gt;most of this area is now inaccessible due to all of the windmill farms.</p> |

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|                        |   |  |  | Bypassed 1927 per FAP markers at the county lines.  |   |
| TX351 and Hamby Areas: | A straightened TX351 leaving all of these cut-off sections by the Fifties.                          |  | <p>~Three miles south of the U.S. 180 and TX 351 junction, look to the east side of the road for a two mile long stretch of bypassed roadbed with many culverts. &gt;&gt;&gt;see notes</p> <p>In another 3 miles, modern TX 351 bisects an old Hwy 80 shallow 'S' curve. Look for abandoned roadway to the east, then the old road crosses and parallels you on the right. Awesome bridge pic available at Spring Creek.</p> <p>TX 351 past the county lines and Hamby</p> | <p>The 1920-27 early alt BH and 1926-27 alt US 80 followed a long series of stair steps down into and out of the Hamby area. Road work in the area reveals a few concrete dips and a half dozen concrete culverts. Based on these, items, I postulate the following (unproven by as-builts):</p> <p>&gt;aforementioned CR 220 to meet private road 1560 west and south around the curve and over Spring Creek (this area gated due to wind turbine farms).<br/>&gt;CR154 west to CR 155 south<br/>&gt;to CR153 west<br/>&gt;&gt;&gt;see notes<br/>&gt;to CR308 south along the county line (no markers found) and follow the bend on Cr308 west to<br/>&gt;CR309 south to<br/>&gt;CR300 into Hamby<br/>&gt;CR504 (Elmdale Rd.) south to Mesquite west<br/>&gt;to Lewis south to a still viz via satellite but now undrivable road west to TX351 and Ambler.</p> | <p>TIP!<br/>Look for the high capacity transmission towers marching across the fields and road to find the bypassed section (left) of old alt 80!</p> <p>A 1928 BOA map from Steve Varner proves these alignemnts! Also, stone culverts/dips on CR 153/155 and 309 also really seem to verify at least those portions of these stair steps were the old alt BH and earliest alt 80!</p> <p>by 1928, an evolving road had bypassed Hamby and shortened a stair step to south on CR155 to west on Cr153 to south on CR152 to TX351 and SW</p> <p>-Again, 1927 F.A.P. markers at the Jones County line (both sides) and 1927 F.A.P. markers at the Callahan County line (both sides) coupled with 1928 F.A.P. marker at the Callahan/Taylor County line (west side) verify when these stair steps were bypassed.</p> |
| Abilene Area:          | By the issuance of the 1961 county maps, TX 351 to Treadaway and south to 1st St. and the rejoining |  | <p>-TX 351 into Abilene.<br/>-TX 351 past Treadaway (current Bus 83) to Pine St. (original U.S. 83 routing).</p>   | It's possible (indeed, probable) that original 80 followed the BH routing and stayed on Pine under the RR overpass to merge   | 5th was the historical routing, but is now 1-way  |

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|  | with the main trunk line. |  | <ul style="list-style-type: none"> <li>-South on Pine.</li> <li>-West on 6th (see note &gt;&gt;&gt;&gt;)</li> <li>-South on Cedar under the RR tracks to the junction with 1st St (now TX 355).</li> </ul> | with South 1st St. westbound. | the wrong way. |
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Newer (1939) 80 SW out of Weatherford...

