



Historic Bridge Adoption Information Packet

Lavaca County

CR 130

Rickaway Branch

1-30-2024

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Announcement

The Texas Department of Transportation (TxDOT) seeks adopters for the historic bridge detailed below for reuse according to federal transportation and historic preservation laws. The bridge is located in Lavaca County on CR 130 crossing Rickaway Branch.

Letters of interest and/or reuse proposals will be accepted until 5 p.m. on September 1, 2024. TxDOT is currently undergoing alternatives analysis for this project. The outcome of the analysis may impact the availability of this bridge. Priority for assistance will be given to public entities seeking to reuse the bridge in a public or publicly visible space. Bridges available through this program are not suitable for vehicular service. All rehabilitation work must conform to the Secretary of the Interior's *Standards for Rehabilitation* in consultation with the Texas Historical Commission (THC).

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

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



Bridge Location

- County: Lavaca
- Highway or Facility: CR 130
- Feature Crossed: Rickaway Branch
- GIS Locational Information: <http://arcg.is/fPbbK0>

Bridge Information

- Bridge Owner: Lavaca County
- Main-span Type: Warren Pony Truss
- Main-span Length: 64 feet
- Roadway Width: 12.1 feet
- Year Built: 1930
- Builder: N/A

Bridge Condition and Load Rating

The bridge has an estimated date of construction of 1991, but the riveted construction of the truss implies that this bridge is much older. The bridge has widespread severe corrosion and section loss throughout the truss. The bridge is posted for a Weight Limit of 13,000 LBS Gross and 7,500 LBS Axle or Tandem. Multiple structural members have operating load rating capacities below that required to carry emergency vehicles and school buses at this location.

Historic Significance of the Bridge

As one of 14 or fewer extant examples, the bridge is significant as a rare type - the Warren pony truss with a polygonal top chord. It does not meet any other thresholds for engineering significance. It was fabricated c. 1930, based on the absence of built-up structural member, and likely moved to its current location in 1991. 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.

▪ Clean and paint existing structure:	\$91,000.00
<small><TxDOT testing indicated that this bridge has lead-based paint as a primer under the existing painted surface. This estimated cost is for the full abatement of the lead paint from the trusses and repainting the structure to prevent further rusting and corrosion></small>	
▪ Remove STR (Deck):	\$3,500.00
▪ Remove STR (Truss Stringer):	\$8,400.00
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Total Costs	\$102,900

Bridge Photographs



