APPENDIX B
AGENCY COORDINATION

PRE-SCOPING

The following letters were distributed to potential cooperating and participating agencies during Pre-Scoping, and include:

- U.S. Environmental Protection Agency, Region 6
- National Marine Fisheries Service, Southeast Regional Office
- Texas Coastal Coordination Council
- Texas Commission on Environmental Quality
- Texas General Land Office
- Texas Parks and Wildlife Department
- U.S. Army Corps of Engineers, Galveston District
- Eighth Coast Guard District, Bridge Section
- U.S. Fish and Wildlife Service, Corpus Christi Ecological Services Office
- City of Corpus Christi
- Port of Corpus Christi Authority

Texas Department of Transportation
DEWITT C. GREER STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • (512) 463-8585

February 24, 2011

Dr. Alfredo Armendariz
Regional Administrator, Region 6
U.S. Environmental Protection Agency
1445 Ross Avenue
Suite 1200
Dallas, TX 75202-2733

Dear Dr. Armendariz:

The Texas Department of Transportation (TxDOT), in cooperation with the Federal Highway Administration (FHWA), intends to reinitiate the Environmental Impact Statement (EIS) for proposed transportation improvements on US 181 in Corpus Christi, Nueces County, Texas (CSJ 0101-06-095), which have the potential to affect the existing Harbor Bridge. The project limits are: Beach Avenue at US 181 and Morgan Avenue at SH 286. The objectives of US 181 corridor improvements, as currently defined, are to improve safety, correct roadway and bridge design deficiencies, improve connectivity and intermodal transportation, enhance navigation, and increase roadway capacity. This project will be coordinated under Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU).

Your agency has been identified as an agency that might have an interest in the proposed project due to the requirements of various environmental regulations, including the Clean Air Act, the Clean Water Act, and the Civil Rights Act. The U.S. Environmental Protection Agency (EPA) will be formally invited to become a Cooperating and/or Participating Agency with TxDOT in the development of the EIS at a later date. With this letter, TxDOT is initiating informal coordination in advance of the formal project scoping process which is planned for Spring 2011. This informal coordination regarding the project is intended to aid in the development of the Draft Coordination Plan, as called for in SAFETEA-LU, and provide for a time-efficient, formal EIS Scoping process. To gauge expectations for the EPA's formal participation in the project, and to gather input for development of the Draft Coordination Plan, TxDOT requests that the EPA provide responses to the following questions:

<u>Background and Primary Contact</u>
TxDOT would like to request a primary contact from the EPA for this project.

1. Is your agency familiar with the USDOT requirements under SAFETEA-LU which TxDOT and FHWA will be following?
2. Will the assigned EPA contact be available for routine project meetings involving air quality, water quality, and environmental justice, as well as other project issues?
3. If so, how often and in what format (in-person or via conference-call) will the EPA contact be able to meet?

Review and Comment

Under SAFETEA-LU certain NEPA-related documents will be produced and TxDOT intends to provide the EPA with an opportunity to participate in the development of these documents as well as to review draft and final versions. SAFETEA-LU establishes a maximum review and comment period of 30 days for the Draft Coordination Plan (which will include the Need and Purpose for the proposed project as well as the range of reasonable alternatives proposed for study) and summaries of formal EIS Scoping meetings. For the Draft EIS, SAFETEA-LU provides for a maximum review and comment period of 60 days.

1. During the formal EIS Scoping process to coincide with the future publication of the Notice of Intent to initiate the project, should TxDOT expect that your agency would review and provide comments on the Draft Coordination Plan and summaries of formal EIS Scoping meetings within 30 days? If not, what timeframe would work for your agency? Could your agency possibly provide comments sooner?
2. Do you see any reason why your agency would not be able to review and provide comments on the Draft EIS within 60 days? If not, what timeframe would work for your agency? Could your agency possibly provide comments sooner?

Alternatives Analysis and Methodology

As stated, this EIS project, which has been under study since 2001, is intended to be reinitiated under SAFETEA-LU. As such, a number of alternatives have been developed previously and are anticipated to be among the range of reasonable alternatives to be studied in the Draft EIS. A project map showing these preliminary alternatives is attached to this letter. A no-build alternative will also be studied.

1. Does your agency have informal feedback to provide regarding the alternatives shown on the attached map? If so, please provide your feedback.
2. Do you anticipate that during the formal EIS Scoping process your agency might propose that additional alternatives be studied as well?
3. For the analysis of the alternatives, would your agency expect TxDOT to follow a methodology or provide a level of detail outlined in anything other than FHWA's guidance for implementing the National Environmental Policy Act (NEPA)?

Thank you very much for taking the time to be part of this informal pre-scoping process. We appreciate your cooperation and hope that early coordination will make the formal process as efficient as possible. Please provide your responses to the above questions to TxDOT (Vicki Crnich) verbally, by email, or in writing as soon as possible, and be advised that your agency will be given additional opportunities to participate during the formal EIS Scoping phase.

We anticipate that project staff will contact your office shortly after sending this letter as a means to gather timely feedback as well as to schedule a conference call or in-person meeting to discuss informally the content of this letter and other project details. If you have any questions or would like to discuss in more detail the proposed project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact:

Ms. Vicki Crnich
Project Delivery Management Branch
Environmental Affairs Division
Texas Department of Transportation
125 E. 11th Street
Austin, TX 78701-2483
(512) 416-3029 | Vicki.Crnich@txdot.gov

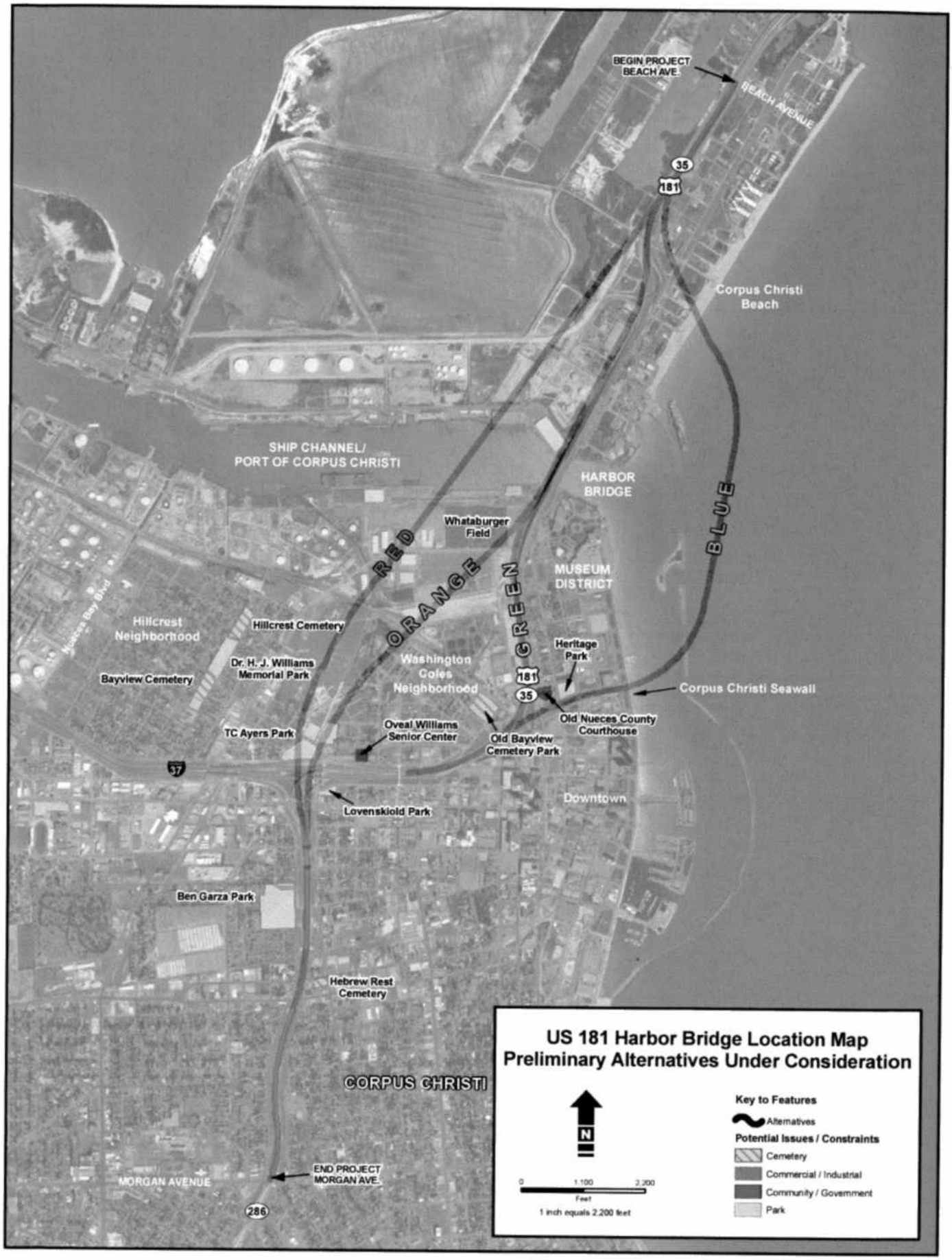
Thank you for your cooperation and interest in this proposed project.

Sincerely,

Dianna F. Noble, P.E.
Director of Environmental Affairs Division

Enclosures: Project Map

Cc: Mr. Victor Vourcos and Ms. Paula Sales, P.E., TxDOT Corpus Christi District
Bcc: DFN
Reference: ENV 850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February 24, 2011

Dr. Roger Zimmerman,
National Marine Fisheries Service
Southeast Regional Office
4700 Avenue U
Galveston, TX 77551

Dear Dr. Zimmerman,

The Texas Department of Transportation (TxDOT), in cooperation with the Federal Highway Administration (FHWA), intends to reinitiate the Environmental Impact Statement (EIS) for proposed transportation improvements on US 181 in Corpus Christi, Nueces County, Texas (CSJ 0101-06-095), which have the potential to affect the existing Harbor Bridge. The project limits are: Beach Avenue at US 181 and Morgan Avenue at SH 286. The objectives of US 181 corridor improvements, as currently defined, are to improve safety, correct roadway and bridge design deficiencies, improve connectivity and intermodal transportation, enhance navigation, and increase roadway capacity. This project will be coordinated under Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU).

Your agency has been identified as an agency that might have an interest in the proposed project due to the requirements of Magnuson-Stevens Fishery Conservation and Management Reauthorization Act of 2006 and the potential for the proposed project to affect marine fisheries. National Marine Fisheries Service (NMFS) will be formally invited to become a Cooperating and/or Participating Agency with TxDOT in the development of the EIS at a later date. With this letter, TxDOT is initiating informal coordination in advance of the formal project scoping process which is planned for Spring 2011. This informal coordination regarding the project is intended to aid in the development of the Draft Coordination Plan, as called for in SAFETEA-LU, and provide for a time-efficient, formal EIS Scoping process. To gauge expectations for the NMFS's formal participation in the project, and to gather input for development of the Draft Coordination Plan, TxDOT requests that the NMFS provide responses to the following questions:

<u>Background and Primary Contact</u>
TxDOT anticipates that Heather Young will be the primary contact person for the NMFS and Jason Rottner will be the primary contact for endangered species issues.

1. Is your agency familiar with the USDOT requirements under SAFETEA-LU which TxDOT and FHWA will be following?
2. Will the NMFS contact(s) be available for routine project meetings involving your agency's jurisdiction as well as other project issues?
3. If so, how often and in what format (in-person or via conference-call) will the NMFS contact(s) be able to meet?

Review and Comment

Under SAFETEA-LU certain NEPA-related documents will be produced and TxDOT intends to provide the NMFS with an opportunity to participate in the development of these documents as well as to review draft and final versions. SAFETEA-LU establishes a maximum review and comment period of 30 days for the Draft Coordination Plan (which will include the Need and Purpose for the proposed project as well as the range of reasonable alternatives proposed for study) and summaries of formal EIS Scoping meetings. For the Draft EIS, SAFETEA-LU provides for a maximum review and comment period of 60 days.

1. During the formal EIS Scoping process to coincide with the future publication of the Notice of Intent to initiate the project, should TxDOT expect that your agency would review and provide comments on the Draft Coordination Plan and summaries of formal EIS Scoping meetings within 30 days? If not, what timeframe would work for your agency? Could your agency possibly provide comments sooner?
2. Do you see any reason why your agency would not be able to review and provide comments on the Draft EIS within 60 days? If not, what timeframe would work for your agency? Could your agency possibly provide comments sooner?

Alternatives Analysis and Methodology

As stated, this EIS project, which has been under study since 2001, is intended to be reinitiated under SAFETEA-LU. As such, a number of alternatives have been developed previously and are anticipated to be among the range of reasonable alternatives to be studied in the Draft EIS. A project map showing these preliminary alternatives is attached to this letter. A no-build alternative will also be studied.

1. Does your agency have informal feedback to provide regarding the alternatives shown on the attached map? If so, please provide your feedback.
2. Do you anticipate that during the formal EIS Scoping process your agency might propose that additional alternatives be studied as well?
3. For the analysis of the alternatives, would your agency expect TxDOT to follow a methodology or provide a level of detail outlined in anything other than FHWA's guidance for implementing the National Environmental Policy Act (NEPA)?

Thank you very much for taking the time to be part of this informal pre-scoping process. We appreciate your cooperation and hope that early coordination will make the formal process as efficient as possible. Please provide your responses to the above questions to TxDOT (Vicki Crnich) verbally, by email, or in writing as soon as possible, and be advised that your agency will be given additional opportunities to participate during the formal EIS Scoping phase.

We anticipate that project staff will contact your office shortly after sending this letter as a means to gather timely feedback as well as to schedule a conference call or in-person meeting to discuss informally the content of this letter and other project details. If you have any questions or would like to discuss in more detail the proposed project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact:

Ms. Vicki Crnich
Project Delivery Management Branch
Environmental Affairs Division
Texas Department of Transportation
125 E. 11th Street
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(512) 416-3029 | Vicki.Crnich@txdot.gov

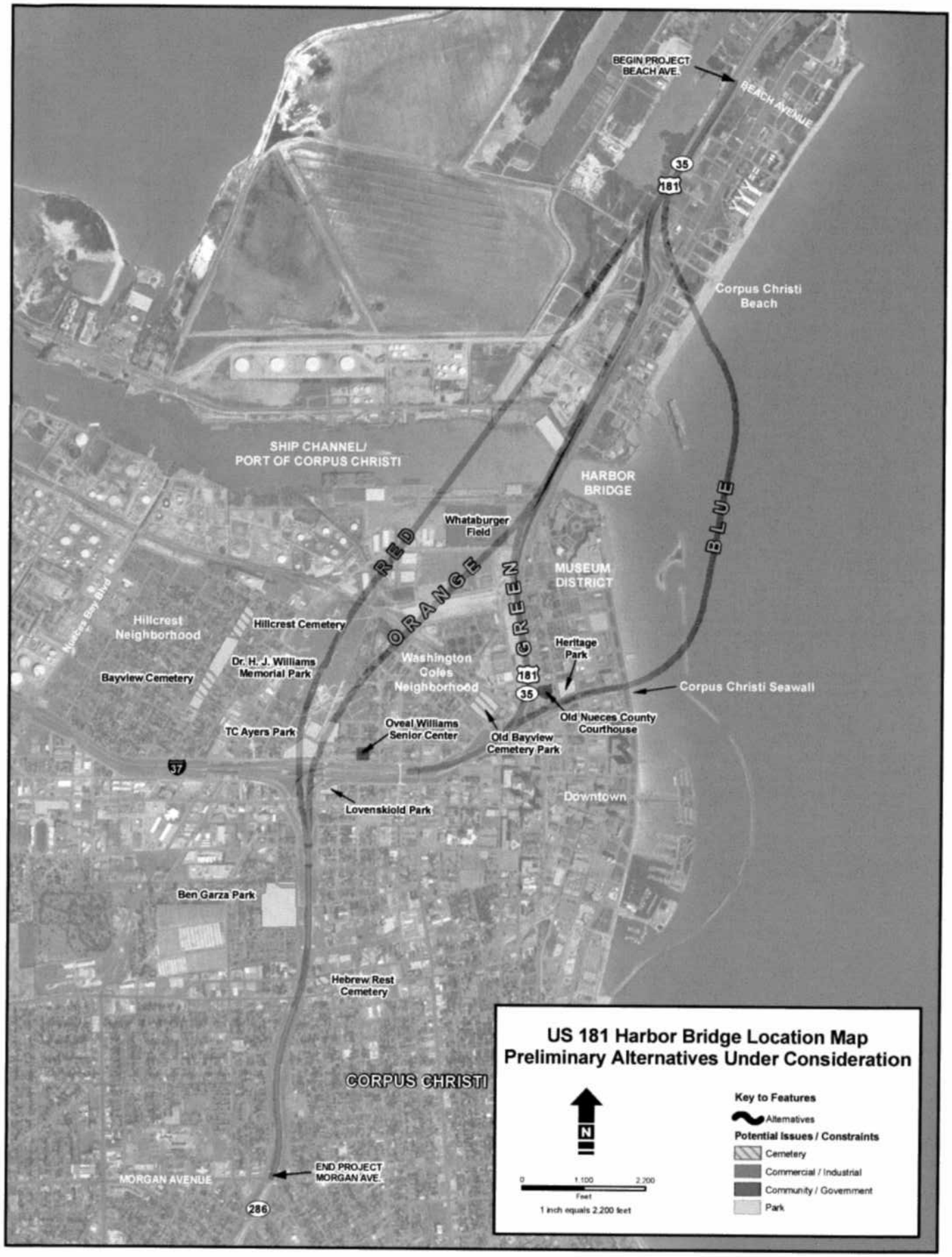
Thank you for your cooperation and interest in this proposed project.

Sincerely,

Dianna F. Noble, P.E.
Director of Environmental Affairs Division

Enclosures: Project Map

Cc: Mr. Victor Vourcos and Ms. Paula Sales, P.E., TxDOT Corpus Christi District
Bcc: DFN
Reference: ENV 850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February 24, 2011

Ms. Helen Young
Deputy Commissioner, Coastal Resources
Texas Coastal Coordination Council
Texas General Land Office
P.O. Box 12873
Austin, TX 78711-2873

Dear Ms. Young:

The Texas Department of Transportation (TxDOT), in cooperation with the Federal Highway Administration (FHWA), intends to reinitiate the Environmental Impact Statement (EIS) for proposed transportation improvements on US 181 in Corpus Christi, Nueces County, Texas (CSJ 0101-06-095), which have the potential to affect the existing Harbor Bridge. The project limits are: Beach Avenue at US 181 and Morgan Avenue at SH 286. The objectives of US 181 corridor improvements, as currently defined, are to improve safety, correct roadway and bridge design deficiencies, improve connectivity and intermodal transportation, enhance navigation, and increase roadway capacity. This project will be coordinated under Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU).

Your agency has been identified as an agency that might have an interest in the proposed project due to the potential for the proposed project to affect coastal resources and the Coastal Management Plan. The Texas Coastal Coordination Council (TCCC) will be formally invited to become a Participating Agency with FHWA and TxDOT in the development of the EIS at a later date. With this letter, TxDOT is initiating informal coordination in advance of the formal project scoping process which is planned for Spring 2011. This informal coordination regarding the project is intended to aid in the development of the Draft Coordination Plan, as called for in SAFETEA-LU, and provide for a time-efficient, formal EIS Scoping process. To gauge expectations for the TCCC's formal participation in the project, and to gather input for development of the Draft Coordination Plan, TxDOT requests that the TCCC provide responses to the following questions:

Background and Primary Contact
TxDOT anticipates that Kathryn Zultner will be the primary contact person for the TCCC.

1. Is your agency familiar with the USDOT requirements under SAFETEA-LU which TxDOT and FHWA will be following?
2. Will Ms. Zultner be available for routine project meetings involving your jurisdiction as well as other project issues?
3. If so, how often and in what format (in-person or via conference-call) will Ms. Zultner be able to meet?

Review and Comment

Under SAFETEA-LU there are certain NEPA-related documents that will be produced and TxDOT intends to provide the TCCC with an opportunity to participate in the development of these documents as well as to review draft and final versions. SAFETEA-LU establishes a maximum review and comment period of 30 days for the Draft Coordination Plan (which will include the Need and Purpose for the proposed project as well as the range of reasonable alternatives proposed for study) and summaries of formal EIS Scoping meetings. For the Draft EIS, SAFETEA-LU provides for a maximum review and comment period of 60 days.

1. During the formal EIS Scoping process to coincide with the future publication of the Notice of Intent to initiate the project, should TxDOT expect that your agency would review and provide comments on the Draft Coordination Plan and summaries of formal EIS Scoping meetings within 30 days? If not, what timeframe would work for your agency? Could your agency possibly provide comments sooner?
2. Do you see any reason why your agency would not be able to review and provide comments on the Draft EIS within 60 days? If not, what timeframe would work for your agency? Could your agency possibly provide comments sooner?

Alternatives Analysis and Methodology

As stated, this EIS project, which has been under study since 2001, is intended to be reinitiated under SAFETEA-LU. As such, a number of alternatives have been developed previously and are anticipated to be among the range of reasonable alternatives to be studied in the Draft EIS. A project map showing these preliminary alternatives is attached to this letter. A no-build alternative will also be studied.

1. Does your agency have informal feedback to provide regarding the alternatives shown on the attached map? If so, please provide your feedback.
2. Do you anticipate that during the formal EIS Scoping process your agency might propose that additional alternatives be studied as well?
3. For the analysis of the alternatives, would your agency expect TxDOT to follow a methodology or provide a level of detail outlined in anything other than FHWA's guidance for implementing the National Environmental Policy Act (NEPA)?

Thank you very much for taking the time to be part of this informal pre-scoping process. We appreciate your cooperation and hope that early coordination will make the formal process as efficient as possible. Please provide your responses to the above questions to TxDOT (Vicki Crnich) verbally, by email, or in writing as soon as possible, and be advised that your agency will be given additional opportunities to participate during the formal EIS Scoping phase.

We anticipate that project staff will contact your office shortly after sending this letter as a means to gather timely feedback as well as to schedule a conference call or in-person meeting to discuss informally the content of this letter and other project details. If you have any questions or would like to discuss in more detail the proposed project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact:

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Thank you for your cooperation and interest in this proposed project.

Sincerely,

Dianna F. Noble, P.E.
Director of Environmental Affairs Division

Enclosures: Project Map

Cc: Mr. Victor Vourcos and Ms. Paula Sales, P.E., TxDOT Corpus Christi District
Bcc: DFN
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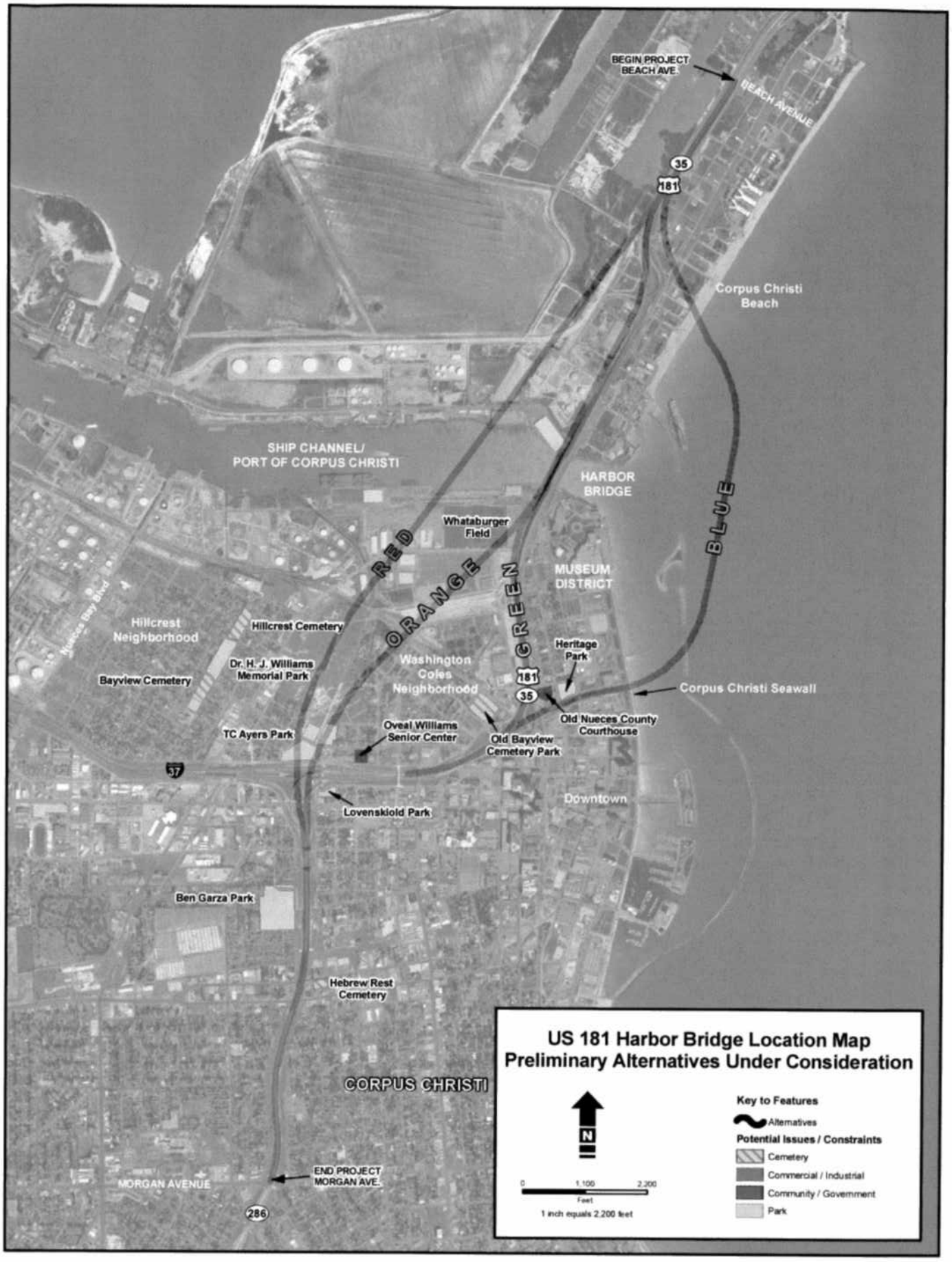
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Texas Department of Transportation

DEWITT C. GREER STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • (512) 463-8585

February 24, 2011

Mr. Mark R. Vickery
Executive Director
Texas Commission on Environmental Quality
P.O. Box 13087
Austin, TX 78711-3087

Dear Mr. Vickery:

The Texas Department of Transportation (TxDOT), in cooperation with the Federal Highway Administration (FHWA), intends to reinitiate the Environmental Impact Statement (EIS) for proposed transportation improvements on US 181 in Corpus Christi, Nueces County, Texas (CSJ 0101-06-095), which have the potential to affect the existing Harbor Bridge. The project limits are: Beach Avenue at US 181 and Morgan Avenue at SH 286. The objectives of US 181 corridor improvements, as currently defined, are to improve safety, correct roadway and bridge design deficiencies, improve connectivity and intermodal transportation, enhance navigation, and increase roadway capacity. This project will be coordinated under Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU).

Your agency has been identified as an agency that might have an interest in the proposed project due to the requirements of the Clean Air Act and the Clean Water Act, and as the designated state representative for the U.S. Environmental Protection Agency. The Texas Commission on Environmental Quality (TCEQ) will be formally invited to become a Participating Agency with FHWA and TxDOT in the development of the EIS at a later date. With this letter, TxDOT is initiating informal coordination in advance of the formal project scoping process which is planned for Spring 2011. This informal coordination regarding the project is intended to aid in the development of the Draft Coordination Plan, as called for in SAFETEA-LU, and provide for a time-efficient, formal EIS Scoping process. To gauge expectations for the TCEQ's formal participation in the project, and to gather input for development of the Draft Coordination Plan, TxDOT requests that the TCEQ provide responses to the following questions:

Background and Primary Contact

TxDOT anticipates that Tangela Niemann will be the primary contact person for the TCEQ and that specific project reviewer(s) will be assigned by resource.

1. Is your agency familiar with the USDOT requirements under SAFETEA-LU which TxDOT and FHWA will be following?
2. Will the assigned contact(s) be available for routine project meetings involving air quality and water quality as well as other project issues?
3. If so, how often and in what format (in-person or via conference-call) will the assigned contact(s) be able to meet?

Review and Comment

Under SAFETEA-LU there are certain NEPA-related documents that will be produced and TxDOT intends to provide the TCEQ with an opportunity to participate in the development of these documents as well as to review draft and final versions. SAFETEA-LU establishes a maximum review and comment period of 30 days for the Draft Coordination Plan (which will include the Need and Purpose for the proposed project as well as the range of reasonable alternatives proposed for study) and summaries of formal EIS Scoping meetings. For the Draft EIS, SAFETEA-LU provides for a maximum review and comment period of 60 days.

1. During the formal EIS Scoping process to coincide with the future publication of the Notice of Intent to initiate the project, should TxDOT expect that your agency would review and provide comments on the Draft Coordination Plan and summaries of formal EIS Scoping meetings within 30 days? If not, what timeframe would work for your agency? Could your agency possibly provide comments sooner?
2. Do you see any reason why your agency would not be able to review and provide comments on the Draft EIS within 60 days? If not, what timeframe would work for your agency? Could your agency possibly provide comments sooner?

Alternatives Analysis and Methodology

As stated, this EIS project, which has been under study since 2001, is intended to be reinitiated under SAFETEA-LU. As such, a number of alternatives have been developed previously and are anticipated to be among the range of reasonable alternatives to be studied in the Draft EIS. A project map showing these preliminary alternatives is attached to this letter. A no-build alternative will also be studied.

1. Does your agency have informal feedback to provide regarding the alternatives shown on the attached map? If so, please provide your feedback.
2. Do you anticipate that during the formal EIS Scoping process your agency might propose that additional alternatives be studied as well?
3. For the analysis of the alternatives, would your agency expect TxDOT to follow a methodology or provide a level of detail outlined in anything other than FHWA's guidance for implementing the National Environmental Policy Act (NEPA)?

Thank you very much for taking the time to be part of this informal pre-scoping process. We appreciate your cooperation and hope that early coordination will make the formal process as efficient as possible. Please provide your responses to the above questions to TxDOT (Vicki Crnich) verbally, by email, or in writing as soon as possible, and be advised that your agency will be given additional opportunities to participate during the formal EIS Scoping phase.

We anticipate that project staff will contact your office shortly after sending this letter as a means to gather timely feedback as well as to schedule a conference call or in-person meeting to discuss informally the content of this letter and other project details. If you have any questions or would like to discuss in more detail the proposed project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact:

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Thank you for your cooperation and interest in this proposed project.

Sincerely,

Dianna F. Noble, P.E.
Director of Environmental Affairs Division

Enclosures: Project Map

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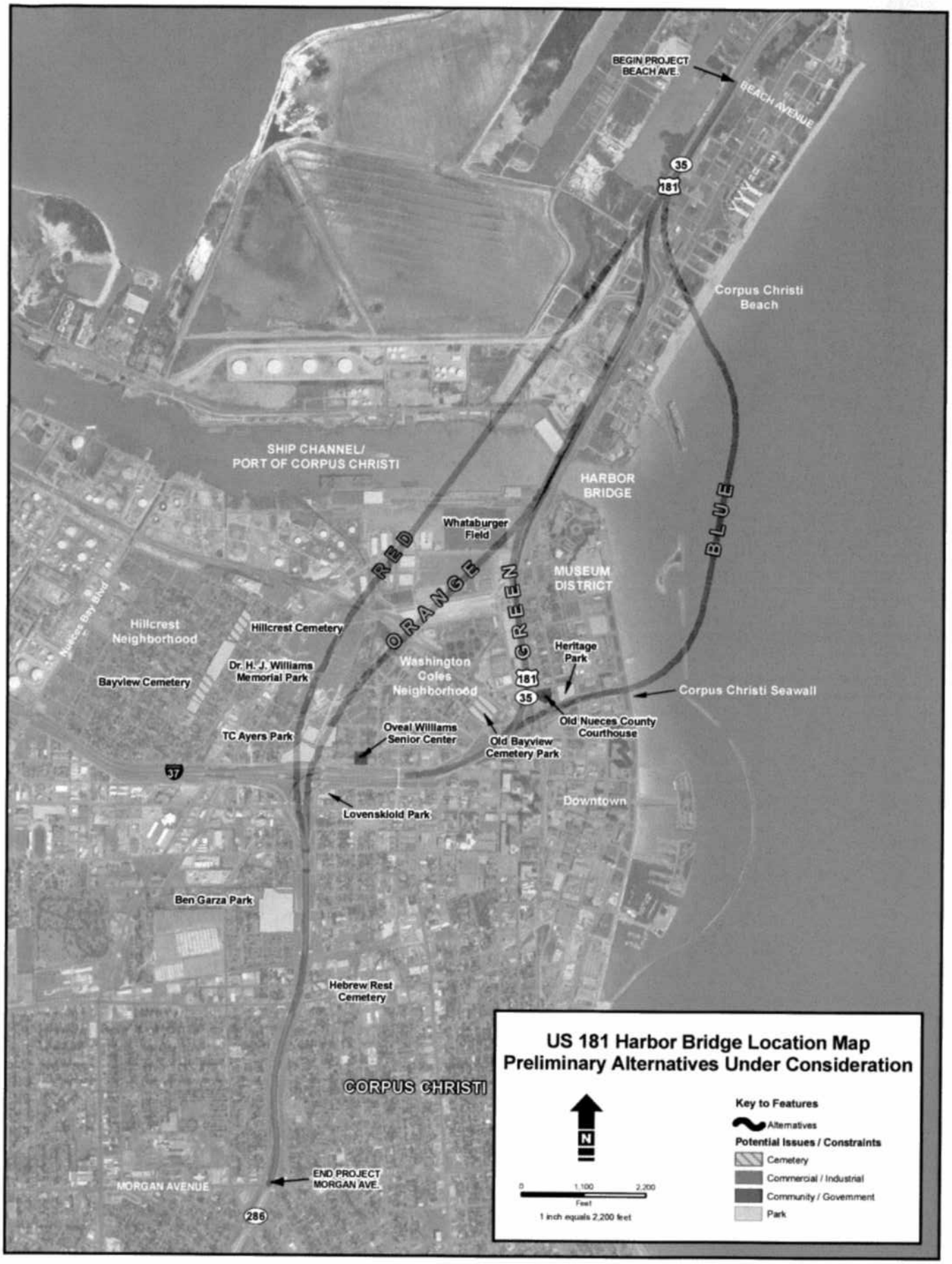
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February 24, 2011

Mr. Hal Croft
Asset Management Deputy Commissioner
Texas General Land Office
P.O. Box 12873
Austin, TX 78711-2873

Dear Mr. Croft:

The Texas Department of Transportation (TxDOT), in cooperation with the Federal Highway Administration (FHWA), intends to reinitiate the Environmental Impact Statement (EIS) for proposed transportation improvements on US 181 in Corpus Christi, Nueces County, Texas (CSJ 0101-06-095), which have the potential to affect the existing Harbor Bridge. The project limits are: Beach Avenue at US 181 and Morgan Avenue at SH 286. The objectives of US 181 corridor improvements, as currently defined, are to improve safety, correct roadway and bridge design deficiencies, improve connectivity and intermodal transportation, enhance navigation, and increase roadway capacity. This project will be coordinated under Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU).

Your agency has been identified as an agency that might have an interest in the proposed project due to the requirements under the Memorandum of Understanding and Memorandum of Agreement between TxDOT and the Texas General Land Office (GLO). The GLO will be formally invited to become a Participating Agency with FHWA and TxDOT in the development of the EIS at a later date. With this letter, TxDOT is initiating informal coordination in advance of the formal project scoping process which is planned for Spring 2011. This informal coordination regarding the project is intended to aid in the development of the Draft Coordination Plan, as called for in SAFETEA-LU, and provide for a time-efficient, formal EIS Scoping process. To gauge expectations for the GLO's formal participation in the project, and to gather input for development of the Draft Coordination Plan, TxDOT requests that the GLO provide responses to the following questions:

<u>Background and Primary Contact</u>
TxDOT anticipates that Manuel Freytes will be the primary contact person for the GLO.

1. Is your agency familiar with the USDOT requirements under SAFETEA-LU which TxDOT and FHWA will be following?
2. Will Mr. Freytes be available for routine project meetings involving your jurisdiction as well as other project issues?
3. If so, how often and in what format (in-person or via conference-call) will Mr. Freytes be able to meet?

Review and Comment

Under SAFETEA-LU certain NEPA-related documents will be produced and TxDOT intends to provide the GLO with an opportunity to participate in the development of these documents as well as to review draft and final versions. SAFETEA-LU establishes a maximum review and comment period of 30 days for the Draft Coordination Plan (which will include the Need and Purpose for the proposed project as well as the range of reasonable alternatives proposed for study) and summaries of formal EIS Scoping meetings. For the Draft EIS, SAFETEA-LU provides for a maximum review and comment period of 60 days.

1. During the formal EIS Scoping process to coincide with the future publication of the Notice of Intent to initiate the project, should TxDOT expect that your agency would review and provide comments on the Draft Coordination Plan and summaries of formal EIS Scoping meetings within 30 days? If not, what timeframe would work for your agency? Could your agency possibly provide comments sooner?
2. Do you see any reason why your agency would not be able to review and provide comments on the Draft EIS within 60 days? If not, what timeframe would work for your agency? Could your agency possibly provide comments sooner?

Alternatives Analysis and Methodology

As stated, this EIS project, which has been under study since 2001, is intended to be reinitiated under SAFETEA-LU. As such, a number of alternatives have been developed previously and are anticipated to be among the range of reasonable alternatives to be studied in the Draft EIS. A project map showing these preliminary alternatives is attached to this letter. A no-build alternative will also be studied.

1. Does your agency have informal feedback to provide regarding the alternatives shown on the attached map? If so, please provide your feedback.
2. Do you anticipate that during the formal EIS Scoping process your agency might propose that additional alternatives be studied as well?
3. For the analysis of the alternatives, would your agency expect TxDOT to follow a methodology or provide a level of detail outlined in anything other than FHWA's guidance for implementing the National Environmental Policy Act (NEPA)?

Thank you very much for taking the time to be part of this informal pre-scoping process. We appreciate your cooperation and hope that early coordination will make the formal process as efficient as possible. Please provide your responses to the above questions to TxDOT (Vicki Crnich) verbally, by email, or in writing as soon as possible, and be advised that your agency will be given additional opportunities to participate during the formal EIS Scoping phase.

We anticipate that project staff will contact your office shortly after sending this letter as a means to gather timely feedback as well as to schedule a conference call or in-person meeting to discuss informally the content of this letter and other project details. If you have any questions or would like to discuss in more detail the proposed project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact:

Ms. Vicki Crnich
Project Delivery Management Branch
Environmental Affairs Division
Texas Department of Transportation
125 E. 11th Street
Austin, TX 78701-2483
(512) 416-3029 | Vicki.Crnich@txdot.gov

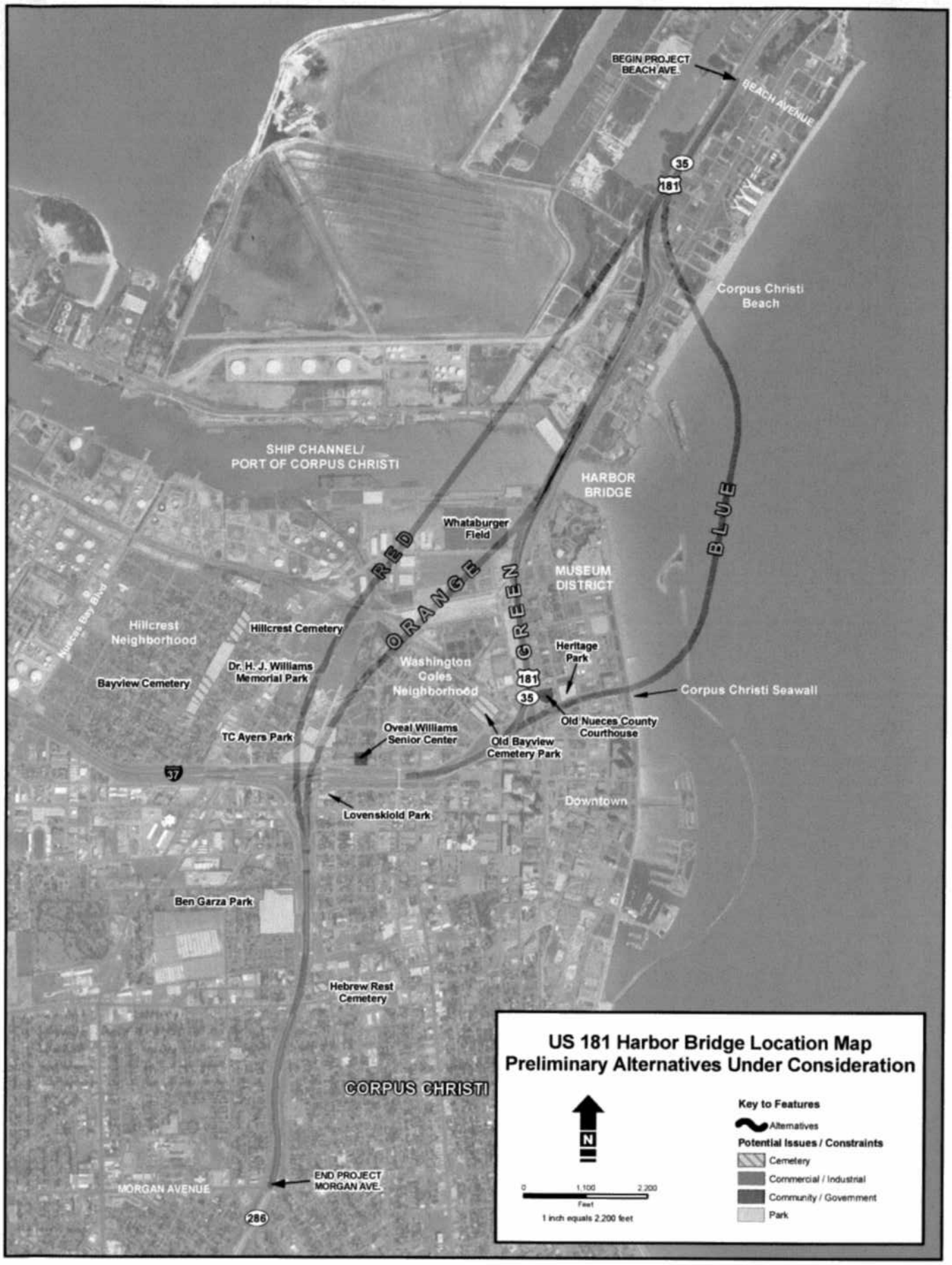
Thank you for your cooperation and interest in this proposed project.

Sincerely,

Dianna F. Noble, P.E.
Director of Environmental Affairs Division

Enclosures: Project Map

Cc: Mr. Victor Vourcos and Ms. Paula Sales, P.E., TxDOT Corpus Christi District
Bcc: DFN
Reference: ENV 850


US 181 Harbor Bridge Location Map
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DISTRICT
Nueces Bay Blvd
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Dr. H. J. Williams
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Texas Department of Transportation
DEWITT C. GREER STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • (512) 463-8585

February 24, 2011

Mr. Carter Smith
Executive Director
Texas Parks and Wildlife Department
4200 Smith School Road
Austin, TX 78744

Dear Mr. Smith:

The Texas Department of Transportation (TxDOT), in cooperation with the Federal Highway Administration (FHWA), intends to reinitiate the Environmental Impact Statement (EIS) for proposed transportation improvements on US 181 in Corpus Christi, Nueces County, Texas (CSJ 0101-06-095), which have the potential to affect the existing Harbor Bridge. The project limits are: Beach Avenue at US 181 and Morgan Avenue at SH 286. The objectives of US 181 corridor improvements, as currently defined, are to improve safety, correct roadway and bridge design deficiencies, improve connectivity and intermodal transportation, enhance navigation, and increase roadway capacity. This project will be coordinated under Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU).

Your agency has been identified as an agency that might have an interest in the proposed project under the Memorandum of Understanding (MOU) and Memorandum of Agreement (MOA) between TxDOT and the Texas Parks and Wildlife Department (TPWD). TPWD will be formally invited to become a Participating Agency with FHWA and TxDOT in the development of the EIS at a later date. With this letter, TxDOT is initiating informal coordination in advance of the formal project scoping process which is planned for Spring 2011. This informal coordination regarding the project is intended to aid in the development of the Draft Coordination Plan, as called for in SAFETEA-LU, and provide for a time-efficient, formal EIS Scoping process. To gauge expectations for the TPWD's formal participation in the project, and to gather input for development of the Draft Coordination Plan, TxDOT requests that the TPWD provide responses to the following questions:

<u>Background and Primary Contact</u>
TxDOT anticipates that Russell Hooten will be the primary contact person for TPWD.

1. Is your agency familiar with the USDOT requirements under SAFETEA-LU which TxDOT and FHWA will be following?
2. Will Mr. Hooten be available for routine project meetings involving your jurisdiction as well as other project issues?
3. If so, how often and in what format (in-person or via conference-call) will Mr. Hooten be able to meet?

Review and Comment

Under SAFETEA-LU certain NEPA-related documents will be produced and TxDOT intends to provide TPWD with an opportunity to participate in the development of these documents as well as to review draft and final versions. SAFETEA-LU establishes a maximum review and comment period of 30 days for the Draft Coordination Plan (which will include the Need and Purpose for the proposed project as well as the range of reasonable alternatives proposed for study) and summaries of formal EIS Scoping meetings. For the Draft EIS, SAFETEA-LU provides for a maximum review and comment period of 60 days.

1. During the formal EIS Scoping process to coincide with the future publication of the Notice of Intent to initiate the project, should TxDOT expect that your agency would review and provide comments on the Draft Coordination Plan and summaries of formal EIS Scoping meetings within 30 days? If not, what timeframe would work for your agency? Could your agency possibly provide comments sooner?
2. Do you see any reason why your agency would not be able to review and provide comments on the Draft EIS within 60 days? If not, what timeframe would work for your agency? Could your agency possibly provide comments sooner?

Alternatives Analysis and Methodology

As stated, this EIS project, which has been under study since 2001, is intended to be reinitiated under SAFETEA-LU. As such, a number of alternatives have been developed previously and are anticipated to be among the range of reasonable alternatives to be studied in the Draft EIS. A project map showing these preliminary alternatives is attached to this letter. A no-build alternative will also be studied.

1. Does your agency have informal feedback to provide regarding the alternatives shown on the attached map? If so, please provide your feedback.
2. Do you anticipate that during the formal EIS Scoping process your agency might propose that additional alternatives be studied as well?
3. For the analysis of the alternatives, would your agency expect TxDOT to follow the methodology and provide the level of detail outlined in the 1998 MOA?

Thank you very much for taking the time to be part of this informal pre-scoping process. We appreciate your cooperation and hope that early coordination will make the formal process as efficient as possible. Please provide your responses to the above questions to TxDOT (Vicki Crnich) verbally, by email, or in writing as soon as possible, and be advised that your agency will be given additional opportunities to participate during the formal EIS Scoping phase.

We anticipate that project staff will contact your office shortly after sending this letter as a means to gather timely feedback as well as to schedule a conference call or in-person meeting to discuss informally the content of this letter and other project details. If you have any questions or would like to discuss in more detail the proposed project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact:

Ms. Vicki Crnich
Project Delivery Management Branch

Environmental Affairs Division
Texas Department of Transportation
125 E. 11th Street
Austin, TX 78701-2483
(512) 416-3029 | Vicki.Crnich@txdot.gov

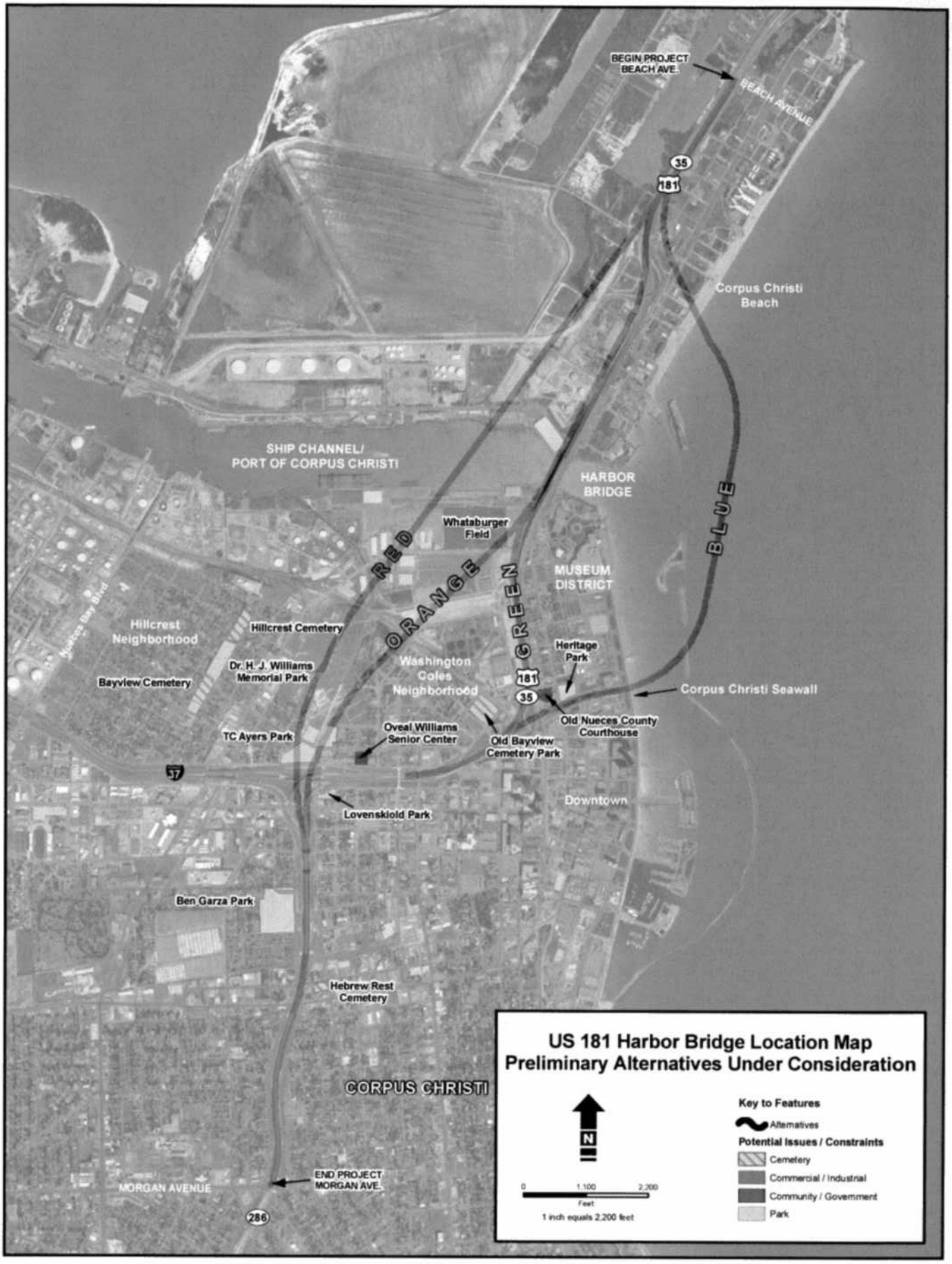
Thank you for your cooperation and interest in this proposed project.

Sincerely,

Dianna F. Noble, P.E.
Director of Environmental Affairs Division

Enclosures: Project Map

Cc: Mr. Victor Vourcos and Ms. Paula Sales, P.E., TxDOT Corpus Christi District
Bcc: DFN
Reference: ENV 850


US 181 Harbor Bridge Location Map
Preliminary Alternatives Under Consideration
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February 24, 2011

Col. Christopher W. Sallese
District Engineer and Commanding Officer
U.S. Army Corps of Engineers
Galveston District, P.O. Box 1229
Galveston, TX 77553-1229

Dear Col. Sallese:

The Texas Department of Transportation (TxDOT), in cooperation with the Federal Highway Administration (FHWA), intends to reinitiate the Environmental Impact Statement (EIS) for proposed transportation improvements on US 181 in Corpus Christi, Nueces County, Texas (CSJ 0101-06-095), which have the potential to affect the existing Harbor Bridge. The project limits are: Beach Avenue at US 181 and Morgan Avenue at SH 286. The objectives of US 181 corridor improvements, as currently defined, are to improve safety, correct roadway and bridge design deficiencies, improve connectivity and intermodal transportation, enhance navigation, and increase roadway capacity. This project will be coordinated under Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU).

Your agency has been identified as an agency that might have an interest in the proposed project due to the requirements of Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act, and the potential for the project to affect waters of the U.S., including wetlands. The U.S. Army Corps of Engineers (USACE) will be formally invited to become a Cooperating and/or Participating Agency with FHWA and TxDOT in the development of the EIS at a later date. With this letter, TxDOT is initiating informal coordination in advance of the formal project scoping process which is planned for Spring 2011. This informal coordination regarding the project is intended to aid in the development of the Draft Coordination Plan, as called for in SAFETEA-LU, and provide for a time-efficient, formal EIS Scoping process. To gauge expectations for the USACE's formal participation in the project, and to gather input for development of the Draft Coordination Plan, TxDOT requests that the USACE provide responses to the following questions:

<u>Background and Primary Contact</u>
TxDOT anticipates that Mark Patillo will be the primary contact person for the USACE and that a project reviewer will be assigned to this project upon receipt of the formal EIS Scoping invitation.

1. Is your agency familiar with the USDOT requirements under SAFETEA-LU which TxDOT and FHWA will be following?
2. Will the assigned USACE contact be available for routine project meetings involving your jurisdiction as well as other project issues?

3. If so, how often and in what format (in-person or via conference-call) will the USACE contact be able to meet?

Review and Comment

Under SAFETEA-LU certain NEPA-related documents will be produced and TxDOT intends to provide the USACE with an opportunity to participate in the development of these documents as well as to review draft and final versions. SAFETEA-LU establishes a maximum review and comment period of 30 days for the Draft Coordination Plan (which will include the Need and Purpose for the proposed project as well as the range of reasonable alternatives proposed for study) and summaries of formal EIS Scoping meetings. For the Draft EIS, SAFETEA-LU provides for a maximum review and comment period of 60 days.

1. During the formal EIS Scoping process to coincide with the future publication of the Notice of Intent to initiate the project, should TxDOT expect that your agency would review and provide comments on the Draft Coordination Plan and summaries of formal EIS Scoping meetings within 30 days? If not, what timeframe would work for your agency? Could your agency possibly provide comments sooner?
2. Do you see any reason why your agency would not be able to review and provide comments on the Draft EIS within 60 days? If not, what timeframe would work for your agency? Could your agency possibly provide comments sooner?

Alternatives Analysis and Methodology

As stated, this EIS project, which has been under study since 2001, is intended to be reinitiated under SAFETEA-LU. As such, a number of alternatives have been developed previously and are anticipated to be among the range of reasonable alternatives to be studied in the Draft EIS. A project map showing these preliminary alternatives is attached to this letter. A no-build alternative will also be studied.

1. Does your agency have informal feedback to provide regarding the alternatives shown on the attached map? If so, please provide your feedback.
2. Do you anticipate that during the formal EIS Scoping process your agency might propose that additional alternatives be studied as well?
3. For the analysis of the alternatives, would your agency expect TxDOT to follow the methodology and provide the level of detail outlined in the Section 404(b)(1) Guidelines (40 CFR 230)?

Thank you very much for taking the time to be part of this informal pre-scoping process. We appreciate your cooperation and hope that early coordination will make the formal process as efficient as possible. Please provide your responses to the above questions to TxDOT (Vicki Crnich) verbally, by email, or in writing as soon as possible, and be advised that your agency will be given additional opportunities to participate during the formal EIS Scoping phase.

We anticipate that project staff will contact your office shortly after sending this letter as a means to gather timely feedback as well as to schedule a conference call or in-person meeting to discuss informally the content of this letter and other project details. If you have any questions or would

like to discuss in more detail the proposed project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact:

Ms. Vicki Crnich
Project Delivery Management Branch
Environmental Affairs Division
Texas Department of Transportation
125 E. 11th Street
Austin, TX 78701-2483
(512) 416-3029 | Vicki.Crnich@txdot.gov

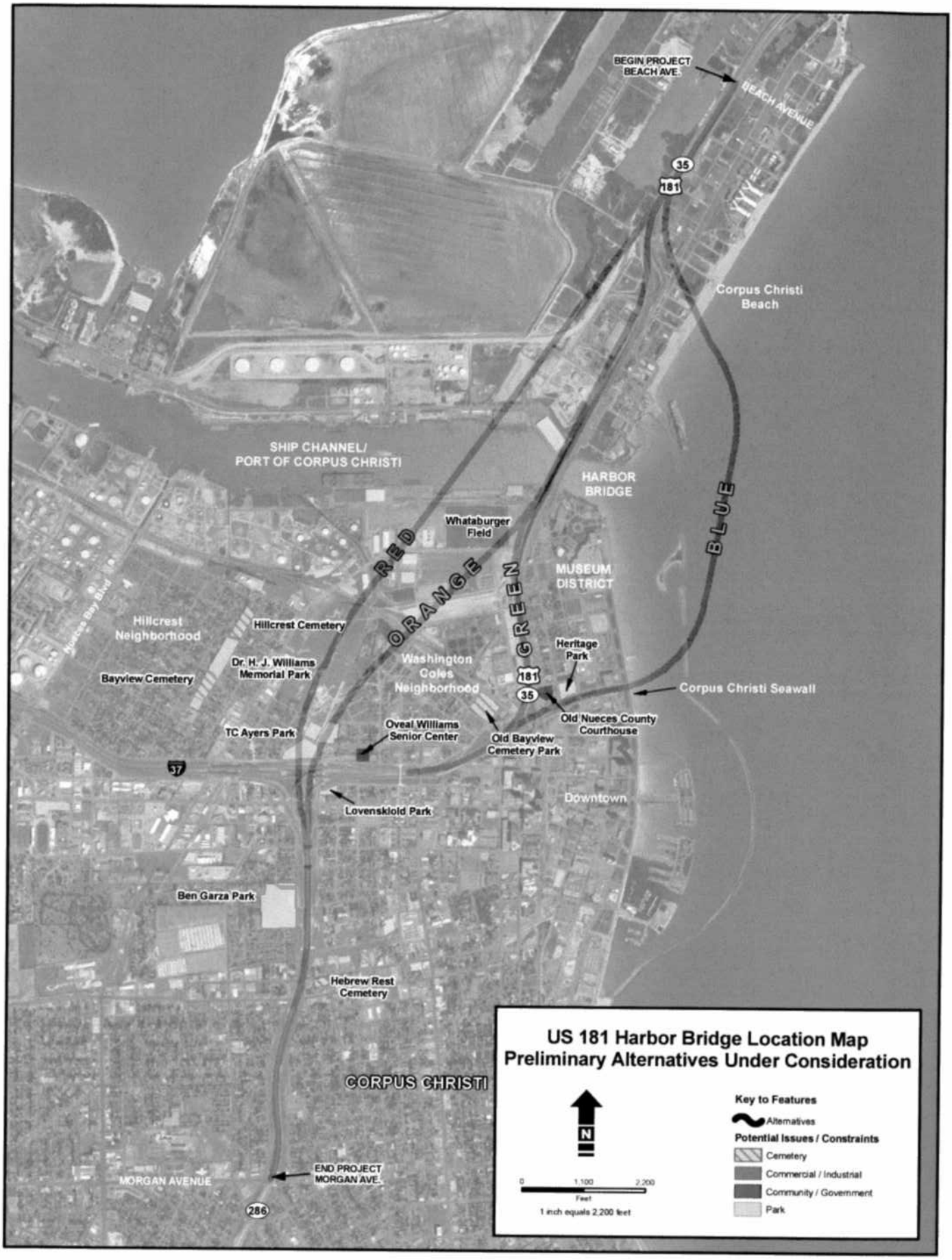
Thank you for your cooperation and interest in this proposed project.

Sincerely,

Dianna F. Noble, P.E.
Director of Environmental Affairs Division

Enclosures: Project Map

Cc: Mr. Victor Vourcos and Ms. Paula Sales, P.E., TxDOT Corpus Christi District
Bcc: DFN
Reference: ENV 850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Texas Department of Transportation
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February 24, 2011

Mr. David Frank
Commander DPB
Eighth Coast Guard District
Bridge Section
500 Poydras Street
New Orleans, LA 70130-3310

Dear Commander Frank:

The Texas Department of Transportation (TxDOT), in cooperation with the Federal Highway Administration (FHWA), intends to reinitiate the Environmental Impact Statement (EIS) for proposed transportation improvements on US 181 in Corpus Christi, Nueces County, Texas (CSJ 0101-06-095), which have the potential to affect the existing Harbor Bridge. The project limits are: Beach Avenue at US 181 and Morgan Avenue at SH 286. The objectives of US 181 corridor improvements, as currently defined, are to improve safety, correct roadway and bridge design deficiencies, improve connectivity and intermodal transportation, enhance navigation, and increase roadway capacity. This project will be coordinated under Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU).

Your agency has been identified as an agency that might have an interest in the proposed project due to the requirements of Section 9 of the Rivers and Harbor Act. The U.S. Coast Guard (USCG) will be formally invited to become a Cooperating and/or Participating Agency with FHWA and TxDOT in the development of the EIS at a later date. With this letter, TxDOT is initiating informal coordination in advance of the formal project scoping process which is planned for Spring 2011. This informal coordination regarding the project is intended to aid in the development of the Draft Coordination Plan, as called for in SAFETEA-LU, and provide for a time-efficient, formal EIS Scoping process. To gauge expectations for the USCG's formal participation in the project, and to gather input for development of the Draft Coordination Plan, TxDOT requests that the USCG provide responses to the following questions:

Background and Primary Contact
TxDOT anticipates that Philip Johnson will be the primary contact person for the USCG.

1. Is your agency familiar with the USDOT requirements under SAFETEA-LU which TxDOT and FHWA will be following?
2. Will Mr. Johnson be available for routine project meetings involving your jurisdiction as well as other project issues?
3. If so, how often and in what format (in-person or via conference-call) will Mr. Johnson be able to meet?

Review and Comment

Under SAFETEA-LU certain NEPA-related documents will be produced and TxDOT intends to provide the USCG with an opportunity to participate in the development of these documents as well as to review draft and final versions. SAFETEA-LU establishes a maximum review and comment period of 30 days for the Draft Coordination Plan (which will include the Need and Purpose for the proposed project as well as the range of reasonable alternatives proposed for study) and summaries of formal EIS Scoping meetings. For the Draft EIS, SAFETEA-LU provides for a maximum review and comment period of 60 days.

1. During the formal EIS Scoping process to coincide with the future publication of the Notice of Intent to initiate the project, should TxDOT expect that your agency would review and provide comments on the Draft Coordination Plan and summaries of formal EIS Scoping meetings within 30 days? If not, what timeframe would work for your agency? Could your agency possibly provide comments sooner?
2. Do you see any reason why your agency would not be able to review and provide comments on the Draft EIS within 60 days? If not, what timeframe would work for your agency? Could your agency possibly provide comments sooner?

Alternatives Analysis and Methodology

As stated, this EIS project, which has been under study since 2001, is intended to be reinitiated under SAFETEA-LU. As such, a number of alternatives have been developed previously and are anticipated to be among the range of reasonable alternatives to be studied in the Draft EIS. A project map showing these preliminary alternatives is attached to this letter. A no-build alternative will also be studied.

1. Does your agency have informal feedback to provide regarding the alternatives shown on the attached map? If so, please provide your feedback.
2. Do you anticipate that during the formal EIS Scoping process your agency might propose that additional alternatives be studied as well?
3. For the analysis of the alternatives, would your agency expect TxDOT to follow a methodology or provide a level of detail outlined in anything other than FHWA's guidance for implementing the National Environmental Policy Act (NEPA)?

Thank you very much for taking the time to be part of this informal pre-scoping process. We appreciate your cooperation and hope that early coordination will make the formal process as efficient as possible. Please provide your responses to the above questions to TxDOT (Vicki Crnich) verbally, by email, or in writing as soon as possible, and be advised that your agency will be given additional opportunities to participate during the formal EIS Scoping phase.

We anticipate that project staff will contact your office shortly after sending this letter as a means to gather timely feedback as well as to schedule a conference call or in-person meeting to discuss informally the content of this letter and other project details. If you have any questions or would like to discuss in more detail the proposed project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact:

Ms. Vicki Crnich
Project Delivery Management Branch
Environmental Affairs Division
Texas Department of Transportation
125 E. 11th Street
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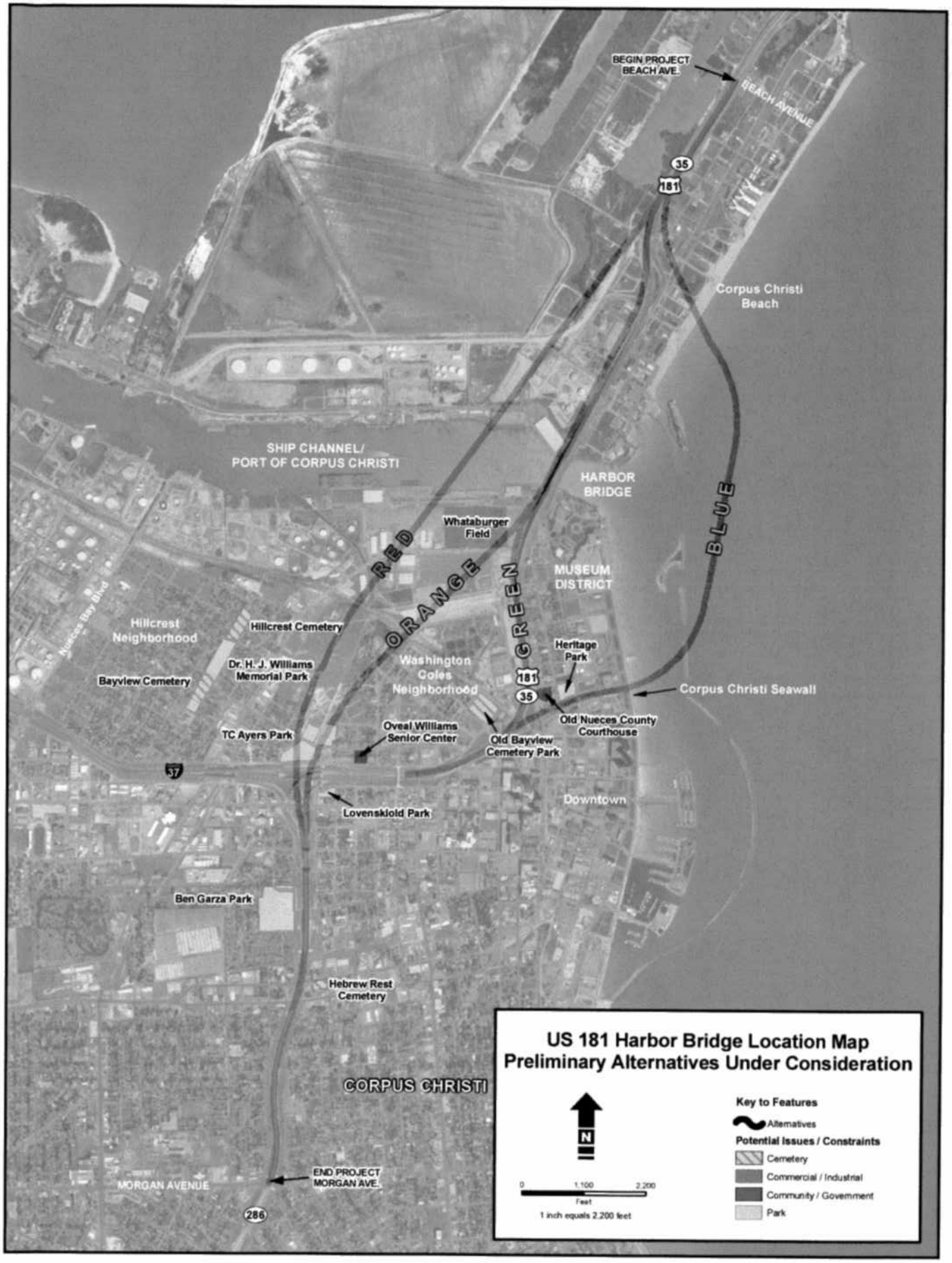
Thank you for your cooperation and interest in this proposed project.

Sincerely,

Dianna F. Noble, P.E.
Director of Environmental Affairs Division

Enclosures: Project Map

Cc: Mr. Victor Vourcos and Ms. Paula Sales, P.E., TxDOT Corpus Christi District
Bcc: DFN
Reference: ENV 850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Texas Department of Transportation
DEWITT C. GREER STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • (512) 463-8585

February 24, 2011

Mr. Allan Strand
Supervisor, Corpus Christi Ecological Services Office
U.S. Fish and Wildlife Service
C/O TAMU-Corpus Christi
6300 Ocean Drive, # 5837
Corpus Christi, TX 78412-5837

Dear Mr. Strand:

The Texas Department of Transportation (TxDOT), in cooperation with the Federal Highway Administration (FHWA), intends to reinitiate the Environmental Impact Statement (EIS) for proposed transportation improvements on US 181 in Corpus Christi, Nueces County, Texas (CSJ 0101-06-095), which have the potential to affect the existing Harbor Bridge. The project limits are: Beach Avenue at US 181 and Morgan Avenue at SH 286. The objectives of US 181 corridor improvements, as currently defined, are to improve safety, correct roadway and bridge design deficiencies, improve connectivity and intermodal transportation, enhance navigation, and increase roadway capacity. This project will be coordinated under Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU).

Your agency has been identified as an agency that might have an interest in the proposed project due to the requirements of the Endangered Species Act. The U.S. Fish and Wildlife Service (USFWS) will be formally invited to become a Cooperating and/or Participating Agency with FHWA and TxDOT in the development of the EIS at a later date. With this letter, TxDOT is initiating informal coordination in advance of the formal project scoping process which is planned for Spring 2011. This informal coordination regarding the project is intended to aid in the development of the Draft Coordination Plan, as called for in SAFETEA-LU, and provide for a time-efficient, formal EIS Scoping process. To gauge expectations for the USFWS' formal participation in the project, and to gather input for development of the Draft Coordination Plan, TxDOT requests that the USFWS provide responses to the following questions:

<u>Background and Primary Contact</u>
TxDOT anticipates that Pat Clements will be the primary contact person for the USFWS.

1. Is your agency familiar with the USDOT requirements under SAFETEA-LU which TxDOT and FHWA will be following?
2. Will Ms. Clements be available for routine project meetings involving your jurisdiction as well as other project issues?
3. If so, how often and in what format (in-person or via conference-call) will Ms. Clements be able to meet?

Review and Comment

Under SAFETEA-LU certain NEPA-related documents will be produced and TxDOT intends to provide the USFWS with an opportunity to participate in the development of these documents as well as to review draft and final versions. SAFETEA-LU establishes a maximum review and comment period of 30 days for the Draft Coordination Plan (which will include the Need and Purpose for the proposed project as well as the range of reasonable alternatives proposed for study) and summaries of formal EIS Scoping meetings. For the Draft EIS, SAFETEA-LU provides for a maximum review and comment period of 60 days.

1. During the formal EIS Scoping process to coincide with the future publication of the Notice of Intent to initiate the project, should TxDOT expect that your agency would review and provide comments on the Draft Coordination Plan and summaries of formal EIS Scoping meetings within 30 days? If not, what timeframe would work for your agency? Could your agency possibly provide comments sooner?
2. Do you see any reason why your agency would not be able to review and provide comments on the Draft EIS within 60 days? If not, what timeframe would work for your agency? Could your agency possibly provide comments sooner?

Alternatives Analysis and Methodology

As stated, this EIS project, which has been under study since 2001, is intended to be reinitiated under SAFETEA-LU. As such, a number of alternatives have been developed previously and are anticipated to be among the range of reasonable alternatives to be studied in the Draft EIS. A project map showing these preliminary alternatives is attached to this letter. A no-build alternative will also be studied.

1. Does your agency have informal feedback to provide regarding the alternatives shown on the attached map? If so, please provide your feedback.
2. Do you anticipate that during the formal EIS Scoping process your agency might propose that additional alternatives be studied as well?
3. For the analysis of the alternatives, would your agency expect TxDOT to follow a methodology or provide a level of detail outlined in anything other than FHWA's guidance for implementing the National Environmental Policy Act (NEPA)?

Thank you very much for taking the time to be part of this informal pre-scoping process. We appreciate your cooperation and hope that early coordination will make the formal process as efficient as possible. Please provide your responses to the above questions to TxDOT (Vicki Crnich) verbally, by email, or in writing as soon as possible, and be advised that your agency will be given additional opportunities to participate during the formal EIS Scoping phase.

We anticipate that project staff will contact your office shortly after sending this letter as a means to gather timely feedback as well as to schedule a conference call or in-person meeting to discuss informally the content of this letter and other project details. If you have any questions or would like to discuss in more detail the proposed project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact:

Ms. Vicki Crnich
Project Delivery Management Branch
Environmental Affairs Division
Texas Department of Transportation
125 E. 11th Street
Austin, TX 78701-2483
(512) 416-3029 | Vicki.Crnich@txdot.gov

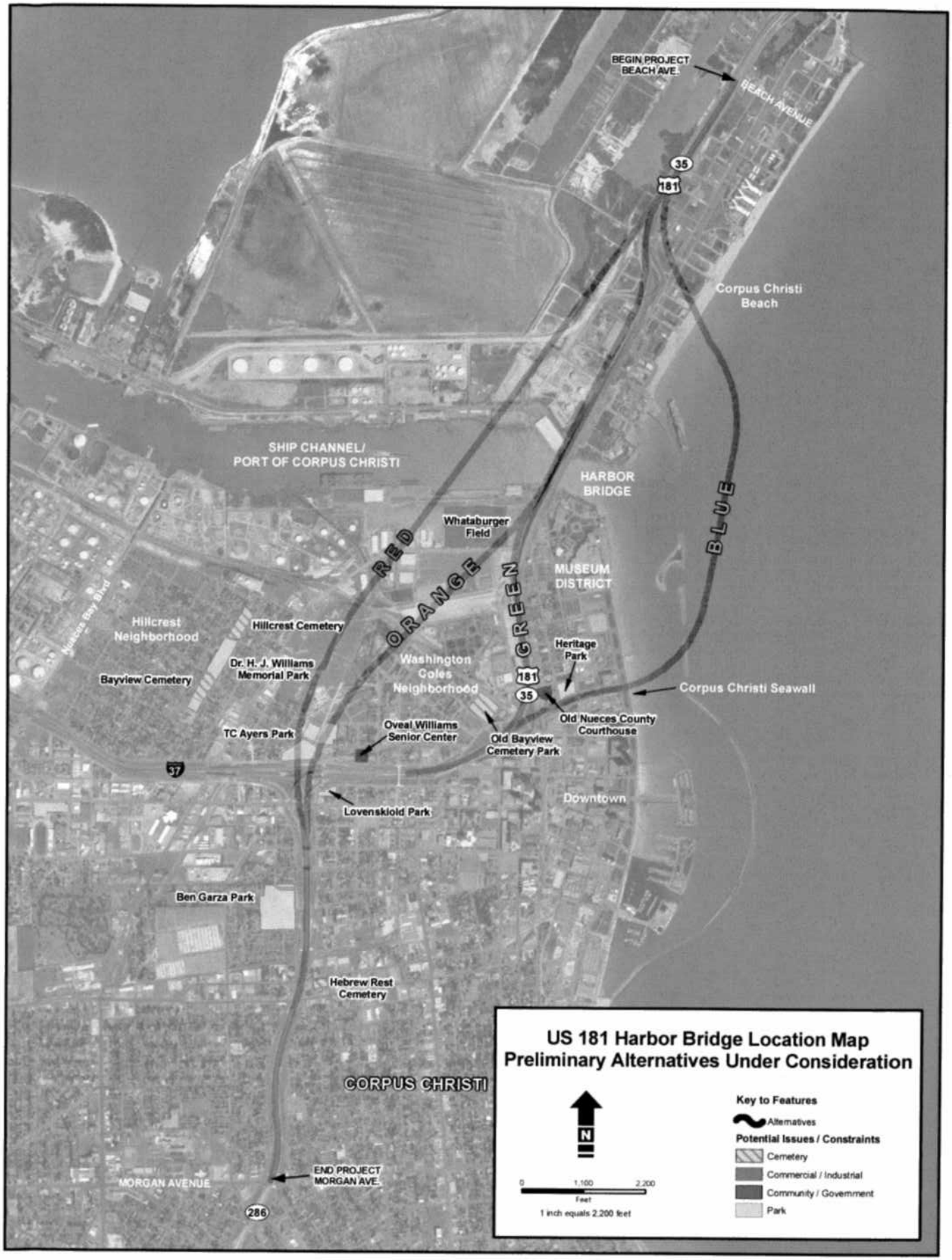
Thank you for your cooperation and interest in this proposed project.

Sincerely,

Dianna F. Noble, P.E.
Director of Environmental Affairs Division

Enclosures: Project Map

Cc: Mr. Victor Vourcos and Ms. Paula Sales, P.E., TxDOT Corpus Christi District
Bcc: DFN
Reference: ENV 850


US 181 Harbor Bridge Location Map
Preliminary Alternatives Under Consideration
Key to Features
Alternatives
Potential Issues / Constraints
Cemetery
Commercial / Industrial
Community / Government
Park
N
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1,100
2,200
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1 inch equals 2,200 feet
BEGIN PROJECT
BEACH AVE.
BEACH AVENUE
35
181
Corpus Christi
Beach
SHIP CHANNEL/
PORT OF CORPUS CHRISTI
HARBOR
BRIDGE
BLUE
RED
ORANGE
GREEN
Whataburger
Field
MUSEUM
DISTRICT
Nueces Bay Blvd
Hillcrest
Neighborhood
Hillcrest Cemetery
Dr. H. J. Williams
Memorial Park
Bayview Cemetery
Washington
Coles
Neighborhood
Heritage
Park
Corpus Christi Seawall
Old Nueces County
Courthouse
Old Bayview
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37
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Ben Garza Park
Hebrew Rest
Cemetery
CORPUS CHRISTI
END PROJECT
MORGAN AVE.
MORGAN AVENUE
286

Texas Department of Transportation
1701 SOUTH PADRE ISLAND DRIVE • CORPUS CHRISTI, TEXAS 78416 • (361) 808-2300

February 14, 2011

Mr. Ángel Escobar
City Manager
1201 Leopard Street
Corpus Christi, TX 78401

Dear Mr. Escobar:

The Texas Department of Transportation (TxDOT), in cooperation with the Federal Highway Administration (FHWA), intends to reinitiate the Environmental Impact Statement (EIS) for proposed transportation improvements on US 181 in Corpus Christi, Nueces County, Texas (CSJ 0101-06-095), which have the potential to affect the existing Harbor Bridge. The project limits are: Beach Avenue at US 181 and Morgan Avenue at SH 286. The objectives of US 181 corridor improvements, as currently defined, are to improve safety, correct roadway and bridge design deficiencies, improve connectivity and intermodal transportation, enhance navigation, and increase roadway capacity. This project will be coordinated under Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU).

The City of Corpus Christi is expected to have an interest in the proposed project in order to aid project planners in identifying potential project effects to areas and services within the city limits and area of extraterritorial jurisdiction. The City of Corpus Christi will be formally invited to become a Participating Agency with FHWA and TxDOT in the development of the EIS at a later date. With this letter, TxDOT is initiating informal coordination in advance of the formal project scoping process which is planned for Spring 2011. This informal coordination regarding the project is intended to aid in the development of the Draft Coordination Plan, as called for in SAFETEA-LU, and provide for a time-efficient, formal EIS Scoping process. To gauge expectations for the City of Corpus Christi's formal participation in the project, and to gather input for development of the Draft Coordination Plan, TxDOT requests that the City provide responses to the following questions:

<u>Background and Primary Contact</u>

1. Is your agency familiar with the USDOT requirements under SAFETEA-LU which TxDOT and FHWA will be following?
2. Will the assigned City contact be available for routine project meetings involving your jurisdiction as well as other project issues?
3. If so, how often and in what format (in-person or via conference-call) will the City contact be able to meet?

An Equal Opportunity Employer

Review and Comment

Under SAFETEA-LU there are certain NEPA-related documents that will be produced and TxDOT intends to provide the City with an opportunity to participate in the development of these documents as well as to review draft and final versions. SAFETEA-LU establishes a maximum review and comment period of 30 days for the Draft Coordination Plan (which will include the Need and Purpose for the proposed project as well as the range of reasonable alternatives proposed for study) and summaries of formal EIS Scoping meetings. For the Draft EIS, SAFETEA-LU provides for a maximum review and comment period of 60 days.