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| Weatherford<br>- I-20           |  | <ul style="list-style-type: none"> <li>-At the 'Y' with the Mineral Wells Highway, stay left and follow Spur 312 (the Ranger Highway) SW out of town.</li> <li>-Spur 312 will eventually merge with I-20 (exit 402) heading to the SW. Veer right and stay on the I-20 north frontage road.</li> </ul>  |  |  | <p>Though suspicious, the Old Brock Road heading SW out of Weatherford was never 80.</p> <p>An immediate old concrete bridge on the north frontage verifies this section of roadway.</p>   |
| Brock Junction - New Salem Area |  | <ul style="list-style-type: none"> <li>-Follow the north frontage road west through Brock Junction.</li> <li>North frontage over the great Brazos River Bridge.&gt;&gt;&gt;</li> <li>-Continue on the north frontage past New Salem to the junction of U.S. 281. &gt;&gt;&gt;</li> <li>-North frontage past the Bosley Rd. overpass &gt;&gt;&gt;</li> <li>-to exit 380. Over I-20 to the south frontage. &gt;&gt;&gt;</li> <li>-South frontage road west to exit 376. &gt;&gt;&gt;</li> <li>-Cross I-20 and meet Panama Rd. and the RR tracks.&gt;&gt;&gt;</li> </ul> |  |  | <p>The north frontage road is verified as old 80 by the number of 30's era 'rail type D' bridges on this on this stretch.</p> <p>The Catfish Cafe on the SEC of the Brazos River Bridge has been around for 60 years. Stop in and say hi, get some catfish and puppies while you admire the many vintage photos of the local buildings on the wall.</p> <p>More concrete bridges and several nice stone structures attest to the validity of the north frontage.</p> <p>Once past U.S. 281, though no real road evidence remains, I-20 'as-builts' confirm the north frontage!</p> <p>-Per I-20 'as-builts', just east of exit 380 where I-20 veers a little more westward, old 80 cut across and became the</p> |

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|                      |  | <p>-North frontage and the old pole line west to exit 373 and Gordon Junction.</p> <p>-Continue on north frontage west to Thurber.</p>  |  |  | <p>south frontage road. Proved in that the very first south frontage road culvert west of exit 380 has a 1934 placard embedded on its north face.</p> <p>-However, this south frontage road only lasts about 1.5 miles, because just west of the Big Sandy Creek crossing, where I-20 veers SW again, old 80 crossed back over to become the north frontage. You can pick this up again at exit 376.</p> <p>Though never 80, the RR and road coming from Santo was indeed an early major road - part of the early Dixie Overland. You can still see early asphalt on the north side of the RR tracks.</p>  |
| <p>Thurber Area:</p> |  | <p>-At exit 367 just west of Thurber, cross to the south frontage.</p> <p>-South frontage west. &gt;&gt;&gt;</p> <p>-Exit 363. Go to the north frontage road and backtrack east to the Eastland County line and the great 1934 Palo Pinto Creek bridge.</p> <p>-Back to exit 363 and take south frontage west .5 miles to the great 1934 Bear Creek bridge.</p> <p>-Back to I-20 to exit 361.</p> <p>Merger of old TX 16 (original as described a couple of</p> |  |  | <p>I've come across an old postcard on E-Bay that clearly shows old 80 where the I-20 north frontage road is-at least in the immediate vicinity of the Thurber smokestack &amp; Inn. I-20 'as-builts' confirm this.</p> <p>An examination of the Turkey Creek Bridge will show one that this bridge obviously USED to have the wider rounded 'flared' concrete approach railing typical of many earlier bridges. I-20 'as-builts' once again confirm that old 80 crossed to the south side at the I-20 curve just west of exit 367.</p> <p>It is obvious that old 80 was more twisty than modern I-20 through this area as the jumping from one service road to the other indicates. For example, the great 1934</p> |

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|  |  | sections above) and newer TX 16 south of Strawn and just west of the Bear Creek bridge. |  |  | Palo Pinto Creek bridge is on a very small cut off curve (proved by I-20 'as-builts') as old 80 is the south frontage road on both sides of this bridge. |
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Re-joining of the historic (1926-1939) and newer (1939 & on) 80 alignments @ Texas 16 & I-20

