

2018 Second Extraordinary Session

HOUSE RESOLUTION NO. 45

BY REPRESENTATIVE COX

BRIDGES/FERRIES: Urges and requests the Department of Transportation and Development to create a task force to study the use of repurposed railroad tank cars as bridge culverts as a cost-saving measure

1 A RESOLUTION

2 To urge and request the Department of Transportation and Development to create a task  
3 force to study the use of repurposed railroad tank cars as bridge culverts as a cost-  
4 saving measure.

5 WHEREAS, repurposed railroad tank cars are strong and low-cost solutions for low-  
6 volume culverts; and

7 WHEREAS, a railroad tank car culvert can range in diameter from seven feet to ten  
8 feet and can be custom fabricated to any length desired; and

9 WHEREAS, railroad tank cars are made of high quality steel with the thickness of  
10 the walls ranging from half an inch to one inch; and

11 WHEREAS, railroad tank car culverts are extremely strong and solid due to the  
12 thickness of the high quality steel used in creating railroad tank cars, which reduces damage  
13 from inserting and increases the life span of the culvert; and

14 WHEREAS, repurposing an old railroad tank car to a culvert involves minimal work,  
15 as the process requires the removal of the ends along with any plumbing or valves attached  
16 to the tank and cutting off the dome on top and covering or welding shut the leftover hole;  
17 and

18 WHEREAS, culverts created from repurposed railroad tank cars can carry significant  
19 water flows, with a flow opening ranging from fifty to seventy-five feet; and

1           WHEREAS, such a structure can carry over fifty tons, span from twenty to eighty  
2 feet, and carry a continuous flow of water; and

3           WHEREAS, railroad tank cars that have been repurposed as culverts are priced  
4 similarly to corrugated culverts, are stronger than corrugated culverts of comparable size,  
5 last considerably longer than corrugated culverts, and due to the smoothness of the sides,  
6 railroad tank car culverts allow as much as twenty-five percent more water flow than a  
7 comparably sized corrugated culvert; and

8           WHEREAS, the steel makeup of the railroad tank car culverts removes the need of  
9 reinforcement when they are handled or for support while being installed, in stark contrast  
10 to corrugated culverts, and in fact, they can be put in place with a dozer and cleaned with a  
11 backhoe, which would ordinarily damage a corrugated culvert; and

12           WHEREAS, in states such as Kansas, there are several counties that installed railroad  
13 tank car culverts more than thirty years ago and these areas have not experienced any  
14 problems with their modified use; and

15           WHEREAS, in Louisiana, DeSoto Parish realizes the advantages of using repurposed  
16 railroad tank cars as culverts, as they have installed them in the parish; and

17           WHEREAS, repurposing a railroad tank car is a positive way for railroad companies  
18 to protect the environment through recycling and is also an efficient method of  
19 manufacturing and installing culverts quickly, usually within two to three weeks; and

20           WHEREAS, road maintenance departments, farmers, and timber companies are the  
21 primary users of railroad tank car culverts throughout the country; and

22           WHEREAS, railroad tank car culverts provide unique benefits to states in both  
23 environmental protection and work efficiency, as they last longer than corrugated culverts,  
24 require less to manufacture and install, and are easier to maintain, which reduces the cost to  
25 the state.

26           THEREFORE, BE IT RESOLVED that the House of Representatives of the  
27 Legislature of Louisiana does hereby urge and request the Department of Transportation and  
28 Development to create a task force to study the use of repurposed railroad tank cars as bridge  
29 culverts as a cost-saving measure.

1 BE IT FURTHER RESOLVED that the task force shall study and address in the  
2 report required by this Resolution, at a minimum, all of the following:

3 (1) The cost-savings that may be available from the usage of repurposed railroad  
4 tank cars as culverts.

5 (2) Any information that details the impact that the usage of railroad tank cars as  
6 culverts for the building of bridges may potentially have on the receipt of funds from the  
7 Federal-aid Highway program distributed by the Federal Highway Administration within the  
8 United States Department of Transportation.

9 BE IT FURTHER RESOLVED that the task force shall be composed of the  
10 following:

11 (1) The secretary of the Department of Transportation and Development or his  
12 designee.

13 (2) Two state representatives, one from north Louisiana and one from south  
14 Louisiana, appointed by the speaker of the House of Representatives.

15 (3) The executive director of the Louisiana Highway Safety Commission or his  
16 designee.

17 (4) The president of the Desoto Parish Police Jury or his designee.

18 (5) The president of the Louisiana Municipal Association or his designee.

19 (6) The director of the Governor's Office of Homeland Security and Emergency  
20 Preparedness or his designee.

21 BE IT FURTHER RESOLVED that the task force shall submit a report of its  
22 findings and recommendations including any proposed legislation to the House Committee  
23 on Transportation, Highways and Public Works no later than March 1, 2019.

24 BE IT FURTHER RESOLVED that the task force is assigned to the Department of  
25 Transportation and Development, with staff support to be provided from existing personnel  
26 within the department.

27 BE IT FURTHER RESOLVED that the secretary of the Department of  
28 Transportation and Development shall serve as chairman of the task force.

29 BE IT FURTHER RESOLVED that, at the first meeting of the task force, the  
30 members shall elect a vice chairman and other officers as the members deem appropriate.

1 BE IT FURTHER RESOLVED that members of the task force shall serve without  
2 compensation or reimbursement of expenses, other than what may be afforded by their  
3 appointing authority.

4 BE IT FURTHER RESOLVED that the task force may conduct meetings at such  
5 places and at such times necessary or convenient to enable it to exercise fully and effectively  
6 its powers, perform its duties, and accomplish the objectives and purposes of this Resolution.

7 BE IT FURTHER RESOLVED that the secretary of the Department of  
8 Transportation and Development or his designee shall convene the task force for its first  
9 meeting no later than September 1, 2018.

10 BE IT FURTHER RESOLVED that the legislative authority for the task force shall  
11 terminate on December 31, 2019.

12 BE IT FURTHER RESOLVED that a copy of this Resolution be submitted to the  
13 secretary of the Department of Transportation and Development.

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#### DIGEST

The digest printed below was prepared by House Legislative Services. It constitutes no part of the legislative instrument. The keyword, one-liner, abstract, and digest do not constitute part of the law or proof or indicia of legislative intent. [R.S. 1:13(B) and 24:177(E)]

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HR 45 Original

2018 Second Extraordinary Session

Cox

Urges and requests the Dept. of Transportation and Development to create a task force to study the use of repurposed railroad tank cars for bridge culverts as a cost-savings measure. Requires the task force submit a report of its findings and recommendations to the House Committee on Transportation, Highways and Public Works by March 1, 2019.