

Wayland, Joshua

From: Andrew Schmidt <aschmidt@summite.com>
Sent: Wednesday, November 23, 2016 5:08 PM
To: Wayland, Joshua
Cc: Mack H. Shumate; Olin H. Dirks
Subject: RE: Proposed Rail Line Abandonment Project, Harris and Chambers Counties, TX
Attachments: Bridge Report U.S._STEEL_LEAD__BAYTOWN_4.36.docx

Thanks Josh. Attached is a bridge inspection report for the Cedar Bayou Bridge provided by UP. This can be shared with TxSHPO and, hopefully, will satisfy their request for a conditions report. UP will also provide a summary of why retention of the bridge is not economically feasible, given the costs to rehab the bridge. Furthermore, because it is not operable, it cannot be used for a transportation purpose, and therefore, the USCG will consider the bridge to be a hazard to navigation (UP will also expand on this).

Let me know if you have any questions or need additional information to continue consultation with TxSHPO regarding the Memorandum of Agreement.

Thanks,
 Andrew

From: Wayland, Joshua [mailto:Joshua.Wayland@stb.gov]
Sent: Wednesday, November 23, 2016 11:02 AM
To: mackshumate@up.com; lydia.woods@thc.texas.gov; kitty@historicbridgefoundation.com; Andrew Schmidt
Subject: FW: Proposed Rail Line Abandonment Project, Harris and Chambers Counties, TX

All,

Please find attached the response from ACHP regarding the proposed rail line abandonment in Baytown, Texas. As you know, the undertaking would result in an adverse effect to the Cedar Bayou Bridge, a National Register eligible property.

Best regards,

Josh Wayland

Environmental Protection Specialist
 Office of Environmental Analysis
 Surface Transportation Board
 Office: (202) 245-0330

From: OFAP [mailto:OFAP2@achp.gov]
Sent: Friday, November 18, 2016 4:30 PM
To: Wayland, Joshua <Joshua.Wayland@stb.gov>
Cc: Mark Wolfe <mark.wolfe@thc.state.tx.us>; Victoria Rutson <rutsonv@stb.dot.gov>; Najah K. Gabriel <ngabriel@achp.gov>
Subject: Proposed Rail Line Abandonment Project, Harris and Chambers Counties, TX

From: Office of Federal Agency Programs

Advisory Council on Historic Preservation

Attached is our letter on the subject undertaking (in Adobe Acrobat PDF format)

If you have any questions concerning our letter, please contact:

Najah Gabriel

ngabriel@achp.gov

202 517-0210

Case # 10905

U.S. STEEL LEAD BAYTOWN 4.36

U.S. STEEL LEAD BAYTOWN: Data last refreshed on 11/21/2016 1:18:03 PM.

B2>>> 4.36(1) [INDU] CEDAR BAYOU (HARRIS, TX)

**** STRC_KEY = 2347 ****

[Cedar Bayou Lift Bridge]

Segment A	75'	DPGOD	1 span	1912	
Segment B	163'	TTROD-M/L	1 span	1912	Lift
Segment C	75'	DPGOD	1 span	1912	
Segment D	312'	BMOD	8 spans	1967	
Segment E	228'	DPGOD	5 spans	1967	

Total 853'

NON-STANDARD SEGMENT LIST: E

NON-STANDARD SUBSTRUCTURE LIST: E1,E2,E3,E4,E5

MGT: 0 TPD: 1

ACCESS: ROW Road PHOTO/DOC(S): 5 (02/16/07)

LATITUDE: 29.71694* LONGITUDE: 94.94611* * - ESM GPS (Not PMV)