1. During the formal EIS Scoping process to coincide with the future publication of the Notice of Intent to initiate the project, should TxDOT expect that the City would review and provide comments on the Draft Coordination Plan and summaries of formal EIS Scoping meetings within 30 days? If not, what timeframe would work for your agency? Could the City possibly provide comments sooner?
2. Do you see any reason why the City would not be able to review and provide comments on the Draft EIS within 60 days? If not, what timeframe would work for your agency? Could the City possibly provide comments sooner?

Alternatives Analysis and Methodology

As stated, this EIS project, which has been under study since 2001, is intended to be reinitiated under SAFETEA-LU. As such, a number of alternatives have been developed previously and are anticipated to be among the range of reasonable alternatives to be studied in the Draft EIS. A project map showing these preliminary alternatives is attached to this letter. A no-build alternative will also be studied.

1. Does the City have informal feedback to provide regarding the alternatives shown on the attached map? If so, please provide your feedback.
2. Do you anticipate that during the formal EIS Scoping process the City might propose that additional alternatives be studied as well?
3. For the analysis of the alternatives, would the City expect TxDOT to follow a methodology or provide a level of detail outlined in anything other than FHWA's guidance for implementing the National Environmental Policy Act (NEPA)?

Thank you very much for taking the time to be part of this informal pre-scoping process. We appreciate your cooperation and hope that early coordination will make the formal process as efficient as possible. Please provide your responses to the above questions to TxDOT (Victor Vourcos) verbally, by email, or in writing as soon as possible, and be advised that your agency will be given additional opportunities to participate during the formal EIS Scoping phase.

We anticipate that project staff will contact your office shortly after sending this letter as a means to gather timely feedback as well as to schedule a conference call or in-person meeting to discuss informally the content of this letter and other project details. If you have any questions or would like to discuss in more detail the proposed project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact:

Mr. Victor E. Vourcos, P.E.
Advance Project Development Engineer
Texas Department of Transportation
Corpus Christi District
1701 South Padre Island Drive
Corpus Christi, TX 78416-1324
(361) 808-2378 / Victor.Vourcos@txdot.gov

Thank you for your cooperation and interest in this proposed project.

Sincerely,

John A. Casey

John Casey, P.E.
District Engineer, Corpus Christi District

Enclosures: Project Map

Cc: Mr. Victor Vourcos and Ms. Paula Sales, P.E., TxDOT Corpus Christi District

US 181 Harbor Bridge Location Map
Alternatives Under Consideration
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Commercial / Industrial
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Bayview Cemetery
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CORPUS CHRISTI
END PROJECT MORGAN AVE.
MORGAN AVENUE
286

Texas Department of Transportation
1701 SOUTH PADRE ISLAND DRIVE • CORPUS CHRISTI, TEXAS 78416 • (361) 808-2300

February 14, 2011

Mr. Frank C. Brogan, P.E.
Deputy Port Director
Engineering, Finance and Administration
222 Power Street
Corpus Christi, TX 78401

Dear Mr. Brogan:

The Texas Department of Transportation (TxDOT), in cooperation with the Federal Highway Administration (FHWA), intends to reinitiate the Environmental Impact Statement (EIS) for proposed transportation improvements on US 181 in Corpus Christi, Nueces County, Texas (CSJ 0101-06-095), which have the potential to affect the existing Harbor Bridge. The project limits are: Beach Avenue at US 181 and Morgan Avenue at SH 286. The objectives of US 181 corridor improvements, as currently defined, are to improve safety, correct roadway and bridge design deficiencies, improve connectivity and intermodal transportation, enhance navigation, and increase roadway capacity. This project will be coordinated under Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU).

Your agency has been identified as an agency that might have an interest in the proposed project in order to identify issues related to the Corpus Christi Ship Channel and Port properties, including shipping, safety, and commerce. The Port of Corpus Christi will be formally invited to become a Participating Agency with FHWA and TxDOT in the development of the EIS at a later date. With this letter, TxDOT is initiating informal coordination in advance of the formal project scoping process which is planned for Spring 2011. This informal coordination regarding the project is intended to aid in the development of the Draft Coordination Plan, as called for in SAFETEA-LU, and provide for a time-efficient, formal EIS Scoping process. To gauge expectations for the Port of Corpus Christi's formal participation in the project, and to gather input for development of the Draft Coordination Plan, TxDOT requests that the Port provide responses to the following questions:

<u>Background and Primary Contact</u>

1. Is your agency familiar with the USDOT requirements under SAFETEA-LU which TxDOT and FHWA will be following?
2. Will the assigned Port contact be available for routine project meetings involving your jurisdiction as well as other project issues?

3. If so, how often and in what format (in-person or via conference-call) will the Port contact be able to meet?

Review and Comment

Under SAFETEA-LU there are certain NEPA-related documents that will be produced and TxDOT intends to provide the Port with an opportunity to participate in the development of these documents as well as to review draft and final versions. SAFETEA-LU establishes a maximum review and comment period of 30 days for the Draft Coordination Plan (which will include the Need and Purpose for the proposed project as well as the range of reasonable alternatives proposed for study) and summaries of formal EIS Scoping meetings. For the Draft EIS, SAFETEA-LU provides for a maximum review and comment period of 60 days.

1. During the formal EIS Scoping process to coincide with the future publication of the Notice of Intent to initiate the project, should TxDOT expect that your agency would review and provide comments on the Draft Coordination Plan and summaries of formal EIS Scoping meetings within 30 days? If not, what timeframe would work for your agency? Could your agency possibly provide comments sooner?
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1. Does your agency have informal feedback to provide regarding the alternatives shown on the attached map? If so, please provide your feedback.
2. Do you anticipate that during the formal EIS Scoping process your agency might propose that additional alternatives be studied as well?
3. For the analysis of the alternatives, would your agency expect TxDOT to follow a methodology or provide a level of detail outlined in anything other than FHWA's guidance for implementing the National Environmental Policy Act (NEPA)?

Thank you very much for taking the time to be part of this informal pre-scoping process. We appreciate your cooperation and hope that early coordination will make the formal process as efficient as possible. Please provide your responses to

the above questions to TxDOT (Victor Vourcos) verbally, by email, or in writing as soon as possible, and be advised that your agency will be given additional opportunities to participate during the formal EIS Scoping phase.

We anticipate that project staff will contact your office shortly after sending this letter as a means to gather timely feedback as well as to schedule a conference call or in-person meeting to discuss informally the content of this letter and other project details. If you have any questions or would like to discuss in more detail the proposed project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact:

Mr. Victor E. Vourcos, P.E.
Advance Project Development Engineer
Texas Department of Transportation
Corpus Christi District
1701 South Padre Island Drive
Corpus Christi, TX 78416-1324
(361) 808-2378 / Victor.Vourcos@txdot.gov

Thank you for your cooperation and interest in this proposed project.

Sincerely,

John A. Casey

John Casey, P.E.
District Engineer, Corpus Christi District

Enclosures: Project Map

Cc: Mr. Victor Vourcos and Ms. Paula Sales, P.E., TxDOT Corpus Christi District

US 181 Harbor Bridge Location Map
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Lovenskiold Park
Ben Garza Park
Hebrew Rest
Cemetery
CORPUS CHRISTI
END PROJECT
MORGAN AVE.
MORGAN AVENUE
286

The following letters were received from potential cooperating and participating agencies during Pre-Scoping, and include correspondence from:

- Port of Corpus Christi Authority
- U.S. Army Corps of Engineers, Galveston District
- Eighth Coast Guard District, Bridge Section
- U. S. Fish and Wildlife Service, Corpus Christi Ecological Services Office
- Texas Historical Commission
- National Marine Fisheries Service, Southeast Regional Office

Frank C. Brogan, P.E., R.P.L.S.
Deputy Port Director
Engineering, Finance & Administration

PORT CORPUS CHRISTI

March 3, 2011

Mr. Victor E. Vourcos, P.E.
Advance Project Development Engineer
Texas Department of Transportation
1701 S. Padre Island Drive
Corpus Christi, Texas 78416

CORPUS CHRISTI
MAR 04 2011
DISTRICT
RECEIVED
MAR 04 2011
CRP-TP&D

Subject: Environmental Impact Statement
US 181 Harbor Bridge Transportation Improvements
Nueces County, Texas (CSJ 0101-06-095)

Dear Mr. Vourcos:

The Port of Corpus Christi Authority (Port) received a letter dated February 14, 2011, from John Casey, Corpus Christi District Engineer for the Texas Department of Transportation (TxDOT). In that letter, Mr. Casey indicated that TxDOT would be reinstating the Environmental Impact Statement (EIS) process for the subject project and invited the Port to be a Participating Agency with the Federal Highway Administration and TxDOT in the EIS process for this project.

As a potential Participating Agency, the Port was asked to provide the following information in response to questions outlined in the notification:

1. The Port is generally familiar with the U.S. Department of Transportation requirements under SAFETEA-LU and will, as a Participating Agency, be available for project meetings that invove Port jurisdictional interests as well as other project issues. The Port will make every effort to participate in-person; however, if unable to attend, the Port will take part in the meetings via conference call.

2. During review and comment periods for draft plans and meeting summaries, the Port will endeavor to provide comments within the requested 30 days. For the draft EIS, comments will be provided within the requested 60 days.

3. Of the preliminary alternatives provided with the letter, the Port has no feedback to provide at this time. However, if the study is reinstated, the Port may propose additional alternatives or adjustments to existing alternatives.

4. The Port supports TxDOT's use of FWHA's guidance for implementing the National Environmental Policy Act (NEPA) to analyze alternatives for the EIS.

The following is the contact information for the Port's representative on this project:

Mr. David L. Krams, P.E.
Manager of Channel Development
222 Power Street
Corpus Christi, Texas 78401
361-885-6134 / krams@pocca.com

We look forward to working with TxDOT, FHWA, other agencies, and our community on this important project. If you have any questions or need additional information, please contact David Krams.

Sincerely,

Frank C. Brogan, P.E., R.P.L.S.
Deputy Port Director
Engineering, Finance and Administration

DLK/pem
cc: John P. LaRue
Greg Brubeck
David L. Krams
John Casey

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DEPARTMENT OF THE ARMY
GALVESTON DISTRICT, CORPS OF ENGINEERS
P. O. BOX 1229
GALVESTON TX 77553-1229

APR 22 2011

Policy Analysis Section

SUBJECT: SWG-2011-00224, Cooperating Agency Scoping Request for Proposed Improvements on U.S. 181 in Corpus Christi, Nueces County, Texas

→ Sonya H
Vicki C
4/27/11

Dianna F. Noble, P.E.
Director of Environmental Affairs Division
Texas Department of Transportation
125 East 11th Street
Austin, Texas 78701-2483

Dear Ms. Noble:

This concerns the U.S Army Corps of Engineers, Galveston District (Corps) preliminary review of the proposed improvements to the U.S. 181 Harbor Bridge in Corpus Christi, Nueces County, Texas. The Federal Highway Administration is the lead Federal agency in preparation of the Environmental Assessment (EA). The proposed U.S. 181 project segment is from Beach Avenue to Morgan Avenue in Nueces County, Texas.

As you are aware, the proposed project may require a Department of the Army (DA) permit pursuant to Section 10 of the Rivers and Harbors Act of 1899 and Section 404 of the Clean Water Act. The proposed project will be reviewed in accordance with 33 CFR 320-332, the Regulatory Program of the Corps, and other pertinent laws, regulations and executive orders. The decision whether to issue a permit will be based on an evaluation of the probable impacts, including cumulative impacts, of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefits which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered. We recommend the EA provide information and analysis of the proposed facility's effect on the following issues: conservation, economics, aesthetics, general environmental concerns, wetlands, cultural resources, fish and wildlife values including threatened and endangered species and essential fish habitat, flood hazards, floodplain values, land use, navigation, shore erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, cumulative impacts, and air quality. As we participate in the EA process, additional factors and issues under our regulatory authority may be identified at a later date that will require further analyses and evaluation.

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APR 27 2011
ENVIRONMENTAL AFFAIRS
gms

In addition, we recommend the EA evaluate alternatives including geographic alternatives, changes in location and other site-specific variables, and functional alternatives, e.g. project substitutes and design modifications. The EA should include analysis of proposed mitigation for impacts to wetlands and aquatic habitats and insure that sequencing of avoidance, minimization, and compensation has been fully integrated into the selection of the preferred alternative. Any proposed mitigation should include a functional assessment of impacted wetlands and demonstrate mitigation provides replacement of lost wetland functions.

In order to determine the applicable DA permit requirements, and to initiate coordination with the appropriate resource agencies, we request the applicant submit the following information within their DA permit application:

a. A wetland delineation per the 1987 Corps of Engineers Wetland Delineation Manual, including a wetland delineation map per the October 2003 Standard Operating Procedure for Recording Jurisdictional Delineations Using Global Positioning Systems.

- The Atlantic and Gulf Coastal Plain Supplement went into effect on January 4, 2009. Therefore, any data collected after January 4, 2009, must use the Atlantic and Gulf Coastal Plain Supplement where appropriate.

b. A completed Engineer Form 4345.

c. A completed Texas Coastal Management Program Form.

d. A mitigation plan, including a functional assessment, that shows full compensation for all impacts associated with the proposed project have been made.

e. Drawings associated with the permit application must be clear and concise, showing all impacts to waters of the U.S., including the acreage of the proposed impacts, on 8½- by 11-inch white paper with black ink. Drawings with an aerial photo background will not be accepted.

f. For activities involving discharges of fill material into waters of the U.S., the application must include a statement describing how impacts to waters of the U.S. were avoided and minimized.

g. A Threatened and Endangered species survey report of the proposed project area.

h. A Historic Properties Survey of the proposed project area.

We understand that under Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users, your agency is required to develop a Draft Coordination Plan that identifies specific time frames to provide agency comments on the scoping process and draft environmental impact statement. We will do our best to provide comments within the allotted timelines; however, understand that our permit process has its own timeline requirements. This is contingent on a determination of our jurisdiction, which should be identified early in the process to aid in addressing alternatives.

Mr. Dwayne Johnson will be your project manager and can be contacted at the letterhead address, by telephone at 409-766-6353, or by email at Dwayne.Johnson@usace.army.mil.

Sincerely,

Casey Cutler
Chief, Policy Analysis Section

Copy Furnished:

Ms. Vicki Crnich
Project Delivery Management Branch
Environmental Affairs Division
Texas Department of Transportation
125 East 11th Street
Austin, Texas 78701-2483

DEPARTMENT OF THE ARMY
GALVESTON DISTRICT, CORPS OF ENGINEERS
P. O. BOX 1229
GALVESTON TX 77553-1229

March 17, 2011

REPLY TO ATTENTION OF:

Dw → Sonya 3/21/11

PLEASE NOTE: THIS IS NOT A PERMIT

Evaluation Section

SUBJECT: **Acknowledgement** – Department of the Army Permit Application – **Proposed Environmental Impact Statement – US 181 Corridor Improvements – CJS 0101-06-095**

Dianna F. Noble, P.E.
Director of Environmental Affairs Division
Texas Department of Transportation
125 E. 11th Street
Austin, Texas 78701-2483

Ms. Noble:

This is to acknowledge receipt of your February 24, 2011, notification of Texas Department of Transportation re-initiation of the Environmental Impact Statement for the proposed transportation improvements on the U.S. 181 corridor in Corpus Christi, Nueces County, Texas, which have the potential to affect the existing Harbor Bridge. Please note the items listed below.

♦File Number Assigned:	**SWG-2011-00224**
♦Project Manager Assigned:	**Mr. Dwayne A. Johnson**
♦Telephone Number of Project Manager:	**409-766-6353**
♦Email Address of Project Manager:	**dwayne.a.johnson@usace.army.mil**
♦Mailing Address:	Dwayne A. Johnson CESWG-PE-RB U.S. Army Corps of Engineers P.O. Box 1229 Galveston, Texas 77553-1229

Please reference the above file number in all future correspondence with our office related to this request. You may contact the project manager at the address or telephone number listed above. As always, we are here to assist you in any manner we can regarding this request.

Sincerely,

Lavonne L. Collins

Lavonne L. Collins
Legal Instruments Examiner

RECEIVED - TXDOT
MAR 21 2011
ENVIRONMENTAL AFFAIRS

PLEASE NOTE: THIS IS NOT A PERMIT

U.S. Department of Homeland Security

United States Coast Guard

Commander
Eighth Coast Guard District
Hale Boggs Federal Building

500 Poydras Street
New Orleans, LA 70130-3310
Staff Symbol: (dpb)
Phone: (504) 671-2128
Fax: (504) 671-3122
Email: D08dpb@uscg.mil

16591A
March 16, 2011

Ms. Dianna F. Noble, P.E.
Director of Environmental Affairs Division
Texas Department of Transportation
Dewitt C. Geer State Highway Building
125 E. 11th Street
Austin, Texas 78701-2483

→ Sonya
3/21/11

Dear Ms. Noble:

We have received your letter dated February 24, 2011 which presented questions, regarding the Coast Guard's role in the proposed transportation improvement project on U.S. 181 that will include replacement of the existing U.S. 181 fixed span bridge across Corpus Christi Channel at mile 10.0 at Corpus Christi, Texas. A U.S. Coast Guard Bridge Permit will be required for the construction of a new bridge at this location.

The Federal Highway Administration (FHWA) will be the lead Federal agency and the Coast Guard will be a cooperating Federal agency in the development of the Draft and Final Environmental Impact Statement (EIS) for purposes of meeting requirements of the National Environmental Policy Act. (NEPA). Your letter indicated that the formal scoping process is being initiated and that you are currently developing a Draft Coordination Plan. You have invited the Coast Guard to participate in this process. A specific project officer from this staff has not yet been assigned to this proposed project. However, as you schedule scoping and agency coordination meetings, please provide me with adequate advance notice so that I, or one of our staff members, will be able to attend and participate.

We are normally able to review and provide comments on a Draft Coordination Plan or a Draft EIS within 30 days. However, our procedure requires that we review the environmental documents both at the District Office and also at Coast Guard Headquarters. Thus, a minimum of 30 days is necessary to complete the review and comment process.

If you wish to discuss the bridge permitting process, please feel free to contact me.

Sincerely,

DAVID M. FRANK
Bridge Administrator
By direction of the Commander,
Eighth Coast Guard District

Copy: Ms. Janice Brown, FHWA, Austin, TX
LT Wes Geyer, Waterways Management Section, Coast Guard Sector, Corpus Christi, TX

RECEIVED - TXDOT
MAR 21 2011
ENVIRONMENTAL AFFAIRS

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ecological Services
c/o TAMU-CC, Campus Box 338
6300 Ocean Drive
Corpus Christi, Texas 78412

April 22, 2011

Vicki Crnich
Project Delivery Management Branch
Environmental Affairs division
Texas Department of Transportation
125 E 11th Street
Austin, TX 78701-2483

Consultation No. 21410-2011-TA-0229

Dear Ms. Crnich:

This responds to your letter, dated February 24, 2011, regarding the intent of the Texas Department of Transportation (TxDOT) and the Federal Highway Administration (FHWA) to reinitiate the Environmental Impact Statement (EIS) for proposed transportation improvements on US Highway 181, in Corpus Christi, Nueces County, Texas (CSJ 0101-06-095), which have the potential to affect the existing Harbor Bridge. The project is proposed to be coordinated under Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU). In your February 24th letter, you requested a response from the U.S. Fish and Wildlife Service (Service) regarding our interest in becoming a Cooperating and/or Participating Agency with TxDOT and FHWA in the development of the EIS at a later date.

In your February 24th letter you posed a number of questions and requested a response from the Service. The Service's responses to your questions are as follows:

Background and Primary Content

Question 1: Is your agency familiar with the USDOT requirements under SAFETEA-LU which TxDOT and FHWA will be following?

Response: Yes. The Corpus Christi Ecological Services Field Office (CCESFO) is familiar with the requirements under SAFETEA-LU Section 6002.

Question 2: Will Ms. Clements be available for routine project meetings involving your jurisdiction as well as other project issues?

Response: Yes.

Question 3: If so, how often and in what format (in-person or via conference-call) will Ms. Clements be able to meet?

Response: Both the frequency and format for Ms. Clements participation would depend on the items to be discussed/ meeting agenda. The Service requests that meetings and conference calls be scheduled at least 2 weeks in advance of the meeting date and that an agenda be provided at the time of scheduling so that a determination can be made of the appropriate participation level of Ms. Clements in the event.

Review and Comment

Question 1: During the formal EIS Scoping process to coincide with the future publication of the Notice of Intent to initiate the project, should TxDOT expect that your agency would review and provide comments on the Draft Coordination Plan and summaries of formal EIS Scoping meetings within 30 days? If not, what time frame would work for your agency? Could your agency possibly provide comments sooner?

Response: The Service routinely responds to documents such as the Draft coordination Plan and summaries of formal EIS Scoping meetings within a 30-day time frame. As the effort outlined for CSJ 0101-06-095 is one of a number of federal activities to which Ms. Clements has been assigned the coordination lead, the Service will contact your office if the 30-day comment period needs to be extended.

Question 2: Do you see any reason why your agency would not be able to review and provide comments on the Draft EIS within 60 days? If not, what time frame would work for your agency? Could your agency possibly provide comments sooner?

Response: At this time, the Service does foresee requiring longer than 60 days to respond to the Draft EIS; however, the Service would like to remind TxDOT and FHWA that if formal consultation under Section 7 of the Endangered Species Act is initiated, the Service would have 135 days to complete a Biological Opinion in response to a final Biological Assessment.

Alternatives Analysis and Methodology

Question 1: Does your agency have informal feedback to provide regarding the alternatives shown on the attached map? If so, please provide your feedback.

Response: We have enclosed the list of federally listed or proposed threatened and endangered species that have been documented or are known to occur in the Nueces County. Species information may be obtained at http://ifw2es.fws.gov/endangeredspecies/lists/. The species information should help you determine if suitable habitat for these listed species exists in any of

the proposed project areas or if project activities may affect species on-site, or off-site. Section 7 of the Endangered Species Act (ESA) requires that all Federal agencies consult with the Service to ensure that actions authorized, funded or carried out by such agencies do not jeopardize the continued existence of any listed threatened or endangered species or adversely modify or destroy critical habitat of such species. *It is the responsibility of the Federal action agency to determine if the proposed project may affect threatened or endangered species.* If a "may affect" determination is made, the Federal agency shall initiate the formal section 7 consultation process by writing to: Field Supervisor; U.S. Fish and Wildlife Service; c/o TAMU-CC, Campus Box 338; 6300 Ocean Drive; Corpus Christi, Texas 78412. If no effect is evident, no further consultation is needed; however, we would appreciate the opportunity to review the criteria used to arrive at that determination. Additionally, the State of Texas protects certain species. Please contact the Texas Parks and Wildlife Department (Endangered Resources Branch), Fountain Park Plaza Building, Suite 100, 3000 South IH-35, Austin, Texas 78704 (telephone 512/912-7011) for information concerning fish, wildlife, and plants of State concern or visit their website at http://www.tpwd.state.tx.us/nature/endang/animals/mammals/.

Additionally, the Migratory Bird Treaty Act implements various treaties and conventions for the protection of migratory birds. Under the Act, taking, killing or possessing migratory birds is unlawful. Many may nest in trees, brush areas or other suitable habitat. The Service recommends activities requiring vegetation removal or disturbance avoid the peak nesting period of March through August to avoid destruction of individuals, nests or eggs (March 1st through September 15th in west Texas). If project activities must be conducted during this time, we recommend surveying for nests prior to commencing work. If a nest is found, and if possible, the Service recommends a buffer of vegetation ($\geq$ 50m for songbirds, $\geq$ 100m for wading birds, and $\geq$ 180m for terns, skimmers and birds of prey) remain around the nest until young have fledged or the nest is abandoned. A list of migratory birds may be viewed at http://migratorybirds.fws.gov/intrnltr/mbta/proposedbirdlist.pdf. With regard to Preliminary Alternative – Blue, the alignment approaches Sunfish Island which has in some years supported nesting colonial waterbirds. In the assessment for this alternative, impact to Sunfish Island, and opportunities for enhancement should be included in the analysis.

Question 2: Do you anticipate that during the formal EIS Scoping process your agency might propose that additional alternatives be studied as well?

Response: The Service does not anticipate proposing any additional alternative alignments for the US 181 Harbor Bridge location.

Question 3: For the analysis of the alternatives, would our agency expect TxDOT to follow a methodology or provide a level of detail outlined in anything other than FHWA's guidance for implementing the National Environmental Policy Act (NEPA)?

Response: For impacts to jurisdictional waters and wetlands, the Service expects that TxDOT and FHWA would adhere to the Department of Defense and Environmental Protection Agency's Compensatory Mitigation for Losses of Aquatic Resources, Final Rule, April 10, 2008 (40 CFR Part 230).

The Service appreciates the opportunity to participate in this planning effort. If you have any questions, you can reach Pat Clements at (361)994-9005 ext.225, or by email at pat_clements@fws.gov.

Sincerely,

for Allan M. Strand
Field Supervisor

Encl: Federally Listed as Threatened and Endangered Species of Nueces County, Texas

cc:
L. Williams, TPWD, Corpus Christi, TX
R. Swafford, Habitat Conservation Division, NMFS, Galveston, TX
J. Herrington, Region 6, EPA, Temple, TX
L. Mullins, Corps of Engineers, Corpus Christi, TX
M. Horrocks, 401 Coordinator, TCEQ, Austin, TX
S. Weikum, Permit Service Center, TGLO, Corpus Christi, TX

Responses to General Agency Questions for Pre-scoping of the Harbor Bridge EIS Project

1. Yes, THC is familiar with some of the US DOT requirements under SAFETEA-LU.
2. Personnel at THC understand that there is a proposed project to replace the Harbor Bridge and some preliminary studies have been undertaken related to impacts to historic properties.
3. There will be two points of contact for project communication:

   Mark Denton
   Archeology Division
   mark.denton@thc.state.tx.us
   512/463-5711

   Adrienne Campbell
   History Programs Division
   adrienne.campbell@thc.state.tx.us
   512/936-7403

   The mailing address for both is:
   PO Box 12276
   Austin, TX 78711-2276
4. The contact persons would not be available for routine meetings.
5. Time constraints would probably limit staff to participating in no more than one or two meetings.
6. See above. Staff availability is limited, and the best use of staff time is for review during project coordination under Section 106 of the National Historic Preservation Act (NHPA). However, TxDOT has a staff that includes both archeologists and architectural historians who have access to all of the information that THC would be able to provide at the early stages of project development and alternatives selection.
7. Coordination with our agency is already prescribed by the Programmatic Agreement between FHWA, TxDOT, THC, and ACHP. If there is an interest in working with THC outside of the terms of this agreement, it needs to be coordinated directly with our agency, not in the draft Coordination Plan for the EIS.
8. No. However, it is unlikely that THC will provide comments in the early scoping phase of the project. Once TxDOT identifies historic properties in the project area and is ready to proceed with coordination with our agency under Section 106 of the National Historic Preservation Act, and according to the terms of the Programmatic Agreement, THC will be prepared to review the project within a 20-day timeframe.
9. See answer to number 8, above.
10. We received the questionnaire by email; no project draft Coordination Plan with letter showing a range of alternatives was provided.
11. That is at the discretion of the federal agency.

Additional Cooperating Agency questions

1. Yes. Under Section 106 of the National Historic Preservation Act, federal agencies are required to consider the potential of federal undertakings to affect historic properties. The comments of THC must be considered in this process.

2. Compliance with NEPA, SAFETEA-LU, and Section 106 of the National Historic Preservation Act is the responsibility of FHWA, not THC. THC staff cannot assist in writing the DEIS or technical reports. THC staff will review and comment on technical reports.

Participating Agencies

1. See above answer regarding cooperating agencies.

From: Eddie_Sutherland@URSCorp.com
To: jbuntz@hicksenv.com; ereed@hicksenv.com;
cc: Matt_Thompson@URSCorp.com;
Subject: Fw: Informal coordination regarding US 181 improvements in Corpus Christi
Date: Friday, March 04, 2011 9:21:21 AM
Attachments: Essential Fish Habitat.pdf

Attached is the response from NMFS and note that their contact person has changed. Erin Piper also attached the Essential Fish Habitat guidance so I'm forwarding this to Hicks even though I'm sure you have it.

Eddie Sutherland
Environmental Task Leader
URS Corporation
9400 Amberglen
Austin, Texas 78729
Phone: 512-419-6449

This e-mail and any attachments contain URS Corporation confidential information that may be proprietary or privileged. If you receive this message in error or are not the intended recipient, you should not retain, distribute, disclose or use any of this information and you should destroy the e-mail and any attachments or copies.

----- Forwarded by Eddie Sutherland/Austin/URSCorp on 03/04/2011 09:18 AM -----

Erin Piper <Erin.Piper@noaa.gov>
03/03/2011 03:31 PM

To
vicki.crnich@txdot.gov
cc
eddie_sutherland@urscorp.com, victor.vourcos@txdot.gov
Subject
Re: Informal coordination regarding US 181 improvements in Corpus Christi

Ms. Crnich,

I spoke with Eddie Sutherland today and provided him NMFS' responses to the questions included in the informal coordination letter dated February 24, 2011. I've attached information regarding Essential Fish Habitat (EFH) which outlines the consultation process and includes the requirements for EFH assessments. I will be the primary contact for NMFS regarding this project so please feel free to contact me if you have any questions. Thank you!

--

Erin Piper
Essential Fish Habitat Specialist
NMFS Habitat Conservation Division
4700 Ave. U Galveston, Texas 77551
Phone (409) 766-3699
Fax (409) 766-3575

SCOPING

The following letters were distributed to potential cooperating and participating agencies during Scoping, and include:

- U.S. Environmental Protection Agency, Region 6
- U.S. Army Corps of Engineers, Galveston District
- U.S. Fish and Wildlife Service, Corpus Christi Ecological Services Office
- U.S. Coast Guard, Eighth District, Bridge Section
- U.S. Department of Agriculture, Natural Resource Conservation Service
- Apache Tribe of Oklahoma
- Comanche Nation of Oklahoma
- Kiowa Indian Tribe of Oklahoma
- Tonkawa Tribe of Indians of Oklahoma
- Mescalero Apache Tribe
- Texas Commission on Environmental Quality
- Texas General Land Office, Asset Management
- National Marine Fisheries Service, Southeast Regional Office
- Texas Historical Commission
- Texas Parks and Wildlife Department
- Historic Bridge Foundation
- Texas Coastal Coordination Council
- Coastal Bend Council of Governments
- Corpus Christi Metropolitan Planning Organization
- Corpus Christi Regional Economic Development Corporation
- Corpus Christi Regional Transportation Authority
- City of Corpus Christi
- City of Portland
- Nueces County
- Port of Corpus Christi Authority
- San Patricio County
- U.S. Department of Housing and Urban Development

U.S. Department of Transportation
Federal Highway Administration

Texas Division

300 E. 8th Street, Room 826
Austin, TX 78701-3255
Tel (512) 536-5900
Fax (512) 536-5990
texas@fhwa.dot.gov

July 20, 2011

In Reply Refer To:
HB-TX

Mr. Alfredo Armendariz
Regional Administrator, Region 6
U.S. Environmental Protection Agency
1445 Ross Avenue
Suite 1200
Dallas, TX 75202-2733

Dear Dr. Armendariz:

The Federal Highway Administration (FHWA), in cooperation with the Texas Department of Transportation (TxDOT), is reinitiating the Environmental Impact Statement (EIS) for the proposed United States (US) Highway 181 Harbor Bridge replacement/State Highway (SH) 286 (Crosstown Expressway) improvement project in Corpus Christi, Nueces County, Texas (CSJ 0101-06-095). The project limits are: Beach Avenue at US 181 and Morgan Avenue at SH 286. The objectives of the proposed action, as currently defined, are to improve safety, increase roadway capacity, correct roadway and bridge design deficiencies, reduce maintenance costs, improve connectivity and intermodal transportation, enhance navigation, and to promote, enhance and spur economic development in the area. This project will be coordinated under Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU). Additional information regarding the proposed project can be found in the enclosed Notice of Intent (NOI), published in the *Federal Register* on June 22, 2011.

Your agency has been identified as an agency that might have an interest in the proposed project due to the requirements of various environmental regulations, including the Clean Air Act, the Clean Water Act, and the Civil Rights Act. Pre-scoping coordination (initiated with a letter to your office from TxDOT, dated February 24, 2011) identified Mike Jansky as the primary project contact for the U.S. Environmental Protection Agency (EPA). With this letter, the EPA is formally invited to become a Participating Agency with FHWA and TxDOT in the development of the EIS. This designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the proposed project.

FHWA also invites the participation of the EPA as a Cooperating Agency in the preparation of the Draft EIS and Final EIS, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's (CEQ) Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act.

Pursuant to Section 6002 of SAFETEA-LU Cooperating Agencies are similar to Participating Agencies, but have a higher degree of authority, responsibility, and involvement in the environmental review process. As a Cooperating Agency, your special expertise permits you, as requested by the Lead Agency, to develop information and prepare environmental analyses for the EIS. Responsibilities for a Participating Agency include identifying, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the need and purpose, determining the range of alternatives to be considered, and the methodologies and level of detail required in the analysis of alternatives.
2. Participate in coordination meetings and joint field reviews as appropriate.
3. Provide timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Again, FHWA is inviting the EPA to serve in both a Cooperating Agency capacity as well as a Participating Agency capacity. Please respond to FHWA in writing with an acceptance or denial of the invitations within 30 days of receipt of this letter. If your agency declines, the response should state your reason for declining either invitation. If you choose to decline, you must specifically state in your response that your agency:

- Has no jurisdiction or authority with respect to the proposed project;
- Has no expertise or information relevant to the proposed project; and
- Does not intend to submit comments on the proposed project.

We are also transmitting a copy of the draft SAFETEA-LU Section 6002 Coordination Plan for your review and comment. The draft Coordination Plan provides additional insight regarding the overall Section 6002 process as well as specific roles and responsibilities for Cooperating and Participating Agencies. Please provide your comments to FHWA within 30 days of receipt of this letter.

Finally, we are inviting your participation at the upcoming Scoping Meeting. An Agency Scoping Meeting will be held on August 9, 2011 at the TxDOT Corpus Christi District Office Training Center, 1701 S. Padre Island Drive, Corpus Christi, TX 78416, from 1:30 pm to 3:30 pm. Later that same day and at the same location, the public is invited to attend a Public Scoping Meeting/Open House beginning at 5:30 pm.

If you have any questions or would like to discuss in more detail the proposed project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact:

Mr. Albert Hinojosa, Area Engineer
(512) 536-5967 | albert.hinojosa@dot.gov

Thank you for your cooperation and interest in this proposed project.

Sincerely,

Gregory S. Punske, P.E.
District Engineer

Enclosures: NOI, Draft Coordination Plan, Project Map

Cc: Ms. Dianna F. Noble, P.E., TxDOT Environmental Affairs Division
Mr. Victor Vourcos, P.E. and Ms. Paula Sales, P.E.,
TxDOT Corpus Christi District

U.S. Department
of Transportation
**Federal Highway
Administration**

Texas Division

300 E. 8th Street, Room 826
Austin, TX 78701-3255
Tel (512) 536-5900
Fax (512) 536-5990
texas@fhwa.dot.gov

July 20, 2011

In Reply Refer To:
HB-TX

Colonel Christopher W. Sallese
District Engineer and Commanding Officer
U.S. Army Corps of Engineers
Galveston District, P.O. Box 1229
Galveston, TX 77553-1229

Dear Col. Sallese:

The Federal Highway Administration (FHWA), in cooperation with the Texas Department of Transportation (TxDOT), is reinitiating the Environmental Impact Statement (EIS) for the proposed United States (US) Highway 181 Harbor Bridge replacement/State Highway (SH) 286 (Crosstown Expressway) improvement project in Corpus Christi, Nueces County, Texas (CSJ 0101-06-095). The project limits are: Beach Avenue at US 181 and Morgan Avenue at SH 286. The objectives of the proposed action, as currently defined, are to improve safety, increase roadway capacity, correct roadway and bridge design deficiencies, reduce maintenance costs, improve connectivity and intermodal transportation, enhance navigation, and to promote, enhance and spur economic development in the area. This project will be coordinated under Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU). Additional information regarding the proposed project can be found in the enclosed Notice of Intent (NOI), published in the *Federal Register* on June 22, 2011.

Your agency has been identified as an agency that might have an interest in the proposed project due to the requirements of Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act, and the potential for the project to affect waters of the U.S., including wetlands. Pre-scoping coordination (initiated with a letter to your office from TxDOT, dated February 24, 2011) identified Dwayne Johnson as the primary project contact for the U.S. Army Corps of Engineers (USACE). With this letter, the USACE is formally invited to become a Participating Agency with FHWA and TxDOT in the development of the EIS. This designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the proposed project.

FHWA also invites the participation of the USACE as a Cooperating Agency in the preparation of the Draft EIS and Final EIS, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's (CEQ) Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act.

Pursuant to Section 6002 of SAFETEA-LU Cooperating Agencies are similar to Participating Agencies, but have a higher degree of authority, responsibility, and involvement in the environmental review process. As a Cooperating Agency, your special expertise permits you, as requested by the Lead Agency, to develop information and prepare environmental analyses for the EIS. Responsibilities for a Participating Agency include identifying, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the need and purpose, determining the range of alternatives to be considered, and the methodologies and level of detail required in the analysis of alternatives.
2. Participate in coordination meetings and joint field reviews as appropriate.
3. Provide timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Again, FHWA is inviting the USACE to serve in both a Cooperating Agency capacity as well as a Participating Agency capacity. Please respond to FHWA in writing with an acceptance or denial of the invitations within 30 days of receipt of this letter. If your agency declines, the response should state your reason for declining either invitation. If you choose to decline, you must specifically state in your response that your agency:

- Has no jurisdiction or authority with respect to the proposed project;
- Has no expertise or information relevant to the proposed project; and
- Does not intend to submit comments on the proposed project.

We are also transmitting a copy of the draft SAFETEA-LU Section 6002 Coordination Plan for your review and comment. The draft Coordination Plan provides additional insight regarding the overall Section 6002 process as well as specific roles and responsibilities for Cooperating and Participating Agencies. Please provide your comments to FHWA within 30 days of receipt of this letter.

Finally, we are inviting your participation at the upcoming Scoping Meeting. An Agency Scoping Meeting will be held on August 9, 2011 at the TxDOT Corpus Christi District Office Training Center, 1701 S. Padre Island Drive, Corpus Christi, TX 78416, from 1:30 pm to 3:30 pm. Later that same day and at the same location, the public is invited to attend a Public Scoping Meeting/Open House beginning at 5:30 pm.

If you have any questions or would like to discuss in more detail the proposed project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact:

Mr. Albert Hinojosa, Area Engineer
(512) 536-5967 | albert.hinojosa@dot.gov

Thank you for your cooperation and interest in this proposed project.

Sincerely,

Gregory S. Punske, P.E.
District Engineer

Enclosures: NOI, Draft Coordination Plan, Project Map

Cc: Ms. Dianna F. Noble, P.E. TxDOT Environmental Affairs Division
Mr. Victor Vourcos, P.E. and Ms. Paula Sales, P.E.,
TxDOT Corpus Christi District

U.S. Department of Transportation
Federal Highway Administration

Texas Division

300 E. 8th Street, Room 826
Austin, TX 78701-3255
Tel (512) 536-5900
Fax (512) 536-5990
texas@fhwa.dot.gov

July 20, 2011

In Reply Refer To:
HB-TX

Mr. Allan Strand
Supervisor, Corpus Christi Ecological Services Office
U.S. Fish and Wildlife Service
C/O TAMU-Corpus Christi
6300 Ocean Drive, # 5837
Corpus Christi, TX 78412-5837

Dear Mr. Strand:

The Federal Highway Administration (FHWA), in cooperation with the Texas Department of Transportation (TxDOT), is reinitiating the Environmental Impact Statement (EIS) for the proposed United States (US) Highway 181 Harbor Bridge replacement/State Highway (SH) 286 (Crosstown Expressway) improvement project in Corpus Christi, Nueces County, Texas (CSJ 0101-06-095). The project limits are: Beach Avenue at US 181 and Morgan Avenue at SH 286. The objectives of the proposed action, as currently defined, are to improve safety, increase roadway capacity, correct roadway and bridge design deficiencies, reduce maintenance costs, improve connectivity and intermodal transportation, enhance navigation, and to promote, enhance and spur economic development in the area. This project will be coordinated under Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU). Additional information regarding the proposed project can be found in the enclosed Notice of Intent (NOI), published in the *Federal Register* on June 22, 2011.

Your agency has been identified as an agency that might have an interest in the proposed project due to the requirements of the Endangered Species Act. Pre-scoping coordination (initiated with a letter to your office from TxDOT, dated February 24, 2011) identified Pat Clements as the primary project contact for the U.S. Fish and Wildlife Service (USFWS). With this letter, the USFWS is formally invited to become a Participating Agency with FHWA and TxDOT in the development of the EIS. This designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the proposed project.

FHWA also invites the participation of the USFWS as a Cooperating Agency in the preparation of the Draft EIS and Final EIS, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's (CEQ) Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act.

Pursuant to Section 6002 of SAFETEA-LU Cooperating Agencies are similar to Participating Agencies, but have a higher degree of authority, responsibility, and involvement in the environmental review process. As a Cooperating Agency, your special expertise permits you, as requested by the Lead Agency, to develop information and prepare environmental analyses for the EIS. Responsibilities for a Participating Agency include identifying, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the need and purpose, determining the range of alternatives to be considered, and the methodologies and level of detail required in the analysis of alternatives.
2. Participate in coordination meetings and joint field reviews as appropriate.
3. Provide timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Again, FHWA is inviting the USFWS to serve in both a Cooperating Agency capacity as well as a Participating Agency capacity. Please respond to FHWA in writing with an acceptance or denial of the invitations within 30 days of receipt of this letter. If your agency declines, the response should state your reason for declining either invitation. If you choose to decline, you must specifically state in your response that your agency:

- Has no jurisdiction or authority with respect to the proposed project;
- Has no expertise or information relevant to the proposed project; and
- Does not intend to submit comments on the proposed project.

We are also transmitting a copy of the draft SAFETEA-LU Section 6002 Coordination Plan for your review and comment. The draft Coordination Plan provides additional insight regarding the overall Section 6002 process as well as specific roles and responsibilities for Cooperating and Participating Agencies. Please provide your comments to FHWA within 30 days of receipt of this letter.

Finally, we are inviting your participation at the upcoming Scoping Meeting. An Agency Scoping Meeting will be held on August 9, 2011 at the TxDOT Corpus Christi District Office Training Center, 1701 S. Padre Island Drive, Corpus Christi, TX 78416, from 1:30 pm to 3:30 pm. Later that same day and at the same location, the public is invited to attend a Public Scoping Meeting/Open House beginning at 5:30 pm.

If you have any questions or would like to discuss in more detail the proposed project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact:

Mr. Albert Hinojosa, Area Engineer
(512) 536-5967 | albert.hinojosa@dot.gov

Thank you for your cooperation and interest in this proposed project.

Sincerely,

Gregory S. Punske, P.E.
District Engineer

Enclosures: NOI, Draft Coordination Plan, Project Map

Cc: Ms. Dianna F. Noble, P.E. TxDOT Environmental Affairs Division
Mr. Victor Vourcos, P.E. and Ms. Paula Sales, P.E.,
TxDOT Corpus Christi District

U.S. Department of Transportation
Federal Highway Administration

Texas Division

300 E. 8th Street, Room 826
Austin, TX 78701-3255
Tel (512) 536-5900
Fax (512) 536-5990
texas@fhwa.dot.gov

July 20, 2011

In Reply Refer To:
HB-TX

Mr. David Frank,
Commander DPB, Eighth CG District
U.S. Coast Guard, Bridge Section,
500 Poydras Street
New Orleans, LA 70130-3310

Dear Mr. Frank:

The Federal Highway Administration (FHWA), in cooperation with the Texas Department of Transportation (TxDOT), is reinitiating the Environmental Impact Statement (EIS) for the proposed United States (US) Highway 181 Harbor Bridge replacement/State Highway (SH) 286 (Crosstown Expressway) improvement project in Corpus Christi, Nueces County, Texas (CSJ 0101-06-095). The project limits are: Beach Avenue at US 181 and Morgan Avenue at SH 286. The objectives of the proposed action, as currently defined, are to improve safety, increase roadway capacity, correct roadway and bridge design deficiencies, reduce maintenance costs, improve connectivity and intermodal transportation, enhance navigation, and to promote, enhance and spur economic development in the area. This project will be coordinated under Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU). Additional information regarding the proposed project can be found in the enclosed Notice of Intent (NOI), published in the *Federal Register* on June 22, 2011.

Your agency has been identified as an agency that might have an interest in the proposed project due to the requirements of the General Bridge Act. Pre-scoping coordination (initiated with a letter to your office from TxDOT, dated February 24, 2011) identified you as the primary project contact for the U.S. Coast Guard (USCG). This letter confirms that the USCG will be a Cooperating Agency for this project, as stated in your letter to TxDOT on March 16, 2011. This designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the proposed project.

Pursuant to Section 6002 of SAFETEA-LU Cooperating Agencies are similar to Participating Agencies, but have a higher degree of authority, responsibility, and involvement in the environmental review process. As a Cooperating Agency, your special expertise permits you, as requested by the Lead Agency, to develop information and prepare environmental analyses for the EIS. Responsibilities for a Participating Agency include identifying, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that

is needed for the project. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the need and purpose, determining the range of alternatives to be considered, and the methodologies and level of detail required in the analysis of alternatives.
2. Participate in coordination meetings and joint field reviews as appropriate.
3. Provide timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

We are also transmitting a copy of the draft SAFETEA-LU Section 6002 Coordination Plan for your review and comment. The draft Coordination Plan provides additional insight regarding the overall Section 6002 process as well as specific roles and responsibilities for Cooperating and Participating Agencies. Please provide your comments to FHWA within 30 days of receipt of this letter.

Finally, we are inviting your participation at the upcoming Scoping Meeting. An Agency Scoping Meeting will be held on August 9, 2011 at the TxDOT Corpus Christi District Office Training Center, 1701 S. Padre Island Drive, Corpus Christi, TX 78416, from 1:30 pm to 3:30 pm. Later that same day and at the same location, the public is invited to attend a Public Scoping Meeting/Open House beginning at 5:30 pm.

If you have any questions or would like to discuss in more detail the proposed project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact:

Mr. Albert Hinojosa, Area Engineer
(512) 536-5967 | albert.hinojosa@dot.gov

Thank you for your cooperation and interest in this proposed project.

Sincerely,

Gregory S. Punske, P.E.
District Engineer

Enclosures: NOI, Draft Coordination Plan, Project Map

Cc: Ms. Dianna F. Noble, P.E. TxDOT Environmental Affairs Division
Mr. Victor Vourcos, P.E. and Ms. Paula Sales, P.E.,
TxDOT Corpus Christi District

U.S. Department
of Transportation
**Federal Highway
Administration**

Texas Division

300 E. 8th Street, Room 826
Austin, TX 78701-3255
Tel (512) 536-5900
Fax (512) 536-5990
texas@fhwa.dot.gov

July 20, 2011

In Reply Refer To:
HB-TX

Donald W. Gohmert
State Conservationist
U.S. Department of Agriculture
Natural Resources Conservation Service
101 South Main Street
Temple, TX 76501

Dear Mr. Gohmert:

The Federal Highway Administration (FHWA), in cooperation with the Texas Department of Transportation (TxDOT), is reinitiating the Environmental Impact Statement (EIS) for the proposed United States (US) Highway 181 Harbor Bridge replacement/State Highway (SH) 286 (Crosstown Expressway) improvement project in Corpus Christi, Nueces County, Texas (CSJ 0101-06-095). The project limits are: Beach Avenue at US 181 and Morgan Avenue at SH 286. The objectives of the proposed action, as currently defined, are to improve safety, increase roadway capacity, correct roadway and bridge design deficiencies, reduce maintenance costs, improve connectivity and intermodal transportation, enhance navigation, and to promote, enhance and spur economic development in the area. This project will be coordinated under Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU). Additional information regarding the proposed project can be found in the enclosed Notice of Intent (NOI), published in the *Federal Register* on June 22, 2011.

Your agency has been identified as an agency that might have an interest in the proposed project due to the requirements of the Farmland Protection Policy Act. With this letter, the Natural Resources Conservation Service (NRCS) is formally invited to become a Participating Agency with FHWA and TxDOT in the development of the EIS. This designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the proposed project.

FHWA also invites the participation of the NRCS as a Cooperating Agency in the preparation of the Draft EIS and Final EIS, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's (CEQ) Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act.

Pursuant to Section 6002 of SAFETEA-LU Cooperating Agencies are similar to Participating Agencies, but have a higher degree of authority, responsibility, and involvement in the environmental review process. As a Cooperating Agency, your special expertise permits you, as requested by the Lead Agency, to develop information and prepare environmental analyses for the EIS. Responsibilities for a Participating Agency include identifying, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the need and purpose, determining the range of alternatives to be considered, and the methodologies and level of detail required in the analysis of alternatives.
2. Participate in coordination meetings and joint field reviews as appropriate.
3. Provide timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Again, FHWA is inviting the NRCS to serve in both a Cooperating Agency capacity as well as a Participating Agency capacity. Please respond to FHWA in writing with an acceptance or denial of the invitations within 30 days of receipt of this letter. If your agency declines, the response should state your reason for declining either invitation. If you choose to decline, you must specifically state in your response that your agency:

- Has no jurisdiction or authority with respect to the proposed project;
- Has no expertise or information relevant to the proposed project; and
- Does not intend to submit comments on the proposed project.

We are also transmitting a copy of the draft SAFETEA-LU Section 6002 Coordination Plan for your review and comment. The draft Coordination Plan provides additional insight regarding the overall Section 6002 process as well as specific roles and responsibilities for Cooperating and Participating Agencies. Please provide your comments to FHWA within 30 days of receipt of this letter.

Finally, we are inviting your participation at the upcoming Scoping Meeting. An Agency Scoping Meeting will be held on August 9, 2011 at the TxDOT Corpus Christi District Office Training Center, 1701 S. Padre Island Drive, Corpus Christi, TX 78416, from 1:30 pm to 3:30 pm. Later that same day and at the same location, the public is invited to attend a Public Scoping Meeting/Open House beginning at 5:30 pm.

If you have any questions or would like to discuss in more detail the proposed project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact:

Mr. Albert Hinojosa, Area Engineer
(512) 536-5967 | albert.hinojosa@dot.gov

Thank you for your cooperation and interest in this proposed project.

Sincerely,

Gregory S. Punske, P.E.
District Engineer

Enclosures: NOI, Draft Coordination Plan, Project Map

Cc: Ms. Dianna F. Noble, P.E. TxDOT Environmental Affairs Division
Mr. Victor Vourcos, P.E. and Ms. Paula Sales, P.E.,
TxDOT Corpus Christi District

U.S. Department of Transportation
Federal Highway Administration

Texas Division

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texas@fhwa.dot.gov

July 21, 2011

In Reply Refer To:
HB-TX

Mr. Louis Mynahonah
Chairman, Apache Tribe of Oklahoma
P.O. Box 1220
Anadarko, OK 73005

Dear Mr. Mynahonah:

The Texas Department of Transportation (TxDOT), in cooperation with the Federal Highway Administration (FHWA), is reinitiating the Environmental Impact Statement (EIS) for the proposed United States (US) Highway 181 Harbor Bridge replacement/State Highway (SH) 286 (Crosstown Expressway) improvement project in Corpus Christi, Nueces County, Texas (CSJ 0101-06-095). The project limits are: Beach Avenue at US 181 and Morgan Avenue at SH 286. The objectives of the proposed action, as currently defined, are to improve safety, increase roadway capacity, correct roadway and bridge design deficiencies, reduce maintenance costs, improve connectivity and intermodal transportation, enhance navigation, and to promote, enhance and spur economic development in the area. This project will be coordinated under Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU). Additional information regarding the proposed project can be found in the enclosed Notice of Intent (NOI), published in the *Texas Register* on July 8, 2011.

Your agency has been identified as an agency that might have an interest in the proposed project due to the requirements for compliance with Section 106 of the National Historic Preservation Act. With this letter, the Apache Tribe of Oklahoma is formally invited to become a Participating Agency with FHWA and TxDOT in the development of the EIS. This designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the proposed project.

Pursuant to Section 6002 of SAFETEA-LU, responsibilities for Participating Agencies include identifying, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the need and purpose, determining the range of alternatives to be considered, and the methodologies and level of detail required in the analysis of alternatives.

2. Participate in coordination meetings and joint field reviews as appropriate.
3. Provide timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Please respond to TxDOT in writing with an acceptance or denial of the invitation within 30 days of receipt of this letter. If your agency declines, the response should state your reason for declining the invitation. If you choose to decline, you must specifically state in your response that your agency:

- Has no jurisdiction or authority with respect to the proposed project;
- Has no expertise or information relevant to the proposed project; and
- Does not intend to submit comments on the proposed project.

We are also transmitting a copy of the draft SAFETEA-LU Section 6002 Coordination Plan for your review and comment. The draft Coordination Plan provides additional insight regarding the overall Section 6002 process as well as specific roles and responsibilities for Participating Agencies. Please provide your comments to TxDOT within 30 days from receipt of this letter.

Finally, we are inviting your participation at the upcoming Scoping Meeting. An Agency Scoping Meeting will be held on August 9, 2011 at the TxDOT Corpus Christi District Office Training Center, 1701 S. Padre Island Drive, Corpus Christi, TX 78416, from 1:30 pm to 3:30 pm. Later that same day and at the same location, the public is invited to attend a Public Scoping Meeting/Open House beginning at 5:30 pm.

If you have any questions or would like to discuss in more detail the proposed project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact:

Mr. Albert Hinojosa
Area Engineer
Federal Highway Administration
300 E. 8th Street, Room 826
Austin, TX 78701
(512) 536-5967, or email him at albert.hinojosa@dot.gov

Thank you for your cooperation and interest in this proposed project.

Sincerely,

Gregory S. Punske, P.E.
District Engineer

Enclosures: Project Map, NOI and Draft Coordination Plan

Cc: Ms. Dianna F. Noble, Director of Environmental Affairs Division, TxDOT
Mr. Victor Vourcos, P.E. and Ms. Paula Sales, P.E., TxDOT Corpus Christi District

U.S. Department of Transportation
Federal Highway Administration

Texas Division

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texas@fhwa.dot.gov

July 21, 2011

In Reply Refer To:
HB-TX

Mr. Jimmy Arterberry
Tribal Historic Preservation Officer
Comanche Nation of Oklahoma
P.O. Box 908
Lawton, OK 73502

Dear Mr. Arterberry:

The Texas Department of Transportation (TxDOT), in cooperation with the Federal Highway Administration (FHWA), is reinitiating the Environmental Impact Statement (EIS) for the proposed United States (US) Highway 181 Harbor Bridge replacement/State Highway (SH) 286 (Crosstown Expressway) improvement project in Corpus Christi, Nueces County, Texas (CSJ 0101-06-095). The project limits are: Beach Avenue at US 181 and Morgan Avenue at SH 286. The objectives of the proposed action, as currently defined, are to improve safety, increase roadway capacity, correct roadway and bridge design deficiencies, reduce maintenance costs, improve connectivity and intermodal transportation, enhance navigation, and to promote, enhance and spur economic development in the area. This project will be coordinated under Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU). Additional information regarding the proposed project can be found in the enclosed Notice of Intent (NOI), published in the *Texas Register* on July 8, 2011.

Your agency has been identified as an agency that might have an interest in the proposed project due to the requirements for compliance with Section 106 of the National Historic Preservation Act. With this letter, the Commanche Nation of Oklahoma is formally invited to become a Participating Agency with FHWA and TxDOT in the development of the EIS. This designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the proposed project.

Pursuant to Section 6002 of SAFETEA-LU, responsibilities for Participating Agencies include identifying, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the need and purpose, determining the range of alternatives to be considered, and the methodologies and level of detail required in the analysis of alternatives.
2. Participate in coordination meetings and joint field reviews as appropriate.

3. Provide timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Please respond to TxDOT in writing with an acceptance or denial of the invitation within 30 days of receipt of this letter. If your agency declines, the response should state your reason for declining the invitation. If you choose to decline, you must specifically state in your response that your agency:

- Has no jurisdiction or authority with respect to the proposed project;
- Has no expertise or information relevant to the proposed project; and
- Does not intend to submit comments on the proposed project.

We are also transmitting a copy of the draft SAFETEA-LU Section 6002 Coordination Plan for your review and comment. The draft Coordination Plan provides additional insight regarding the overall Section 6002 process as well as specific roles and responsibilities for Participating Agencies. Please provide your comments to TxDOT within 30 days from receipt of this letter.

Finally, we are inviting your participation at the upcoming Scoping Meeting. An Agency Scoping Meeting will be held on August 9, 2011 at the TxDOT Corpus Christi District Office Training Center, 1701 S. Padre Island Drive, Corpus Christi, TX 78416, from 1:30 pm to 3:30 pm. Later that same day and at the same location, the public is invited to attend a Public Scoping Meeting/Open House beginning at 5:30 pm.

If you have any questions or would like to discuss in more detail the proposed project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact:

Mr. Albert Hinojosa
Area Engineer
Federal Highway Administration
300 E. 8th Street, Room 826
Austin, TX 78701
(512) 536-5967, or email him at albert.hinojosa@dot.gov

Thank you for your cooperation and interest in this proposed project.

Sincerely,

Gregory S. Punske, P.E.
District Engineer

Enclosures: Project Map, NOI and Draft Coordination Plan

Cc: Ms. Dianna F. Noble, Director of Environmental Affairs Division, TxDOT
Mr. Victor Vourcos, P.E. and Ms. Paula Sales, P.E., TxDOT Corpus Christi District

U.S. Department
of Transportation
**Federal Highway
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July 21, 2011

In Reply Refer To:
HB-TX

Ms. Jame Eskew
Kiowa Indian Tribe of Oklahoma
c/o Kiowa Culture Preservation Authority
P.O. Box 885
Carnegie, OK 73015

Dear Ms. Eskew:

The Texas Department of Transportation (TxDOT), in cooperation with the Federal Highway Administration (FHWA), is reinitiating the Environmental Impact Statement (EIS) for the proposed United States (US) Highway 181 Harbor Bridge replacement/State Highway (SH) 286 (Crosstown Expressway) improvement project in Corpus Christi, Nueces County, Texas (CSJ 0101-06-095). The project limits are: Beach Avenue at US 181 and Morgan Avenue at SH 286. The objectives of the proposed action, as currently defined, are to improve safety, increase roadway capacity, correct roadway and bridge design deficiencies, reduce maintenance costs, improve connectivity and intermodal transportation, enhance navigation, and to promote, enhance and spur economic development in the area. This project will be coordinated under Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU). Additional information regarding the proposed project can be found in the enclosed Notice of Intent (NOI), published in the *Texas Register* on July 8, 2011.

Your agency has been identified as an agency that might have an interest in the proposed project due to the requirements for compliance with Section 106 of the National Historic Preservation Act. With this letter, the Kiowa Indian Tribe of Oklahoma is formally invited to become a Participating Agency with FHWA and TxDOT in the development of the EIS. This designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the proposed project.

Pursuant to Section 6002 of SAFETEA-LU, responsibilities for Participating Agencies include identifying, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the need and purpose, determining the range of alternatives to be considered, and the methodologies and level of detail required in the analysis of alternatives.
2. Participate in coordination meetings and joint field reviews as appropriate.

3. Provide timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Please respond to TxDOT in writing with an acceptance or denial of the invitation within 30 days of receipt of this letter. If your agency declines, the response should state your reason for declining the invitation. If you choose to decline, you must specifically state in your response that your agency:

- Has no jurisdiction or authority with respect to the proposed project;
- Has no expertise or information relevant to the proposed project; and
- Does not intend to submit comments on the proposed project.

We are also transmitting a copy of the draft SAFETEA-LU Section 6002 Coordination Plan for your review and comment. The draft Coordination Plan provides additional insight regarding the overall Section 6002 process as well as specific roles and responsibilities for Participating Agencies. Please provide your comments to TxDOT within 30 days from receipt of this letter.

Finally, we are inviting your participation at the upcoming Scoping Meeting. An Agency Scoping Meeting will be held on August 9, 2011 at the TxDOT Corpus Christi District Office Training Center, 1701 S. Padre Island Drive, Corpus Christi, TX 78416, from 1:30 pm to 3:30 pm. Later that same day and at the same location, the public is invited to attend a Public Scoping Meeting/Open House beginning at 5:30 pm.

If you have any questions or would like to discuss in more detail the proposed project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact:

Mr. Albert Hinojosa
Area Engineer
Federal Highway Administration
300 E. 8th Street, Room 826
Austin, TX 78701
(512) 536-5967, or email him at albert.hinojosa@dot.gov

Thank you for your cooperation and interest in this proposed project.

Sincerely,

Gregory S. Punske, P.E.
District Engineer

Enclosures: Project Map, NOI and Draft Coordination Plan

Cc: Ms. Dianna F. Noble, Director of Environmental Affairs Division, TxDOT
Mr. Victor Vourcos, P.E. and Ms. Paula Sales, P.E., TxDOT Corpus Christi District

U.S. Department
of Transportation
**Federal Highway
Administration**

Texas Division

300 E. 8th Street, Room 826
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Tel (512) 536-5900
Fax (512) 536-5990
texas@fhwa.dot.gov

July 21, 2011

In Reply Refer To:
HB-TX

Mr. Don Patterson
President, Tonkawa Tribe of Indians of Oklahoma
1 Rush Buffalo Road
Tonkawa, OK 74653

Dear Mr. Patterson:

The Texas Department of Transportation (TxDOT), in cooperation with the Federal Highway Administration (FHWA), is reinitiating the Environmental Impact Statement (EIS) for the proposed United States (US) Highway 181 Harbor Bridge replacement/State Highway (SH) 286 (Crosstown Expressway) improvement project in Corpus Christi, Nueces County, Texas (CSJ 0101-06-095). The project limits are: Beach Avenue at US 181 and Morgan Avenue at SH 286. The objectives of the proposed action, as currently defined, are to improve safety, increase roadway capacity, correct roadway and bridge design deficiencies, reduce maintenance costs, improve connectivity and intermodal transportation, enhance navigation, and to promote, enhance and spur economic development in the area. This project will be coordinated under Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU). Additional information regarding the proposed project can be found in the enclosed Notice of Intent (NOI), published in the *Texas Register* on July 8, 2011.

Your agency has been identified as an agency that might have an interest in the proposed project due to the requirements for compliance with Section 106 of the National Historic Preservation Act. With this letter, the Tonkawa Tribe of Indians of Oklahoma is formally invited to become a Participating Agency with FHWA and TxDOT in the development of the EIS. This designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the proposed project.

Pursuant to Section 6002 of SAFETEA-LU, responsibilities for Participating Agencies include identifying, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the need and purpose, determining the range of alternatives to be considered, and the methodologies and level of detail required in the analysis of alternatives.
2. Participate in coordination meetings and joint field reviews as appropriate.

3. Provide timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Please respond to TxDOT in writing with an acceptance or denial of the invitation within 30 days of receipt of this letter. If your agency declines, the response should state your reason for declining the invitation. If you choose to decline, you must specifically state in your response that your agency:

- Has no jurisdiction or authority with respect to the proposed project;
- Has no expertise or information relevant to the proposed project; and
- Does not intend to submit comments on the proposed project.

We are also transmitting a copy of the draft SAFETEA-LU Section 6002 Coordination Plan for your review and comment. The draft Coordination Plan provides additional insight regarding the overall Section 6002 process as well as specific roles and responsibilities for Participating Agencies. Please provide your comments to TxDOT within 30 days from receipt of this letter.

Finally, we are inviting your participation at the upcoming Scoping Meeting. An Agency Scoping Meeting will be held on August 9, 2011 at the TxDOT Corpus Christi District Office Training Center, 1701 S. Padre Island Drive, Corpus Christi, TX 78416, from 1:30 pm to 3:30 pm. Later that same day and at the same location, the public is invited to attend a Public Scoping Meeting/Open House beginning at 5:30 pm.

If you have any questions or would like to discuss in more detail the proposed project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact:

Mr. Albert Hinojosa
Area Engineer
Federal Highway Administration
300 E. 8th Street, Room 826
Austin, TX 78701
(512) 536-5967, or email him at albert.hinojosa@dot.gov

Thank you for your cooperation and interest in this proposed project.

Sincerely,

Gregory S. Punske, P.E.
District Engineer

Enclosures: Project Map, NOI and Draft Coordination Plan

Cc: Ms. Dianna F. Noble, Director of Environmental Affairs Division, TxDOT
Mr. Victor Vourcos, P.E. and Ms. Paula Sales, P.E., TxDOT Corpus Christi District

U.S. Department of Transportation
Federal Highway Administration

Texas Division

300 E. 8th Street, Room 826
Austin, TX 78701-3255
Tel (512) 536-5900
Fax (512) 536-5990
texas@fhwa.dot.gov

July 21, 2011

In Reply Refer To:
HB-TX

Mr. Carleton Naiche-Palmer
President, Mescalero Apache Tribe
c/o Holly Houghten, THPO
P.O. Box 227
Mescalero, NM 88340

Dear Mr. Naiche-Palmer:

The Texas Department of Transportation (TxDOT), in cooperation with the Federal Highway Administration (FHWA), is reinitiating the Environmental Impact Statement (EIS) for the proposed United States (US) Highway 181 Harbor Bridge replacement/State Highway (SH) 286 (Crosstown Expressway) improvement project in Corpus Christi, Nueces County, Texas (CSJ 0101-06-095). The project limits are: Beach Avenue at US 181 and Morgan Avenue at SH 286. The objectives of the proposed action, as currently defined, are to improve safety, increase roadway capacity, correct roadway and bridge design deficiencies, reduce maintenance costs, improve connectivity and intermodal transportation, enhance navigation, and to promote, enhance and spur economic development in the area. This project will be coordinated under Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU). Additional information regarding the proposed project can be found in the enclosed Notice of Intent (NOI), published in the *Texas Register* on July 8, 2011.

Your agency has been identified as an agency that might have an interest in the proposed project due to the requirements for compliance with Section 106 of the National Historic Preservation Act. With this letter, the Mescalero Apache Tribe is formally invited to become a Participating Agency with FHWA and TxDOT in the development of the EIS. This designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the proposed project.

Pursuant to Section 6002 of SAFETEA-LU, responsibilities for Participating Agencies include identifying, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the need and purpose, determining the range of alternatives to be considered, and the methodologies and level of detail required in the analysis of alternatives.
2. Participate in coordination meetings and joint field reviews as appropriate.

3. Provide timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Please respond to TxDOT in writing with an acceptance or denial of the invitation within 30 days of receipt of this letter. If your agency declines, the response should state your reason for declining the invitation. If you choose to decline, you must specifically state in your response that your agency:

- Has no jurisdiction or authority with respect to the proposed project;
- Has no expertise or information relevant to the proposed project; and
- Does not intend to submit comments on the proposed project.

We are also transmitting a copy of the draft SAFETEA-LU Section 6002 Coordination Plan for your review and comment. The draft Coordination Plan provides additional insight regarding the overall Section 6002 process as well as specific roles and responsibilities for Participating Agencies. Please provide your comments to TxDOT within 30 days from receipt of this letter.

Finally, we are inviting your participation at the upcoming Scoping Meeting. An Agency Scoping Meeting will be held on August 9, 2011 at the TxDOT Corpus Christi District Office Training Center, 1701 S. Padre Island Drive, Corpus Christi, TX 78416, from 1:30 pm to 3:30 pm. Later that same day and at the same location, the public is invited to attend a Public Scoping Meeting/Open House beginning at 5:30 pm.

If you have any questions or would like to discuss in more detail the proposed project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact:

Mr. Albert Hinojosa
Area Engineer
Federal Highway Administration
300 E. 8th Street, Room 826
Austin, TX 78701
(512) 536-5967, or email him at albert.hinojosa@dot.gov

Thank you for your cooperation and interest in this proposed project.

Sincerely,

Gregory S. Punske, P.E.
District Engineer

Enclosures: Project Map, NOI and Draft Coordination Plan

Cc: Ms. Dianna F. Noble, Director of Environmental Affairs Division, TxDOT
Mr. Victor Vourcos, P.E. and Ms. Paula Sales, P.E., TxDOT Corpus Christi District

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7/25/11 lp

Texas Department of Transportation

DEWITT C. GREER STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • (512) 463-8585

July 22, 2011

Mr. Mark R. Vickery
Executive Director
Texas Commission on Environmental Quality
P.O. Box 13087
Austin, TX 78711-3087

Dear Mr. Vickery:

The Texas Department of Transportation (TxDOT), in cooperation with the Federal Highway Administration (FHWA), is reinitiating the Environmental Impact Statement (EIS) for the proposed United States (US) Highway 181 Harbor Bridge replacement/State Highway (SH) 286 (Crosstown Expressway) improvement project in Corpus Christi, Nueces County, Texas (CSJ 0101-06-095). The project limits are: Beach Avenue at US 181 and Morgan Avenue at SH 286. The objectives of the proposed action, as currently defined, are to improve safety, increase roadway capacity, correct roadway and bridge design deficiencies, reduce maintenance costs, improve connectivity and intermodal transportation, enhance navigation, and to promote, enhance and spur economic development in the area. This project will be coordinated under Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU). Additional information regarding the proposed project can be found in the enclosed Notice of Intent (NOI), published in the *Texas Register* on July 8, 2011.

Your agency has been identified as an agency that might have an interest in the proposed project due to the requirements of the Clean Air Act and the Clean Water Act, and as the designated state representative for the U.S. Environmental Protection Agency. Pre-scoping coordination (initiated with a letter to your office from TxDOT, dated February 24, 2011) with the Texas Commission on Environmental Quality (TCEQ) identified Nina Castillo and Clyde Bohmfalk as the primary project contacts for air quality and water resources, respectively, with your agency. With this letter, the TCEQ is formally invited to become a Participating Agency with FHWA and TxDOT in the development of the EIS. This designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the proposed project.

Pursuant to Section 6002 of SAFETEA-LU, responsibilities for Participating Agencies include identifying, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the need and purpose, determining the range of alternatives to be considered, and the methodologies and level of detail required in the analysis of alternatives.
2. Participate in coordination meetings and joint field reviews as appropriate.
3. Provide timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Please respond to TxDOT in writing with an acceptance or denial of the invitation within 30 days of receipt of this letter. If your agency declines, the response should state your reason for declining the invitation. If you choose to decline, you must specifically state in your response that your agency:

- Has no jurisdiction or authority with respect to the proposed project;
- Has no expertise or information relevant to the proposed project; and
- Does not intend to submit comments on the proposed project.

We are also transmitting a copy of the draft SAFETEA-LU Section 6002 Coordination Plan for your review and comment. The draft Coordination Plan provides additional insight regarding the overall Section 6002 process as well as specific roles and responsibilities for Participating Agencies. Please provide your comments to TxDOT within 30 days from receipt of this letter.

Finally, we are inviting your participation at the upcoming Scoping Meeting. An Agency Scoping Meeting will be held on August 9, 2011 at the TxDOT Corpus Christi District Office Training Center, 1701 S. Padre Island Drive, Corpus Christi, TX 78416, from 1:30 pm to 3:30 pm. Later that same day and at the same location, the public is invited to attend a Public Scoping Meeting/Open House beginning at 5:30 pm.

If you have any questions or would like to discuss in more detail the proposed project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact:

Ms. Vicki Crnich
Project Delivery Management Branch
Environmental Affairs Division
Texas Department of Transportation
125 E. 11th Street
Austin, TX 78701-2483
(512) 416-3029 | Vicki.Crnich@txdot.gov

Thank you for your cooperation and interest in this proposed project.

Sincerely,

Dianna F. Noble

Dianna F. Noble, P.E.
Director of Environmental Affairs Division

Enclosures: NOI, Draft Coordination Plan, Project Map

Cc: Mr. Gregory S. Punske, P.E., Federal Highway Administration-Texas Division
Mr. Victor Vourcos, P.E. and Ms. Paula Sales, P.E., TxDOT Corpus Christi District
Bcc: DFN
Reference: ENV 850

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Texas Department of Transportation

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July 22, 2011

Mr. Hal Croft
Asset Management Deputy Commissioner
Texas General Land Office
P.O. Box 12873
Austin, TX 78711-2873

Dear Mr. Croft:

The Texas Department of Transportation (TxDOT), in cooperation with the Federal Highway Administration (FHWA), is reinitiating the Environmental Impact Statement (EIS) for the proposed United States (US) Highway 181 Harbor Bridge replacement/State Highway (SH) 286 (Crosstown Expressway) improvement project in Corpus Christi, Nueces County, Texas (CSJ 0101-06-095). The project limits are: Beach Avenue at US 181 and Morgan Avenue at SH 286. The objectives of the proposed action, as currently defined, are to improve safety, increase roadway capacity, correct roadway and bridge design deficiencies, reduce maintenance costs, improve connectivity and intermodal transportation, enhance navigation, and to promote, enhance and spur economic development in the area. This project will be coordinated under Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU). Additional information regarding the proposed project can be found in the enclosed Notice of Intent (NOI), published in the *Texas Register* on July 8, 2011.

Your agency has been identified as an agency that might have an interest in the proposed project due to the requirements under the Memorandum of Understanding and Memorandum of Agreement between TxDOT and the Texas General Land Office (TGLO). Pre-scoping coordination (initiated with a letter to your office from TxDOT, dated February 24, 2011) with the TGLO identified Amy Nuñez and Jesse Solis as the primary project contacts with your agency. With this letter, the TGLO is formally invited to become a Participating Agency with FHWA and TxDOT in the development of the EIS. This designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the proposed project.

Pursuant to Section 6002 of SAFETEA-LU, responsibilities for Participating Agencies include identifying, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the need and purpose, determining the range of alternatives to be considered, and the methodologies and level of detail required in the analysis of alternatives.
2. Participate in coordination meetings and joint field reviews as appropriate.
3. Provide timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Please respond to TxDOT in writing with an acceptance or denial of the invitation within 30 days of receipt of this letter. If your agency declines, the response should state your reason for declining the invitation. If you choose to decline, you must specifically state in your response that your agency:

- Has no jurisdiction or authority with respect to the proposed project;
- Has no expertise or information relevant to the proposed project; and
- Does not intend to submit comments on the proposed project.

We are also transmitting a copy of the draft SAFETEA-LU Section 6002 Coordination Plan for your review and comment. The draft Coordination Plan provides additional insight regarding the overall Section 6002 process as well as specific roles and responsibilities for Participating Agencies. Please provide your comments to TxDOT within 30 days from receipt of this letter.

Finally, we are inviting your participation at the upcoming Scoping Meeting. An Agency Scoping Meeting will be held on August 9, 2011 at the TxDOT Corpus Christi District Office Training Center, 1701 S. Padre Island Drive, Corpus Christi, TX 78416, from 1:30 pm to 3:30 pm. Later that same day and at the same location, the public is invited to attend a Public Scoping Meeting/Open House beginning at 5:30 pm.

If you have any questions or would like to discuss in more detail the proposed project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact:

Ms. Vicki Crnich
Project Delivery Management Branch
Environmental Affairs Division
Texas Department of Transportation
125 E. 11th Street
Austin, TX 78701-2483
(512) 416-3029 | Vicki.Crnich@txdot.gov

Thank you for your cooperation and interest in this proposed project.

Sincerely,

Dianna F. Noble

Dianna F. Noble, P.E.
Director of Environmental Affairs Division

Enclosures: NOI, Draft Coordination Plan, Project Map

Cc: Mr. Gregory S. Punske, P.E., Federal Highway Administration-Texas Division
Mr. Victor Vourcos, P.E. and Ms. Paula Sales, P.E., TxDOT Corpus Christi District
Bcc: DFN
Reference: ENV 850

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Texas Department of Transportation

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July 22, 2011

Mr. Mark Wolfe
Executive Director
Texas Historical Commission
P.O. Box 12276
Austin, TX 78711-2276

Dear Mr. Wolfe:

The Texas Department of Transportation (TxDOT), in cooperation with the Federal Highway Administration (FHWA), is reinitiating the Environmental Impact Statement (EIS) for the proposed United States (US) Highway 181 Harbor Bridge replacement/State Highway (SH) 286 (Crosstown Expressway) improvement project in Corpus Christi, Nueces County, Texas (CSJ 0101-06-095). The project limits are: Beach Avenue at US 181 and Morgan Avenue at SH 286. The objectives of the proposed action, as currently defined, are to improve safety, increase roadway capacity, correct roadway and bridge design deficiencies, reduce maintenance costs, improve connectivity and intermodal transportation, enhance navigation, and to promote, enhance and spur economic development in the area. This project will be coordinated under Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU). Additional information regarding the proposed project can be found in the enclosed Notice of Intent (NOI), published in the *Texas Register* on July 8, 2011.

Your agency has been identified as an agency that might have an interest in the proposed project due to the requirements for compliance with Section 106 of the National Historic Preservation Act and Section 4(f) of the Department of Transportation Act of 1966 (49 USC 303). Pre-scoping coordination (initiated with an email sent from TxDOT to Adrienne Campbell on January 13, 2011) with the Texas Historical Commission (THC) identified Adrienne Campbell and Mark Denton as the primary project contacts for history and archeology, respectively, with your agency. With this letter, the THC is formally invited to become a Participating Agency with FHWA and TxDOT in the development of the EIS. This designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the proposed project.

Pursuant to Section 6002 of SAFETEA-LU, responsibilities for Participating Agencies include identifying, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the need and purpose, determining the range of alternatives to be considered, and the methodologies and level of detail required in the analysis of alternatives.
2. Participate in coordination meetings and joint field reviews as appropriate.
3. Provide timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Please respond to TxDOT in writing with an acceptance or denial of the invitation within 30 days of receipt of this letter. If your agency declines, the response should state your reason for declining the invitation. If you choose to decline, you must specifically state in your response that your agency:

- Has no jurisdiction or authority with respect to the proposed project;
- Has no expertise or information relevant to the proposed project; and
- Does not intend to submit comments on the proposed project.

We are also transmitting a copy of the draft SAFETEA-LU Section 6002 Coordination Plan for your review and comment. The draft Coordination Plan provides additional insight regarding the overall Section 6002 process as well as specific roles and responsibilities for Participating Agencies. Please provide your comments to TxDOT within 30 days from receipt of this letter.

Finally, we are inviting your participation at the upcoming Scoping Meeting. An Agency Scoping Meeting will be held on August 9, 2011 at the TxDOT Corpus Christi District Office Training Center, 1701 S. Padre Island Drive, Corpus Christi, TX 78416, from 1:30 pm to 3:30 pm. Later that same day and at the same location, the public is invited to attend a Public Scoping Meeting/Open House beginning at 5:30 pm.

If you have any questions or would like to discuss in more detail the proposed project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact:

Ms. Vicki Crnich
Project Delivery Management Branch
Environmental Affairs Division
Texas Department of Transportation
125 E. 11th Street
Austin, TX 78701-2483
(512) 416-3029 | Vicki.Crnich@txdot.gov

Thank you for your cooperation and interest in this proposed project.

Sincerely,

Dianna F. Noble

Dianna F. Noble, P.E.
Director of Environmental Affairs Division

Enclosures: NOI, Draft Coordination Plan, Project Map

Cc: Mr. Gregory S. Punske, P.E., Federal Highway Administration-Texas Division
Mr. Victor Vourcos, P.E. and Ms. Paula Sales, P.E., TxDOT Corpus Christi District
Bcc: DFN
Reference: ENV 850

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Texas Department of Transportation

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July 22, 2011

Mr. Carter Smith
Executive Director
Texas Parks and Wildlife Department
4200 Smith School Road
Austin, TX 78744

Dear Mr. Smith:

The Texas Department of Transportation (TxDOT), in cooperation with the Federal Highway Administration (FHWA), is reinitiating the Environmental Impact Statement (EIS) for the proposed United States (US) Highway 181 Harbor Bridge replacement/State Highway (SH) 286 (Crosstown Expressway) improvement project in Corpus Christi, Nueces County, Texas (CSJ 0101-06-095). The project limits are: Beach Avenue at US 181 and Morgan Avenue at SH 286. The objectives of the proposed action, as currently defined, are to improve safety, increase roadway capacity, correct roadway and bridge design deficiencies, reduce maintenance costs, improve connectivity and intermodal transportation, enhance navigation, and to promote, enhance and spur economic development in the area. This project will be coordinated under Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU). Additional information regarding the proposed project can be found in the enclosed Notice of Intent (NOI), published in the *Texas Register* on July 8, 2011.

Your agency has been identified as an agency that might have an interest in the proposed project under the Memorandum of Understanding (MOU) and Memorandum of Agreement (MOA) between TxDOT and the Texas Parks and Wildlife Department (TPWD). Pre-scoping coordination (initiated with a letter to your office from TxDOT, dated February 24, 2011) with the TPWD identified Russell Hooten as the primary project contact with your agency and confirmed that coordination would be undertaken in accordance with the MOU. With this letter, the TPWD is formally invited to become a Participating Agency with FHWA and TxDOT in the development of the EIS. This designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the proposed project.

