Public Notice

Cedar Bayou Lift Bridge For Sale

At the request of the Texas Historical Commission, the Union Pacific Railroad Company (UP) hereby offers for sale with required relocation the Cedar Bayou Lift Bridge. The successful bidder will be required to enter into the UP's standard maintenance and construction agreement for the dismantlement and relocation of the bridge. Details concerning the structure and UP contact information are provided below. The offer must be submitted in writing to James Hild, Senior Manager Real Estate, at the Union Pacific Railroad Company, 1400 Douglas St, Rm 1690, Omaha NE, 68179, JHILD@UP.COM, 402-544-8537, within 20 days following publication of this public notice, or 20 days following tender of delivery of this public notice via certified mail.

Cedar Bayou Lift Bridge

Bridge Location

County:	Harris and Chambers County, TX
Location:	Union Pacific Railroad US Steel Lead Milepost 4.36
Feature Crossed:	Cedar Bayou
Other Location Information:	29°43'00.6"N 94°56'44.0"W

Bridge Information

Owner:	Union Pacific Railroad Company
Type:	Warren through truss vertical lift standard gauge railroad bridge
Length:	853’ total length, main span 162’

Year Built:	1967, main span and towers built in 1912
Builder:	Virginia Bridge & Iron Co.
Designer:	Waddell & Harrington
History of Modifications, Rehabilitations, etc.:	Main span and towers originally constructed in 1912 over the St. Francis River in Cody, Lee County, Arkansas. Relocated to current location in 1967
Purchase Price:	$2,750,000.00

For further information, interested parties may contact:

Name:	James Hild
Organization	Union Pacific Railroad Company
Address:	1400 Douglas St, Stop 1690, Omaha, NE 68179
E-Mail:	JHILD@UP.COM
Phone:	402-544-8537

Terms and Stipulations:

The bridge is part of a rail line subject to an abandonment proposal at the Surface Transportation Board (STB Docket AB33 (Sub No. 324X). This abandonment is in the nature of a public use in order to enable construction of the Texas Department of Transportation's (TexDOT) CR-146 Grand Parkway project, which will cut off the line from the national rail network, rendering it ineligible for the rails to trails program. Therefore, the Bridge is offered for sale for relocation only. The Bridge must be relocated to a location off the rail line and such relocation must be performed in a manner that is acceptable to the Army Corps of Engineers and the US Coast Guard. The minimum purchase price is $2,750,000. Removal and relocation costs shall be the sole responsibility of the purchaser. Offers must be tendered in writing to UP at the address above with a down payment of $275,000. The balance will be due at closing which shall take place upon completion of relocation of the bridge which must be completed by April 1, 2018. Transfer shall be evidenced by a quit claim bill of sale from UP to the purchaser.

Narrative History and Description:

The Cedar Bayou Bridge includes a vertical lift span that was originally constructed in 1912 over the St. Francis River in Cody, Lee County, Arkansas. The bridge carried a railroad line of the St.Louis, Iron Mountain and Southern Railway (Iron Mountain; Missouri Pacific Railroad after 1917). The bridge was designed by Waddell & Harrington. The foundation work was completed by the Kansas City Bridge Company, and the bridge was fabricated and erected by the Virginia Bridge & Iron Company. This vertical lift span bridge, when erected in 1912, consisted of twelve single track deck plate girder spans, one single track through riveted vertical lift span, with towers, counterweights and operating machinery, all on concrete piers, and trestle approaches at each end. Each deck plate girder span was 75-feet long and weighed 450 tons. The full length of the bridge was 1,069 feet. The lift span, which rose to 70-feet above the high water mark, was a 162-foot through riveted truss span. Although the vertical lift span was rarely put into use, the bridge remained in operation until 1967, when the Missouri Pacific Railroad abandoned its line between Marianna and Memphis. Concurrently, the Missouri Pacific was building a new rail line near Baytown, Texas, to serve the U.S. Steel Texas Works steel mill, which was also under construction. The

new steel mill was located on the East side of Cedar Bayou, whereas Baytown and the railroad connections were on the West side. Therefore, to reach the plant, the Missouri Pacific needed to bridge Cedar Bayou, which was a navigable channel. As described by Missouri Pacific Railroad's chief engineer E.T. Franzen, "[the] track that we are building out of Baytown, Tex. required, by ruling of the Corps of Engineers, a high-level crossing or movable span. The high-level crossing was not economical, and fortunately, we had available in a line recently abandoned west of Memphis a 162-ft. lift span" (Franzen 1968: 505-510). Although it would require an 830-mile move of a 260-ton truss span, plus two 75-foot approach girder spans and the 118-foot towers, this move was still less costly than new construction. The spans and towers were floated on barges down the Mississippi River and across the Gulf of Mexico to the new location near Baytown. The lift span and approach spans were erected as part of an 853-foot long bridge. Although the lift span, approach spans, and towers were moved, the other elements of the Cedar Bayou Bridge were built in 1967: the substructure, the spans extending east of the east approach span, the counter weights, and the electric motor and its housing atop the lift span.

In 1982, UP acquired Missouri Pacific, including the line serving the U.S. Steel mill. U.S. Steel operated the steel mill until 1986, and another manufacturer operated the mill for two more years. The steel mill shut down permanently in 1988 and was redeveloped as the Cedar Point Industrial Park. In 1996, the Union Pacific Railroad merged with the Southern Pacific Railroad, which had a separate line to the US Steel site at Cedar Point, rendering the line duplicative. Use of the line declined, and it has been inactive in recent years.