



## Using a Programmatic Agreement as a Bridge to the Future: Streamlining Historic Review Clearance for Hundreds of Wooden Trestle Bridges



### Presenters:

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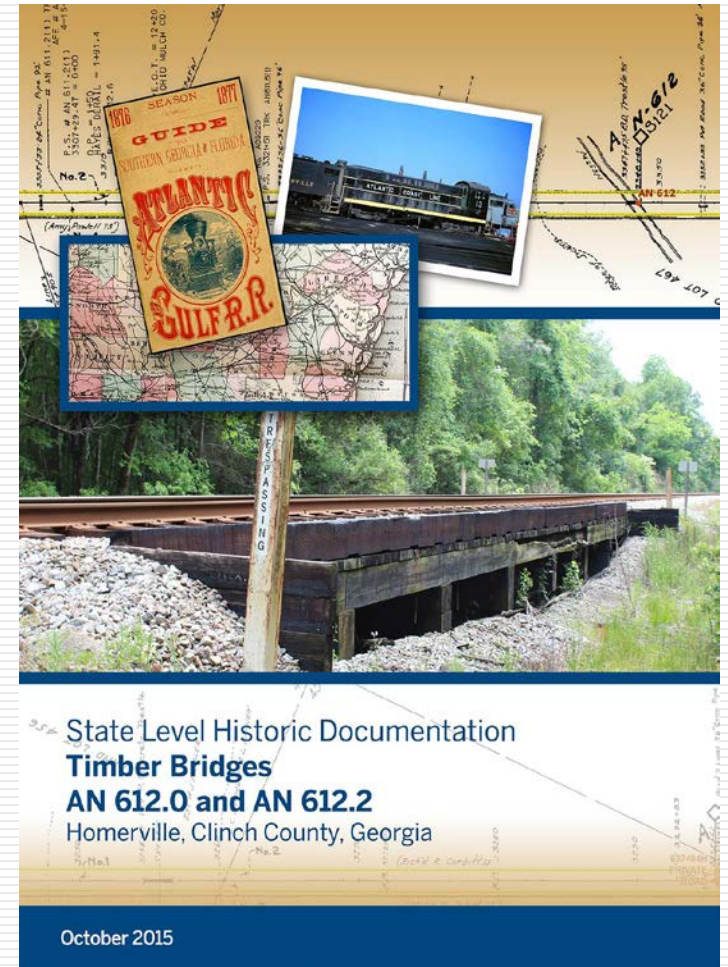
# Maintaining Wooden Trestle Bridges

- All Class I railroads perform routine repair and replacement of wooden trestle bridges for continued safe operations
- Many railroad bridges are over 50 years of age
- U.S. Army Corps of Engineering (USACE) permitting process triggers historic review
  - Section 404 of Clean Water Act
  - Section 10 of the Rivers and Harbors Act
  - Consider project impacts on historic resources



# Issues with Current Historic Review Process

- Review of bridges on project-by-project basis
- Number of planned repair and replacement projects
- Delays and scheduling uncertainty
- USACE approval for one nationwide permit took over a year
- CSX plans to repair or replace numerous bridges in Georgia alone over the next few years, and cannot be successful if this timeline is maintained



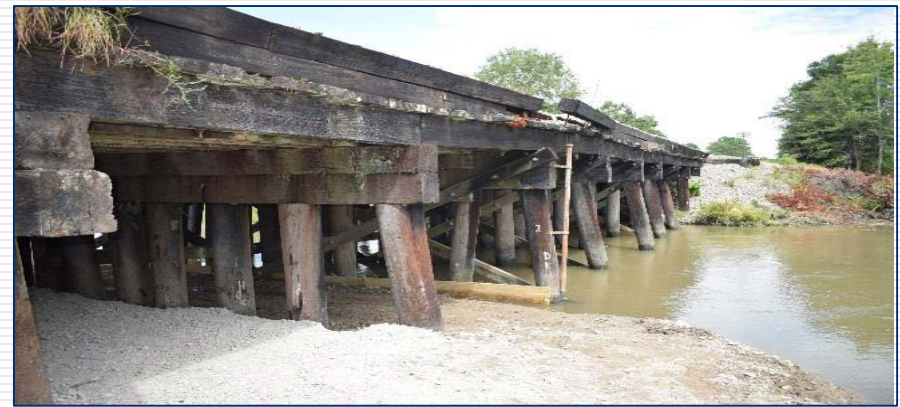
# *What is a Historic Bridge?*

What comes to mind first for a historic railroad bridge?  
We agree...these types of construction/design are unique!



# Wooden Trestle Bridges?

But are these? Hundreds or thousands of these types of bridges can be found on CSX rail system.