Pursuant to Section 6002 of SAFETEA-LU, responsibilities for Participating Agencies include identifying, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the need and purpose, determining the range of alternatives to be considered, and the methodologies and level of detail required in the analysis of alternatives.
2. Participate in coordination meetings and joint field reviews as appropriate.
3. Provide timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Please respond to TxDOT in writing with an acceptance or denial of the invitation within 30 days of receipt of this letter. If your agency declines, the response should state your reason for declining the invitation. If you choose to decline, you must specifically state in your response that your agency:

- Has no jurisdiction or authority with respect to the proposed project;
- Has no expertise or information relevant to the proposed project; and
- Does not intend to submit comments on the proposed project.

We are also transmitting a copy of the draft SAFETEA-LU Section 6002 Coordination Plan for your review and comment. The draft Coordination Plan provides additional insight regarding the overall Section 6002 process as well as specific roles and responsibilities for Participating Agencies. Please provide your comments to TxDOT within 30 days from receipt of this letter.

Finally, we are inviting your participation at the upcoming Scoping Meeting. An Agency Scoping Meeting will be held on August 9, 2011 at the TxDOT Corpus Christi District Office Training Center, 1701 S. Padre Island Drive, Corpus Christi, TX 78416, from 1:30 pm to 3:30 pm. Later that same day and at the same location, the public is invited to attend a Public Scoping Meeting/Open House beginning at 5:30 pm.

If you have any questions or would like to discuss in more detail the proposed project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact:

Ms. Vicki Crnich
Project Delivery Management Branch
Environmental Affairs Division
Texas Department of Transportation
125 E. 11th Street
Austin, TX 78701-2483
(512) 416-3029 | Vicki.Crnich@txdot.gov

Thank you for your cooperation and interest in this proposed project.

Sincerely,

Dianna F. Noble

Dianna F. Noble, P.E.
Director of Environmental Affairs Division

Enclosures: NOI, Draft Coordination Plan, Project Map

Cc: Mr. Gregory S. Punske, P.E., Federal Highway Administration-Texas Division
Mr. Victor Vourcos, P.E. and Ms. Paula Sales, P.E., TxDOT Corpus Christi District
Bcc: DFN
Reference: ENV 850

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July 22, 2011

Ms. Kitty Henderson
Executive Director
Historic Bridge Foundation
P.O. Box 66245
Austin, TX 78766

Dear Ms. Henderson:

The Texas Department of Transportation (TxDOT), in cooperation with the Federal Highway Administration (FHWA), is reinitiating the Environmental Impact Statement (EIS) for the proposed United States (US) Highway 181 Harbor Bridge replacement/State Highway (SH) 286 (Crosstown Expressway) improvement project in Corpus Christi, Nueces County, Texas (CSJ 0101-06-095). The project limits are: Beach Avenue at US 181 and Morgan Avenue at SH 286. The objectives of the proposed action, as currently defined, are to improve safety, increase roadway capacity, correct roadway and bridge design deficiencies, reduce maintenance costs, improve connectivity and intermodal transportation, enhance navigation, and to promote, enhance and spur economic development in the area. This project will be coordinated under Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU). Additional information regarding the proposed project can be found in the enclosed Notice of Intent (NOI), published in the *Texas Register* on July 8, 2011.

The Historic Bridge Foundation has been identified as a party that might have an interest in the proposed project due to potential impacts to the historic Harbor Bridge. With this letter, the Historic Bridge Foundation is formally invited to become a Participating Agency with FHWA and TxDOT in the development of the EIS. This designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the proposed project.

Pursuant to Section 6002 of SAFETEA-LU, responsibilities for Participating Agencies include identifying, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the need and purpose, determining the range of alternatives to be considered, and the methodologies and level of detail required in the analysis of alternatives.
2. Participate in coordination meetings and joint field reviews as appropriate.
3. Provide timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Please respond to TxDOT in writing with an acceptance or denial of the invitation within 30 days of receipt of this letter. If your agency declines, the response should state your reason for declining the invitation. If you choose to decline, you must specifically state in your response that your agency:

- Has no jurisdiction or authority with respect to the proposed project;
- Has no expertise or information relevant to the proposed project; and
- Does not intend to submit comments on the proposed project.

We are also transmitting a copy of the draft SAFETEA-LU Section 6002 Coordination Plan for your review and comment. The draft Coordination Plan provides additional insight regarding the overall Section 6002 process as well as specific roles and responsibilities for Participating Agencies. Please provide your comments to TxDOT within 30 days from receipt of this letter.

Finally, we are inviting your participation at the upcoming Scoping Meeting. An Agency Scoping Meeting will be held on August 9, 2011 at the TxDOT Corpus Christi District Office Training Center, 1701 S. Padre Island Drive, Corpus Christi, TX 78416, from 1:30 pm to 3:30 pm. Later that same day and at the same location, the public is invited to attend a Public Scoping Meeting/Open House beginning at 5:30 pm.

If you have any questions or would like to discuss in more detail the proposed project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact:

Ms. Vicki Crnich
Project Delivery Management Branch
Environmental Affairs Division
Texas Department of Transportation
125 E. 11th Street
Austin, TX 78701-2483
(512) 416-3029 | Vicki.Crnich@txdot.gov

Thank you for your cooperation and interest in this proposed project.

Sincerely,

Dianna F. Noble

Dianna F. Noble, P.E.
Director of Environmental Affairs Division

Enclosures: NOI, Draft Coordination Plan, Project Map

Cc: Mr. Gregory S. Punske, P.E., Federal Highway Administration-Texas Division
Mr. Victor Vourcos, P.E. and Ms. Paula Sales, P.E., TxDOT Corpus Christi District
Bcc: DFN
Reference: ENV 850

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Texas Department of Transportation

DEWITT C. GREER STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • (512) 463-8585

July 22, 2011

Ms. Helen Young
Deputy Commissioner, Coastal Resources
Texas Coastal Coordination Council
Texas General Land Office
P.O. Box 12873
Austin, TX 78711-2873

Dear Ms. Young:

The Texas Department of Transportation (TxDOT), in cooperation with the Federal Highway Administration (FHWA), is reinitiating the Environmental Impact Statement (EIS) for the proposed United States (US) Highway 181 Harbor Bridge replacement/State Highway (SH) 286 (Crosstown Expressway) improvement project in Corpus Christi, Nueces County, Texas (CSJ 0101-06-095). The project limits are: Beach Avenue at US 181 and Morgan Avenue at SH 286. The objectives of the proposed action, as currently defined, are to improve safety, increase roadway capacity, correct roadway and bridge design deficiencies, reduce maintenance costs, improve connectivity and intermodal transportation, enhance navigation, and to promote, enhance and spur economic development in the area. This project will be coordinated under Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU). Additional information regarding the proposed project can be found in the enclosed Notice of Intent (NOI), published in the *Texas Register* on July 8, 2011.

Your agency has been identified as an agency that might have an interest in the proposed project due to the potential for the proposed project to affect coastal resources and the Coastal Management Program. Pre-scoping coordination (initiated with a letter to your office from TxDOT, dated February 24, 2011) with the Texas Coastal Coordination Council (TCCC) identified Amy Nuñez as the primary project contact with your agency. With this letter, the TCCC is formally invited to become a Participating Agency with FHWA and TxDOT in the development of the EIS. This designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the proposed project.

Pursuant to Section 6002 of SAFETEA-LU, responsibilities for Participating Agencies include identifying, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the need and purpose, determining the range of alternatives to be considered, and the methodologies and level of detail required in the analysis of alternatives.
2. Participate in coordination meetings and joint field reviews as appropriate.
3. Provide timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Please respond to TxDOT in writing with an acceptance or denial of the invitation within 30 days of receipt of this letter. If your agency declines, the response should state your reason for declining the invitation. If you choose to decline, you must specifically state in your response that your agency:

- Has no jurisdiction or authority with respect to the proposed project;
- Has no expertise or information relevant to the proposed project; and
- Does not intend to submit comments on the proposed project.

We are also transmitting a copy of the draft SAFETEA-LU Section 6002 Coordination Plan for your review and comment. The draft Coordination Plan provides additional insight regarding the overall Section 6002 process as well as specific roles and responsibilities for Participating Agencies. Please provide your comments to TxDOT within 30 days from receipt of this letter.

Finally, we are inviting your participation at the upcoming Scoping Meeting. An Agency Scoping Meeting will be held on August 9, 2011 at the TxDOT Corpus Christi District Office Training Center, 1701 S. Padre Island Drive, Corpus Christi, TX 78416, from 1:30 pm to 3:30 pm. Later that same day and at the same location, the public is invited to attend a Public Scoping Meeting/Open House beginning at 5:30 pm.

If you have any questions or would like to discuss in more detail the proposed project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact:

Ms. Vicki Crnich
Project Delivery Management Branch
Environmental Affairs Division
Texas Department of Transportation
125 E. 11th Street
Austin, TX 78701-2483
(512) 416-3029 | Vicki.Crnich@txdot.gov

Thank you for your cooperation and interest in this proposed project.

Sincerely,

Dianna F. Noble

Dianna F. Noble, P.E.
Director of Environmental Affairs Division

Enclosures: NOI, Draft Coordination Plan, Project Map

Cc: Mr. Gregory S. Punske, P.E., Federal Highway Administration-Texas Division
Mr. Victor Vourcos, P.E. and Ms. Paula Sales, P.E., TxDOT Corpus Christi District
Bcc: DFN
Reference: ENV 850

Texas Department of Transportation
1701 SOUTH PADRE ISLAND DRIVE • CORPUS CHRISTI, TEXAS 78416 • (361) 808-2300

July 22, 2011

Mr. John P. Buckner
Executive Director
Coastal Bend Council of Governments
P.O. Box 9909
Corpus Christi, TX 78469-9909

Dear Mr. Buckner:

The Texas Department of Transportation (TxDOT), in cooperation with the Federal Highway Administration (FHWA), is reinitiating the Environmental Impact Statement (EIS) for the proposed United States (US) Highway 181 Harbor Bridge replacement/State Highway (SH) 286 (Crosstown Expressway) improvement project in Corpus Christi, Nueces County, Texas (CSJ 0101-06-095). The project limits are: Beach Avenue at US 181 and Morgan Avenue at SH 286. The objectives of the proposed action, as currently defined, are to improve safety, increase roadway capacity, correct roadway and bridge design deficiencies, reduce maintenance costs, improve connectivity and intermodal transportation, enhance navigation, and to promote, enhance and spur economic development in the area. This project will be coordinated under Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU). Additional information regarding the proposed project can be found in the enclosed Notice of Intent (NOI), published in the *Texas Register* on July 8, 2011.

The Coastal Bend Council of Governments has been identified as a party that might have an interest in the proposed project in order to identify issues relating to member cities, counties, and special districts. With this letter, the Coastal Bend Council of Governments is formally invited to become a Participating Agency with FHWA and TxDOT in the development of the EIS. This designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the proposed project.

Pursuant to Section 6002 of SAFETEA-LU, responsibilities for Participating Agencies include identifying, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the need and purpose, determining the range of alternatives to be considered, and the methodologies and level of detail required in the analysis of alternatives.
2. Participate in coordination meetings and joint field reviews as appropriate.
3. Provide timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Please respond to TxDOT in writing with an acceptance or denial of the invitation within 30 days of receipt of this letter. If your agency declines, the response should state your reason for declining the invitation. If you choose to decline, you must specifically state in your response that your agency:

- Has no jurisdiction or authority with respect to the proposed project;
- Has no expertise or information relevant to the proposed project; and
- Does not intend to submit comments on the proposed project.

We are also transmitting a copy of the draft SAFETEA-LU Section 6002 Coordination Plan for your review and comment. The draft Coordination Plan provides additional insight regarding the overall Section 6002 process as well as specific roles and responsibilities for Participating Agencies. Please provide your comments to TxDOT within 30 days from receipt of this letter.

Finally, we are inviting your participation at the upcoming Scoping Meeting. An Agency Scoping Meeting will be held on August 9, 2011 at the TxDOT Corpus Christi District Office Training Center, 1701 S. Padre Island Drive, Corpus Christi, TX 78416, from 1:30 pm to 3:30 pm. Later that same day and at the same location, the public is invited to attend a Public Scoping Meeting/Open House beginning at 5:30 pm.

If you have any questions or would like to discuss in more detail the proposed project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact:

Mr. Victor E. Vourcos, P.E.
Advance Project Development Engineer
Texas Department of Transportation
Corpus Christi District
1701 South Padre Island Drive
Corpus Christi, TX 78416-1324
(361) 808-2378 | Victor.Vourcos@txdot.gov

Thank you for your cooperation and interest in this proposed project.

Sincerely,

John A. Casey

John A. Casey, P.E.
District Engineer, Corpus Christi District

Enclosures: NOI, Draft Coordination Plan, Project Map

Cc: Mr. Victor Vourcos, P.E. and Ms. Paula Sales, P.E., TxDOT Corpus Christi District

Texas Department of Transportation
1701 SOUTH PADRE ISLAND DRIVE • CORPUS CHRISTI, TEXAS 78416 • (361) 808-2300

July 22, 2011

Mr. Tom Niskala
Transportation Planning Director
Corpus Christi Metropolitan Planning Organization
5151 Flynn Parkway
Suite 404
Corpus Christi, TX 78411

Dear Mr. Niskala:

The Texas Department of Transportation (TxDOT), in cooperation with the Federal Highway Administration (FHWA), is reinitiating the Environmental Impact Statement (EIS) for the proposed United States (US) Highway 181 Harbor Bridge replacement/State Highway (SH) 286 (Crosstown Expressway) improvement project in Corpus Christi, Nueces County, Texas (CSJ 0101-06-095). The project limits are: Beach Avenue at US 181 and Morgan Avenue at SH 286. The objectives of the proposed action, as currently defined, are to improve safety, increase roadway capacity, correct roadway and bridge design deficiencies, reduce maintenance costs, improve connectivity and intermodal transportation, enhance navigation, and to promote, enhance and spur economic development in the area. This project will be coordinated under Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU). Additional information regarding the proposed project can be found in the enclosed Notice of Intent (NOI), published in the *Texas Register* on July 8, 2011.

The Corpus Christi Metropolitan Planning Organization has been identified as a party that might have an interest in the proposed project in order to identify issues relating to transportation and land use planning, particularly the potential for project-induced growth, planning, and consistency with the Metropolitan Transportation Plan, as well as project effects to safety and mobility, system interconnectivity, and minority and low-income populations. With this letter, the Corpus Christi Metropolitan Planning Organization is formally invited to become a Participating Agency with FHWA and TxDOT in the development of the EIS. This designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the proposed project.

Pursuant to Section 6002 of SAFETEA-LU, responsibilities for Participating Agencies include identifying, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the need and purpose, determining the range of alternatives to be considered, and the methodologies and level of detail required in the analysis of alternatives.
2. Participate in coordination meetings and joint field reviews as appropriate.
3. Provide timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Please respond to TxDOT in writing with an acceptance or denial of the invitation within 30 days of receipt of this letter. If your agency declines, the response should state your reason for declining the invitation. If you choose to decline, you must specifically state in your response that your agency:

- Has no jurisdiction or authority with respect to the proposed project;
- Has no expertise or information relevant to the proposed project; and
- Does not intend to submit comments on the proposed project.

We are also transmitting a copy of the draft SAFETEA-LU Section 6002 Coordination Plan for your review and comment. The draft Coordination Plan provides additional insight regarding the overall Section 6002 process as well as specific roles and responsibilities for Participating Agencies. Please provide your comments to TxDOT within 30 days from receipt of this letter.

Finally, we are inviting your participation at the upcoming Scoping Meeting. An Agency Scoping Meeting will be held on August 9, 2011 at the TxDOT Corpus Christi District Office Training Center, 1701 S. Padre Island Drive, Corpus Christi, TX 78416, from 1:30 pm to 3:30 pm. Later that same day and at the same location, the public is invited to attend a Public Scoping Meeting/Open House beginning at 5:30 pm.

If you have any questions or would like to discuss in more detail the proposed project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact:

Mr. Victor E. Vourcos, P.E.
Advance Project Development Engineer
Texas Department of Transportation
Corpus Christi District
1701 South Padre Island Drive
Corpus Christi, TX 78416-1324
(361) 808-2378 | Victor.Vourcos@txdot.gov

Thank you for your cooperation and interest in this proposed project.

Sincerely,

John A. Casey

John A. Casey, P.E.
District Engineer, Corpus Christi District

Enclosures: NOI, Draft Coordination Plan, Project Map

Cc: Mr. Victor Vourcos, P.E. and Ms. Paula Sales, P.E., TxDOT Corpus Christi District

Texas Department of Transportation
1701 SOUTH PADRE ISLAND DRIVE • CORPUS CHRISTI, TEXAS 78416 • (361) 808-2300

July 22, 2011

Mr. Charlie Hicks
Chairman, Corpus Christi Regional Economic Development Corporation
One Shoreline Plaza
800 N. Shoreline Boulevard
Suite 1300 South
Corpus Christi, TX 78401

Dear Mr. Hicks:

The Texas Department of Transportation (TxDOT), in cooperation with the Federal Highway Administration (FHWA), is reinitiating the Environmental Impact Statement (EIS) for the proposed United States (US) Highway 181 Harbor Bridge replacement/State Highway (SH) 286 (Crosstown Expressway) improvement project in Corpus Christi, Nueces County, Texas (CSJ 0101-06-095). The project limits are: Beach Avenue at US 181 and Morgan Avenue at SH 286. The objectives of the proposed action, as currently defined, are to improve safety, increase roadway capacity, correct roadway and bridge design deficiencies, reduce maintenance costs, improve connectivity and intermodal transportation, enhance navigation, and to promote, enhance and spur economic development in the area. This project will be coordinated under Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU). Additional information regarding the proposed project can be found in the enclosed Notice of Intent (NOI), published in the *Texas Register* on July 8, 2011.

The Corpus Christi Regional Economic Development Corporation (CCREDC) has been identified as a party that might have an interest in the proposed project in order to identify issues relating to economic development in Corpus Christi. With this letter, the CCREDC is formally invited to become a Participating Agency with FHWA and TxDOT in the development of the EIS. This designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the proposed project.

Pursuant to Section 6002 of SAFETEA-LU, responsibilities for Participating Agencies include identifying, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the need and purpose, determining the range of alternatives to be considered, and the methodologies and level of detail required in the analysis of alternatives.
2. Participate in coordination meetings and joint field reviews as appropriate.
3. Provide timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Please respond to TxDOT in writing with an acceptance or denial of the invitation within 30 days of receipt of this letter. If your agency declines, the response should state your reason for declining the invitation. If you choose to decline, you must specifically state in your response that your agency:

- Has no jurisdiction or authority with respect to the proposed project;
- Has no expertise or information relevant to the proposed project; and
- Does not intend to submit comments on the proposed project.

We are also transmitting a copy of the draft SAFETEA-LU Section 6002 Coordination Plan for your review and comment. The draft Coordination Plan provides additional insight regarding the overall Section 6002 process as well as specific roles and responsibilities for Participating Agencies. Please provide your comments to TxDOT within 30 days from receipt of this letter.

Finally, we are inviting your participation at the upcoming Scoping Meeting. An Agency Scoping Meeting will be held on August 9, 2011 at the TxDOT Corpus Christi District Office Training Center, 1701 S. Padre Island Drive, Corpus Christi, TX 78416, from 1:30 pm to 3:30 pm. Later that same day and at the same location, the public is invited to attend a Public Scoping Meeting/Open House beginning at 5:30 pm.

If you have any questions or would like to discuss in more detail the proposed project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact:

Mr. Victor E. Vourcos, P.E.
Advance Project Development Engineer
Texas Department of Transportation
Corpus Christi District
1701 South Padre Island Drive
Corpus Christi, TX 78416-1324
(361) 808-2378 | Victor.Vourcos@txdot.gov

Thank you for your cooperation and interest in this proposed project.

Sincerely,

John A. Casey

John A. Casey, P.E.
District Engineer, Corpus Christi District

Enclosures: NOI, Draft Coordination Plan, Project Map

Cc: Mr. Victor Vourcos, P.E. and Ms. Paula Sales, P.E., TxDOT Corpus Christi District

Texas Department of Transportation
1701 SOUTH PADRE ISLAND DRIVE • CORPUS CHRISTI, TEXAS 78416 • (361) 808-2300

July 22, 2011

Mr. Scott Neeley
Chief Executive Officer
Corpus Christi Regional Transportation Authority
5658 Bear Lane
Corpus Christi, TX 78405

Dear Mr. Neeley:

The Texas Department of Transportation (TxDOT), in cooperation with the Federal Highway Administration (FHWA), is reinitiating the Environmental Impact Statement (EIS) for the proposed United States (US) Highway 181 Harbor Bridge replacement/State Highway (SH) 286 (Crosstown Expressway) improvement project in Corpus Christi, Nueces County, Texas (CSJ 0101-06-095). The project limits are: Beach Avenue at US 181 and Morgan Avenue at SH 286. The objectives of the proposed action, as currently defined, are to improve safety, increase roadway capacity, correct roadway and bridge design deficiencies, reduce maintenance costs, improve connectivity and intermodal transportation, enhance navigation, and to promote, enhance and spur economic development in the area. This project will be coordinated under Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU). Additional information regarding the proposed project can be found in the enclosed Notice of Intent (NOI), published in the *Texas Register* on July 8, 2011.

The Corpus Christi Regional Transit Authority (CCRTA) has been identified as a party that might have an interest in the proposed project in order to identify issues relating to public transportation in the cities and counties within the RTA. With this letter, the CCRTA is formally invited to become a Participating Agency with FHWA and TxDOT in the development of the EIS. This designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the proposed project.

Pursuant to Section 6002 of SAFETEA-LU, responsibilities for Participating Agencies include identifying, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the need and purpose, determining the range of alternatives to be considered, and the methodologies and level of detail required in the analysis of alternatives.
2. Participate in coordination meetings and joint field reviews as appropriate.
3. Provide timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Please respond to TxDOT in writing with an acceptance or denial of the invitation within 30 days of receipt of this letter. If your agency declines, the response should state your reason for declining the invitation. If you choose to decline, you must specifically state in your response that your agency:

- Has no jurisdiction or authority with respect to the proposed project;
- Has no expertise or information relevant to the proposed project; and
- Does not intend to submit comments on the proposed project.

We are also transmitting a copy of the draft SAFETEA-LU Section 6002 Coordination Plan for your review and comment. The draft Coordination Plan provides additional insight regarding the overall Section 6002 process as well as specific roles and responsibilities for Participating Agencies. Please provide your comments to TxDOT within 30 days from receipt of this letter.

Finally, we are inviting your participation at the upcoming Scoping Meeting. An Agency Scoping Meeting will be held on August 9, 2011 at the TxDOT Corpus Christi District Office Training Center, 1701 S. Padre Island Drive, Corpus Christi, TX 78416, from 1:30 pm to 3:30 pm. Later that same day and at the same location, the public is invited to attend a Public Scoping Meeting/Open House beginning at 5:30 pm.

If you have any questions or would like to discuss in more detail the proposed project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact:

Mr. Victor E. Vourcos, P.E.
Advance Project Development Engineer
Texas Department of Transportation
Corpus Christi District
1701 South Padre Island Drive
Corpus Christi, TX 78416-1324
(361) 808-2378 | Victor.Vourcos@txdot.gov

Thank you for your cooperation and interest in this proposed project.

Sincerely,

John A. Casey

John A. Casey, P.E.
District Engineer, Corpus Christi District

Enclosures: NOI, Draft Coordination Plan, Project Map

Cc: Mr. Victor Vourcos, P.E. and Ms. Paula Sales, P.E., TxDOT Corpus Christi District

Texas Department of Transportation
1701 SOUTH PADRE ISLAND DRIVE • CORPUS CHRISTI, TEXAS 78416 • (361) 808-2300

July 22, 2011

Mr. Ronald L. Olson
City Manager
City of Corpus Christi
1201 Leopard Street
Corpus Christi, TX 78401

Dear Mr. Olson:

The Texas Department of Transportation (TxDOT), in cooperation with the Federal Highway Administration (FHWA), is reinitiating the Environmental Impact Statement (EIS) for the proposed United States (US) Highway 181 Harbor Bridge replacement/State Highway (SH) 286 (Crosstown Expressway) improvement project in Corpus Christi, Nueces County, Texas (CSJ 0101-06-095). The project limits are: Beach Avenue at US 181 and Morgan Avenue at SH 286. The objectives of the proposed action, as currently defined, are to improve safety, increase roadway capacity, correct roadway and bridge design deficiencies, reduce maintenance costs, improve connectivity and intermodal transportation, enhance navigation, and to promote, enhance and spur economic development in the area. This project will be coordinated under Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU). Additional information regarding the proposed project can be found in the enclosed Notice of Intent (NOI), published in the *Texas Register* on July 8, 2011.

The City of Corpus Christi is expected to have an interest in the proposed project in order to aid project planners in identifying potential project effects to areas and services within the city limits and area of extraterritorial jurisdiction. With this letter, the City of Corpus Christi is formally invited to become a Participating Agency with FHWA and TxDOT in the development of the EIS. This designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the proposed project.

Pursuant to Section 6002 of SAFETEA-LU, responsibilities for Participating Agencies include identifying, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the need and purpose, determining the range of alternatives to be considered, and the methodologies and level of detail required in the analysis of alternatives.
2. Participate in coordination meetings and joint field reviews as appropriate.
3. Provide timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Please respond to TxDOT in writing with an acceptance or denial of the invitation within 30 days of receipt of this letter. If your agency declines, the response should state your reason for declining the invitation. If you choose to decline, you must specifically state in your response that your agency:

- Has no jurisdiction or authority with respect to the proposed project;
- Has no expertise or information relevant to the proposed project; and
- Does not intend to submit comments on the proposed project.

We are also transmitting a copy of the draft SAFETEA-LU Section 6002 Coordination Plan for your review and comment. The draft Coordination Plan provides additional insight regarding the overall Section 6002 process as well as specific roles and responsibilities for Participating Agencies. Please provide your comments to TxDOT within 30 days from receipt of this letter.

Finally, we are inviting your participation at the upcoming Scoping Meeting. An Agency Scoping Meeting will be held on August 9, 2011 at the TxDOT Corpus Christi District Office Training Center, 1701 S. Padre Island Drive, Corpus Christi, TX 78416, from 1:30 pm to 3:30 pm. Later that same day and at the same location, the public is invited to attend a Public Scoping Meeting/Open House beginning at 5:30 pm.

If you have any questions or would like to discuss in more detail the proposed project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact:

Mr. Victor E. Vourcos, P.E.
Advance Project Development Engineer
Texas Department of Transportation
Corpus Christi District
1701 South Padre Island Drive
Corpus Christi, TX 78416-1324
(361) 808-2378 | Victor.Vourcos@txdot.gov

Thank you for your cooperation and interest in this proposed project.

Sincerely,

John A. Casey

John A. Casey, P.E.
District Engineer, Corpus Christi District

Enclosures: NOI, Draft Coordination Plan, Project Map

Cc: Mr. Victor Vourcos, P.E. and Ms. Paula Sales, P.E., TxDOT Corpus Christi District

Texas Department of Transportation
1701 SOUTH PADRE ISLAND DRIVE • CORPUS CHRISTI, TEXAS 78416 • (361) 808-2300

July 22, 2011

Mr. Mike Tanner
City Manager
City of Portland
1900 Billy G. Webb Drive
Portland, TX 78374

Dear Mr. Tanner:

The Texas Department of Transportation (TxDOT), in cooperation with the Federal Highway Administration (FHWA), is reinitiating the Environmental Impact Statement (EIS) for the proposed United States (US) Highway 181 Harbor Bridge replacement/State Highway (SH) 286 (Crosstown Expressway) improvement project in Corpus Christi, Nueces County, Texas (CSJ 0101-06-095). The project limits are: Beach Avenue at US 181 and Morgan Avenue at SH 286. The objectives of the proposed action, as currently defined, are to improve safety, increase roadway capacity, correct roadway and bridge design deficiencies, reduce maintenance costs, improve connectivity and intermodal transportation, enhance navigation, and to promote, enhance and spur economic development in the area. This project will be coordinated under Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU). Additional information regarding the proposed project can be found in the enclosed Notice of Intent (NOI), published in the *Texas Register* on July 8, 2011.

The City of Portland is expected to have an interest in the proposed project in order to aid project planners in identifying issues of concern regarding the project's potential environmental effects within the city's jurisdiction. With this letter, the City of Portland is formally invited to become a Participating Agency with FHWA and TxDOT in the development of the EIS. This designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the proposed project.

Pursuant to Section 6002 of SAFETEA-LU, responsibilities for Participating Agencies include identifying, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the need and purpose, determining the range of alternatives to be considered, and the methodologies and level of detail required in the analysis of alternatives.
2. Participate in coordination meetings and joint field reviews as appropriate.
3. Provide timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Please respond to TxDOT in writing with an acceptance or denial of the invitation within 30 days of receipt of this letter. If your agency declines, the response should state your reason for declining the invitation. If you choose to decline, you must specifically state in your response that your agency:

- Has no jurisdiction or authority with respect to the proposed project;
- Has no expertise or information relevant to the proposed project; and
- Does not intend to submit comments on the proposed project.

We are also transmitting a copy of the draft SAFETEA-LU Section 6002 Coordination Plan for your review and comment. The draft Coordination Plan provides additional insight regarding the overall Section 6002 process as well as specific roles and responsibilities for Participating Agencies. Please provide your comments to TxDOT within 30 days from receipt of this letter.

Finally, we are inviting your participation at the upcoming Scoping Meeting. An Agency Scoping Meeting will be held on August 9, 2011 at the TxDOT Corpus Christi District Office Training Center, 1701 S. Padre Island Drive, Corpus Christi, TX 78416, from 1:30 pm to 3:30 pm. Later that same day and at the same location, the public is invited to attend a Public Scoping Meeting/Open House beginning at 5:30 pm.

If you have any questions or would like to discuss in more detail the proposed project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact:

Mr. Victor E. Vourcos, P.E.
Advance Project Development Engineer
Texas Department of Transportation
Corpus Christi District
1701 South Padre Island Drive
Corpus Christi, TX 78416-1324
(361) 808-2378 | Victor.Vourcos@txdot.gov

Thank you for your cooperation and interest in this proposed project.

Sincerely,

John A. Casey

John A. Casey, P.E.
District Engineer, Corpus Christi District

Enclosures: NOI, Draft Coordination Plan, Project Map

Cc: Mr. Victor Vourcos, P.E. and Ms. Paula Sales, P.E., TxDOT Corpus Christi District

Texas Department of Transportation
1701 SOUTH PADRE ISLAND DRIVE • CORPUS CHRISTI, TEXAS 78416 • (361) 808-2300

July 22, 2011

The Honorable Samuel L. Neal, Jr.
County Judge
Nueces County
901 Leopard Street, Rm. 303
Corpus Christi, TX 78401

Dear Judge Neal:

The Texas Department of Transportation (TxDOT), in cooperation with the Federal Highway Administration (FHWA), is reinitiating the Environmental Impact Statement (EIS) for the proposed United States (US) Highway 181 Harbor Bridge replacement/State Highway (SH) 286 (Crosstown Expressway) improvement project in Corpus Christi, Nueces County, Texas (CSJ 0101-06-095). The project limits are: Beach Avenue at US 181 and Morgan Avenue at SH 286. The objectives of the proposed action, as currently defined, are to improve safety, increase roadway capacity, correct roadway and bridge design deficiencies, reduce maintenance costs, improve connectivity and intermodal transportation, enhance navigation, and to promote, enhance and spur economic development in the area. This project will be coordinated under Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU). Additional information regarding the proposed project can be found in the enclosed Notice of Intent (NOI), published in the *Texas Register* on July 8, 2011.

Nueces County has been identified as a party that might have an interest in the proposed project in order to identify issues related to potential environmental and socio-economic effects within the county's jurisdiction. With this letter, Nueces County is formally invited to become a Participating Agency with FHWA and TxDOT in the development of the EIS. This designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the proposed project.

Pursuant to Section 6002 of SAFETEA-LU, responsibilities for Participating Agencies include identifying, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the need and purpose, determining the range of alternatives to be considered, and the methodologies and level of detail required in the analysis of alternatives.
2. Participate in coordination meetings and joint field reviews as appropriate.
3. Provide timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Please respond to TxDOT in writing with an acceptance or denial of the invitation within 30 days of receipt of this letter. If your agency declines, the response should state your reason for declining the invitation. If you choose to decline, you must specifically state in your response that your agency:

- Has no jurisdiction or authority with respect to the proposed project;
- Has no expertise or information relevant to the proposed project; and
- Does not intend to submit comments on the proposed project.

We are also transmitting a copy of the draft SAFETEA-LU Section 6002 Coordination Plan for your review and comment. The draft Coordination Plan provides additional insight regarding the overall Section 6002 process as well as specific roles and responsibilities for Participating Agencies. Please provide your comments to TxDOT within 30 days from receipt of this letter.

Finally, we are inviting your participation at the upcoming Scoping Meeting. An Agency Scoping Meeting will be held on August 9, 2011 at the TxDOT Corpus Christi District Office Training Center, 1701 S. Padre Island Drive, Corpus Christi, TX 78416, from 1:30 pm to 3:30 pm. Later that same day and at the same location, the public is invited to attend a Public Scoping Meeting/Open House beginning at 5:30 pm.

If you have any questions or would like to discuss in more detail the proposed project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact:

Mr. Victor E. Vourcos, P.E.
Advance Project Development Engineer
Texas Department of Transportation
Corpus Christi District
1701 South Padre Island Drive
Corpus Christi, TX 78416-1324
(361) 808-2378 | Victor.Vourcos@txdot.gov

Thank you for your cooperation and interest in this proposed project.

Sincerely,

John A. Casey

John A. Casey, P.E.
District Engineer, Corpus Christi District

Enclosures: NOI, Draft Coordination Plan, Project Map

Cc: Mr. Victor Vourcos, P.E. and Ms. Paula Sales, P.E., TxDOT Corpus Christi District

Texas Department of Transportation
1701 SOUTH PADRE ISLAND DRIVE • CORPUS CHRISTI, TEXAS 78416 • (361) 808-2300

July 22, 2011

Mr. Frank C. Brogan, P.E.
Deputy Port Director
Port of Corpus Christi
Engineering, Finance and Administration
222 Power Street
Corpus Christi, TX 78401

Dear Mr. Brogan:

The Texas Department of Transportation (TxDOT), in cooperation with the Federal Highway Administration (FHWA), is reinitiating the Environmental Impact Statement (EIS) for the proposed United States (US) Highway 181 Harbor Bridge replacement/State Highway (SH) 286 (Crosstown Expressway) improvement project in Corpus Christi, Nueces County, Texas (CSJ 0101-06-095). The project limits are: Beach Avenue at US 181 and Morgan Avenue at SH 286. The objectives of the proposed action, as currently defined, are to improve safety, increase roadway capacity, correct roadway and bridge design deficiencies, reduce maintenance costs, improve connectivity and intermodal transportation, enhance navigation, and to promote, enhance and spur economic development in the area. This project will be coordinated under Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU). Additional information regarding the proposed project can be found in the enclosed Notice of Intent (NOI), published in the *Texas Register* on July 8, 2011.

Your agency has been identified as an agency that might have an interest in the proposed project in order to identify issues related to the Corpus Christi Ship Channel and Port properties, including shipping, safety, and commerce. Pre-scoping coordination (initiated with a letter to your office from TxDOT, dated February 24, 2011) identified David Krams as the primary project contact for the Port of Corpus Christi. With this letter, the Port of Corpus Christi is formally invited to become a Participating Agency with FHWA and TxDOT in the development of the EIS. This designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the proposed project.

Pursuant to Section 6002 of SAFETEA-LU, responsibilities for Participating Agencies include identifying, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the need and purpose, determining the range of alternatives to be considered, and the methodologies and level of detail required in the analysis of alternatives.
2. Participate in coordination meetings and joint field reviews as appropriate.
3. Provide timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Please respond to TxDOT in writing with an acceptance or denial of the invitation within 30 days of receipt of this letter. If your agency declines, the response should state your reason for declining the invitation. If you choose to decline, you must specifically state in your response that your agency:

- Has no jurisdiction or authority with respect to the proposed project;
- Has no expertise or information relevant to the proposed project; and
- Does not intend to submit comments on the proposed project.

We are also transmitting a copy of the draft SAFETEA-LU Section 6002 Coordination Plan for your review and comment. The draft Coordination Plan provides additional insight regarding the overall Section 6002 process as well as specific roles and responsibilities for Participating Agencies. Please provide your comments to TxDOT within 30 days from receipt of this letter.

Finally, we are inviting your participation at the upcoming Scoping Meeting. An Agency Scoping Meeting will be held on August 9, 2011 at the TxDOT Corpus Christi District Office Training Center, 1701 S. Padre Island Drive, Corpus Christi, TX 78416, from 1:30 pm to 3:30 pm. Later that same day and at the same location, the public is invited to attend a Public Scoping Meeting/Open House beginning at 5:30 pm.

If you have any questions or would like to discuss in more detail the proposed project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact:

Mr. Victor E. Vourcos, P.E.
Advance Project Development Engineer
Texas Department of Transportation
Corpus Christi District
1701 South Padre Island Drive
Corpus Christi, TX 78416-1324
(361) 808-2378 | Victor.Vourcos@txdot.gov

Thank you for your cooperation and interest in this proposed project.

Sincerely,

John A. Casey

John A. Casey, P.E.
District Engineer, Corpus Christi District

Enclosures: NOI, Draft Coordination Plan, Project Map

Cc: Mr. Victor Vourcos, P.E. and Ms. Paula Sales, P.E., TxDOT Corpus Christi District

Texas Department of Transportation
1701 SOUTH PADRE ISLAND DRIVE • CORPUS CHRISTI, TEXAS 78416 • (361) 808-2300

July 22, 2011

The Honorable Terry A. Simpson
County Judge
San Patricio County
400 West Sinton Street, #109
Sinton, TX 78387

Dear Judge Simpson:

The Texas Department of Transportation (TxDOT), in cooperation with the Federal Highway Administration (FHWA), is reinitiating the Environmental Impact Statement (EIS) for the proposed United States (US) Highway 181 Harbor Bridge replacement/State Highway (SH) 286 (Crosstown Expressway) improvement project in Corpus Christi, Nueces County, Texas (CSJ 0101-06-095). The project limits are: Beach Avenue at US 181 and Morgan Avenue at SH 286. The objectives of the proposed action, as currently defined, are to improve safety, increase roadway capacity, correct roadway and bridge design deficiencies, reduce maintenance costs, improve connectivity and intermodal transportation, enhance navigation, and to promote, enhance and spur economic development in the area. This project will be coordinated under Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU). Additional information regarding the proposed project can be found in the enclosed Notice of Intent (NOI), published in the *Texas Register* on July 8, 2011.

San Patricio County has been identified as a party that might have an interest in the proposed project in order to identify issues related to potential environmental and socio-economic effects within the county's jurisdiction. With this letter, San Patricio County is formally invited to become a Participating Agency with FHWA and TxDOT in the development of the EIS. This designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the proposed project.

Pursuant to Section 6002 of SAFETEA-LU, responsibilities for Participating Agencies include identifying, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the need and purpose, determining the range of alternatives to be considered, and the methodologies and level of detail required in the analysis of alternatives.
2. Participate in coordination meetings and joint field reviews as appropriate.
3. Provide timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Please respond to TxDOT in writing with an acceptance or denial of the invitation within 30 days of receipt of this letter. If your agency declines, the response should state your reason for declining the invitation. If you choose to decline, you must specifically state in your response that your agency:

- Has no jurisdiction or authority with respect to the proposed project;
- Has no expertise or information relevant to the proposed project; and
- Does not intend to submit comments on the proposed project.

We are also transmitting a copy of the draft SAFETEA-LU Section 6002 Coordination Plan for your review and comment. The draft Coordination Plan provides additional insight regarding the overall Section 6002 process as well as specific roles and responsibilities for Participating Agencies. Please provide your comments to TxDOT within 30 days from receipt of this letter.

Finally, we are inviting your participation at the upcoming Scoping Meeting. An Agency Scoping Meeting will be held on August 9, 2011 at the TxDOT Corpus Christi District Office Training Center, 1701 S. Padre Island Drive, Corpus Christi, TX 78416, from 1:30 pm to 3:30 pm. Later that same day and at the same location, the public is invited to attend a Public Scoping Meeting/Open House beginning at 5:30 pm.

If you have any questions or would like to discuss in more detail the proposed project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact:

Mr. Victor E. Vourcos, P.E.
Advance Project Development Engineer
Texas Department of Transportation
Corpus Christi District
1701 South Padre Island Drive
Corpus Christi, TX 78416-1324
(361) 808-2378 | Victor.Vourcos@txdot.gov

Thank you for your cooperation and interest in this proposed project.

Sincerely,

John A. Casey

John A. Casey, P.E.
District Engineer, Corpus Christi District

Enclosures: NOI, Draft Coordination Plan, Project Map

Cc: Mr. Victor Vourcos, P.E. and Ms. Paula Sales, P.E., TxDOT Corpus Christi District

U.S. Department
of Transportation
**Federal Highway
Administration**

Texas Division

300 E. 8th Street, Rm 826
Austin, TX 78701
(Tel) 512-536-5900
(Fax) 512-536-5990
www.fhwa.dot.gov/txdiv

August 17, 2012

In Reply Refer To:
HB-TX

Mr. Richard Lopez
Field Office Director
U.S. Department of Housing and Urban Development
615 East Housing Street
Suite 347
San Antonio, TX 78205-2001

Dear Mr. Lopez:

The Federal Highway Administration (FHWA), in cooperation with the Texas Department of Transportation (TxDOT), has reinitiated the Environmental Impact Statement (EIS) for the proposed United States (US) Highway 181 Harbor Bridge replacement/State Highway (SH) 286 (Crosstown Expressway) improvement project in Corpus Christi, Nueces County, Texas (CSJ 0101-06-095). The project limits are: Beach Avenue at US 181 and Morgan Avenue at SH 286. The objectives of the proposed action, as currently defined, are to improve safety, correct roadway and bridge design deficiencies, reduce maintenance costs, improve connectivity and intermodal transportation, enhance navigation, and to provide transportation infrastructure to support economic development in the area. This project is being coordinated under Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU). Additional information regarding the proposed project can be found in the enclosed Notice of Intent (NOI), published in the *Federal Register* on June 22, 2011.

Based on preliminary studies for the project, your agency has been identified as an agency that might have an interest in the proposed project due to the project's potential to impact public housing resources, as well as the U.S. Department of Housing and Urban Development's (HUD) involvement in the Partnership for Sustainable Communities in conjunction with the Department of Transportation and the Environmental Protection Agency. With this letter, HUD is formally invited to become a Participating Agency with FHWA and TxDOT in the development of the EIS. This designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the proposed project.

FHWA also invites the participation of the HUD as a Cooperating Agency in the preparation of the Draft EIS and Final EIS, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's (CEQ) Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act.

Pursuant to Section 6002 of SAFETEA-LU Cooperating Agencies are similar to Participating Agencies, but have a higher degree of authority, responsibility, and involvement in the environmental review process. As a Cooperating Agency, your special expertise permits you, as requested by the Joint Lead Agencies, to develop information and prepare environmental analyses for the EIS. Responsibilities for a Participating Agency include identifying, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Participate in coordination meetings and joint field reviews as appropriate.
2. Provide timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Again, FHWA is inviting HUD to serve in both a Cooperating Agency capacity as well as a Participating Agency capacity. Please respond to FHWA in writing with an acceptance or denial of the invitations within 30 days of receipt of this letter. If your agency declines, the response should state your reason for declining either invitation. If you choose to decline, you must specifically state in your response that your agency:

- Has no jurisdiction or authority with respect to the proposed project;
- Has no expertise or information relevant to the proposed project; and
- Does not intend to submit comments on the proposed project.

We also invite you to visit the project website www.ccharborbridgeproject.com for more information on the project, including a copy of the draft SAFETEA-LU Section 6002 Coordination Plan. The draft Coordination Plan provides additional insight regarding the overall Section 6002 process as well as specific roles and responsibilities for Cooperating and Participating Agencies. If your office should have comments regarding the Draft Coordination Plan, please provide them to FHWA within 30 days of receipt of this letter.

Finally, we are informing you of the upcoming meetings of the project's Technical Advisory Committee and Citizen's Advisory Committee, which are tentatively scheduled to be held on October 18, 2012 at the Oveal Williams Senior Center, 1414 Martin Luther King Drive, Corpus Christi, TX 78401. Please consider attending these meetings if you are available.

If you have any questions or would like to discuss in more detail the proposed project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact:

Mr. Albert Hinojosa, Area Engineer
(512) 536-5967 | albert.hinojosa@dot.gov

Thank you for your cooperation and interest in this proposed project.

Sincerely,

for Gregory S. Punske, P.E.
District Engineer

Enclosures: NOI, Project Map

cc: Mr. Carlos Swonke TxDOT Environmental Affairs Division
Mr. Lonnie Grygorcyk, P.E. TxDOT Corpus Christi District
Mr. Victor Vourcos, P.E. TxDOT Corpus Christi District
Mr. Christopher Amy TxDOT Corpus Christi District

The following letters were received in response to invitation letters distributed to potential cooperating and participating agencies during Scoping, and include letters from:

- Corpus Christi Regional Transportation Authority
- City of Portland
- Coastal Bend Council of Governments
- Corpus Christi Metropolitan Planning Organization
- City of Corpus Christi
- U.S. Environmental Protection Agency, Region 6
- Texas Commission on Environmental Quality
- Texas Historical Commission
- U.S. Department of Agriculture, Natural Resource Conservation Service
- San Patricio County
- U.S. Department of Housing and Urban Development
- National Park Service

CORPUS CHRISTI REGIONAL
TRANSPORTATION AUTHORITY

5658 Bear Lane | Corpus Christi, Texas 78405 | p. 361-289-2712 | f. 361-289-3057 | www.ccrta.org

August 8, 2011

CORPUS CHRISTI
AUG 10 2011 RECEIVED
DISTRICT AUG 10 2011
CRP-TP&D

Mr. John A. Casey, P.E.
Texas Department of Transportation
1701 South Padre Island Drive
Corpus Christi, TX 78416

Dear Mr. Casey:

Thank you for the invitation to serve as a Participating Agency for the Environmental Impact Statement (EIS) for the proposed US 181 Harbor Bridge replacement / State Highway 286 improvement project. With this letter, the Corpus Christi Regional Transportation Authority (CCRTA) accepts the invitation of the Texas Department of Transportation (TxDOT) and the Federal Highway Administration (FHWA).

Our agency contacts for the project will be:

Sharon Montez
Managing Director of Program Management
Corpus Christi Regional Transportation Authority
5658 Bear Lane
Corpus Christi, TX 78405
361-903-3531
smontez@ccrta.org

Carl Weckenmann
Director of Planning
Corpus Christi Regional Transportation Authority
5658 Bear Lane
Corpus Christi, TX 78405
361-903-2483
cweckenmann@ccrta.org

The CCRTA welcomes the opportunity to review documents relating to the EIS and provide any input on how the project affects the services of the agency.

Sincerely,

Scott Neeley
Chief Executive Officer

CITY OF PORTLAND TEXAS

August 3, 2011

Mr. Victor E. Vourcos, PE
Advance Project Development Engineer
Texas Department of Transportation
Corpus Christi District
1701 South Padre Island Drive
Corpus Christi, Texas 78416-1324

Re: Highway 181 Harbor Bridge

Dear Mr. Vourcos,

We received and accept the Texas Department of Transportation's invitation to be involved as a Participating Agency with FHWA and TxDOT in the development of the Environmental Impact Statement for the Highway 181 Harbor Bridge.

I look forward to seeing you at the Agency Scoping Meeting on August 9. If you have any further questions regarding this matter, please feel free to contact me at 777-2943.

Sincerely,

BDeL

Brian R. DeLatte, P.E.
Director of Public Works and Development

Cc: Mr. Mike Tanner, City of Portland City Manager

1900 BILLY G. WEBB DRIVE • PORTLAND, TEXAS 78374 • (361) 777-4500 • FAX: (361) 777-4501
WEB: www.portlandtx.com

Coastal Bend Council of Governments

August 1, 2011

CORPUS CHRISTI

AUG 03 2011

DISTRICT

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AUG 05

CRP-TP&D

John A. Casey, P.E.
District Engineer
Corpus Christi, District
1701 South Padre Island Drive
Corpus Christi, Texas 78416-1324

Dear Mr. Casey:

In response to your letter of July 22, the Coastal Bend Council of Governments accepts your invitation to participate in the development of the Environmental Impact Statement (EIS) for the proposed replacement of the Harbor Bridge here in Corpus Christi. The activities you suggest that the CBCOG undertake as its role in this process are agreeable to us. We have limited involvement in activities related to transportation, but we are willing to provide what assistance we can. We have staff that are involved in environmental concerns and will be reviewing the SAFETEA-LU Section 6002 Coordination Plan. While comments on this Plan will be provided in the near future, we are responding to your invitation now, so you will know of our interest to participate.

We will send a representative to the Scoping Meeting on August 9. I assume that the information in the Coordination Plan will serve as background for the Scoping Meeting. As you know, we have a representative on the MPO Policy Committee, Bill Hennings, and although he is not CBCOG staff, we feel he can provide input into this process. If it is agreeable to you, we may ask him to participate in this EIS process as part of the CBCOG's involvement.

If any questions arise prior to the Scoping Meeting, we will contact Mr. Vourcos. We look forward to working with TxDOT on this project nad if we can be of any additional assistance, please contact us.

Sincerely,

John P. Buckner
Executive Director
CBCOG

LOCATION: 2910 LEOPARD STREET
MAILING ADDRESS: P.O. BOX 9909

PHONE: (361) 883-5743
CORPUS CHRISTI, TEXAS 78469

CORPUS CHRISTI
MPO
METROPOLITAN PLANNING ORGANIZATION

CORPUS CHRISTI
JUL 26 2011
DISTRICT

July 25, 2011

John Casey, P.E.
District Engineer
Texas Department of Transportation
Corpus Christi District
1701 South Padre Island Drive
Corpus Christi, Texas 78416-1324

Dear Mr. Casey,

The Corpus Christi Metropolitan Planning Organization (MPO) enthusiastically accepts becoming a Participating Agency with FHWA and TxDOT in the development of the Environmental Impact Statement for the proposed US 181 Harbor Bridge replacement and SH 286 improvements. We will plan to attend the August 9, 2011 Agency Scoping Meeting.

Your project proposal is complimentary with the MPO 2010 – 2035 Metropolitan Transportation Plan which recognizes that this project can have a major impact on the Corpus Christi economy. We thank you for the opportunity to support this effort.

Sincerely,

Tom Niskala, Transportation Planning Director

Cc: Victor Vourcos, P.E. and Ms. Paula Sales-Evans, P.E.

CORPUS CHRISTI
AUG 04 2011
DISTRICT
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AUG 05 2011
CRP-TP&L

Ronald L. Olson
CITY MANAGER

PO Box 9277
Corpus Christi
Texas 78469-9277
Phone 361-826-3220
Fax 361-826-3839
RonO@cctexas.com
www.cctexas.com

August 2, 2011

John A. Casey, P.E.
District Engineer, Corpus Christi District
Texas Department of Transportation
1701 South Padre Island Drive
Corpus Christi, TX 78416

Dear Mr. Casey:

This letter confirms the City of Corpus Christi's interest in and formal acceptance of TxDOT's invitation to be a Participating Agency in the EIS for the proposed US Highway 181 Harbor Bridge replacement/State Highway 286 (Crosstown Expressway) improvement project.

I will be present at the August 9th Agency Scoping Meeting, together with Johnny Perales, Rudy Garza, and Pete Anaya.

Sincerely,

Ronald L. Olson
City Manager

cc: Joe Adame, Mayor
Johnny Perales, Assistant City Manager
Rudy Garza, Assistant City Manager
Pete Anaya, Director of Engineering Services

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 6
1445 ROSS AVENUE, SUITE 1200
DALLAS, TX 75202-2733

AUG 0 9 2011

RECEIVED ON
AUG 1 2 2011
TEXAS DIVISION
FHWA

Gregory S. Punske, P.E.
District Engineer, Texas Division
Federal Highway Administration
300 E. 8th Street, Room 826
Austin, TX 78701-3255

Dear Mr. Punske:

This letter is in response to the Federal Highway Administration's (FHWA) request for the Environmental Protection Agency (EPA) to be a cooperating agency for the development of a National Environmental Policy Act (NEPA) Environmental Impact Statement (EIS) for the proposed U.S. Highway181 Harbor Bridge replacement/State Highway 286 improvement project in Corpus Christi, Nueces County, Texas. The EIS will analyze the impacts of the proposed project to the human and natural environment.

The EPA agrees to participate in this proposed project as a cooperating agency. As a cooperating agency, the EPA will:

- provide expertise on NEPA compliance and other subject matter such as wetlands, water quality, air quality, and environmental justice, during EIS planning and development;
- provide timely technical reviews and comments on preliminary documents, reports, analyses, and sections of the Draft and Final EIS;
- participate in meetings and provide information as requested by FHWA, as resources allow;
- provide sources for information or support in the analysis of such information, when known, during preparation of the Draft and Final EIS in areas in which EPA has expertise;
- review and comment on the Draft and Final EIS pursuant to our regulatory responsibilities under Section 309 of the Clean Air Act.

The EPA anticipates that a cooperative team approach will streamline the environmental process and result in a high quality EIS. We look forward to continued involvement and cooperation in the EIS development for the Harbor Bridge project.

Re: Cooperating Agency Agreement
with the FHWA

If you have any further questions, please contact John MacFarlane of my staff at (214) 665-7491 or macfarlane.john@epa.gov.

Sincerely,

John Blevins
Director
Compliance Assurance and
Enforcement Division

Bryan W. Shaw, Ph.D., *Chairman*
Buddy Garcia, *Commissioner*
Carlos Rubinstein, *Commissioner*
Mark R. Vickery, P.G., *Executive Director*

TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

Protecting Texas by Reducing and Preventing Pollution

August 1, 2011

Ms. Vicki Crnich
Project Delivery Management Branch
Environmental Affairs Division
Texas Department of Transportation
125 East 11th Street
Austin, Texas 78701-2483

Re: Participate in the development of the Environmental Impact Statement informal pre-scoping process for the proposed transportation improvements on US 181 in Corpus Christi, Nueces County, Texas (CSJ 0101-06-095)

Dear Ms. Crnich:

Thank you for the opportunity to become a participating agency on the proposed US 181 project informal pre-scoping process. The Texas Commission on Environmental Quality looks forward to providing timely reviews and comments on the pre-draft or pre-final environmental documents as they become available for the proposed transportation improvements. Ms. Holly Brightwell of our Air Quality Division, Mobile Source Programs Team is our new contact for the Air Quality review.

If you require further assistance on this matter, please contact Ms. Janie Roman at (512) 239-0604 or Ms. Tangela Niemann at (512) 239-3786.

Sincerely,

Jim Harrison, Director
Intergovernmental Relations Division

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AUG 04 2011
ENVIRONMENTAL AFFAIRS

TEXAS HISTORICAL COMMISSION
real places telling real stories

August 5, 2011

Dianna Noble, P.E.
Director, Environmental Affairs Division
125 East 11th Street
Austin, Texas 78701-2483

Re: Environmental Impact Statement for proposed US 181 Harbor Bridge replacement project, Nueces County, Texas (TxDOT)
CSJ: 0101-06-095

Dear Ms. Noble:

Thank you for your correspondence inviting the Texas Historical Commission (THC) to participate in the development of the Environmental Impact Statement (EIS) for the above-referenced project.

We are interested in becoming a participating agency for the development of the EIS, with the understanding that the NEPA process is not a substitute for coordination with our agency under Section 106 of the National Historic Preservation Act and the 2004 Amended Programmatic Agreement between THC, TxDOT, FHWA and the Advisory Council on Historic Preservation (ACHP). We look forward to being included in the process of development of the EIS. The appropriate representative from our agency for the purpose of this study will be Adrienne Campbell, who can be reached at 512/936-7403 or adrienne.campbell@thc.state.tx.us.

We will not be able to send a representative to the upcoming Agency Scoping Meeting on August 9, 2011. Please send materials from the meeting to our representative.

Thank you again for your invitation to participate.

Sincerely,

Adrienne Vaughan Campbell
for Mark Wolfe
State Historic Preservation Officer

RICK PERRY, GOVERNOR • JON T. HANSEN, CHAIRMAN • MARK WOLFE, EXECUTIVE DIRECTOR
P.O. BOX 12276 • AUSTIN, TEXAS • 78711-2276 • P 512.463.6100 • F 512.475.4872 • TDD 1.800.735.2989 • www.thc.state.tx.us

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Region 6
1445 Ross Avenue, Suite 1200
Dallas, TX 75202-2733

RECEIVED ON
AUG 0 5 2011
TEXAS DIVISION
FHWA

August 3, 2011

Gregory S. Punske, P.E.
District Engineer
Texas Division
Federal Highway Administration
300 E. 8th Street, Room 826
Austin, TX 78701-3255

Dear Mr. Punske,

This letter is in response to the Federal Highway Administration's (FHWA) request for the Environmental Protection Agency (EPA) to review and provide comments on the Draft SAFETEA-LU Section 6002 Coordination Plan for the proposed Environmental Impact Statement (EIS) for the proposed United States (US) Highway181 Harbor Bridge replacement/State Highway (SH) 286 improvement project in Corpus Christi, Nueces County, Texas. The draft coordination plan will facilitate and document the lead agencies' structured interaction with the public and agencies and is meant to promote an efficient and streamlined process for the environmental review process for the proposed project.

We have reviewed the draft coordination plan and provide these comments:

2.0 Project History

A more detailed explanation of the process and methodology by which the four preliminary corridors were developed is needed. This information can be provided in the plan or the plan should incorporate by reference the 2001 Feasibility Study.

3.1 Alternatives

This section identifies and describes the four build alternatives previously developed in the 2001 Feasibility Study. Is it in the realm of this coordination plan and scoping effort to develop additional preliminary alternatives or is the alternatives analysis limited to the previously described corridors?

4.1 Draft Need - Roadway and Structure Deficiencies

Under *High Maintenance Costs*, it would be beneficial to include the annual maintenance costs and activities to support the need.

Under *Roadway Capacity Constraints*, the term weaving should be explained in layman's terms so the average reader will understand.

5.0 Agency Roles and Responsibilities – Table 5.0-1

The EPA's responsibilities should include water quality and Section 404 CWA compliance.

8.0 Detailed Project History and Future Actions

Number 54, Anticipated 2017, states that TxDOT will obtain necessary permits, licenses, or approvals after ROD. As the Corps is likely to be a cooperating agency, a NEPA/404 merger agreement could be investigated to streamline the permitting process so the permit could be issued with the ROD.

We look forward to continued involvement and cooperation in the EIS development for the Harbor Bridge project. If you have any further questions, please contact John MacFarlane at 214-665-7491 or macfarlane.john@epa.gov.

Sincerely,

Rhonda Smith
Chief, Office of Planning and Coordination

United States Department of Agriculture

NRCS

Natural Resources Conservation Service
101 South Main
Temple, TX 76501-7602

RECEIVED ON
AUG 0 5 2011
TEXAS DIVISION
FHWA

August 2, 2011

Mr. Gregory S. Punske, P.E.
District Engineer
Federal Highway Administration
300 E. 8th Street, Room 826
Austin, TX 78701-3255

Dear Mr. Punske:

We have reviewed the project information pertaining to the proposed United States (US) Highway 181 Harbor Bridge replacement/State Highway (SH) 286 Crosstown Expressway improvement project in Corpus Christi, Nueces County, Texas (CSJ 0101-06-095).

This project should have no significant adverse impact on the environment or natural resources in the area. We do not require any permits, easements, or approvals for activities such as this.

Thank you for the opportunity to review this proposed project.

Note: Future correspondence should be addressed to Salvador Salinas, State Conservationist. Donald W. Gohmert is retired.

Sincerely,

Salvador Salinas

SALVADOR SALINAS
State Conservationist

SAN PATRICIO COUNTY

Terry Simpson
County Judge
Room 109
400 West. Sinton St. Rm. 109
Sinton, Texas 78387
Office: 361/364-9301

RECF
AUG 0 5
CRP-TP&D

1 August 2011

CORPUS CH
AUG 0 3 2011
DISTRICT

John A. Casey, P.E.
District Engineer, Corpus Christi District
1701 South Padre Island Drive
Corpus Christi, TX 78416

Dear Mr. Casey:

San Patricio County would like to be a Participating Agency with Federal Highway Administration and Texas Department of Transportation in the development of the Environmental Impact Statement for the proposed US Highway 181 Harbor Bridge replacement/State Highway 286 (Crosstown Expressway) improvement project in Corpus Christi, Texas. In keeping with this commitment, I plan to attend the Agency Scoping Meeting on August 9th at the TxDOT Corpus Christi District Office Training Center beginning at 1:30 p.m.

Sincerely,

Terry Simpson
San Patricio County Judge

U.S. Department of Housing and Urban Development
San Antonio Field Office, Region VI
Office of the Field Office Director
Hipolito Garcia Federal Building
615 E. Houston, Suite 347
San Antonio, Texas 78205-2001
Telephone:(210) 475-6806 Fax:(210) 472-6804
www.hud.gov www.espanol.hud.gov

OCT 11 2012

RECEIVED ON
OCT 12 2012
TEXAS DIVISION
FHWA

Mr. Gregory S. Punske, P. E.
District Engineer
U.S. Department of Transportation
Federal Highways Administration
300 E. 8th Street Room 826
Austin, Texas 78701

Reference: Environmental Impact Statement (EIS) for the Proposed U.S. Highway 181 Harbor Bridge Replacement/State Highway (SH) 286 (Crosstown Expressway) Improvement Project

Dear Mr. Punske:

I would like to thank you for your letter dated August 17, 2012 inviting the U.S. Department of Housing and Urban Development (HUD) to participate in the development of the EIS for this project. HUD does have a substantial interest in this project because of its potential impacts on HUD-assisted public housing and HUD insured multifamily housing facilities located in this area. We are also interested due to our involvement in the Partnership for Sustainable Communities with the U.S. Department of Transportation (DOT) and the U.S. Environmental Protection Agency.

I appreciate DOT's willingness to include HUD in this process and we accept your invitation to serve in the capacity of Participating and Cooperating Agency. Our interest includes participation in public meetings and in commenting on scoping reports and draft and final EIS documents. Barbara R. Britton, HUD's Regional Environmental Officer, located in the Fort Worth Regional Office, will serve as the point of contact for this effort and will coordinate involvement of essential HUD program staff. She can be reached by phone at 817-978-5982 or by email at Barbara.R.Britton@hud.gov. Her mailing address is 801 Cherry Street, Unit 45, Suite 2500, Fort Worth, Texas 76102.

Again I thank you for including HUD in your list of interested parties for the EIS for this project. We very much look forward to working with you. If I can be of any further service please contact me at (210) 475-6806.

Sincerely,

Richard Lopez
Field Office Director

cc: David Pohler, Public Housing
Gretchen Marchand, Multifamily Housing
Elva Garcia, Community Planning and Development

United States Department of the Interior

National Park Service

Midwest Region
601 Riverfront Drive
Omaha, Nebraska 68102-4226

48-CTY-1550-80-01(MWR-P/G)

26 OCT 2011

Mr. Albert Hinojosa
Area Engineer
Federal Highway Administration
300 E. 8th Street, Room 826
Austin, Texas 78701

Dear Mr. Hinojosa:

Reference is made to Mr. Gregory Punske's letter of October 14 formally inviting the National Park Service (NPS) to become a Participating Agency and a Cooperating Agency with the Federal Highway Administration (FHWA) and the Texas Department of Transportation (TxDOT) to assist in the development of an Environmental Impact Statement (EIS) for the US Highway 181 Harbor Bridge replacement project in Corpus Christi, Nueces County, Texas (CSJ0101-06-095).

The NPS declines the invitation as a Cooperating Agency. We are unable to participate during scoping and/or throughout the preparation of the analysis and the documentation as necessary to meet process milestones.

The NPS has assisted the city of Corpus Christi with Urban Park and Recreation Recovery (UPARR) program grants for two parks in the proposed project area. They are T.C. Ayers Park and Ben Garza Park. Park and recreation sites rehabilitated through the UPARR program are protected under Section 1010 of the Urban Park and Recreation Recovery Act of 1978, as amended, Public Law 95-625.

We appreciate the opportunity to comment on the Harbor Bridge replacement project and look forward to working with the FHWA, TX DOT and the city of Corpus Christi as a Participating Agency.

Any questions or correspondence you have may be directed to me at Roger Knowlton, Midwest Regional Office, National Park Service, 601 Riverfront Drive, Omaha, Nebraska 68102, telephone 402-661-1558, fax 402-661-1982 and by email at Roger_Knowlton@nps.gov.

TAKE PRIDE IN AMERICA

Sincerely,

Roger A. Knowlton

Roger A. Knowlton
Outdoor Recreation Planner
Midwest Region

cc:
Michael Morris, Director, Parks & Recreation Department, P.O. Box 9277, Corpus Christi, Texas 78469

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
MIDWEST REGION
601 RIVERFRONT DRIVE
OMAHA, NEBRASKA 68102

OFFICIAL BUSINESS

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Mailed
US P

Mr. Albert Hinojosa
Area Engineer
Federal Highway Administration
300 E. 8th Street, Room 826
Austin, Texas 78701

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OCT 31 2011
TEXAS DIVISION
FHWA

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CULTURAL RESOURCES COORDINATION

Texas Department of Transportation®
DEWITT C. GREER STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • (512) 463-8585

May 13, 2013

SECTION 106: DETERMINATION OF ADVERSE EFFECT with MITIGATION

Nueces County, Corpus Christi District
Bridge Nos.: 16-178-0-0101-06-041, 16-178-0-0101-06-044, 16-178-0-0074-06-171, 16-178-0-0074-06-169, 16-178-0-0074-06-170, 16-178-0-0074-06-050, 16-178-0-0074-06-043

CSJ# 0101-06-095

US 181 @ Corpus Christi Ship Channel, US 181 @ Burleson Street, US 181 Northbound Ramp @ US 181, US 181 Southbound Ramp @ Belden Street, US Southbound Off-Ramp @ SS 544, US 181 Northbound at SS 544, US 181 Northbound On-Ramp @ SS 544

Ms. Kitty Henderson
Historic Bridge Foundation
Austin, Texas 78711

Dear Ms. Henderson:

The referenced undertaking will be carried out with federal funding. In accordance with the First Amended Programmatic Agreement Regarding the Implementation of Transportation Undertakings (PA-TU) between the Texas Department of Transportation (TxDOT,) the Federal Highway Administration (FHWA,) the Advisory Council for Historic Preservation (ACHP,) and the Texas State Historic Preservation Officer (TSHPO), this letter initiates Section 106 consultation (36 CFR 800.5) concerning the effects the proposed undertaking will have on a National Register eligible properties, the Corpus Christi Harbor bridge and a system of six additional associated post 45 bridges located within the project's area of potential effects (APE). We request your review and comment on the proposed undertaking.

Introduction
The Federal Highway Administration (FHWA) and the Texas Department of Transportation (TxDOT) propose to improve United States Highway (US) 181 at the Corpus Christi Ship Channel in the City of Corpus Christi, Nueces County, Texas, by removing and replacing the existing bridge structure. The existing bridge is commonly known as the Corpus Christi Harbor Bridge. The removal and replacement of the Corpus Christi Harbor Bridge would also require reconstruction and improvements to associated highways and nearby interchanges, including six additional bridges, in order to provide safe and efficient access to the new Harbor Bridge.

The existing Harbor Bridge would be replaced by a six-lane divided structure with shoulders, constructed on a new-location alignment. Several alternatives are currently under consideration

for the exact alignment of the replacement bridge and its approaches. While the design of the replacement structure has not been determined, cost analyses conducted for the project have assumed that the bridge would be a cable-stayed structure with concrete tower piers, based on the clear span and vertical clearance requirements at the crossing. The cable-stayed design would also provide an opportunity to design a "signature" bridge for the Corpus Christi waterfront and downtown areas.

The proposed project is captioned as TxDOT Control-Section-Job (CSJ) 0101-06-095. The project is included in the Corpus Christi Metropolitan Planning Organization's Metropolitan Transportation Plan (MTP) 2010-2035 and is listed in TxDOT's 2013 Unified Transportation Program (UTP). With an anticipated construction letting date of 2017, the project would be undertaken beyond the current 2013-2016 Statewide Transportation Improvement Program (STIP) planning period.

Below is a list of structures included in the project, including associated information in the TxDOT Bridge Inspection Database and National Register of Historic Places (NRHP) eligibility status:

1. Existing Corpus Christi Harbor Bridge, US 181 over the Corpus Christi Ship Channel, National Bridge Inventory (NBI) Structure No. 16-178-0-0101-06-041. The bridge was determined eligible for listing in the NRHP under Criterion C at the state level of significance as part of the 1995 Statewide Historic Bridge Inventory of Metal Truss Bridges.

2. Bridge, US 181 over Burleson Street, 0.80-mile north of Corpus Christi Ship Channel, NBI Structure No. 16-178-0-0101-06-044. The bridge was determined eligible for listing in the NRHP under Criterion C at the state level of significance as part of the 2009 Statewide Historic Bridge Inventory Evaluation of 1945-1965 Bridges.

3. Bridge, US 181 Southbound Off-Ramp over State Spur (SS) 554, 0.35-mile west of Shoreline Drive, NBI Structure No. 16-178-0-0074-06-171. The bridge was determined eligible for listing in the NRHP under Criterion A and Criterion C at the state level of significance as part of the 2009 Statewide Historic Bridge Inventory Evaluation of 1945-1965 Bridges.

4. Bridge, US 181 Northbound On-Ramp over SS 544, 0.35-mile west of Shoreline Drive, NBI Structure No. 16-178-0-0074-06-169. The bridge was determined eligible for listing in the NRHP under Criterion C at the state level of significance as part of the 2009 Statewide Historic Bridge Inventory Evaluation of 1945-1965 Bridges.

5. Bridge, US 181 Northbound over SS 544, 0.35-mile west of Shoreline Drive, NBI Structure No. 16-178-0-0074-06-170. The bridge was determined eligible for listing in the NRHP under Criterion A and Criterion C at the state level of significance as part of the 2009 Statewide Historic Bridge Inventory Evaluation of 1945-1965 Bridges.

6. Bridge, US 181 Southbound over Belden Street, 0.10-mile north of IH 37, NBI Structure No. 16-178-0-0074-06-050. The bridge was determined eligible for listing in the NRHP under Criterion C at the state level of significance as part of the 2009 Statewide Historic Bridge Inventory Evaluation of 1945-1965 Bridges.

7. Bridge, US 181 Northbound Freeway Connector over US 181, 0.65-mile north of Ship Channel, NBI Structure No. 16-178-0-0101-06-043. The bridge was determined eligible for listing in the NRHP under Criterion C at the state level of significance as part of the 2009 Statewide Historic Bridge Inventory Evaluation of 1945-1965 Bridges.

The proposed action would result in a use of the NRHP-eligible Corpus Christi Harbor Bridge through its removal and replacement, and would result in a use of six additional NRHP-eligible bridges as part of associated highway and interchange reconstruction located within several miles of the new Harbor Bridge, as the bridges are functionally interrelated due to their proximity along US 181. The potential impacts of a specific project alternative to the Harbor Bridge are closely linked to potential impacts to the other bridges through the alternative's physical design and alignment, and indirectly through changes in traffic flow patterns and volumes.

Physical Descriptions and Historical Significance Statements
Pursuant of Section 110 and Section 106 of the National Historic Preservation Act, the bridges were documented and subsequently determined eligible for listing in the National Register of Historic Places (NRHP) as part of TxDOT's Statewide Bridge Inventory of post-1945 bridges. Below are the physical descriptions and historic significance statements for each of the seven associated bridges.

Physical Description
The Corpus Christi Harbor Bridge is a continuous cantilever tied arch steel truss bridge, with a total structure length of 5,819 feet. The bridge's main span is a 1,240-foot-long cantilever steel truss unit, composed of a 387-foot, 6-inch suspended tied-arch center span supported by two 116-foot, 3-inch cantilevered steel truss spans and two 310-foot anchor spans on either side. Major approach spans are two 271-foot simple-span deck truss units. Minor approach spans are 15 welded steel plate girder spans and 37 prestressed concrete girder spans. Main span substructure elements are concrete bent caps and piers supported on pile caps on concrete pilings. Approach span substructure elements are multiple column concrete bent caps and bents on concrete pilings.

The bridge's construction began in 1956 and was completed in 1959. The bridge was designed by the Texas Highway Department's Bridge Division, with the firm of Howard, Needles, Tammen, and Bergendoff as the consulting engineer. The bridge's steel members were fabricated by the U.S. Steel Company and construction was accomplished by several firms under the supervision of the Texas Highway Department. The bridge is currently owned and maintained by TxDOT.

A major rehabilitation of the bridge took place between 1983 and 1987, with strengthening of truss members and full redecking. A subsequent rehabilitation project, completed in 2005, repaired or replaced the following elements: stringer diaphragms, stringer connection angles, stringer expansion bearings, truss lacing, truss bearing clip angles, lateral bracing gusset plates, and numerous rivet connections with bolts. A bridge repainting job in 2010 identified severe rusting, section loss, and deterioration in numerous secondary bridge components, leading to an additional rehabilitation of the bridge. This project was completed in spring 2012, with repairs and replacement of bottom lateral diagonal bracing and gusset plates, sway frame diagonal bracing and gusset plates, and top lateral center gusset plates.

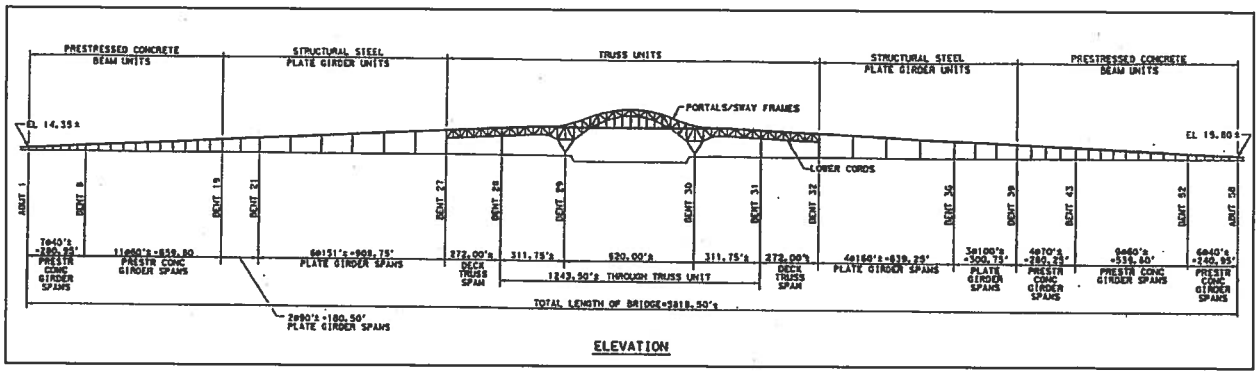

Figure 1. Elevation of Corpus Christi Harbor Bridge, from 2010 rehabilitation project.
Source: Texas Department of Transportation, Bridge Division.

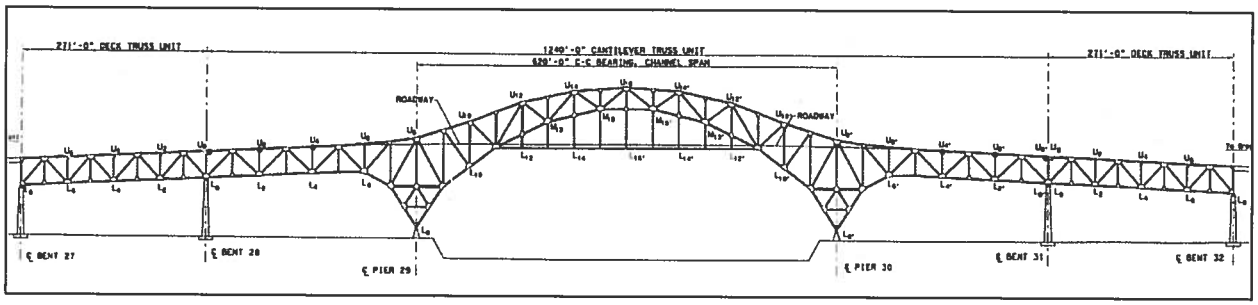

Figure 2. Elevation of Harbor Bridge truss spans, from 2010 rehabilitation project.
Source: Texas Department of Transportation, Bridge Division.

The vertical clearance between the bridge and the Ship Channel water surface is 138 feet. Minimum vertical clearance for vehicular traffic on the bridge is 16 feet, 10 inches. The bridge has a clear roadway width of 36.2 feet in each direction, for a total roadway width of 72.4 feet. The bridge's out-to-out deck width is 82.0 feet. The truss spans of the bridge are not skewed and have no horizontal curve. However, the bridge's south prestressed concrete beam and steel plate girder approach spans are horizontally curved. The bridge carries six lanes of vehicular traffic, with three lanes of traffic in each direction. A solid concrete barrier separates the northbound and southbound traffic. Each travel lane is 11.7 feet in width. There are no shoulders on the bridge. Three-foot-wide sidewalks are on each side of the bridge and are separated from vehicular traffic by 2.25-foot-high solid concrete barriers. The bridge has non-original metal railings at the outside of the pedestrian sidewalk. The bridge has an 8-inch-thick concrete deck and asphaltic concrete pavement wearing surface, installed in 1987 during a rehabilitation project to replace the original 7-inch-thick lightweight concrete deck. The current deck uses lightweight concrete in the central portions of the main truss to reduce load, and normal-weight concrete for the remainder of the bridge.

The approach roadway on both sides of Harbor Bridge is a six-lane divided facility, with paved shoulders that taper as they approach the bridge structure. The approach roadway is surfaced with asphaltic concrete pavement.

According to the September 2012 bridge inspection, the bridge's current sufficiency rating is 60. The sufficiency rating, ranging from 0 to 100, measures a bridge's capability to remain in

vehicular service based on a formula incorporating condition rankings, load capacity, roadway and structure geometrics, traffic counts, presence of suitable detour routes, and other bridge inspection factors. The sufficiency rating also serves as a basis for establishing eligibility for replacement or rehabilitation under the Federal Highway Bridge Program.[1]

A rehabilitation project completed in December 2011 raised the bridge's current operating load rating to HS 26.0. The Operating load rating is defined as the maximum permissible live load that can be placed on the bridge. Photographs of the existing bridge are included in Appendix C.

Significance
The Corpus Christi Harbor Bridge was determined eligible for listing in the NRHP under Criterion C in the area of Engineering at the state level of significance as part of the 1995 Statewide Historic Bridge Inventory of Metal Truss Bridges. The bridge, with its unique combination of a tied-arch center span and cantilevered trusses, is considered the pinnacle of Texas metal truss bridge construction, in terms of technological complexity. The truss design allowed for the exceptional clear span length, structure length, and vertical clearance needed to accommodate ship traffic of the period. When constructed, the bridge was the largest single project of the Texas Highway Department. It is also significant as the first large bridge in Texas with precast prestressed and precast post-tensioned concrete beams, used for the bridge's approach spans. The bridge is considered the most important design work of Texas Highway Department bridge engineer Vigo Miller and was featured in *Time* magazine in 1964 for its exceptional beauty. The bridge's primary character-defining features are its overall cantilevered tied-arch truss design and its prestressed concrete approach spans.

US 181 Bridge at Burleson Street
Physical Description
This bridge is a prestressed concrete girder bridge, with a total structure length of 602 feet. The bridge has 10 spans and a curved alignment. Main and approach spans consist of 13 prestressed concrete girders with diaphragms, and the maximum span length is 60 feet. Girders rest on neoprene bearing pads. The bridge has a concrete deck with asphalt overlay. The structure has solid concrete barriers between northbound and southbound lanes and at the edge of the deck. The substructure consists of concrete abutments and multiple column concrete bents and concrete caps. The bridge was constructed in 1958 and designed by Robert L. Reed of the Texas Highway Department's Bridge Division. Photographs of the existing bridge are included in Appendix C.