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| <p>TX16, Ranger Hill through Ranger Area:</p> <p>Exit 361: I-20 westbound</p> <p>through the rock cut</p> <p>and up 'Ranger Hill' &gt;&gt;&gt;</p> <p>I-20 westbound to exit 354 (1952 4-lane 80). &gt;&gt;&gt;</p> <p>Continue on Loop 254 to the I-20 north frontage.</p> <p>-North frontage road west. &gt;&gt;&gt;</p> | <p>-Original 80 thru circa 1945-46 followed winding route up Ranger Hill north of present road. &gt;&gt;&gt;</p> <p>-Exit 358. Just as you merge onto the north frontage, look right and see a great strip of original 80 marching east. &gt;&gt;&gt;</p> <p>-Back on I-20 westbound to exit 354. &gt;&gt;&gt;</p> <p>Exit 354 into Ranger Hill past the great old stone courts (right) and old truck stop (left).</p> <p>-Loop 254 into Ranger.</p> <p>-Follow curve left past the abandoned drive in (R).</p> <p>-Loop 254 south out of town to the junction with County 449.</p> <p>-Veer right onto County 449 (old brick!) to the I-20 north service road. &gt;&gt;&gt;</p> | <p>By 1926:</p> <p>-Junction of Old TX16, follow north frontage west past newer TX16 junction all the way to the dead end.</p> <p>-East side of town, at junction of Blundell &amp; Strawn Rd veer left onto diagonal Strawn Rd and stay left to Hunt..</p> <p>- Right on Hunt</p> <p>-Left on Oak</p> <p>-Right (West) on Main</p> <p>-Left on Loop 254</p> <p>-Right on Main across RR &gt;&gt;&gt;</p> <p>- immediate left (south) on Commerce.</p> <p>-under the 1923 RR underpass and follow the brick down to the I-20 north frontage west.</p> <p>BY 1934:</p> <p>-East side of town, at junction of Blundell &amp; Strawn Rd veer left onto diagonal Strawn Rd and stay left to Hunt.</p> <p>-Right on Hunt</p> <p>-Left on Oak</p> <p>-Right (West) on Main</p> <p>-Left on Loop 254</p> <p>-Parallel RR until</p> | <p>Note: as mentioned above, 1926 plans, my 1926 and 1928 Hobbs Drive Guides all depict TX 1 as following the TX16 and Ranger Hill routing, so I must assume that the older Strawn to Ranger alignment had been bypassed right about this time.</p> <p>-There's an old Stuckey's on the SWC of the junction of I-20 and TX 16.</p> <p>-Exit 361: north frontage west to dead end. A short hike will show you the old road on the other side of the gate veering NW to start its climb up Ranger Hill.</p> <p>-1944 proposed plans for new 80 up hill</p> <p>-1948 maps clearly shows Ranger Hill bypassed. Newer 80 became westbound 4-lane 80 west of Bear Creek which became westbound I-20.</p> <p>-Though private property, still a great photo op from the gate. This would have tied into the road you saw if you hiked to the bottom of Ranger Hill.</p> <p>-1932 Hwy 80 and later I-20 'as-builts' verify original 80 became 1955 4-lane 80 westbound which was overlaid by I-20 westbound past</p> |
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-I-20 north service road west. >>>

junction on CR 449. Veer right onto CR 449 & follow brick road to I-20 north frontage west. >>>

Ranger Hill.

The Main St. intersection has been reworked so you can't follow this original route exactly...

County 449 is wavy and bumpy, but vintage 1923 & on BHH & old 80!

I-20 'as-builts' confirm that original 80 became westbound 1952 4-lane 80 which became I-20 north frontage between here & 3363 into Olden. verified by presence of an old rail-type D concrete bridge on the north frontage just west of the Ranger exit.

1922 BH between Ranger & Eastland: (bypassed with the construction of the 1923 RR overpass on S. Commerce):

- Main west out of Ranger
- Veer left on TX 101 (Eastland Hill Rd)
- Left on CR 455
- Immediate right on CR 454
- CR 454 as it heads SW through a diagonal
- South on Old Colony Road
- West on CR 453
- South on CR 452
- at east 'zig' in CR 452, probable BH ruts seen heading west from fence (private prop).
- These ruts would have turned south to join CR 436 for run west then south across RR to rejoin 1923 BH & orig. 80 coming into Eastland.