TRESPASS: SIGN(S) NOT VERIFIED

UTILITIES: Signal - Right; Electrical - Left/Right

4.36(1) [INDU] CEDAR BAYOU (HARRIS, TX) OVER: Cedar Bayou

SEGMENT A

(1)DPG-OD (Deck Plate Girder) LENGTH: 75' BUILT: 1967 / 1912

INSPECTED: 08/22/2007

1 C Concrete Abutment 13

S DECK PLATE GIRDER 75

ASBESTOS: NOT VERIFIED
 STRINGERS: 12.50" X 85.00" Steel
 WALKWAY: RIGHT: Steel
 HANDRAIL: RIGHT: Steel Cable
 APPROACHES LOW: BEGINNING (3T) RC: 0
 TIES: 8.00" X 10.00" X 10.00' TIMBER 1960 18 BAD / 76 TOTAL
 TIES/SPAN: 1:18/76
 SPACER BLOCKS: NO
 GUARD TIMBERS: YES
 RAIL ANCHORS: NOT PER STANDARD
 END PATTERN: NOT PER STANDARD
 RAIL: 112 LB Jointed
 SPEED: 10 MPH (FREIGHT)
 FRA CLAS: 1
 ALIGN: TANGENT
 GUARDRAIL ON BRIDGE SEGMENT TRACK
 APPROACH TIES NON-STANDARD
 BRIDGE PROFILE: GOOD
 NO STANDING WATER
 UNDERWATER INSPECTION REQUIRED

INSP DATE	DCLS AREA	INSPECTION FINDING [INIT]	INSP # COMMENTS
S 06/06/2000 3	A1	Sub, Abutment, Bridge Seat, Dirt/Debris Accumulat., Abutment #A1 Center, [AG]	#34 BALLAST COVERING BRG 1 & 2 INBOARD

U.S. STEEL LEAD BAYTOWN 4.36

S 06/06/2000	3	A1	Sub, Abutment, Bridge Seat, Vegetation Growth, Abutment #A1 Left, [AG]	#35 VEGETATION GROWING AT GIRDER 1 OUTBOARD
S 06/16/1999	3	A1	Super, Floor System/Bracing, Girder, Corrosion, Girder #1 Right Bottom Web Stiffeners, Section Loss (30-50%), [AG]	#23 3 " from btm @ every crossframe conn inboard
S 09/18/2002	3	A1	Super, Floor System/Bracing, Bottom Laterals, Corrosion, Panel #1 Thru 7 Girder #1 & 2 Both Left & Right, Section Loss (15-30%), [AG]	#59 Meas: 30 % All btm lat conn to girders 1 & 2 have pack rust
S 06/06/2000	3	A1	Super, Floor System/Bracing, Girder, Corrosion, Panel #3 Girder #1 Left Bottom Web Stiffener #2, Section Loss (15-30%), [AG]	#36 30 % SEC LOSS AT BTM OF WEB STIFFENER
S 06/06/2000	3	A1	Super, Floor System/Bracing, Bottom Laterals, Corrosion, Panel #3 Left Lateral #1, Section Loss (15-30%), [AG]	#37 BTM LATT CONN PLATE AT CROSS FRAME # 4 HAS 2 " HOLE
S 10/18/2001	3	A1	Super, Floor System/Bracing, Bottom Laterals, Corrosion, Panel #5 Left Lateral #2, Section Loss (15-30%), [AG]	#53 APPROX 20 % CORROSION
S 10/18/2001	3	A1	Super, Floor System/Bracing, Girder, Corrosion, Panel #7 Girder #1 & 2 Pier #B1 Bottom, Section Loss (>50%), [AG]	#52 GIRDERS 1 & 2 HAS 80 % CORROSION BETWEEN STIFFENERS

4.36(1) [INDU] CEDAR BAYOU (HARRIS, TX) OVER: Cedar Bayou

SEGMENT B

(1)TTR-OD (Through Truss Riveted) LENGTH: 163'1" BUILT: 1967 / 1912
INSPECTED: 08/22/2007

1	C	Concrete Pier	22	W
S	THROUGH TRUSS RIVETED	P-0	163	1

ASBESTOS: NOT VERIFIED
 STRINGERS: 12.50" X 47.50" Steel
 NBR OF STRINGERS: 2
 WALKWAY: RIGHT: Steel
 HANDRAIL: RIGHT: Steel Cable
 TIES: 8.00" X 10.00" X 10.00' TIMBER 1960 5 BAD / 156 TOTAL
 TIES/SPAN: 1:5/156
 SPACER BLOCKS: NO
 GUARD TIMBERS: YES
 RAIL ANCHORS: NOT PER STANDARD

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END PATTERN: NOT PER STANDARD
RAIL: 112 LB Jointed
SPEED: 10 MPH (FREIGHT)
FRA CLAS: 1
ALIGN: TANGENT
GUARDRAIL ON BRIDGE SEGMENT TRACK
APPROACH TIES NON-STANDARD
BRIDGE PROFILE: GOOD
STANDING WATER: 1
UNDERWATER INSPECTION REQUIRED