Significance
The bridge that carries US 181 over Burleson Street is a 10-span prestressed concrete girder bridge constructed in 1958. It is significant as an example of early use (pre-1960) of neoprene pads as bearing plates for superstructure members. The Texas Highway Department's early development and adoption of neoprene bearing pads was a significant innovation of the period. Neoprene pads proved more economical, durable, and easy to maintain compared with previous bearing materials. This successful innovation was later incorporated into American Association

1 Ficker, Maryellen and Heather Goodson, *Historic Bridge Programmatic Section 4(f) Guidelines and Standards of Uniformity*, Historical Studies Report No. 2009-02, B-4; Texas Department of Transportation, *Bridge Project Development Manual*, December 2012, 2-5.

of State Highway Officials (AASHO) specifications for nationwide use. The bridge is also significant as a design of Texas Highway Department design engineer Robert L. Reed, who was recognized as an innovative Texas bridge designer of the period. Reed, who began his career at the Texas Highway Department in 1947, was noted as an early proponent of prestressed concrete. The bridge does not exhibit physical alterations and it retains its historic integrity of location, design, materials, workmanship, setting, feeling, and association. The US 181 bridge at Burleson Street is eligible for listing in the NRHP under Criterion C in the area of Engineering at the state level of significance. The bridge is recommended not eligible for the NRHP under Criterion A (Events) at the state level of significance, as it does not have a direct and significant association with an important historic transportation system, program, or policy identified through contextual research.

US 181 Northbound Freeway Connector Bridge over US 181

Physical Description

This bridge is a prestressed concrete girder bridge, with a total structure length of 560 feet. The bridge has 10 spans and a curved alignment. Main and approach spans consist of five prestressed concrete girders with diaphragms; the maximum span length is 60 feet. Girders rest on neoprene bearing pads. The bridge has a concrete deck with asphalt overlay. The structure has a Texas Highway Department Type T standard-design metal pipe railing. The substructure consists of concrete abutments and multiple column concrete bents and concrete caps. The bridge was constructed in 1958 and designed by Robert L. Reed of the Texas Highway Department's Bridge Division. Photographs of the existing bridge are included in Appendix C.

Significance

The bridge that carries the US 181 northbound frontage road over the main lanes of US 181 is a 10-span prestressed concrete girder bridge constructed in 1958. It is significant as an example of early use (pre-1960) of neoprene pads as bearing plates for superstructure members. The Texas Highway Department's early development and adoption of neoprene bearing pads was a significant innovation of the period. Neoprene pads proved more economical, durable, and easy to maintain compared with previous bearing materials. This successful innovation was later incorporated into AASHO specifications for nationwide use. The bridge is also significant as a design of Texas Highway Department design engineer Robert L. Reed, who was recognized as an innovative Texas bridge designer of the period. Reed, who began his career at the Texas Highway Department in 1947, was noted as an early proponent of prestressed concrete. The bridge does not exhibit physical alterations and it retains its historic integrity of location, design, materials, workmanship, setting, feeling, and association. The US 181 northbound frontage road bridge over the main lanes of US 181 is eligible for listing in the NRHP under Criterion C in the area of Engineering at the state level of significance. The bridge is recommended not eligible for the NRHP under Criterion A (Events) at the state level of significance, as it does not have a direct and significant association with an important historic transportation system, program, or policy identified through contextual research.

US 181 Southbound Bridge over Belden Street

Physical Description

This bridge is a three-span prestressed concrete girder bridge, with a total structure length of 180 feet. Main and approach spans consist of nine prestressed concrete girders with diaphragms; the maximum span length is 60 feet. Girders rest on neoprene bearing pads. The bridge has a concrete deck with asphalt overlay. The structure has a Texas Highway Department Type T standard design metal pipe railing. The substructure consists of concrete

abutments and multiple column concrete bents and concrete caps. The bridge was constructed in 1959 and designed by the Texas Highway Department's Bridge Division. Photographs of the existing bridge are included in Appendix C.

Significance
The US 181 Southbound bridge at Belden Street in Corpus Christi is a three-span prestressed concrete girder bridge constructed in 1959. The bridge is significant as an example of early use (pre-1960) of neoprene pads as bearing plates for superstructure members. The Texas Highway Department's early development and adoption of neoprene bearing pads was a significant innovation of the period. Neoprene pads proved more economical, durable, and easy to maintain compared with previous bearing materials. This successful innovation was later incorporated into AASHO specifications for nationwide use. The bridge does not exhibit physical alterations and it retains its historic integrity of location, design, materials, workmanship, setting, feeling, and association. The US 181 Southbound Bridge at Belden Street is eligible for listing in the NRHP under Criterion C in the area of Engineering at the state level of significance. The bridge is recommended not eligible for the NRHP under Criterion A (Events) at the state level of significance, as it does not have a direct and significant association with an important historic transportation system, program, or policy identified through contextual research.

US 181 Southbound Off-Ramp Bridge over SS 544
Physical Description
This bridge is a prestressed concrete girder bridge, with a total structure length of 240 feet. The bridge has four spans and a curved alignment. Main and approach spans consist of eight prestressed concrete girders with diaphragms; the maximum span length is 70 feet. Girders rest on neoprene bearing pads. The bridge has a concrete deck with asphalt overlay. The structure has a Texas Highway Department Type T standard-design metal pipe railing along the east edge of the deck and a solid concrete barrier with chain-link safety fence along the west edge of the deck. The substructure consists of concrete abutments and multiple column concrete bents and concrete caps. The bridge was constructed in 1959 and designed by the Texas Highway Department's Bridge Division. Photographs of the existing bridge are included in Appendix C.

Significance
The US 181 Southbound off-ramp at SS 544 in Corpus Christi is a four-span prestressed concrete girder bridge. Constructed in 1959, the bridge is historically significant as one of the earliest structures associated with the Texas Highway Department's push to construct three- and four-level urban interchanges during the period, identified as an important transportation-related initiative. Although grade-separation structures were widely used across Texas prior to World War II, the first three-level interchange was built in 1953 and the first four-level interchange was built in 1958, coinciding with the development of more complicated roadway networks and heavier traffic volumes. The bridge is also significant as an example of early use (pre-1960) of neoprene pads as bearing plates for superstructure members. The Texas Highway Department's early development and adoption of neoprene bearing pads was a significant innovation of the period. Neoprene pads proved more economical, durable, and easy to maintain compared with previous bearing materials. This successful innovation was later incorporated into AASHO specifications for nationwide use. Alterations to the bridge are limited to removal of the original railing. The railing replacement is a relatively minor alteration that relates to integrity of design, materials, and workmanship. The bridge retains its integrity of location, setting, feeling, and association. The alteration results in minimal loss of the qualities that define the bridge's overall historic character and does not diminish its ability to convey

historical or engineering significance. The US 181 southbound off-ramp at SS 544 is eligible for listing in the NRHP under Criterion A in the area of Transportation at the state level of significance. It is also eligible for listing in the NRHP under Criterion C in the area of Engineering at the state level of significance.

US 181 Northbound On-Ramp Bridge over SS 544

Physical Description

This bridge is a prestressed concrete girder bridge, with a total structure length of 501 feet. The bridge has nine spans and a curved alignment. Main and approach spans consist of six prestressed concrete girders with diaphragms; the maximum span length is 70 feet. Girders rest on neoprene bearing pads. The bridge has a concrete deck with asphalt overlay. The structure has a Texas Highway Department Type T standard-design metal pipe railing on its west side and a solid concrete barrier with chain-link safety fence on its east side. An integrated pedestrian bridge/walkway is attached to the east side of the bridge near its north abutment that extends eastward across a northbound on-ramp toward the Nueces County Courthouse. The substructure consists of concrete abutments and multiple column concrete bents and concrete caps. The bridge was constructed in 1959 and designed by the Texas Highway Department's Bridge Division. Photographs of the existing bridge are included in Appendix C.

Significance

The US 181 Northbound on-ramp at SS 544 in Corpus Christi is a nine-span prestressed concrete girder bridge constructed in 1959. The bridge is significant as an example of early use (pre-1960) of neoprene pads as bearing plates for superstructure members. The Texas Highway Department's early development and adoption of neoprene bearing pads was a significant innovation of the period. Neoprene pads proved more economical, durable, and easy to maintain compared with previous bearing materials. This successful innovation was later incorporated into AASHO specifications for nationwide use. The bridge does not exhibit physical alterations and it retains its historic integrity of location, design, materials, workmanship, setting, feeling, and association. The US 181 northbound on-ramp over SS 544 is eligible for listing in the NRHP under Criterion C in the area of Engineering at the state level of significance. The bridge is recommended not eligible for the NRHP under Criterion A (Events) at the state level of significance, as it does not have a direct and significant association with an important historic transportation system, program, or policy identified through contextual research.

US 181 Northbound Bridge over SS 544

Physical Description

This bridge is a prestressed concrete girder bridge, with a total structure length of 401 feet. The bridge has seven spans and a curved alignment. Main and approach spans consist of eight prestressed concrete girders with diaphragms; the maximum span length is 70 feet. Girders rest on neoprene bearing pads. The bridge has a concrete deck with asphalt overlay. The structure has a Texas Highway Department Type T standard-design metal pipe railing along the west edge of the deck and a concrete barrier with chain-link safety fence along the east edge of the deck. The substructure consists of concrete abutments and multiple column concrete bents and concrete caps. The bridge was constructed in 1959 and designed by James R. Graves and Charlie Covill. Photographs of the existing bridge are included in Appendix C.

Significance

The US 181 Northbound Bridge at SS 544 in Corpus Christi is a seven-span prestressed concrete girder bridge. Constructed in 1959, the bridge is historically significant as one of the

earliest structures associated with the Texas Highway Department's push to construct three- and four-level urban interchanges during the period, identified as an important transportation-related initiative. Although grade-separation structures were widely used across Texas prior to World War II, the first three-level interchange was built in 1953 and the first four-level interchange was built in 1958, coinciding with the development of more complicated roadway networks and heavier traffic volumes.

The bridge is also significant as an example of early use (pre-1960) of neoprene pads as bearing plates for superstructure members. The Texas Highway Department's early development and adoption of neoprene bearing pads was a significant innovation of the period. Neoprene pads proved more economical, durable, and easy to maintain compared with previous bearing materials. This successful innovation was later incorporated into AASHO specifications for nationwide use. This bridge is also significant as an important work of a master engineer, designer, fabricator, or builder. The bridge's superstructure was designed by Texas Highway Department senior design engineer James R. Graves, recognized as an innovative Texas bridge designer of the period. Graves was particularly noted for his work with early prestressed concrete bridges. He designed the FM 237 at Coleto Creek bridge in 1956, which was the Texas Highway Department's first prestressed, pretensioned concrete beam bridge and the first bridge in the United States to use neoprene bearing pads. Graves also developed the Texas Highway Department's first set of prestressed concrete beam standards in 1956.

Alterations to the bridge are limited to removal of the original railing. The railing replacement is a relatively minor alteration that relates to integrity of design, materials, and workmanship. The bridge retains its integrity of location, setting, feeling, and association. The alteration results in minimal loss of the qualities that define the bridge's overall historic character and does not diminish its ability to convey historical or engineering significance. The US 181 Northbound bridge at SS 544 is eligible for listing in the NRHP under Criterion A in the area of Transportation at the state level of significance. It is also eligible for listing in the NRHP under Criterion C in the area of Engineering at the state level of significance.

Basis for the Proposed Action

The project's need and purpose relates to existing deficiencies of the existing Harbor Bridge, which carries US 181 over the Corpus Christi Ship Channel. However, implementation of rehabilitation or replacement project alternatives would also require alterations to, or replacement of, six additional bridges that are in close proximity to the Harbor Bridge in order to meet design and safety standards.

Two primary needs have been identified for the Corpus Christi Harbor Bridge project:

(1) Long-term maintenance and operability

(2) Safety risks from design deficiencies

In addition, the project has three secondary objectives:

(1) Economic opportunity by addressing clearance restrictions to the port's inner harbor;

(2) Connectivity to local roadway system

(3) Meet traffic demands for design year and projected volume increase

The primary needs and secondary objectives are discussed below.

Long-Term Maintenance and Operability
The existing Harbor Bridge is a combination of prestressed concrete beam spans, steel plate girder spans, simple deck truss spans, continuous deck truss spans, and suspended tied arch spans. The Harbor Bridge is a fracture-critical structure, meaning the key structural elements supporting the bridge are not themselves supported by additional and redundant elements. This means that if a key support fails, the bridge would be in danger of collapse. This does not mean the bridge is inherently unsafe, only that the bridge design does not include additional structural members to carry loads in the event of a single member's failure. There are currently at least 280 fracture-critical members on the existing bridge. Fracture-critical members include link pins, deck truss sway frames (including the diagonal members and gusset plates), and floor beams for the deck truss and cantilever truss units. A fracture-critical member is defined by the FHWA's National Bridge Inspection Standards as "as a steel member in tension, or with a tension element, whose failure would probably cause a portion of or the entire bridge to collapse."[2]

Based on a special September 2007 Fracture-critical Inspection and a December 2008 Bridge Condition Survey, TxDOT undertook a major rehabilitation of the bridge between 2010 and 2012 to address the following major findings:

- Significant section loss of some gusset plates (metal plates used to connect multiple structural members of a truss), particularly gussets connecting top chords to verticals in the bridge's deck trusses
- Missing or broken rivets and anchor bolts
- Corrosion, pack rust, and section loss in deck sway bracing
- Floorbeam and stringer stiffener section loss
- Sagging lateral bracing under the deck
- Leaking deck joints
- Widespread rusting, with pack rust, knife edging, and paint failure prevalent throughout the bridge

The fracture-critical inspection and condition survey did not include the pre-stressed girder or plate-girder approach spans. Later inspections noted severe cracking of pre-stressed concrete beam ends over water. In response to the bridge's deteriorated condition, TxDOT undertook immediate critical repairs to the bridge's steel members in early 2009, with a more extensive rehabilitation between 2010 and 2012. The rehabilitation was designed to provide 15 to 20

2 Defined at 23 CFR Part 650.305.

years of additional service life while long-term plans were developed for the US 181 at Corpus Christi Ship Channel crossing.

The recent rehabilitation addressed immediate safety concerns. However, the bridge's most recent inspection, conducted in September 2012, notes continuing or reoccurring corrosion issues almost immediately following rehabilitation, underscoring the bridge's ongoing maintenance and operability issues. Specifically, conditions of the bridge's primary components were noted as following:

- Deck – Condition Rating 6 (Satisfactory Condition – limited minor deterioration of structural elements): Minor cracks in deck soffit in most spans; some delamination and spalling with exposed rebar in three spans; moderate to severe fracturing and spalling of concrete median rail.

- Superstructure – Condition Rating 5 (Fair Condition – extensive minor deterioration of structural elements): Main truss members have pitting corrosion losses throughout and at gusset plate connections. Losses are extensive and corrosion is continuing, but recent painting in rehabilitation project has greatly reduced rate of corrosion. Outside and adjacent steel stringers for truss spans have up to 50 percent corrosion loss of bottom flanges, with several areas of continuing active corrosion. Truss floorbeams have areas of active corrosion along top flange deck interface, web stiffeners, and some stringer connections. Paint system is beginning to break down at floorbeam end connections with active corrosion re-initiating. Gusset plates still exhibit significant section losses with some perforations. Significant section loss on sway frames, portal frames, and horizontal bracings, with perforations, knife edge corrosion, and saw-tooth section loss. Minor to moderate end spalling of prestressed concrete beams, with moderate delamination observed in one span.

- Substructure – Condition Rating 6 (Satisfactory Condition): Extensive delamination cracking in four bent caps and in concrete columns in two bents. Minor cracks and delaminations in most other bent caps, columns, and backwalls.

- Channel – Condition Rating 8 (Very Good Condition): No comments noted.

- Approaches – Condition Rating 7 (Good Condition – some minor problems): Minor cracks in south approach retaining walls; minor pavement wear.

Today the structure carries higher dead loads (the weight of the bridge itself) and live loads (the weight of vehicular traffic, wind, water and other factors) than the loads for which it was originally designed in 1959. The bridge was originally designed for a standard H20-S16-44 live load, equating to a hypothetical vehicle with a front tractor axle weighing 4 tons, a rear tractor axle weighing 16 tons, and a semitrailer axle weighing 16 tons. The tractor portion alone weighs 20 tons, but the gross vehicle weight is 36 tons. According to original bridge plans, the bridge was designed for a dead load panel load of 107,000 pounds per truss including concrete deck, wearing surface, and railing.

Live loads have increased with increased traffic volumes and greater weight of typical vehicular traffic, particularly for commercial trucks and heavy-load vehicles that use the bridge. The dead load on the structure was increased in 1987, when the original lightweight concrete deck was partially replaced with a normal-weight deck. Structural modifications undertaken in the late

1980s rehabilitation provided additional reinforcement and strengthening, with changes to the truss's structural configuration, addition of thicker gusset plates, and replacement and upgrade of many connections. However, the increased load nonetheless fatigues the members and contributes to the accelerated maintenance needs of the structure. Heavier trucks and greater ADT lead to more fatigue and greater stress range as defined by the number of cycles to failure. The joints and connection members will continue to deteriorate and will ultimately have to be replaced, even if continued maintenance efforts are performed (TxDOT 2012).

Another major factor to consider in maintaining the structural integrity of the Harbor Bridge is corrosion. The steel bridge resides in a saltwater environment that requires frequent routine cleaning and painting to minimize corrosion, as well as periodic bridge rehabilitation. The combination of salt-laden air, year-round windy conditions, and warm air temperatures increases the potential for steel corrosion to occur (TxDOT 2012). The effect that the corrosive saltwater environment has on exposed metal elements results in frequent and costly maintenance that disrupts vehicular and maritime traffic. Table 2 lists structural repair and painting work completed over the last 30 years. It should be noted that painting tasks until the early 1990s were completed by State forces and are not included in this table.

Construction Letting Date	Work Description	Bid Amount
July 1985	Rehabilitate bridge and north approaches	$6,243,265.35
May 1987	Rehabilitate and replace causeway and south approaches	$22,095,389.45
February 1988	Clean, paint, replace rivets and bolts	$1,968,000.00
November 1992	Clean and paint structure	$1,980,000.00
November 1994	Paint bridge	$1,759,000.00
July 2002	Structural repair	$5,929,504.00
May 2004	Clean and paint bridge	$7,911,000.00
January 2010	Clean and paint bridge	$18,383,880.00
January 2010	Structural repair	$4,781,830.00
	TOTAL COSTS	**$71,051,868.80**

Table 2. Harbor Bridge Rehabilitation and Maintenance Costs, 1985-2012.
(Source: Texas Department of Transportation)

Over the past 30 years, maintenance costs have exceeded $71 million, unadjusted for inflation. A cost analysis, completed in 2012 by HDR, Inc. for TxDOT's Bridge Division, found that extending the service life of the current Harbor Bridge to 2086 would cost an estimated $279,471,206 in 2012 dollars (or $401,430,000 using probable 2012 net present value). Periodic major rehabilitation or reconstruction projects will be required to maintain operability beyond the 15 to 20 years of additional service life provided by the recently completed rehabilitation. The September 2012 inspection illustrates the recurring deterioration of structural and secondary members and the bridge's ongoing maintenance needs. Future rehabilitation projects will need to address secondary members, lateral gusset plates, and other members that were not repaired in the recent project.

While phased-array ultrasound testing can be used to evaluate the condition of the tied-arch link pins, this technology is not effective to examine other non-visible members such as multi-layered gusset plates and the top flange of the bridge's floorbeams. X-ray testing of these members would likewise be very difficult and expensive due to the thickness of the truss members, with estimated costs of up to $20,000 per truss connection point. X-ray testing would also require full closure of the bridge for extended periods due to the high levels of radiation needed to fully penetrate the truss members. Full deck removal would be required to adequately examine and evaluate the condition of the floorbeams, and allow for repair or replacement of deteriorated members. Floorbeam replacement would likely require full closure of the bridge.

The 2012 cost analysis assumed the following maintenance and rehabilitation needs:

- Yearly maintenance – Composed of localized repainting, routine deck maintenance to joints and cracks, localized rivet replacement, and localized rust treatment for pack rust or knife edging.

- Recurring painting on a 15-year life cycle – Composed of water blasting, surface preparation, prime coat, and paint for truss and plate girder spans.

- Rehabilitation on a 15-year life cycle – Would extend service life by improving existing members, with specific work varying depending on structure condition. The 2008-2010 rehabilitation focused on gusset plates. The next projected rehabilitation would likely focus on top flanges of floor beams that experience section loss. Future rehabilitations could focus on bearings and concrete substructure elements. Rehabilitation costs also assume work to the Harbor Bridge's prestressed concrete approach spans.

- Restoration on a 30-year life cycle – Composed of more robust repairs that would likely include replacement of key elements such as bridge deck or main truss ground-level roller bearings. This work could also include railing replacement, plate girder and deck truss repair, and restoration of truss joints.

- Periodic bridge inspection – The continuing deterioration and numerous fracture-critical members result in increased inspection costs. The cost analysis assumed routine and fracture-critical inspections every two years, ultrasonic testing of bridge pins every five years, and baseline inventories every 15 years following rehabilitation/restoration projects.

Even with repairs of this magnitude, the bridge will remain a fracture-critical structure due to its inherent design.

Safety Risks from Design Deficiencies
Numerous geometric deficiencies, as presented below, exist on the current US 181 facility, including the Harbor Bridge. These deficiencies lead to deteriorating traffic conditions and increased accident levels. In general, crash rates on US 181 within the project limits exceed the statewide average for similar facilities (urban, four lanes or more, divided roadway classification). The 2009 crash rate per 100 million vehicle miles traveled for US 181 within the project limits was 130.97 accidents, whereas the statewide average crash rate in 2009 for similar facilities

was 114.65, a difference of 14 percent.[3] Corpus Christi Police Department statistics from 2009 indicated that the Harbor Bridge was the most dangerous driving location in the city, with 42 collisions reported on the bridge in that year.[4]

The current US 181 facility, including the Harbor Bridge, does not meet current FHWA and TxDOT roadway and bridge design standards. The FHWA's *Design Standards for Highways* (23 CFR 625) and TxDOT's *Roadway Design Manual* and *Bridge Design Manual* provide guidelines for various elements of roadway and bridge design, including traffic characteristics, shoulder widths, horizontal and vertical alignment, and on- and off-ramp access. Several elements of the current US 181 facility do not meet these standards, as detailed below.

1) The existing Harbor Bridge and immediate US 181 approaches do not have shoulders. There are only sporadic partial-width outside shoulders on the bridge's approach roadway, contributing to increased levels of congestion when even minor traffic crashes and breakdowns occur. As stated in the TxDOT *Roadway Design Manual*, "shoulders, in addition to serving as emergency parking areas, lend lateral support to travel lane pavement structure, provide a maneuvering area, increase sight distance of horizontal curve, and give drivers a sense of safe, open roadway."[5] The lack of shoulders also means the clearance between the travel lanes and the railing on the existing bridge does not meet current standards. The TxDOT *Roadway Design Manual* calls for a median shoulder width of 10 feet and outside shoulder width of 10 feet for a six-lane divided freeway.[6] The TxDOT *Bridge Project Development Manual* states, "for all new and replacement projects (4R)...all bridges will carry the full usable shoulder width of the approach roadway across the structure. Bridge widths must conform to the requirements in Chapter 3 of the *Roadway Design Manual* in which the design criteria for 4R projects are represented for various roadway functional classifications and traffic volumes."[7]

2) The existing US 181 approaches to the Harbor Bridge are on a five percent vertical slope, which exceeds the maximum design grade for a level urban freeway, as defined in the TxDOT *Roadway Design Manual*. The maximum grade for a level urban freeway is 4 percent for design speeds of 55 miles per hour or less, or 3 percent for design speeds of 60 miles per hour or greater.[8] The combination of the steep vertical grade and the horizontal curvature on both the north and south ends of the existing bridge creates a situation where vehicles can be travelling downhill speeds and entering into sharp "S" curves at speeds faster than the posted 55 miles per hour (mph) speed. This situation is exacerbated by the high percentage of truck traffic (9 percent of total traffic volume) using US 181 at this location, with industrial traffic from the Port of Corpus Christi vicinity and the highway's role as a regional traffic artery. The TxDOT *Roadway Design Manual* notes that "the effects of rate and length of grade are more pronounced on the operating characteristics of trucks than on passenger cars and thus may introduce undesirable

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3 Coordination Plan, p. 7.

4 Rosenberg, Katherine. "Harbor Bridge was city's most dangerous road." Corpus Christi Caller-Times, January 23, 2010. Accessed on www.caller.com, Jan. 19, 2012.

5 Roadway Design Manual, p. 2-44.

6 Roadway Design Manual, p. 3-63 and 3-66.

7 Bridge Project Development Manual, p. 3-2.

8 Roadway Design Manual, p. 2-31.

speed differentials between the vehicle types." Based on the existing vertical slope and length of grade, a heavy truck entering the Harbor Bridge at full speed would be expected to have a speed reduction between 25 and 30 mph, far exceeding the 10 mph value above which is typically considered to be an unreasonable reduction of speed (see Figure 3).[9]

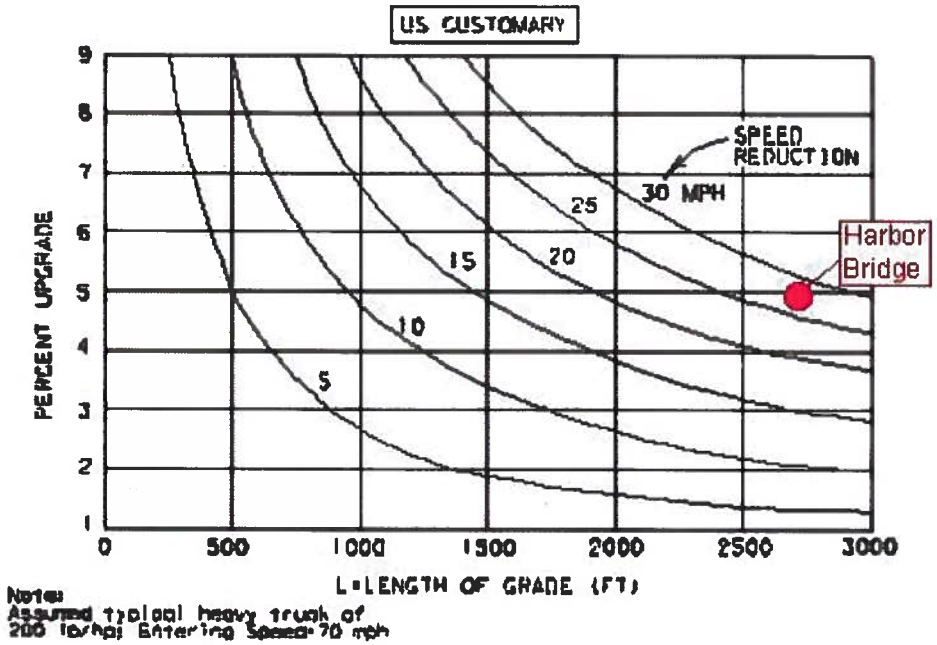

Figure 3. Critical Lengths of Grade for Design,
Source: TxDOT *Roadway Design Manual*, 2010.

3) Certain ramp lengths do not provide sufficient acceleration or deceleration distances to meet current design standards for freeway ramps. One example is the US 181 northbound entrance ramp from westbound SS 544/Mesquite Street, located south of the Harbor Bridge near the US 181 and IH 37 interchange. This low-speed entrance ramp has approximately 400 feet acceleration length and 250 feet of taper length, an insufficient distance for traffic to safely merge with traffic from an adjacent on-ramp (from North Lower Broadway Street) and the US 181 northbound main lanes. In addition, the ramp's vertical grade and sharp horizontal curvature reduces drivers' ability to effectively merge into the main traffic lane. At a roadway design speed of 55 mph, the TxDOT design standard for freeway entrance ramps is 960 feet of acceleration distance and a minimum of 250 feet of taper distance assuming a vehicle begins at a stop condition, similar to the existing signalized intersection at SS 544 and Mesquite Street. In addition, the above factors are based on a level grade. With the ramp's vertical grade, the design standard for acceleration lane length on a turning curve is adjusted upwards by a factor of 1.35 to 1.45.[10]

9 Ibid.

10 TxDOT Roadway Design Manual, pp. 3-46 and 3-47.

The US 181 southbound exit ramp to the Port Area, located immediately south of the Harbor Bridge, is another example of a ramp that does not meet current design standards. The ramp distance provides approximately 250 feet of taper length and 350 feet of deceleration length prior to a sharp curve to intersect Power Avenue; the ramp has an existing 55 mph US 181 freeway design speed and a 15 mph speed for the entrance curve to Power Avenue. The length of this ramp combined with the sharp curvature and the steep vertical grade coming down off of the bridge makes it difficult for vehicles, particularly large trucks, to safely decelerate before merging with local traffic on the service road. The existing TxDOT freeway design criteria call for a minimum taper length of 250 feet and a minimum deceleration length of 455 feet. The TxDOT *Roadway Design Manual* notes that "where providing desirable deceleration length is impractical, it is acceptable to allow for a moderate amount of deceleration (10 mph) within the through lanes and to consider the taper as part of the deceleration length."[11] However, the downward vertical grade of the Harbor Bridge approaching this ramp makes deceleration in the through lanes difficult.

Another example of inadequate ramp configuration is the US 181 southbound exit ramp to downtown Corpus Christi, which does not provide sufficient distance for motorists to safely decelerate before reaching the split of the ramp into eastbound Twigg Street and southbound Upper Broadway Street. The existing ramp provides a deceleration distance of 500 feet to the ramp's split, while the minimum design standard for deceleration length based on the roadway's design speed, posted speed, and ramp type is 800 feet.

4) The current configuration of southbound US 181, located just south of the Harbor Bridge, does not meet current design standards. Approaching downtown Corpus Christi from the north, motorists are presented with a three-decision breakpoint, meaning the three-lane highway offers three separate destinations via US 181 (downtown Corpus Christi, IH 37/SH 286, and Staples Street) from the same point on the highway. The spacing between the three exit ramps does not comply with current design criteria. The simultaneous three-directional split does not conform to current design criteria. The TxDOT *Roadway Design Manual* provides several different types of interchanges, including a four-level directional interchange with separate two-decision breakpoints that avoid use of left-hand exit ramps.[12] The left-hand exit ramp does not meet typical driver expectations. The *Roadway Design Manual* states that "right-side ramps are markedly superior in their operational characteristics and safety to those that leave or enter on the left. With right-side ramps, merging and diverging maneuvers are accomplished into or from the slower moving right travel lane. Since the majority of ramps are right-side, there is an inherent expectancy by drivers that all ramps will be right-side, and violations of driver expectancy may adversely affect operation and safety characteristics."[13]

In addition, as noted above, the ramp to downtown Corpus Christi does not allow motorists sufficient distance to decelerate before reaching the exit to Upper Broadway Street (approximately 550 feet). The ramp provides deceleration distances of about 1,000 feet to the intersection with SS 544/Mesquite Street and about 1,300 feet to the signalized intersection with Chaparral Street, above minimum design criteria but relatively short given the posted speeds from US 181 into a highly urbanized area. The three-decision breakpoint interchange and short

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11 Roadway Design Manual, pp. 3-91 and 3-92.

12 Roadway Design Manual, pp. 3-81 and 3-82.

13 Roadway Design Manual, p. 3-90.

ramp deceleration distances increase the likelihood of erratic movements and accidents, especially for drivers unfamiliar with the Corpus Christi area, an important consideration given the numerous tourist attractions in the immediate vicinity of the interchange.

Another safety-related concern is the designation of both US 181, including the Harbor Bridge, and IH 37 within the project area, as major hurricane evacuation routes (TxDOT 2011). US 181 serves as a primary evacuation route for San Patricio County to the north and an alternate evacuation route to IH 37 for the city of Corpus Christi.[14] During a storm event IH 37 is used for evacuation until the traffic volumes reach the maximum highway capacity, which includes the use of the shoulder evacuation lane and contraflow lanes (reversing the south bound lanes).[15] Even using the shoulder lanes and contraflow plans, IH 37 cannot handle a major evacuation of Corpus Christi and surrounding areas. Once the traffic volume on IH 37 reaches capacity, traffic is directed to US 181. Therefore, a major evacuation would use both the Harbor Bridge and the Joe Fulton Trade Corridor (Navigation Boulevard, Market Street, and Causeway Boulevard) running from US 181 along the north side of the inner harbor to Carbon Plant Road, which connects to IH 37. The estimated time for evacuation of Nueces County ranges from 14 hours for a Category 1 hurricane to 32 hours for a Category 5 hurricane.[16] Given the design deficiencies outlined above, US 181 carries with it the increased risk of becoming severely congested in the event of an accident or vehicle breakdown during an emergency hurricane evacuation.

Project Purposes
Based on the primary needs listed above, the purpose of the proposed project is to:

1) Maximize the long-term highway operability of the US 181 crossing of the Corpus Christi Ship Channel; and

2) Correct design deficiencies and bring US 181, including the Harbor Bridge and six additional bridges that serve as integral parts of the highway facility and nearby interchanges, into compliance with current design standards to improve safety for the travelling public, including during hurricane evacuations.

Additional Project Objectives
In addition to the primary purpose and needs outlined above, TxDOT and the FHWA seek to achieve the following objectives, to some degree, in implementing the proposed action:

1) Provide transportation infrastructure to support economic opportunities in the Corpus Christi area and Coastal Bend region; and

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14 Texas Department of Transportation, *Hurricane Evacuation Routes*. Map dated June 10, 2011. Available at www.dot.state.tx.us/travel/hurricane.

15 Texas Department of Transportation, *Interstate 37 Hurricane Evacuation Contraflow Route*. May 11, 2010. Available at www.dot.state.tx.us/travel/hurricane; Texas Department of Transportation, *Corpus Christi Hurricane Evacuation Routes 2008*.

16 Lindell, Michael K., Carla Prater, and Jie Ying Wu, *Hurricane Evacuation Time Estimates for the Texas Gulf Coast*. College Station, Texas: Hazard Reduction and Recovery Center, Texas A&M University, 2002, 6.

2) Consider the connectivity of US 181 to the local roadway system and its effects on adjacent neighborhoods.

These objectives are important in the overall context of the proposed project in that they address additional underlying problems, described below, associated with the Harbor Bridge and US 181 in the project area.

Provide Transportation Infrastructure to Support Economic Opportunities in the Area
The Corpus Christi Metropolitan Planning Organization (MPO) has identified the replacement of deficient bridges as a type of project intended to achieve the goals of its 2010-2035 MTP. Specifically, the MTP lists the following goals:

- Reduce congestion by maximizing the capacity and efficiency of the existing major highways and streets.

- Improve the safety of our transportation network through improved efficiency and effectiveness of major street and highway facilities.

- Provide new facilities, improved facilities, and transportation services that expand the economic opportunities in the area.

- Provide new facilities, improved facilities, and transportation services that will support the maintenance of our attainment status and improve air quality.

- Provide new facilities, improved facilities, and transportation services that will increase the value of transportation assets.

The MTP lists the replacement of the Harbor Bridge—prioritized partly on the basis of its use as a hurricane evacuation route—as one of the projects whose implementation would be expected to achieve the above goals. In addition, the MTP describes US 181 as a critical connection for the region's efficient movement of freight and emergency evacuation.

With respect to regional connectivity, the MPO considers US 181 a priority corridor in the future expansion of IH 69 to connect directly to the Port of Corpus Christi, the sixth-largest port in the United States in total tonnage and the primary economic engine for the Texas Coastal Bend.[17] The Port's mission statement is "to serve as a regional economic development catalyst while enhancing and protecting its existing industrial base and simultaneously working to diversify its international maritime cargo business." In a 2003 Economic Impact Study conducted on the Port's behalf, data were presented showing that the activities at the Port in that year were responsible for 39,905 jobs in Texas and about $2.2 billion of personal income (Martin Associates 2004). The Corpus Christi MPO's 2010-2035 MTP identifies as an action item

17 American Association of Port Authorities, "U.S. Port Rankings by Cargo Volume 2010," http://aapa.files.cms-plus.com/Statistics/2010%20U.S.%20PORT%20RANKINGS%20BY%20CARGO%20TONNAGE.pdf (accessed 4 February 2013).

"improve ocean liner handling facilities" through development of a long-term plan for replacement of the Harbor Bridge.[18]

Consider Connectivity to Local Roadways and Effect on Adjacent Neighborhoods
Access to the City's museum district (including Bayfront Science Park) on the east side of US 181, as well as major traffic generators on the west side (including Whataburger Field professional baseball stadium, the Concrete Street Amphitheater, and the Congressman Solomon P. Ortiz International Center), is not direct and results in congestion on US 181 and local downtown roadways during major events. The combination of US 181 and IH 37, constructed in the late 1950s to early 1960s, modified the local roadway network such that access to uptown and downtown Corpus Christi, particularly from the residential areas north of IH 37, was made longer and less direct. Locally, this has had the effect of creating a barrier between those neighborhoods and the Corpus Christi CBD.

Detour route considerations
The surrounding communities and Corpus Christi suburbs would be impacted in the event of intensive repairs or rehabilitation of the bridges. Partial or full closure of the bridges would require the corpus Christi Harbor Bridge to be fully closed for a minimum of six months with the potential for longer closure if project delays take place. Such closure would remove the roadway from use as a hurricane evacuation route and could prove disastrous in the event of a hurricane during the closure. Full closure would also cause extensive travel disruptions to persons using the US 181 corridor between Corpus Christi and points north.
The distance between downtown Corpus Christi and the northern suburb of Portland is 8.8 miles via US 181. With Harbor Bridge closure, the most direct detour routes would be 42.6 miles via Odem and Calallen, or 59.3 miles via Mustang Island and Aransas Pass. Both detour routes include two-lane roadways with much less traffic capacity than the volumes used on US 181, and the Mustang Island/Aransas Pass route includes the Port Aransas ferry across Packery Channel. The ferry service would not be able to handle the large traffic volumes or the heavier-load commercial traffic that currently use the Harbor Bridge.

Alternatives Considered
Since the project's need and purpose relates to existing deficiencies of the existing Harbor Bridge, which carries US 181 over the Corpus Christi Ship Channel, only the no-build and build alternatives were considered. The no-build alternative ignores the basic transportation need. It does not correct the situation that causes the bridge to be considered functionally deficient. Under the no-built alternative the existing bridge would continue to decline, eventually rendering the facility inoperable. The following build alternatives and options within the alternatives were investigated:

1. No build alternative – do nothing, which involves no expenditure of federal funding
2. Bypass and leave as a monument
3. Rehabilitate for continued vehicular use carrying two-way traffic (avoidance alternative)
4. Rehabilitate for continued vehicular use carrying two-way traffic (use alternative)
5. Remove/replacement of the existing structure on current alignment

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18 Corpus Christi Metropolitan Planning Organization, *Metropolitan Transportation Plan fiscal years 2010-2035.* Corpus Christi: Corpus Christi Metropolitan Planning Organization, 2009.

SECTION 106: DETERMINATION OF *ADVERSE* EFFECTS
US 181 Corpus Christ Bridge Project, Nueces County, Corpus Christi District

In accordance with Section 106 TxDOT has undertaken efforts to preserve the historic bridge as part of the project planning and the development process. An engineering feasibility study was conducted as part of the planning process. TxDOT engineers evaluated possible preservation alternative for the continued use of the bridge using current roadway and bridge design standards. In addition, engineers also applied the minimum criteria established for Historic Bridges. The following is a discussion of the engineer's findings and recommendations.

Measures of Effectiveness
In the NEPA and public involvement processes, project planners identified purposes for the proposed project to address the identified needs. Criteria of effectiveness were then developed to evaluate whether a particular alternative serves the project purpose and thereby addresses the identified needs. While a matrix similar to this one was initially developed for NEPA decision-making,

Need	Project Purpose	Criteria	Measure
Difficulty in Long-Term Maintenance and Operability	Maximize long-term operability of the US 181 Crossing of the Corpus Christi Ship Channel	Reduces cost and frequency of bridge maintenance	Uses non-corrodible building or maintenance materials to limit extent, frequency, and cost of routine and structural maintenance
		Extends operational life of bridge well beyond expected lifespan of existing bridge	Uses a 100-year design life for the rehabilitated or replaced structure
Safety Risks/Design Deficiencies/Hurricane Evacuation	Improve safety for traveling public, including during hurricane evacuations	Corrects geometric deficiencies	Adds shoulders to bridge and approaches; reduces vertical grade; corrects sharp horizontal curves; provides ramp lengths commensurate with design speed; provides sufficient exit ramp spacing
		Upgrades facility to current design standards where appropriate, allowing a minimal number of design exceptions when justified due to geometric or environmental constraints	Meets FHWA National Highway System standards (36 CFR 625.4) and TxDOT's *Roadway Design Manual* and *Bridge Design Manual*
		Serves as a reliable, long-term hurricane evacuation route	Meets State standards for determining transportation routes for hurricane evacuation in the Corpus Christi area

Table 3. Measures of Effectiveness

(Source: Texas Department of Transportation)

"No-build" Alternatives

Alternative 1a: Do Nothing

This alternative does not address the basic need and purpose for the project. This alternative leaves the existing structure in place, without bypass, additional rehabilitation, or replacement. In addition, this alternative does not require acquisition of additional right-of-way. Under this alternative, the bridge would undergo only basic routine maintenance such as painting, pavement repair, and periodic replacement of broken rivets or bolts. This alternative would not correct existing structural problems.

This alternative does not address the basic needs of the project. Although the most recent rehabilitation project increased the Harbor Bridge's operating load rating and extended its lifespan by approximately 15 to 20 years, corrosion and deterioration has already resumed at the bridge. If left unresolved, the bridge will remain a fracture-critical structure, continue to deteriorate, and replacement will ultimately be the only available option. In addition, maintenance costs are expected to increase because of the structure's age, the increased loading demand, and the continuous exposure of the steel bridge elements to the saltwater environment. Routine maintenance would only include spot-painting and periodic replacement of missing or blossomed rivets. This alternative does not address the long-term maintenance and operability needs of the project.

In addition, this alternative does not address existing safety risks and design deficiencies related to approach roadways and geometry, degree of vertical slope, and lack of shoulders. These issues include the steep 5 percent vertical slope of the US 181 approaches to the Harbor Bridge, the "S" curves at the bridge approaches, short entrance/exit ramps, and lack of shoulders on the bridge and its immediate approaches. In addition, this alternative would not provide US 181 with improvements needed for its use as a reliable hurricane evacuation route.

Moreover, this alternative does not address other project objectives, which include meeting projected future traffic demand, design-year capacity standards, and issues surrounding the economic opportunity of the Port of Corpus Christi and access to the Port's Inner Harbor. In addition, the no-build alternative does not address inadequate connectivity to the local roadway network, which currently results in congestion and a perceived separation between adjoining neighborhoods. However, improvements to US 181 or IH 37 that do not involve the Harbor Bridge itself could improve connectivity to a lesser degree.

The Do Nothing alternative does not meet the project's stated needs and purposes. The Do Nothing alternative retains the existing fracture-critical Harbor Bridge structure and fails to address the long-term operability of the Harbor Bridge and the rising cost of ongoing maintenance associated with the bridge's corrosion and deterioration. It also leaves existing safety and design deficiencies unaddressed, such as lack of shoulders, steep vertical grade, and inadequate ramp geometry. Lastly, the Do Nothing alternative would not meet the other stated project objectives or improve traffic and congestion in the event of a hurricane.

Alternative 1b: Transportation System Management
This alternative leaves the existing structure in place and uses transportation system management (TSM) techniques and greater mass transit availability in an attempt to maximize efficiency of the existing facility. This alternative does not constitute a use of the historic properties and does not require additional right-of-way acquisition. Typical TSM improvements include ridesharing, high-occupancy vehicle lanes, traffic signal timing optimization, and restriping of existing pavement. Improvements would be limited to within the existing right-of-way. Current mass transit options at the Harbor Bridge are:

- Park and ride service and a limited periodic route between Corpus Christi and Gregory and other northern suburbs.

- Shuttle service between downtown Corpus Christi, the Museum District, and Corpus Christi Beach.

- Seasonal Harbor Ferry service between downtown and Corpus Christi Beach.

As currently configured, shuttle bus and ferry services are specifically geared to tourists and visitors, rather than daily users of US 181 and the Harbor Bridge.

Similar to the Do Nothing alternative, this option only includes routine maintenance throughout the lifespan of the Harbor Bridge and does not correct the existing structural problems. The estimated cost of routine maintenance for the existing Harbor Bridge through 2086 would be $53,436,797, representing the cost of ongoing routine maintenance in terms of 2012 net present value. The cost of implementing TSM improvements has not been quantified.

This alternative does not address the basic project needs and purposes. Although it would minimally reduce congestion, especially during certain times of the day, it does not meet the long-term maintenance and operability needs of the Harbor Bridge. The bridge will remain a fracture-critical structure and continue to deteriorate despite measures to improve traffic efficiency and reduce congestion.

This alternative leaves the existing bridges in place and, as a result, does not address existing safety risks and design deficiencies related to approach roadways and geometry, the degree of vertical slope, and lack of shoulders on the Harbor Bridge and its immediate approaches. TSM and mass transit would have little impact on cargo and commercial traffic that use the Harbor Bridge in association with activities at the Port of Corpus Christi. In addition, TSM and mass transit do not provide US 181 with the necessary improvements to serve as a reliable evacuation route in the event of a hurricane. This alternative is feasible, but for the same reasons as the Do Nothing Alternative discussed in section 1a, it is not prudent as it does not meet the stated needs and purposes of the project.

Bypass Alternatives

Alternative 2a: Leave in Place as Scenic Bypass or Monument
This avoidance alternative would involve construction of a replacement bridge on a new alignment west of the existing Harbor Bridge. The specific location of the replacement bridge would be selected from one of the replacement alternatives discussed below (Alternatives 5a –

5d), based on further design and environmental studies. The existing Harbor Bridge and approaches would remain in place as a scenic overlook, open to limited vehicular or pedestrian traffic. US 181 through traffic would shift to the new roadway alignment and replacement bridge. Purchase of between 37 and 87 acres of additional right-of-way would be required for construction of the replacement bridge and realignment of the new approach roadway, depending on the specific location of the replacement bridge.

The level of ongoing maintenance under this alternative would include painting, basic structural repair, and periodic rehabilitation. Based on the 2012 cost analysis for extending the bridge's service life, the estimated cost of this alternative through 2086 would be at least $947,521,000. This cost figure includes:

- $340,266,000 for routine maintenance, periodic repainting and minor rehabilitation, and continued bridge inspection.

- $600,000,000 for construction of a replacement bridge using the project's Green Alternative (Alternative 5c), the least expensive of the build alternatives.

- $7,255,000 for construction of new bridges to replace the existing NRHP-eligible concrete bridges, as follows:
  - $536,580 to replace Structure No. 16-178-0-0074-06-050
  - $966,064 to replace Structure No. 16-178-0-0074-06-169
  - $875,584 to replace Structure No. 16-178-0-0074-06-170
  - $587,400 to replace Structure No. 16-178-0-0074-06-171
  - $1,110,780 to replace Structure No. 16-178-0-0101-06-043
  - $3,178,560 to replace Structure No. 16-178-0-0101-06-044

This alternative would preserve the Harbor Bridge. However, some or all of the adjacent NRHP-eligible bridges would be removed under this alternative to provide for grading of the new approaches and alterations to the approaches for the existing Harbor Bridge. The construction of a bypass replacement structure would require establishment of an additional intersection on US 181 on either side of the ship channel. At each intersection, the roadway would split to allow through-traffic access to the new bridge and an exit leading to the existing historic bridge. The additional intersections could introduce traffic conflicts on the US 181 limited-access freeway, to allow vehicular entry to and exit from the scenic bypass, requiring realignment of the existing approaches to the bridge. In addition, the replacement build alternatives would also use protected parkland, recreation areas, and historic properties elsewhere in the project limits. Therefore, Alternative 2a is considered a "use" alternative. For specific information on uses under each of the replacement build alternatives, see discussions in Alternatives 5a through 5d below.

From the perspective of US 181 vehicular traffic, this alternative would meet the project's primary needs and purposes. US 181 traffic would shift to a new bridge over the Corpus Christi Ship Channel, with new approach alignment. The new bridge would be constructed using materials and technologies to minimize corrosion potential, reduce maintenance costs, and prolong service life in the coastal saltwater environment. US 181 traffic would not travel over the existing fracture-critical structure. The new bridge and approaches would be designed in accordance with current design standards, remedying the geometric deficiencies and safety-related issues

now present at the existing bridge and enabling use of US 181 as a reliable hurricane evacuation route. The bridge would have at least six travel lanes with shoulders and would be designed to meet standards for vertical grade, horizontal curvature, and ramp length and spacing.

Regarding the project's secondary objectives, this alternative would support regional economic opportunity through construction of a safer and more reliable bridge and approaches, allowing for more efficient conveyance of commuters, commercial traffic, and emergency evacuation. However, this alternative would not improve access for large cargo vessels to the Port of Corpus Christi's Inner Harbor, as the existing bridge would remain in place with its 138-foot vertical height restriction. In addition, this alternative would likely worsen local connectivity and traffic congestion by leaving the existing Harbor Bridge and approaches in place as a scenic overlook while also constructing additional freeway infrastructure on a new alignment.

While this alternative would address the project's needs and purposes from the standpoint of US 181 vehicular traffic, it would also result in unacceptable safety and operational problems. Vehicular live loads on the existing Harbor Bridge would be significantly reduced, lessening the need for extensive rehabilitation beyond activities completed during the 2010-2012 rehabilitation project. However, the existing Harbor Bridge would remain in place as a fracture-critical structure subject to corrosion and deterioration, with limited vehicular traffic as a scenic overlook. The bridge would also remain open to pedestrian traffic. During normal times, the pedestrian live loads would be easily accommodated by the bridge's load capacity. However, as a scenic bypass, the bridge would potentially attract large numbers of pedestrians for special events like Independence Day celebrations. The pedestrian load at these times could prohibitively exceed the bridge's live load capacity.

Under this alternative, one-time Federal funding for rehabilitation or maintenance of the existing Harbor Bridge would be limited to $7,400,000, representing the estimated demolition cost of the existing structure. Following this project, the existing Harbor Bridge would no longer be under TxDOT's jurisdiction and would not be eligible for Federal funding for rehabilitation or replacement under the Highway Bridge Program. Therefore, funding for continued maintenance or rehabilitation of the historic bridge would require additional non-Federal funding from governmental or private sources. There is no indication that the City of Corpus Christi or other local organization would agree to accept responsibility for substantial ongoing maintenance or rehabilitation costs.

Without secured maintenance funding and given continued deterioration of the fracture-critical structure, the existing Harbor Bridge would pose a danger to vehicles and pedestrians using the bridge as a scenic overlook, to persons using the parking areas and ferry landing underneath the bridge's approach spans, and to marine traffic passing under the bridge. A bridge collapse or partial failure would essentially shut marine traffic to the Inner Harbor and its major refinery and industrial operations, with adverse economic consequences on a regional and national scale.

As noted above, to provide access to the Harbor Bridge as a scenic overlook, the existing approach roadway would need to be retained, and would require additional construction to tie into the new freeway alignment or local roadways. The retention of the existing Harbor Bridge and approaches, combined with construction of a new-alignment bridge with associated interchange and freeway improvements, would pose considerable engineering challenges and

could be unachievable within existing TxDOT design standards. Even if feasible from an engineering standpoint, this alternative is not prudent as it would result in unacceptable safety and operational problems related to deterioration of the existing Harbor Bridge, additional construction and operational costs of extraordinary magnitude associated with tying in existing and new freeway alignments and traffic flow patterns, and would further exacerbate the perceived barrier between the CBD and established residential neighborhoods with minority and low-income populations.

The existing Harbor Bridge could also be left in place as a monument without vehicular or pedestrian access; however, this option is not reasonable and was not studied in detail. To prevent unauthorized access to the structure, the outermost approach spans would be removed or access would be blocked using fencing and bollards. The prestressed concrete beams on the approach spans are considered a historically significant feature of the bridge and their removal would result in an adverse effect to the bridge and use of the historic property. Since the bridge would no longer serve vehicular or pedestrian traffic and would largely be inaccessible, ongoing maintenance activities would be very limited or discontinued. The bridge would deteriorate at an increasing rate and would pose potential safety hazards to vessels entering the Inner Harbor and to pedestrians, visitors, and workers in the area under the approach spans, which is currently used as paved parking areas, a ferry landing, and an observation building, all accessible and in use by the public. Leaving the Harbor Bridge in place as a monument is not a reasonable alternative and, as a result, was not studied in detail and is not further addressed in this evaluation.

Alternative 2b: Upgrade Nearby Parallel Roadways

This alternative includes upgrading a nearby parallel roadway that meets the needs and purposes of the project. The existing Harbor Bridge crosses over the Corpus Christi Ship Channel at its mouth to Corpus Christi Bay. There are no nearby parallel roadways that could feasibly be upgraded to handle current or projected future US 181 traffic volumes. Navigation Boulevard provided vehicular and freight railroad service across the Ship Channel, until the removal of the Tule Lake Lift Bridge in 2008. No other roadways now cross the Ship Channel. The nearest parallel through route to the west is IH 37, which crosses the Nueces River about 19 miles to the west of Harbor Bridge. Corpus Christi Bay is located immediately east of the Harbor Bridge. Therefore, there are no parallel routes east of Harbor Bridge on the mainland. Due to the lack of nearby parallel roadways, this alterative is considered not reasonable and, as a result, was not studied in detail and is not further addressed in this evaluation.

Rehabilitation (Avoidance) Alternatives

Alternative 3: Continued Two-way Vehicular Traffic

This alternative is similar to the "Do Nothing" alternative but provides for more comprehensive maintenance and periodic rehabilitation of the bridge as needed to allow for continued two-way vehicular traffic. Recent rehabilitation projects, conducted in 2005 and in 2010-2012, addressed immediate structural needs and increased the operating load capacity of the bridge's truss spans. The periodic rehabilitation work will provide an estimated 15 to 20 years of continued serviceability, assuming intermediate spot painting as needed to limit corrosion. This alternative does not constitute a use of the historic Harbor Bridge, other nearby NRHP-eligible bridges, or other properties considered to be a use and is therefore considered an avoidance alternative.

Under this alternative, more extensive rehabilitation would be undertaken to allow for continued vehicular use. Rehabilitation activities would include extensive repair or replacement of truss floorbeams, complete deck replacement, and replacement or supplemental collar bracing of prestressed concrete approach spans. To be considered an avoidance alternative, these rehabilitation activities would be conducted in a manner that avoids adverse effects to the bridge's engineering significance under Section 106 of the NHPA and therefore avoids use of the historic property. The estimated cost of this alternative would be $401,430,000, representing the 2012 net present value for continued routine maintenance and inspection, periodic repainting and rehabilitation on a 15-year cycle, and full restoration on a 30-year cycle.

An avoidance alternative that includes extensive rehabilitation and ongoing maintenance for continued two-way traffic is feasible. However, this alternative does not address the basic needs and purposes of the project, and would introduce additional unacceptable operational problems to US 181 and surrounding transportation facilities, as noted below.

Although rehabilitation activities under this alternative would result in longer serviceability of the existing Harbor Bridge, this option does not address the bridge's long-term maintenance and operability issues. Despite efforts to repair or replace truss floorbeams, completely replace the deck, and replace or add supplemental collar bracing to prestressed concrete approach spans, the existing Harbor Bridge will remain a fracture-critical structure under this avoidance alternative. With steel main spans and major approach spans, the bridge would remain subject to recurring corrosion in the coastal saltwater environment, leading to ongoing maintenance and operability concerns. In addition, existing problems with roadway approach and ramp geometry, degree of vertical slope, and lack of shoulders are not addressed under this alternative. These issues include the steep five percent vertical slope, S-shaped curves at the bridge approaches, short entrance/exit ramps, and lack of shoulders on the bridge and approaches. This alternative does not provide US 181 with the improvements needed for its use as a reliable hurricane evacuation route nor does it address the safety risks posed by design deficiencies of the roadway on the bridge and along its approaches.

The rehabilitation for continued two-way traffic alternative does not address other project objectives. Current inadequacies related to connectivity to local roadway networks, congestion and perceived separation between adjoining neighborhoods are not alleviated under this option.

Another factor to consider under this option is the impact that partial or full closure of the bridge will have on surrounding communities and Corpus Christi suburbs. The intensive rehabilitation would require the bridge to be fully closed for a minimum of six months with the potential for longer closure if project delays take place. Such closure would remove the roadway from use as a hurricane evacuation route and could prove disastrous in the event of a hurricane during the closure. Full closure would also cause extensive travel disruptions to persons using the US 181 corridor between Corpus Christi and points north. The distance between downtown Corpus Christi and the northern suburb of Portland is 8.8 miles via US 181. With Harbor Bridge closure, the most direct detour routes would be 42.6 miles via Odem and Calallen, or 59.3 miles via Mustang Island and Aransas Pass. Both detour routes include two-lane roadways with much less traffic capacity than the volumes used on US 181, and the Mustang Island/Aransas Pass route includes the Port Aransas ferry across Packery Channel. The ferry service would not be able to handle the large traffic volumes or the heavier-load commercial traffic that currently use the Harbor Bridge.

This alternative is feasible from an engineering standpoint. However, as discussed above, it is not prudent as it does not meet the project's stated needs and purposes, and would cause unacceptable operational problems through long-term full closure of the bridge on a major regional traffic artery and potential hurricane evacuation route.

Rehabilitation (Use) Alternatives

Alternative 4a: Continued Two-Way Vehicular Traffic
Similar to Alternative 3, this alternative would rehabilitate the Harbor Bridge for continued full vehicular service in both directions of traffic. However, this alternative would include a very extensive rehabilitation that would address other project needs through construction of a wider roadway section with shoulders, and replacement of concrete beam approach spans with realignment of approach roadways to provide longer approaches on a flatter grade. Unlike Alternative 3, the rehabilitation would entail substantial alterations to the bridge's character-defining features, including significant components of its superstructure and approaches, and would result in a use of the historic Harbor Bridge. This alternative is not feasible to construct and would essentially require full redesign and replacement of the bridge, given the bridge's tied arch and truss members on either side of the roadway. In addition, the extensive construction required for this alternative would result in partial or full closure of the bridge for an extended period of time, causing unacceptable operational problems for this major regional traffic artery and potential hurricane evacuation route, as described in Alternative 3 above. This option is not reasonable and was not studied in detail.

Alternative 4b: Continued Vehicular Traffic as Part of a One-Way Pair
This alternative consists of retaining the existing Harbor Bridge to serve northbound US 181 traffic and building a new structure just west of the existing bridge to serve southbound US 181 traffic. The existing Harbor Bridge would receive ongoing routine maintenance and periodic rehabilitation similar to Alternative 3. For purposes of this evaluation, it is assumed that the location of the new bridge and its approaches would use the Green Alternative (Alternative 5c), immediately adjacent to the current Harbor Bridge. This option would avoid a use of the Harbor Bridge. However, to taper the new approach alignment back into existing US 181 north of the Harbor Bridge and into the US 181/IH 37 interchange south of the Harbor Bridge, this alternative would result in a use of at least four NRHP-eligible bridges, through their removal: US 181 Northbound Ramp at US 181, Southbound US 181 Bridge at Belden Street, Southbound US 181 off-ramp at SS 544, and Northbound US 181 Bridge at SS 544. Depending on the exact design, this alternative could also result in a use of up to five additional NRHP-eligible properties: US 181 Bridge at Burleson Street, Northbound US 181 Ramp at SS 544, building at 725 Waco Street, building at 711 Waco Street, and the former SAU&G Railroad Depot at 1101 North Tancahua Street. This alternative would require at least 37 acres of additional right-of-way acquisition, with displacement of several warehouses and commercial buildings in addition to the historic properties noted above.

Based on the 2012 cost analysis for extending the bridge's service life, the estimated cost of this alternative through 2086 would be at least $1,008,685,000. This cost figure includes:

- $401,430,000 for routine maintenance and inspection of the existing Harbor Bridge, periodic repainting and rehabilitation on a 15-year cycle, and full restoration on a 30-year cycle.

- $600,000,000 for construction of a new southbound bridge using the project's Green Alternative (Alternative 5c), the least expensive of the build alternatives.

- $7,255,000 for construction of new bridges to replace the existing NRHP-eligible concrete bridges, as follows:
  - $536,580 to replace Structure No. 16-178-0-0074-06-050
  - $966,064 to replace Structure No. 16-178-0-0074-06-169
  - $875,584 to replace Structure No. 16-178-0-0074-06-170
  - $587,400 to replace Structure No. 16-178-0-0074-06-171
  - $1,110,780 to replace Structure No. 16-178-0-0101-06-043
  - $3,178,560 to replace Structure No. 16-178-0-0101-06-044

Alternative 4b does not fully address the project's primary needs and purposes. The alternative would greatly reduce vehicular live loads on the existing Harbor Bridge with only three travel lanes. The presence of a parallel structure would enable full closure of the existing Harbor Bridge, if needed, to complete full deck and floorbeam replacement in the future. However, the bridge would remain a fracture-critical structure with ongoing corrosion and deterioration of bridge members. Maintenance costs will continue and may increase because of the structure's age and the continuous exposure of the steel bridge elements to the saltwater environment. Alternative 4b does not meet the long-term maintenance and operability needs of the bridge.

This alternative would address several safety and congestion issues resulting from the narrow roadway width. The existing Harbor Bridge would carry three 12-foot-wide travel lanes, with additional width available for shoulders and pedestrian sidewalks. The additional lane width and shoulders would address some of the current needs relating to safety and traffic congestion. The construction of the adjacent bridge and resulting shoulders would allow US 181 to be used as a reliable hurricane evacuation route. Depending on exact design, the approach roadways could be reconfigured to improve some of the existing deficiencies in ramp length and horizontal curvature. However, such reconfiguration could require additional right-of-way acquisition to improve roadway geometry while accommodating both the existing and new approach alignments. This alternative would not address the steep vertical slope for the current Harbor Bridge, which would still carry northbound US 181 traffic. In addition, this alternative would not address the inadequate connectivity to the local roadway network that results in congestion and a perceived separation between adjoining neighborhoods. Although this alternative is feasible, it does not meet the project needs and purposes regarding design deficiencies, safety issues, and long-term maintenance and operability.

<u>Alternative 4c: Rehabilitation of the Bridge at a New Location</u>
Under Alternative 4c, the existing Harbor Bridge would be rehabilitated for vehicular or pedestrian use at a new location. A replacement structure would be constructed on a new location just west of the existing bridge, using one of the replacement build alternatives discussed below (Alternatives 5a – 5d). The bridge's historically significant features include both the cantilever tied-arch truss unit and the prestressed concrete beam approach spans. The extreme length and height of the bridge significantly limit the possibility for feasible relocation of all or part of the bridge. It is highly unlikely that the truss and concrete beam spans could be moved and reassembled at a new location *in toto* as a single unit. Relocation would require disassembly of the structure into smaller units. Therefore, this alternative would result in a use of the historic bridge. Right-of-way acquisition would be required for the new structure and its approach roadways. For specific information on right-of-way acquisition and potential uses

under each of the replacement build alternatives, see discussions in Alternatives 5a through 5d below.

Due to its design and monumental scale, the Harbor Bridge cannot feasibly be relocated in a manner that would retain the features and attributes that contribute to the bridge's engineering significance. Nonetheless, the bridge will be marketed for donation and reuse in accordance with Federal regulations, as specified at 23 CFR 144(n)(4). However, considering the substantial ongoing maintenance and operational costs inherent with the existing bridge, it is considered unlikely that a state agency, locality, or responsible private entity will enter into an agreement to maintain the bridge and its significant features and to assume all legal and financial responsibility for the bridge at a new location. Under this alternative, Federal funding for relocation would be limited to $7,400,000, representing the estimated demolition cost of the structure. Preliminary estimates to transport and reassemble all or part of the Harbor Bridge at another location are difficult to quantify, as no bridge of comparable size has been disassembled, transported, and reassembled. It is projected that relocation would cost in the tens or hundreds of millions of dollars, depending on the exact portions of the bridge to be relocated and the distance of the new location. The bridge recipient would be responsible for any additional transportation costs, rehabilitation costs, site preparations, and continued maintenance.

For purposes of this evaluation, it is assumed that the location of the new bridge and its approaches would use the Green Alternative (Alternative 5c), immediately adjacent to the current Harbor Bridge. To taper the new approach alignment back into existing US 181 north of the Harbor Bridge and into the US 181/IH 37 interchange south of the Harbor Bridge, this alternative would result in a use of at least four NRHP-eligible bridges, through their removal: US 181 Northbound Ramp at US 181, Southbound US 181 Bridge at Belden Street, Southbound US 181 off-ramp at SS 544, and Northbound US 181 Bridge at SS 544. Depending on the exact design, this alternative could also result in a use of up to five additional NRHP-eligible properties: US 181 Bridge at Burleson Street, Northbound US 181 Ramp at SS 544, building at 725 Waco Street, building at 711 Waco Street; and the former SAU&G Railroad Depot at 1101 North Tancahua Street. This alternative would require at least 37 acres of additional right-of-way acquisition, with displacement of several warehouses and commercial buildings in addition to the historic properties noted above.

It should be noted that the additional NRHP-eligible bridges would also need to be marketed for donation and reuse. However, due to their heavy weight, composite decks, and method of construction, it is not realistically feasible to relocate these bridges and any required marketing would therefore be conducted in a streamlined manner.

The estimated cost of this alternative through 2086 would be at least $657,255,000. This cost figure includes:

- $50,000,000 as a lowest-end figure for relocation of a portion of the existing Harbor Bridge. It is likely that relocation costs would be significantly higher than this figure.

- $600,000,000 for construction of a new bridge using the project's Green Alternative (Alternative 5c), the least expensive of the build alternatives.

- $7,255,000 for construction of new bridges to replace the existing NRHP-eligible concrete bridges, as follows:
  - $536,580 to replace Structure No. 16-178-0-0074-06-050
  - $966,064 to replace Structure No. 16-178-0-0074-06-169
  - $875,584 to replace Structure No. 16-178-0-0074-06-170
  - $587,400 to replace Structure No. 16-178-0-0074-06-171
  - $1,110,780 to replace Structure No. 16-178-0-0101-06-043
  - $3,178,560 to replace Structure No. 16-178-0-0101-06-044

Replacement Alternatives

Introduction

The replacement build alternative would remove the existing Harbor Bridge and its approaches and would construct a new replacement bridge over the Corpus Christi Ship Channel on new alignment west of the existing Harbor Bridge. This alternative would also construct roadway approaches to the replacement bridge on either side of the Ship Channel, and would build or reconstruct adjacent freeway segments and interchanges to accommodate vehicular traffic associated with the replacement bridge and the new US 181 freeway alignment. A specific design for the replacement structure has not yet been determined; however, earlier cost estimates assumed construction of a distinctive cable-stayed bridge. The existing bridge and approaches would be demolished following completion of the replacement structure. This alternative would also remove the six nearby NRHP-eligible bridges covered under this evaluation.

A range of replacement build alternatives have been considered as part of the project development and public involvement processes. Four preliminary build alternatives (known as the Blue, Green, Orange, and Red Alternatives) were initially developed, with two more alternatives (Tunnel and West Alternatives) added based on input from public scoping meetings. Of the six replacement build alternatives, the Tunnel and Blue Alternatives were removed from further study during a screening process that evaluated the alternatives against measures of effectiveness established for each project purpose. Following is a brief description of each replacement build alternative:

Alternative 5a: Blue Alternative

The Blue Alternative would construct a bridge structure in a loop extending into Corpus Christi Bay. The existing Harbor Bridge and the six nearby NRHP-eligible bridges would be removed as part of this alternative, resulting in a use of these historic properties. The Blue Alternative alignment generally follows the existing alignment of US 181 to just north of Burleson Street. The alignment then veers east across Corpus Christi Bay, passing to the north of the USS Lexington museum. The alignment continues south across the bay and the ship channel, turning west and crossing Shoreline Drive at SS 544. The alignment then follows SS 544/IH 37 west to North Staples Street. The alternative screening process identified major problems regarding the Blue Alternative. The bridge structure would be located over water for more than 7,700 feet and would be more exposed in the event of a major hurricane. In addition, bridge columns extending into Corpus Christi Bay could gather storm-surge debris in the event of a hurricane, with potential for damage to the structure and the inoperability of the US 181 facility. The Blue Alternative was determined incapable of serving as a reliable, long-term hurricane evacuation route for the Corpus Christi area and would not be included in the State of Texas

Hurricane Response Plan. The Blue Alternative would therefore not meet the stated need and purpose for the project and has been removed from further study.

Alternative 5b: Tunnel Alternative

The Tunnel Alternative would construct a subsurface tunnel to carry US 181 under the Corpus Christi Ship Channel. The tunnel would be located just west of the existing Harbor Bridge. The existing Harbor Bridge and the six nearby NRHP-eligible bridges would be removed as part of this alternative, resulting in a use of these historic properties. The Tunnel Alternative alignment follows the existing alignment of US 181 to just south of Burleson Street, where the north entrance to the tunnel would be located. The alignment then veers slightly to the west, paralleling the existing US 181 alignment. From the south tunnel entrance, the alignment then continues south on the west side of the existing US 181 to IH 37, then follows IH 37 to North Staples Street. The Tunnel Alternative also has problems associated with effectiveness as a hurricane evacuation route. While the tunnel would be designed to minimize flooding, storm-surge flooding of the tunnel structure would remain a possibility with dangerous consequences during hurricane evacuation and post-storm recovery efforts. The Tunnel Alternative was determined incapable of serving as a reliable, long-term hurricane evacuation route for the Corpus Christi area and would not be included in the State of Texas Hurricane Response Plan. The Tunnel Alternative would therefore not meet the stated need and purpose for the project and has been removed from further study.

Alternative 5c: Green Alternative

The Green Alternative would construct a replacement bridge just west of the existing Harbor Bridge. The replacement bridge would have a low-chord elevation of 207 feet and a main span length of 700 feet. The Green Alternative follows the existing alignment of US 181 to Burleson Street. The alignment then veers slightly to the west, crossing the Ship Channel just west of the existing Harbor Bridge and continuing on the west side of US 181 to IH 37. The alignment generally follows the existing alignment of IH 37 to the interchange with SH 286. The existing Harbor Bridge and the six nearby NRHP-eligible bridges would be removed under this alternative. Based on current design schematics, this alternative may also result in use of the following additional historic properties:

- Building at 725 Waco Street
- Building at 711 Waco Street;
- SAU&G (now Union Pacific) Railroad Depot at 1101 North Tancahua Street (*de minimis* use)
- Lovenskiold Park at 1600 Antelope Street
- Rincon Channel Observation Area Wetlands at 3110 East Causeway Boulevard (potentially *de minimis* use)
- Ben Garza Park at 1815 Howard Street (potentially *de minimis* use)

It should be noted that additional design changes may reduce the extent of use from these historic properties.

This alternative would also include reconstruction of the IH 37/US 181 interchange and IH 37/SH 286 interchange to accommodate the new alignment and traffic flow patterns. The Green Alternative would require approximately 37 acres of additional right-of-way and would have an estimated construction cost of $600 million, not including right-of-way acquisition, utility relocation, or any necessary mitigation.

Alternative 5d: Orange Alternative

The Orange Alternative would construct a replacement bridge just west of the existing Harbor Bridge. The replacement bridge would have a low-chord elevation of 210 feet and a main span length of 860 feet. The Orange Alternative follows the existing alignment of US 181 to Burleson Street. The alignment then veers slightly to the west, crossing the Ship Channel just west of the existing Harbor Bridge. The alignment then veers southwest to cross IH 37 at the existing IH 37/SH 286 interchange. The alignment then follows the existing SH 286 alignment south to Morgan Avenue. The existing Harbor Bridge and the six nearby NRHP-eligible bridges would be removed under this alternative. Based on current design schematics, this alternative may also result in use of the following additional Section historic properties:

- R. Galvan Building at 1624-1632 Agnes Street
- Navarro Place Housing Complex at 160 North 19th Street (potentially *de minimis* use)
- Hebrew Rest Cemetery at 1601 Laredo Street (*de minimis* use)
- T.C. Ayers Park at 1722 Winnebago Street
- Oveal Williams Senior Center at 1414 Martin Luther King Drive
- Lovenskiold Park at 1600 Antelope Street
- Rincon Channel Observation Area Wetlands at 3110 East Causeway Boulevard (potentially *de minimis* use)
- Ben Garza Park at 1815 Howard Street (potentially *de minimis* use)

It should be noted that additional design changes may reduce the extent of use from these historic properties.

This alternative would also include construction on roadway approaches to the bridge on either side of the Ship Channel, removal of the current IH 37/US 181 interchange, and reconstruction of the IH 37/SH 286 interchange to accommodate the new alignment and traffic flow patterns. The Orange Alternative would require approximately 87 acres of additional right-of-way and would have an estimated construction cost of $850 million, not including right-of-way acquisition, utility relocation, or any necessary mitigation.

Alternative 5e: Red Alternative

The Red Alternative would construct a replacement bridge about 1,500 feet west of the existing Harbor Bridge. The replacement bridge would have a low-chord elevation of 216 feet and a

main span length of 1,642 feet. The Red Alternative veers southwest from existing US 181 alignment just north of Burleson Street and crosses the Ship Channel about 1,500 feet west of existing US 181. The alignment then extends south to cross IH 37 at the existing IH 37/SH 286 interchange. The alignment then follows the existing SH 286 alignment south to Morgan Avenue. The existing Harbor Bridge and the six nearby NRHP-eligible bridges would be removed under this alternative. Based on current design schematics, this alternative may also result in use of the following additional historic properties:

- R. Galvan Building at 1624-1632 Agnes Street
- Navarro Place Housing Complex at 160 North 19th Street (potentially *de minimis* use)
- Hebrew Rest Cemetery at 1601 Laredo Street (*de minimis* use)
- T.C. Ayers Park at 1722 Winnebago Street
- Oveal Williams Senior Center at 1414 Martin Luther King Drive
- Lovenskiold Park at 1600 Antelope Street
- Rincon Channel Observation Area Wetlands at 3110 East Causeway Boulevard (potentially *de minimis* use)
- Ben Garza Park at 1815 Howard Street (potentially *de minimis* use)

It should be noted that additional design changes may reduce the extent of use from these historic properties.

This alternative would also include construction on roadway approaches to the bridge on either side of the Ship Channel, removal of the current IH 37/US 181 interchange, and reconstruction of the IH 37/SH 286 interchange to accommodate the new alignment and traffic flow patterns. The Red Alternative would require approximately 74 acres of additional right-of-way and would have an estimated construction cost of $900 million, not including right-of-way acquisition, utility relocation, or any necessary mitigation.

Alternative 5f: West Alternative

The West Alternative would construct a replacement bridge about 3,500 feet west of the existing Harbor Bridge. The replacement bridge would have a low-chord elevation of 206 feet and a main span length of 1,000 feet. The West Alternative veers southwest from the existing US 181 alignment south of Beach Street, then turns to the west-southwest nearly parallel to the Ship Channel. The alternative turns south, crossing Navigation Boulevard and then crossing the Ship Channel about 0.65-mile west of the existing US 181 alignment. The West Alternative alignment then continues south, paralleling to the east the existing alignment of Nueces Bay Boulevard to IH 37. The alignment then follows existing IH 37 east to SH 286, then south along existing SH 286 alignment to a point between Comanche Street and Laredo Street. The existing Harbor Bridge and the six nearby NRHP-eligible bridges would be removed under this alternative. Based on current design schematics, this alternative may also result in use of the following additional historic properties:

- Lovenskiold Park at 1600 Antelope Street

- Rincon Channel Observation Area Wetlands at 3110 East Causeway Boulevard (potentially *de minimis* use)

- Ben Garza Park at 1815 Howard Street (potentially *de minimis* use)

It should be noted that additional design changes may reduce the extent of use from these historic properties.

This alternative would also include construction on roadway approaches to the bridge on either side of the Ship Channel, removal of the current IH 37/US 181 interchange, construction of direct connectors at the IH 37/US 181 interchange, and reconstruction of the IH 37/SH 286 interchange to accommodate the new alignment and traffic flow patterns. The West Alternative would require approximately 80 acres of additional right-of-way and would have an estimated construction cost of $700 million, not including right-of-way acquisition, utility relocation, or any necessary mitigation.

No feasible and prudent avoidance alternatives were identified through the alternatives analysis process discussed above. Four alternatives that use historic properties are feasible and prudent: Alternative 5c (Green Alternative), Alternative 5d (Orange Alternative), Alternative 5e (Red Alternative), and Alternative 5f (West Alternative). These four alternatives are being compared to determine which alternative would cause the least overall harm in light of the preservation purpose and intent of Section 4(f). The least overall harm comparison is based on factors that assess each alternative's:

- Net harm to Section 4(f) properties;
- Ability to meet the project's needs and purposes;
- Adverse impacts to other resources not protected by Section 4(f); and
- Substantial cost differences.

Regardless, all alternatives with the exception of the "No Build" alternatives will adversely affect the historic Corpus Christi Harbor Bridge and the six eligible associated post 1945 bridges.

Efforts to Avoid and Minimize Harm
Planning Efforts

Public Involvement

<u>NEPA-related public involvement</u>
TxDOT has undertaken a major environmental review and public involvement process for the Harbor Bridge project. These efforts are meant to solicit input from interested agencies and the public on a wide range of project alternatives. Since 2009, NEPA-related public involvement efforts have included:

- Pre-scoping letters and conference calls with cooperating and participating agencies (25 Federal, state, tribal, regional, and local agencies). The Texas Historical Commission, as the Texas State Historic Preservation Officer (SHPO), is a participating agency for the project. The Historic Bridge Foundation was also included as an interested party for the project.

- Scoping meetings with cooperating and participating agencies, and the public.

- Development of a Coordination Plan to guide interaction between TxDOT and the FHWA with the public and other agencies.

- Updating of the Harbor Bridge project website and mailing list.

- Reestablishment of the Citizen's Advisory Committee (CAC) with representatives from neighborhoods, local organizations, advocacy groups, and commuters. The CAC met on different occasions between January and October 2012.

- Reestablishment of the Technical Advisory Committee (TAC) with representatives from local municipalities, civic organizations, professional groups, and elected officials. The TAC met on different occasions between January and October 2012.

- TxDOT held nine neighborhood meetings at locations in the project area between September and December 2012.

- Public meeting, combining NEPA and Section 106 public involvement, held at the Solomon Ortiz Center in Corpus Christi on December 4, 2012.

Future NEPA-related public involvement efforts will include:

- Continued updates to project website and mail-outs.

- Additional project scoping and informational meetings, to provide opportunities for review and comment on project alternatives.

- A Design Guideline Workshop to solicit community desires for the design of a potential new bridge.

- Additional one-on-one and small-group stakeholder meetings.

<u>Section 106 public involvement</u>
Additional Section 106 public involvement, focused on soliciting participation and input regarding the project's potential effects on historic properties, was initiated by TxDOT in late 2012. Section 106 public involvement efforts to date have included:

- Participation in the December 4, 2012, public meeting for the Harbor Bridge project:

  - Meeting notices on the project website and in local newspaper articles specifically highlighting TxDOT's desire to gain input from the public regarding historic resources.

- Inclusion of historic resources and Section 4(f) properties in TxDOT's staff presentation.

- Display map of historic properties in the Area of Potential Effect of the project's build alternatives.

- Display flowchart of the Section 106 process for meeting attendees.

- Opportunity to complete a Historic Resources Comment Sheet, available in English and Spanish.

- Historians from TxDOT, the Texas SHPO, and TxDOT consultant Mead & Hunt, Inc. were present at the meeting to answer questions and solicit input from meeting attendees.

- Inclusion of the final *Historic Resources Survey Report* (HRSR) for the Harbor Bridge Project on the project's website.

- Development of a Section 106 Public Involvement Plan, finalized in February 2013.

- TxDOT staff presentations to the Nueces County Historical Commission (CHC) and the Corpus Christi Landmarks Commission, in their capacity as a Certified Local Government.

- Compile list of potential Section 106 consulting parties.

Future Section 106 public involvement efforts will include:

- Solicit input and participation from interested organizations, community groups, and owners of directly affected historic properties, as Section 106 consulting parties.

- Invite representatives of the Nueces CHC and the Corpus Christi Landmarks Commission to participate in the project's CAC, TAC, and/or Design Guideline Workshop.

Design Modifications

TxDOT prepared Historic Bridge Team Reports for the Harbor Bridge and for six adjacent NRHP-eligible concrete bridges to examine possible non-build project alternatives. However, the prudent and feasible alternatives that meet the project's primary needs and secondary objectives would remove the Harbor Bridge and the six adjacent NRHP-eligible concrete bridges. Design modifications or alignment shifts would not result in changes to the removal of the bridges. Design modifications are instead geared towards avoidance or minimization of impacts to other Section 4(f) properties associated with the project. These efforts are further described in the Least Overall Harm Analysis document, under separate cover.

Mitigation for Adverse Effect

In accordance with CFR 800.6, TxDOT proposes to mitigate the above mentioned adverse effects, if marketing efforts fail to find an appropriate recipient for the bridge, with implementation of programmatic mitigation efforts under development with your agency and the Historic Bridge Foundation. Specifically, TxDOT requests HBF comment regarding the subject Corpus Christi Harbor Bridge. Original drawings and a construction notebook are in the possession of TxDOT historians. Through past discussions between TxDOT, THC and HBF it appears there is a desire

to find suitable overall mitigation in relation to the main bridge.