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| Olden Area:    | I-20 north frontage past Olden (1952 4-lane 80 westbound became n. frontage, 1952 eastbound 80 became I-20 westbound lanes). |   | I-20 north frontage road towards Olden.<br>-Through Olden on RR 3363.<br>-Veer right to gate as 3363 swings south to I-20 >>>now blocked.<br>-South to SW to hook up with the I-20 north frontage road west just a very short stretch.   |  | <p>Fantastic find! This last stretch through Olden is original brick road with an asphalt overlay that is gone in several spots revealing the brickwork underneath. This road used to connect with a similar stretch of road heading back NE out of Eastland that is identified as Old BH!</p> <p>I-20 'as-builts' clearly show that 1952 4-lane 80 westbound lanes became the I-20 north frontage west of 3363 into Olden to TX 112.</p>  |
| Eastland Area: |  | <p>Downtown Eastland, follow TX 6 west out of town.</p> <p>4-lane TX 6 through the open country to Cisco.</p> | <p>North frontage to exit 343. &gt;&gt;&gt;<br/>-TX 112 towards Eastland -but-in just 1/2 a block on TX 112, head right on a 1.4 mile stretch of the old BH back to the NE and Olden. &gt;&gt;&gt;<br/>-Back west to rejoin TX 112 (Main St.) into Eastland.</p> <p>By 1930:<br/>-TX112 west into town, then follow TX 6 west past the courthouse and out of town.</p> | <p>The 1921 BH came into Eastland on the stair steps from Ranger as outlined above. However, the 21 BH also shows at least one stair step prior to meeting TX 112 (Main). I theorize a right turn west immediately south of the RR tracks, then a turn south to Main somewhere near the near the Wal-Mart. Satellite imagery seems to support this and shows what may be an old road north of and coming down the west side of the Wal-Mart property line.<br/>-West on 112 then west past the courthouse on TX 6</p> <p>By the early Twenties (per Eastland historian Dean Verner):<br/>-a turn south on Rosswood (formerly Rosewood) to Commerce<br/>-and Commerce all the way west out of</p> | <p>Though now dead-ending at the Eastland Oil Co. grounds, it's obvious that this is the continuation of the broken asphalt over brick road you were just on in Olden.</p> <p>Commerce St. through Eastland is all brick and really gives one the feel for an old road.</p> <p>Commerce bypassed by 1930. Look for the great stone courts at the junction of Commerce and newer 80 at the west edge of town.</p> <p>As TX 6 turns to the SW leaving town, pay attention to a cut off curve of old brickwork!</p> |

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|             |  |  | <p>town.</p> <ul style="list-style-type: none"> <li>-This section unverified, but logical per 22 BH guide...</li> <li>-TX (Main) to College / RR3101 to a still existing brick curve SW and out of town to rejoin TX 6 west.</li> </ul> <p>-The 1922 guide shows another 90 degree step further west - I think on the north side of the hill where TX 6 curves for the last time to the SW, then due south to tie into CR199 and west to tie back into TX 6 and on into Cisco.</p> <p>By 1926 (probably 1923 with the new road from Ranger), TX 112 to TX 6.</p> <ul style="list-style-type: none"> <li>-south one block on TX 6 to follow Commerce all the way west out of town. Previous 90-degree BH turns bypassed.</li> </ul> |  |
| Cisco Area: |  | <p>BY 1940, follow TX 6 around that long curve into Cisco.</p> | <p>1921 BH:</p> <ul style="list-style-type: none"> <li>-At the east end of Cisco, TX 6 veers NW on a long curve. Turn left (west) onto E 16th St. which is exquisite old brickwork!</li> <li>-Follow the brickwork and E16th into town.</li> <li>-Follow the curve right onto 'B' Ave, then left on 14th to cross the RR and follow US183 (Conrad Hilton Blvd) north (right)</li> <li>-Left on 4th to Ave.</li> </ul>  | <p>This historic routing has been verified by the 1922 BH map, 1927 as-builts and the 1930 and 1934 Highway Divisional maps. Actual roadwork verifies original BH era brickwork!</p> <p>RR2945 routing verified by the 1934 Paul's Sectional Maps and 1936 county map.</p> |

