Historic Bridge Adoption Information Packet

Comanche County

County Road (CR) 310

Indian Creek

June 2026

Contents

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 in Comanche County, on County Road (CR) 310 at Indian Creek.

Priority 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 interest, or submit a reuse proposal by contacting:

- Andrew Chisholm, Environmental Project Planner
- TxDOT Brownwood District
- Phone Number: 325-643-0442
- Email address: andrew.chisholm@txdot.gov

Letters of interest and reuse proposals will be accepted until 5 p.m. on September 16, 2026.

Bridge Location

- County: Comanche
- Highway or Facility: CR 310
- Feature Crossed: Indian Creek
- Locational Information: https://arcg.is/1mPXTu1

Bridge Information

- Bridge owner: Texas Department of Transportation
- Main span type: Warren pony truss
- Main span length: 60 feet
- Roadway width: 20 feet
- Year built: 1925
- Builder: Texas Highway Department

Historic Significance of the Bridge

Constructed circa 1925, the bridge is a one-span, riveted, Warren pony truss with parallel top chords and one set of verticals. The bridge has a main span length of 60 feet and an overall structure length of 82 feet. Alterations to the bridge in 1989 represent a severe loss of integrity of design, but the bridge still retains integrity of materials, workmanship, setting, feeling, and association. In 2014, the Texas State Historic Preservation Office (SHPO) determined all metal truss bridges in Texas historically significant as rare surviving examples of their type.

Condition Photos and Descriptions

The truss remains in generally good condition; however, the bridge is currently closed due to instability caused by stream migration and associated erosion. Significant erosion is present near the bridge, particularly at the northwest abutment, where undermining of the abutment wall and exposure

of foundation piles have been observed. While the steel railings on the approach span exhibit minor rust and some impact damage, these issues do not affect the structural integrity or load-carrying capacity of the truss.

The following photos highlight some areas of the truss needing repair. Some repairs will be required prior to converting the bridge to pedestrian use, while others can be deferred to a later date. Please note that additional repairs may be uncovered while moving the truss or while completing rehabilitation activities. Other costs for converting the bride to pedestrian use include foundations at the new location, a new rail, and a pedestrian walkway with a width to be determined by an engineering analysis. Finally, the truss will need to be moved from the current site to the new location. Costs to the recipient will be dependent on distance to be moved and may be partially or fully covered by the State.

Rehabilitation activities that are required prior to moving the bridge:

- Construct foundation for bridge at new site

Rehabilitation activities that are required after bridge is moved to new site:

- Install new deck
- Install new pedestrian rail
- Replace missing bolts

Rehabilitation activities that may be deferred:

- Cleaning bridge
- Painting bridge

Rehabilitation work that is not recommended:

- Existing substructure repair

Bridge Photographs

Figure 1. Erosion on abutment wall and pile exposure.

Figure 2. Erosion on northwest abutment.

Figure 3. View of the east side of the bridge truss.

Figure 4. Detail of top chord connection

Figure 5. Underside of bridge, showing alterations to stringers and new bent

Figure 6. Photo showing missing bolts

Figure 7. Photo showing paint loss and corrosion