In relation to the six associated Post 45 bridges and in accordance with 36 CFR 800.14(e), the ACHP and FHWA are continuing a dialog in regard to programmatic mitigation for the neoprene pad Mid-20th Century Concrete and Steel Bridges. The recent program comment streamlines project delivery by waiving Section 106 consideration of effects on common mid-20th century bridges such as the six associated. The baseline analysis of such projects found that this class of bridges tends to lack distinctive treatments, reflect little value for preservation in place, and typically do not occur within or adjacent to historic districts. These bridge types are well-documented examples of standardized designs that lack individual distinction.

Determination of Effects

After applying the criteria of *Adverse Effects* as stipulated in 36 CFR 800.5, I have determined that the proposed action to replace the Corpus Christi Harbor Bridge and the six associated Post 45 bridges will constitute an adverse effect to this National Register eligible properties. Please sign in the space provided below indicating your concurrence with this finding of *adverse effect* and proposal to continue mutually agreeable mitigation.

We look forward to future consultation with your staff and hope to maintain a partnership that will foster effective and responsible solutions for improving transportation, safety and mobility in the state of Texas. Thank you for your cooperation in this federal review process. If you have any questions or comments concerning this project, please call me at (512) 416-2619.

Sincerely,

Carolyn A. Nelson

Carolyn A. Nelson, MS
Architectural Historian

Attachments

CONCUR ADVERSE EFFECTS WITH MITIGATION

NAME: _____ DATE: _____
Historic Bridge Foundation

Bcc: Corpus Christi District
ENV/PD
THC

Christopher Amy
Sonya Hernandez
Linda Henderson

ATTACHMENTS

From: Kitty Henderson [mailto:kitty@historicbridgefoundation.com]
Sent: Tuesday, June 11, 2013 10:45 AM
To: Carolyn Nelson
Subject: Harbor Bridge, Corpus Christi, Texas

Ms. Nelson
This email serves as an official comment from the Historic Bridge Foundation on above referenced project. The Historic Bridge Foundation concurs that the proposed action would be an adverse effect on the historic bridge.

Kitty Henderson
Executive Director
Historic Bridge Foundation
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Texas Department of Transportation®
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May 23, 2013

SECTION 106: DETERMINATION OF ELIGIBILITY AND EFFECTS

Nueces County (Corpus Christ District)
CSJ# 0101-06-095

RE: Corpus Christi Harbor Bridge Project-US 181 at Corpus Christi Ship Channel

Ms. Linda Henderson
History Programs
Texas Historical Commission
Austin, Texas 78711

Dear Ms. Henderson:

In accordance with 36 CFR 800.5 and the First Amended Programmatic Agreement for Cultural Resources, we are initiating Section 106 consultation for the above referenced project, which will be carried out with federal funds. This letter requests review and consultation concerning the determinations of eligibility findings to historic properties located within the project's Area of Potential Effects (APE) of the existing state and city right-of-way (ROW).

PROJECT DESCRIPTION:
The Texas Department of Transportation (TxDOT), in cooperation with the Federal Highway Administration (FHWA), proposes to replace the existing Corpus Christi Harbor Bridge and improve the approach roadway along U.S. Highway (USH) 181 between Beach Avenue, north of the ship canal, and State Highway (SH) 286 at Morgan Avenue. The existing Harbor Bridge is a six-lane structure with no shoulders. The bridge currently has a 138-foot vertical clearance for moving water vessels within the Corpus Christi inner harbor. The federally assisted undertaking proposes to address several long-term concerns, including:

- **Maintaining the long-term operation of the US 181 crossing at the Ship Channel**. The Harbor Bridge is a fracture-critical bridge, meaning the key structural elements supporting the bridge are not supported by additional redundant elements and there is no second line of protection against collapse designed into the bridge. In addition, the bridge carries higher dead loads and live loads than it was originally designed for in 1959, and joints and connection members will continue to deteriorate and eventually require replacement, even with ongoing maintenance activities. Another major factor to overcome in maintaining the structure is corrosion, which results from the saltwater environment and requires routine cleaning and painting.
- **Address safety risks caused by design deficiencies.** The existing US 181 facility, including the Harbor Bridge, does not meet current FHWA and TxDOT roadway and bridge design standards. The facility's numerous design deficiencies contribute to deteriorating traffic conditions and higher than average accident rates. Specific deficiencies include the following:
    1. The existing US 181 approaches do not have shoulders, which contributes to increased levels of congestion from minor traffic crashes and breakdowns. In addition,

the clearance between the travel lanes and the railing on the existing bridge does not meet current standards.
2. The design of the existing US 181 approaches creates a situation where vehicles are traveling downhill speeds and entering into sharp "S" curves at faster-than-posted speeds.
3. Certain ramp lengths do not provide sufficient acceleration or deceleration distances to meet current design standards.
4. The current configuration of southbound US 181, located just south of the Harbor Bridge, does not meet current design standards. Approaching downtown Corpus Christi from the north, motorists are presented with a three-decision breakpoint and the spacing between the three exit ramps does not comply with current design criteria.
5. US 181, including the Harbor Bridge, and Interstate Highway (IH) 37 within the project area are designated major hurricane evacuation routes (TxDOT 2011). US 181 is the primary evacuation route for San Patricio County and an alternate route to IH 37 for the city of Corpus Christi. A major evacuation would use the Harbor Bridge; without addressing design deficiencies, the risk of US 181 becoming unnecessarily congested during an emergency hurricane evacuation increases.

In order to address these issues, TxDOT proposes to replace the existing Harbor Bridge with a new six-lane divided structure with 4- to 10-foot inside shoulders and 6- to 10-foot outside shoulders. The vertical clearance for the bridge will also be increased in order to facilitate movement by larger vessels in and out of the inner harbor. The new structure and associated geometric changes will require realignment of approach roadways. Based on public involvement efforts and FHWA oversight, four alternative alignments are currently proposed as illustrated on the maps in Appendix A. The proposed project length is approximately 3.0 to 4.8 miles, depending on the proposed alternative. Below is a brief overview of each alternative:

1. Red Alternative – Begins at the interchange between US 181 and Beach Avenue, north of the ship channel, then extends west of US 181, just north of Burleson Street, and crosses the ship channel about 1,500 feet west of existing US 181. The roadway would then extend through TC Ayers Park where it crosses IH 37, and follows SH 286 to Morgan Avenue.
2. Orange Alternative – Begins at the interchange between US 181 and Beach Avenue, north of the ship channel, then extends west of US 181 at Burleson Street, and crosses the ship channel immediately west of existing US 181. It then veers west and extends through TC Ayers Park, where it crosses IH 37 and follows SH 286 to Morgan Avenue.
3. Green Alternative – Generally begins at Beach Avenue on US 181 and follows the existing alignment of US 181, south of Burleson Street, then veers immediately to the west of existing US 181 to IH 37 and follows the existing alignment of IH 37 to North Staples Street.
4. West Alternative – Begins to the north of Beach Avenue, near Sunset Lake, and extends west of existing US 181 across Nueces Bay, continuing south across the Port of Corpus Christi dredge spoil storage area, veers south across the Corpus Christi ship channel, and then continues south along Nueces Bay Boulevard to IH 37.

PUBLIC INVOLVEMENT ACTIVITIES:
Regulations of the Advisory Council on Historic Preservation (36 CFR Part 800) mandate public participation in projects that use federal funds, permits and/or licenses. An important part of the Public Involvement process includes obtaining community feedback on project findings related to alternatives and their associated construction activities. The public involvement process is a good faith effort to identify and to involve stakeholders to ensure that public concerns and comments are taken into account during the planning process. Consulting parties are individuals or organizations that typically include, but are not limited to, the State Historic Preservation Officer (SHPO) -- designated as the Texas Historical Commission -- local governments, and property owners that may be affected as a result of the proposed project. Several public involvement meetings were held from 2006 to December 2012; with SHPO in attendance at the December 2012 meeting.

Citizen and Technical Advisory Committees (CAC & TAC) are being formed to begin this summer and efforts were made to include community historic preservation members such as architect John Wright (former Texas Historical Commission State Board member). TxDOT also implemented a Public Involvement Plan (PIP) for Historic Resources.

CONSULTING PARTY ACTIVITIES:
Several groups were identified or granted consulting party status for this proposed project as follows:

- Corpus Christi Landmarks Commission-the acting Certified Local Government (CLG)
- Nueces County Historical Commission (NCHC)
- Historic Bridge Foundation (HBF)

A TxDOT historian and Corpus Christi Environmental staff gave presentations at each of the first two above group's monthly meetings and presented copies of the *Historic Resources Survey Report-Corpus Christi Harbor Bridge Reconnaissance Survey, Corpus Christi, Nueces County, Texas* in December 2012 and February 2013. In addition a TxDOT historian requested comment through multiple correspondences. No written comments were provided to TxDOT at this time for the December 2012 report from the CLG.

In addition, an intensive study was conducted in April 2013 to re-evaluate the eligibility of the Leopard Street Commercial District after the initial December 2012 reconnaissance level survey. The intensive survey recommended that there is no historic district within the APE, but two historic properties remain individually recommended **eligible** to the NRHP. These findings were also shared via mail April 12, 2013 with both above consulting parties and include personal follow-up calls to both Anita Eisenhauer, Nueces County Historical Commission Chair and Andrew Dimas, City Planner and liaison for the Corpus Christi Landmarks Commission on May 17, 2013. No comments have been offered in person or in writing from the CLG. Leopard Street property owners were also informed of the change in eligibility findings April 23, 2013.

One additional consulting party, the HBF, was sent two letters on April 23, 2013 and May 17, 2013. Informal conversation with Kitty Henderson, HBF Executive Director, recognizes the adverse effects to the historic bridges and indicates an interest in helping with ideas for appropriate mitigation for the Corpus Christi Harbor Bridge as part of the Post-1945 bridge programmatic mitigation. THC's review is being done concurrently with HBF and any comments will be forwarded immediately.

On April 12, 2013, both the CLG and CHC were consulted a second time regarding a re-evaluation of the Leopard Street Commercial Historic District. No comments were offered from the CLG. An email from NCHC Chair and representative, Anita Eisenhauer, on May 21, 2013 indicated that the NCHC concurred with TxDOT findings of *no historic district present in the APE*.

EFFORTS TO IDENTIFY HISTORIC PROPERTIES

Background research in the area of potential effects (APE) was conducted at the Texas Historical Commission's *Texas Historic Sites Atlas* to identify properties listed in the National Register of Historic Places (NRHP), and designated as State Archeological Landmarks (SAL) and Recorded Texas Historic Landmarks (RTHL). Official Texas Historical Markers (OTHM) were also identified in this process. A field survey followed to identify properties eligible to the NRHP in the APE. The results of this survey are found in the *Historic Resources Survey Report-Corpus Christi Harbor Bridge Reconnaissance Survey, Corpus Christi, Nueces County, Texas-November 2012* (previously provided to the THC on March 21, 1013).

Area of Potential Effects

Based on consultation between TxDOT and the THC, the APE within each alternative is 150 feet beyond the proposed right-of-way along existing roadway corridors and 300 feet beyond the proposed right-of-way for new location alignments and the multilevel interchanges at IH 37 at SH 286 and/or IH 37 at Nueces Bay Boulevard, depending on the alternative.

Previously Identified Historic Resources

The survey's background research uncovered the following previously identified sites, districts and objects in the APE (see a more detailed list starting on page 5 of the survey):

- Two NRHP **listed** historic properties:
  - Resource #385, Broadway Bluff Improvement
  - Resource # 130, Nueces County Courthouse (also designated as a SAL & RTHL)
- Two SAL designated properties:
  - Resource #118, Old Bayview Cemetery
  - Resource #130, Nueces County Courthouse
- One Recorded Texas Historic Landmark:
  - Resource #130, Nueces County Courthouse,
  - Resource #43, Centennial Marker-Nueces County
- Nine OTHMs commemorating
  - Explosion of the Steamship Dayton
  - Hebrew Rest Cemetery
  - Kelsey Memorial Methodist church
  - Lawrence House
  - Nueces County Courthouse
  - Old Bayview Cemetery
  - Port of Corpus Christi
  - Solomon M. Coles
  - Thomas S. Parker

November 2012 Reconnaissance Survey Recommendations

The November 2012 reconnaissance survey identified 851 properties in the APE
An inventory chart of the surveyed properties is included in Appendix C of the survey. A table listing the number of surveyed Resources by Alternative is located on page 27 of the survey. While most of the sites are residential, the total also includes governmental, commercial, recreational,

commemorative and educational properties, as well as funerary and transportation related properties.

TxDOT concurs with the survey recommendations that 25 were listed or previously determined eligible for listing in the NRHP, and 20 were determined individually eligible for the NRHP in the December 2012 survey.

However, after additional intensive research in April 2013, TxDOT historians determine the Leopard Street Commercial Historic District does not constitute an historic district. The findings are discussed in the report; *Re-Evaluation of Proposed Leopard Street Historic District for Individual Section 4(f) Evaluation* (previously provided to the THC on April 25, 2013).

May 2013 Intensive Survey Recommendations

During an intensive investigation regarding potential Section 4(f) impacts to the Leopard Street Commercial Historic District, TxDOT historians re-evaluated the recommendation in the December 2012 reconnaissance level survey, which included 14 contributing resources. The re-evaluation included additional buildings outside the previous APE and evaluation. The re-evaluation recommends the area as a whole is **not eligible or historic district**. However, the two following properties are recommended historic as individually **eligible** and TxDOT agrees:

- Resource #379: A c 1928 two part commercial block building currently Alamo Bail Bonds,
- 1001 Leopard (outside the APE, but included in Table 7, Pg 41 of the December 2012 survey): Braslau's Furniture Store a 1938/1957/1964 two-part commercial block furniture store.

May 2013 Design Change

During Public Meetings with the City of Corpus Christi a request was made to minimize the five-level interchange at the I37 and SH 286 Interchange. The TxDOT Corpus Christi district conducted further engineering studies and found an engineering solution that no longer requires a five-level interchange as the original December 2012 survey. Lowering the interchange shortens the distance needed to the southern terminus on SH 386 completely avoiding of the Galvan Building, Hebrew Cemetery and Navarro Public Housing Complex. A copy of the draft change is attached in Appendix A.

DETERMINATION OF EFFECTS (Direct, Indirect & Cumulative) TO HISTORIC PROPERTIES

TxDOT historians applied the Criteria of Effect to each of the proposed alternatives to NRHP eligible resource Nos. 43, 118, 124, 130, 281, 316, 379, 385, 386, 455, 472 and 474 determine that the proposed undertaking will have **no adverse effect** on the historical associations and architectural features for which these properties were found to be significant.

Depending on the alternative, construction activities for the Harbor Bridge Project are within the current ROW, require ROW for new alignment, or require ROW for alignment changes. Comments on effects to historic properties to the proposed improvements are provided below with the potential alignment noted. Additional information is provided in the December 2012 survey's inventory charts and individual resource forms.

INDIVIDUAL NRHP HISTORIC PROPERTIES- NO DIRECT IMPACTS, NO ADVERSE EFFECT

NRHP eligible properties	NRHP Status	Alternative/Alignment	Proposed Construction Activities	Effects/Comments
No. 43 S Side of ship Channel	Elig. Criteria Consideration F	All alignments/alternatives	No impacts to Centennial Marker	**No adverse effect**
No. 118 Old Bayview Cemetery	Elig. Criteria Consideration D	Green/Orange	No work abutting this location.	**No adverse effect**;
No. 124 Solomon Coles HS, 924 Padre St	Elig. A Education and Ethnic Heritage	Red/Orange	No work abutting this location.	**No adverse effect**;
No. 130 Nueces Co Courthouse, 1110 N Mesquite St	Elig. C	Green/Orange/Red/West	Removal of bridges may constitute a net benefit.	**No adverse effect**;
No. 281 - DN Leathers, 1001 Coke St & 1921 Winnebago	Elig. A Community Development & Social History. C Architecture	Red/Orange	No work abutting this location.	**No adverse effect**;
No. 316 - 1414 Leopard Street	Elig. C	Green/Orange/Red	No work abutting this location.	**No adverse effect**;
No. 379 – 1110- Leopard St	Elig. A-Ethnic Heritage & Commerce	Green	No direct impacts.	**No adverse effect**
No. 385 – Broadway Bluff Improvement	Elig. C	Green	No work abutting this location.	**No adverse effect**;
No.386 – Somico Bldg 807 Upper Broadway	Elig. C	Green	No work abutting this location.	**No adverse effect**
No. 455 – Navarro Place Housing Complex 160 N 19th St	Elig. A Community Development & Social History. C Architecture	Red/Orange	No work abutting this location.	**No adverse effect**

No. 472 – Hebrew Rest Cemetery 1601 Laredo St	Elig. Criteria Consideration D	Green/Orange	No work abutting this location.	**No adverse effect**
No. 474 – 1624-1632 Agnes St	Elig. A-Entertainment/Recreatio n Ethnic Heritage	Red/Orange	No work abutting this location.	**No adverse effect**

The following historic properties will be impacted as a result of this proposed project with the alignments noted as follows:

INDIVIDUAL NRHP HISTORIC PROPERTIES- DIRECT IMPACTS

NRHP eligible properties	**NRHP Status**	**Alternative/Alignment**	**Proposed Construction Activities**	**Effects/Comments**
No. 8 –.US 181 over Burleson Street (NBI# 16178001016044)	Elig. C Neoprene pads	Green/Orange/Red/West	Removal	**Adverse effect**
No. 14 US 181 NB Frontage Rd (NBI# 16178001016043)	Elig. C Neoprene pads	Green/Orange/Red/West	Removal	**Adverse effect**
No. 39 – US 181 over the Corpus Christi Ship Channel (NBI# 16178001016041)	Elig. C	Green/Orange/Red/West	Removal	**Adverse effect**
No. 113 – US SB at Belden St (NBI# 161780007406050)	Elig. C Neoprene pads	Green/Orange/Red/West	Removal	**Adverse effect**
No. 117 SA,U & G Depot	Elig. C	Green	ROW needed from parking area	**No adverse effect/Intent to pursue De Minimis**
No. 125 US 181 SB Off Ramp @ SS 544 (NBI# 161780007406171)	Elig. A 3 & 4 level interchange	Green/Orange/Red/West	Removal	**Adverse effect**
No. 133 US 181 NB Off Ramp @ SS 544 (NBI# 161780007406169)	Elig. A 3 & 4 level interchange	Green/Orange/Red/West	Removal	**Adverse effect**
No. 134 US 181 NB Off Ramp @ SS 544 (NBI# 161780007406169)	Elig. A 3 & 4 level interchange	Green/Orange/Red/West	Removal	**Adverse effect**

TxDOT Historians determined that the proposed action will not have no other reasonably foreseeable adverse effects that may occur later in time, be farther removed in distance, or be cumulative.

Efforts to Minimize Harm and Mitigation

In accordance with CFR 800.6, TxDOT proposes to mitigate the above mentioned adverse effects with implementation of programmatic mitigation efforts under development with your agency and the Historic Bridge Foundation for the Post-1945 bridges. TxDOT would appreciate THC consultation to share ideas for appropriate mitigation efforts.

CONCLUSION

In accordance with 36 CFR 800 and the Programmatic Agreement for Transportation Undertakings, we hereby request your signed concurrence with these determinations of eligibility and effects within 30 days of your receipt of this letter. Consulting parties are simultaneously reviewing this proposed project and all comments will be forwarded to you immediately upon receipt. *Any design changes to this project will require re-coordination with your agency and the consulting parties.* If you have any questions of comments regarding this project, please contact me at 512-416-2555

Sincerely,

Carolyn A. Nelson

Carolyn A. Nelson, MS
Architectural Historian
Environmental Affairs Division

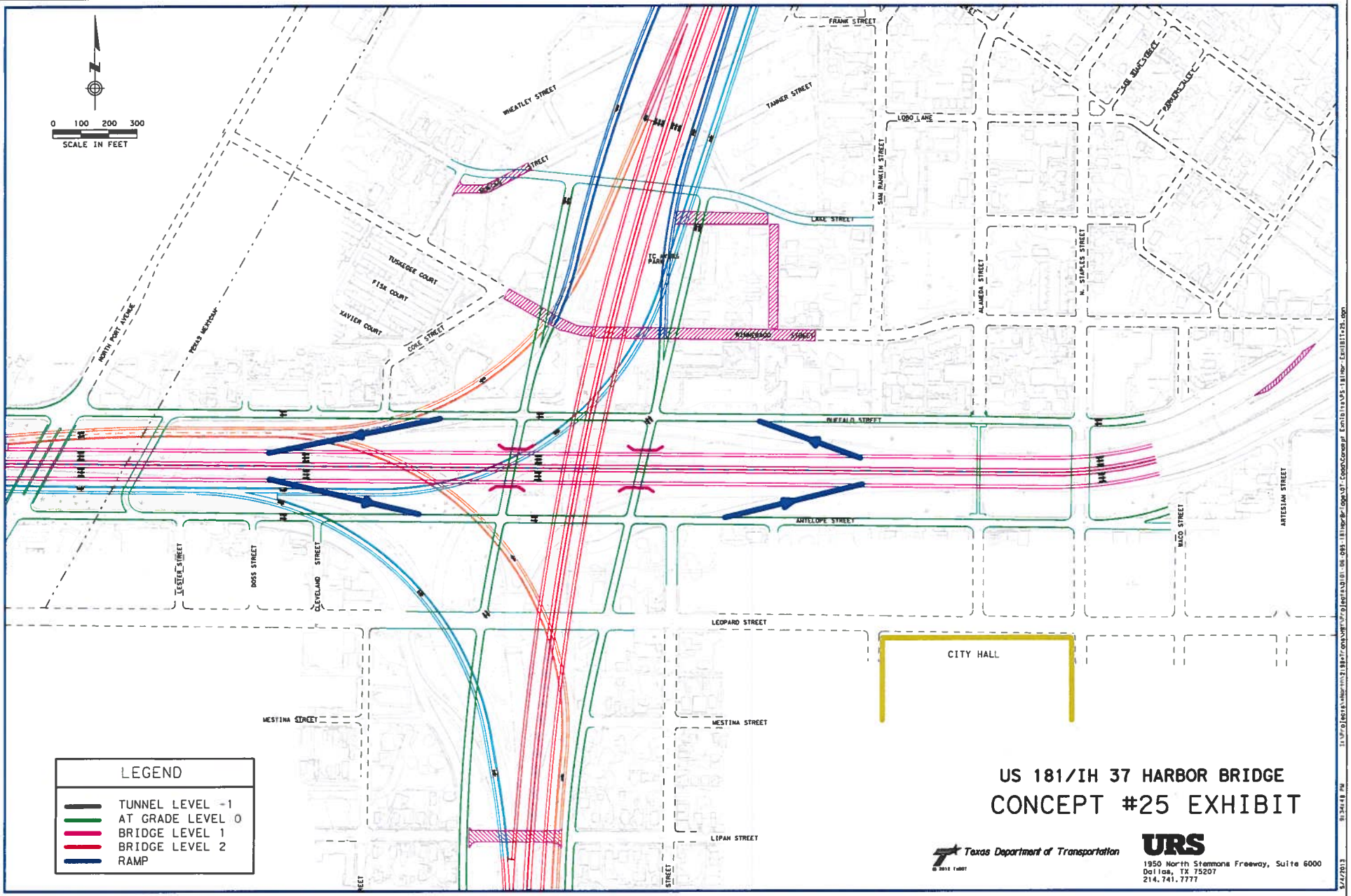
CONCUR
Harbor Bridge Project
CSJ: 0101-06-095

- **DETERMINATIONS OF ELIGIBILITY FOR HISTORIC PROPERTIES**
- **EFFECTS TO HISTORIC PROPERTIES**

NAME: _____ DATE: _____
for State Historic Preservation Officer

Attachments:

Exhibit A: Schematic Plan for Design Change at I37/SH286 Interchange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SCALE IN FEET
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WHEATLEY STREET
TANNER STREET
LOBO LANE
SAN RAMON STREET
LAKE STREET
TUSKEGEE COURT
FISK COURT
XAVIER COURT
COKE STREET
NORTH PORT AVENUE
TEXAS NEXTRAN
ALAMEDA STREET
N. STAPLES STREET
BUFFALO STREET
ANTELOPE STREET
WACO STREET
ARTESIAN STREET
LESTER STREET
DOSS STREET
CLEVELAND STREET
LEOPARD STREET
CITY HALL
WESTINA STREET
LIPAN STREET
LEGEND
TUNNEL LEVEL -1
AT GRADE LEVEL 0
BRIDGE LEVEL 1
BRIDGE LEVEL 2
RAMP
US 181/IH 37 HARBOR BRIDGE
CONCEPT #25 EXHIBIT
Texas Department of Transportation
URS
1950 North Stemmons Freeway, Suite 6000
Dallas, TX 75207
214.741.7777

6 June 2013

Carolyn Nelson
Environmental Affairs Division
Texas Department of Transportation
125 E. 11th Street
Austin, Texas 78701-2483

Re: Project review under Section 106 of the National Historic Preservation Act of 1966
Corpus Christi Harbor Bridge Project—US 181 at Corpus Christi Ship Channel, Nueces County, Texas
(FHWA/TxDOT CSJ # 0101-06-095)

Dear Mrs. Nelson,

Thank you for submitting information for the above-referenced project. You have provided a survey of properties within the Area of Potential Effect (APE) for the project alternatives under consideration, a re-evaluation of the Leopard Street area, and a letter with your recommendations and the results of your conversations with local consulting parties, the latter of which we received on May 24. This letter serves as official comment from Texas' State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC).

THC staff led by Linda Henderson reviewed the materials. As discussed with you earlier this week, THC concurs with your findings of eligibility with the exception of the potential for a commercial historic district in the vicinity of Leopard Street, which we find to be eligible for listing in the National Register of Historic Places (NRHP) under Criterion A at the local level, with the following properties being considered contributing: 709 Waco, 1122 Leopard, 1116-1120 Leopard, 1110 Leopard, 1102 Leopard, 1016 Leopard*, 1001 Leopard*, 1019-1021 Leopard, 1101 Leopard, 1117-1129 Leopard, 1023 Mestina, 1000 block Mestina*, 615 Waco, and 617 Waco. Attached, please find a table indicating the findings presented in the two surveys you provided, as well as our recommendations. *In addition to the eligible district, we find that three properties are individually eligible for listing (with 1000 block Mestina included with 1001 Leopard).

We concur with your determinations for the project's effects to historic properties. Because you had determined Leopard Street to be not eligible as a district and therefore did not make recommendations as to the project's effects to it, we request an addendum with your determinations of effect specific to those resources. We also agree with your proposed mitigation for adverse effects to the NRHP-eligible bridges, which will be carried out under broader programmatic mitigation for post-World War II bridges our offices are currently developing with Federal Highway Administration, and the Historic Bridge Foundation.

Thank you for your ongoing coordination with us on this project and for helping to identify and protect the state's irreplaceable historic resources. Please contact us with any questions: linda.henderson@thc.state.tx.us or 512/463-5851.

Sincerely,

Linda Henderson, Historian
For:
Mark Wolfe, State Historic Preservation Officer

Cc: Anita Eisenhauer, Chair, Nueces County Historical Commission
Andrew Dimas, City of Corpus Christi, Certified Local Government Program

THC table * 6 June 2013

Response to Corpus Christi Harbor Bridge survey project and evaluation of potential Leopard Street Historic District

			Contributing to a District?			NRHP Eligible		
Resource No.	Address	Within APE	M&H	LK	THC	Individual	Date	Name of Building
366	725 Waco	Y	C	NC	NC	N	c. 1930	Unknown
367	711 Waco	Y	C	NC	NC	N	c. 1940	La India Bakery
373	709 Waco	Y	C	C	C	N	c. 1928	Unknown
377	1122 Leopard	Y	C	NC	C	N	1928, 1931	Henry Grossman Dept Store
378	1116-1120 Leopard	Y	C	NC	C	N	c. 1928	Unknown
379	1110 Leopard	Y	C	C	C	Y	c. 1928	Unknown
380	1102 Leopard	Y	C	NC	C	N	1926	Sagarino Building
381	1016 Leopard	Y	C	C	C	Y*	1927	Melba Theater
None	1024 Leopard	Y	NC	NC	NC	N	c. 1928	rental property owned by Grossman Bros
None	1001 Leopard	N	NC	C	C	Y	1938, 1957, 1964	Braslau's Furniture Store
None	1019-1021 Leopard	N	NC	C	C	N	1956	Rental property owned by Braslau
None	1101 Leopard	N	C	NC	C	N	C. 1935	Unknown
None	1117-1129	N	C	NC	C	N	1929	Aztec Building
None	1023 Mestina	N	C	NC	C	N	c. 1925	Goltzman Building
None	1000 block Mestina	N	C	included as part of 1001 Leopard	C	see 1001 Leopard	1952	Attached to Braslau's
None	615 Waco	N	C	C	C	N	c. 1922	Unknown
None	617 Waco	N	C	C	C	N	c. 1922	Unknown
Not listed	1119 Antelope	Y	Not included	NC	NC	N	c. 2000	
Not listed	1115 Antelope	Y	NC	NC	NC	N	1954	Solis Furniture Store
Not listed	1115-rear Antelope	Y	Not included	NC	NC	N	1954	Warehouse for Solis Furniture Store
		totals	14	8	14	3		
			out of 20	out of 20	out of 20			

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June 6, 2013

Linda Henderson
P.O. Box 12276
Austin, TX 78711-2276

Dear Ms. Henderson:

RE: CSJ#0101-06-095

Thank you for your quick response. This letter serves as a response to your letter dated today June 6, 2013 and to provide the following information for THC records regarding changes that have occurred since we started consultation efforts.

- Several of the buildings determined as eligible and contributing to the Leopard Street Commercial Historic District in your June 6, 2013 letter were demolished by the City of Corpus Christi.
    - As of yesterday 1019-1021 Leopard was demolished,
    - as of May 6, 2013 the following properties were demolished-1117-1129 Leopard, 1101 Leopard, 615 Waco and 617 Waco.
    - In addition the following two properties are scheduled to be demolished by August 2013-1001 Leopard and the 1000 block of Mestina.
- With THCs findings of contributing and non-contributing buildings ten buildings remain 50%, of the district, which two properties would be discontiguous (1001 Leopard and the 1000 block of Mestina) due to the above demolitions and not appropriate to National Park Service Standards.
- Of the three THC determined individually eligible properties, TxDOT would like to provide the following information for your records:
    - 1016 Leopard is in a ruinous state in which the roof has caved in and structural cracks in the façade are highly questionable to Secretary of the Interior Standards according to a phone conversation with Andrew Dimas-Corpus Christi City Planner on April 16, 2013.
    - 1000 block of Mestina Street is currently awaiting demolition by August 2013. Due to the discontiguous nature created by the already demolished properties and that they were not in the original APE. This property will not be addressed.
- Seven properties remain solely on the north side of Leopard (1016-1122) and 709 Waco. Due to demolitions these eight properties do not make up an eligible historic district because they cannot convey their historic significance without the demolished buildings across from them that your office determined as contributing.

- Of the two individually eligible buildings your office determined eligible this proposed project will not cause an adverse effect to 1016 Leopard or 1110 Leopard. These two properties face south and away from the proposed project area, there will be no elevation changes at this location or the interchange due to the design changes discussed in our previous consultation.

We appreciate your time and visit to discuss this proposed project. Please feel free to call me at 512-416-2555 if you have any questions or need additional information.

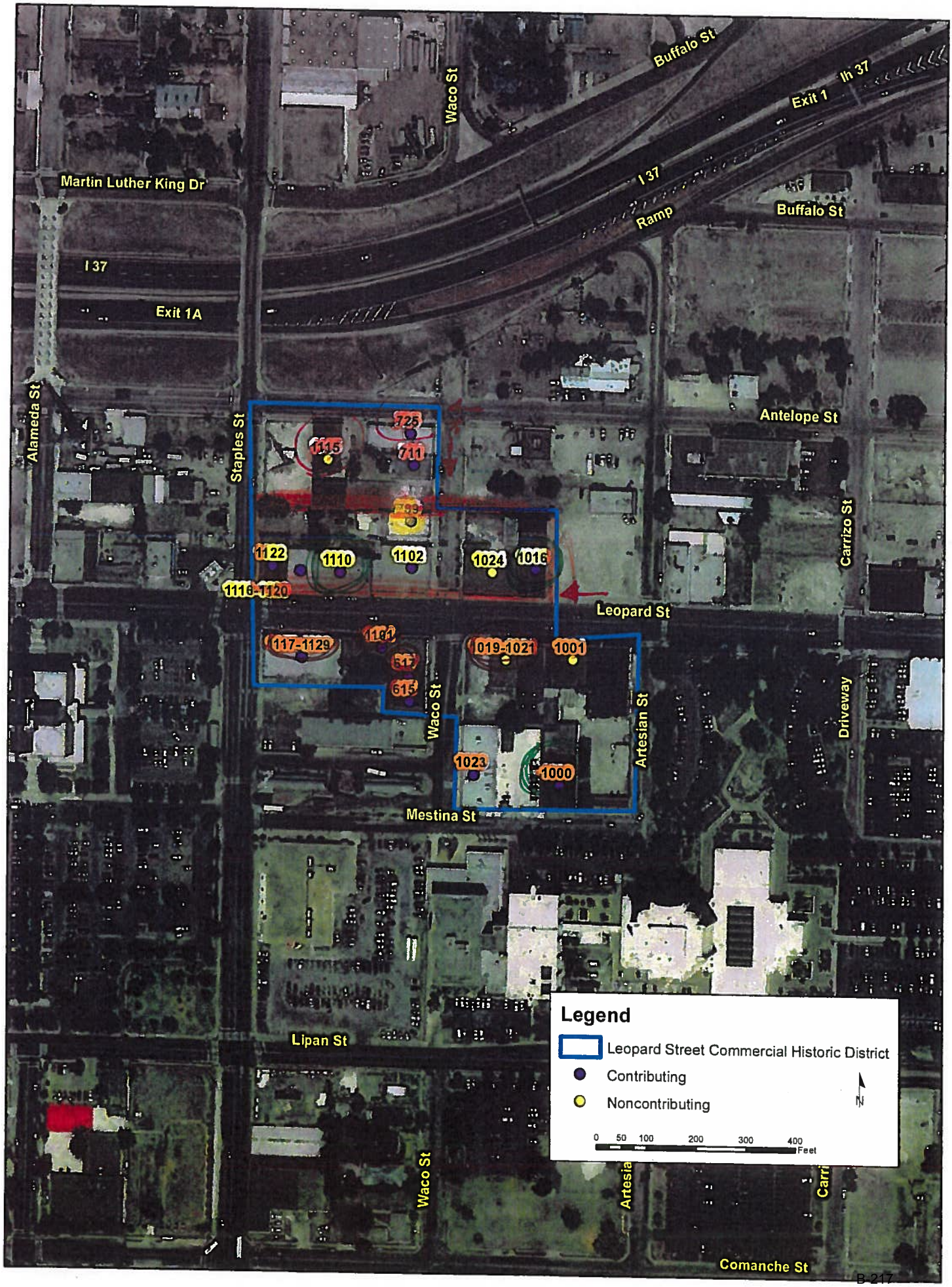
Sincerely,

Carolyn A Nelson

CONCUR NO ADVERSE EFFECT ELIGIBLE HISTORIC PROPERTY

NAME: [illegible] DATE: 6 June 2013

for Mark Wolfe, State Historic Preservation Officer


Buffalo St
Waco St
Exit 1
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I 37
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Martin Luther King Dr
I 37
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Alameda St
Staples St
Antelope St
Carrizo St
725
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711
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1122
1110
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1024
1016
1116-1120
Leopard St
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1019-1021
1001
517
615
Waco St
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Driveway
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Lipan St
Waco St
Artesia
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Comanche St
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Leopard Street Commercial Historic District
Contributing
Noncontributing
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Feet

U.S. Department
of Transportation
Federal Highway Administration

FEDERAL HIGHWAY ADMINISTRATION
300 EAST 8TH STREET, RM 826
AUSTIN, TEXAS 78701

Texas Department of Transportation

TEXAS DEPARTMENT OF TRANSPORTATION
125 E. 11th STREET
AUSTIN, TEXAS 78701-2483

June 18, 2013

Ms. Teri Ficken, Public Relations Chairperson
Corpus Christi Area Heritage Society
202 Ghent Place
Portland, TX 78374

RE: CSJ: 0101-06-095; Harbor Bridge and US 181, Bridge Replacement and Roadway Improvements, Four Alternatives Proposed for the Project Location, City of Corpus Christi; Nueces County, Corpus Christi District

Dear Ms. Ficken:

The above referenced transportation project is being considered for construction by the Federal Highway Administration (FHWA) and the Texas Department of Transportation (TxDOT). Environmental studies are in the process of being conducted for this project. The project is located in an area that is of interest to you. The purpose of this letter is to contact you in order to consult with you in compliance with Section 106 of the National Historic Preservation Act (NHPA).

INTRODUCTION

The proposed project would replace the existing Harbor Bridge and re-route sections of United States Highway (US) 181, a six-lane divided highway in Corpus Christi, Nueces County, Texas. Harbor Bridge spans the Corpus Christi Ship Channel (CCSC) and carries US 181. As part of the planning process, four possible highway routes and locations for a new bridge are being considered. The enclosed map identifies the proposed alternatives (Green, Orange, Red, West) (see Figure 1). A preferred route has not yet been selected.

The alignments are in an urbanized and industrial setting that has been impacted by development that includes residential housing, the CCSC, commercial and industrial infrastructure, and shoreline restoration. In addition to the effects of development, the project

area has been subjected to the impacts of weather and coastal erosion. As part of the planning process prior to construction, TxDOT shall conduct archeological investigations to evaluate the level of disturbance along the four designated alternatives and assess the probability for the presence of significant cultural resources, prehistoric or historic-age archeological remains, within the project area. The APE for this study would be the construction footprint based on schematics and plans currently available for each of the proposed alternatives. The study area would include a 1.0-kilometer (0.62-mile) range around the alternative alignments for cultural resources background research. A map for each of the four proposed alternatives is included with this letter.

In the following paragraphs, a project description is presented for each alternative, which includes existing and proposed right of way (ROW), permanent and temporary easements, utility relocations, and project-specific locations (PSLs).

The estimated depths of impact are typical for each alignment. The estimated depths of impact for a roadway would be less than 3 feet below surface. Sidewalks and shared use paths would be typically less than 2 feet below surface. Drainage systems and underground utility relocations would be typically less than 7 feet below surface. The deepest impacts are associated with drilled shafts for bridge support piers. These disturbances are in localized areas where the shafts are drilled, typically less than 5 feet in diameter and extending to solid substrate, a depth that may exceed 50 feet below surface.

GREEN ALTERNATIVE

The Green Alternative would begin at Beach Avenue on US 181 and follow the existing alignment of US 181 south to Burleson Street (see Figure 2). The alignment would then veer slightly to the west of the existing Harbor Bridge and cross the CCSC, continue on the west side of existing US 181 to Interstate Highway (IH) 37, and follow the existing alignment of IH 37 to the interchange with the Crosstown Expressway [alternately known as State Highway (SH) 286]. The location of the new bridge would be slightly offset to the west of the existing bridge.

The Green Alternative would have three 12-foot-wide main lanes in each direction with a median barrier and 12-foot-wide inside and 10-foot-wide outside shoulders. This alternative would also include a 10-foot-wide shared use path separated from the main lanes by a 2-foot-wide concrete barrier. The shared use path would extend from Carancahua Street on the south to Gulfspray Avenue on the north. Two-lane, one-way frontage roads in each direction would also be included north of the CCSC between Beach Avenue and Breakwater Avenue. The ROW width for this alternative varies from 228 to 459 feet.

Substantive changes in access are not proposed relative to the current condition of the interchange, although certain points of access to and from IH 37 would be modified. Other changes in access are proposed along US 181 both north and south of the CCSC.

The Green Alternative would be comprised of 226.21 acres of existing ROW and 29.20 acres of proposed ROW. Utility relocations, easements, PSLs would be variable within the APE. Depth of impact would be the estimated typical depths as described in the Introduction paragraphs.

ORANGE ALTERNATIVE

The Orange Alternative would begin at Beach Avenue on US 181, veer west of US 181 at Burleson Street and then cross the CCSC immediately west of existing US 181. The alignment would then veer west again and extend south, cross IH 37, and follows Crosstown Expressway south terminating at Morgan Avenue (see Figure 3). This alternative would include a reconstructed, fully-directional interchange at IH 37 and Crosstown Expressway. The termini for the Orange Alternative are Beach Avenue on the north and IH 37 on the south, with a transition back to existing IH 37 at Buddy Lawrence Drive on the west and Shoreline Boulevard on the east. The transition back to the existing Crosstown Expressway would extend south to Morgan Avenue.

The Orange Alternative would be on a new location alignment west of the existing US 181 and Harbor Bridge. The location of the new bridge would be offset approximately 100 feet to the west of the existing bridge to allow for travel lanes to remain open on the existing bridge while construction proceeded on the new bridge.

The Orange Alternative would have three 12-foot-wide main lanes in each direction with a median barrier and 12-foot-wide inside and 10-foot-wide outside shoulders. This alternative would also include a 10-foot-wide shared use path. The ROW width for this alternative would vary from approximately 200 to 430 feet.

The existing Harbor Bridge and the US 181 embankment on both the north and south approaches to the bridge would be removed as part of this proposed alternative. US 181 would be converted to an at-grade boulevard section, similar to the Red Alternative, utilizing a realigned Tancahua and Carancahua Streets one-way pair—Tancahua Street southbound and Caranchaua Street northbound—to access the existing surface streets downtown.

North of the CCSC, proposed US 181 would return to the existing alignment at Burleson Street with the first northbound exit to be provided at Beach Avenue. The full transition back to existing US 181 would be approximately 1,100 feet north of Beach Avenue.

The Orange Alternative would be comprised of 299.33 acres of existing ROW and 78.60 acres of proposed ROW. Utility relocations, easements, PSLs would be variable within the APE. Depth of impact would be the estimated typical depths as described in the Introduction paragraphs.

RED ALTERNATIVE

The Red Alternative would begin at Beach Avenue on US 181, veer west of existing US 181 just north of Burleson Street, and then crosses the CCSC about 1,500 feet west of existing US 181 (see Figure 4). The alignment would then extend south to IH 37 at the interchange with the Crosstown Expressway, continue south along Crosstown, and terminate at Morgan Avenue.

The Red Alternative would be on a new location alignment west of existing US 181 and the Harbor Bridge. The new bridge would be 1,500 feet to the west of the existing bridge. This alternative would include a reconstructed, fully-directional interchange at IH 37 and Crosstown Expressway. The termini for the Red Alternative would be Beach Avenue on the north and IH 37 on the south, with a transition back to existing IH 37 at Buddy Lawrence Drive on the west and Shoreline Boulevard on the east. The transition back to the existing Crosstown Expressway would extend to Morgan Avenue.

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The West Alternative would begin at Beach Avenue on US 181 and then veer to the west nearly parallel to the CCSC (see Figure 5). The West Alternative would then turn south, crossing Navigation Boulevard just north of the CCSC. It would then cross the CCSC and continue south, generally parallel and to the east of Nueces Bay Boulevard to IH 37. Along IH 37, the transition for the West Alternative would extend west to Up River Road and east to Staples Street. Along

Crosstown Expressway, the transition for the West Alternative would extend south and terminate between Comanche Street and Laredo Street.

The West Alternative would be on a new location alignment west of existing US 181 and the Harbor Bridge. The new bridge would be approximately 1.25 miles to the west of the existing bridge. This alternative would include a new interchange at IH 37 near Nueces Bay Boulevard and a reconstructed interchange at IH 37 and Crosstown Expressway. The termini for the West Alternative would be Beach Avenue on the north and IH 37 on the south, with a transition back to existing IH 37 at Up River Road on the west and North Staples Street on the east. The transition back to the existing Crosstown Expressway would extend approximately 600 feet south of Comanche Street.
The path of the West Alternative would run parallel to and east of Nueces Bay Boulevard from IH 37 to the CCSC. The proposed West Alternative would return to the existing US 181 alignment approximately 0.25 mile north of Burleson Street.

The West Alternative would have three 12-foot-wide main lanes in each direction with a median barrier and 12-foot-wide inside and 10-foot-wide outside shoulders. This alternative would also include a 10-foot-wide shared use path. The bicycle and pedestrian facilities would extend from Peabody Avenue at the IH 37 westbound frontage road on the south to Gulfspray Avenue on the north. The ROW width for this alternative would vary from 320 to 570 feet.

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Texas. Any archeological material would be at the surface or shallowly buried in exposures of Beaumont Formation and the Deweyville terraces. The presence of Holocene-age alluvial fill would indicate potential for buried archeological materials.

SOILS

The Web Soil Survey, courtesy of the United States Department of Agriculture Natural Resources Conservation Service, indicates that the soils mapped within the study area include Ijam clay loam, Tidal flats, and Urban land.

Ijam clay loam soils formed on linear flats from recent (modern) sandy and loamy redeposited dredge spoils bordering waterways, ditches, and canals. Previous geoarcheological assessments of these soils in coastal areas of the nearby counties suggest that they exhibit no geoarcheological potential for the presence of cultural materials in good context.

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Texas General Land Office historic aerial imagery, dating back to 1950, was examined in order to identify past and present disturbances in the project area. The types of disturbances noted include former and existing industrial, petroleum, natural gas, and manufacturing facilities, former and existing commercial and residential buildings and housing developments, construction, expansion and modifications along the CCSC, and disturbances related to new highway and roadway construction. Most of the proposed alternative alignments follow existing roadway ROW, which has undergone extensive past disturbances. In many cases where new ROW would be obtained, the areas are already impacted by former commercial and/or residential or industrial structures that are no longer present.

According to soil data, the area to the south of the CCSC is entirely within areas mapped as Urban land. The north side of the CCSC is within dredge spoil material as well as Urban land and developed areas. The depth of urbanization impacts and/or fill material over native soil surfaces is currently unknown. The geomorphological and geoarcheological setting of the project area in general is such that any archeological artifacts and features would have been situated on pre-Holocene age surfaces associated with the Beaumont Formation or Deweyville Terraces. As such, even shallow impacts would have likely disrupted the cultural context of any buried archeological sites, such that they no longer retain any aspects of integrity, especially integrity of location or association. However, review of historic aerial imagery suggests that the

extent of prior disturbances varies across the entire project area. Image sequences also suggest several patchy areas have escaped any significant impacts, at least as seen in the last 60 years of available photographic record.

PREVIOUS ARCHEOLOGICAL INVESTIGATIONS

Review of the Texas Archeological Sites Atlas (Atlas) shows three previously recorded archeological sites (41NU251, 41NU253, and 41NU260) and six previously conducted archeological investigations within 1.0 kilometer (0.62 mile) of the proposed project alternatives. None of the recorded sites are shown to extend into the proposed project alternatives.

Site 41NU251 is located between Peoples and Schatzell Streets, approximately 400 meters (1,312.3 feet) from the Green and West Alternatives. The Atlas does not have any information for this site.

Site 41NU253 was recorded during excavations for the Texas State Aquarium. The site is described as a portion of General Zachary Taylor's campsite, occupied prior to the US — Mexican War. Artifacts were found at depths from 8 to 20 inches, in the southwest corner of the survey area. However, soils at this site were reported as very sandy, disturbed, and mixed. The site is approximately 150 meters (500 feet) east of the Green and Orange alignments.

Site 41NU260 consists of an apparent trash pit containing late nineteenth century bottles and refuse. The site is recorded approximately 300 meters (984.2 feet) beyond the proposed alternatives, along IH 37 to the north.

Six known cemeteries are located within 1 kilometer (0.62 mile) of any of the proposed alternatives. These include the Rose Hill Cemetery, New Bayview Cemetery, Hillcrest Cemetery, Old Bayview Cemetery, Holy Cross Cemetery, and Hebrew Rest Cemetery. Only Hebrew Rest Cemetery is adjacent to any of the alternatives under consideration. The Hebrew Rest Cemetery is located at State Spur 544 and SH 286 and located adjacent to the Orange and Red Alternatives. According to available plans, the cemetery will not be impacted.

Two of the previously completed archeological investigations intersect the area of potential effects for the proposed alternatives. In 1984, the US Army Corp of Engineers (USACE) conducted a survey in a dredge-spoil site immediately north of CCSC. The surveyed area measures approximately 250 acres and is bisected by a portion of the West Alternative. No archeological sites were recorded during this survey. In 2008, Prewitt and Associates, Inc., completed an archeological reconnaissance survey that extended into the Orange and Red Alternatives. No archeological sites were recorded during this survey.

In 1984, the USACE completed an archeological survey along the northeastern corner of the North Beach area at Rincon Point. The survey covered approximately 8.5 acres and was situated approximately 500 meters (1,640.4 feet) north of the project terminus at Beach Avenue. The survey area did not extend into any of the proposed Alternatives. No archeological sites were recorded during this survey.

In 1985, the USACE conducted a survey in the vicinity of the museum district, along North Chaparral and Resaca Streets. The project area measured approximately 6 acres and is approximately 200 meters (656 feet) east of the Green Alternative and a portion of the West Alternative. No archeological sites were recorded during this survey.

In 1989, Archeology Consultants, Inc., conducted a survey prior to the construction of the Texas State Aquarium, located due east of the North Beach bridge approach, immediately on the north site of CCSC. The surveyed area measured approximately 6 acres and is approximately 150 meters (492 feet) east of portions of the Green and Orange Alternatives. This survey recorded site 41NU253, an historic-age site described above. Additional investigations were conducted at that site.

In 2006, Coastal Environments, Inc., conducted archeological monitoring approximately 200 meters (656 feet) north of IH 37 and the proposed Alternatives for this project. They investigated in area that measured approximately 3 acres. No archeological sites were recorded during this survey.

RECOMMENDATIONS

Due to the above mentioned considerations, TxDOT recommends that additional archeological investigations be conducted to confirm the presence or absence of intact archeological deposits that could be adversely impacted by the undertaking. The additional archeological investigations may include activities ranging from further background study or reconnaissance survey to intensive survey, with likelihood for mechanical trenching and/or shovel testing. The minimum level of effort would be a background study of the proposed project APE. This study would include review of available maps, databases, reports, and other archival documentation. The information would be evaluated for natural conditions, results of previous archeological projects, and/or existing disturbances that could affect the presence or preservation of archeological deposits. TxDOT would continue consultation in the event that additional archeological investigations reveal archeological deposits that could be adversely impacted by the undertaking.

In the event that unanticipated archeological deposits are encountered during construction, work in the immediate area will cease, and TxDOT archeological staff will be contacted to initiate post-review discovery procedures under the provisions of the PA-TU and the Memorandum of Understanding (MOU) between TxDOT and the Texas Historical Commission.

According to our procedures under Section 106 of the NHPA, we are writing to request any comments you may have on the TxDOT recommendation. Please provide your comments within 30 days of receipt of this letter. Any comments provided after that time will be addressed to the fullest extent possible. If you do not object with the recommendation, please sign below to indicate your concurrence. If we do not hear from you within the comment period provided, we will continue with the effort as presented in this letter.

Re: Section 106 Consultation, National Historic Preservation Act;
Proposed Texas Department of Transportation Project, Corpus Christi District
CSJ: 0101-06-095; Harbor Bridge and US 181, Bridge Replacement and
Roadway Improvements, Four Alternatives Proposed for the Project Location,
City of Corpus Christi; Nueces County

Thank you for your attention to this matter. If you have questions, please contact Eric Oksanen (TxDOT Archeologist) at 512/416-2505 (email: Eric.Oksanen@txdot.gov) or me at 512/416-2638 (email: Sharon.Dornheim@txdot.gov). When replying to this correspondence by US Mail, please ensure that the envelope address includes reference to the Archeological Studies Branch, Environmental Affairs Division.

Sincerely,

Sharon Dornheim

Sharon Dornheim
Staff Archeologist / Consultation Coordinator
Environmental Affairs Division

Concurrence by: _____ Date: _____

Attachments

cc w/attachments:
Christopher Amy, TxDOT Corpus Christi District Environmental Coordinator;
Mike Chavez, ENV-PD TxDOT;
Eric Oksanen, ENV-ARCH TxDOT;
ENV-ARCH Project File / ENV-ARCH ECOS

The attached letter was sent to the following Other Consulting Parties on June 18, 2013:

Ms. Teri Ficken, Public Relations Chairperson
Corpus Christi Area Heritage Society
202 Ghent Place
Portland, TX 78374

Mr. Jerry Bauman, Steward
Coastal Bend Archaeological Society
12928 McBurnett Dr.
Corpus Christi, TX 78410

Dr. Jack Keller, Director
TAS Region 7
Southern Archaeological Consultants, Inc.
117 Calle Conejo
Los Fresnos, TX 78566

Ms. Anita Eisenhauer, President
Nueces County Historical Commission
P.O. Box 260056
Corpus Christi, TX 78410

Texas Department of Transportation®
DEWITT C. GREER STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • (512) 463-8585

June 18, 2013

Mr. Donnie Cabaniss, Chairman
Apache Tribe of Oklahoma
P.O. Box 1330
Anadarko, OK 73005

RE: CSJ: 0101-06-095; Harbor Bridge and US 181, Bridge Replacement and Roadway Improvements, Four Alternatives Proposed for the Project Location, City of Corpus Christi; Nueces County, Corpus Christi District

Dear Mr. Cabaniss:

The above referenced transportation project is being considered for construction by the Federal Highway Administration (FHWA) and the Texas Department of Transportation (TxDOT). Environmental studies are in the process of being conducted for this project. The purpose of this letter is to contact you in order to initiate Section 106 consultation with your Tribe pursuant to stipulations of the First Amended Programmatic Agreement among the Federal Highway Administration, the Texas Department of Transportation, the Texas State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding the Implementation of Transportation Undertakings (PA-TU). The project is located in an area that is of interest to your Tribe.

INTRODUCTION

The proposed project would replace the existing Harbor Bridge and re-route sections of United States Highway (US) 181, a six-lane divided highway in Corpus Christi, Nueces County, Texas. Harbor Bridge spans the Corpus Christi Ship Channel (CCSC) and carries US 181. As part of the planning process, four possible highway routes and locations for a new bridge are being considered. The enclosed map identifies the proposed alternatives (Green, Orange, Red, West) (see Figure 1). A preferred route has not yet been selected.

The alignments are in an urbanized and industrial setting that has been impacted by development that includes residential housing, the CCSC, commercial and industrial infrastructure, and shoreline restoration. In addition to the effects of development, the project

area has been subjected to the impacts of weather and coastal erosion. As part of the planning process prior to construction, TxDOT shall conduct archeological investigations to evaluate the level of disturbance along the four designated alternatives and assess the probability for the presence of significant cultural resources, prehistoric or historic-age archeological remains, within the project area. The APE for this study would be the construction footprint based on schematics and plans currently available for each of the proposed alternatives. The study area would include a 1.0-kilometer (0.62-mile) range around the alternative alignments for cultural resources background research. A map for each of the four proposed alternatives is included with this letter.

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Tidal flats are mapped only within a small portion of the West Alternative on the north side of the CCSC that was under shallow tidal waters prior to construction of the CCSC. This portion of the study area is unlikely to have been desirable from a prehistoric habitation standpoint.

Urban land comprises most of the study area, including all areas on the south side of the CCSC encompassed by the alternatives. Urban land is also mapped on the North Beach area within the Green, Orange, and Red Alternatives. The extent of disturbances from urbanization is likely highly varied, depending on the depths of impacts from various construction activities. Thus, the degree to which potential archeological deposits have been disturbed is uncertain. The project area is heavily urbanized, located in downtown Corpus Christi.

Texas General Land Office historic aerial imagery, dating back to 1950, was examined in order to identify past and present disturbances in the project area. The types of disturbances noted include former and existing industrial, petroleum, natural gas, and manufacturing facilities, former and existing commercial and residential buildings and housing developments, construction, expansion and modifications along the CCSC, and disturbances related to new highway and roadway construction. Most of the proposed alternative alignments follow existing roadway ROW, which has undergone extensive past disturbances. In many cases where new ROW would be obtained, the areas are already impacted by former commercial and/or residential or industrial structures that are no longer present.

According to soil data, the area to the south of the CCSC is entirely within areas mapped as Urban land. The north side of the CCSC is within dredge spoil material as well as Urban land and developed areas. The depth of urbanization impacts and/or fill material over native soil surfaces is currently unknown. The geomorphological and geoarcheological setting of the project area in general is such that any archeological artifacts and features would have been situated on pre-Holocene age surfaces associated with the Beaumont Formation or Deweyville Terraces. As such, even shallow impacts would have likely disrupted the cultural context of any buried archeological sites, such that they no longer retain any aspects of integrity, especially integrity of location or association. However, review of historic aerial imagery suggests that the

extent of prior disturbances varies across the entire project area. Image sequences also suggest several patchy areas have escaped any significant impacts, at least as seen in the last 60 years of available photographic record.

PREVIOUS ARCHEOLOGICAL INVESTIGATIONS

Review of the Texas Archeological Sites Atlas (Atlas) shows three previously recorded archeological sites (41NU251, 41NU253, and 41NU260) and six previously conducted archeological investigations within 1.0 kilometer (0.62 mile) of the proposed project alternatives. None of the recorded sites are shown to extend into the proposed project alternatives.

Site 41NU251 is located between Peoples and Schatzell Streets, approximately 400 meters (1,312.3 feet) from the Green and West Alternatives. The Atlas does not have any information for this site.

Site 41NU253 was recorded during excavations for the Texas State Aquarium. The site is described as a portion of General Zachary Taylor's campsite, occupied prior to the US — Mexican War. Artifacts were found at depths from 8 to 20 inches, in the southwest corner of the survey area. However, soils at this site were reported as very sandy, disturbed, and mixed. The site is approximately 150 meters (500 feet) east of the Green and Orange alignments.

Site 41NU260 consists of an apparent trash pit containing late nineteenth century bottles and refuse. The site is recorded approximately 300 meters (984.2 feet) beyond the proposed alternatives, along IH 37 to the north.

Six known cemeteries are located within 1 kilometer (0.62 mile) of any of the proposed alternatives. These include the Rose Hill Cemetery, New Bayview Cemetery, Hillcrest Cemetery, Old Bayview Cemetery, Holy Cross Cemetery, and Hebrew Rest Cemetery. Only Hebrew Rest Cemetery is adjacent to any of the alternatives under consideration. The Hebrew Rest Cemetery is located at State Spur 544 and SH 286 and located adjacent to the Orange and Red Alternatives. According to available plans, the cemetery will not be impacted.

Two of the previously completed archeological investigations intersect the area of potential effects for the proposed alternatives. In 1984, the US Army Corp of Engineers (USACE) conducted a survey in a dredge-spoil site immediately north of CCSC. The surveyed area measures approximately 250 acres and is bisected by a portion of the West Alternative. No archeological sites were recorded during this survey. In 2008, Prewitt and Associates, Inc., completed an archeological reconnaissance survey that extended into the Orange and Red Alternatives. No archeological sites were recorded during this survey.

In 1984, the USACE completed an archeological survey along the northeastern corner of the North Beach area at Rincon Point. The survey covered approximately 8.5 acres and was situated approximately 500 meters (1,640.4 feet) north of the project terminus at Beach Avenue. The survey area did not extend into any of the proposed Alternatives. No archeological sites were recorded during this survey.

In 1985, the USACE conducted a survey in the vicinity of the museum district, along North Chaparral and Resaca Streets. The project area measured approximately 6 acres and is approximately 200 meters (656 feet) east of the Green Alternative and a portion of the West Alternative. No archeological sites were recorded during this survey.

In 1989, Archeology Consultants, Inc., conducted a survey prior to the construction of the Texas State Aquarium, located due east of the North Beach bridge approach, immediately on the north site of CCSC. The surveyed area measured approximately 6 acres and is approximately 150 meters (492 feet) east of portions of the Green and Orange Alternatives. This survey recorded site 41NU253, an historic-age site described above. Additional investigations were conducted at that site.

In 2006, Coastal Environments, Inc., conducted archeological monitoring approximately 200 meters (656 feet) north of IH 37 and the proposed Alternatives for this project. They investigated in area that measured approximately 3 acres. No archeological sites were recorded during this survey.

RECOMMENDATIONS

Due to the above mentioned considerations, TxDOT recommends that additional archeological investigations be conducted to confirm the presence or absence of intact archeological deposits that could be adversely impacted by the undertaking. The additional archeological investigations may include activities ranging from further background study or reconnaissance survey to intensive survey, with likelihood for mechanical trenching and/or shovel testing. The minimum level of effort would be a background study of the proposed project APE. This study would include review of available maps, databases, reports, and other archival documentation. The information would be evaluated for natural conditions, results of previous archeological projects, and/or existing disturbances that could affect the presence or preservation of archeological deposits. TxDOT would continue consultation in the event that additional archeological investigations reveal archeological deposits that could be adversely impacted by the undertaking.

In the event that unanticipated archeological deposits are encountered during construction, work in the immediate area will cease, and TxDOT archeological staff will be contacted to initiate post-review discovery procedures under the provisions of the PA-TU and the Memorandum of Understanding (MOU) between TxDOT and the Texas Historical Commission.

According to our Programmatic Agreement under Section 106 of the National Historic Preservation Act, we are writing to request your comments on historic properties of cultural or religious significance to your Tribe that may be affected by the proposed project APE and the area within the above defined buffer. Any comments you may have on the TxDOT recommendation should also be provided. Please provide your comments within 30 days of receipt of this letter. Any comments provided after that time will be addressed to the fullest

extent possible. If you do not object with a recommendation of "no historic properties affected," please sign below to indicate your concurrence. In the event that further investigations by our office disclose the presence of archeological deposits, we will contact your Tribe to continue consultation.

Thank you for your attention to this matter. If you have questions, please contact Eric Oksanen (TxDOT Archeologist) at 512/416-2505 (email: Eric.Oksanen@txdot.gov) or me at 512/416-2638 (email: Sharon.Dornheim@txdot.gov). When replying to this correspondence by US Mail, please ensure that the envelope address includes reference to the Archeological Studies Branch, Environmental Affairs Division.

Sincerely,

Sharon Dornheim

Sharon Dornheim
Staff Archeologist / Consultation Coordinator
Environmental Affairs Division

Concurrence by: _____ Date: _____

Attachments

cc w/attachments:
Christopher Amy, TxDOT Corpus Christi District Environmental Coordinator;
Mike Chavez, ENV-PD TxDOT;
Eric Oksanen, ENV-ARCH TxDOT;
ENV-ARCH Project File / ENV-ARCH ECOS

The attached letter was sent to the following tribes on June 18, 2013:

Mr. Donnie Cabaniss, Chairman
Apache Tribe of Oklahoma
P.O. Box 1220
Anadarko, OK 73005

Mr. Jimmy Arterberry, THPO
Comanche Nation of Oklahoma
Comanche Nation Office of Historic Preservation
P.O. Box 908
Lawton, OK 73502

Ms. Amie Tah-Bone
Museum Director and NAGPRA Representative
Kiowa Indian Tribe of Oklahoma
P.O. Box 885
Carnegie, OK 73015

Mr. Frederick Chino, Sr., President
c/o Holly Houghten
Mescalero Apache Tribe
P.O. Box 227
Mescalero, NM 88340

Mr. Don Patterson, President
Tonkawa Tribe of Indians of Oklahoma
1 Rush Buffalo Rd
Tonkawa, OK 74653

[emailed to Miranda Myer]

Figure 1. Location of proposed alternatives

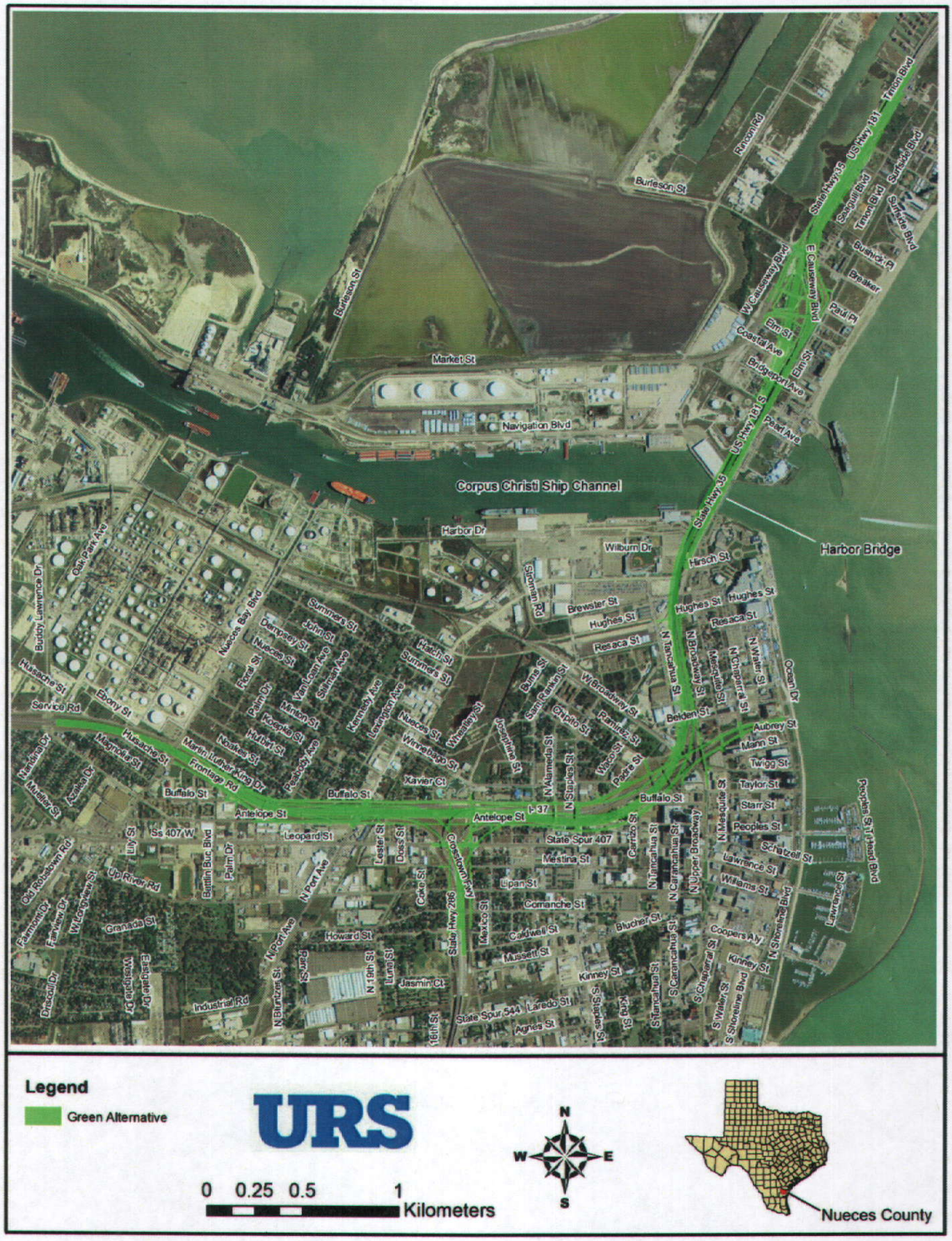

Figure 2. Limits of Green Alternative

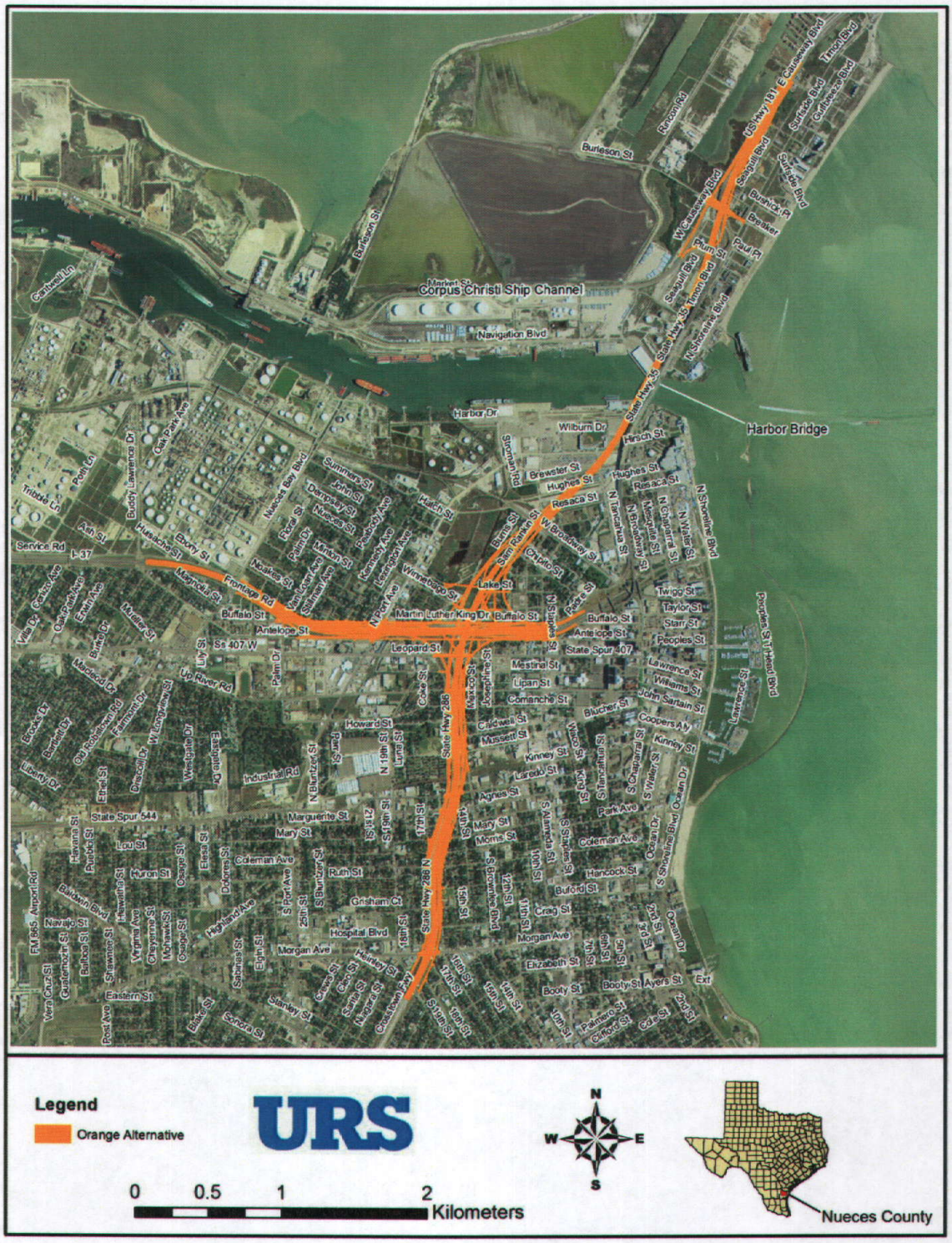

Figure 3. Limits of Orange Alternative

Figure 4. Limits of Red Alternative

Figure 5. Limits of West Alternative.

From:	Eric Oksanen
To:	Michael Chavez
Cc:	Sonya Hernandez
Subject:	FW: Section 106 Comments: CSJ: 0101-06-095; Harbor Bridge and US 181 Bridge Roadway Improvements
Date:	Thursday, July 18, 2013 3:10:09 PM

From: Andrew Dimas [mailto:AndrewD@cctexas.com]
Sent: Thursday, July 18, 2013 3:07 PM
To: Sharon Dornheim; Eric Oksanen
Cc: Dan Biles; Jamie Pyle
Subject: Section 106 Comments: CSJ: 0101-06-095; Harbor Bridge and US 181 Bridge Roadway Improvements

Good Afternoon,

Thank you for your correspondonce regarding the section 106 consultation for the following project: CSJ: 0101-06-095; Harbor Bridge and US 181 Bridge Roadway Improvements. As requested, the only comments applicable regarding historic/cultural/archeological are fortunately reiterations of previous comments that have been resolved. We are pleased that the archeological studies were done and agree with your recommendation to have additional investigations conducted as needed. Additionally, conversations with Hicks Environmental and local TXDOT staff, identified historic landmarks such as the Galvan Ballroom and the Navarro Housing Complex. These sites were taken into account in the latest design. I am happy to report that the latest designs for all of the alternatives, the threat to these two landmarks was eliminated. If we may be of further assistance, please let us know.

Kindest Regards,

Andrew Dimas
City Planner
Planning and Environmental Services Department
City of Corpus Christi
(361) 826-3592

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June 27, 2013

Section 106 Consultation
Transmittal of URS Corporation Draft Report; *Archeological Background Studies for the Proposed Construction of a New Harbor Bridge over the Corpus Christi Ship Channel, Nueces County* , CSJ: 0101-06-095

Ms. Pat Mercado-Allinger,
Division of Archeology, Texas Historical Commission
P.O. Box 12276
Austin, Texas 78711

Dear Ms. Mercado-Allinger:

The above proposed project will be undertaken with state and federal funds. As required by the First Amended Programmatic Agreement (PA, 2005) and the Memorandum of Understanding with your agency, we are initiating Section 106 of the National Historic Preservation Act (Section 106) consultation with your office on this project and are enclosing for your review and processing a draft report of an archeological background studies report conducted by URS Corporation with Steve Ahr as Principal Investigator and author. The report was produced as a technical document in support of a Draft Environmental Impact Statement (DEIS) for the New Harbor Bridge Project.

The proposed project would replace the existing bridge carrying United States Highway (US) 181 over the Corpus Christi Ship Channel. In addition to the bridge, the approaches would be reworked requiring new alignments and modifications to US 181 and Interstate Highway (IH) 37. Four possible routes have been selected for analyses and the enclosed report examines the potential routes for potential impacts to archeological resources.

The Area of Potential Effects (APE) is the footprint of each of the proposed alignments. The depth of impact varies from 2 ft where surface pavement would be installed to greater than 50 ft at locations for drilled shafts used for support piers. The four alignments are the Green Alternative, Red Alternative, Orange Alternative and West Alternative. According to the Texas Archeological Sites Atlas, there are no archeological sites mapped within the APE. No recorded cemeteries are within the proposed APE and plans were clarified to demonstrate there would be no direct impact to the Hebrew Rest Cemetery (NU-CO25) by the Red and Orange Alternatives.

The alignments, for the most part, are in developed urban and industrial settings. Historic maps and aerial imagery document alterations to the topography in the APE from development. The report analyzes each alternative for potential impacts to archeological resources and identifies areas that have potential to contain deeply buried intact archeological deposits.

The report has undergone a major revision and the current draft reflects TxDOT comments. TxDOT archeologists have reviewed and the draft and feel that it has sufficiently investigated the proposed alignment APEs. Given the extensive disturbances along the alignment APEs, only a few areas were identified for potential field investigations. Chapter 5, Table 2 (p. 93), summarizes the potential for alignments to contain significant historic archeological properties (as defined in 36 CFR.60.4). These areas include the vicinity of Fort Marcy, the encampment of Zachary Taylor's expeditionary forces in 1846. Much of the APE is paved at these locations. Excavations by Jim Warren at 41NU253, thought to be a portion of Taylor's encampment, found cultural material dating to the mid-nineteenth century in mixed stratigraphy.

TxDOT concurs with the main findings in the background report, that there are no recorded archeological historic properties in the proposed APEs, and that if field investigations are necessary, then geotech coring or some similar deep-deposit sampling method may be needed. A final decision on a preferred alignment from the DEIS is expected after public hearings are held in January of 2014. Additional investigations would examine the preferred route as determined in the Final Environmental Information Statement (FEIS). The Section 106 process would then continue until completed for the preferred alignment and the project.

TxDOT is seeking concurrence from the THC that 1) this report initiates Section 106 consultation with the THC and State Historic Preservation Officer, 2) the report has adequately evaluated the APEs for potential effects to archeological historic properties, and 3) further investigations may be conducted as the result of the Section 106 consultation with participants.

If you have any other questions or have need of further information, please contact me at 416-2505. Thank you for your consideration in this matter.

Sincerely,

Eric Oksanen, Archeological Studies Program
Environmental Affairs Division

cc w/o attachments: ECOS Project File

Concurrence By:

for: Mark Wolfe, Executive Director and SHPO
Texas Historical Commission

7-1-13
Date

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August 15, 2013

Concluding Section 106 Consultation
Archeological Background Studies for the Proposed Construction of a New Harbor Bridge over the Corpus Christi Ship Channel, Nueces County, CSJ: 0101-06-095

Ms. Pat Mercado-Allinger,
Division of Archeology, Texas Historical Commission
P.O. Box 12276
Austin, Texas 78711

Dear Ms. Mercado-Allinger:

The above referenced proposed project would utilize federal funds. In accordance with the National Historic Preservation Act of 1966, as amended; the First Amended Programmatic Agreement (PA-TU) among the Federal Highway Administration, Texas Historical Commission (THC), Advisory Council on Historic Preservation, and the Texas Department of Transportation (TxDOT); and the Memorandum of Understanding between the Texas Historical Commission and the Texas Department of Transportation (MOU), we are concluding consultation on this project.

On June 27, 2013, our office transmitted the archeological background studies report: *Revised Draft: Archeological Background Studies for the Proposed Construction of a New Harbor Bridge over the Corpus Christi Ship Channel, Nueces County*, CSJ: 0101-06-095 by Steve Ahr, URS Corporation. The report suggested several locations within the proposed Area of Potential Effects (APE) for possible field investigations.

TxDOT further refined this recommendation to one location where there was potential for intact Holocene-age sediments with potential to contain preserved archeological deposits. The selected location is currently used as a city park and is surrounded by industrial properties. However, a hazardous materials (hazmat) inventory study identified a significant amount of subsurface contamination on properties adjacent to the proposed project area (see Exhibits A and B). These maps show the known hazmat sites with and adjacent to the APE. The pink and yellow screen areas are extensive and significantly polluted sites. The pink area is identified as Leather's No. 2 and the yellow are is Kerr-McGee Bulk Oil Storage Terminal 1. The numbered green dots are individual point sites, such as gasoline storage or dry cleaners that store potentially hazardous materials.

Given the extent of contamination near the area of interest, there is a high probability of encountering contaminated sediments during auguring in the proposed location. Furthermore, the distribution of the polluted areas suggests that the proposed excavation area was part of an

industrial tract. Therefore, TxDOT is proposing that no further archeological investigations are warranted, given the documented disturbances throughout the APE.

Under the terms of the PA-TU and the MOU, TxDOT is seeking the following concurrence from the THC: 1) No further archeological investigations are warranted, 2) a finding of No Effect on archeological historic properties and cemeteries, and 3) Section 106 consultation with the THC regarding archeological historic properties is concluded.

In the event that unanticipated archeological deposits are encountered during construction, work in the immediate area will cease and TxDOT archeological staff will be contacted to initiate post-review discovery procedures under the provisions of the PA-TU and MOU.

If you have any other questions or have need of further information, please contact me at 416-2505. Thank you for your consideration in this matter.

