

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
Eighth Coast Guard District
Hale Boggs Federal Building

500 Poydras Street, Room 1313
New Orleans, LA 70130-3310
Staff Symbol: (dpb)
Phone: (504) 671-2128
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D8DPBALL@uscg.mil

July 27, 2020

PUBLIC NOTICE (2-20)

BRIDGE PERMIT APPLICATION TO CONSTRUCT A REPLACEMENT RAILROAD BRIDGE OVER TRINITY RIVER, MILE 40.57, NEAR LIBERTY, LIBERTY COUNTY, TEXAS

All interested parties are notified that an application from UNION PACIFIC RAILROAD has been received by the Commander, Eighth Coast Guard District, for approval of the enclosed plans to construct a replacement bridge over a navigable waterway of the United States.

WATERWAY AND LOCATION: The proposed replacement railroad bridge would be constructed over the Trinity River, mile 40.57, near Liberty, Liberty County, Texas.

CHARACTER OF WORK: UNION PACIFIC RAILROAD (UPRR) proposes a bridge project to construct a replacement railroad bridge over the Trinity River ("Houston Subdivision" Railroad Mile Post 321.98). The applicant states that the condition of the bridge has been compromised due to age, high water levels, water velocities and erosion caused by Hurricane Harvey, and extensive foundation and span replacement is necessary to meet current operational and structural standards.

The existing structure is 1,552 feet in length, and is comprised of 9 segments of varying type and length. The proposed replacement structure would have 11 segments also totaling 1,552 feet in length between abutments. A 225-foot through truss riveted (TTR) segment would be relocated on new piers, slightly west of its current location. The applicant proposes to decrease the horizontal clearance through the relocated TTR span from 213.8 feet to 141.5 feet. The vertical clearance through this segment would remain the same at 12.1 feet above the Ordinary High Water Mark (OHWM), and it would be installed with a low chord elevation of 27.67. The existing spans would be floated out on barges and removed from the site. The existing piers and bents would be demolished and removed to a minimum depth of 3 feet below the existing soil or mudline.

MINIMUM NAVIGATIONAL CLEARANCES:

Existing:

Horizontal: 213.8 feet between piers,

Vertical: 12.1 feet above Ordinary High Water Mark (OHWM) elevation 15.5 feet NAVD 88

Proposed:

Horizontal: 141.5 feet between piers,

Vertical: 12.1 feet above OHWM elevation 15.5 feet NAVD 88

ENVIRONMENTAL CONSIDERATIONS: The Coast Guard, the lead Federal agency, has made a tentative determination that the bridge replacement is a categorical exclusion for the purposes of the National Environmental Policy Act (NEPA) because it satisfies criteria for such actions listed in the Coast Guard's NEPA Implementing Instructions.

Construction is in a floodplain with a 100-year flood elevation of 28.69 feet, North American Vertical Datum 88 (NAVD88). The low chord of the navigation span of the proposed bridge is 27.67 feet above OHWM. Approximately 6,600 cubic yards of fill material would be placed below mean high water to support the new rail structure. UPRR proposes to permanently impact approximately 0.02 acre of wetlands during construction of the bridge project.

Analysis indicated that the project would not result in adverse effects as described in Section 106 of the National Historic Preservation Act of 1966. Coordination with the Texas State Historic Preservation Officer (SHPO) is complete, and the SHPO provided concurrence dated December 11, 2019, signifying that no historic properties are affected by the proposed bridge project and the project may proceed.

Application has been made for Water Quality Certification (WQC) with the Texas Commission on Environmental Quality in accordance with Section 401 of the Clean Water Act. Certification that reasonable assurance has been furnished that the project will be conducted in compliance with water quality standards for the State of Texas or that an exemption has been granted will be made. The proposed project is not located within the Texas Coastal Zone Management Program area.

The Coast Guard has made the determination that the proposed project will not pose a risk to Federally-listed threatened and endangered species. The applicant, as the Coast Guard's designated Federal representative, coordinated with the U.S. Fish and Wildlife Service (USFWS). The applicant received a response on July 2, 2018, from the USFWS relaying its determination of no effect for all federally protected species; no further coordination with the Service is necessary. No essential fish habitat, as identified under the Magnuson-Stevens Fishery Conservation and Management Act, is located within the project footprint. The applicant coordinated with the Texas Department of Parks and Wildlife, and received a response from TPWD on July 9, 2018. The applicant would comply with all recommendations made by TPWD during construction of the proposed bridge project.

