Historic Bridge Adoption Information Packet

Crockett County

State Highway (SH) 290

Pecos River

January 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 Crockett County, on <State Highway (SH) 290 crossing the Pecos River.

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:

- Pamela Stark, Environmental Coordinator
- TxDOT San Angelo District
- 4502 Knickerbocker Road, San Angelo, TX 76904
- Phone Number: Phone Number: (325) 947-9323
- Email address: pamela.stark@txdot.gov

Letters of interest and/or reuse proposals will be accepted until 5 p.m. on Friday, April 17, 2026.

Bridge Location

- County: Crockett
- Highway or Facility: State Highway (SH) 290
- Feature Crossed: Pecos River
- Locational Information: https://arcg.is/iCSfv

Bridge Information

- Bridge owner: TxDOT
- Main span type: Parker Through Truss
- Main span length: 940 feet
- Roadway width: 21.8 feet
- Year built: 1933
- Builder: Texas Highway Department

Historic Significance of the Bridge

Constructed in 1932-1933, the bridge is a one-span, riveted Parker through truss. With 26 approach spans, the bridge has an overall structure length of 940 feet. The bridge is one of the 20 remaining examples of this once common truss type in the state, though extensive alterations to the truss have diminished its integrity. In 2014, the Texas State Historic Preservation Office (SHPO) determined all extant metal truss bridges in Texas historically significant as rare surviving examples of their type.

Condition Photos and Descriptions

The structure is in fair condition overall, with widespread impact damage, cracking in truss members, widespread surface corrosion, and minor corrosion pitting. Corrosion and pitting is more severe at lower chord gusset plates, lower chord truss members, and floor system connections. Impact

damage is present on most truss members, with some severe damage causing cracking, tearing, and severe distortion. Larger vehicles do not have sufficient vertical or horizontal clearance, resulting in impact damage that, if severe, could lead to bridge closure.

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 bridge to pedestrian use include foundations at the new location, a new rail, and a pedestrian walkway of 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
- Repair cracks (may be deferred, but evaluation by structural engineer is recommended prior to opening bridge to pedestrians)

Rehabilitation activities that may be deferred:

- Cleaning bridge
- Painting bridge
- Heat straightening

Rehabilitation work that is not recommended:

- Existing substructure repair

Bridge Photographs

Figure 1 Spalls in deck soffit span

Figure 2 Spall in south beam span

Figure 3 Impact damage on west horizontal

Figure 4 Impact damage south truss

Figure 5 Impact damage south truss

Figure 6 Rusted east bearing plate for truss bent

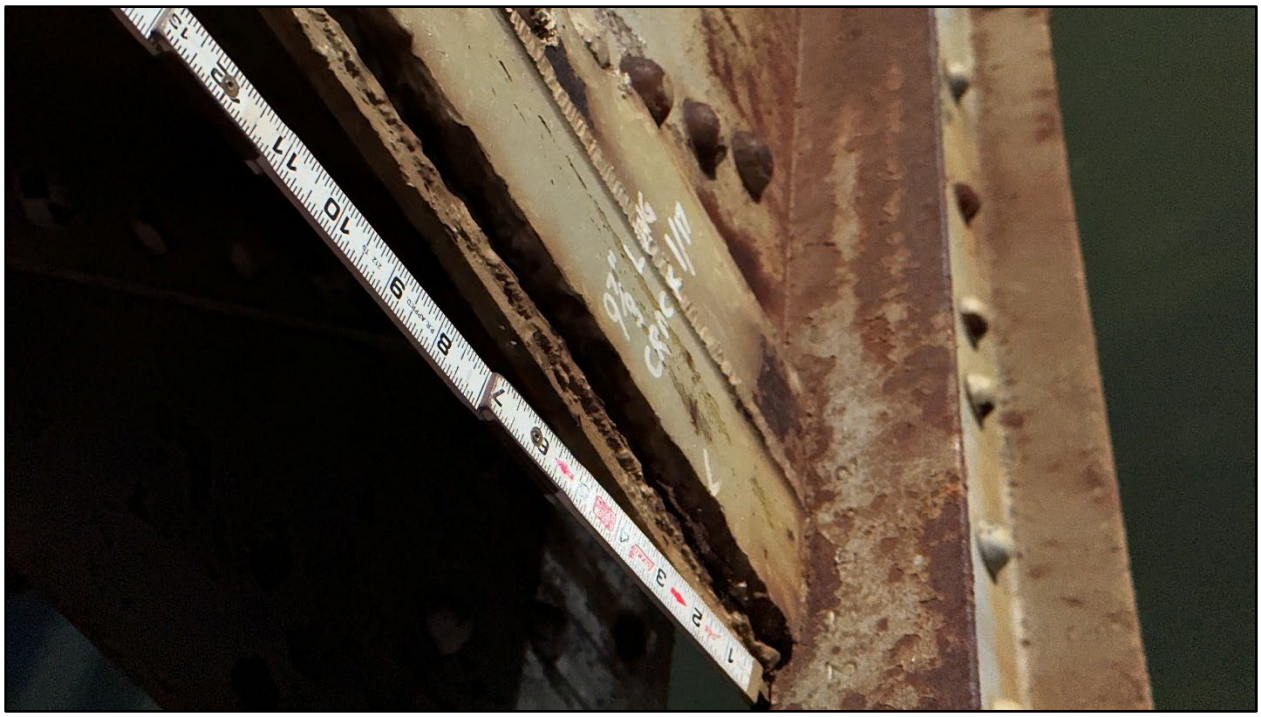

Figure 7 South truss gusset

Figure 8 South truss batten plate

Figure 9 South truss batten plate

Figure 10 South stringer floorbeam

Figure 11 South stringer floorbeam

Figure 12 South truss lower chord panel

Figure 13 North truss unseated rivet

Figure 14 South truss impact damage

Figure 15 Portal bracing impact damage

Figure 16 North truss unseated rivet

Figure 17 Floorbeam pitting

Figure 18 Floorbeam pack rust

Figure 19 Floorbeam section loss

Figure 20 Truss bearing surface corrosion

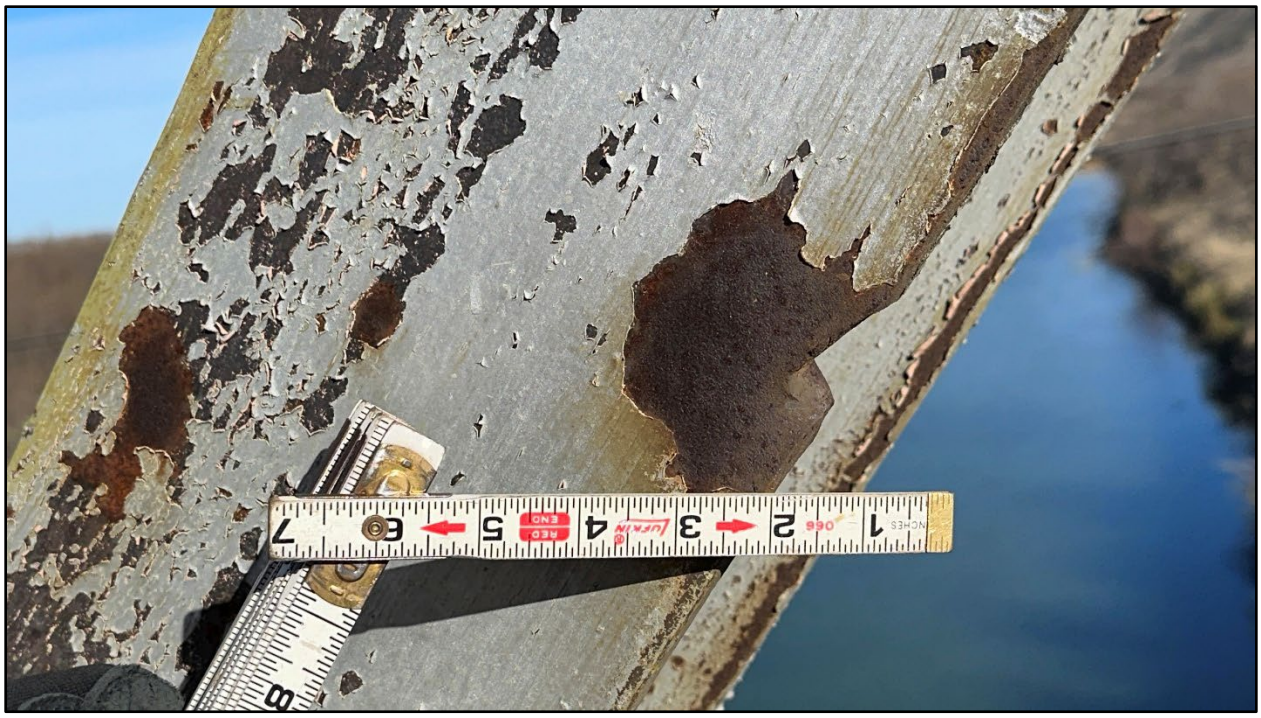

Figure 21 Typical base metal fatigue

Figure 22 State Highway 290 bridge over the Pecos River, view from riverbank

Figure 23 State Highway 290 bridge over the Pecos River, view from riverbank

Figure 24 SH 290 bridge truss, view from approach span

Figure 25 Underside of SH 290 bridge