

EI-17867

KB

Vicki Rutson/STB
09/11/2009 08:28 AM

To Kenneth Blodgett/STB@STB
cc
bcc

Subject Fw: AB-398 (Sub-No. 7X) SJVR

History: This message has been replied to.

Victoria Rutson
Chief, Section of Environmental Analysis
Surface Transportation Board
(202) 245-0295 (phone)
(202) 245-0454 (fax)

— Forwarded by Vicki Rutson/STB on 09/11/2009 08:28 AM —



"Louis E. Gitomer"
<Lou@lgraillaw.com>
09/10/2009 01:05 PM

To <rutsonv@stb.dot.gov>
cc

Subject AB-398 (Sub-No. 7X) SJVR

Vicki – I've attached a summary of the bridges and historic information that you can insert in your letter to the CASHPO, as we discussed, in an effort to get them to move on this abandonment. Please send me a copy of the letter sent to CASHPO. Thanks. Lou

Louis E. Gitomer
600 Baltimore Avenue
Suite 301
Towson, MD 21204
(202) 466-6532
Lou_Gitomer@verizon.net

This email message may contain information that is privileged and/or confidential. The information contained in this email message is intended only for use of the person to whom it is addressed. If the reader of this message is not (1) the intended recipient or (2) the employee or agent responsible to deliver it to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please immediately notify us by telephone (202-466-6532) or email at Lou_Gitomer@verizon.net, and destroy the original message. Thank you.



20090811 Historic Language.docx

It does not appear that the right-of-way for the Line is of any particular historic significance. The bridges on the Line also do not seem significant. In addition, we have been advised by SJVR that it does not intend to remove the bridges. SJVR only plans to salvage the track and materials that are on the deck of the bridges. We do not believe that any portion of the Line, or the bridges on the Line are eligible for listing in the National Register.

The nine timber bridges (mileposts 275.56, 275.93, 276.20, 280.28, 280.83, 289.06, 289.16, 291.30, and 293.61) have been rebuilt since the Line was constructed to the current engineering standards each time they were rebuilt. Any historic features of the original bridges have long since ceased to exist. In addition, there are bridges of similar engineering design located on other portions of the SJVR.

There are three concrete bridges located on the Line at mileposts 261.25 (built over a storm water runoff ditch), 288.70 (built over a highway), and 298.82 (built over a canal).

The bridge at milepost 261.29 appears to be an in-house cast in place concrete slab of mediocre workmanship, indicating construction in the period from the 1930's to the 1950's.

The bridge at milepost 288.7 is over the highway and has the clean lines of a modern concrete bridge. The span length for this bridge is 122.5 feet, long for concrete and would not have been constructed using the cast in place procedure. It appears that the bridge used the prestressed concrete method of construction, which did not gain widespread acceptance for spans of this length until fairly recently. Hence, it is unlikely that the bridge is more than 20 years old.

The bridge at milepost 298.82 is a typical concrete ballast deck on beam spans, with the clean lines and handrail details of a modern ballast deck bridge. The concrete is in very good condition, which along with the design indicates that the bridge is of relatively recent construction and is no more than 30 years old.

The three concrete bridges do not appear to be unique and other examples exist elsewhere on the SJVR and in this portion of California.

There is one steel deck plate girder bridge on the Line at milepost 275.31. This bridge appears to have been built in 1904. The plate girder spans from 1904 are very little different from the plat girder spans of today except those were riveted together whereas today's girders are bolted or welded. The engineering and construction of this bridge is typical and there are other bridges of this type located elsewhere on the SJVR.