SOLICITATION OF COMMENTS:

Interested parties are requested to comment on the proposed bridge project, clearance gauges, environmental impacts, need for a bridge protective system, extent of nighttime navigation on the waterway, need for bridge lighting, and other navigational safety issues.

Interested parties are also requested to express their views on the proposed bridge project's possible environmental impacts, including impacts on minority and/or low income populations. Geri Robinson is the Bridge Management Specialist assigned to this proposed project. The public notice and environmental documents are available for review by emailing d8dpball@uscg.mil. Comments will be received at the Eighth Coast Guard District, Bridge Administration Branch, at

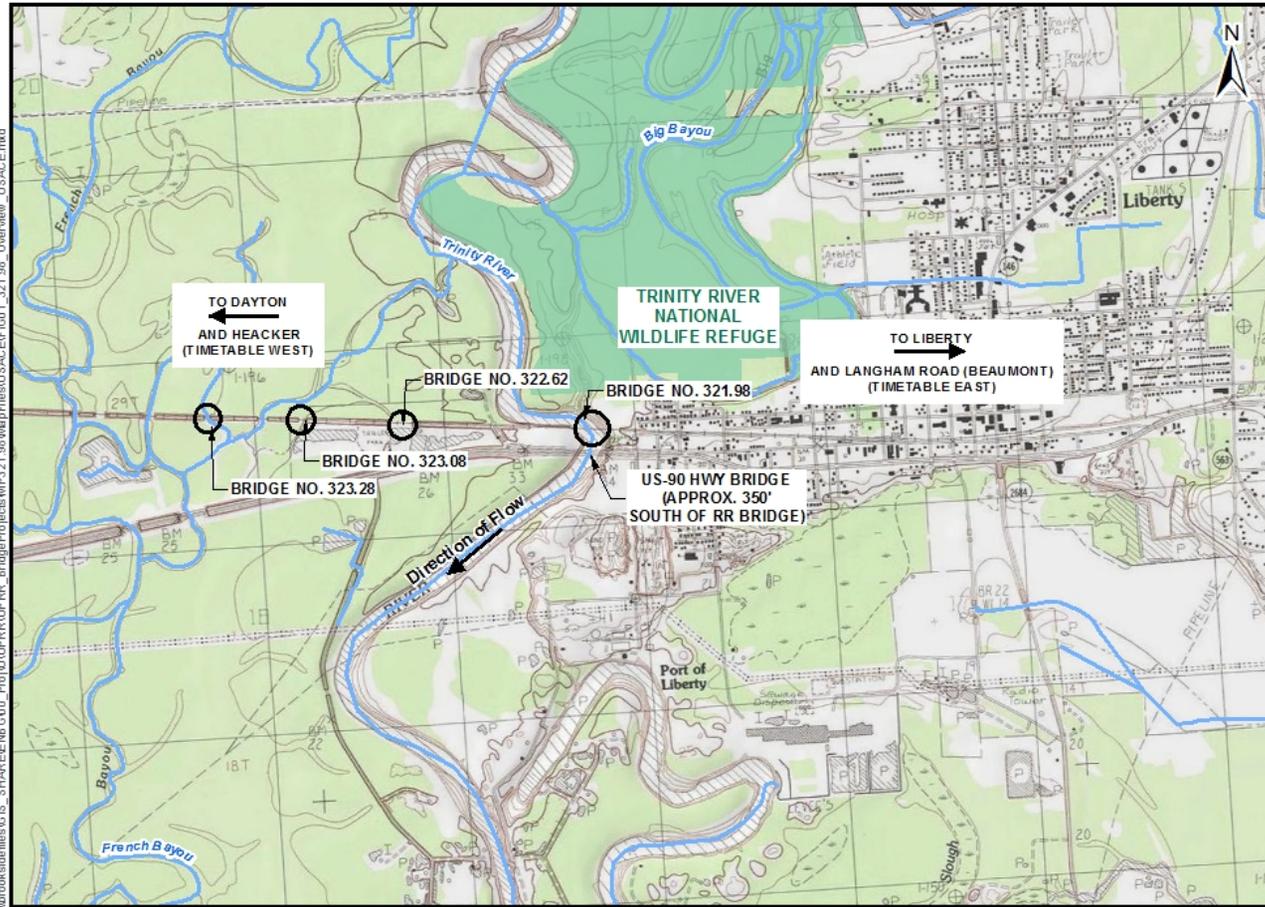
the address given in the letterhead of 500 Poydras Street, Room 1313 New Orleans, LA 70130-3310, or by email at d8dpball@uscg.mil through August 30, 2020.