# *Wooden Trestle Bridges as Historic Resources*

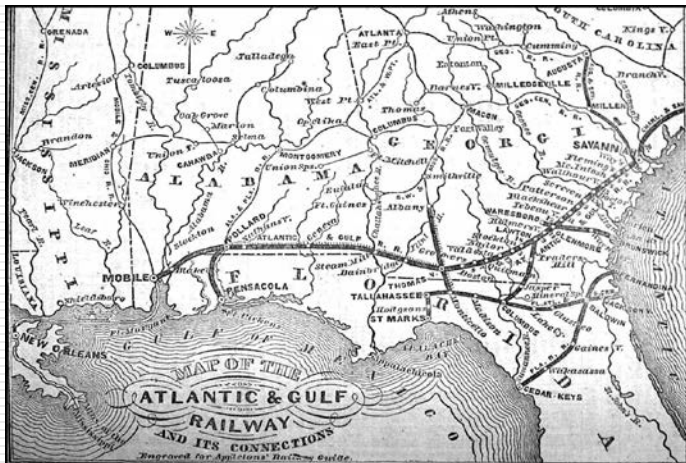
## **Wooden trestle bridges can be historic resources**

- Not unique in design - a reason to argue not “historic”
- May have been repaired with non-original materials
- Historic as contributing elements of historic railroad corridors
- Most GA railroad corridors “considered” historic
- Replacement considered an adverse effect
- Mitigation required - archival / photographic documentation

# Alternative for Standard Historic Review Process

## Challenge: Streamline Historic Review Process

- At the urging of regulatory agency, CSX initiated discussions with USACE and GA State Historic Preservation Office (SHPO)
- All parties expressed need to improve process
- Agencies suggest that a Programmatic Agreement is the way to proceed to streamline the historic review process



**292 ATLANTIC AND GULF RAILWAY.**  
Col. JOHN SCHREVEN, President. H. S. HAINES, Gen. Supt. D. MACDONALD, Treas., Savannah, Ga. C. D. OWENS, Gen. Agt., 229 Broadway, N. Y.

MAIN LINE.			
Going South.		Going North.	
Accom.	Express	Mile	Express
12:15 A.M.	12:30 P.M.	0	12:00 P.M.
1:00	1:00	10	10:10
1:41	1:41	15	9:22
2:20	2:20	20	8:35
2:58	2:58	25	7:50
3:35	3:35	30	7:05
4:10	4:10	35	6:20
4:45	4:45	40	5:35
5:20	5:20	45	4:50
5:55	5:55	50	4:05
6:30	6:30	55	3:20
7:05	7:05	60	2:35
7:40	7:40	65	1:50
8:15	8:15	70	1:05
8:50	8:50	75	0:20
9:25	9:25	80	0:35
10:00	10:00	85	0:50
10:35	10:35	90	1:05
11:10	11:10	95	1:20
11:45	11:45	100	1:35
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6:20	6:20	150	4:05
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7:40	7:40	160	4:35
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11:00	11:00	185	5:50
11:40	11:40	190	6:05
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10:2			

# *Programmatic Agreement*

**Programmatic Agreement (PA)** – streamline review process and still appropriately consider historic resources

- PA development often lengthy process – multiple years
- Due to collaborative effort and support of all parties, timeframe significantly shortened
- Final version had to be reviewed and approved by senior management of reviewing agencies and CSX Legal
- Draft to signature in a few months



# Programmatic Agreement Covers

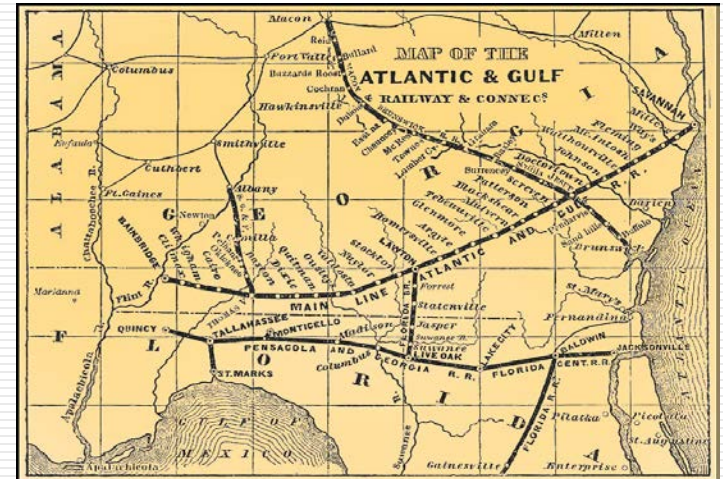
- CSX wooden trestle bridges in Georgia
  - Over 200 bridges
  - More than 50 years old
  - Main structural not previously altered with modern construction materials
- Includes:
  - Single span or multiple span
  - Open or closed deck
  - Wooden or masonry end bents
  - Pilings of wood, steel, or concrete
  - Wooden stretchers
  - Transverse members (lintels) of wood, steel, or concrete