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|                     | <p>TX 6 into town, across the intersection to follow TX 206 SW to meet I-20.</p> <p>I-20 west... (actually the eastbound lanes) &gt;&gt;&gt;</p> <p>I-20 west to Putnam.</p> | <p>-Downtown Cisco, where TX 6 heads north, continue west on TX 206 (8th St.).<br/>-At the 'Y' intersection on the west side of Cisco, stay right on Ranch Road 2945.</p> <p>-Follow RR 2945 as it veers west along the RR tracks. &gt;&gt;&gt;</p> <p>-RR 2945 west along the Missouri Pacific RR tracks &gt;&gt;&gt; for roughly 10 miles until it intersects (and becomes) Ranch Road 880 near I-20 MM320.<br/>-Ranch Road 880 towards Putnam.</p> | <p>Same as 1927 routing&gt;</p> <p>West of town on FM2945, in the middle of the concrete bridge, look over the south railing to see the original 1921 BH grade crossing. Just over the bridge, look low to your left to see where this crossing tied back in.&gt;&gt;&gt;</p> <p>FM2945 west past the county line towards Putnam</p> | <p>J, then a right turn past the cemetery to follow the RR west out of town.<br/>-Merge with FM2945.</p> <p>By 1927:<br/>-Follow 16th and its brickwork into town as before, around the curve, but continue straight on Ave. B all the way to 6th. St. (per 1921 proposed plans and 1927 'as-built's'<br/>-Left on 6th ST (TX 6) across the RR, then through D-T to Ave. J<br/>-Ave J up and around the cemetery as before to meet FM2945..</p> | <p>Note, the 1927 Auto Blue Book and 1929 BOA map from Steve Varner followed the 1921 alignment, but went all the way to 3rd before going over to J Ave and out of town but 1927 TXDOT as-builts seem to say 6th (TX206)</p> <p>Ave J past the cemetery is gated/blocked off now.</p> <p>As RR 2945 veers westward along the tracks, look to the right and you can see where the historic alignment would have merged with the newer road.</p> <p>1922 proposed plans (what would become FM2945, show the 'newer' road essentially overlaying and straightening the older BH west of Cisco.</p> <p>Per a 1963 interstate 'As-Built' plan, U.S. 80 became the I-20 eastbound lanes from the Callahan County line to Cisco.</p> <p>A fine drive through open rangeland with the old pole lines along the RR track. Like being in a time warp.</p> |
| <p>Putnam Area:</p> | <p>I-20 exit 319 into Putnam.</p>  | <p>-Heading into</p>  | <p>Heading into Putnam, FM2945 becomes FM880 for a brief spell</p>   | <p>the county line, though unproven, it is *possible* that the 21 BH essentially went due west to tie into CR320, then south on FM880 to rejoin FM2945 west</p>   | <p>Unknown if any of the I-20 access roads are the last incarnation of 80 or</p>  |

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|                    | <p>-I-20 or the north frontage west.<br/>&gt;&gt;&gt;</p>                                   | <p>Putnam, stay left at the 'Y' with TX 322 &amp; 324.<br/>-Take 324 SW into Putnam (will become Travis St.)<br/>-Travis thru Putnam<br/>-Travis St. will become Finley Road west of Putnam.</p> | <p>-veer right to take CR324<br/>-stay right at the 'Y' with TX 322 &amp; 324 to take 322 due west where it will eventually turn south, then west again to tie into Peach St.<br/>-Peach to Travis St. west all the way past town.<br/><br/>Follow Travis Rd west, will become CR324, then Finley Road.<br/><br/>-Stay on Finley Rd. &gt;&gt;&gt; until it re-merges with I-20 near MM310.</p>   |   | <p>not. We spent our time driving the fantastic TX 6 and 12 mile Finley Rd. stretches through here!<br/><br/>The Finley Rd. stretch is an exquisite stretch with several concrete bridges and a solid center stripe remnant for miles. A MUST SEE! Johnsie Allen and her family once owned &amp; operated the Lone Star Garage and Tourist Court/ Hamburger stand at Deep Creek. All that remains now is the shell of the garage.</p>   |
| <p>Baird Area:</p> | <p>State Loop 425 will become E. 4th Street thru Baird &amp; will re-connect with I-20.</p> | <p>Stay with Loop 425 all the way into Baird, Market south and FM 18 west.</p>   | <p>-Cross under the interstate at MM310, take the frontage road west to the gate. You can see where old 80 went south around this large hill with the towers on it.<br/><br/><i>(Italicized instructions indicate areas inaccessible.)</i><br/>-It will dip SW to the tracks, then curve back NW.<br/>-There once were two bridges where the 'thumb' of Mexia Creek pokes up north. Destroyed by I-20 construction.<br/><br/>At exit 308, cross I-20, and take the ramp east as if you were getting onto I-20 eastbound.<br/>-Turn right just at the last second over the old concrete bridge and onto Ivey Rd (CR494).<br/>-Ivey Rd</p> | <p>The 21 BH went around this same hill, but went SOUTH of the RR tracks on the other side, to cross the tracks again SE of Baird.<br/>-Up from the RR to rejoin CR 494, across CR425 to follow 6th St into town.<br/>-6th to an alley that once tied into Market. Market south to 4th St, right (west) on Market to follow Market south to the old D-T district.</p> | <p>Per the 1936 county map, it is quite clear that there were two bridges crossing Mexia Creek at the narrow 'thumb' just east of Baird (by current I-20 exit 308). This area is inaccessible.<br/><br/>It appears that there were at least 4 incarnations of the old road coming around this radio tower hill into Baird:<br/>1) The <i>italicized described</i> alignment described with the two bridges over Mexia Creek<br/>2) A later alignment going around the north side of Mexia Creek and then back SW over the Ivey Rd. concrete bridge (a post 1940 incarnation-bypassed by the '61</p> |