Map of location and plans attached.

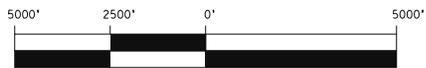
//s//

DOUGLAS BLAKEMORE
Chief, Bridge Administration Branch
By direction of the Commander
Eighth Coast Guard District

This is a web-searchable copy and it is not the official, signed version; however, other than the signature being omitted, it is a duplicate of the official version.



W:\work\files\GIS_SHARREN\CADD_Proj\NUPRR\UP_RR_Bridge\Projects\WP121_98\MapFiles\USACRE\001_321_98_Overview_USACE.mxd

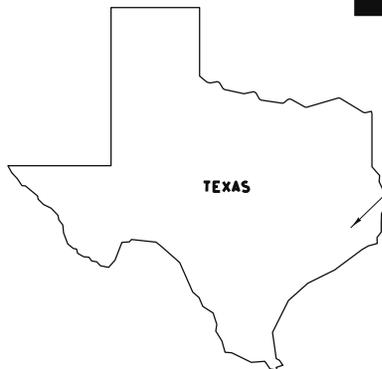


SITE LOCATION MAP
SCALE: NONE

ORIGINAL SIGNED
10-09-18



HDR ENGINEERING
F-754



BRIDGE NO. 321.98
NEAR LIBERTY, TX