Sincerely,

E. Oksanen

Eric Oksanen, Archeological Studies Program
Environmental Affairs Division

attachments
cc: w/ attachments: ECOS Project File

Concurrence By:

Mark H Wolfe 8-16-13

for: Mark Wolfe, Executive Director and SHPO — Date
Texas Historical Commission

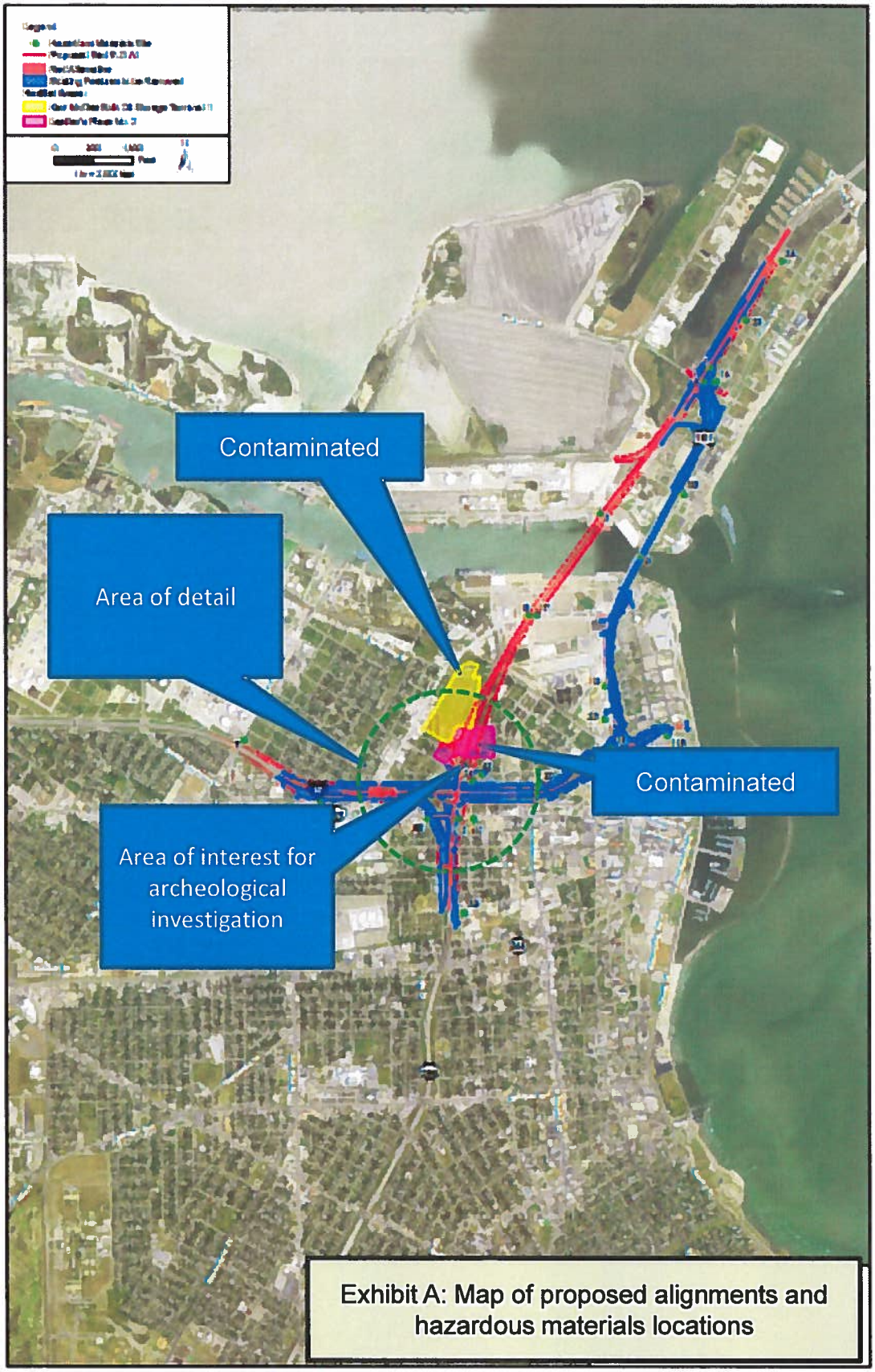

Exhibit A: Map of proposed alignments and hazardous materials locations

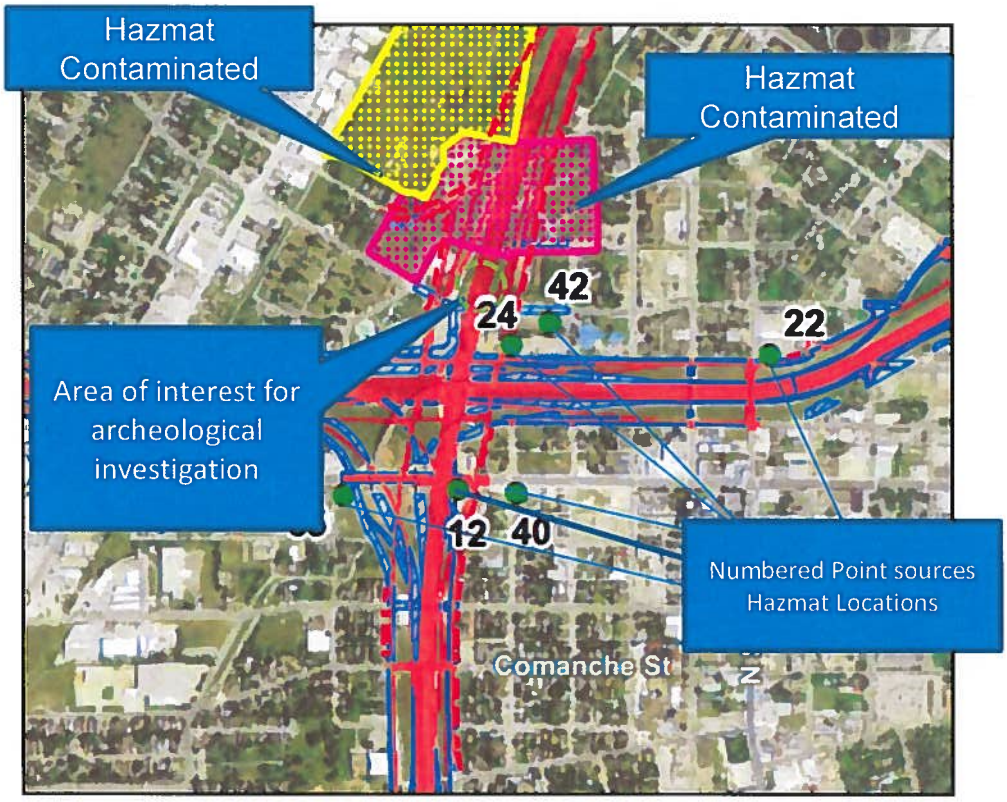

Exhibit B: Detail of hazardous materials locations and archeological investigations locations

SCANNED
9/2/14 lp

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August 27, 2014

Re: Continuing Section 106 Consultation for CSJ 0101-06-095; Harbor Bridge and US 181, Bridge Replacement and Roadway Improvements, City of Corpus Christi; Nueces County, Corpus Christi District.

Ms. Pat Mercado-Allinger
Division Director/State Archeologist
Division of Archeology
Texas Historical Commission
P.O. Box 12276
Austin, TX 78711

Dear Ms. Mercado-Allinger:

This letter is to inform you that a preferred route was selected from four alternatives for the proposed Harbor Bridge over the Corpus Christi Ship Channel, Corpus Christi, Nueces County, Texas. The archeological background study that was included with the initial consultation, *Archeological Background Studies for the Proposed Construction of a New Harbor Bridge over the Corpus Christi Ship Channel, Nueces County, CSJ: 0101-06-095* by Steve Ahr, URS Corporation, proposed a possible range of archeological investigations, from additional records and background analysis to field survey and excavation. This document was transmitted to your office August 15, 2013. No archeological sites were identified in the project area. In addition, no settings were identified within or adjacent to the proposed APE where there is a reasonable potential for intact archeological deposits to occur. The background study identified extensive disturbances along each of the proposed routes.

Additional archival research identified disturbances and areas of industrial contaminants and it was determined field investigations were not necessary and that no archeological deposits or cemeteries would be impacted. Your office concurred on August 16, 2013 that additional investigations were not warranted and that the project could proceed.

After the Red Route was selected, in June of 2014, the route was altered to accommodate design changes (Exhibit B). The design changes include improvements to existing surface roads and intersections, additional right of way in previously disturbed areas, and added existing roadway that was examined as part of other alignments (see Exhibits A and C). These changes are unlikely to have any effect on archeological properties or cemeteries. The estimated project length is 3.58 miles and the estimated right of way width varies from 200 feet wide to 500 feet. The Area of Potential Effect (APE) has increased from approximately 371acres to 416 acres. The depth of impacts remain the same; less than 2 feet along sidewalks, an estimated 3 feet or less along roadways, 7 feet for utility relocation, and deeper than 50 feet at localized (5 feet

diameter) locations for drilled shafts for columns. No further archeological analysis is recommended for the project.

Archival research documented extensive disturbances throughout the APE from prior construction and development. There is little probability that any archeological sites with integrity sufficient to meet the criteria of eligibility (36 CFR § 60.4) for listing in the National Register of Historic Places as archeological historic properties (36 CFR § 800.16.(l)) or that would meet the criteria for designation as State Antiquities Landmarks (13 TAC 26.8). Furthermore it is also unlikely cemeteries occur in the APE and that the project will have no effect on a marked or unmarked cemetery (Health and Safety Code, Title 1, Chapter 711. 010, and Title 1, Chapter 711.035).

TxDOT seeks THC concurrence that:

1. Per our MOU, no archeological historic properties (36 CFR Part 800.16(1) or State Antiquities Landmarks (13 TAC 26.12) or cemeteries are present within the selected APE, and none will be affected by the proposed undertaking. There is little likelihood of significant or intact prehistoric or historical archeological sites within the APE and no further archeological investigations are warranted.

2. The proposed undertaking will have no effect on archeological historic properties or State Antiquities Landmarks, or marked or unmarked cemeteries.

3. The project should be allowed to proceed to construction

In the event that unanticipated archeological deposits are encountered during construction, work in the immediate area will cease and TxDOT archeological staff will be contacted to initiate post-review discovery procedures under the provisions of the PA (2005) and the Memorandum of Understanding between TxDOT and the THC.

Thank you for your consideration of this matter. If you have any questions regarding the project, please contact me at (512) 416-2505.

Sincerely,

Eric Oksanen, Archeological Studies Program
Environmental Affairs Division

cc w/o attachments: ECOS Project File

Concurrence By:

for: Mark Wolfe, Executive Director and SHPO
Texas Historical Commission

8-28-14
Date

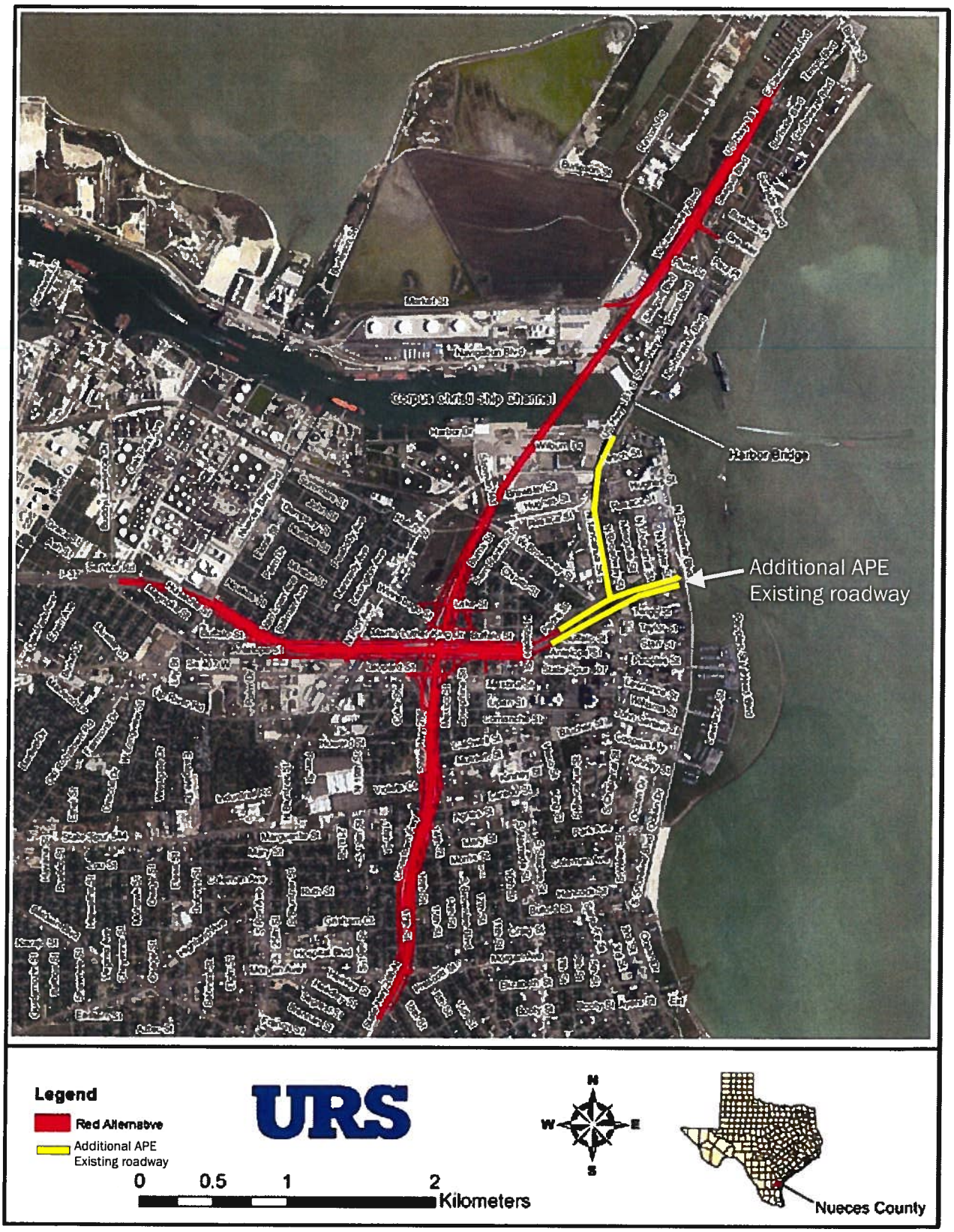

Exhibit C. The Red Alternative Route showing additional APE highlighted in yellow.

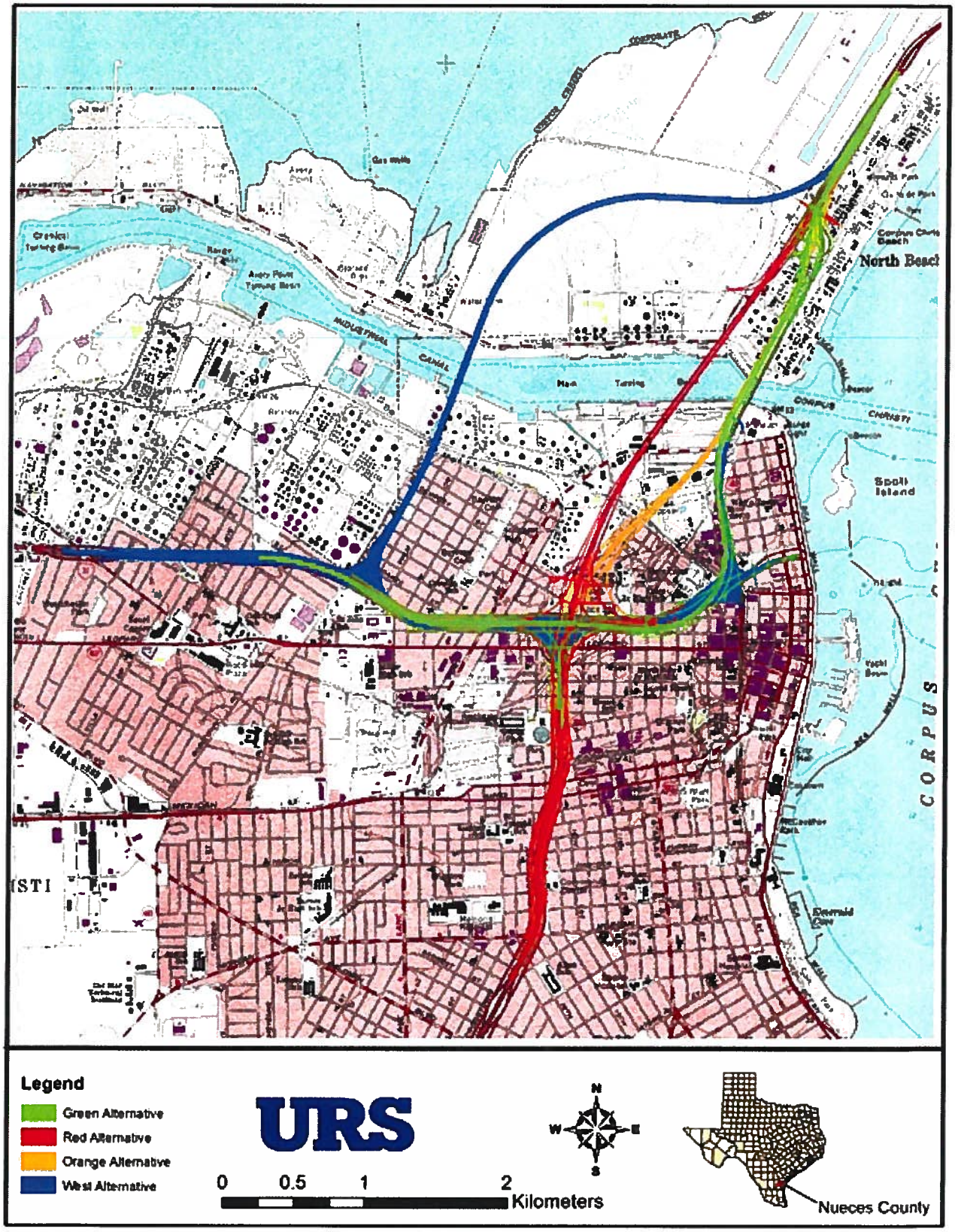

Exhibit A. The four proposed alternative routes.

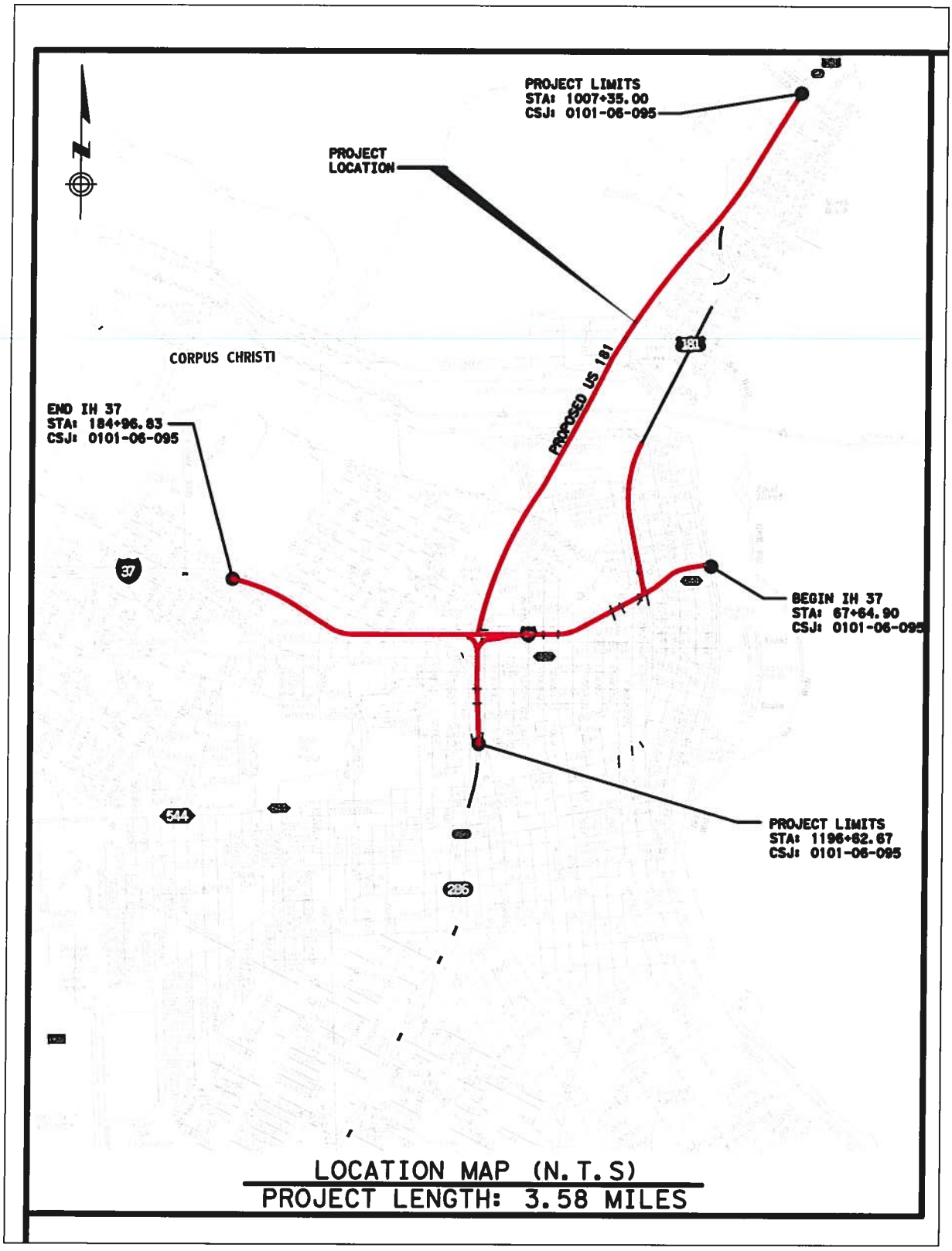

Exhibit B. Schematic of the updated Red Alternative Route.

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August 21, 2014

Mr. Lyman Guy, Chairman
Apache Tribe of Oklahoma
P.O. Box 1330
Anadarko, OK 73005

RE: CSJ: 0101-06-095; Harbor Bridge and US 181, Bridge Replacement and Roadway Improvements, City of Corpus Christi, Section 106 Continuing Consultation; Nueces County, Corpus Christi District

Dear Mr. Guy:

The above referenced transportation project is being considered for construction by the Federal Highway Administration (FHWA) and the Texas Department of Transportation (TxDOT). Environmental studies are in the process of being conducted for this project. The purpose of this letter is to contact you in order to continue Section 106 consultation with your Tribe pursuant to stipulations of the First Amended Programmatic Agreement among the Federal Highway Administration, the Texas Department of Transportation, the Texas State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding the Implementation of Transportation Undertakings (PA-TU). The project is located in an area that is of interest to your Tribe.

Section 106 consultation for this project was initiated by correspondence dated June 18, 2013, at which time four alternatives for the bridge replacement were under consideration. No comments or objections were received in response to the initial consultation mailing. Since that time, the project route has been selected from among the four alternatives. This letter continues consultation to indicate the proposed project area of potential effects (APE) and show the design changes included as part of the selected route.

The archeological background study that was included with the initial consultation, *(Archeological Background Studies for the Proposed Construction of a New Harbor Bridge over the Corpus Christi Ship Channel, Nueces County, CSJ: 0101-06-095, by Steve Ahr, URS Corporation)* ***proposed a possible range of archeological investigations, from additional records and background research to field investigation. Based upon a review of the documentation, no archeological sites were recorded in the project area. In addition, no settings were identified within or adjacent to the proposed APE with reasonable potential***

for intact archeological deposits to occur. The background study identified extensive disturbances along each of the proposed routes. Additional archival research identified disturbances and areas of industrial contaminants, and it was determined field investigations would not be feasible. The background information provided no indications that archeological deposits or cemeteries would be impacted by the proposed project. On August 16, 2013, the Texas State Historic Preservation Officer (TSHPO) concurred that additional archeological investigations were not warranted and that the project could proceed.

As mentioned earlier, after the route selection was completed, design changes were implemented and these changes are highlighted on the attached map (see Exhibit A). The design changes would include improvements to existing surface roads and intersections, additional right of way in previously disturbed areas, and existing roadway, which was examined as part of the review for the other alignments. These changes are unlikely to have any effect on archeological properties.

The area of potential effects (APE) would include the estimated project length of 3.58 miles and the estimated right of way width would vary between 200 feet to 500 feet. Thus, the APE would increase from approximately 371 acres to 416 acres. This additional acreage primarily would be existing highway right of way (see area highlighted in yellow on Exhibit A). The depth of impacts would remain the same: less than 2 feet along sidewalks, an estimated 3 feet or less along roadways, 7 feet for utility relocation, and more than 50 feet at localized (5 feet diameter) locations for drill shafts to place support columns.

Based on review and assessment of the selected project alternative, ***TxDOT provides the following findings and recommendations for this proposed project:***

- ***that no archeological historic properties (36 CFR 800.16(l)) would be affected by this project;***
- ***that no further archeological investigation is warranted at this time.***

According to our Programmatic Agreement under Section 106 of the National Historic Preservation Act, we are writing to request your comments on historic properties of cultural or religious significance to your Tribe that may be affected by the proposed project APE and the area within the above defined buffer. Any comments you may have on the TxDOT recommendation should also be provided. Please provide your comments within 30 days of receipt of this letter. Any comments provided after that time will be addressed to the fullest extent possible. If you do not object with a recommendation of "no historic properties affected," please sign below to indicate your concurrence. In the event that further investigations by our office disclose the presence of archeological deposits, we will contact your Tribe to continue consultation.

Thank you for your attention to this matter. If you have questions, please contact Eric Oksanen (TxDOT Archeologist) at 512/416-2505 (email: Eric.Oksanen@txdot.gov) or me at 512/416-2638 (email: Sharon.Dornheim@txdot.gov). When replying to this correspondence by US Mail,

please ensure that the envelope address includes reference to the Archeological Studies Branch, Environmental Affairs Division.

Sincerely,

Sharon Dornheim

Sharon Dornheim
Staff Archeologist / Consultation Coordinator
Environmental Affairs Division

Concurrence by: _____ Date: _____

Attachments

cc w/attachments:
ENV-ARCH Project File / ENV-ARCH ECOS

The attached letter was sent by Email to the following tribes on _____August 21, 2014_____:

Mr. Lyman Guy, Chairman
Apache Tribe of Oklahoma
P.O. Box 1220
Anadarko, OK 73005

Mr. Jimmy Arterberry, THPO
Comanche Nation of Oklahoma
Comanche Nation Office of Historic Preservation
P.O. Box 908
Lawton, OK 73502

Ms. Amie Tah-Bone
Museum Director and NAGPRA Representative
Kiowa Indian Tribe of Oklahoma
P.O. Box 369
Carnegie, OK 73015

Mr. Danny Breuninger, Sr., President
c/o Holly Houghten
Mescalero Apache Tribe
P.O. Box 227
Mescalero, NM 88340

Mr. Don Patterson, President
Tonkawa Tribe of Indians of Oklahoma
1 Rush Buffalo Rd
Tonkawa, OK 74653

[emailed to Miranda Myer]

County Location Map

County: Nueces

Project CSJ: 0101-06-095

Project Name: Harbor Bridge and US 181, Bridge Replacement and Roadway Improvements, City of Corpus Christi; Corpus Christi District

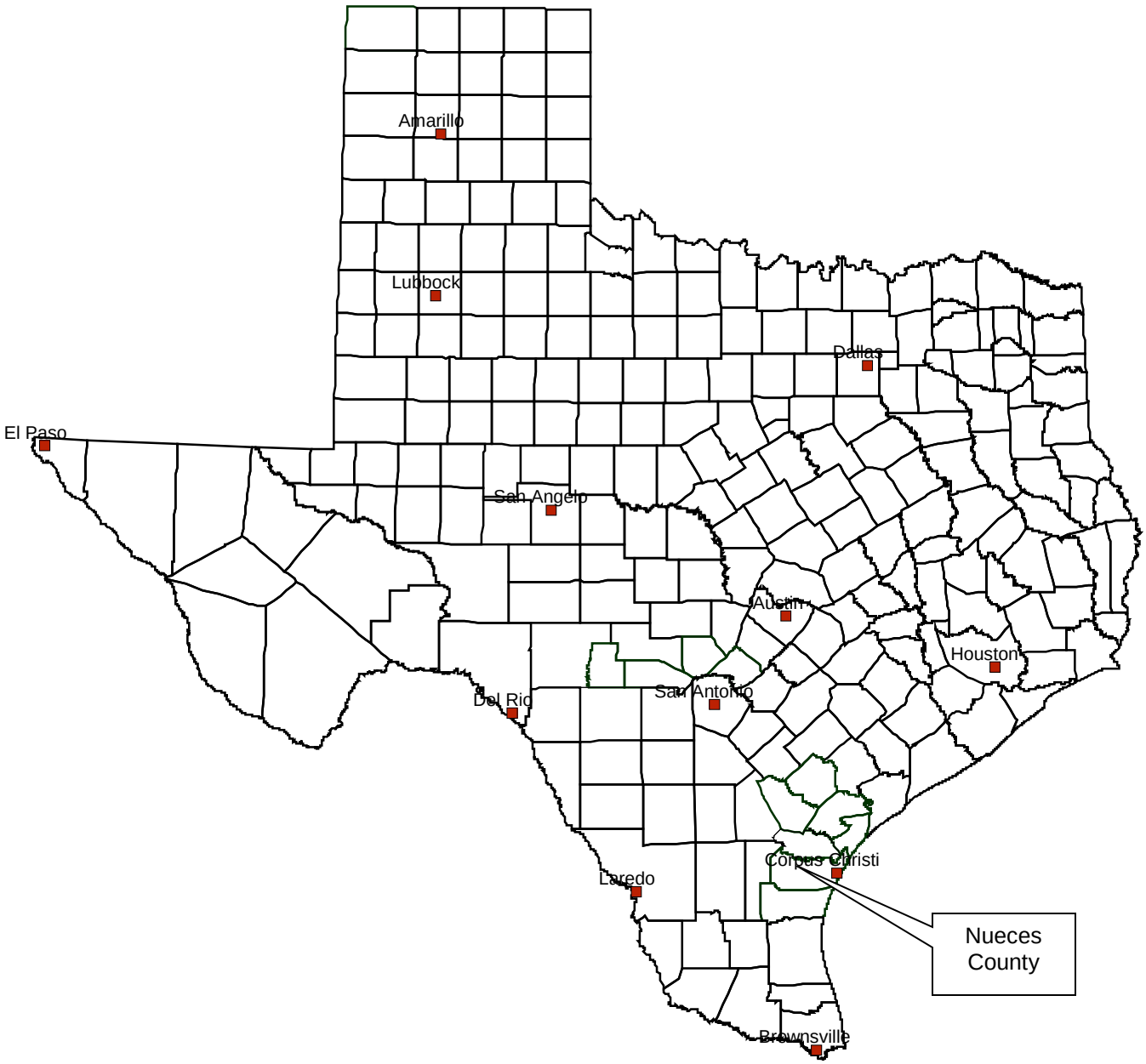

Exhibit A. The selected route showing additional APE highlighted in yellow.

From: Jimmy Arterberry
To: Sharon Dornheim
Subject: RE: Texas Department of Transportation Proposed Project, Nueces County
Date: Friday, August 22, 2014 11:04:13 AM

In response to your request, the above referenced project has been reviewed by staff of this office. Based on the information provided and a search within the Comanche Nation Site Files, we have determined that there are ***no properties*** affected by the proposed undertaking.

If you require additional information or are in need of further assistance, please contact this office at (580) 595-9960 or 9618.

This review is performed in order to identify and preserve the Comanche Nation and State's cultural heritage, in conjunction with the State Historic Preservation Office.

Jimmy W. Arterberry, THPO
Comanche Nation
#6 SW 'D' Avenue, Suite C
Lawton, Oklahoma 73502
(580) 595-9960 or 9618
(580) 595-9733 FAX

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From: Sharon Dornheim [Sharon.Dornheim@txdot.gov]
Sent: Thursday, August 21, 2014 5:16 PM
To: Jimmy Arterberry
Subject: Texas Department of Transportation Proposed Project, Nueces County

Good afternoon Jimmy,

I hope you are doing well as we near the end of another week.

Section 106 Continuing Consultation

Attached are a letter and maps regarding a proposed transportation project in Nueces County, Texas.

CSJ: 0101-06-095; Harbor Bridge and US 181, Bridge Replacement and Roadway Improvements, City of Corpus Christi; Nueces County, Corpus Christi District

The attached PDF document can be accessed using Adobe Reader 10.0. An online free download of the Adobe software is available at the following website:

http://www.adobe.com/products/reader/

Thank you for your attention to this request.

Best regards,

Sharon

Sharon Dornheim
Staff Archeologist / Consultation Coordinator
Cultural Resources Management Section
Environmental Affairs Division
Texas Department of Transportation
512-416-2638

This electronic message transmission and any documents, files, graphics, or previous e-mail messages attached to it may contain information that may be legally confidential and/or privileged. The information is intended solely for the individual(s) or entity(s) named above and access by disclosure, copying, distribution, or other use of the contents of this message is prohibited and may be unlawful. If you have received this electronic transmission in error, please reply immediately to the sender pointing out the error, and delete the message. This message may also contain personal opinions of the author and should not be considered as an official TxDOT policy or opinion.

Don't mess with Texas® means don't litter.

U.S. Department of Transportation
Federal Highway Administration

FEDERAL HIGHWAY ADMINISTRATION
300 EAST 8TH STREET, RM 826
AUSTIN, TEXAS 78701

Texas Department of Transportation

TEXAS DEPARTMENT OF TRANSPORTATION
125 E. 11th STREET
AUSTIN, TEXAS 78701-2483

August 22, 2014

Mr. Dan Biles, P.E., PMP
Director, Engineering Services
City of Corpus Christi
P.O. Box 9277
Corpus Christi, TX 78469

RE: CSJ: 0101-06-095; Harbor Bridge and US 181, Bridge Replacement and Roadway Improvements, City of Corpus Christi, Section 106 Continuing Consultation; Nueces County, Corpus Christi District

Dear Mr. Biles:

The above referenced transportation project is being considered for construction by the Federal Highway Administration (FHWA) and the Texas Department of Transportation (TxDOT). Environmental studies are in the process of being conducted for this project. The project is located in an area that is of interest to you. The purpose of this letter is to contact you in order to consult with you in compliance with Section 106 of the National Historic Preservation Act (NHPA).

Section 106 consultation for this project was initiated by correspondence dated June 18, 2013, at which time four alternatives for the bridge replacement were under consideration. No comments or objections were received in response to the initial consultation mailing. Since that time, the project route has been selected from among the four alternatives. This letter continues consultation to indicate the proposed project area of potential effects (APE) and show the design changes included as part of the selected route.

The archeological background study that was included with the initial consultation, (*Archeological Background Studies for the Proposed Construction of a New Harbor Bridge over the Corpus Christi Ship Channel, Nueces County, CSJ: 0101-06-095, by Steve Ahr, URS Corporation)* ***proposed a possible range of archeological***

investigations, from additional records and background research to field investigation. Based upon a review of the documentation, no archeological sites were recorded in the project area. In addition, no settings were identified within or adjacent to the proposed APE with reasonable potential for intact archeological deposits to occur. The background study identified extensivedisturbances along each of the proposed routes. Additional archival research identified disturbances and areas of industrial contaminants, and it was determined field investigations would not be feasible. The background information provided no indications that archeological deposits or cemeteries would be impacted by the proposed project. On August 16, 2013, the Texas State Historic Preservation Officer (TSHPO) concurred that additional archeological investigations were not warranted and that the project could proceed.

As mentioned earlier, after the route selection was completed, design changes were implemented and these changes are highlighted on the attached map (see Exhibit A). The design changes would include improvements to existing surface roads and intersections, additional right of way in previously disturbed areas, and existing roadway, which was examined as part of the review for the other alignments. These changes are unlikely to have any effect on archeological properties.

The area of potential effects (APE) would include the estimated project length of 3.58 miles and the estimated right of way width would vary between 200 feet to 500 feet. Thus, the APE would increase from approximately 371 acres to 416 acres. This additional acreage primarily would be existing highway right of way (see area highlighted in yellow on Exhibit A). The depth of impacts would remain the same: less than 2 feet along sidewalks, an estimated 3 feet or less along roadways, 7 feet for utility relocation, and more than 50 feet at localized (5 feet diameter) locations for drill shafts to place support columns.

Based on review and assessment of the selected project alternative, ***TxDOT provides the following findings and recommendations for this proposed project:***

- ***that no archeological historic properties (36 CFR 800.16(l)) would be affected by this project;***
- ***that no further archeological investigation is warranted at this time.***

According to our procedures under Section 106 of the NHPA, we are writing to request any comments you may have on the TxDOT recommendation. Please provide your comments within 30 days of receipt of this letter. Any comments provided after that time will be addressed to the fullest extent possible. If you do not object with the recommendation, please sign below to indicate your concurrence. If we do not hear from you within the comment period provided, we will continue with the effort as presented in this letter.

Thank you for your attention to this matter. If you have questions, please contact Eric Oksanen (TxDOT Archeologist) at 512/416-2505 (email: Eric.Oksanen@txdot.gov) or me at 512/416-2638 (email: Sharon.Dornheim@txdot.gov). When replying to this correspondence by US Mail, please ensure that the envelope address includes reference to the Archeological Studies Branch, Environmental Affairs Division.

Sincerely,

Sharon Dornheim

Sharon Dornheim
Staff Archeologist / Consultation Coordinator
Archeological Studies Branch
Environmental Affairs Division

Concurrence by: _____ Date: _____

Attachments

cc w/attachments:
ENV-ARCH Project File / ENV-ARCH ECOS

The attached letter was sent to the following Other Consulting Parties on ____August 22, 2014_____:

Mr. Dan Biles, P.E., PMP
Director, Engineering Services
City of Corpus Christi
P.O. Box 9277
Corpus Christi, TX 78469
[he is no longer w/City of Corpus Christi]
[letter re-sent; attn. Valerie Gray and Natasha Fudge]

Mr. Jerry Bauman, Steward
Coastal Bend Archaeological Society
12928 McBurnett Dr.
Corpus Christi, TX 78410

Ms. Teri Ficken, Public Relations Chairperson
Corpus Christi Area Heritage Society
202 Ghent Place
Portland, TX 78374

Mr. Jim Moloney,
3435 Ocean Drive
Corpus Christi, TX 78411

Ms. Anita Eisenhauer, President
Nueces County Historical Commission
P.O. Box 260056
Corpus Christi, TX 78410

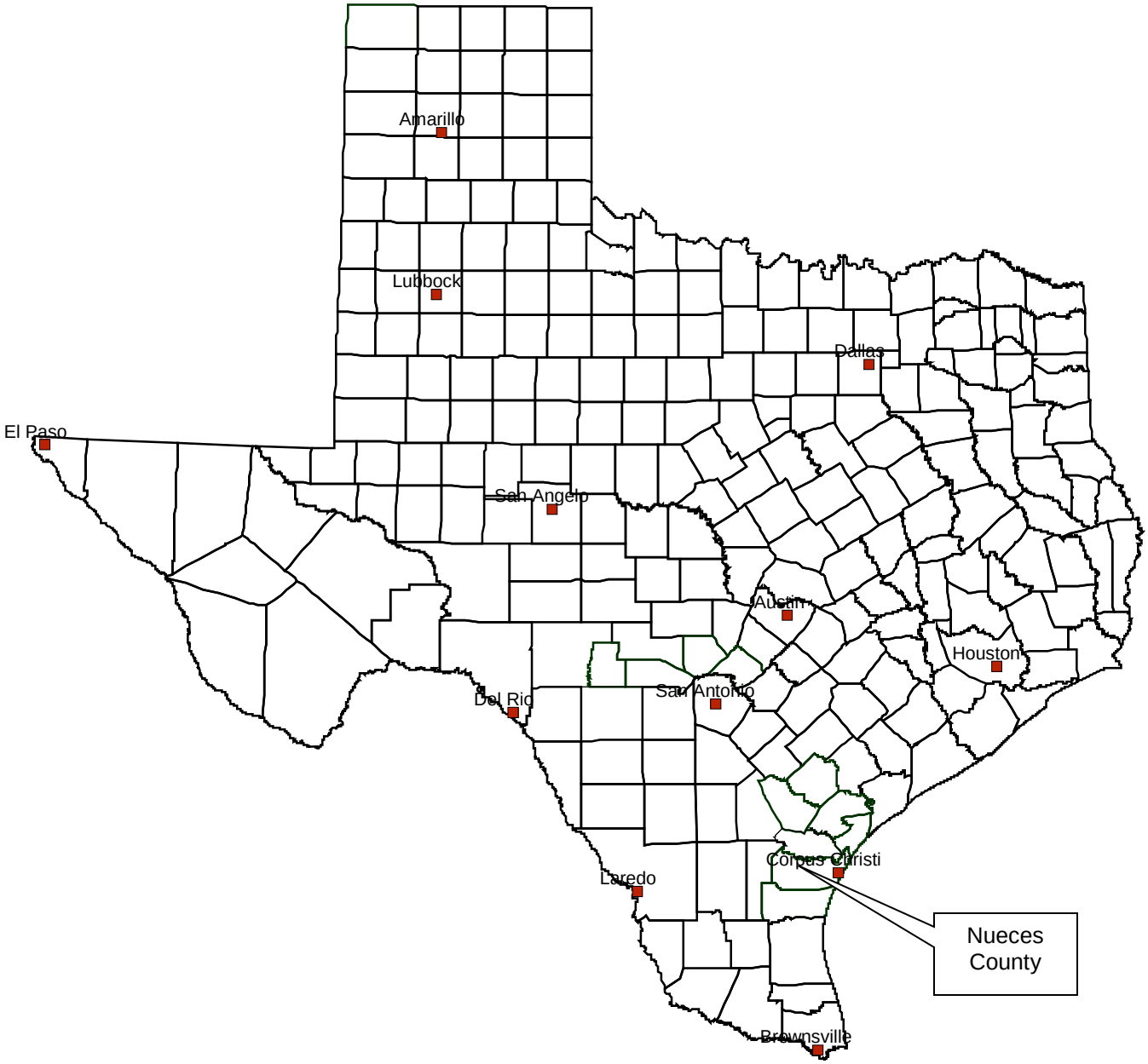
Dr. Jack Keller, Director
TAS Region 7
Southern Archaeological Consultants, Inc.
117 Calle Conejo
Los Fresnos, TX 78566

County Location Map

County: Nueces

Project CSJ: 0101-06-095

Project Name: Harbor Bridge and US 181, Bridge Replacement and Roadway Improvements, City of Corpus Christi; Corpus Christi District



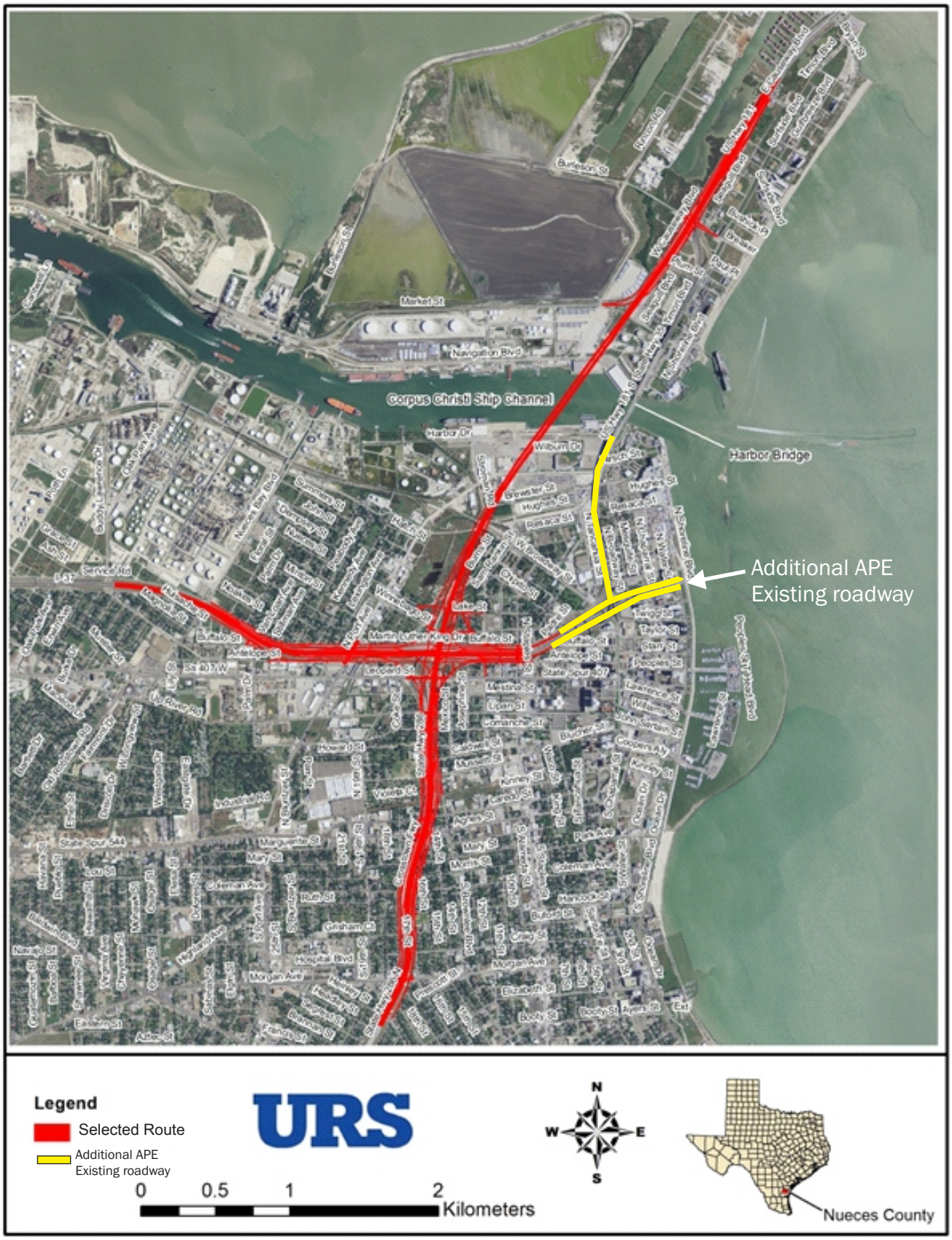


Exhibit A. The selected route showing additional APE highlighted in yellow.

SCANNED
9/2/14 lp

Texas Department of Transportation®
DEWITT C. GREER STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • (512) 463-8585

August 27, 2014

Re: Continuing Section 106 Consultation for CSJ 0101-06-095; Harbor Bridge and US 181, Bridge Replacement and Roadway Improvements, City of Corpus Christi; Nueces County, Corpus Christi District.

Ms. Pat Mercado-Allinger
Division Director/State Archeologist
Division of Archeology
Texas Historical Commission
P.O. Box 12276
Austin, TX 78711

Dear Ms. Mercado-Allinger:

This letter is to inform you that a preferred route was selected from four alternatives for the proposed Harbor Bridge over the Corpus Christi Ship Channel, Corpus Christi, Nueces County, Texas. The archeological background study that was included with the initial consultation, *Archeological Background Studies for the Proposed Construction of a New Harbor Bridge over the Corpus Christi Ship Channel, Nueces County, CSJ: 0101-06-095* by Steve Ahr, URS Corporation, proposed a possible range of archeological investigations, from additional records and background analysis to field survey and excavation. This document was transmitted to your office August 15, 2013. No archeological sites were identified in the project area. In addition, no settings were identified within or adjacent to the proposed APE where there is a reasonable potential for intact archeological deposits to occur. The background study identified extensive disturbances along each of the proposed routes.

Additional archival research identified disturbances and areas of industrial contaminants and it was determined field investigations were not necessary and that no archeological deposits or cemeteries would be impacted. Your office concurred on August 16, 2013 that additional investigations were not warranted and that the project could proceed.

After the Red Route was selected, in June of 2014, the route was altered to accommodate design changes (Exhibit B). The design changes include improvements to existing surface roads and intersections, additional right of way in previously disturbed areas, and added existing roadway that was examined as part of other alignments (see Exhibits A and C). These changes are unlikely to have any effect on archeological properties or cemeteries. The estimated project length is 3.58 miles and the estimated right of way width varies from 200 feet wide to 500 feet. The Area of Potential Effect (APE) has increased from approximately 371acres to 416 acres. The depth of impacts remain the same; less than 2 feet along sidewalks, an estimated 3 feet or less along roadways, 7 feet for utility relocation, and deeper than 50 feet at localized (5 feet

diameter) locations for drilled shafts for columns. No further archeological analysis is recommended for the project.

Archival research documented extensive disturbances throughout the APE from prior construction and development. There is little probability that any archeological sites with integrity sufficient to meet the criteria of eligibility (36 CFR § 60.4) for listing in the National Register of Historic Places as archeological historic properties (36 CFR § 800.16.(l)) or that would meet the criteria for designation as State Antiquities Landmarks (13 TAC 26.8). Furthermore it is also unlikely cemeteries occur in the APE and that the project will have no effect on a marked or unmarked cemetery (Health and Safety Code, Title 1, Chapter 711. 010, and Title 1, Chapter 711.035).

TxDOT seeks THC concurrence that:

1. Per our MOU, no archeological historic properties (36 CFR Part 800.16(1) or State Antiquities Landmarks (13 TAC 26.12) or cemeteries are present within the selected APE, and none will be affected by the proposed undertaking. There is little likelihood of significant or intact prehistoric or historical archeological sites within the APE and no further archeological investigations are warranted.

2. The proposed undertaking will have no effect on archeological historic properties or State Antiquities Landmarks, or marked or unmarked cemeteries.

3. The project should be allowed to proceed to construction

In the event that unanticipated archeological deposits are encountered during construction, work in the immediate area will cease and TxDOT archeological staff will be contacted to initiate post-review discovery procedures under the provisions of the PA (2005) and the Memorandum of Understanding between TxDOT and the THC.

Thank you for your consideration of this matter. If you have any questions regarding the project, please contact me at (512) 416-2505.

Sincerely,

Eric Oksanen, Archeological Studies Program
Environmental Affairs Division

cc w/o attachments: ECOS Project File

Concurrence By:

for: Mark Wolfe, Executive Director and SHPO
Texas Historical Commission

8-28-14
Date

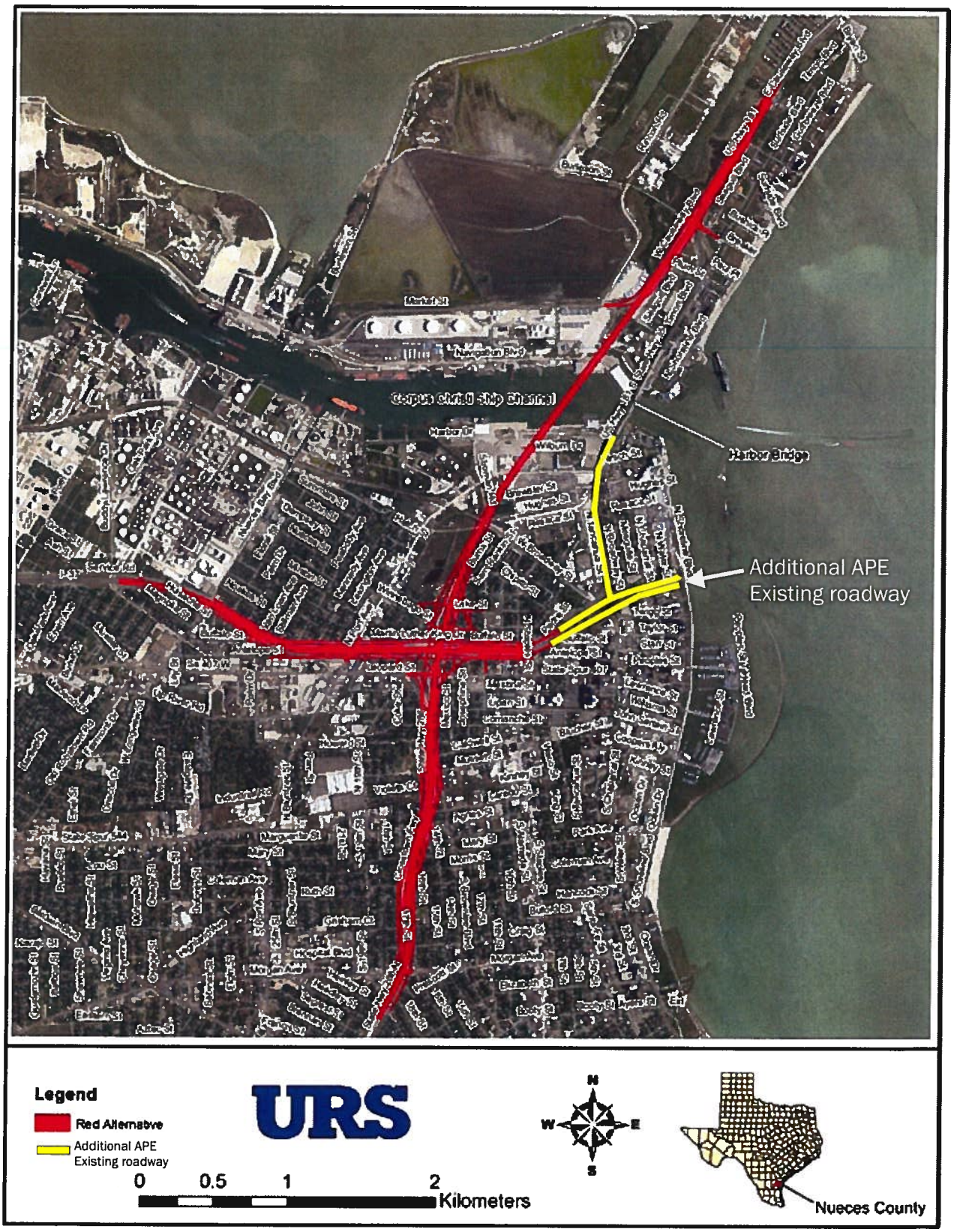


Exhibit C. The Red Alternative Route showing additional APE highlighted in yellow.

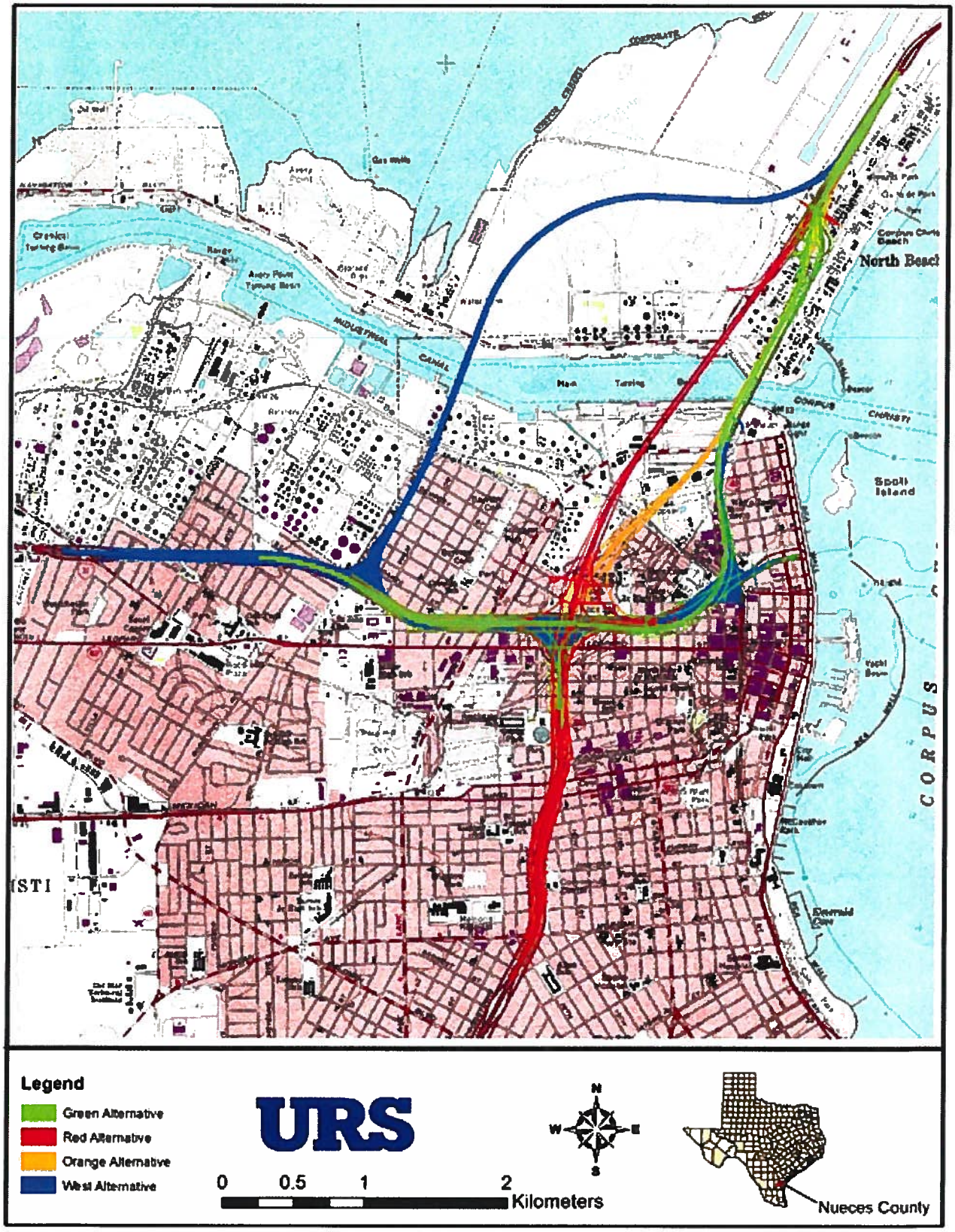


Exhibit A. The four proposed alternative routes.

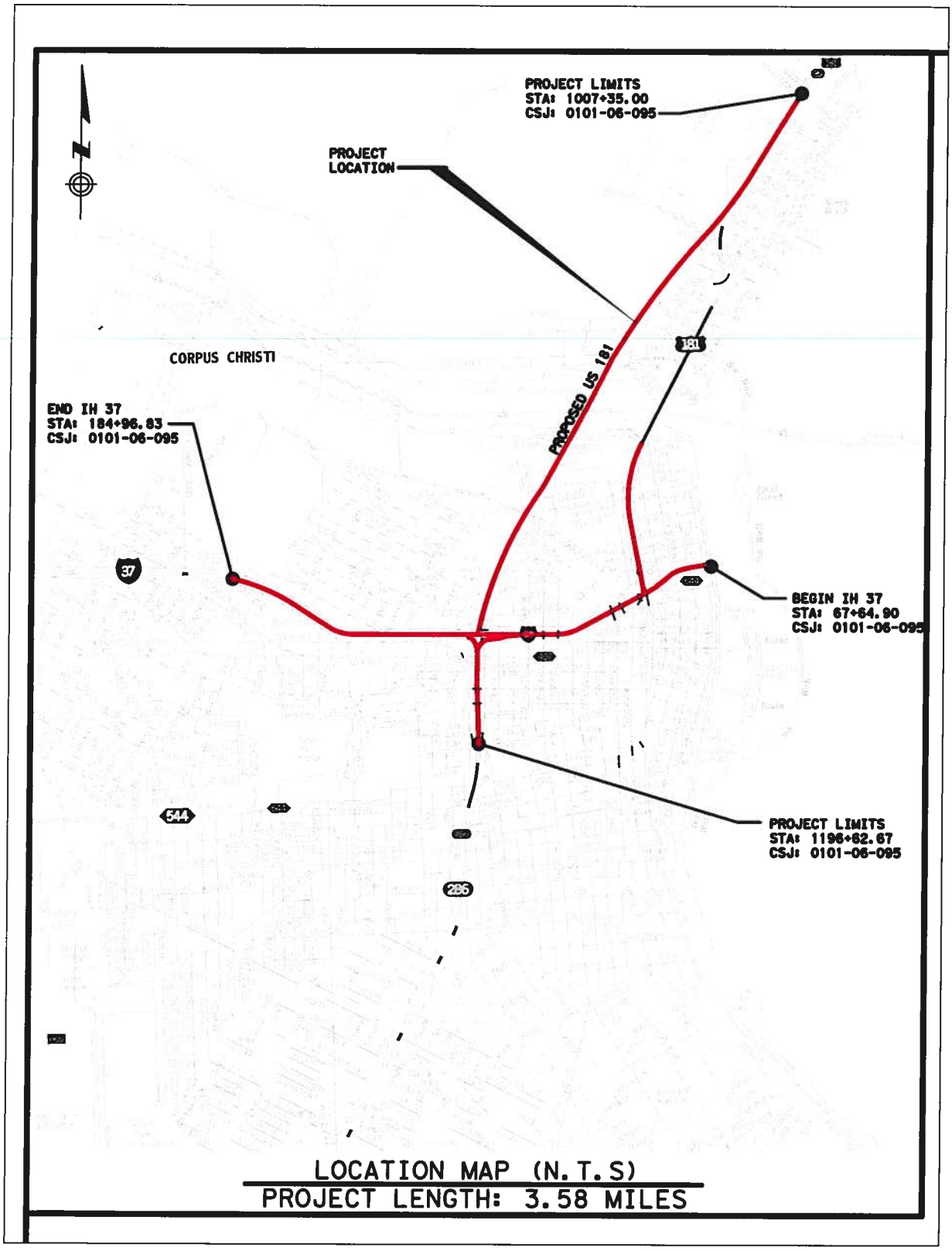


Exhibit B. Schematic of the updated Red Alternative Route.

NUECES COUNTY HISTORICAL COMMISSION

NUECES COUNTY COURTHOUSE • 901 LEOPARD STREET, ROOM 110.03
CORPUS CHRISTI, TX 78401

COMMITTEES

ENDANGERED PROPERTIES
1914 COURTHOUSE
OLD BAYVIEW CEMETERY

HISTORY APPRECIATION
HISTORICAL MARKERS
NCHC ARCHIVES
ORAL HISTORY
HERITAGE TOURISM
MUSEUMS
ARCHEOLOGY

CERTIFIED LOCAL GOVERNMENT
PUBLIC POLICY

September 2, 2014

Sharon Dornheim, Staff Archeologist
Cultural Resources Management Section
Environmental Affairs Division
Texas Department of Transportation
125 E. 11th Street
Austin, Texas 78701-2483

RE: CJS:0101-06-095; Harbor Bridge and US 181, Bridge Replacement and Roadway Improvements, City of Corpus Christi, Section 106 Continuing Consultation; Nueces County, Corpus Christi District

Dear Sharon:

The Nueces County Historical Commission has reviewed the findings with respect to this project involving archeological historic properties 36 CFR 800.16 (l) that no archeological historic properties would be affected by this project. Also, concur that no archeological investigation is warranted at this time.

Thank you for your efforts in Corpus Christi, Nueces County.

Sincerely,

Anita Eisenhauer

Anita Eisenhauer, Chairman

Re: Section 106 Continuing Consultation, National Historic Preservation Act;
Proposed Texas Department of Transportation Project, Corpus Christi District
CSJ: 0101-06-095; Harbor Bridge and US 181, Bridge Replacement and
Roadway Improvements, City of Corpus Christi; Nueces County

Thank you for your attention to this matter. If you have questions, please contact Eric Oksanen (TxDOT Archeologist) at 512/416-2505 (email: Eric.Oksanen@txdot.gov) or me at 512/416-2638 (email: Sharon.Dornheim@txdot.gov). When replying to this correspondence by US Mail, please ensure that the envelope address includes reference to the Archeological Studies Branch, Environmental Affairs Division.

Sincerely,

Sharon Dornheim

Sharon Dornheim
Staff Archeologist / Consultation Coordinator
Archeological Studies Branch
Environmental Affairs Division

Anita Eisenhauer

Concurrence by: CHAIRMAN
NUECES CO. HISTORICAL COMMISSION

SEPT. 2, 2014

Date:

Attachments

cc w/attachments:
ENV-ARCH Project File / ENV-ARCH ECOS

SECTION 4(f) COORDINATION

Texas Department of Transportation
1701 SOUTH PADRE ISLAND DRIVE • CORPUS CHRISTI, TEXAS 78416 • (361) 808-2300

January 28, 2013

City of Corpus Christi
Mr. Michael Morris
Parks and Recreation Department
P.O. Box 9277
Corpus Christi, TX 78469-9277

RE: Request for Significance Determination

Dear Mr. Morris:

The Texas Department of Transportation (TxDOT), Corpus Christi District, is developing the US 181 Harbor Bridge project to maximize the long-term highway operability of the US 181 crossing of the Corpus Christi Ship Channel and to correct design deficiencies, bringing US 181, including the Harbor Bridge, into compliance with current design standards to improve safety for the travelling public, including during hurricane evacuations. A Feasibility Study completed by TxDOT in 2003 concluded that U.S. 181 and the Harbor Bridge must be improved to maintain a safe and efficient transportation corridor. The proposed project is to be constructed with local, state, and federal funding.

An Environmental Impact Statement (EIS) is in the process of being developed for the project that will document the potential for impacts to publicly-owned parklands, recreation facilities, greenway trails, and wildlife and waterfowl refuges. The project's impacts are also being evaluated pursuant to Section 4(f) of the Department of Transportation Act of 1966, as amended, (Title 49, USC 303 and Title 23 USC 138) that affords certain protections to public parks, historic sites, and wildlife refuges. This regulation directs DOT agencies to avoid the use of Section 4(f) property unless there is no feasible or prudent alternative or unless the impact to the resource is considered de minimus, i.e. an impact that does not adversely affect the features, attributes, or activities that qualify the resource for protection.

On January 16, 2013, a coordination meeting was held with Park and Recreation Development staff and TxDOT representatives to discuss the project, the potential 4(f) resources and the possible short-term and long-term effects of the project. After careful review of the resources within the study area and consultation with your department, TxDOT has identified the following resources that would be subject to section 4(f) protection within the project corridor:

- T.C. Ayers Park
- Lovenskoild Park

- Oveal Williams Senior Center

As the agency of jurisdiction for these resources, we are requesting an official designation from your department of each resource listed above. We are asking that you review the regulatory definitions provided below and respond with an official agency designation for each resource as to whether or not the resource has national, state or local significance. The designation should clearly state if the park or recreation facility is "significant" or "not significant."

Resources are afforded protection under Section 4(f) of the U.S. Department of Transportation Act when they meet the following definition:

- The resource's primary purpose is a park, recreation or refuge.
- The resource is open to the general public at any time during normal operating hours. It does not apply to a resource that visitation is permitted only to a select group or a resource that is not available to the entire public.
- The resource must be considered a significant resource by the agency with jurisdiction, meaning when the resource is compared to other similar resources operated by the agency that resource in question plays "an important role" in meeting the objectives of the agency. Significance must apply to the entire property and not just a portion of the property.

We appreciate your agency providing us with the requested information. A statement indicating the significance of each resource identified in this letter to TxDOT would allow them to fully comply with the intent of the Section 4(f) regulations. If you have any questions regarding this request, please me at 361-808-2376. Response in writing to the address above or via email at Christopher.Amy@txdot.gov within 14 days of receipt of this letter would be greatly appreciated.

Sincerely,

Christopher Amy
Environmental Coordinator
TxDOT, Corpus Christi District

City of Corpus Christi

CORPUS CHRISTI PARKS& RECREATION

February 4, 2013

Mr. Christopher Amy
Environmental Coordinator
Texas Department of Transportation
1701South Padre Island Drive
Corpus Christi, Texas 78416

PARKS & RECREATION DEPARTMENT

PO Box 9277
Corpus Christi
Texas 78469-9277
Phone 361-826-3460
Fax 361-880-3864
www.cctexas.com
www.ccparkandrec.com

Live. Learn. Play!

Dear Mr. Amy:

I am in receipt of your letter dated 1/28/13 in reference to "Significant Impacts Determination" of the new Harbor Bridge project. Below please find information on the significance of TC Ayers Park and Recreation Center; Lovenskiold Park; and Oveal Williams Senior Center

T.C. Ayers Recreation Center and Park – 702 N. Brownlee (8.77 park acres, 5,439 sq. ft. building)

The property's primary purpose is a park that is open to the general public and is considered a "significant" resource.

The area received Urban Parks and Recreation Recovery (UPARR) funding from the National Park Service (NPS) in 1980 and included with the funding was a requirement for the park to remain in use as a park into perpetuity. Funds were used to renovate the Recreation Center and Playground. However, the perpetuity requirement was placed on the entire property.

The Recreation Center was closed in 2008 due to City budget reductions and low attendance at the Recreation Center. It has not been used since that time. Programming was moved to the nearby Solomon Coles Recreation Center.

The perpetuity requirement may be converted to a new park and/or recreational property upon consent by the NPS.

Lovenskiold Park – 1600 Antelope Street (.70 acres)

The property's primary purpose is a park that is open to the general public and is considered a "significant" resource by the Parks and Recreation Department, as it provides open space for relaxation and recreation.

All-America City

A large portion of this park was taken when Interstate-37 was built.

Oveal Williams Senior Center – 1414 Martin Luther King Drive (4 acres of property, 10,700 sq. ft. building)

The property's primary purpose is a recreation center for senior adults that is open to the general public and is considered a "significant" resource for programming by the Parks and Recreation Department.

The Senior Center serves not only the senior adults, but is a public building used for many other organizations and functions by the surrounding neighborhood.

Please let me know if you have any questions.

Sincerely,

Michael Morris

Michael Morris
Director
Parks and Recreation
City of Corpus Christi

MM:dr

City of Corpus Christi

CORPUS CHRISTI
APR 01 2013
DISTRICT

CORPUS CHRISTI PARKS & RECREATION

March 27, 2013

Texas Department of Transportation
Mr. Christopher Amy
Environmental Coordinator
1701 South Padre Island Drive
Corpus Christi, Texas 78416

RECEIVED
MAR 27 2013
CRP-TP&D

PARKS & RECREATION DEPARTMENT

PO Box 9277
Corpus Christi
Texas 78469-9277
Phone 361-826-3460
Fax 361-880-3864
www.cctexas.com
www.ccparkandrec.com

Live. Learn. Play!

Dear Christopher:

I am in receipt of your letter dated 3/20/13 in reference to "Significant Impacts Determination" of the new Harbor Bridge. Below please find information on the significance of Ben Garza Park.

Ben Garza Park -

The property's primary purpose is a park that is open to the general public and is considered a "significant" resource.

The area received Urban Parks and Recreation Recovery (UPARR) funding from the National Park Service (NPS) in 1980 and included with the funding was a requirement for the park to remain in use as a park into perpetuity. Funds were used to renovate the recreational gymnasium, playfield and parking lot. It also paid for new playground equipment. Thus, as a condition of receiving the UPARR funding for this purpose, the perpetuity requirement was placed on the entire property.

The perpetuity requirement required by UPARR may be converted to a new park and/or recreational property upon consent by the NPS.

Please let me know if you have any questions.

Sincerely,

Michael Morris

Michael Morris
Director, Parks and Recreation
City of Corpus Christi

MM:dr

City of Corpus Christi

ENGINEERING SERVICES

P.O. Box 9277
Corpus Christi
Texas 78469-9277
Phone 361-826-3500
Fax 361-880-3501
www.cctexas.com

Traffic Engineering
1201 Leopard St.
Corpus Christi
Texas 78401
Phone 361-826-3547
Fax 361-826-3545

Traffic Signals
2525 Hygeia St.
Corpus Christi
Texas 78415
Phone 361-826-1610
Fax 361-826-4274

Construction Inspection
1317 Mestina St.
Corpus Christi
Texas 78401
Phone 361-826-3555
Fax 361-826-3520

April 11, 2013

Mr. Christopher Amy
Environmental Coordinator
Texas Department of Transportation
Corpus Christi District
1701 South Padre Island Drive
Corpus Christi, TX 78416

Re: Request for Significance Determination
Proposed US 181 Harbor Bridge Alignment
Resource: Rincon Channel Wetlands

Dear Mr. Amy:

This is in response to your letter dated January 28, 2013. You requested a significance determination of the Rincon Channel Wetlands.

The Rincon Channel Wetlands (Wetlands) is a significant resource. Staff has reviewed the language, purpose, and scope of the documents executed regarding the Wetlands. From our understanding of the regulatory definitions under Section 4(f) of the U.S. Department of Transportation Act, a determination of significant is appropriate given the specific language in the executed documents and instruments associated with this resource, including but not limited to language the reflects the following:

- The resource's primary purpose is a refuge.
- The resource is open to the general public and to a select group for the purpose of education.
- The resource was encumbered by the City of Corpus Christi under a Coastal Management Program Grant Agreement (Grant Agreement) (with matching funds provided by the Coastal Ben Bays and Estuaries, Inc.) with a conservation easement which would protect the land and its natural resources and preserve the public use and benefit of the land. The public notice for the conservation easement was recorded on March 25, 2005 in the Official Records of Nueces County Document # 2005014995 and states "City of Corpus Christi is placing this notice on record as confirmation of its obligation as set forth in the Grant Agreement to ensure the long-term conservation of the Property in accordance with the terms of the Grant Agreement and to obtain the consent of the U.S. Fish and Wildlife Service prior to conveyance or encumbrance of its interest in the Property."

All-America City

In determining significance, we are obliged to consider the City's obligations as set forth in the Grant Agreement to ensure long-term conservation of the property, and the stated purpose of the Grant Agreement, which is "to conserve ecologically important wetlands and associated uplands in the Nueces River Delta/Nueces Bay area."

The City appreciates the efforts of the Texas Department of Transportation in determining the best alignment for the future Harbor Bridge and we are happy to cooperate in any way to aid in this process. Please feel free to contact me if you require additional information.

Sincerely,

P.E.

Daniel Biles, P.E.
Director of Engineering Services
City of Corpus Christi

Attachments: Notice of Grant Agreement

Notice of Grant Agreement

The City of Corpus Christi is the owner of two tracts of land totaling 36.025 acres in Nueces County, Texas, more particularly described in Exhibit A attached hereto and made part of this notice ("Property").

Notice is hereby given that the City of Corpus Christi acquired the Property in part with funds provided by the Coastal Bend Bays & Estuaries, Inc. Funds used to acquire the Property were used as match for North American Wetlands Conservation Fund funds pursuant to a Grant Agreement between the U.S. Fish and Wildlife Service and the Coastal Bend Bays & Estuaries Program, Inc., dated February 6, 2001, Agreement Number; 98210-1-G777, a copy of which is kept at the North American Waterfowl and Wetlands Office, U.S. Fish and Wildlife Service, 1849 C Street N.W., Washington, D.C. 20240.

The purpose of the grant agreement is to conserve ecologically important wetlands and associated uplands in the Nueces River Delta/Nueces Bay area.

City of Corpus Christi is placing this notice on record as confirmation of its obligation as set forth in the Grant Agreement to ensure the long-term conservation of the Property in accordance with the terms of the Grant Agreement and to obtain the consent of the U.S. Fish and Wildlife Service prior to conveyance or encumbrance of its interest in the Property.

In Witness whereof the City of Corpus Christi has set its hand and seal this 25 day of March, 2005.

City of Corpus Christi

By: Angel R Escobar
Angel R. Escobar
Director, Engineering Services

THE STATE OF TEXAS §
§
COUNTY OF NUECES

This instrument was acknowledged before me on March 25th, 2005, by Angel R. Escobar, Director, Engineering Services, City of Corpus Christi, a Texas municipal corporation, on behalf of the corporation.

Katrina L Haley
Notary Public
State of Texas

KATRINA L. HALEY
MY COMMISSION EXPIRES
October 17, 2005

R53102A1

Metes and Bounds Description
Of
Site A

Being 18.0125 acres of land, more or less, being out of a tract described as 19.343 acres in Volume 2114, Page 977, Official Records of Nueces County, Texas, and being a tract of land, out of Tract D, as described by "mutual conveyance", dated November 20, 1967, between Nueces County Navigation District #1, Nueces County, Texas, and Guaranty National Bank of Corpus Christi and Jack Pope of Travis County, Texas, et al, and as shown by "Plat of Lands in Brooklyn Subdivision and Nueces Bay Exchange Between Land Owners and District", dated February 13, 1967, as referenced by said "mutual conveyance" and on file with said Navigation District as Drawing Number L-1-137 (3) and formerly part of Brooklyn Addition as shown by Plat in Volume A, Page 30, 31, and 32, Map Records, Nueces County, Texas, which "reverted to acreage" by action of Commissioner's Court of said county as shown by Commissioner's Court Minutes, Volume N, Page 470-471, Nueces County, Texas, and this site being further described by metes and bounds as follows:

BEGINNING AT A POINT in the intersection of the West right-of-way line of U. S. Hwy. 181 and the South boundary line of Block 107, said Brooklyn Addition, at a found disk in a concrete monument for the Southeast corner of this site;

Thence North 57 degrees 52' 00" West along the South boundary line of said Block 107, and Block 125, said Brooklyn Addition, which is the Northeast right-of-way line of St. Charles Street, a distance of 539.98 feet to a set 5/8" iron rod for an interior corner of this site;

Thence South 32 degrees 08' 00" West along the Northwest right-of-way line of Avenue G Street, a distance of 59.92 feet to a found ½" iron bar in the Southwest right-of-way line of St. Charles Street for a Southerly corner of this site;

Thence North 57 degrees 52' 00" West along the North boundary line of Block 152 of said Brooklyn Addition and the Southwest right-of-way line of St. Charles Street, a distance of 317.50 feet to a set 5/8" iron rod for the Southwest corner of this site,

Thence North 32 degrees 08' 00" East along the Easterly bulkhead line of Canal A Basin, as shown on said Navigation District Drawing, extended a distance of 160.00 feet to set chiseled cross mark on a concrete bulkhead, which mark is the Southwest corner of a said Canal A Basin and an interior corner of this site;

Thence South 57 degrees 52' 00" East along the Southerly bulkhead line of said Canal A Basin, a distance of 325.00 feet to a point which is the Southeast corner of said Canal A Basin and an interior corner of this site;

Thence North 32 degrees 08' 00" East along the Easterly bulkhead line of said Canal A Basin, a distance of 350.00 feet to a point for the Westerly corner of this site;

Thence North 12 degrees 52' 00" West along the flair between said basin and said canal, a distance of 53.03 feet to a point for a Westerly corner of this site;

Thence North 32 degrees 08' 00" East along the Easterly bulkhead line of said Canal A, a distance of 852.87 feet to a set 5/8" iron rod on the Easterly bulkhead line of said Canal A and the Northwesterly corner of this site;

Thence South 57 degrees 52' 00" East a distance of 560.00 feet to a set 5/8" iron rod in the said West right-of-way line of U. S. Hwy. 181 and the Northeasterly corner of this site;

Thence along said West right-of-way line of U.S. Hwy. 181 South 32 degrees 08' 00" West a distance of 1340.45 feet to the POINT OF BEGINNING containing 18.0125 acres of land, more or less.

This metes and bounds is for survey drawing of sites A and B.
Bearings are based on west R.O.W. line of U. S. Highway 181 being N 32° 08' 00" E.

STATE OF TEXAS
REGISTERED
GEORGE RUDOLPHA
4220
PROFESSIONAL
LAND SURVEYOR

EXHIBIT A

Metes and Bounds Description
Of
Site B

Being 18.0125 acres of land, more or less, being all of the tract described as 16.673 acres in Volume 2114, Page 77, Official Records of Nueces County, Texas, and the North 103.88 feet of the 19.343 acre tract described in Volume 2114, Page 77, Official Record of Nueces County, Texas, and being a tract of land, out of Tract D, as described by "mutual conveyance", dated November 20, 1967, between Nueces County Navigation District #1, Nueces County, Texas, and Guaranty National Bank of Corpus Christi and Jack Pope of Travis County, Texas, et al, and as shown by "Plat of Lands in Brooklyn Subdivision and Nueces Bay Exchange Between Land Owners and District", dated February 13, 1967, as referenced by said "mutual conveyance" and on file with said Navigation District as Drawing Number L-1 137 (3) and formerly part of Brooklyn Addition as shown by Plat in Volume A, Page 30, 31, and 32, Map Records, Nueces County, Texas, which "reverted to acreage" by action of Commissioner's Court of said county as shown by Commissioner's Court Minutes, Volume N, Page 470-471, Nueces County, Texas, and this site being further described by metes and bounds as follows:

Starting at a point in the intersection of west right-of-way line of U. S. Hwy. 181 and the South boundary line of Block 107, said Brooklyn Addition thence North 32 degrees 08' 00" East along said west right-of-way of U. S. Hwy. 181, a distance of 1340.45 feet to a set 5/8" iron rod being the POINT OF BEGINNING and the Southeasterly corner of this site;

Thence North 57 degrees 52' 00" West a distance of 560.00 feet to a set 5/8" iron rod in the Easterly bulkhead line of Canal A, as shown on said Navigation District drawing, and the Southwesterly corner of this site;

Thence North 32 degrees 08' 00" East along said Easterly bulkhead line of said Canal A, a distance of 1401.11 feet to a set 5/8" iron rod for the Northwesterly corner of this site;

Thence South 57 degrees 52' 00" East a distance of 560.00 feet to a found 1" iron pipe in said West right-of-way line of U. S. Hwy. 181 and the Northeasterly corner of this site;

Thence South 32 degrees 08' 00" West along said right-of-way line of U. S. Hwy. 181, a distance of 1401.11 feet to the POINT OF BEGINNING containing 18.0125 acres of land, more or less.

This metes and bounds is for survey drawing of sites A and B
Bearings based on west R.O.W. line of U. S. Highway 181 being N 32° 08' 00" E.

