



# Historic Bridge Adoption Information Packet

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Eastland

County Road (CR) 136

Dinner Branch Draw

July 20, 2020

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## Announcement

The Texas Department of Transportation (TxDOT) is offering the historic bridge detailed below for adoption and reuse according to federal transportation and historic preservation laws. The bridge is located in Eastland County, on CR 136 crossing Dinner Branch Draw.

Letters of interest and/or reuse proposals will be accepted until 5:00 p.m. on August 24, 2020.

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

Andrew Chisholm, District Environmental Coordinator  
TxDOT Brownwood District  
2495 HWY 183 North, Brownwood, Texas 76802  
Phone Number: (325) 643-0442  
Email address: [Andrew.chisholm@txdot.gov](mailto:Andrew.chisholm@txdot.gov)



## Bridge Location

- **County:** Eastland
- **Highway or Facility:** CR 136
- **Feature Crossed:** Dinner Branch Draw
- **GIS Locational Information** <https://arcg.is/1WuTbK>

## Bridge Information

- **Bridge Owner** Eastland County
- **Main-span Type:** Steel Stringer
- **Main-span Length** 22 feet
- **Roadway Width** 26 feet
- **Year Built** 1937-1938
- **Builder** Works Progress Administration (WPA)

## Bridge Condition and Load Rating

The structure has a load rating of 21,000 LBS and exhibits significant damage to the masonry abutments including spalling. In addition, the strength of the steel beams is inadequate for the traffic needs of the site which includes large farm equipment, school buses, and emergency vehicles. The steel beams show widespread minor rust, the deck has cracks and exposed rebar, and the bridge rail has minor rust and galvanizing failure on the metal portions while the concrete portions have minor cracks and spalls with exposed rebar. The rail is also obsolete and does not meet current crash testing requirements for safety.

## Historic Significance of the Bridge

This bridge was constructed by Work Relief labor sponsored by the Works Progress Administration in 1938 (see WPA # 12186). According to WPA records, the bridge was one of several bridges constructed in conjunction with other road improvement projects to provide an all-weather roadway for school buses and US mail delivery. The combined projects employed 133 laborers of which three were stone masons and three mason's helpers. Extensive hand labor workmanship is still evident in the masonry substructure and there have been no changes or alterations to the design. While there is evidence that the bridge exhibits minor deterioration to the masonry substructure, these masonry features continue

to function according to their engineering design. Therefore, the bridge is eligible under National Register Criterion C.

## Bridge Photographs



Cracking of abutment and failure of wingwall



Beams of bridge showing rust



Bridge rail – non-standard and not crash tested