LAT: 30.058789, LONG: -94.817267

NOTES:

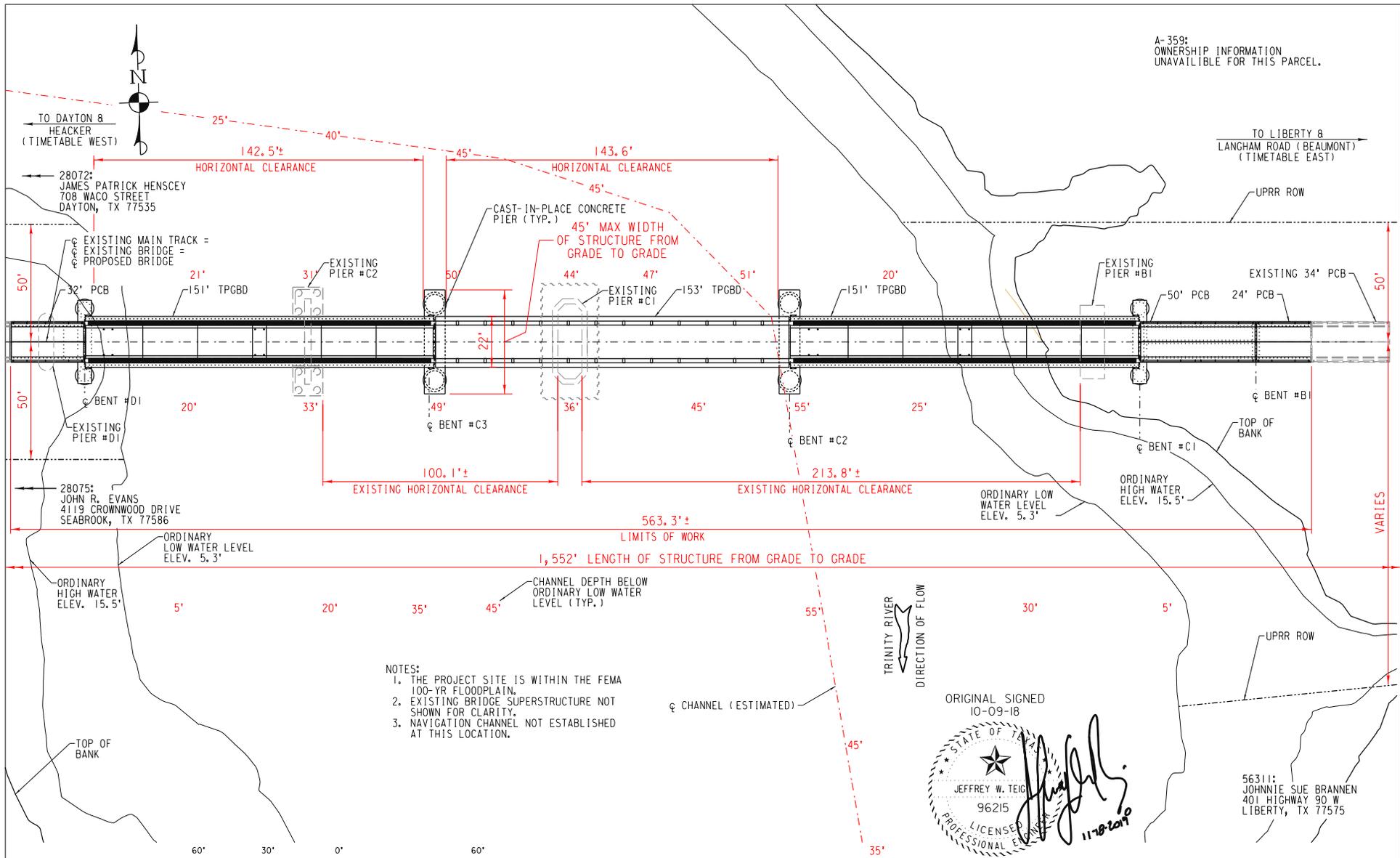
1. DATUM: NAVD88
2. OHWM ELEVATION 15.5 FT. WATER SURFACE ELEVATION ON 08/15/2017 WAS 4.6 FT.
3. RAIL STATIONING WAS SET AS 100+00 AT THE EAST (LOW MILEPOST) BACKWALL OF BRIDGE NO. 321.98.
4. A TEMPORARY BENCH MARK WAS ESTABLISHED BY A SHOT TAKEN AT A NGS BENCHMARK ON THE EAST ABUTMENT OF THE ABANDONED HWY 90 BRIDGE LOCATED APPROXIMATELY 148 FT. TIMETABLE WEST OF THE TIMETABLE EAST BACKWALL AND 459 FT. SOUTH OF THE TRACK CENTERLINE (ELEV. 33.84 FT.).
5. NO HISTORICAL OR ARCHAEOLOGICAL SITES WERE IDENTIFIED WITHIN THE AREA OF POTENTIAL EFFECTS FOR THE PROJECT.