STATE OF TEXAS REGISTERED GEORGE RUBALCABA 4229 PROFESSIONAL LAND SURVEYOR

12-5-00

GF# _____
AMOUNT: _____
PAGES: _____
SAN JACINTO TITLE COMPANY

Any provision herein which restricts the Sale, Rental or use of the described REAL PROPERTY because of Race, Color, Religion, Sex, Handicap, Familial Status or National Origin, is Invalid and unenforceable under FEDERAL LAW, 3/12/89

GF# 000210909
AMOUNT: _____
PAGES: 3
SAN JACINTO TITLE COMPANY

Doc# 2001000914
Pages 3
Date: 1/8/01 3:43:57 PM
Filed & Recorded in
Official Records of
NUECES COUNTY
ERNEST M. BRIONES
COUNTY CLERK
Fees $13.00

STATE OF TEXAS
COUNTY OF NUECES
I hereby certify that this instrument was FILED in File Number Sequence on the date and at the time stamped herein by me, and was duly RECORDED, in the Official Public Records of Nueces County, Texas

COUNTY CLERK
NUECES COUNTY, TEXAS

City of Corpus Christi
P. O. Box 9277
Department of Engineering Service
PROPERTY & LAND ACQUISITION DIV.
Corpus Christi, Texas 78469-9277

Any provision herein which restricts the Sale, Rental or use of the described REAL PROPERTY because of Race, Color, Religion, Sex, Handicap, Familial Status or National Origin, is invalid and unenforceable under FEDERAL LAW, 3/12/89

Doc# 2005014995
Pages 4
03/25/2005 02:43:54 PM
Filed & Recorded in
Official Records of
NUECES COUNTY
DIANA T. BARRERA
COUNTY CLERK
Fees $19.00

STATE OF TEXAS
COUNTY OF NUECES
I hereby certify that this instrument was FILED in File Number Sequence on the date and at the time stamped herein by me, and was duly RECORDED, in the Official Public Records of Nueces County, Texas

COUNTY CLERK
NUECES COUNTY, TEXAS

Texas Department of Transportation®
DEWITT C. GREER STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • (512) 463-8585

RECEIVED
JUN 2 3 2013
History Programs Division

June 25, 2013

Section 106: Determination of Adverse Effect with Mitigation & Coordination and Review of Programmatic Section 4(f) Analysis & Notification of intent to pursue 4(f) determination

Nueces County, Corpus Christi District
CSJ# 0101-06-095

Harbor Bridge Project

Ms. Linda Henderson
History Programs
Texas Historical Commission
Austin, Texas 78711

Dear Ms. Henderson:

The referenced undertaking will be carried out with federal funding. In accordance with the First Amended Programmatic Agreement Regarding the Implementation of Transportation Undertakings (PA-TU) between the Texas Department of Transportation (TxDOT,) the Federal Highway Administration (FHWA), the Advisory Council for Historic Preservation (ACHP,) and the Texas State Historic Preservation Officer (TSHPO), this letter initiates Section 106 consultation (36 CFR 800.5) concerning the effects the proposed undertaking will have on National Register eligible properties, which include the Harbor Bridge, six associated post 1945 non-truss bridges located at:

- United States Highway (US) 181 at Corpus Christi Ship Channel
- US 181 at Burleson Street
- US 181 Northbound Ramp at US 181
- US 181 Southbound at Belden Street
- US 181 Southbound Off-Ramp at State Spur (SS) 544
- US 181 Northbound at SS 544
- US 181 Northbound On-Ramp at SS 544

and the San Antonio, Uvalde, and Gulf (SAU&G) Railroad Depot (1101 N. Tancahua Street) located within the project's area of potential effects (APE). We request your concurrence of a determination of adverse effect with mitigation under Section 106 and the formal coordination and review in approving the Section 4(f) evaluation.

Introduction

The Federal Highway Administration (FHWA) and the Texas Department of Transportation (TxDOT) propose to improve United States Highway (US) 181 at the Corpus Christi Ship Channel in the City of Corpus Christi, Nueces County, Texas, by removing and replacing the existing bridge structure. The

existing bridge is commonly known as the Corpus Christi Harbor Bridge. The removal and replacement of the Corpus Christi Harbor Bridge would also require reconstruction and improvements to associated highways and nearby interchanges, including six additional bridges, in order to provide safe and efficient access to the new Harbor Bridge. The proposed project is captioned as TxDOT Control-Section-Job (CSJ) 0101-06-095.

The existing Harbor Bridge would be replaced by a six-lane divided structure with shoulders, constructed on a new-location alignment. Several alternatives are currently under consideration for the exact alignment of the replacement bridge and its approaches. While the design of the replacement structure has not been determined, cost analyses conducted for the project have assumed that the bridge would be a cable-stayed structure with concrete tower piers, based on the clear span and vertical clearance requirements at the crossing. The cable-stayed design would also provide an opportunity to design a "signature" bridge for the Corpus Christi waterfront and downtown areas.

The proposed action would result in a use of the NRHP-eligible Corpus Christi Harbor Bridge through its removal and replacement, and would result in a use of six additional NRHP-eligible bridges as part of associated highway and interchange reconstruction located within several miles of the new Harbor Bridge. In accordance with 23 CFR 774, the following Section 4(f) Evaluation provides a discussion recommending that there are no feasible and prudent alternatives to the use of the bridges and the proposed action includes all possible planning to minimize harm to the historic bridges resulting from such use. The FHWA requires that the evaluation document includes a description of the proposed action, a description of the Section 4(f) properties, the purpose and need for the proposed project, an analysis of project alternatives including description of impacts to the Section 4(f) properties, and a summary of measures taken to minimize harm to the properties.

The various project alternatives have the potential to use other Section 4(f) properties in addition to the seven bridges covered in this evaluation. The other Section 4(f) properties include historic properties and parks/recreation areas. Separate Section 4(f) Evaluations are being prepared for the other Section 4(f) properties. The analysis of the impacts of project alternatives to the Harbor Bridge and six nearby bridges are combined in this Individual Section 4(f) Evaluation, as the bridges are functionally interrelated due to their proximity along US 181. The potential impacts of a specific project alternative to the Harbor Bridge are closely linked to potential impacts to the other bridges through the alternative's physical design and alignment, and indirectly through changes in traffic flow patterns and volumes.

Following preparation of Section 4(f) Evaluations for specific properties, a macro-level Section 4(f) document will be prepared, focusing on "least overall harm" analysis of the project alternatives using information from the Section 4(f) Evaluations and information regarding other environmental, socioeconomic, and design constraints.

Historical Significance Statements
Corpus Christi Harbor Bridge – US 181 at Corpus Christi Ship Channel
(National Bridge Inventory (NBI) Structure No. 16-178-0-0101-06-041)

Physical Description
The Corpus Christi Harbor Bridge carries US 181 over the Corpus Christi Ship Channel. It is a continuous cantilever tied arch steel truss bridge, with a total structure length of 5,819 feet. The bridge's main span is a 1,240-foot-long cantilever steel truss unit, composed of a 387-foot, 6-inch suspended tied-arch center

span supported by two 116-foot, 3-inch cantilevered steel truss spans and two 310-foot anchor spans on either side. Major approach spans are two 271-foot simple-span deck truss units. Minor approach spans are 15 welded steel plate girder spans and 37 prestressed concrete girder spans. Main span substructure elements are concrete bent caps and piers supported on pile caps on concrete pilings. Approach span substructure elements are multiple column concrete bent caps and bents on concrete pilings.

The bridge's construction began in 1956 and was completed in 1959. The bridge was designed by the Texas Highway Department's Bridge Division, with the firm of Howard, Needles, Tammen, and Bergendoff as the consulting engineer. The bridge's steel members were fabricated by the U.S. Steel Company and construction was accomplished by several firms under the supervision of the Texas Highway Department. The bridge is currently owned and maintained by TxDOT.

A major rehabilitation of the bridge took place between 1983 and 1987, with strengthening of truss members and full redecking. A subsequent rehabilitation project, completed in 2005, repaired or replaced the following elements: stringer diaphragms, stringer connection angles, stringer expansion bearings, truss lacing, truss bearing clip angles, lateral bracing gusset plates, and numerous rivet connections with bolts. A bridge repainting job in 2010 identified severe rusting, section loss, and deterioration in numerous secondary bridge components, leading to an additional rehabilitation of the bridge. This project was completed in spring 2012, with repairs and replacement of bottom lateral diagonal bracing and gusset plates, sway frame diagonal bracing and gusset plates, and top lateral center gusset plates.

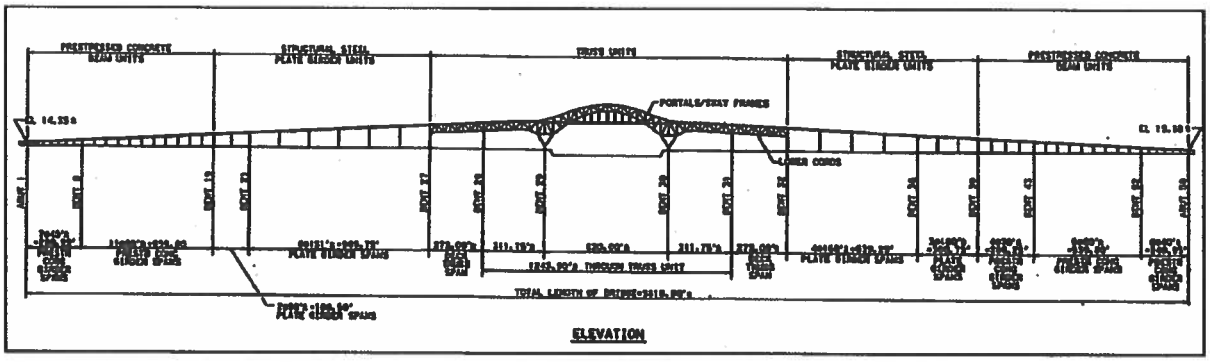


Figure 1. Elevation of Corpus Christi Harbor Bridge, from 2010 rehabilitation project.
Source: Texas Department of Transportation, Bridge Division.

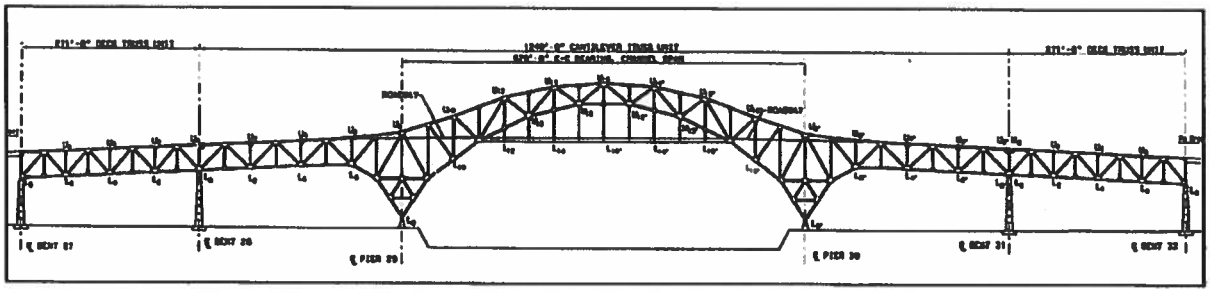


Figure 2. Elevation of Harbor Bridge truss spans, from 2010 rehabilitation project.
Source: Texas Department of Transportation, Bridge Division.

The vertical clearance between the bridge and the Ship Channel water surface is 138 feet. Minimum vertical clearance for vehicular traffic on the bridge is 16 feet, 10 inches. The bridge has a clear roadway width of 36.2 feet in each direction, for a total roadway width of 72.4 feet. The bridge's out-to-out deck width is 82.0 feet. The truss spans of the bridge are not skewed and have no horizontal curve. However, the bridge's south prestressed concrete beam and steel plate girder approach spans are horizontally curved. The bridge carries six lanes of vehicular traffic, with three lanes of traffic in each direction. A solid concrete barrier separates the northbound and southbound traffic. Each travel lane is 11.7 feet in width. There are no shoulders on the bridge. Three-foot-wide sidewalks are on each side of the bridge and are separated from vehicular traffic by 2.25-foot-high solid concrete barriers. The bridge has non-original metal railings at the outside of the pedestrian sidewalk. The bridge has an 8-inch-thick concrete deck and asphaltic concrete pavement wearing surface, installed in 1987 during a rehabilitation project to replace the original 7-inch-thick lightweight concrete deck. The current deck uses lightweight concrete in the central portions of the main truss to reduce load, and normal-weight concrete for the remainder of the bridge.

The approach roadway on both sides of Harbor Bridge is a six-lane divided facility, with paved shoulders that taper as they approach the bridge structure. The approach roadway is surfaced with asphaltic concrete pavement.

According to the September 2012 bridge inspection, the bridge's current sufficiency rating is 60.0. The sufficiency rating, ranging from 0 to 100, measures a bridge's capability to remain in vehicular service based on a formula incorporating condition rankings, load capacity, roadway and structure geometrics, traffic counts, presence of suitable detour routes, and other bridge inspection factors. The sufficiency rating also serves as a basis for establishing eligibility for replacement or rehabilitation under the Federal Highway Bridge Program.[1] To receive Federal Highway Bridge Program funding for replacement, a bridge must have a sufficiency rating of 50 or below. However, the current sufficiency rating of 60.0 takes into account the recent rehabilitation of the bridge, which was meant to allow for continued vehicular use of the bridge during the lengthy project development and construction process. The Harbor Bridge's sufficiency rating would be expected to decrease over time. For example, the Harbor Bridge had a sufficiency rating of 69.0 following its June 2010 inspection immediately following the rehabilitation, and received a rating of 60.0 following the September 2012 inspection.

A rehabilitation project completed in December 2011 raised the bridge's current operating load rating to HS 26.0. The Operating load rating is defined as the maximum permissible live load that can be placed on the bridge. Photographs of the existing bridge are included in Appendix C.

Significance

The Corpus Christi Harbor Bridge was determined eligible for listing in the NRHP under Criterion C in the area of Engineering at the state level of significance as part of the 1995 Statewide Historic Bridge Inventory of Metal Truss Bridges. The bridge, with its unique combination of a tied-arch center span and cantilevered trusses, is considered the pinnacle of Texas metal truss bridge construction, in terms of technological complexity. The truss design allowed for the exceptional clear span length, structure length, and vertical clearance needed to accommodate ship traffic of the period. When constructed, the bridge was the largest single project of the Texas Highway Department. It is also significant as the first large bridge in

1 Ficker, Maryellen and Heather Goodson, *Historic Bridge Programmatic Section 4(f) Guidelines and Standards of Uniformity*, Historical Studies Report No. 2009-02, B-4; Texas Department of Transportation, *Bridge Project Development Manual*, December 2012, 2-5.

Texas with precast prestressed and precast post-tensioned concrete beams, used for the bridge's approach spans. The bridge is considered the most important design work of Texas Highway Department bridge engineer Vigo Miller and was featured in *Time* magazine in 1964 for its exceptional beauty. The bridge's primary character-defining features are its overall cantilevered tied-arch truss design and its prestressed concrete approach spans.

US 181 Bridge at Burleson Street
(NBI Structure No. 16-178-0-0101-06-044)

Physical Description
This bridge, located 0.8 mile north of the Corpus Christi Ship Channel, is a prestressed concrete girder bridge, with a total structure length of 602 feet. The bridge has 10 spans and a curved alignment. Main and approach spans consist of 13 prestressed concrete girders with diaphragms, and the maximum span length is 60 feet. Girders rest on neoprene bearing pads. The bridge has a concrete deck with asphalt overlay. The structure has solid concrete barriers between northbound and southbound lanes and at the edge of the deck. The substructure consists of concrete abutments and multiple column concrete bents and concrete caps. The bridge was constructed in 1958 and designed by Robert L. Reed of the Texas Highway Department's Bridge Division. Photographs of the existing bridge are included in Appendix C.

Significance
The bridge that carries US 181 over Burleson Street is a 10-span prestressed concrete girder bridge constructed in 1958. It is significant as an example of early use (pre-1960) of neoprene pads as bearing plates for superstructure members. The Texas Highway Department's early development and adoption of neoprene bearing pads was a significant innovation of the period. Neoprene pads proved more economical, durable, and easy to maintain compared with previous bearing materials. This successful innovation was later incorporated into American Association of State Highway Officials (AASHO) specifications for nationwide use. The bridge is also significant as a design of Texas Highway Department design engineer Robert L. Reed, who was recognized as an innovative Texas bridge designer of the period. Reed, who began his career at the Texas Highway Department in 1947, was noted as an early proponent of prestressed concrete. The bridge does not exhibit physical alterations and it retains its historic integrity of location, design, materials, workmanship, setting, feeling, and association. The US 181 bridge at Burleson Street is eligible for listing in the NRHP under Criterion C in the area of Engineering at the state level of significance. The bridge is recommended not eligible for the NRHP under Criterion A (Events) at the state level of significance, as it does not have a direct and significant association with an important historic transportation system, program, or policy identified through contextual research.

US 181 Northbound Freeway Connector Bridge over US 181
(NBI Structure No. 16-178-0-0101-06-043)

Physical Description
This bridge, located 0.65 mile north of the Corpus Christi Ship Channel, is a prestressed concrete girder bridge, with a total structure length of 560 feet. The bridge has 10 spans and a curved alignment. Main and approach spans consist of five prestressed concrete girders with diaphragms; the maximum span length is 60 feet. Girders rest on neoprene bearing pads. The bridge has a concrete deck with asphalt overlay. The structure has a Texas Highway Department Type T standard-design metal pipe railing. The substructure consists of concrete abutments and multiple column concrete bents and concrete caps. The

bridge was constructed in 1958 and designed by Robert L. Reed of the Texas Highway Department's Bridge Division. Photographs of the existing bridge are included in Appendix C.

Significance
The bridge that carries the US 181 northbound frontage road over the main lanes of US 181 is a 10-span prestressed concrete girder bridge constructed in 1958. It is significant as an example of early use (pre-1960) of neoprene pads as bearing plates for superstructure members. The Texas Highway Department's early development and adoption of neoprene bearing pads was a significant innovation of the period. Neoprene pads proved more economical, durable, and easy to maintain compared with previous bearing materials. This successful innovation was later incorporated into AASHO specifications for nationwide use. The bridge is also significant as a design of Texas Highway Department design engineer Robert L. Reed, who was recognized as an innovative Texas bridge designer of the period. Reed, who began his career at the Texas Highway Department in 1947, was noted as an early proponent of prestressed concrete. The bridge does not exhibit physical alterations and it retains its historic integrity of location, design, materials, workmanship, setting, feeling, and association. The US 181 northbound frontage road bridge over the main lanes of US 181 is eligible for listing in the NRHP under Criterion C in the area of Engineering at the state level of significance. The bridge is recommended not eligible for the NRHP under Criterion A (Events) at the state level of significance, as it does not have a direct and significant association with an important historic transportation system, program, or policy identified through contextual research.

US 181 Southbound Bridge over Belden Street
(NBI Structure No. 16-178-0-0074-06-050)

Physical Description
This bridge, located 0.1 mile north of IH 37, is a three-span prestressed concrete girder bridge, with a total structure length of 180 feet. Main and approach spans consist of nine prestressed concrete girders with diaphragms; the maximum span length is 60 feet. Girders rest on neoprene bearing pads. The bridge has a concrete deck with asphalt overlay. The structure has a Texas Highway Department Type T standard design metal pipe railing. The substructure consists of concrete abutments and multiple column concrete bents and concrete caps. The bridge was constructed in 1959 and designed by the Texas Highway Department's Bridge Division. Photographs of the existing bridge are included in Appendix C.

Significance
The US 181 Southbound bridge at Belden Street in Corpus Christi is a three-span prestressed concrete girder bridge constructed in 1959. The bridge is significant as an example of early use (pre-1960) of neoprene pads as bearing plates for superstructure members. The Texas Highway Department's early development and adoption of neoprene bearing pads was a significant innovation of the period. Neoprene pads proved more economical, durable, and easy to maintain compared with previous bearing materials. This successful innovation was later incorporated into AASHO specifications for nationwide use. The bridge does not exhibit physical alterations and it retains its historic integrity of location, design, materials, workmanship, setting, feeling, and association. The US 181 Southbound Bridge at Belden Street is eligible for listing in the NRHP under Criterion C in the area of Engineering at the state level of significance. The bridge is recommended not eligible for the NRHP under Criterion A (Events) at the state level of significance, as it does not have a direct and significant association with an important historic transportation system, program, or policy identified through contextual research.
US 181 Southbound Off-Ramp Bridge over SS 544

Corpus Christi Harbor Bridge
CSJ#0101-06-095

(NBI Structure No. 16-178-0-0074-06-171)

Physical Description
This bridge, located 0.35 mile west of Shoreline Drive, is a prestressed concrete girder bridge, with a total structure length of 240 feet. The bridge has four spans and a curved alignment. Main and approach spans consist of eight prestressed concrete girders with diaphragms; the maximum span length is 70 feet. Girders rest on neoprene bearing pads. The bridge has a concrete deck with asphalt overlay. The structure has a Texas Highway Department Type T standard-design metal pipe railing along the east edge of the deck and a solid concrete barrier with chain-link safety fence along the west edge of the deck. The substructure consists of concrete abutments and multiple column concrete bents and concrete caps. The bridge was constructed in 1959 and designed by the Texas Highway Department's Bridge Division. Photographs of the existing bridge are included in Appendix C.

Significance
The US 181 Southbound off-ramp at SS 544 in Corpus Christi is a four-span prestressed concrete girder bridge. Constructed in 1959, the bridge is historically significant as one of the earliest structures associated with the Texas Highway Department's push to construct three- and four-level urban interchanges during the period, identified as an important transportation-related initiative. Although grade-separation structures were widely used across Texas prior to World War II, the first three-level interchange was built in 1953 and the first four-level interchange was built in 1958, coinciding with the development of more complicated roadway networks and heavier traffic volumes. The bridge is also significant as an example of early use (pre-1960) of neoprene pads as bearing plates for superstructure members. The Texas Highway Department's early development and adoption of neoprene bearing pads was a significant innovation of the period. Neoprene pads proved more economical, durable, and easy to maintain compared with previous bearing materials. This successful innovation was later incorporated into AASHO specifications for nationwide use. Alterations to the bridge are limited to removal of the original railing. The railing replacement is a relatively minor alteration that relates to integrity of design, materials, and workmanship. The bridge retains its integrity of location, setting, feeling, and association. The alteration results in minimal loss of the qualities that define the bridge's overall historic character and does not diminish its ability to convey historical or engineering significance. The US 181 southbound off-ramp at SS 544 is eligible for listing in the NRHP under Criterion A in the area of Transportation at the state level of significance. It is also eligible for listing in the NRHP under Criterion C in the area of Engineering at the state level of significance.

US 181 Northbound On-Ramp Bridge over SS 544
(NBI Structure No. 16-178-0-0074-06-170)

Physical Description
This bridge, located 0.35 mile west of Shoreline Drive, is a prestressed concrete girder bridge, with a total structure length of 501 feet. The bridge has nine spans and a curved alignment. Main and approach spans consist of six prestressed concrete girders with diaphragms; the maximum span length is 70 feet. Girders rest on neoprene bearing pads. The bridge has a concrete deck with asphalt overlay. The structure has a Texas Highway Department Type T standard-design metal pipe railing on its west side and a solid concrete barrier with chain-link safety fence on its east side. An integrated pedestrian bridge/walkway is attached to the east side of the bridge near its north abutment that extends eastward across a northbound on-ramp toward the Nueces County Courthouse. The substructure consists of concrete abutments and multiple UScolumn concrete bents and concrete caps. The bridge was constructed in 1959 and designed by the

Texas Highway Department's Bridge Division. Photographs of the existing bridge are included in Appendix C.

Significance
The US 181 Northbound on-ramp at SS 544 in Corpus Christi is a nine-span prestressed concrete girder bridge constructed in 1959. The bridge is significant as an example of early use (pre-1960) of neoprene pads as bearing plates for superstructure members. The Texas Highway Department's early development and adoption of neoprene bearing pads was a significant innovation of the period. Neoprene pads proved more economical, durable, and easy to maintain compared with previous bearing materials. This successful innovation was later incorporated into AASHO specifications for nationwide use. The bridge does not exhibit physical alterations and it retains its historic integrity of location, design, materials, workmanship, setting, feeling, and association. The US 181 northbound on-ramp over SS 544 is eligible for listing in the NRHP under Criterion C in the area of Engineering at the state level of significance. The bridge is recommended not eligible for the NRHP under Criterion A (Events) at the state level of significance, as it does not have a direct and significant association with an important historic transportation system, program, or policy identified through contextual research.

US 181 Northbound Bridge over SS 544
(NBI Structure No. 16-178-0-0074-06-170)

Physical Description
This bridge, located 0.35 mile west of Shoreline Drive, is a prestressed concrete girder bridge, with a total structure length of 401 feet. The bridge has seven spans and a curved alignment. Main and approach spans consist of eight prestressed concrete girders with diaphragms; the maximum span length is 70 feet. Girders rest on neoprene bearing pads. The bridge has a concrete deck with asphalt overlay. The structure has a Texas Highway Department Type T standard-design metal pipe railing along the west edge of the deck and a concrete barrier with chain-link safety fence along the east edge of the deck. The substructure consists of concrete abutments and multiple column concrete bents and concrete caps. The bridge was constructed in 1959 and designed by James R. Graves and Charlie Covill. Photographs of the existing bridge are included in Appendix C.

Significance
The US 181 Northbound Bridge at SS 544 in Corpus Christi is a seven-span prestressed concrete girder bridge. Constructed in 1959, the bridge is historically significant as one of the earliest structures associated with the Texas Highway Department's push to construct three- and four-level urban interchanges during the period, identified as an important transportation-related initiative. Although grade-separation structures were widely used across Texas prior to World War II, the first three-level interchange was built in 1953 and the first four-level interchange was built in 1958, coinciding with the development of more complicated roadway networks and heavier traffic volumes.

The bridge is also significant as an example of early use (pre-1960) of neoprene pads as bearing plates for superstructure members. The Texas Highway Department's early development and adoption of neoprene bearing pads was a significant innovation of the period. Neoprene pads proved more economical, durable, and easy to maintain compared with previous bearing materials. This successful innovation was later incorporated into AASHO specifications for nationwide use. This bridge is also significant as an important work of a master engineer, designer, fabricator, or builder. The bridge's superstructure was designed by Texas Highway Department senior design engineer James R. Graves, recognized as an

innovative Texas bridge designer of the period. Graves was particularly noted for his work with early prestressed concrete bridges. He designed the FM 237 at Coleto Creek bridge in 1956, which was the Texas Highway Department's first prestressed, pretensioned concrete beam bridge and the first bridge in the United States to use neoprene bearing pads. Graves also developed the Texas Highway Department's first set of prestressed concrete beam standards in 1956.

Alterations to the bridge are limited to removal of the original railing. The railing replacement is a relatively minor alteration that relates to integrity of design, materials, and workmanship. The bridge retains its integrity of location, setting, feeling, and association. The alteration results in minimal loss of the qualities that define the bridge's overall historic character and does not diminish its ability to convey historical or engineering significance. The US 181 Northbound bridge at SS 544 is eligible for listing in the NRHP under Criterion A in the area of Transportation at the state level of significance. It is also eligible for listing in the NRHP under Criterion C in the area of Engineering at the state level of significance.

Basis for the Proposed Action

The project's need and purpose relates to existing deficiencies of the existing Harbor Bridge, which carries US 181 over the Corpus Christi Ship Channel. However, implementation of rehabilitation or replacement project alternatives would also require alterations to, or replacement of, six additional bridges that are in close proximity to the Harbor Bridge in order to meet design and safety standards. Therefore, this Individual Section 4(f) Evaluation covers all seven bridges, although the need and purpose is focused on the Harbor Bridge.

Project Needs

Two primary needs have been identified for the Corpus Christi Harbor Bridge project:

(1) Long-term maintenance and operability

(2) Safety risks from design deficiencies

In addition, the project has two secondary objectives:

1) Provide transportation infrastructure to support economic opportunities in the Corpus Christi area and Coastal Bend region; and

2) Consider the connectivity of US 181 to the local roadway system and its effects on adjacent neighborhoods.

The primary needs and secondary objectives are discussed below.

Long-Term Maintenance and Operability

The existing Harbor Bridge is a combination of prestressed concrete beam spans, steel plate girder spans, simple deck truss spans, continuous deck truss spans, and suspended tied arch spans. The Harbor Bridge is a fracture-critical structure, meaning the key structural elements supporting the bridge are not themselves supported by additional and redundant elements. This means that if a key support fails, the bridge would be in danger of collapse. This does not mean the bridge is inherently unsafe, only that the bridge design does not include additional structural members to carry loads in the event of a single member's failure.

There are currently at least 280 fracture-critical members on the existing bridge. Fracture-critical members include link pins, deck truss sway frames (including the diagonal members and gusset plates), and floor beams for the deck truss and cantilever truss units. A fracture-critical member is defined by the FHWA's National Bridge Inspection Standards as "as a steel member in tension, or with a tension element, whose failure would probably cause a portion of or the entire bridge to collapse."[2]

Based on a special September 2007 Fracture-critical Inspection and a December 2008 Bridge Condition Survey, TxDOT undertook a major rehabilitation of the bridge between 2010 and 2012 to address the following major findings:

- Significant section loss of some gusset plates (metal plates used to connect multiple structural members of a truss), particularly gussets connecting top chords to verticals in the bridge's deck trusses
- Missing or broken rivets and anchor bolts
- Corrosion, pack rust, and section loss in deck sway bracing
- Floorbeam and stringer stiffener section loss
- Sagging lateral bracing under the deck
- Leaking deck joints

Widespread rusting, with pack rust, knife edging, and paint failure prevalent throughout the bridge
The fracture-critical inspection and condition survey did not include the pre-stressed girder or plate-girder approach spans. Later inspections noted severe cracking of pre-stressed concrete beam ends over water. In response to the bridge's deteriorated condition, TxDOT undertook immediate critical repairs to the bridge's steel members in early 2009, with a more extensive rehabilitation between 2010 and 2012. The rehabilitation was designed to provide 15 to 20 years of additional service life while long-term plans were developed for the US 181 at Corpus Christi Ship Channel crossing.

The recent rehabilitation addressed immediate safety concerns. However, the bridge's most recent inspection, conducted in September 2012, notes continuing or reoccurring corrosion issues almost immediately following rehabilitation, underscoring the bridge's ongoing maintenance and operability issues. Specifically, conditions of the bridge's primary components were noted as following:

- Deck – Condition Rating 6 (Satisfactory Condition – limited minor deterioration of structural elements): Minor cracks in deck soffit in most spans; some delamination and spalling with exposed rebar in three spans; moderate to severe fracturing and spalling of concrete median rail.

- Superstructure – Condition Rating 5 (Fair Condition – extensive minor deterioration of structural elements): Main truss members have pitting corrosion losses throughout and at gusset plate connections. Losses are extensive and corrosion is continuing, but recent painting in rehabilitation project has greatly reduced rate of corrosion. Outside and adjacent steel stringers for truss spans have up to 50 percent corrosion loss of bottom flanges, with several areas of continuing active corrosion. Truss floorbeams have areas of active corrosion along top flange deck interface, web stiffeners, and some stringer connections. Paint system is beginning to break down at floorbeam end connections with active corrosion re-initiating. Gusset plates still exhibit significant section

2 Defined at 23 CFR Part 650.305.

losses with some perforations. Significant section loss on sway frames, portal frames, and horizontal bracings, with perforations, knife edge corrosion, and saw-tooth section loss. Minor to moderate end spalling of prestressed concrete beams, with moderate delamination observed in one span.

- Substructure – Condition Rating 6 (Satisfactory Condition): Extensive delamination cracking in four bent caps and in concrete columns in two bents. Minor cracks and delaminations in most other bent caps, columns, and backwalls.

- Channel – Condition Rating 8 (Very Good Condition): No comments noted.

- Approaches – Condition Rating 7 (Good Condition – some minor problems): Minor cracks in south approach retaining walls; minor pavement wear.

Today the structure carries higher dead loads (the weight of the bridge itself) and live loads (the weight of vehicular traffic, wind, water and other factors) than the loads for which it was originally designed in 1959. The bridge was originally designed for a standard H20-S16-44 live load, equating to a hypothetical vehicle with a front tractor axle weighing 4 tons, a rear tractor axle weighing 16 tons, and a semitrailer axle weighing 16 tons. The tractor portion alone weighs 20 tons, but the gross vehicle weight is 36 tons. According to original bridge plans, the bridge was designed for a dead load panel load of 107,000 pounds per truss including concrete deck, wearing surface, and railing.

Live loads have increased with increased traffic volumes and greater weight of typical vehicular traffic, particularly for commercial trucks and heavy-load vehicles that use the bridge. The dead load on the structure was increased in 1987, when the original lightweight concrete deck was partially replaced with a normal-weight deck. Structural modifications undertaken in the late 1980s rehabilitation provided additional reinforcement and strengthening, with changes to the truss's structural configuration, addition of thicker gusset plates, and replacement and upgrade of many connections. However, the increased load nonetheless fatigues the members and contributes to the accelerated maintenance needs of the structure. Heavier trucks and greater ADT lead to more fatigue and greater stress range as defined by the number of cycles to failure. The joints and connection members will continue to deteriorate and will ultimately have to be replaced, even if continued maintenance efforts are performed (TxDOT 2012).

Another major factor to consider in maintaining the structural integrity of the Harbor Bridge is corrosion. The steel bridge resides in a saltwater environment that requires frequent routine cleaning and painting to minimize corrosion, as well as periodic bridge rehabilitation. The combination of salt-laden air, year-round windy conditions, and warm air temperatures increases the potential for steel corrosion to occur (TxDOT 2012). The effect that the corrosive saltwater environment has on exposed metal elements results in frequent and costly maintenance that disrupts vehicular and maritime traffic. Table 2 lists structural repair and painting work completed over the last 30 years. It should be noted that painting tasks until the early 1990s were completed by State forces and are not included in this table.

Construction Letting Date	Work Description	Bid Amount
July 1985	Rehabilitate bridge and north approaches	$6,243,265.35
May 1987	Rehabilitate and replace causeway and south approaches	$22,095,389.45
February 1988	Clean, paint, replace rivets and bolts	$1,968,000.00
November 1992	Clean and paint structure	$1,980,000.00
November 1994	Paint bridge	$1,759,000.00
July 2002	Structural repair	$5,929,504.00
May 2004	Clean and paint bridge	$7,911,000.00
January 2010	Clean and paint bridge	$18,383,880.00
January 2010	Structural repair	$4,781,830.00
	TOTAL COSTS	$71,051,868.80

Table 2. Harbor Bridge Rehabilitation and Maintenance Costs, 1985-2012.
(Source: Texas Department of Transportation)

Over the past 30 years, maintenance costs have exceeded $71 million, unadjusted for inflation. A cost analysis, completed in 2012 by HDR, Inc. for TxDOT's Bridge Division, found that extending the service life of the current Harbor Bridge to 2086 would cost an estimated $279,471,206 in 2012 dollars (or $401,430,000 using probable 2012 net present value). Periodic major rehabilitation or reconstruction projects will be required to maintain operability beyond the 15 to 20 years of additional service life provided by the recently completed rehabilitation. The September 2012 inspection illustrates the recurring deterioration of structural and secondary members and the bridge's ongoing maintenance needs. Future rehabilitation projects will need to address secondary members, lateral gusset plates, and other members that were not repaired in the recent project.

While phased-array ultrasound testing can be used to evaluate the condition of the tied-arch link pins, this technology is not effective to examine other non-visible members such as multi-layered gusset plates and the top flange of the bridge's floorbeams. X-ray testing of these members would likewise be very difficult and expensive due to the thickness of the truss members, with estimated costs of up to $20,000 per truss connection point. X-ray testing would also require full closure of the bridge for extended periods due to the high levels of radiation needed to fully penetrate the truss members. Full deck removal would be required to adequately examine and evaluate the condition of the floorbeams, and allow for repair or replacement of deteriorated members. Floorbeam replacement would likely require full closure of the bridge.

The 2012 cost analysis assumed the following maintenance and rehabilitation needs:

- Yearly maintenance – Composed of localized repainting, routine deck maintenance to joints and cracks, localized rivet replacement, and localized rust treatment for pack rust or knife edging.
- Recurring painting on a 15-year life cycle – Composed of water blasting, surface preparation, prime coat, and paint for truss and plate girder spans.
- Rehabilitation on a 15-year life cycle – Would extend service life by improving existing members, with specific work varying depending on structure condition. The 2008-2010 rehabilitation focused on gusset plates. The next projected rehabilitation would likely focus on top flanges of floor beams that experience section loss. Future rehabilitations could focus on bearings and concrete substructure elements. Rehabilitation costs also assume work to the Harbor Bridge's prestressed concrete approach spans.
- Restoration on a 30-year life cycle – Composed of more robust repairs that would likely include replacement of key elements such as bridge deck or main truss ground-level roller bearings. This work could also include railing replacement, plate girder and deck truss repair, and restoration of truss joints.
- Periodic bridge inspection – The continuing deterioration and numerous fracture-critical members result in increased inspection costs. The cost analysis assumed routine and fracture-critical inspections every two years, ultrasonic testing of bridge pins every five years, and baseline inventories every 15 years following rehabilitation/restoration projects.

Even with repairs of this magnitude, the bridge will remain a fracture-critical structure due to its inherent design.

Safety Risks from Design Deficiencies

Numerous geometric deficiencies, as presented below, exist on the current US 181 facility, including the Harbor Bridge. These deficiencies lead to deteriorating traffic conditions and increased accident levels. In general, crash rates on US 181 within the project limits exceed the statewide average for similar facilities (urban, four lanes or more, divided roadway classification). The 2009 crash rate per 100 million vehicle miles traveled for US 181 within the project limits was 130.97 accidents, whereas the statewide average crash rate in 2009 for similar facilities was 114.65, a difference of 14 percent.[3] Corpus Christi Police Department statistics from 2009 indicated that the Harbor Bridge was the most dangerous driving location in the city, with 42 collisions reported on the bridge in that year.[4]

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3 Coordination Plan, p. 7.

4 Rosenberg, Katherine. "Harbor Bridge was city's most dangerous road." Corpus Christi Caller-Times, January 23, 2010. Accessed on www.caller.com, Jan. 19, 2012.

The current US 181 facility, including the Harbor Bridge, does not meet current FHWA and TxDOT roadway and bridge design standards. The FHWA's *Design Standards for Highways* (23 CFR 625) and TxDOT's *Roadway Design Manual* and *Bridge Design Manual* provide guidelines for various elements of roadway and bridge design, including traffic characteristics, shoulder widths, horizontal and vertical alignment, and on- and off-ramp access. Several elements of the current US 181 facility do not meet these standards, as detailed below.

1) The existing Harbor Bridge and immediate US 181 approaches do not have shoulders. There are only sporadic partial-width outside shoulders on the bridge's approach roadway, contributing to increased levels of congestion when even minor traffic crashes and breakdowns occur. As stated in the TxDOT *Roadway Design Manual*, "shoulders, in addition to serving as emergency parking areas, lend lateral support to travel lane pavement structure, provide a maneuvering area, increase sight distance of horizontal curve, and give drivers a sense of safe, open roadway."[5] The lack of shoulders also means the clearance between the travel lanes and the railing on the existing bridge does not meet current standards. The TxDOT *Roadway Design Manual* calls for a median shoulder width of 10 feet and outside shoulder width of 10 feet for a six-lane divided freeway.[6] The TxDOT *Bridge Project Development Manual* states, "for all new and replacement projects (4R)...all bridges will carry the full usable shoulder width of the approach roadway across the structure. Bridge widths must conform to the requirements in Chapter 3 of the *Roadway Design Manual* in which the design criteria for 4R projects are represented for various roadway functional classifications and traffic volumes."[7]

2) The existing US 181 approaches to the Harbor Bridge are on a five percent vertical slope, which exceeds the maximum design grade for a level urban freeway, as defined in the TxDOT *Roadway Design Manual*. The maximum grade for a level urban freeway is 4 percent for design speeds of 55 miles per hour or less, or 3 percent for design speeds of 60 miles per hour or greater.[8] The combination of the steep vertical grade and the horizontal curvature on both the north and south ends of the existing bridge creates a situation where vehicles can be travelling downhill speeds and entering into sharp "S" curves at speeds faster than the posted 55 miles per hour (mph) speed. This situation is exacerbated by the high percentage of truck traffic (9 percent of total traffic volume) using US 181 at this location, with industrial traffic from the Port of Corpus Christi

5 Roadway Design Manual, p. 2-44.

6 Roadway Design Manual, p. 3-63 and 3-66.

7 Bridge Project Development Manual, p. 3-2.

8 Roadway Design Manual, p. 2-31.

vicinity and the highway's role as a regional traffic artery. The TxDOT *Roadway Design Manual* notes that "the effects of rate and length of grade are more pronounced on the operating characteristics of trucks than on passenger cars and thus may introduce undesirable speed differentials between the vehicle types." Based on the existing vertical slope and length of grade, a heavy truck entering the Harbor Bridge at full speed would be expected to have a speed reduction between 25 and 30 mph, far exceeding the 10 mph value above which is typically considered to be an unreasonable reduction of speed (see Figure 3).[9]

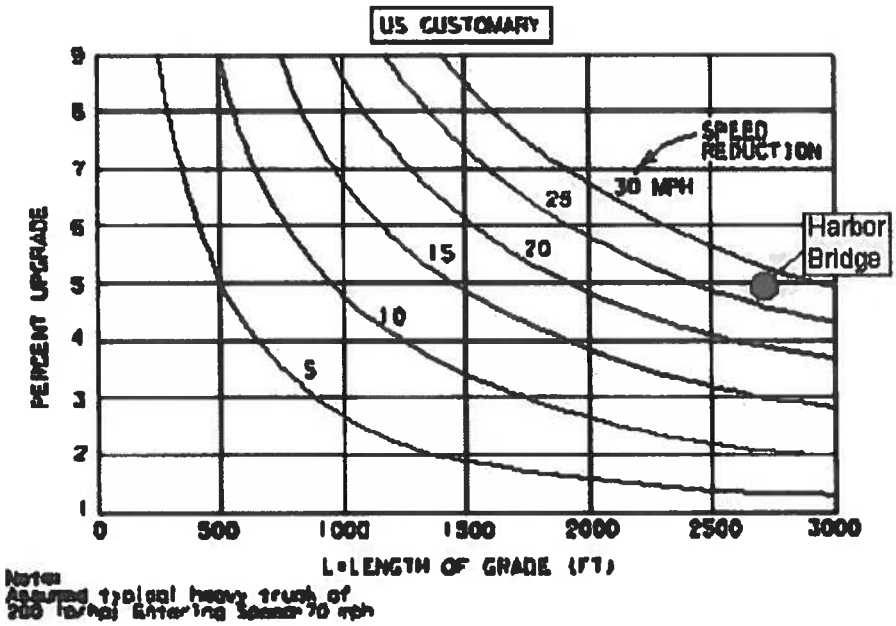

Figure 3. Critical Lengths of Grade for Design,
Source: TxDOT *Roadway Design Manual*, 2010.

3) Certain ramp lengths do not provide sufficient acceleration or deceleration distances to meet current design standards for freeway ramps. One example is the US 181 northbound entrance ramp from westbound SS 544/Mesquite Street, located south of the Harbor Bridge near the US 181 and IH 37 interchange. This low-speed entrance ramp has approximately 400 feet acceleration length, an insufficient distance for traffic to safely merge with traffic from an adjacent on-ramp (from North Lower Broadway Street) and the US 181 northbound main lanes. The design standard for this type of ramp is 550 feet. In addition, the ramp's vertical grade and sharp horizontal curvature reduces drivers' ability to effectively merge into the main traffic lane.[10]

9 Ibid.

10 TxDOT Roadway Design Manual, pp. 3-46 and 3-47.

The US 181 southbound exit ramp to the Port Area, located immediately south of the Harbor Bridge, is another example of a ramp that does not meet current design standards. The ramp distance provides 350 feet of deceleration length prior to a sharp curve to intersect Power Avenue; the ramp has an existing 55 mph US 181 freeway design speed and a 15 mph speed for the entrance curve to Power Avenue. The length of this ramp combined with the sharp horizontal curvature and the steep vertical grade coming down off of the bridge makes it difficult for vehicles, particularly large trucks, to safely decelerate before merging with local traffic on the service road. The existing TxDOT freeway design criteria call for a minimum taper length of 250 feet and a minimum deceleration length of 455 feet. The TxDOT *Roadway Design Manual* notes that "where providing desirable deceleration length is impractical, it is acceptable to allow for a moderate amount of deceleration (10 mph) within the through lanes and to consider the taper as part of the deceleration length."[11] However, the downward vertical grade of the Harbor Bridge approaching this ramp makes deceleration in the through lanes difficult.

Another example of inadequate ramp configuration is the US 181 southbound exit ramp to downtown Corpus Christi, which does not provide sufficient distance for motorists to safely decelerate before reaching the split of the ramp into eastbound Twigg Street and southbound Upper Broadway Street, and the signalized intersection at SS 544/Mesquite Street. The existing ramp provides a deceleration distance of 500 feet to the ramp's split, while the minimum design standard for deceleration length based on the roadway's design speed, posted speed, and ramp type is 800 feet.

The current configuration of southbound US 181, located just south of the Harbor Bridge, does not meet current design standards. Approaching downtown Corpus Christi from the north, motorists are presented with a three-decision breakpoint, meaning the three-lane highway offers three separate destinations via US 181 (downtown Corpus Christi, IH 37/SH 286, and Staples Street) from the same point on the highway. The simultaneous three-directional split does not comply with current design criteria, which call for a spacing of a minimum of 1,000 feet between successive exit ramps. In addition, the ramp to downtown Corpus Christi is an undesirable left-hand exit. The *Roadway Design Manual* states that "right-side ramps are markedly superior in their operational characteristics and safety to those that leave or enter on the left. With right-side ramps, merging and diverging maneuvers are accomplished into or from the slower moving right travel lane. Since the majority of ramps are right-side, there is an inherent expectancy by drivers that all ramps will be right-side, and violations of driver expectancy may adversely affect operation

11 Roadway Design Manual, pp. 3-91 and 3-92.

and safety characteristics."[12] The three-decision breakpoint interchange and short ramp deceleration distances increase the likelihood of erratic movements and accidents, especially for drivers unfamiliar with the Corpus Christi area, an important consideration given the numerous tourist attractions in the immediate vicinity of the interchange.

Another safety-related concern is the designation of both US 181, including the Harbor Bridge, and IH 37 within the project area, as major hurricane evacuation routes (TxDOT 2011). US 181 serves as a primary evacuation route for San Patricio County to the north and an alternate evacuation route to IH 37 for the city of Corpus Christi.[13] During a storm event IH 37 is used for evacuation until the traffic volumes reach the maximum highway capacity, which includes the use of the shoulder evacuation lane and contraflow lanes (reversing the south bound lanes).[14] Even using the shoulder lanes and contraflow plans, IH 37 cannot handle a major evacuation of Corpus Christi and surrounding areas. Once the traffic volume on IH 37 reaches capacity, traffic is directed to US 181. Therefore, a major evacuation would use both the Harbor Bridge and the Joe Fulton Trade Corridor (Navigation Boulevard, Market Street, and Causeway Boulevard) running from US 181 along the north side of the inner harbor to Carbon Plant Road, which connects to IH 37. The estimated time for evacuation of Nueces County ranges from 14 hours for a Category 1 hurricane to 32 hours for a Category 5 hurricane.[15] Given the design deficiencies outlined above, US 181 carries with it the increased risk of becoming severely congested in the event of an accident or vehicle breakdown during an emergency hurricane evacuation.

Project Purposes

Based on the primary needs listed above, the purpose of the proposed project is to:

1) Maximize the long-term highway operability of the US 181 crossing of the Corpus Christi Ship Channel; and

2) Correct design deficiencies and bring US 181, including the Harbor Bridge and six additional bridges that serve as integral parts of the highway facility and nearby interchanges, into

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12 Roadway Design Manual, p. 3-90.

13 Texas Department of Transportation, *Hurricane Evacuation Routes*. Map dated June 10, 2011. Available at www.dot.state.tx.us/travel/hurricane.

14 Texas Department of Transportation, *Interstate 37 Hurricane Evacuation Contraflow Route*. May 11, 2010. Available at www.dot.state.tx.us/travel/hurricane; Texas Department of Transportation, *Corpus Christi Hurricane Evacuation Routes 2008*.

15 Lindell, Michael K., Carla Prater, and Jie Ying Wu, *Hurricane Evacuation Time Estimates for the Texas Gulf Coast*. College Station, Texas: Hazard Reduction and Recovery Center, Texas A&M University, 2002, 6.

compliance with current design standards to improve safety for the travelling public, including during hurricane evacuations.

Additional Project Objectives

In addition to the primary purpose and needs outlined above, TxDOT and the FHWA seek to achieve the following objectives, to some degree, in implementing the proposed action:

1) Provide transportation infrastructure to support economic opportunities in the Corpus Christi area and Coastal Bend region; and
2) Consider the connectivity of US 181 to the local roadway system and its effects on adjacent neighborhoods.

These objectives are important in the overall context of the proposed project in that they address additional underlying problems, described below, associated with the Harbor Bridge and US 181 in the project area.

Provide Transportation Infrastructure to Support Economic Opportunities in the Area

The Corpus Christi Metropolitan Planning Organization (MPO) has identified the replacement of deficient bridges as a type of project intended to achieve the goals of its 2010-2035 MTP. Specifically, the MTP lists the following goals:

- Reduce congestion by maximizing the capacity and efficiency of the existing major highways and streets.
- Improve the safety of our transportation network through improved efficiency and effectiveness of major street and highway facilities.
- Provide new facilities, improved facilities, and transportation services that expand the economic opportunities in the area.
- Provide new facilities, improved facilities, and transportation services that will support the maintenance of our attainment status and improve air quality.
- Provide new facilities, improved facilities, and transportation services that will increase the value of transportation assets.

The MTP lists the replacement of the Harbor Bridge—prioritized partly on the basis of its use as a hurricane evacuation route—as one of the projects whose implementation would be expected to achieve the above goals. In addition, the MTP describes US 181 as a critical connection for the region's efficient movement of freight and emergency evacuation.

With respect to regional connectivity, the MPO considers US 181 a priority corridor in the future expansion of IH 69 to connect directly to the Port of Corpus Christi, the sixth-largest port in the United States in total tonnage and the primary economic engine for the Texas Coastal Bend.[16] The Port's mission statement is "to serve as a regional economic development catalyst while enhancing and protecting its existing industrial base and simultaneously working to diversify its international maritime cargo business." In a 2003 Economic Impact Study conducted on the Port's behalf, data were presented showing that the activities at the Port in that year were responsible for 39,905 jobs in Texas and about $2.2 billion of personal income (Martin Associates 2004). The Corpus Christi MPO's 2010-2035 MTP identifies as an action item "improve ocean liner handling facilities" through development of a long-term plan for replacement of the Harbor Bridge.[17]

Consider Connectivity to Local Roadways and Effect on Adjacent Neighborhoods

Access to the City's museum district (including Bayfront Science Park) on the east side of US 181, as well as major traffic generators on the west side (including Whataburger Field professional baseball stadium, the Concrete Street Amphitheater, and the Congressman Solomon P. Ortiz International Center), is not direct and results in congestion on US 181 and local downtown roadways during major events. The combination of US 181 and IH 37, constructed in the late 1950s to early 1960s, modified the local roadway network such that access to uptown and downtown Corpus Christi, particularly from the residential areas north of IH 37, was made longer and less direct. Locally, this has had the effect of creating a barrier between those neighborhoods and the Corpus Christi CBD.

Alternatives Considered

Since the purpose and need for the project is to provide for a safe and efficient crossing, only the no-build and build alternatives were considered. The no-build alternative ignores the basic transportation need. It does not correct the situation that causes the bridge to be considered structurally and functionally deficient. Under the no-built alternative the existing bridge would continue to decline, eventually rendering the facility inoperable. The following build alternatives were investigated:

1. No-build alternatives
   a. "Do nothing" alternative, which involves no expenditure of federal funding.
   b. Transportation System Management.

2. Bypass alternatives
   a. Scenic Bypass or Monument: Leave the Harbor Bridge in place as a scenic bypass or

16 American Association of Port Authorities, "U.S. Port Rankings by Cargo Volume 2010," http://aapa.files.cms-plus.com/Statistics/2010%20U.S.%20PORT%20RANKINGS%20BY%20CARGO%20TONNAGE.pdf (accessed 4 February 2013).

17 Corpus Christi Metropolitan Planning Organization, *Metropolitan Transportation Plan fiscal years 2010-2035.* Corpus Christi: Corpus Christi Metropolitan Planning Organization, 2009.

monument and build a new structure over the Corpus Christi Ship Channel, without affecting the character-defining features and historic integrity of the seven historic bridges.
b. Upgrade Nearby Parallel Roads: Upgrade nearby roads to handle current and projected traffic volumes and to serve as a hurricane evacuation route.

3. Rehabilitation (avoidance) alternative
a. Continued Full Vehicular Service: Rehabilitate the Harbor Bridge in a way that does not affect the historic integrity of the Harbor Bridge or six nearby historic bridges, while keeping the bridges in full two-way vehicular service.

4. Rehabilitation (use) alternatives
a. Continued Full Vehicular Service: Rehabilitate the Harbor Bridge while affecting the historic integrity of the Harbor Bridge and/or other nearby historic bridges, for continued two-way vehicular traffic.
b. One-Way Pair: Rehabilitate the Harbor Bridge in a way that does not affect the historic integrity of the Harbor Bridge or six nearby historic bridges, as part of a one-way pair.
c. Relocation: Move the Harbor Bridge to a new location for rehabilitation and future use.

5. Replacement alternative: Remove the existing Harbor Bridge and replace with a new structure over the Corpus Christi Ship Channel.
a. Blue Alternative
b. Tunnel Alternative
c. Green Alternative
d. Orange Alternative
e. Red Alternative
f. West Alternative

Efforts to Avoid and Minimize Harm

Planning Efforts

Public Involvement

NEPA-related public involvement

TxDOT has undertaken a major environmental review and public involvement process for the Harbor Bridge project. These efforts are meant to solicit input from interested agencies and the public on a wide range of project alternatives. Since 2009, NEPA-related public involvement efforts have included:

- Pre-scoping letters and conference calls with cooperating and participating agencies (25 Federal, state, tribal, regional, and local agencies). The Texas Historical Commission, as the Texas State Historic Preservation Officer (SHPO), is a participating agency for the project. The Historic Bridge Foundation was also included as an interested party for the project.
- Scoping meetings with cooperating and participating agencies, and the public.

- Development of a Coordination Plan to guide interaction between TxDOT and the FHWA with the public and other agencies.
- Updating of the Harbor Bridge project website and mailing list.
- Reestablishment of the Citizen's Advisory Committee (CAC) with representatives from neighborhoods, local organizations, advocacy groups, and commuters. The CAC met on different occasions between January and October 2012.
- Reestablishment of the Technical Advisory Committee (TAC) with representatives from local municipalities, civic organizations, professional groups, and elected officials. The TAC met on different occasions between January and October 2012.
- TxDOT held nine neighborhood meetings at locations in the project area between September and December 2012.
- Public meeting, combining NEPA and Section 106 public involvement, held at the Solomon Ortiz Center in Corpus Christi on December 4, 2012.

***Future NEPA-related public involvement efforts will include*:**

- Continued updates to project website and mail-outs.
- Additional project scoping and informational meetings, to provide opportunities for review and comment on project alternatives.
- Design Guideline Workshop to solicit community desires for the design of a potential new bridge.
- Additional one-on-one and small-group stakeholder meetings.

Section 106 public involvement

Additional Section 106 public involvement, focused on soliciting participation and input regarding the project's potential effects on historic properties, was initiated by TxDOT in late 2012. Section 106 public involvement efforts to date have included:

- Participation in the December 4, 2012, public meeting for the Harbor Bridge project:
    - Meeting notices on the project website and in local newspaper articles specifically highlighting TxDOT's desire to gain input from the public regarding historic resources.
    - Inclusion of historic resources and Section 4(f) properties in TxDOT's staff presentation.
    - Display map of historic properties in the Area of Potential Effect of the project's build alternatives.
    - Display flowchart of the Section 106 process for meeting attendees.
    - Opportunity to complete a Historic Resources Comment Sheet, available in English and Spanish.
    - Historians from TxDOT, the Texas SHPO, and TxDOT consultant Mead & Hunt, Inc. were present at the meeting to answer questions and solicit input from meeting attendees.

- Inclusion of the final *Historic Resources Survey Report* (HRSR) for the Harbor Bridge Project on the project's website.
- Development of a Section 106 Public Involvement Plan, finalized in February 2013.
- TxDOT staff presentations to the Nueces County Historical Commission (CHC) and the Corpus Christi Landmarks Commission, in their capacity as a Certified Local Government.
- Invitation to organizations, community groups, and owners of directly affected historic properties to participate in the Section 106 process as consulting parties. The following groups have indicated interest in participating as consulting parties:
    - Nueces County Historical Commission
    - City of Corpus Christi Landmarks Commission
    - Historic Bridge Foundation
    - Uptown Neighborhood Initiative
- Article in April 2013 project newsletter regarding historic resources in the project's APE. The newsletter article also encouraged input from the public as Section 106 consulting parties or interested parties.

Future Section 106 public involvement efforts will include:

- Continued input and participation from as Section 106 consulting parties.
- Invitation to representatives of the Nueces CHC and the Corpus Christi Landmarks Commission to participate in the project's CAC, TAC, and/or Design Guideline Workshop.

Design Modifications

TxDOT prepared Historic Bridge Team Reports for the Harbor Bridge and for six adjacent NRHP-eligible concrete bridges to examine possible non-build project alternatives. However, the prudent and feasible alternatives that meet the project's primary needs and secondary objectives would remove the Harbor Bridge and the six adjacent NRHP-eligible concrete bridges. Design modifications or alignment shifts would not result in changes to the removal of the bridges. Design modifications are instead geared towards avoidance or minimization of impacts to other Section 4(f) properties associated with the project. These efforts are further described in the Least Overall Harm Analysis document, under separate cover.

Mitigation for Adverse Effect

Due to its design and monumental scale, the Harbor Bridge cannot feasibly be relocated in a manner that would retain the features and attributes that contribute to the bridge's engineering significance. Nonetheless, the bridge will be marketed for donation and reuse in accordance with Federal regulations, as specified at 23 CFR 144(n)(4). However, considering the substantial ongoing maintenance and operational costs inherent with the existing bridge, it is considered unlikely that a state agency, locality, or responsible private entity will enter into an agreement to maintain the bridge and its significant features and to assume all legal and financial responsibility for the bridge at a new location. Likewise, the heavy weight,

composite decks, and method of construction of the six adjacent NRHP-eligible concrete bridges makes it realistically infeasible to relocate these bridges. Marketing the six concrete bridges for donation and reuse, as specified at 23 CFR 144(n)(4), will therefore be conducted in a streamlined manner. Copies of the bridge marketing materials are included in Appendix F.

Through Section 106 coordination with the Texas SHPO, TxDOT developed additional measures to mitigate the project's adverse effects to the historic bridges. TxDOT will develop educational materials in tandem with programmatic mitigation efforts for post-World War II bridges currently under development among TxDOT, the Texas SHPO, and the Historic Bridge Foundation. Specifically, the focus for a public education campaign could be focused on the significance of the Harbor Bridge and the six adjacent concrete bridges, such as:

- The Harbor Bridge's cantilevered tied-arch truss design, considered the pinnacle of Texas metal truss bridge construction.
- The early use of prestressed concrete beams as approach spans for the Harbor Bridge.
- The early use of neoprene pads as bearings for prestressed concrete beams, present on several of the NRHP-eligible concrete bridges.
- Early example of a multi-level interchange, relating to the bridges at the US 181/IH 37/SS 544 interchange south of the Harbor Bridge.
- Aspects of the careers of Robert L. Reed and James R. Graves, both identified as significant Texas Highway Department bridge engineers who were influential in the early development and use of prestressed concrete on Texas bridges.

Determination of Effects under Section 106
After applying the criteria of *Adverse Effects* as stipulated in 36 CFR 800.5, I have determined that the proposed action to replace the Corpus Christi Harbor Bridge and the six associated Post-45 bridges will constitute an adverse effect to this National Register eligible property and that the proposed mitigation of the bridges will sufficiently mitigate any and all adverse effects. Please sign in the space provided below indicating your concurrence with this finding of *adverse effect* and proposed mitigation.

No Adverse Effect to Historic Property within the APE & Intent to Pursue De Minimis
The green alternative of the proposed undertaking would necessitate approximately 0.076 acre of additional ROW from the parking lot of the SAU&G Depot (Attachment 1). This approximate half ellipse shape is 150 ft at its base and 25 ft wide at its midpoint. The historic depot would continue to convey its historic significance after the project is complete. Therefore, it has been determined that the proposed action would have **no adverse effect** to any of the features or characteristics that qualify this property for inclusion in the NRHP

In accordance with CFR 800.5, TxDOT Historians applied the *Criteria of Adverse Effect* and determined that the proposed project poses **no adverse effect** to the eligible historic property in the APE, as the undertaking will not impair or affect the function of the system and the property will continue to convey its historic significance. The proposed action will not diminish any of the features or characteristics that

qualify the historic property for inclusion in the NRHP. Nor would the proposed action significantly diminish the listed system's location, design, setting, materials, workmanship, feeling or association. For these reasons, the continued easement under the current joint use agreement complies with de minimis guidelines due to the fact that the road and bridge crossings does not affect or diminish the qualities and characteristics that contribute to the significance of the property.

TxDOT also asserts that the proposed undertaking would have no reasonably foreseeable adverse effects that may occur later in time, be farther removed in distance, or be cumulative. Any growth pressures that may or may not exist near the property are already in place and the widening and extension of the road would not increase the likelihood that this property's integrity will be diminished as the vast majority of the property has always been adjacent to a roadway. Furthermore, the widening and extension of the existing roadway would not adversely impact the property's ability to convey its historical significance. The widened and extended roadway therefore would not pose indirect or cumulative adverse effects to the listed property.

For these reasons and as defined in Part 774 of the Section 4(f) Final Rule and Section 6009(a) of SAFETEA-LU, TxDOT Historians intend to recommend to FHWA that the proposed right-of-way acquisition is de minimis due to the fact that the road widening and extension would not affect or diminish the qualities and characteristics that contribute to the historic significance of the property. Furthermore, the bridge replacement poses no foreseeable indirect or cumulative adverse effects to the NRHP-eligible property because the proposed project will not impair the function of the historic irrigation system.

Pursuant to Stipulation VI "Undertakings with Potential to Cause Effects" of the PA-TU, TxDOT Historians determined that the proposed project would have no adverse effect to the historic property and complies with FHWA's de minimis 4(f) guidelines. As a result, TxDOT intends to pursue a de minimis 4(f) determination with FHWA for this project.

Section 4(f) Review
In accordance with 23 CFR 771.135, Section 4(f), attached please find a copy of the draft programmatic Section 4(f) evaluation. As the official with jurisdiction over the Section 4(f) resource, it is provided for your coordination and comment. FHWA will consider this the formal coordination and review in approving the Section 4(f) evaluation.

We look forward to future consultation with your staff and hope to maintain a partnership that will foster effective and responsible solutions for improving transportation, safety and mobility in the state of Texas. Thank you for your cooperation in this federal review process. If you have any questions or comments concerning this project, please call me at (512) 416-2555.

Sincerely,

Carolyn A. Nelson

Carolyn A. Nelson, MS
Architectural Historian
Environmental Affairs Division

Attachments

Corpus Christi Harbor Bridge
CSJ#0101-06-095

CONCUR ADVERSE EFFECTS WITH MITIGATION

NAME: _____ DATE: 6/27/13
for Mark Wolfe, State Historic Preservation Officer

NO COMMENTS TO FINAL DRAFT, SECTION 4(f) EVALUATION

NAME: _____ DATE: 6/27/13
for Mark Wolfe, State Historic Preservation Officer

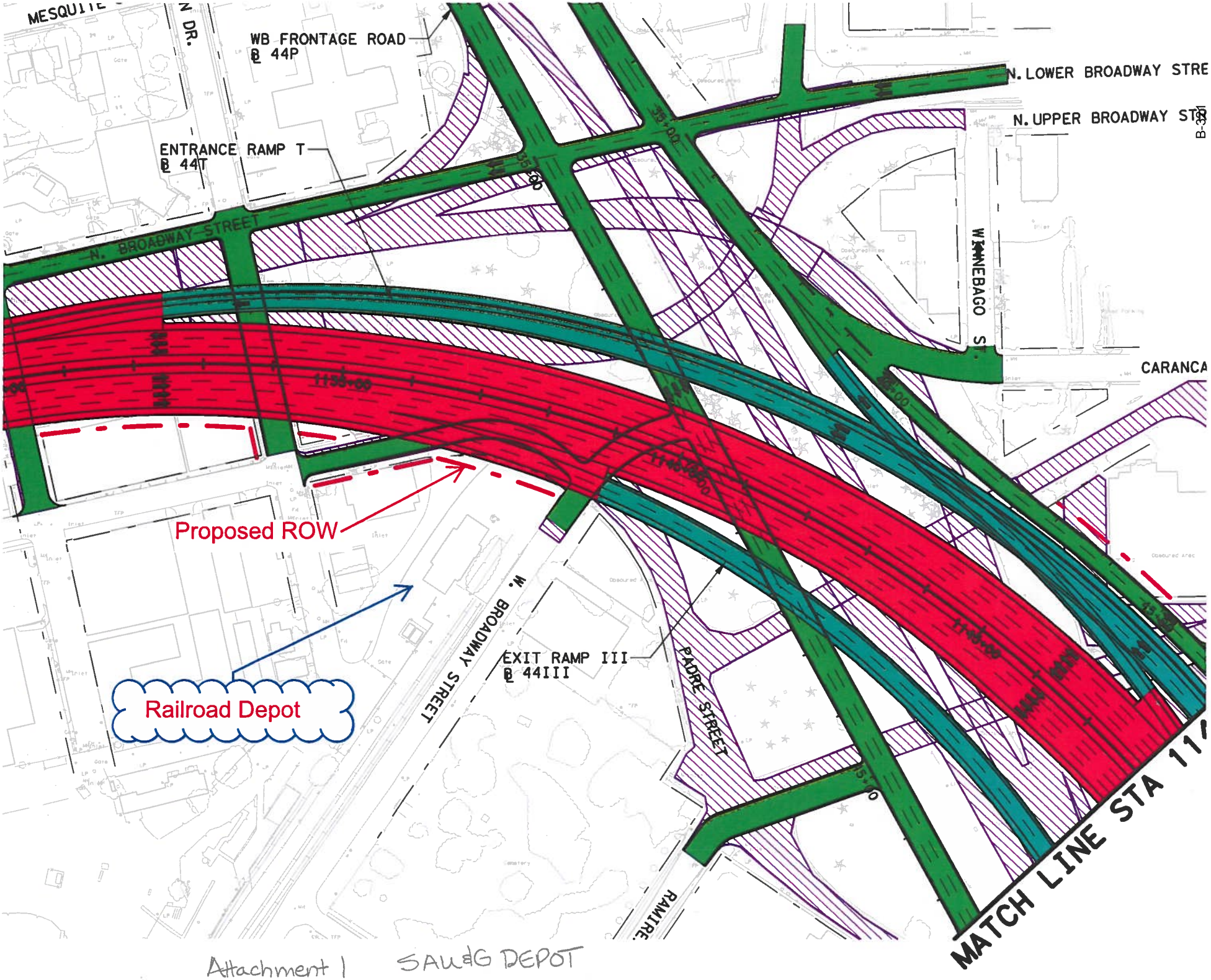
CONCUR: NO ADVERSE EFFECT FOR HISTORIC PROPERTIES
DETERMINATION OF DE MINIMIS IMPACT UNDER SECTION 4(f) GUIDELINES

NAME: _____ DATE: 6/27/13
for Mark Wolfe, State Historic Preservation Officer

Bcc: Corpus Christi District
ENV/PM

Christopher Amy
Sonya Hernandez

ATTACHMENTS



Attachment 1 SAU&G DEPOT

Texas Department of Transportation
125 EAST 11TH STREET | AUSTIN, TEXAS 78701-2483 | (512) 463-8588 | WWW.TXDOT.GOV

September 10, 2014

Michael Morris
Director, Parks & Recreation
City of Corpus Christi
1201 Leopard Street, 3rd Floor
Corpus Christi, Texas 78401

RE: FHWA-TX-EIS-2013-003-D
TxDOT CSJ 010-06-095
US 181 Improvements from Beach Avenue to
Morgan Avenue at Crosstown Expressway
Corpus Christi, Texas
Request for Concurrence on De Minimis Impact Determination to Oveal Williams Senior Center

Dear Mr. Morris:

This letter requests your concurrence for a de minimis use finding for the one of the Reasonable Alternatives, the Orange Alternative, under environmental evaluation and documentation to be included in the FEIS for the subject project. The potential impacts to the Oveal Williams Senior Center recreation center property located at 1414 Martin L. King Drive, Corpus Christi, TX 78401, would only result if the Orange Alternative for the Harbor Bridge project were selected. Furthermore, the Oveal Williams Senior Center building would not be directly affected by any of the proposed build alternatives, and no temporary or constructive use of the building would result from implementation of the proposed project.

Under Section 4(f) of the U.S. Department of Transportation Act of 1966, this recreation center property is considered a Section 4(f) resource. A review of the project impacts and proposed construction show that the impacts to the recreation center would be minimal based on the Orange Alternative and would not alter or affect the use of the recreation center. The Orange Alternative would result in a direct impact to, and permanent use of, the Oveal Williams Senior Center property to accommodate a direct turning ramp from westbound I-37 to northbound US181. The impacts related to the Orange Alternative would permanently incorporate a small portion of the parking area, representing two parking spaces out of approximately 65 spaces available; the number of parking spaces required by code for this structure is 44 spaces (see **Attachment A, Figure 5.3-6**).

In order to make the Section 4(f) de minimis finding, your written concurrence that this project alternative would not adversely affect the activities, features, and attributes of the Oveal Williams Senior Center property is necessary. To acknowledge that you have been notified of the intent to apply the Section 4(f) de minimis finding, and your agreement that the activities, features, and attributes of the recreation center will not be adversely affected, concurrence in writing is required. A concurrence clause is included at the end of this letter and may be used

for that purpose. If the City of Corpus Christi Parks & Recreation Department objects to, or if comments raise new concerns about the proposed Section 4(f) use and de minimis impact determination, FHWA may be required to conduct a formal Section 4(f) evaluation for the property. Your prompt response is appreciated.

If you have any questions, please contact me at (361) 739-6960 or via email: christopher.amy@txdot.gov to discuss further.

Sincerely,

Christopher Amy
Environmental Coordinator/Project Manager
Corpus Christi District Office
Texas Department of Transportation

As the official with jurisdiction over the Oveal Williams Senior Center property, I concur in the determination that the proposed transportation project as described in this letter would not adversely affect the activities, features, or attributes of this recreation center property that make it eligible for protection under Section 4(f). Therefore, I concur that the Harbor Bridge project's proposed conversion of this property meets the criteria for a *de minimis* impact determination under Section 4(f) of the USDOT Act of 1966 (49 U.S.C. 303 and 23 U.S.C. 138 et ceq) I have also been informed that, based on my concurrence, the FHWA intends to make this decision regarding use of a portion of the Oveal Williams Senior Center property, thus satisfying FHWA's requirements under Section 4(f) with respect to these properties.

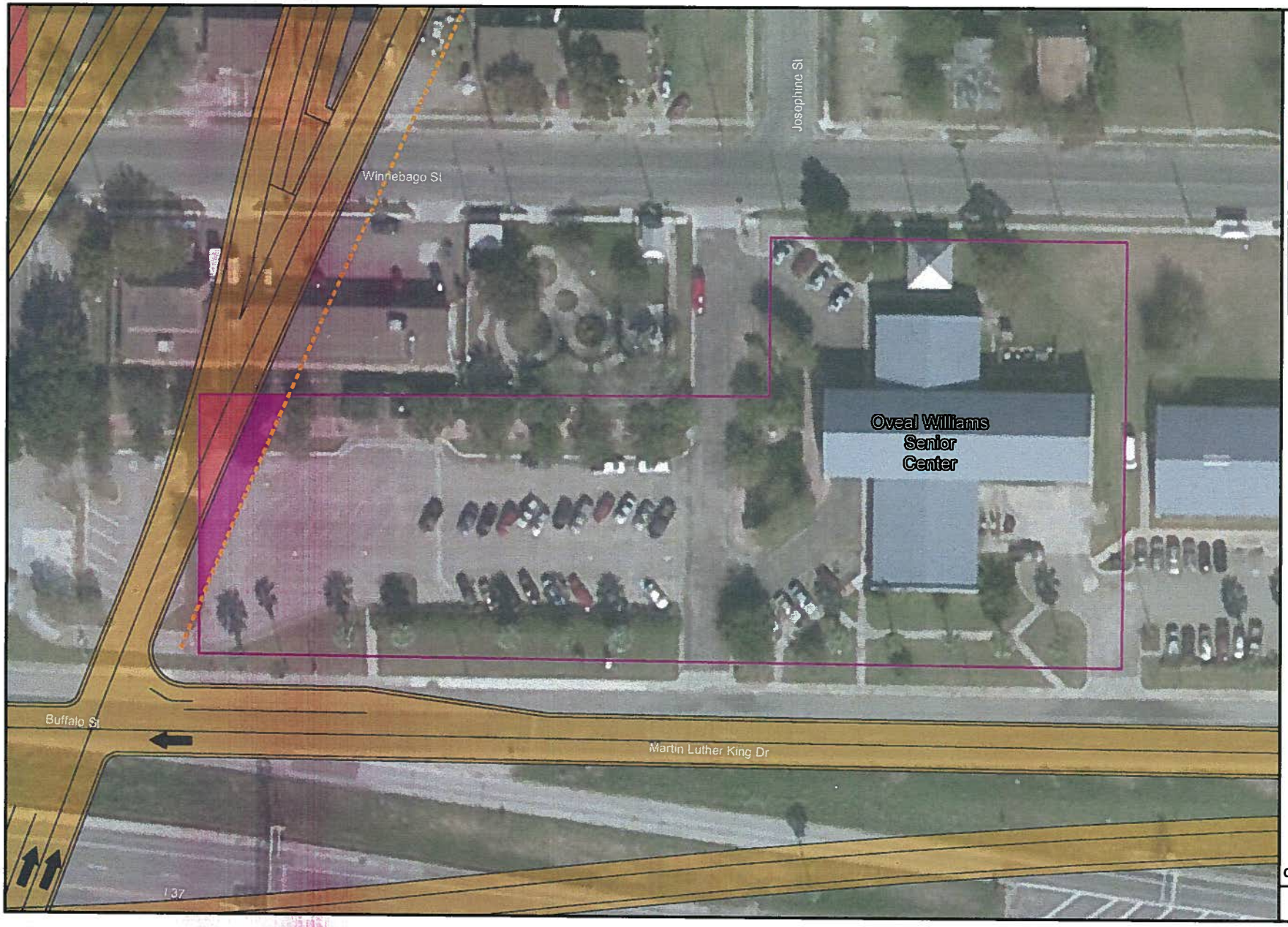
Name: MICHAEL MORRIS

Title: DIRECTOR OF PARKS + RECREATION

Signature: Michael Morris **Date:** 9/11/14

Attachment A

US 181 Harbor Bridge
Draft
Environmental Impact Statement
CSJ 0101-06-095



LOCATOR DIAGRAM

Key to Features

- Orange Alternative ROW
- Orange Alternative
- Oveal Williams Senior Center
- Portion of 4(f) Property to be incorporated into ROW

N

0 25 50
Feet
1 inch = 50 feet

DETAIL OF USE OF OVEAL WILLIAMS SENIOR CENTER ORANGE ALTERNATIVE

Figure 5.3-6

U.S. Department of Transportation
Federal Highway Administration

Texas Division

300 E. 8th Street, Rm 826
Austin, TX 78701
(Tel) 512-536-5900
(Fax) 512-536-5990
www.fhwa.dot.gov/txdiv

September 15, 2014

In Reply Refer To:
HB-TX

Mr. Stephen R. Spencer
Regional Environmental Officer
United States Department of the Interior
1001 Indian School Road NW, Suite 348
Albuquerque, New Mexico 87104

RE: US Department of Interior comment letter dated March 13, 2014 (ER 14/0002 File 9043.1)—Draft EIS/ Draft Section 4(f) Evaluation for the proposed US 181 Harbor Bridge project

Dear Mr. Spencer:

Thank you for your review of the Draft Environmental Impact Statement (DEIS) and Draft Section 4(f) Evaluation for the proposed US 181 Harbor Bridge project. We received your comment letter dated March 13, 2014, and to address your questions and comments, we are providing the following information.

SECTION 4(f) EVALUATION COMMENTS

Overview of Section 106 Compliance Procedures for TxDOT Projects

The State Historic Preservation Office (SHPO)/Texas Historical Commission (THC) entered into a Memorandum of Understanding (MOU) with the Texas Department of Transportation (TxDOT) to provide a formal mechanism for expediting THC review of TxDOT's transportation projects that potentially pose adverse effects to historic properties. According to the MOU, with respect to federally funded projects like the proposed Harbor Bridge project, the THC and TxDOT agree to use the procedures set forth in a programmatic agreement among the Federal Highway Administration (FHWA), SHPO/THC, the Advisory Council on Historic Preservation (ACHP), and TxDOT. This programmatic agreement, called the First Amended Programmatic Agreement Regarding the Implementation of Transportation Undertakings (the PA-TU) streamlines consultation under 36 CFR §800. The MOU and PA-TU are not project-specific agreements but rather establish overarching procedures for National Historic Preservation Act of 1966 (NHPA) Section 106 compliance and review for TxDOT projects.

Determinations of Effect for the Harbor Bridge Project

The only NRHP-eligible historic properties affected by the proposed project are the Harbor Bridge system and the San Antonio, Uvalde and Gulf (SAU&G) Railroad Depot. At the outset, FHWA decided to treat all the **National Register of Historic Places** (NRHP)-eligible bridges as a

system because they are interrelated and cannot stand alone to function. As all of the proposed build alternatives would require the removal of the Harbor Bridge system, TxDOT historians determined that the proposed project would have an adverse effect on this NRHP-eligible resource. As the Green Alternative would only require a small amount of right of way from the parking lot area of the SAU&G Railroad Depot, TxDOT historians determined that this alternative would have no adverse effect to this historic property and that the use of the property is *de minimis* from a Section 4(f) standpoint. All other historic properties within the Area of Potential Effect have been avoided. The proposed project would also have no effect on archeological historic properties or cemeteries.

Resolution of Adverse Effects

As mitigation for the adverse effect to the Harbor Bridge system, Texas SHPO agreed on June 27, 2013 that the November 2012 Nationwide Programmatic Comment for Common Post-1945 Concrete and Steel Bridges (http://www.gpo.gov/fdsys/pkg/FR-2012-11-16/pdf/2012-27866.pdf) is applicable. As a result, TxDOT would develop this programmatic mitigation, which would include a brief illustrated history of Post-1945 highway bridge engineering and design, and once complete will make this information available to the public. Because TxDOT had previously conducted a survey of Post-1945 bridges in the 2000s, TxDOT was already in the process of implementing an agreement with the THC to apply the Nationwide Programmatic Comment (above) for Texas. At the time of this letter, TxDOT has prepared a *Public Involvement Plan: Post-1945 Historic Bridge Mitigation, Statewide*. This plan covers the implementation of a public involvement campaign, which has been outlined in a draft programmatic agreement with TxDOT, FHWA, SHPO/THC, and the ACHP. This document was recently accepted by TxDOT, SHPO/THC, and the Historic Bridge Foundation (HBF). You may find the copy as included helpful to your understanding of how the mitigation for Post-1945 bridges will unfold (including the Harbor Bridge system).

This mitigation commitment has been added to the Final Section 4(f) Evaluation in Section 5.5 Measures to Minimize Harm, subsection 5.5.3.1 Harbor Bridge System. Hopefully this explanation will show how FHWA intends to resolve the adverse effects to historic properties in the context of Section 4(f).

Summary of Section 106 Coordination and SHPO Concurrence

The determinations of effect for historic resources ("adverse effect" with programmatic mitigation for the Harbor Bridge system and "no adverse effect" for several other resources) were reviewed by the Section 106 consulting parties, including the Corpus Christi Landmarks Commission, the Nueces County Historical Commission, and the HBF. Pursuant to the PA-TU and the MOU described in the first paragraph of this letter, these findings of effect and the proposed mitigation for the Harbor Bridge system were individually coordinated with

SHPO/THC. The SHPO/THC concurred with TxDOT determinations in a letter dated June 6, 2013. In a letter to SHPO/THC dated August 15, 2013, TxDOT sought the following concurrence from SHPO/THC regarding archeological resources: "1) that no further archeological investigations are warranted, 2) a finding of No Effect on archeological historic properties and cemeteries, and 3) Section 106 consultation with SHPO/THC regarding archeological historic properties is concluded." SHPO/THC concurred with these recommendations on August 16, 2013. All SHPO coordination is included in Appendix B of the DEIS.

SECTION 1010 COMMENTS

TxDOT is aware of the Urban Parks and Recreation Recovery Act (UPARR) grant funding applicable to T.C Ayers Park and has worked continuously with the City of Corpus Christi (the City) Parks and Recreation Department throughout the development of the proposed Harbor Bridge project. At this stage of the project, the details related to the mitigation for the impacts to T.C. Ayers Park have been finalized and TxDOT and the City plan to enter into a funding agreement for the development and maintenance of a new public park in a nearby location in the same neighborhood. It is the intent of TxDOT and the City to provide this substitution property and amenities and to maintain them for public recreation use. Under the agreement, the City would be responsible for designing, constructing, and maintaining the proposed park improvements, while funding would be provided through the Corpus Christi Metropolitan Planning Organization and administered through TxDOT.