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|                       | I-20 south frontage road west to Clyde. >>>  |   | (CR494)straight across at the junction of Loop 425 to follow 6th to the 'Y'<br>-Veer left. Road will veer SW and rejoin Loop 425 & rejoin newer 80 (E. 4th. St) into Baird.<br>-4th St. into Baird.<br><br>-Market St. south one block to 3rd.<br>-Take Third street west out of town, under the RR tracks where it will become RR 18. >>><br><br>-Follow RR 18 west. |   | map)<br>3) The Loop 425 routing<br>4) and of course, the earliest BH routing.<br><br>Tommy Jones of the Abilene TXDOT district office has verified that the I-20 south frontage was the last version of 80 all the way from Baird into Abilene.   |
| Clyde & Elmdale Areas | I-20 south frontage west past Clyde.<br><br>I-20 south frontage west past Elmdale exit.  |   | FM 18 north into the south side of Clyde.<br><br>FM18 through Clyde and west<br><br>FM 18 past Elmdale into Abilene.>>>   | The 1922 BH map shows the old BH crossing to the north side of the RR 2.9 miles west of Clyde<br>- right about at today's CR603.<br>-It stayed on the north side of the RR until 1 mile east of Elmdale where it crossed back to the south side. Note that I didn't see any evidence of this today... | Note the 1927 F.A.P. marker on the north side of the road at the Taylor County line which pegs when this new routing was finalized.<br><br>I also theorize that the large 90-degree sep of CR603 up past I-20 then due west on CR116/Cr270 to eventually tie into Elmdale may have been a very early routing. Unproven. |
| Abilene Area          | -I-20 south frontage west to Abilene.<br>-Exit 292A to take Business 20 into Abilene.<br>-Bus. 20 to Treadaway (Business 83).<br>-South on Treadaway (Bus. | -Turn north on U.S. 83 (S. Treadaway) towards downtown.<br>-Take S. 1st. St. (Business 20) west to Pine and | FM 18 west across the A/P to join with Lytle Way<br>-to the junction with TX36 (11th St)<br>-11th St. west past Bus 83 (S. Treadaway) to the junction of Oak<br>-Oak north to S. 1st St<br>-West on S. 1st St.  | Note, before the Treadaway (Bus 83) alignment, a post Oak St. version of 80 may have come into the east side of town like modern 80 but turned south onto Pine across   | Again, this TX 36 routing verified by the 1936 county map.<br><br>NOTE: Prior to the airport being expanded, RR 18 joined up with what is now known as Lytle Way curving up past Lytle Lake to join TX 36 into town.  |

83) under the tracks  
-Take 1st St.  
(Business 20)  
west.

the rejoining of  
the alternate  
alignment.

one block to Pine  
and the rejoining of  
our historical  
Alternate BH and 80  
alignments!

the tracks and west  
on S. 1st St.

Rejoining of the 1932-43 Alternate 80 from Breckenridge/Albany back into the main trunk routing in Abilene. All roads rejoined on S. 1st St.

[On to 'Drive West Texas'!](#)  
or  
[Back to 'Drive East Texas'!](#)

Though I've poured over maps and 'as-built' records for literally hundreds of hours, I always welcome additional notes/comments from you, the inquisitive roadie. That darn thing called work keeps me from checking all of these hundreds of miles of old goodies myself, so until I can road test all of these notes and/or hear from you out there, I will leave these notes for now in the hopes that they may provide you with hours of exploration, fun and tweak your curiosity while you check out what was once part of the great American U.S. Highway system through Texas.

Cheers,

Jeff in Tucson

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