PROPOSED BRIDGE REPLACEMENT
UNION PACIFIC RAILROAD BR 321.98
HOUSTON SUB., NEAR THE CITY OF
LIBERTY, TRINITY RIVER MILE 40.57,
LIBERTY COUNTY, TEXAS

APPLICATION BY
UNION PACIFIC RAILROAD

SHEET 1 OF 5 PREPARED BY HDR 11/18/2019

A-3598
OWNERSHIP INFORMATION
UNAVAILABLE FOR THIS PARCEL.



PROPOSED BRIDGE PLAN
SCALE: 1"=60'

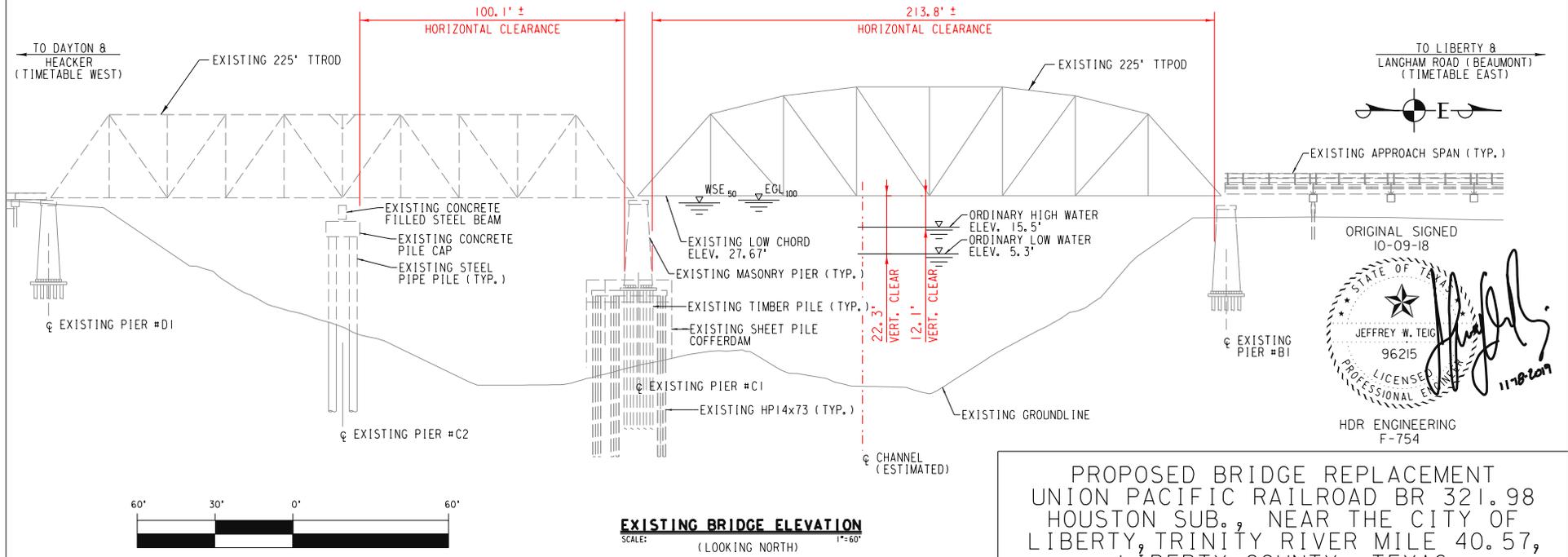
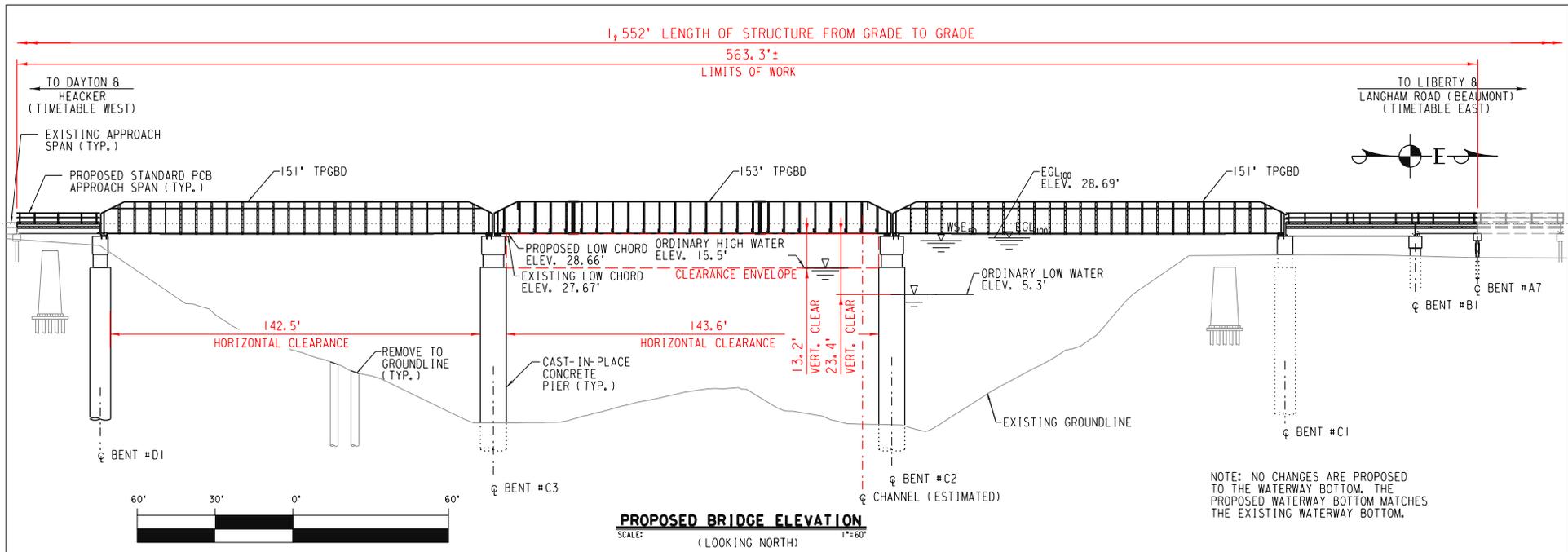
PIER EXCAVATION/FILL