INSP DATE	DCLS	AREA	INSPECTION FINDING [INIT]	INSP # COMMENTS
S 10/18/2001	3	B1	Super, Floor System/Bracing, Top Laterals, Corrosion, Panel #1 Right Lateral #1, Section Loss (15-30%), [AG]	#54 1 1/2 " X 1 1/2" HOLE @ TOP LATT PLATE CONN TO STR 2
S 06/06/2000	3	B1	Super, Floor System/Bracing, Top Laterals, Corrosion, Panel #4 Right At Stringer #1 Lateral #2 & 3, Section Loss (> 50%), [AG]	#39 TOP LATT PLATE CONN HAS 75 % SEC LOSS @ STR 1 TOP LAT 1 & 2
S 10/18/2001	3	B1	Super, Truss Bracing, Portal Frame, Corrosion, Member #U1R, Section Loss (15-30%), [AG]	#45 15 % CORROSION IN MIDDLE OF PORTAL FRAME
S 10/18/2001	3	B1	Super, Truss Bracing, Portal Frame, Corrosion, Member #U7L TO U7R, Section Loss (>50%), [AG]	#47 40 TO 50 % CORROSION AT PORTAL FRAME BTM STRUT CONN
S 06/16/1999	3	B1	Super, Truss Bracing, Bottom Laterals, Corrosion, Panel #1 At Stringer #1 & 2, Section Loss (30-50%), [AG]	#29 Pnls 1 - 8 , Strs 1 - 2 Btm Lat to str conn angles corroded approx 30 %
S 06/06/2000	3	B1	Super, Truss Bracing, Top Laterals, Corrosion, Panel #1 Member #U1L Left, [AG]	#38 1 " HOLE AT TOP LAT BTM CONN PLATE AT MEMBER # U1L PNL 1
S 06/06/2000	3	B1	Super, Truss Bracing, Bottom Laterals, Fasteners Defective, Panel #6 Member #L5L-L6R At Stringer #1, [AG]	#40 4 LOOSE RIVETS OUT OF 4 AT BTM LATT CONN TO MEMBER # L5L TO L6R
S 06/06/2000	3	B1	Super, Truss Bracing, Bottom Laterals, Fasteners Defective, Panel #6 Member #L5R-L6L At Stringer #1, [AG]	#41 4 LOOSE RIVETS OUT OF 4 AT BTM LATT CONN TO MEMBER # L5R TO L6L
S 09/18/2002	3	B1	Super, Truss Bracing, Bottom Laterals, Fasteners Defective, Panel #7 Member #L6L-L7R At Stringer #1, [AG]	#64 Meas: 30 % 4 of 4 rivets loose @ btm lat to strng conn angle

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S 10/18/2001 3	B1	Super, Truss Members, Pin(s), Fasteners Defective, Eyebar / Pin #U8R Right Truss, [AG]	#48 COTTER PIN MISSING IN MIDDLE OF ROW 1 PIN # 2 @ U8R PNL 8
S 09/18/2002 3	B1	Super, Truss Members, Pin(s), Fasteners Defective, Eyebar / Pin #U1R Right Truss Upper Connection, [AG]	#63 Meas: 30 % Pin 2 Row 2 Cotter pin missing & pin backed out approx 1 " in lift cable conn
S 09/18/2002 3	B1	Super, Truss Members, Pin(s), Fasteners Defective, Eyebar / Pin #U8R Right Truss Upper Connection, [AG]	#62 Meas: 30 % Pin 2 Row 2 Cotter pin missing in lift cable conn
S 10/18/2001 3	B1	Super, Truss Members, Hip Plate, Corrosion, Member #U1L Left Truss, Section Loss (>50%), [AG]	#51 90 % CORROSION @ PORTAL FRAME TO STRUT CONN PLATE
S 10/18/2001 3	B1	Super, Truss Members, Hip Plate, Corrosion, Member #U7L Left Truss, Section Loss (>50%), [AG]	#50 75 % CORROSION @ PORTAL FRAME TO STRUT CONN PLATE
S 10/18/2001 3	B1	Super, Truss Members, Hip Plate, Corrosion, Member #U7R Right Truss, Section Loss (30-50%), [AG]	#46 50 % CORROSION AT PORTAL TO STRUT LOWER CONN PLATE