# Three Conditions of Programmatic Agreement

## 1. Update State Railroad Industry History related to CSX system that operates in Georgia

- Reasonable level of effort
- Discuss former railways that have merged or been acquired to form current CSX rail system in Georgia:
  - Air Line Railroad
  - Atlantic Coast Line
  - Georgia Railroad
  - Louisville & Nashville Railroad
  - Nashville, Chattanooga & St Louis
  - Seaboard Air Line
  - Seaboard Coast Line



# Conditions of Programmatic Agreement (continued)

- Archival documentation
- Information on railroad bridge technology - standard drawings
- History of former railways
- Maps – historic railroad maps, Valuation (Val) maps



# Conditions of Programmatic Agreement (continued)

## 2. Compile wooden trestle bridge inventory

- Location
- Type (deck, superstructure)
- Length
- Number of spans
- Construction date
- Former railway line



- Use inventory to identify “representative sample”
  - Negotiate representative sample
  - Select bridges on former railway lines
  - Identify bridges with open and ballasted deck type

# *Conditions of Programmatic Agreement (continued)*

## 3. Photographic documentation of representative sample (i.e. varying bridge/construction types)

- Basic site information – name, milepost, short description, location maps
- Digital photographs – no large format prints
- Photo log
- USACE and SHPO review

*Once accepted, no further historic reviews necessary for any CSX wooden trestle bridges in Georgia*

# Interim Historic Review Process

## While PA conditions being implemented:

- Interim historic review process
- Used even while waiting for final PA signatures
- No archival research on individual bridge or full report necessary
- Photodocumentation only
- Still required agency review

Photographic Permanent Archival Record

Wooden Trestle Bridge Over St. Augustine Creek  
Milepost A 484.40  
Monteith, Chatham County, Georgia  
HP-160322-002



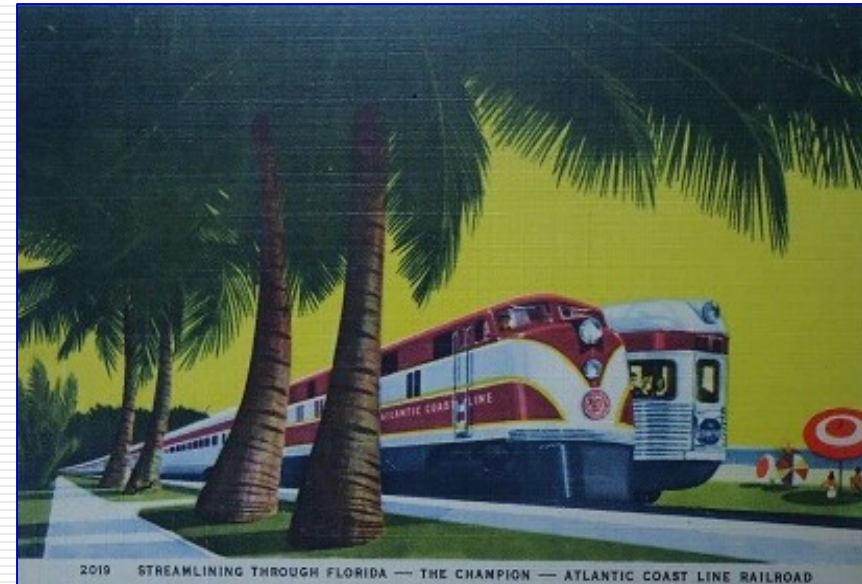
August 2016

# *Benefits of Programmatic Agreement*

- Once conditions of PA have been completed and approved by reviewing agencies, no further historic reviews necessary
- Applies to all CSX wooden trestle bridges in Georgia
- Streamlined historic review in the short- and long-term
- Upfront costs to CSX Bridge Department but significant cost savings for the Company over time
- Most importantly, certainty and time savings for future bridge project permitting (i.e. expedite permit approvals)

# *Future Benefits of Programmatic Agreement*

- After demonstration of success, CSX plans to take the PA approach on the road to other SHPOs in which they operate
- Open discussions about wooden trestle bridges in other states
- What other permit requirements for rail construction and infrastructure can be streamlined by entering into PAs with other agencies?





*How tomorrow moves*