PIER #	EXCAVATION	FILL
C2	890	1,240
C3	890	1,240

- NOTES:
1. FILL AND EXCAVATION IN UNITS OF CUBIC YARDS.
2. FILL INDICATES APPROXIMATE VOLUME OF BENT BELOW
ORDINARY HIGH WATER ELEVATION.
3. EXCAVATION INDICATES APPROXIMATE VOLUME OF
EXCAVATION FOR DRILLED SHAFTS.
(TEMPORARY EXCAVATION FOR CONSTRUCTION)

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APPLICATION BY
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SHEET 2 OF 5 PREPARED BY HDR 11/18/2019



PIER EXCAVATION/FILL

PIER #	EXCAVATION	FILL
C2	890	1,240
C3	890	1,240

- NOTES:
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APPLICATION BY
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SHEET 3 OF 5 PREPARED BY HDR 11/18/2019

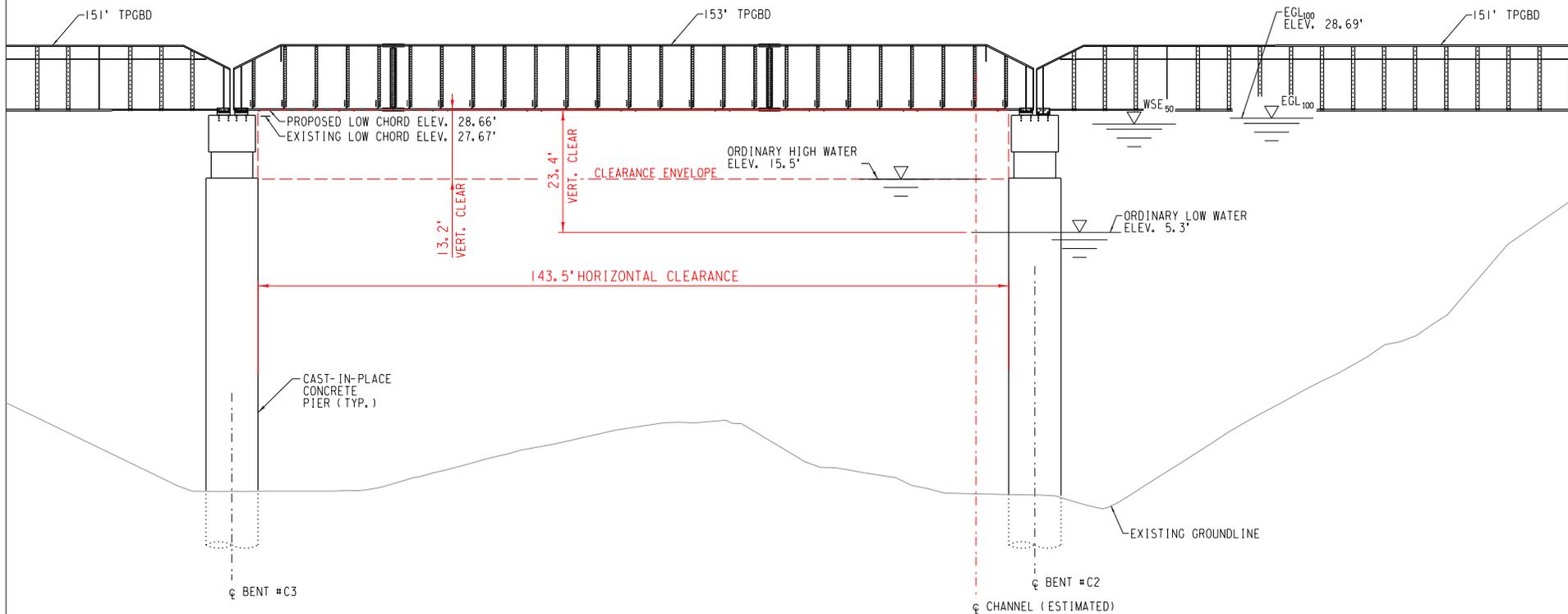
TO LIBERTY 8
LANGHAM ROAD (BEAUMONT)
(TIMETABLE EAST)

ORIGINAL SIGNED
10-09-18

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← TO DAYTON &
HEACKER
(TIMETABLE WEST)

TO LIBERTY &
LANGHAM ROAD (BEAUMONT)
(TIMETABLE EAST) →



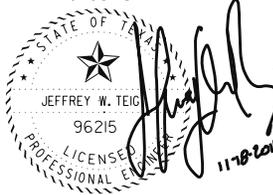
NAVIGATIONAL OPENING ELEVATION

SCALE: (LOOKING NORTH) 1" = 30'



NOTE: NO CHANGES ARE PROPOSED TO THE WATERWAY BOTTOM. THE PROPOSED WATERWAY BOTTOM MATCHES THE EXISTING WATERWAY BOTTOM.