4.36(1) [INDU] CEDAR BAYOU (HARRIS, TX) OVER: Cedar Bayou

SEGMENT C

(1)DPG-0D (Deck Plate Girder) LENGTH: 75' BUILT: 1967 / 1912
INSPECTED: 08/22/2007

1	C	Concrete Pier	26	W
S		DECK PLATE GIRDER	75	

ASBESTOS: NOT VERIFIED
 STRINGERS: 12.50" X 85.00" Steel
 WALKWAY: RIGHT: Steel
 HANDRAIL: RIGHT: Steel Cable
 TIES: 8.00" X 10.00" X 10.00' TIMBER 1960 7 BAD / 66 TOTAL
 TIES/SPAN: 1:7/66
 SPACER BLOCKS: NO
 GUARD TIMBERS: YES
 RAIL ANCHORS: NOT PER STANDARD
 END PATTERN: NOT PER STANDARD
 RAIL: 112 LB Jointed
 SPEED: 10 MPH (FREIGHT)
 FRA CLAS: 1
 ALIGN: TANGENT
 GUARDRAIL ON BRIDGE SEGMENT TRACK
 APPROACH TIES NON-STANDARD
 BRIDGE PROFILE: GOOD

U.S. STEEL LEAD BAYTOWN 4.36

STANDING WATER: 1
UNDERWATER INSPECTION NOT REQUIRED

INSP DATE	DCLS	AREA	INSPECTION FINDING [INIT]	INSP # COMMENTS
S 06/06/2000	3	C1	Super, Floor System/Bracing, Girder, Collision Damage, Panel #1 Girder #1 Bottom Flange, [AG]	#42 BTM FLANGE AT OUTBOARD GIRDER 1@ WEB STIFFENER 5 DEFLECTED 5 " OVER A LENGTH OF 12 "
S 06/16/1999	3	C1	Super, Floor System/Bracing, Stringer Top Lateral, Corrosion, Panel #2 Left At Stringer #1 Top Plate connection to 3 Lateral #1, Section Loss (30-50%), [AG]	#30 Meas: 30 % TOP LAT CONN PLATE TO GIRDER 1 HAS 50 % CORROSION
S 09/18/2002	3	C1	Super, Floor System/Bracing, Top Laterals, Corrosion, Panel #3 Girder #1 Lateral #1, Section Loss (30-50%), [AG]	#60 Meas: 30 % Top lat to girder plate conn has a 3 " x 3 " L shaped hole

4.36(1) [INDU] CEDAR BAYOU (HARRIS, TX) OVER: Cedar Bayou

SEGMENT D

(8)BM-0D (Steel Beam Span) LENGTH: 312' BUILT: 1967 / 1967
INSPECTED: 08/22/2007

1	C C	Concrete Pier	0	18	
	S	STEEL BEAM SPAN		39	
2	S S	0 0 0 0	0	18	W
	S	STEEL BEAM SPAN		39	
3	S S	0 0 0 0	0	18	W
	S	STEEL BEAM SPAN		39	
4	S S	0 0 0 0	0	18	W
	S	STEEL BEAM SPAN		39	
5	S S	0 0 0 0	0	18	W
	S	STEEL BEAM SPAN		39	

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6	S S	0 0 0 0	0	18	W
	S	STEEL BEAM SPAN		39	
7	S S	0 0 0 0	0	18	W
	S	STEEL BEAM SPAN		39	
8	S S	0 0 0 0	0	18	X W
	S	STEEL BEAM SPAN		39	

ASBESTOS: NOT VERIFIED
 PILING: 2-8 (4) SIZE: 14 x 89 HP A-588 S
 CAPS: 1 (1) 48.0" X 48.0" X 15.0' C
 2-8 (1) 16.0" X 15.0" X 16.0' S
 NBR OF BEAMS: 4
 WALKWAY: RIGHT: Timber
 HANDRAIL: RIGHT: Steel Rail or Tube
 TIES: 10.00" X 10.00" X 10.00' TIMBER 1960 32 BAD / 225 TOTAL
 TIES/SPAN: N/S
 SPACER BLOCKS: NO
 GUARD TIMBERS: YES
 RAIL ANCHORS: NOT PER STANDARD
 END PATTERN: NOT PER STANDARD
 RAIL: 112 LB Jointed
 SPEED: 10 MPH (FREIGHT)
 FRA CLAS: 1
 ALIGN: TANGENT
 GUARDRAIL ON BRIDGE SEGMENT TRACK
 APPROACH TIES NON-STANDARD
 BRIDGE PROFILE: GOOD
 STANDING WATER: 2-8
 UNDERWATER INSPECTION NOT REQUIRED

