



Historic Bridge Adoption Information Packet

Gonzales County

County Road (CR) 462

Sandy Fork Creek

January 23, 2024

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Announcement

The Texas Department of Transportation (TxDOT) offers the historic bridge detailed below for adoption and reuse according to federal transportation and historic preservation laws. Located in Gonzales County, the truss bridge on County Road (CR) 462 crosses Sandy Fork Creek.

The window to submit letters of interest and/or reuse proposals closes at 5:00 p.m. on April 25, 2024.

Interested parties may request additional information, indicate an interest, or submit a reuse proposal by contacting:

Joshua Berckenhoff, Environmental Specialist
TxDOT Yoakum District
Mailing Address: 403 Huck Street
Yoakum, TX 77995-2804
Phone Number: (361) 293-4371
Email address: Joshua.Berckenhoff@txdot.gov



Bridge Location

- **County:** Gonzales County
- **Highway or Facility:** CR 462
- **Feature Crossed:** Sandy Fork Creek
- **GIS Locational Information** <https://arcg.is/GCDDr0>

Bridge Information

- **Bridge Owner** Gonzales County
- **Main-span Type:** Warren pony truss
- **Main-span Length** 62 feet
- **Roadway Width** 15 feet
- **Year Built** 1940
- **Builder** Unknown

Bridge Condition and Load Rating

The bridge was closed to thru traffic in 2019 due to the extensive deterioration of the bridge. Extensive moderate to severe rusting of the truss members and connections might require a re-design of the truss members and replacement with newer members. Steel truss members, floor beams, and supports have localized areas of severe section loss. The half-hip pony truss no longer functions as a truss due to failed lower chord members and severely rusted connection plates and bearings. These spans were shored with timber pilings and now function as steel stinger spans.

Historic Significance of the Bridge

The County Road 462 over the Sandy Fork in Gonzales County was constructed in 1940. It is a one-span, riveted, Warren pony truss with an overall structure length of 62 feet. It has a polygonal top chord with five slopes in a camelback configuration and one set of verticals. As one of no more than 14 extant examples, Warren pony trusses with a polygonal top chord bridges are significant as rare survivors of a rare type.

Per a policy decision by the Texas SHPO, the Executive Director of the Texas Historical Commission in 2014, all metal trusses constructed before 1946 are significant at the local level as embodying distinctive characteristics of a type.

TxDOT Estimated Work Items and Costs

Costs to rehabilitate and relocate the bridge for pedestrian use are estimated by TxDOT bridge engineers based on TxDOT expenditures for similar items on other bridges. All prospective owners should have access to a structural engineer to assist in determining the appropriate work to be completed as well as appropriate estimates. Costs may vary outside the TxDOT system.

The following construction items may be phased.

Warren Pony Truss

| | |
|------------------------------------------------------------|----------|
| ▪ CLEAN & PAINT EXIST STR (SYSTEM II) ¹ | \$91,000 |
| ▪ RAIL (TY PR1) ³ | \$11,400 |
| ▪ REMOV STR (TIMBER DECK) | \$3,500 |
| ▪ REMOV STR (TRUSS STRINGER) | \$19,200 |
| ▪ REP STEEL BRIDGE MEMBER (STRINGER)(TRUSS) ^{2,3} | \$32,000 |
| ▪ PRESSURE TREATED TIMBER DECK (GLULAM) ^{2,3} | \$38,640 |
| ▪ REMOVE AND RELOCATE EXISTING TRUSS BRIDGE | \$26,000 |

| | |
|-------|-----------|
| Total | \$221,740 |
|-------|-----------|

1. Cleaning and painting is highly recommended, but not required. Estimated cost without cleaning and painting is \$130,740.00.
2. Cost is estimated based on full deck width. An analysis will need to be conducted to determine appropriate deck width for pedestrian loads.
3. Specified repairs are necessary to convert the bridge to pedestrian use, but costs can be deferred to reduce initial cost to local government. Estimated cost without deferred work or cleaning and painting is \$48,700.

Bridge Photographs