ORIGINAL SIGNED
10-09-18

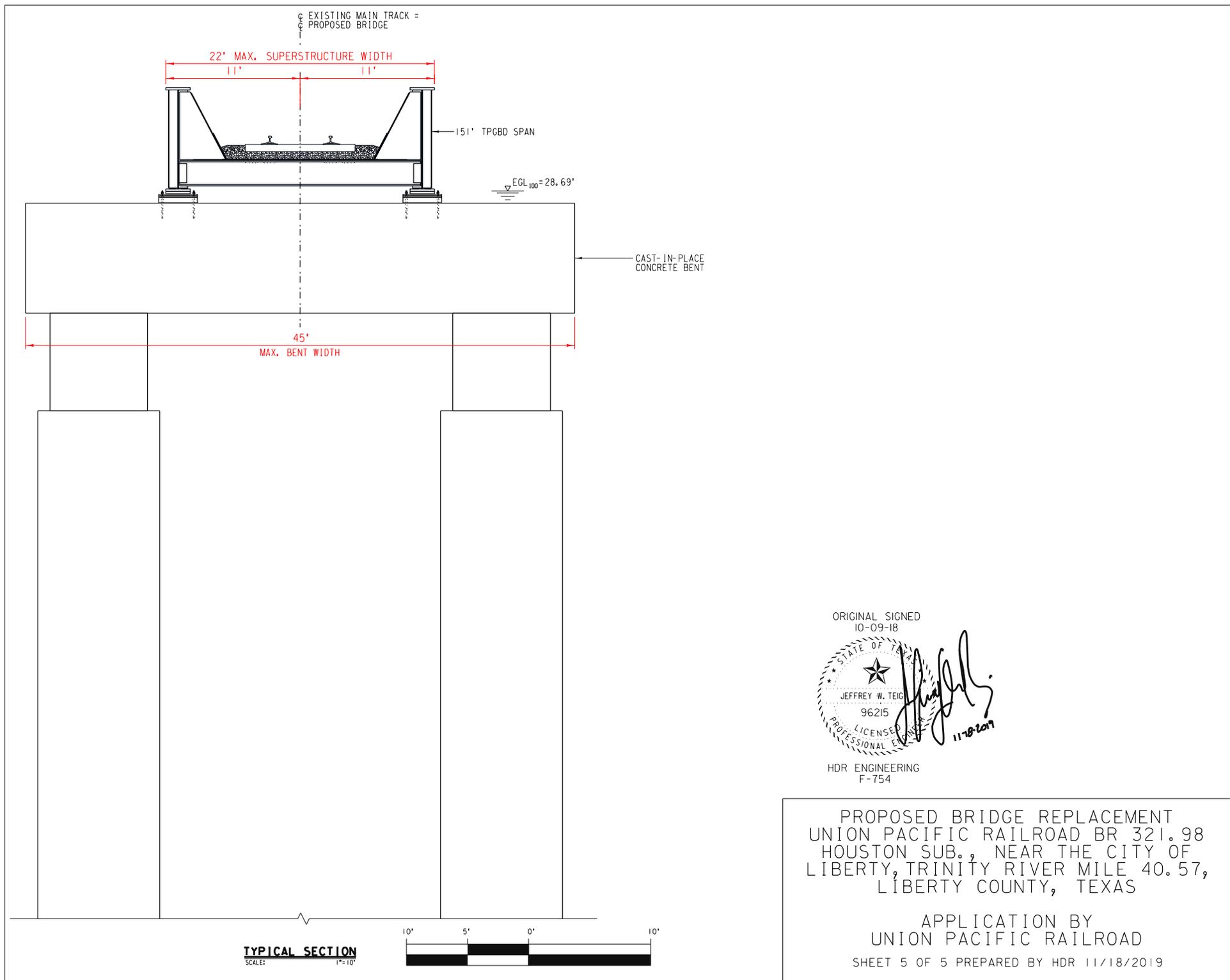


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SHEET 4 OF 5 PREPARED BY HDR 11/18/2019



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APPLICATION BY
UNION PACIFIC RAILROAD
SHEET 5 OF 5 PREPARED BY HDR 11/18/2019