INSP DATE	DCLS	AREA	INSPECTION FINDING [INIT]	INSP # COMMENTS
A 06/06/2002	3T	D	Track System, Guard Timbers, Decayed, Both Sides, [RMY]	#56 8 on the left and 2 on the right

4.36(1) [INDU] CEDAR BAYOU (HARRIS, TX) OVER: Cedar Bayou
 SEGMENT E
 (5)DPG-OD (Deck Plate Girder) LENGTH: 228' BUILT: 1967 / 1967
 INSPECTED: 08/22/2007

1	S S	0 0 0 0	0	18	X W K
	S	DECK PLATE GIRDER		45	7

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2	S S	0 0 0 0 0	0	18	X	K
	S	DECK PLATE GIRDER			45	7
3	S S	0 0 0 0 0 0	0	18	X	K
	S	DECK PLATE GIRDER			45	7
4	S S	0 0 0 0 0 0	0	18	X	K
	S	DECK PLATE GIRDER			45	7
5	S S	0 0 0 0 0 0	0	18	X	K
	S	DECK PLATE GIRDER			45	7
6	S S	0 0 0 0	0	12		

ASBESTOS: NOT VERIFIED
 PILING: 1,6 (4) SIZE: 14 x 89 HP A-588 S
 2 (5) SIZE: 14 x 89 HP A-588 S
 3-5 (6) SIZE: 14 x 89 HP A-588 S
 CAPS: 1-5 (1) 16.0" X 15.0" X 18.0' S
 6 (1) 16.0" X 15.0" X 16.0' S
 WALKWAY: RIGHT: Timber
 HANDRAIL: RIGHT: Steel Rail or Tube
 APPROACHES LOW: ENDING (3T) RC: 0
 TIES: 10.00" X 10.00" X 10.00' TIMBER 1960 76 BAD / 231 TOTAL
 TIES/SPAN: N/S
 SPACER BLOCKS: NO
 GUARD TIMBERS: YES
 RAIL ANCHORS: NOT PER STANDARD
 END PATTERN: NOT PER STANDARD
 RAIL: 112 LB Jointed
 SPEED: 10 MPH (FREIGHT)
 FRA CLAS: 1
 ALIGN: TANGENT
 NO GUARDRAIL ON BRIDGE SEGMENT TRACK
 APPROACH TIES NON-STANDARD
 BRIDGE PROFILE: GOOD
 STANDING WATER: 1
 UNDERWATER INSPECTION NOT REQUIRED

INSP DATE	DCLS	AREA	INSPECTION FINDING [INIT]	INSP # COMMENTS
A 06/06/2002	3T	E	Track System, Ties, Spike Kill, [RMY]	#58 Spike kill throughout Seg E
A 06/06/2002	3T	E	Track System, Guard Timbers, Decayed, Both Sides, [RMY]	#57 3 on the left and 1 on the right

U.S. STEEL LEAD BAYTOWN 4.36

INSP DATE	DCLS AREA	INSPECTION FINDING [INIT]	INSP # COMMENTS
I 08/22/2007		Bridge, Inspection, [JRN]	#78
I 10/18/2006		Bridge, Inspection, [JRN]	#76 Track is out of servise
A 01/30/2007		Bridge, Inspection, [JRN]	#77 Track is out of servise
A 01/30/2006		Bridge, Inspection, [WDM]	#75
I 10/10/2005		Bridge, Inspection, [SFK]	#74
X 12/07/2004		Bridge, Inspection, [SFK]	#72 Underwater Inspection Performed by G & G Marine
S 11/13/2003		Bridge, Inspection, [AG]	#69
A 01/29/1998	3T	Track System, Track, Low Approach Both Ends, [RMY]	#14

GENERAL NOTES:

09/16/2002: Segment E is non standard. The DPG is welded plates w/o fastners anywhere, (Spans are still fracture critical). UP maintenance stops at the end of Segment C.