Replacement of recreational function for T.C. Ayers Park includes development of a new park property in the Washington-Coles neighborhood and enhancement of the remaining portions of T.C. Ayers Park, including enhancements to the community swimming pool (including resurfacing and replacement of restrooms and changing facilities) and expansion of the walking trail. Enhancement of an existing park (Dr. H. J. Williams Memorial Park) in the Hillcrest neighborhood would also be included. The City has determined that the previous site of Washington Elementary School, located between Winnebago Street on the south and Lobo Street on the north and bounded by Sam Rankin Street on the west and N. Alameda Street on the east, is a suitable replacement park site within walking distance of T.C. Ayers Park. This new park site would include several features including a covered basketball court and children's playscape, as well as an open field with a multi-use backstop. A walking trail would also be developed as part of this new park. Improvements to Williams Park in the Hillcrest neighborhood would also include a new walking path, improved sidewalks, new playground equipment, and fencing. Additional mitigation identified through coordination with the City would include bicycle and pedestrian improvements in the Northside neighborhoods connecting the existing and proposed replacement park sites and providing neighborhood residents with more transportation options.

In addition, TxDOT understands that prior to the conversion of T.C. Ayers Park to transportation right of way, the City intends to coordinate with Mr. Roger Knowlton regarding the transfer of the UPARR designation from T.C. Ayers Park to the new Washington Park property. TxDOT is currently working with the Parks and Recreation Department to prepare the appropriate documentation for coordination with Mr. Knowlton.

We hope that this information is helpful to your understanding of the Section 4(f) Evaluation, and if you should have any further questions, please do not hesitate to contact my office at 512-536-5960.

Sincerely,

Gregory S. Punske, P.E.
District Engineer

Enclosure

Cc: Carlos Swonke, Director, TxDOT ENV
Christopher Amy, TxDOT-CRP

Public Involvement Plan

Post-1945 Historic Bridge Mitigation

Statewide, Texas

Work Authorization: WA 572 08 SH004

Alexis Reynolds and Maryellen Russo

Public Involvement Plan

Post-1945 Historic Bridge Mitigation

Statewide, Texas

Work Authorization 572 08 SH004, Task 3

Prepared for the Texas Department of Transportation-Environmental Affairs Division

TxDOT-Environmental Affairs Contract Number: 57-2XXSH004

Prepared by Alexis Reynolds and Maryellen Russo

Blanton & Associates, Inc.
Environmental Consulting • Planning • Project Management
5 Lakeway Centre Court, Suite 200
Lakeway, Texas 78734
512-264-1095
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March 2014

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7.0 Conclusion 8

APPENDICES

Appendix A Public Involvement Timeline
Appendix B Bridge Lists with Owners, County Judges, City Preservation Officers, and County Historic Commission Chairpersons

1.0 Introduction

The Texas Department of Transportation (TxDOT)-Environmental Affairs Division (ENV), in conjunction with the Federal Highway Administration (FHWA), proposes to inform and engage the public regarding TxDOT's evaluation and proposed treatment of historic bridges built between 1945 and 1965. TxDOT will be completing this effort with the assistance of the Texas Historical Commission (THC) and a consulting party, the Historic Bridge Foundation (HBF). Blanton and Associates, Inc. (B&A) is the TxDOT consultant tasked with coordinating, promoting, and helping in this public involvement effort (for specific staff members working on this project, please see **Section 2.0 Project Team** below).

TxDOT began their research and review of historic bridges built between 1945 and 1965 in the 2000s. Another TxDOT consultant, Mead & Hunt, Inc., evaluated approximately 15,000 bridges built in Texas between 1945 and 1965 in accordance with Section 110 of the National Historic Preservation Act (NHPA). TxDOT finalized the National Register of Historic Places (NRHP) eligibility determinations for these bridges in 2012, and THC concurred that 95 of the bridges are eligible for the NRHP. Around the same time, FHWA requested that the Advisory Council on Historic Preservation (ACHP) issue a Program Comment that would eliminate the need for individual NHPA Section 106 compliance regarding common concrete and steel bridges and culverts built throughout the United States after 1945. ACHP issued this Program Comment in November 2012. The Program Comment included provisions for programmatic mitigation and allowed individual States to apply the Program Comment once they completed the programmatic mitigation. Based on TxDOT's evaluation of post-1945 bridges and ACHP's Program Comment on common concrete and steel bridges, TxDOT, THC, and HBF discussed the further handling of the identified post-1945 NRHP-eligible bridges and have divided the historic bridges into the following categories:

- Bridges requiring full reviews under NHPA Section 106 and Section 4(f) of the U.S. Department of Transportation (USDOT) Act, and therefore not subject to the Program Comment (24 total bridges)
- Bridges meeting the requirements for programmatic mitigation (29 total bridges)
- Bridges for which existing documentation is sufficient mitigation for any future adverse effects (42 total bridges)

Part of the TxDOT's programmatic mitigation process for the post-1945 bridges includes a public involvement campaign, which has been outlined in the draft Programmatic Agreement (PA) between TxDOT, FHWA, THC, and ACHP. The purpose of this public outreach will be to:

- Inform the public about the 95 NRHP-eligible post-1945 bridges and discuss their NRHP eligibility in general
- Notify the public about the PA and the intent of the programmatic mitigation

- Solicit feedback from the public regarding the categorization of the NRHP-eligible post-1945 bridges and the hierarchical approach to the treatment of these bridges.
- Provide training to the County Historical Commissions (CHC) on responding to TxDOT's requests regarding all classes of bridges.
- Seek the public's opinion regarding this hierarchical treatment approach as it could apply to other classes of bridges that were not addressed in ACHP's Program Comment, such as truss bridges.

This public involvement plan identifies the project team (**Section 2.0**) and summarizes previous public involvement activities for post-1945 historic bridges (**Section 3.0**). This document also outlines the various parties that may be interested in the proposed programmatic mitigation (**Section 4.0**) and how planned public involvement activities will be implemented, including how the interested parties will be contacted(**Section 5.0**). This public involvement plan also includes a table of public involvement tasks and associated timeline (**Appendix A**) so all team members are aware of when planned activities will occur. Lastly, the NRHP-eligible post-1945 bridges are listed in **Appendix B** along with their owner, the contact information for the applicable county judge, city preservation officer, and CHC Chairperson. This document is intended to be a working document that can be modified and amended as needed and determined by the project team.

2.0 Project Team

The public involvement plan for this project will be implemented by the project team, which includes TxDOT-ENV, THC, HBF, and B&A staff. The following key personnel will serve as primary points of contact throughout the project's public involvement process:

- Bruce Jensen – Project Manager, TxDOT-ENV Historical Studies Branch
- Linda Henderson –Representative, THC
- Kitty Henderson – Representative, HBF
- Maryellen Russo – Senior Professional Historian, B&A
- Alexis Reynolds – Cultural Resource Analyst, B&A

Throughout this document, responsibilities and tasks will be assigned to the project team members as outlined in **Appendix A**. While B&A will perform most of the tasks outlined in this plan, TxDOT will review and sign official letters and other official correspondence in association with this public outreach project. The THC and HBF will also review products produced by B&A, provide support in publishing announcements, provide assistance in conducting workshops and webinars, and host web-based materials as outlined below. It should be noted that B&A is not currently under contract to complete public involvement activities for this project. Should TxDOT determine use another firm or complete the public involvement activities described herein without the aid of a consultant, this document would be updated with the appropriate team member names and affiliation.

3.0 Previous Public Involvement Efforts

As noted above, the survey and evaluation of the bridges built between 1945 and 1965 were completed under provisions of the Section 110 of the NHPA during the 2000s. Between 2009 and 2012, TxDOT reviewed the results of the survey and had discussions and meetings with the THC and HBF on the report's NRHP-eligibility recommendations. In 2012, TxDOT finalized the determinations of NRHP eligibility for the bridges, and THC concurred that there are 95 bridges built between 1945 and 1965 that are eligible for the NRHP. With determinations of NRHP eligibility finalized, TxDOT worked with the THC and HBF in creating a proposed programmatic mitigation approach for the bridges. This consultation led to the creation of the above-referenced draft PA, and the need to inform the public about the proposed programmatic mitigation.

4.0 Identification of Interested Parties

Parties interested in this public outreach campaign are those that may have concerns about historic bridges, post-World War II resources, and TxDOT's compliance with Section 106 of the NHPA. TxDOT will reach out to these interested parties and notify them of various public involvement opportunities. These entities include community leaders, agencies, groups, and individuals. These definitions are intentionally broad to include as many participants as possible.

The first group of interested parties includes entities that are routinely involved in TxDOT projects concerning historic bridges. They include:

- CHCs
- County Judges
- City preservation officers in communities that participate in the Certified Local Government (CLG) Program
- City and county governments that own NRHP-eligible post-1945 bridges

The applicable CHCs, County Judges, city preservation officers, and bridge owners with post-1945 eligible bridges are listed in **Appendix B** by county and bridge number. B&A will be responsible for keeping the contact information updated prior to the issuance of correspondence to these groups.

Additional groups were identified as having an interest in historic bridges or post-World War II resources. These include:

- Preservation organizations in locations with high concentrations of post-1945 historic bridges
  - Preservation Texas

- Houston Mod
- Preservation Dallas
- San Antonio Conservation Society
- Historic Fort Worth
- Historic Waco Foundation

- Engineering groups and programs
  - Texas Association of County Engineers and Road Administrators
  - American Society of Civil Engineers (Texas Section)
  - Texas Transportation Institute at Texas A&M University in College Station
  - Center for Transportation Research at University of Texas at Austin
  - Texas A&M University in Kingsville

Additional groups and members of the interested public who come forward will be added as they are identified. The lists included above are intended to be amended as needed.

5.0 Public Involvement Initiatives

The public involvement plan for this programmatic mitigation involves a multi-faceted approach that is designed to reach as many members of the public as possible. This plan includes a letter campaign, an outreach via publications and the internet, and a series of workshops and webinars. The public involvement activities will be tailored to each group when possible to gain the most public input. This plan takes into account input from Amy Hammons, the THC's State CHC Coordinator. Ms. Hammons not only provided ideas about contacting and engaging CHCs, but she also provided valuable insight from her involvement in the recent Texas Statewide Preservation Plan workshops.

5.1 Letter Campaign

This public involvement plan outlines a letter campaign to the organizations and institutions outlined in **Section 4.0** above. The letters will be sent on TxDOT letterhead and signed by Bruce Jensen, TxDOT-ENV's Project Manager. B&A will be responsible for preparing the letters, creating the contact and address lists for recipients, sending the letters, and being the point of contact listed in the correspondence. B&A will keep a log of the individuals who contact them as a result of the letter campaign, and B&A will send the members of the project team (outlined in **Section 2.0**) a copy of the log on a monthly basis when there is contact to report. When immediate needs and concerns arise from members of the public, B&A will contact the project team on a case-by-case basis.

The initial outreach involves a letter campaign to announce and introduce the proposed programmatic mitigation to the interested public. The first set of letters will go to all CHCs,

and two form letters will be written – one to CHCs for counties that have NRHP-eligible post-1945 bridges and another to CHCs for counties that do not have NRHP-eligible post-1945 bridges. Both sets of letters will inform the CHCs of the completion of the *Texas Historic Bridge Inventory, Evaluation of 1945-1965 Bridges*, TxDOT's finalization of the determinations of NRHP eligibility, and THC's concurrence. Both sets of letters will also generally explain the proposed programmatic mitigation and note the locations of the upcoming workshops (and the ability to attend webinars) in the summer of 2014. These letters will include a request for the CHCs' participation in the workshops or webinars so TxDOT can gain their input on the programmatic mitigation and the potential applicability to other classes of bridges. The CHCs with post-1945 historic bridges will be sent a letter that includes the bridge number, bridge type, reasons for significance, location map, and photographs of each post-1945 historic bridge located in their county. The letters to CHCs without post-1945 historic bridges will indicate that their county does not have post-1945 historic bridges, but their participation is needed to gain their opinions on the proposed programmatic mitigation and its possible applicability to other classes of historic bridges, which may occur in their counties. Ms. Hammons offered to send the CHCs a copy of the letters via email, if requested. Similar letters will be sent to city preservation officers with post-1945 historic bridges.

TxDOT will also send letters to the County Judges in counties that have post-1945 historic bridges and to local owners of the bridges. The letters will include much of the introductory information that will be included in the CHC letters and will identify the specific post-1945 historic bridges of interest (e.g., those bridges within the judge's county or those bridges owned by the local owner). These letters will focus more on the benefits of the programmatic mitigation efforts in streamlining the environmental process. The letters will solicit the judges' and bridge owners' input regarding the programmatic mitigation (comments will be directed to B&A) and notify them of the upcoming workshop and webinar dates. The letters to the County Judges will request that they encourage their respective CHC's participation in the workshops or webinars.

When the workshops and webinars are scheduled, TxDOT will send another round of letters to the CHCs, County Judges, city preservation officers, and local bridge owners approximately one month before the first workshop. This second round of letters may also be sent to the CHCs via email from Ms. Hammons. Additionally, TxDOT will send letters to the other interested parties announcing the workshops and webinars and the intent of these public outreach meetings.

5.2 Media Outreach

Concurrent with the letter campaign, outreach will also be conducted through various media, including publications, newsletters, web announcements (including social media), and a THC-hosted webpage about post-1945 historic bridges. B&A will draft two types of

announcements for various publications and newsletters. One announcement type will be a short notice about the workshops and webinars and will direct interested parties to B&A for more information on those activities and to the THC-sponsored webpage (which is discussed below) regarding the post-1945 historic bridges. The second type of notice that B&A will produce will be a longer article providing a short history of post-1945 bridge design, the reason some of the bridges are important, and announcement of the workshops and webinars. B&A will contact the following publications and newsletters to publish the announcements:

- Texas Historical Foundation's HERITAGE
- THC's Medallion
- Preservation Texas' newsletter
- Texas Highways magazine
- County Progress, the official publication of the County Judges and Commissioners Association of Texas
- County magazine, the official publication of the Texas Association of Counties (TAC)

B&A will also ask organizations to post announcements of the workshops and webinars on their websites. The organizations that will be contacted are listed below. If a particular team member is deemed a more appropriate contact (other than B&A) to reach out to organizations, they are identified in parentheses in the list below.

- THC (Linda Henderson)
- HBF (Kitty Henderson)
- Texas Historical Foundation
- Preservation Texas
- TAC
- Houston Mod
- Preservation Dallas
- San Antonio Conservation Society
- Historic Fort Worth
- Historic Waco Foundation

Ms. Linda Henderson and Mr. Jensen will request to include announcements regarding the workshops and webinars on THC and TxDOT's social media outlets, respectively.

Lastly, as part of the public outreach effort, B&A will create web-based content for the post-1945 historic bridges that can be placed on the THC and HBF websites. This content will include brief information about post-1945 bridge design, general information about the significance of the NRHP-eligible bridges, video clips of interviews with bridge engineers who designed the 1945-1965 bridges, and an interactive map with photographs and information

about the NRHP-eligible bridges. The website will also include information about the workshops and webinars, and the purpose of the public involvement component of the programmatic mitigation. The website address will be referenced in letters, articles, and announcements as a source of additional information for the interested public.

5.3 Public Workshops and Webinars

Public workshops and webinars will be a primary focus of the public outreach efforts. It is anticipated that three public workshops will be held in Summer 2014. The three proposed locations for these workshops are Houston, Arlington (or Grapevine) and the San Antonio area. These three locations were selected based on the concentrations of 1945 to 1965 bridges and conversations with Ms. Hammons regarding her knowledge of which CHCs are likely to participate. Ms. Hammons recommended not having the workshops at TxDOT facilities or public schools. Rather, she believed that CHC members (and other members of the public) may be more likely to travel to a workshop if it is held in historic buildings or museums that they would like to visit. The locations should have accommodations that have Americans with Disabilities Act accessibility. Ms. Hammons recommended that the THC assist in finding and securing locations for the workshops in historic buildings.

The Houston meeting may attract people from the Houston and Beaumont area. Ms. Hammons recommended requesting the assistance of Houston Mod in finding and securing a venue. The Arlington location was selected since it is located between the numerous bridges in Dallas and Fort Worth. If no suitable location can be located in Arlington, Grapevine may be an appropriate alternative. The public workshop in the San Antonio area may attract people from counties in the surrounding TxDOT districts, and a possible venue may be the San Antonio Conservation Society headquarters. During Spring 2014, the project team will meet to discuss if another location outside the city of San Antonio (such as Seguin, New Braunfels, or Boerne) may attract more attendees.

B&A would publish advertisements about the workshops as noted above and in major newspapers where the workshops will be held. The newspaper publications would be advertised in accordance with TxDOT procedures for public involvement. If a large Hispanic or other non-English-speaking community is identified in the location of the workshops, notices and workshop handouts will be published in the appropriate language and interpreters will be provided at the workshops, if necessary.

Based on her experience with presenting the Texas Statewide Preservation Plan, Ms. Hammons recommended that B&A prepare an interactive activity or game at the beginning of each workshop to engage the group. She also recommended that the workshops be held in the late afternoon and that beverages (coffee and water) be provided. B&A will complete PowerPoint presentations that will be given at the workshops. The presentations would provide some background understanding of the 1945 to 1965 bridges and show portions of

the interviews with TxDOT bridge engineers. The presentation would also include a summary of the final NRHP determinations of the post-1945 bridges and an explanation of the PA, the hierarchy of bridges, and implications for applying the hierarchical approach to other classes of bridges. Finally, the presentation would provide information regarding how CHCs can respond to TxDOT's requests regarding these bridges. The workshop will primarily focus on engaging the interested public to determine their opinions regarding the hierarchy of bridges and the overall approach for programmatic mitigation. Following each workshop, B&A will request written comments from the participants. B&A will also distribute a survey that asks what information was most and least interesting and valuable, so that the subsequent workshops and webinars can be modified in accordance with the participants' feedback.

The first workshop's presentation would be videotaped by the TxDOT Travel Division, and the video would be uploaded and published on the project website so that members of the public unable to attend the workshops could watch the video. Another option for members of the interested public who are unable to attend one of the three workshops is to attend a webinar. Two webinars will be held and will follow the same general format as the workshops.

6.0 Documentation of Public Involvement Activities

B&A will gather written comments and feedback, and provide the project team a summary of each workshop and webinar within three weeks of each event. Additionally, B&A will document the public involvement activities by collecting copies of all letters, correspondence, email correspondence, and direct communications with the members of the interested public. Also, as noted above, B&A will keep a log of people who contact B&A for more information or provide comments regarding the post-1945 historic bridges or the proposed programmatic mitigation. The public involvement file will be provided to TxDOT after the public involvement activities are complete.

7.0 Conclusion

This public involvement plan outlines the public outreach efforts for the historic bridges built in Texas between 1945 and 1965, and may be modified as the public involvement efforts evolve. If the plan is modified, all members of the project team will be notified and updated as to the changes that are proposed. Since the public involvement plan spans several months, B&A will update the project team on a monthly basis of their activities and upcoming needs for the project team members. **Appendix A** provides an outline of the steps that will be completed throughout the public involvement process and a timeline in which the activities will occur; however, it should be noted that some of the activities will be occurring concurrently.

Appendix A

Public Involvement Timeline

Appendix A: Public Involvement Timeline			
Step	Description	Timeline	Responsible Party
1	Prepare Public Involvement Plan	February 2014	B&A for TxDOT Review
2	Send out first round of letters	4 weeks after B&A is given notice to proceed (NTP)[1]	B&A; TxDOT to provide TxDOT letterhead and sign letters; THC (Hammons) to send letters via email
3	Find locations for and schedule workshops	6 weeks after NTP	Project team to determine schedule; B&A with assistance from THC to secure locations
4	Short and long notices for publications	9 weeks after NTP	B&A; Project team to review notices before publication
5	Announcements on websites and social media venues	10 weeks after NTP	B&A; THC and HBF on their own websites
6	Publication of web-content on the THC and HBF website	12 weeks after NTP	B&A; Project team to review web-content before uploaded to THC and HBF websites
7	Schedule webinars and determine suitable agency or organization host	12 weeks after NTP	Project team

[1] Since B&A is not currently under contract to complete any of the activities outlined in this Public Involvement Plan and in Appendix A, several dates listed herein will reference dates following B&A's NTP if B&A is hired to complete these public involvement activities.

Appendix A: Public Involvement Timeline			
Step	Description	Timeline	Responsible Party
8	Send out newspaper publications for the workshops	30 days prior to workshops and 10 days prior to workshops	B&A
9	Send out second round of letters announcing the times and locations of the workshops and times of webinars	30 days prior to the first workshop	B&A; TxDOT to provide TxDOT letterhead and sign letters; THC (Hammons) to send letters via email
10	Prepare presentations and approach for workshops	14 days prior to each workshop	B&A; Project team to review and provide comment
11	Prepare webinar presentations	14 days prior to each workshop	B&A; Project team to review and provide comment
12	Conduct workshops and webinars	Summer 2014	Project team
13	Update project team and maintain communication log with members of the interested public	On-going monthly	B&A
14	Complete summaries of comments following each workshop and webinar	21 days after each workshop and webinar	B&A

Appendix B

Bridge Lists with Owners, County Judges, City Preservation Officers, and County Historic Commission Chairpersons

Bridges requiring full Section 106 and Section 4(f) reviews (24 bridges)										
County	Bridge Number	Facility Carried	Facility Crossed	Bridge Owner	County Judge	County Judge Address	City Preservation Officer	City Preservation Officer Address	CHC Chairperson	CHC Chairperson Address
Bexar	150150B21985011	West Martin Street	Alazan Creek	City of San Antonio	Nelson W. Wolff	101 W. Nueva Street 10th Floor San Antonio, TX 78205	Kay Hindes	P.O. Box 839966 San Antonio, TX 78283	Virginia Almaraz	117 Stanford Drive San Antonio, TX 78212
Bosque	090180042201025	FM 927	Bosque River	TxDOT	Cole Ward	P.O. Box 647 Meridian, TX 76665	N/A	N/A	Allen Johannes	P.O. Box 954 Meridian, TX 76665
Calhoun	130290017910061	SH 35	Lavaca Bay	TxDOT	Michael Pfeifer	211 S. Ann St. Suite 301 Port Lavaca, TX 77979	N/A	N/A	Mary Belle Meitzen	305 Glenbrook Port Lavaca, TX 77979
Cameron	210310063002003	FM 106	Arroyo Colorado	TxDOT	Carlos Cascos	1100 E. Monroe St. Dancy Building, 2nd Floor Brownsville, TX 78520	N/A	N/A	Betty Agado	P.O. Box 1098 Santa Rosa, TX 78593
Colorado	130450026608043	BU 71 F	Colorado River	TxDOT	Ty Prause	318 Spring Street Room 101 Columbus, TX 78934	N/A	N/A	Joe Fling	P.O. Box 967 Eagle Lake, TX 77434
Dallas	180570K01740001	Joe Wilson Road	Bentle Branch	Town of Duncan-ville	Clay Jenkins	411 Elm Street Dallas, TX 75202	N/A	N/A	Don Baynham	5806 Firecrest Drive Garland, TX 75044
Galveston	120850B00790001	Seawolf Parkway	Pelican Island	City of Galveston	Mark Henry	722 Moody Suite 200 Galveston, TX 77550	Lori Field and Catherine Gorman Tinnemeyer	PO Box 779 Galveston, TX 77550	Ralph Stenzel	P.O. Box 125 Santa Fe, TX 77510
Hall	250970031102006	SH 70	Mulberry Creek	TxDOT	Ray Powell	512 Main Street Suite 4 Memphis, TX 79245	N/A	N/A	Tommie Jo Cruse	HCR 2, Box 5A Flomot, TX 79234
Hamilton	090980018303051	SH 36	Pecan Creek	TxDOT	Randy Mills	102 N. Rice Suite 124 Hamilton, TX 76531	N/A	N/A	Francis Ramsey	P.O. Box 108 Hamilton, TX 76531
Harris	121020B44185016	Pedestrian Crossing	Memorial Dr	City of Houston	Ed Emmett	1001 Preston Suite 911 Houston, TX 77002	N/A	N/A	Janet Wagner	710 North Post Oak Blvd. #400 Houston, TX 77024
Harris	121020002710063	US 90A Southbound	Buffalo Bayou & Street	TxDOT	Ed Emmett	1001 Preston Suite 911 Houston, TX 77002	N/A	N/A	Janet Wagner	710 North Post Oak Blvd. #400 Houston, TX 77024
Harris	121020002710062	US 90A Northbound	Buffalo Bayou & Street	TxDOT	Ed Emmett	1001 Preston Suite 911 Houston, TX 77002	N/A	N/A	Janet Wagner	710 North Post Oak Blvd. #400 Houston, TX 77024
Hill	091100051902005	SH 174	Brazos River	TxDOT	Justin W. Lewis	P.O. Box 457 Hillsboro, TX 76645	N/A	N/A	Joyce Reid	103 PR 13056 Hillsboro, TX 76645
McCulloch	231600007101065	US 87	Brady Creek	TxDOT	Danny Neal	199 Courthouse Square Room 302 Brady, TX 76825	N/A	N/A	Gregory T. Hector	1000 W. FM 765 Lohn, TX 76852
Nueces	161780010106041	US 181	Corpus Christi Ship Channel	TxDOT	Samuel L. Neal, Jr.	901 Leopard Street Room 303 Corpus Christi, TX 78401	Faryce Goode-Macon; Andrew Dimas; Anita Eisenhauer	P.O. Box 9277 Corpus Christi, TX 78469	John G. Ford, Ph.D.	P.O. Box 1807 Port Aransas, TX 78373
Orange	201810AA2690006	East Round Bunch Road	Cow Bayou	Orange County	Carl K. Thibodeaux	123 South 6th Street Orange, TX 77630	N/A	N/A	Jerry Pennington	110 N. 7th Street Orange, TX 77630

Bridges requiring full Section 106 and Section 4(f) reviews (24 bridges)										
County	Bridge Number	Facility Carried	Facility Crossed	Bridge Owner	County Judge	County Judge Address	City Preservation Officer	City Preservation Officer Address	CHC Chairperson	CHC Chairperson Address
Presidio	241890AA0107001	Pinto Canyon Road	Arroyo Escondido	Presidio County	Paul Hunt	P.O. Box 606 Marfa, TX 79843	N/A	N/A	Mona Garcia	P.O. Box 445 Marfa, TX 79843
Somervell	022130025903046	US 67	Brazos River	TxDOT	Mike Ford	107 N.E. Vernon Glen Rose, TX 76043	N/A	N/A	Terry Gosdin	1797 FM 202 Glen Rose, TX
Travis	142270B0099013	E 38th Street	Waller Creek	City of Austin	Samuel T. Biscoe	P.O. Box 1748 Austin, TX 78767	Steve Sadowsky	PO Box 1088 Austin, TX 78767	Bob Ward	1707 Romeria Drive Austin, TX 78757
Travis	142270070003004	SH 71 Westbound	Pedernales River	TxDOT	Samuel T. Biscoe	P.O. Box 1748 Austin, TX 78767	N/A	N/A	Bob Ward	1707 Romeria Drive Austin, TX 78757
Val Verde	222330002209070	US 90	Devils River/Amistad Reservoir	TxDOT	Laura Allen	400 Pecan Street 1st Floor Del Rio, TX 78840	N/A	N/A	Doug Braudaway	105 Kim Del Rio, TX 78840
Val Verde	222330002206068	US 90	Pecos River	TxDOT	Laura Allen	400 Pecan Street 1st Floor Del Rio, TX 78840	N/A	N/A	Doug Braudaway	105 Kim Del Rio, TX 78840
Webb	222400B00250001	Convent Avenue	Rio Grande	City of Laredo	Danny Valdez	1000 Houston Street 3rd Floor Laredo, TX 78040	Alejandrina Sanchez	PO Box 579 Laredo, TX 78042	Elisa Gutierrez	210 W. Oak Circle Laredo, TX 78040

Bridges requiring programmatic mitigation (29 bridges)										
County	Bridge Number	Facility Carried	Facility Crossed	Bridge owner	County Judge	County Judge Address	City Preservation Officer	City Preservation Officer Address	CHC Chairperson	CHC Chairperson Address
Bee	160130073805012	FM 2441	Medio Creek	TxDOT	David Silva	105 W. Corpus Christ, #109 Beeville, TX 78102	N/A	N/A	Barbara Welder	P.O. Box 4422 Beeville, TX 78104
Bexar	150150B07510004	West Commerce Street	RRs, Median, Comal, Etc.	City of San Antonio	Nelson W. Wolff	101 W. Nueva, 10th Floor San Antonio, TX 78205-3482	Kay Hindes	P.O. Box 839966 San Antonio, TX 78283	Virginia Nicholas	117 Stanford Drive San Antonio, TX 78212
Brazos	170210031505051	SH 105	Brazos River	TxDOT	Duane Peters	200 S. Texas Avenue Suite 332 Bryan, TX 77803	N/A	N/A	Henry Mayo	P.O. Box 9169 College Station, TX 77842
Dallas	180570009201327	US 175 Southbound	Metropolitan	TxDOT	Clay Jenkins	411 Elm Street Dallas, TX 75202	Mark Doty	1500 Marilla St., City Hall, Room 5BN Dallas, TX 75201	Don Baynham	5806 Firecrest Drive Garland, TX 75044
Dallas	180570009201076	US 175 Northbound	Metropolitan	TxDOT	Clay Jenkins	411 Elm Street Dallas, TX 75202	Mark Doty	1500 Marilla St., City Hall, Room 5BN Dallas, TX 75201	Don Baynham	5806 Firecrest Drive Garland, TX 75044
Dallas	180570009201326	Pennsylvania Avenue	Pennsylvania Avenue	TxDOT	Clay Jenkins	411 Elm Street Dallas, TX 75202	Mark Doty	1500 Marilla St., City Hall, Room 5BN Dallas, TX 75201	Don Baynham	5806 Firecrest Drive Garland, TX 75044
Dallas	180570009201075	US 175 Northbound	Pennsylvania Avenue	TxDOT	Clay Jenkins	411 Elm Street Dallas, TX 75202	Mark Doty	1500 Marilla St., City Hall, Room 5BN Dallas, TX 75201	Don Baynham	5806 Firecrest Drive Garland, TX 75044
Dallas	180570009201325	US 175 Southbound	Hatcher Street	TxDOT	Clay Jenkins	411 Elm Street Dallas, TX 75202	Mark Doty	1500 Marilla St., City Hall, Room 5BN Dallas, TX 75201	Don Baynham	5806 Firecrest Drive Garland, TX 75044
Dallas	180570009201054	US 175 Northbound	Hatcher Street	TxDOT	Clay Jenkins	411 Elm Street Dallas, TX 75202	Mark Doty	1500 Marilla St., City Hall, Room 5BN Dallas, TX 75201	Don Baynham	5806 Firecrest Drive Garland, TX 75044
Dallas	1805709F6280001	Martin Luther King Jr. Boulevard Eastbound	US 175	City of Dallas	Clay Jenkins	411 Elm Street Dallas, TX 75202	Mark Doty	1500 Marilla St., City Hall, Room 5BN Dallas, TX 75201	Don Baynham	5806 Firecrest Drive Garland, TX 75044
Dallas	1805709F6280003	Martin Luther King Jr. Boulevard Westbound	US 175	City of Dallas	Clay Jenkins	411 Elm Street Dallas, TX 75202	Mark Doty	1500 Marilla St., City Hall, Room 5BN Dallas, TX 75201	Don Baynham	5806 Firecrest Drive Garland, TX 75044
El Paso	240720000212079	SH 20 Eastbound	US 62	TxDOT	Veronica Escobar	500 E. San Antonio Suite 301 El Paso, TX 79901	Providencia Velazquez	#2 Civic Center Plaza, 5th Floor El Paso, TX 79901	Bernie Sargent	819 W. Sunset Road El Paso, TX 79922
Grayson	010920C02620001	West Pecan Street	Post Oak Creek	City of Sherman	Drue Bynum	100 W. Houston Sherman, TX 75090	N/A	N/A	Helen Johnson	P.O. Box 1896 Denison, TX 75021

Bridges requiring programmatic mitigation (29 bridges)										
County	Bridge Number	Facility Carried	Facility Crossed	Bridge owner	County Judge	County Judge Address	City Preservation Officer	City Preservation Officer Address	CHC Chairperson	CHC Chairperson Address
Hays	141060028503003	RM 12	Blanco River	TxDOT	Bert Cobb, M.D.	111 E. San Antonio Street Suite 300 San Marcos, TX 78666	N/A	N/A	Kate Johnson	4119 FM 150 West Kyle, TX 78640
Kaufman	181300009504108	CR 217	US 80 Main lanes	TxDOT	Bruce Wood	100 W. Mulberry Kaufman, TX 75142	N/A	N/A	Judy McSpadden	1950 CR 134 Kaufman, TX 75142
Kaufman	181300009504109	Frontage Road Crossover	US 80 Main lanes	TxDOT	Bruce Wood	100 W. Mulberry Kaufman, TX 75142	N/A	N/A	Judy McSpadden	1950 CR 134 Kaufman, TX 75142
Lampasas	231410103201016	FM 580	Lampasas River	TxDOT	Wayne L. Boultinghouse	P.O. Box 231 Lampasas, TX 76550	N/A	N/A	Janie Potts	1537 CR 2722 Lometa, TX 76853
Marion	191550056903017	SH 43	Big Cypress Bayou	TxDOT	Phil Parker	102 E. Austin Street Jefferson, TX 75657	N/A	N/A	Sammie Despain	P.O. Box 525 Jefferson, TX 75657
McLennan	091610004901141	Spur 484 Southbound	Business US 77 Northbound	TxDOT	Scott Felton	P.O. Box 1728 Waco, TX 76703	Marie Jupe and Clint Peters	P O Box 2570, Waco, TX 76702 401 Franklin Ave. Waco, TX 76701	Van Massirer	124 Canaan Church Road Crawford, TX 76638
McLennan	091610004901124	Business US 77 Northbound	Spur 484 Southbound Connector	TxDOT	Scott Felton	P.O. Box 1728 Waco, TX 76703	Marie Jupe and Clint Peters	P O Box 2570, Waco, TX 76702 401 Franklin Ave. Waco, TX 76701	Van Massirer	124 Canaan Church Road Crawford, TX 76638
McLennan	091610005515380	US 84	Business US 77	TxDOT	Scott Felton	P.O. Box 1728 Waco, TX 76703	Marie Jupe and Clint Peters	P O Box 2570, Waco, TX 76702 401 Franklin Ave. Waco, TX 76701	Van Massirer	124 Canaan Church Road Crawford, TX 76638
McLennan	091610005515001	Business US 77 Southbound	US 84 Frontage Road	TxDOT	Scott Felton	P.O. Box 1728 Waco, TX 76703	Marie Jupe and Clint Peters	P O Box 2570, Waco, TX 76702 401 Franklin Ave. Waco, TX 76701	Van Massirer	124 Canaan Church Road Crawford, TX 76638
McLennan	091610004901141	Spur 484 Southbound	Business US 77 Northbound	TxDOT	Scott Felton	P.O. Box 1728 Waco, TX 76703	Marie Jupe and Clint Peters	P O Box 2570, Waco, TX 76702 401 Franklin Ave. Waco, TX 76701	Van Massirer	124 Canaan Church Road Crawford, TX 76638
McLennan	091610004901124	Business US 77 Northbound	Spur 484 Southbound Connector	TxDOT	Scott Felton	P.O. Box 1728 Waco, TX 76703	Marie Jupe and Clint Peters	P O Box 2570, Waco, TX 76702 401 Franklin Ave. Waco, TX 76701	Van Massirer	124 Canaan Church Road Crawford, TX 76638
McLennan	091610005515380	US 84	Business US 77	TxDOT	Scott Felton	P.O. Box 1728 Waco, TX 76703	Marie Jupe and Clint Peters	P O Box 2570, Waco, TX 76702 401 Franklin Ave. Waco, TX 76701	Van Massirer	124 Canaan Church Road Crawford, TX 76638

Bridges requiring programmatic mitigation (29 bridges)										
County	Bridge Number	Facility Carried	Facility Crossed	Bridge owner	County Judge	County Judge Address	City Preservation Officer	City Preservation Officer Address	CHC Chairperson	CHC Chairperson Address
McLennan	091610005515001	Business US 77 Southbound	US 84 Frontage Road	TxDOT	Scott Felton	P.O. Box 1728 Waco, TX 76703	Marie Jupe and Clint Peters	P O Box 2570, Waco, TX 76702 401 Franklin Ave. Waco, TX 76701	Van Massirer	124 Canaan Church Road Crawford, TX 76638
Red River	011940018901034	SH 37	Red River	TxDOT	Morris Harville	400 N. Walnut Street Clarksville, TX 75426	N/A	N/A	Paul Allen	301 Broadway Clarksville, TX 75426
Stephens	232150103101007	FM 578	Hubbard Creek	TxDOT	Gary L. Fuller	200 West Walker Breckenridge, TX 76424	N/A	N/A	Freda Mitchell	P.O. Box 350 Breckenridge, TX 76424
Tom Green	072260026407056	Loop 306	Concho River	TxDOT	Steve Floyd	122 W. Beauregard San Angelo, TX 76903	N/A	N/A	Golda Foster	P.O. Box 1625 San Angelo, TX 76902

Bridges requiring no further mitigation (42 bridges)										
County	Bridge Number	Facility Carried	Facility Crossed	Bridge owner	County Judge	Address	City Preservation Officer	City Preservation Officer Address	CHC Chairperson	CHC Chairperson Address
Bexar	150150B24750003	Nogalitos Street	San Pedro Creek	City of San Antonio	Nelson W. Wolff	101 W. Nueva, 10th Floor San Antonio, TX 78205-3482	Kay Hindes	P.O. Box 839966 San Antonio, TX 78283	Virginia Nicholas	117 Stanford Drive San Antonio, TX 78212
Bosque	090180051903001	SH 174	Steele Creek	TxDOT	Cole Ward	P.O. Box 647 Meridian, TX 76665	N/A	N/A	Allen Johannes	P.O. Box 954 Meridian, TX 76665
Brazoria	120200097701001	FM 522	San Bernard River	TxDOT	Joe King	111 E. Locust Street Suite 102 Angleton, TX 77515	N/A	N/A	Sandra Pollan	109 Lazy Lane Lake Jackson, TX 77566
Coke	070410040701057	SH 70 Northbound	US 277 Southbound	TxDOT	Roy Blair	13 East 7th Robert Lee, TX 76945	N/A	N/A	Beth Prather	P.O. Box 72 Robert Lee, TX 76945
Dallas	180570K01415002	Cedar Hill Road	Ten Mile Creek	Town of Duncan-ville	Clay Jenkins	411 Elm Street Dallas, TX 75202	N/A	N/A	Don Baynham	5806 Firecrest Drive Garland, TX 75044
Dallas	180570I5100009	Inwood Road	Freeman Branch	City of Dallas	Clay Jenkins	411 Elm Street Dallas, TX 75202	Mark Doty	1500 Marilla St., City Hall, Room 5BN Dallas, TX 75201	Don Baynham	5806 Firecrest Drive Garland, TX 75044
Dallas	180570009510123	Big Town Boulevard	US 80	TxDOT	Clay Jenkins	411 Elm Street Dallas, TX 75202	Mark Doty	1500 Marilla St., City Hall, Room 5BN Dallas, TX 75201	Don Baynham	5806 Firecrest Drive Garland, TX 75044
Dallas	180570058101038	Loop 12	Lawther Drive	TxDOT	Clay Jenkins	411 Elm Street Dallas, TX 75202	Mark Doty	1500 Marilla St., City Hall, Room 5BN Dallas, TX 75201	Don Baynham	5806 Firecrest Drive Garland, TX 75044
Dallas	180570009201048	SH 130	T&NO Railroad	TxDOT	Clay Jenkins	411 Elm Street Dallas, TX 75202	Mark Doty	1500 Marilla St., City Hall, Room 5BN Dallas, TX 75201	Don Baynham	5806 Firecrest Drive Garland, TX 75044
DeWitt	130620234601001	FM 884	Smith Creek	TxDOT	Daryl L. Fowler	307 North Gonzales St. Cuero, TX 77954	N/A	N/A	Peggy Ledbetter	2583 E. FM 1447 Cuero, TX 77954
Goliad	160890288501001	FM 2441	Sarco Creek	TxDOT	David W. Bowman	P.O. Box 677 Goliad, TX 77963	N/A	N/A	William P. Montague	3339 FM 622 Goliad, TX
Hall	250970031102006	SH 70	Mulberry Creek	TxDOT	Ray Powell	512 Main Street Suite 4 Memphis, TX 79245	N/A	N/A	Tommie Jo Cruse	HCR 2, Box 5A Flomot, TX 79234
Hamilton	090980025101054	US 281	Leon River	TxDOT	Randy Mills	102 N. Rice Suite 124 Hamilton, TX 76531	N/A	N/A	Francis Ramsey	P.O. Box 108 Hamilton, TX 76531
Hamilton	090980012001011	SH 22	Pecan Creek	TxDOT	Randy Mills	102 N. Rice Suite 124 Hamilton, TX 76531	N/A	N/A	Francis Ramsey	P.O. Box 108 Hamilton, TX 76531
Harris	121020B53960647	Reseda Road	Harris County Flood Control District Ditch	City of Houston	Ed Emmett	1001 Preston Suite 911 Houston, TX 77002	N/A	N/A	Janet Wagner	710 North Post Oak Blvd. #400 Houston, TX 77024

Bridges requiring no further mitigation (42 bridges)										
County	Bridge Number	Facility Carried	Facility Crossed	Bridge owner	County Judge	Address	City Preservation Officer	City Preservation Officer Address	CHC Chairperson	CHC Chairperson Address
Harris	121020857009003	San Felipe Road	Bering Ditch	City of Houston	Ed Emmett	1001 Preston Suite 911 Houston, TX 77002	N/A	N/A	Janet Wagner	710 North Post Oak Blvd. #400 Houston, TX 77024
Hill	091100001405083	US 81	Island Creek	TxDOT	Justin W. Lewis	P.O. Box 457 Hillsboro, TX 76645	N/A	N/A	Joyce Reid	103 PR 13056 Hillsboro, TX 76645
Jack	021200039107056	FM 4	Keechi Creek	TxDOT	Mitchell Davenport	100 N. Main Suite 206 Jacksboro, TX 76458	N/A	N/A	Jess Elmore	400 Elenburg Rd. Perrin, TX 76486
Johnson	021270159904015	FM 916	Nolan River	TxDOT	Roger Harmon	2 N. Main St. Cleburne, TX 76033	N/A	N/A	John Percifield	P.O. Box 673 Alvarado, TX 76009
Leon	171450064301027	FM 39	BNSF Railroad	TxDOT	Byron Ryder	130 E. St. Mary P. O. Box 429 Centerville, TX 75933	N/A	N/A	Charlcie Casey	P.O. Box 866 Buffalo, TX 75831
Menard	071640039605025	US 190	Dry Creek	TxDOT	Richard Cordes	P.O. Box 1038 Menard, TX 76859	N/A	N/A	Carleton Kothmann	P.O. Box 995 Menard, TX 76859
Nolan	081770026101043	East First Street	BUS 70	TxDOT	Tim Fambrough	100 East Third Sweetwater, TX 79556	N/A	N/A	Franzas Cupp	610 East 3rd Sweetwater, TX 795560
Nueces	161780226302004	SH 361	Gulf Intracoastal Waterway	TxDOT	Samuel L. Neal, Jr.	901 Leopard Street Room 303 Corpus Christi, TX 78401	Faryce Goode-Macon; Andrew Dimas; Anita Eisenhauer	City of Corpus Christi P.O. Box 9277 Corpus Christi, TX 78469	Anita Eisenhauer	11753 Up River Road Corpus Christi, TX 78410
Nueces	161780010106043	US 1814 Northbound Frontage Road Connector	US 181	TxDOT	Samuel L. Neal, Jr.	901 Leopard Street Room 303 Corpus Christi, TX 78401	Faryce Goode-Macon; Andrew Dimas; Anita Eisenhauer	City of Corpus Christi P.O. Box 9277 Corpus Christi, TX 78469	Anita Eisenhauer	11753 Up River Road Corpus Christi, TX 78410
Nueces	161780007406169	US 181 Northbound on-ramp	BUS 44D	TxDOT	Samuel L. Neal, Jr.	901 Leopard Street Room 303 Corpus Christi, TX 78401	Faryce Goode-Macon; Andrew Dimas; Anita Eisenhauer	City of Corpus Christi P.O. Box 9277 Corpus Christi, TX 78469	Anita Eisenhauer	11753 Up River Road Corpus Christi, TX 78410
Nueces	161780007406171	US 181 Southbound off-ramp	BUS 44D	TxDOT	Samuel L. Neal, Jr.	901 Leopard Street Room 303 Corpus Christi, TX 78401	Faryce Goode-Macon; Andrew Dimas; Anita Eisenhauer	City of Corpus Christi P.O. Box 9277 Corpus Christi, TX 78469	Anita Eisenhauer	11753 Up River Road Corpus Christi, TX 78410

Bridges requiring no further mitigation (42 bridges)										
County	Bridge Number	Facility Carried	Facility Crossed	Bridge owner	County Judge	Address	City Preservation Officer	City Preservation Officer Address	CHC Chairperson	CHC Chairperson Address
Nueces	161780010106044	US 181	Burleson Street	TxDOT	Samuel L. Neal, Jr.	901 Leopard Street Room 303 Corpus Christi, TX 78401	Faryce Goode-Macon; Andrew Dimas; Anita Eisenhauer	City of Corpus Christi P.O. Box 9277 Corpus Christi, TX 78469	Anita Eisenhauer	11753 Up River Road Corpus Christi, TX 78410
Nueces	161780007406050	US 181 Southbound	Belden St	TxDOT	Samuel L. Neal, Jr.	901 Leopard Street Room 303 Corpus Christi, TX 78401	Faryce Goode-Macon; Andrew Dimas; Anita Eisenhauer	City of Corpus Christi P.O. Box 9277 Corpus Christi, TX 78469	Anita Eisenhauer	11753 Up River Road Corpus Christi, TX 78410
Nueces	161780007406170	US 181 Northbound	BUS 44D	TxDOT	Samuel L. Neal, Jr.	901 Leopard Street Room 303 Corpus Christi, TX 78401	Faryce Goode-Macon; Andrew Dimas; Anita Eisenhauer	City of Corpus Christi P.O. Box 9277 Corpus Christi, TX 78469	Anita Eisenhauer	11753 Up River Road Corpus Christi, TX 78410
Palo Pinto	021820039108057	FM 4	Keechi Creek	TxDOT	David Nicklas	P.O. Box 190 Palo Pinto, TX 76484	N/A	N/A	Mike Lewis Ann Reagan	2602 N. Lakeview Drive Palo Pinto , TX 76484 P.O. Box 72 Palo Pinto, TX 76484
Refugio	161960044704029	SH 202	Blanco Creek	TxDOT	Rene Mascorro	808 Commerce Street Room 104 Refugio, TX 78377	N/A	N/A	Rosemary Kelley	575 Kelley Rd. Refugio, TX 78377
Robertson	171980020409061	US 79/US 190	Brazos River	TxDOT	Jan Anderson Roe	P.O. Box 427 Franklin, TX 77856	N/A	N/A	Kathy Hedrick	P.O. Box 127 Wheelock, TX 77882
Robertson	171980026203045	FM 485	Brazos River	TxDOT	Jan Anderson Roe	P.O. Box 427 Franklin, TX 77856	N/A	N/A	Kathy Hedrick	P.O. Box 127 Wheelock, TX 77882
Smith	102120042401030	Saunders Avenue	SH 31	TxDOT	Joel Baker	200 E. Ferguson Suite 100 Tyler, TX 75702	Amber Doyle and Heather Nick	PO Box 2039 Tyler, TX 75710	Randall Gilbert	309 E. Erwin Tyler, TX 75702
Smith	102120042401031	Fleishel Avenue	SH 31	TxDOT	Joel Baker	200 E. Ferguson Suite 100 Tyler, TX 75702	Amber Doyle and Heather Nick	PO Box 2039 Tyler, TX 75710	Randall Gilbert	309 E. Erwin Tyler, TX 75702
Somervell	022130077801001	FM 199	Georges Creek	TxDOT	Mike Ford	107 N.E. Vernon Glen Rose, TX 76043	N/A	N/A	Terry Gosdin	1797 FM 202 Glen Rose, TX
Tarrant	022200009405030	SH 183 Westbound lanes	Carswell Access Road	TxDOT	B. Glen Whitley	100 East Weatherford Street Fort Worth, TX 76102	Liz Casso	1000 Throckmorton St., 2nd Floor; Fort Worth, TX 76102	Jack Edmondson	1505 N. Riverside Fort Worth, TX 76111
Tarrant	022200009405029	SH 183 Eastbound lanes	Caswell Access Road	TxDOT	B. Glen Whitley	100 East Weatherford Street Fort Worth, TX 76102	Liz Casso	1000 Throckmorton St., 2nd Floor; Fort Worth, TX 76102	Jack Edmondson	1505 N. Riverside Fort Worth, TX 76111
Tarrant	022200106803020	White Settlement Road	Spur 341	TxDOT	B. Glen Whitley	100 East Weatherford Street Fort Worth, TX 76102	Liz Casso	1000 Throckmorton St., 2nd Floor; Fort Worth, TX 76102	Jack Edmondson	1505 N. Riverside Fort Worth, TX 76111

Bridges requiring no further mitigation (42 bridges)										
County	Bridge Number	Facility Carried	Facility Crossed	Bridge owner	County Judge	Address	City Preservation Officer	City Preservation Officer Address	CHC Chairperson	CHC Chairperson Address
Travis	142270B00099013	East 38th Street	Waller Creek	City of Austin	Samuel T. Biscoe	P.O. Box 1748 Austin, TX 78767	Steve Sadowsky	PO Box 1088 Austin, TX 78767	Bob Ward	1707 Romeria Drive Austin, TX 78757
Washing-ton	172390018606043	Old Mill Creek Road	US 290	TxDOT	John Brieden	100 East Main Suite 104 Brenham, TX 77833	N/A	N/A	Wilfred Dietrich	701 Milroy Drive Brenham, TX 77833
Young	032520AA0237001	CR 237/Hot Wells	Clear Fork of Brazos River	Young County	John C. Bullock	516 Fourth Street Graham, TX 76450	N/A	N/A	Red Foster	710 Cherry Street Graham, TX 76450

PERMIT COORDINATION

Texas Department of Transportation
125 EAST 11TH STREET | AUSTIN, TEXAS 78701-2483 | (512) 463-8700 | WWW.TXDOT.GOV

August 6, 2014

Mr. Nicolas Laskowski
U.S. Army Corps of Engineers, Galveston District
Corpus Christi Field Office
5151 Flynn Parkway, Suite 306
Corpus Christi, Texas 78411

Re: Pre-Application Jurisdictional Determination Submittal for US 181 Harbor Bridge Project, Corpus Christi, Nueces County, Texas (CSJ 0101-06-095)

Dear Mr. Laskowski,

Pursuant to an anticipated USACE Individual Permit the Texas Department of Transportation (TxDOT) requests a Jurisdictional Waters Determination (JWD) of the above referenced project. TxDOT is currently preparing a permit application package for the proposed replacement of U.S. Highway (US) 181 Harbor Bridge over the Corpus Christi Ship Channel in Corpus Christi, Nueces County, Texas. The requested JWD would allow TxDOT to better define the extent of impacts to Jurisdictional Waters of the U.S. within the project limits thereby defining compensatory mitigation options in the Individual Permit application submittal. The proposed project limits include sections of US 181, State Highway (SH 286) (Crosstown Expressway), and Interstate Highway (IH) 37 near downtown Corpus Christi. The limits of the project extend from Beach Avenue on US 181, south to Morgan Avenue on SH 286 and from Mesquite Avenue in downtown Corpus Christi west to Buddy Lawrence Avenue on IH 37 (**Attachment A,** Project Location Map).

Four alternatives (Green, Orange, Red & West) were evaluated in a Draft Environmental Impact Statement (DEIS) that was made public in January 2014 (**Attachment B**, Project Alternatives Map). The DEIS identified the Red alternative as the recommended alternative to be carried forward for consideration in the Final Environmental Impact Statement (FEIS) development. The proposed alignments (including total project ROW) for the above mentioned alternatives constituted the study area for which all potentially jurisdictional waters of the U.S., including wetlands, were identified.

As part of the technical studies necessary for the preparation of the DEIS, Hicks and Company as a sub-consultant to URS Corporation, prepared the Jurisdictional Waters of the U.S. assessment for the project (**Attachment C,** Jurisdictional Waters Assessment Report). The original fieldwork included all four alternatives within the study area and was conducted in March of 2013. The results of the assessment identified approximately 25.74 acres of potential Jurisdictional Waters of the U.S. These features included including 2.46 acres of drainage

features, 6.35 acres of tidal wetlands and 16.93 acres of estuarine and marine deepwater constituting the Inner Harbor of the Port of Corpus Christi.

Hicks and Company collected additional data in June of 2014 for the Red Alternative in preparation of the FEIS and potential USACE permitting on the project. Tidal wetlands were delineated on the east and west side of US 181 in the North Beach area, near Market Street and Navigation Boulevard, and between Brewster Street and West Broadway Street. Two drainage features identified in Attachment C were identified within the alignment of the Red alternative.

The Red (recommended) alternative would relocate and replace the US 181 Harbor Bridge approximately 1000 feet west of the existing location over the Corpus Christi Ship Channel within the Inner Harbor of the Port of Corpus Christi. The realignment of the Harbor Bridge would also result in changes to interconnecting highways and access points of the associated roadways/streets within the project area. The current bridge design places bridge spans near each shoreline and bridge footings would partially extend into the Inner Harbor. Based on engineering constraints and TxDOT design standards, conceptual bridge design includes the use of 50-ft square concrete piles and 64-ft by 174-ft rectangular concrete footings. Permanent impacts to Jurisdictional Waters from the placement of concrete footings are estimated to be 5,309 square feet (0.122 acre) on the north side of the channel and 6,838 square feet (0.157 acre) on the south side of the channel (**Attachment D**, Bridge Design Plan Sheets). The southern bridge footing is protected by a pier protection system that is also factored into the impact calculation. The shoreline in the area of the proposed bridge is stabilized by concrete bulkhead and no wetlands would be impacted by the placement of bridge footings or the pier protection system.

TxDOT has prepared additional figures that depict the potential Jurisdictional Waters of the U.S. in the project area (recommended alternative) with calculated impacts based on the latest engineering design (**Attachment E**, Maps 1 through 11). Based on the mapped features identified in the Jurisdictional Waters Assessment Report the project would cross two drainage features, the Corpus Christi Ship Channel and a series of tidally influenced wetlands. For the purpose of this submittal, seven wetland areas have been identified (wetland 1 through wetland 7) within the footprint of the TxDOT right of way and proposed work. Tables 1.1 and 1.2 provide a summary of the anticipated impacts to jurisdictional waters that occur within the project area footprint.

Table 1.1. Summary of Non-navigable Jurisdictional Waters

Feature Name	Feature Type	Acres of Potential Impacts
Wetland 1	PEM	0.27
Wetland 2	PEM	0.14
Wetland 3	PEM	0.15
Wetland 4	E2EM	0.03
Wetland 5	E2EM	0.09
Wetland 6	E2EM	0.03
Wetland 7	PEM	0.39
Total (Wetlands)		**1.1**
Drainage 1	Drainage ditch	0.27
Drainage 2	Drainage ditch	1.51
Total (Drainage)		**1.54**

Table 1.2. Summary of Navigable Jurisdictional Waters

Feature Name	Feature Type	Average OHWM (within project ROW)	Acres (within project ROW)	Acres of Anticipated Permanent Impacts
Inner Harbor	Navigable Water of the U.S.; TNW	1056 ft	7.17	**0.279**

TNW=Traditional Navigable Waterway.

Ongoing Coordination

As indicated at the Joint Evaluation Meeting (JEM) on May 6th of 2014, TxDOT is coordinating with NOAA National Marine Fisheries Service (NMFS) in the Galveston, Texas and St. Petersburg, Florida for the placement of bridge footings and associated activities within the Inner Harbor of the Port of Corpus Christi. TxDOT is also coordinating with the City of Corpus Christi and the Coastal Bend Bays and Estuaries Program to identify potential mitigation opportunities that interconnect with wetland areas identified in the figures included in Attachment E. Once mitigation strategies have been identified and agreed upon, TxDOT will develop an agreement with the City of Corpus Christi for the long term preservation of the identified areas.

We appreciate the opportunity to work with you as a Participating Agency on this project. Our application packet will be forthcoming however, if you have any questions or concerns regarding the information provided or require additional information please don't hesitate to contact me by email at Christopher.Amy@txdot.gov or call me at (361) 739-6960.

Sincerely,

Christopher Amy
Environmental Coordinator
Corpus Christi District Office
Texas Department of Transportation

DEPARTMENT OF THE ARMY
GALVESTON DISTRICT, CORPS OF ENGINEERS
CORPUS CHRISTI REGULATORY FIELD OFFICE
5151 FLYNN PARKWAY, SUITE 306
CORPUS CHRISTI, TX 78411-4318

September 16, 2014

REPLY TO ATTENTION OF:

Corpus Christi Regulatory Field Office

SUBJECT: Permit Application No. SWG-2014-00408; Preliminary Jurisdictional Determination

Corpus Christi
SEP 17 2014
District

TxDOT – Corpus Christi District
ATTN: Chris Amy
1701 South Padre Island Drive
Corpus Christi, Texas 78416

Dear Mr. Amy:

This letter is in reference to your request dated August 6, 2014, for a preliminary jurisdictional determination for the US 181 Harbor Bridge Project (CSJ 0101-06-095). The project starts at the intersection of Beach Drive & US 181 and ends where the proposed US 181 route will intersect with Crosstown Expressway I-37. The project is located in the Corpus Christi Ship Channel in Corpus Christi, Nueces County, Texas.

We find that the proposed project does contain approximately 10.05-acres of aquatic resources; specifically 7.46-acres of tidal waters that are subject to jurisdiction under Section 10 of the Rivers and Harbors Act of 1899 (Section 10) and Section 404 of the Clean Water Act (Section 404), 1.49-acres of non-tidal waters subject to jurisdiction under Section 404, and 1.1-acres of wetlands jurisdictional under Section 404. A copy of the PJD is attached in 8 sheets. Wetlands, under normal circumstances, exhibit wetland hydrology, a predominance of hydrophytic vegetation, and contain hydric soils as identified utilizing the Great Plains Regional Supplement (version 2.0) to the 1987 Corps of Engineers Wetland Delineation Manual. Computation of impacts made on the basis of this preliminary jurisdictional determination will treat all waters of the United States that would be affected in any way by any activity on the site as if they are jurisdictional waters of the United States. **As such, all waters of the United States are subject to Section 404 and will require a Department of the Army (DA) permit prior to any discharge of dredged and or fill material into any aquatic resource. The tidal waters are also subject to Section 10 and will require a DA Permit prior to conducting work and/or placing structures in or affecting them.**

This Jurisdictional determination has been conducted to identify the limits of the Corps Clean Water Act jurisdiction for the particular site identified in this request. This jurisdictional determination may not be valid for the wetland conservation provisions of the Food Security Act of 1985, as amended. If you or your tenant are USDA program participants, or anticipate participation in USDA programs, you should request a certified wetland determination from the local office of the Natural Resources Conservation Service prior to starting work.

This preliminary jurisdictional determination is valid for 5 years from the date of this letter, unless new information warrants a revision prior to the expiration date. An approved jurisdictional determination can be requested at any time. If you have any questions concerning this matter, please reference file number **SWG-2014-00408** and contact Mr. Robert Jones at the letterhead above or at 361-814-5847 ext. 1010.

To assist us in improving our service to you, please complete the survey found at http://corpsmapu.usace.army.mil/cm_apex/f?p=136:4:0 and/or if you would prefer a hard copy of the survey form, please let us know, and one will be mailed to you.

Sincerely,

Nicholas Laskowski
Supervisor
Corpus Christi Regulatory Field Office

Enclosures

ATTACHMENT

PRELIMINARY JURISDICTIONAL DETERMINATION FORM

BACKGROUND INFORMATION

A. REPORT COMPLETION DATE FOR PRELIMINARY JURISDICTIONAL DETERMINATION (JD): 3 September 2014

B. NAME AND ADDRESS OF PERSON REQUESTING PRELIMINARY JD:
TxDOT - Corpus Christi District
1701 S. Padre Island Drive
Corpus Christi, Texas 78416
POC: Chris Amy
361-808-2376

C. DISTRICT OFFICE, FILE NAME, AND NUMBER:Galveston District, TxDOT, SWG-2014-00408

D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION: The project location starts at the intersection of Beach Avenue and US 181 and ends at the proposed intersection of the new US 181 and Crosstown Expressway (SH 286) in Corpus Christi, Nueces County, Texas.
(USE THE ATTACHED TABLE TO DOCUMENT MULTIPLE WATERBODIES AT DIFFERENT SITES)

State:TX County/parish/borough: Nueces City: Corpus Christi
Center coordinates of site (lat/long in degree decimal format): Lat. 27.813614° **N**, Long. 97.399254° **W**.
Universal Transverse Mercator: 14R 657671mE 3077583mN
Name of nearest waterbody: Corpus Christi Ship Channel

Identify (estimate) amount of waters in the review area:

Non-wetland waters: linear feet: width (ft) and/or 8.95 acres.
Cowardin Class: Riverine
Stream Flow: Perennial
Wetlands: 1.1 acres.
Cowardin Class: Emergent

Name of any water bodies on the site that have been identified as Section 10 waters:
Tidal: Corpus Christi Ship Channel, Drainage 1 (parts 1, 3), Drainage 2 (parts 2, 3)
Non-Tidal:

E. REVIEW PERFORMED FOR SITE EVALUATION (CHECK ALL THAT APPLY):

☒ Office (Desk) Determination. Date: 3 September 2014

☒ Field Determination. Date(s): 21 August 2014

1. The Corps of Engineers believes that there may be jurisdictional waters of the United States on the subject site, and the permit applicant or other affected party who requested this preliminary JD is hereby advised of his or her option to request and obtain an approved jurisdictional determination (JD) for that site. Nevertheless, the permit applicant or other person who requested this preliminary JD has declined to exercise the option to obtain an approved JD in this instance and at this time.

2. In any circumstance where a permit applicant obtains an individual permit, or a Nationwide General Permit (NWP) or other general permit verification requiring "pre-construction notification" (PCN), or requests verification for a non-reporting NWP or other general permit, and the permit applicant has not requested an approved JD for the activity, the permit applicant is hereby made aware of the following: (1) the permit applicant has elected to seek a permit authorization based on a preliminary JD, which does not make an official determination of jurisdictional waters; (2) that the applicant has the option to request an approved JD before accepting the terms and conditions of the permit authorization, and that basing a permit authorization on an approved JD could possibly result in less compensatory mitigation being required or different special conditions; (3) that the applicant has the right to request an individual permit rather than accepting the terms and conditions of the NWP or other general permit authorization; (4) that the applicant can accept a permit authorization and thereby agree to comply with all the terms and conditions of that permit, including whatever mitigation requirements the Corps has determined to be necessary; (5) that undertaking any activity in reliance upon the subject permit authorization without requesting an approved JD constitutes the applicant's acceptance of the use of the preliminary JD, but that either form of JD will be processed as soon as is practicable; (6) accepting a permit authorization (e.g., signing a proffered individual permit) or undertaking any activity in reliance on any form of Corps permit authorization based on a preliminary JD constitutes agreement that all wetlands and other water bodies on the site affected in any way by that activity are jurisdictional waters of the United States, and precludes any challenge to such jurisdiction in any administrative or judicial compliance or enforcement action, or in any administrative appeal or in any Federal court; and (7) whether the applicant elects to use either an approved JD or a preliminary JD, that JD will be processed as soon as is practicable. Further, an approved JD, a proffered individual permit (and all terms and conditions contained therein), or individual permit denial can be administratively appealed pursuant to 33 C.F.R. Part 331, and that in any administrative appeal, jurisdictional issues can be raised (see 33 C.F.R. 331.5(a)(2)). If, during that administrative appeal, it becomes necessary to make an official determination whether CWA jurisdiction exists over a site, or

to provide an official delineation of jurisdictional waters on the site, the Corps will provide an approved JD to accomplish that result, as soon as is practicable. This preliminary JD finds that there *"may be"* waters of the United States on the subject project site, and identifies all aquatic features on the site that could be affected by the proposed activity, based on the following information:

SUPPORTING DATA. Data reviewed for preliminary JD (check all that apply - checked items should be included in case file and, where checked and requested, appropriately reference sources below):

☒ Maps, plans, plots or plat submitted by or on behalf of the applicant/consultant:Maps submitted by TxDOT.

☐ Data sheets prepared/submitted by or on behalf of the applicant/consultant.

☐ Office concurs with data sheets/delineation report.

☐ Office does not concur with data sheets/delineation report.

☐ Data sheets prepared by the Corps: .

☐ Corps navigable waters' study: .

☒ U.S. Geological Survey Hydrologic Atlas: .

☐ USGS NHD data.

☒ USGS 8 and 12 digit HUC maps.

☒ U.S. Geological Survey map(s). Cite scale & quad name:1:24,000; Corpus Christi, TX.

☐ USDA Natural Resources Conservation Service Soil Survey. Citation:

.

☒ National wetlands inventory map(s). Cite name:USFWS NWI Mapper.

☐ State/Local wetland inventory map(s): .

☒ FEMA/FIRM maps:4854640159C, 4854940309C, 4854940308C, 4854940316C, 4854640166C, 4854640167C, 4854640168C, 4854640169C, 4854640285C all dated July 1985.

☒ 100-year Floodplain Elevation is:Zone A (Elevations vary with the different areas of the project)(National Geodectic Vertical Datum of 1929)

☒ Photographs: ☒ Aerial (Name & Date):Google Earth dated 22 November 2011.

or ☐ Other (Name & Date): .

☐ Previous determination(s). File no. and date of response letter: .

☐ Other information (please specify): .

<u>IMPORTANT NOTE: The information recorded on this form has not necessarily been verified by the Corps and should not be relied upon for later jurisdictional determinations.</u>

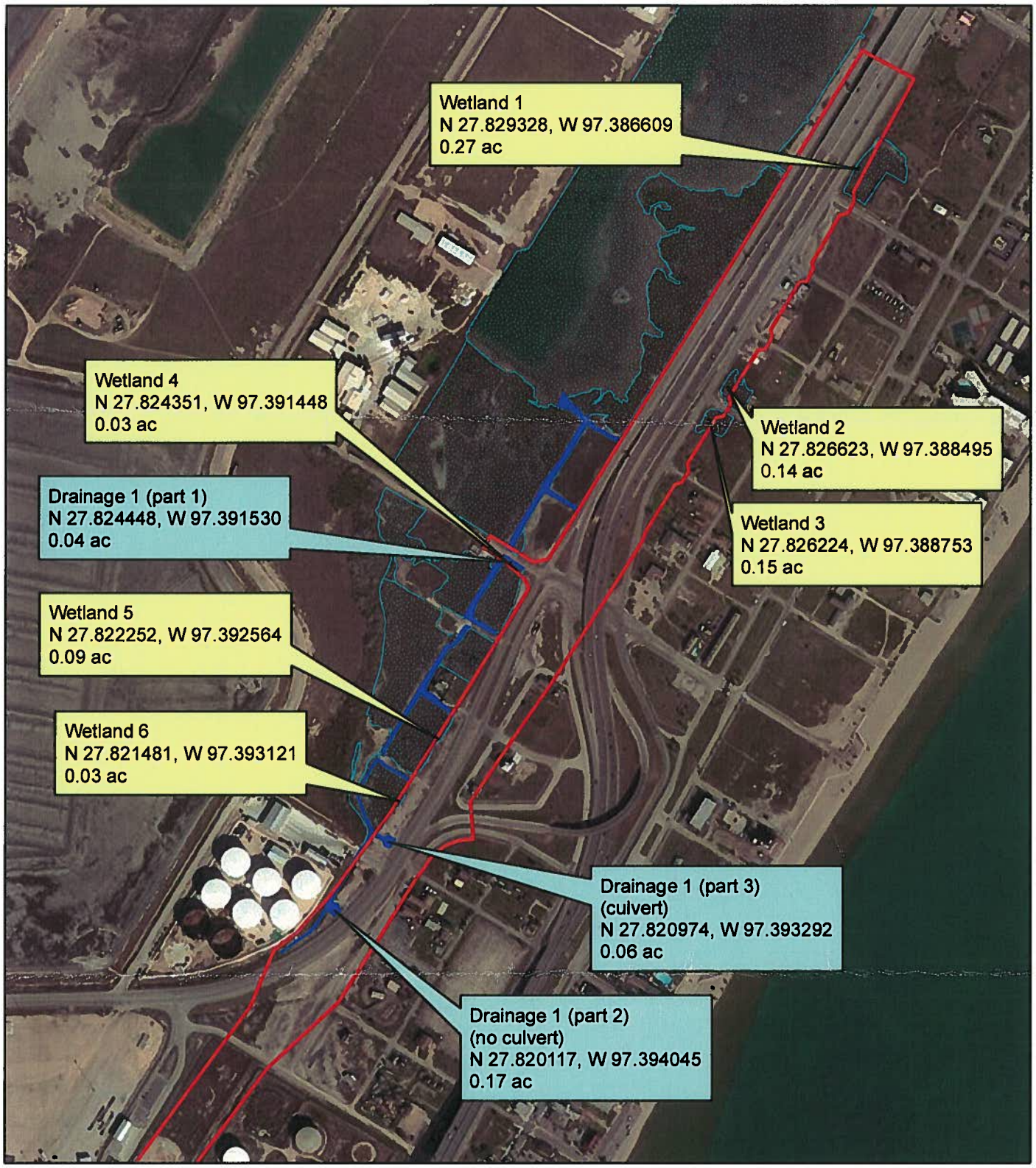
9/4/14

Signature and date of
Regulatory Project Manager
(REQUIRED)

9/4/2014

Signature and date of
person requesting preliminary JD
(REQUIRED, unless obtaining
the signature is impracticable)

SWG-2014-00408 TxDOT Corpus Christi Ship Channel Harbor Bridge				
PJD Wetland Data Table				
NAME:	SIZE (acres):	LOCATION (lat/long):	Cowarding Class	AUTHORITY:
Wetland 1	0.27	27.829328, -97.386609	PEM1C	404 - Non Tidal
Wetland 2	0.14	27.826623, -97.388495	PEM1C	404 - Non Tidal
Wetland 3	0.15	27.826224, -97.388753	PEM1C	404 - Non Tidal
Wetland 4	0.03	27.824351, -97.391448	E2EM1P	404 - Non Tidal
Wetland 5	0.09	27.822252, -97.392564	E2EM1P	404 - Non Tidal
Wetland 6	0.03	27.821481, -97.393121	E2EM1P	404 - Non Tidal
Wetland 7	0.39	27.806246, -97.405183	PEM1C	404 - Non Tidal
Drainage 1 (part 1)	0.04	27.824448, -97.391530	E1UBLx	10/404 - Tidal
Drainage 1 (part 2)	0.17	27.820117, -97.394045	E1UBLx	404 - Non Tidal
Drainage 1 (part 3)	0.06	27.820974, -97.393292	E1UBLx	10/404 - Tidal
Drainage 2 (part 1)	1.32	27.803984, -97.406451	E2SBrx	404 - Non Tidal
Drainage 2 (part 2)	0.12	27.806463, -97.404922	E1SBrx	10/404 - Tidal
Drainage 2 (part 3)	0.07	27.806332, -97.405002	E1SBrx	10/404 - Tidal
Ship Channel	7.17	27.813614, -97.399254	E1UBLx	10/404 - Tidal



Harbor Bridge Project: Preliminary Jurisdictional Determination

Map 1: North of Corpus Christi Ship Channel

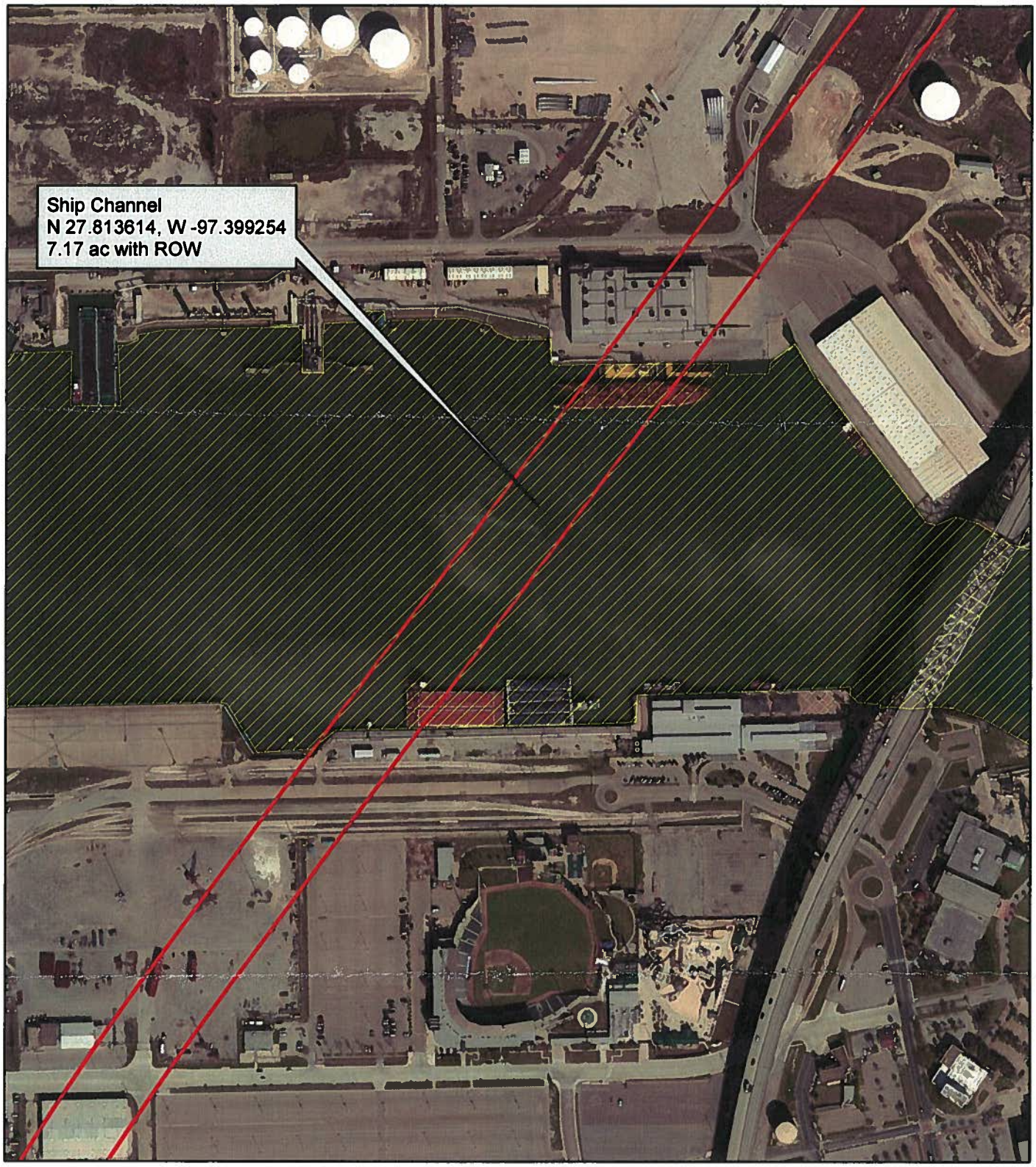
Key to Features

- Project Area
- Wetland
- Drainage Feature

0 325 650 1,300 Feet

SWG-2014-00408 PJD Map 1

Sheet 2/4



Harbor Bridge Project: Preliminary Jurisdictional Determination

Map 2: Corpus Christi Ship Channel

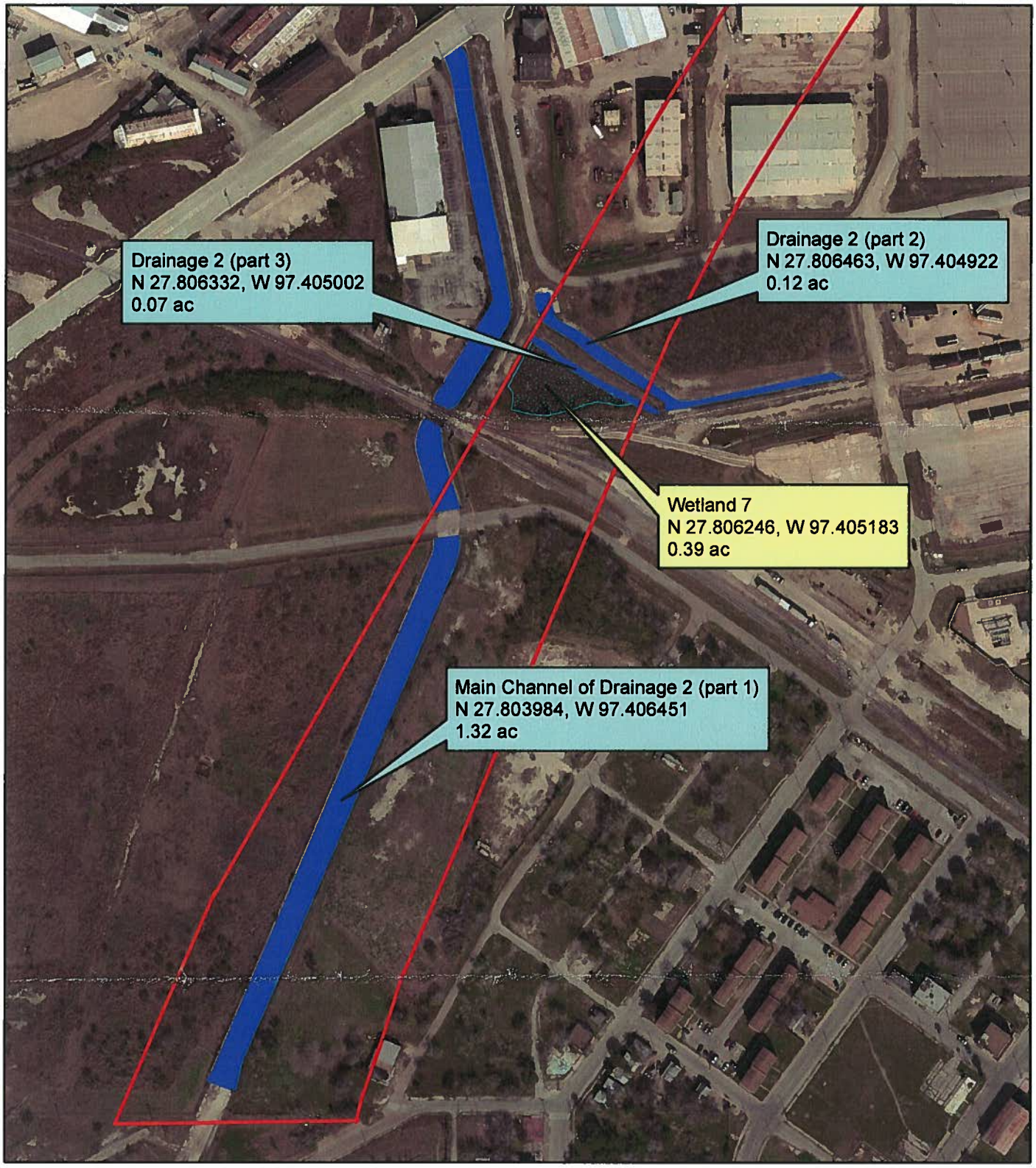
Key to Features

- Project Area
- Ship Channel

0 225 450 900 Feet

SWG-2014-00408 PJD Map 2

Sheet 3/4



Harbor Bridge Project: Preliminary Jurisdictional Determination

Map 3: South of Corpus Christi Ship Channel

Key to Features

- Project Area
- Wetland
- Drainage Feature

0 145 290 580 Feet

SWG-2014-00408 PJD Map 3

Sheet 4/4

NOTIFICATION OF ADMINISTRATIVE APPEAL OPTIONS AND PROCESS AND REQUEST FOR APPEAL

Applicant: TxDOT – Corpus Christi District		File Number: SWG-2014-00408	Date: 16 Sept 14
Attached is:			See Section below
	INITIAL PROFFERED PERMIT (Standard Permit or Letter of Permission)		A
	PROFFERED PERMIT (Standard Permit or Letter of Permission)		B
	PERMIT DENIAL		C
	APPROVED JURISDICTIONAL DETERMINATION		D
X	PRELIMINARY JURISDICTIONAL DETERMINATION		E

SECTION I – The following identifies your rights and options regarding an administrative appeal of the above decision. Additional information may be found at http://www.usace.army.mil/inet/functions/cw/cecwo/reg/ or Corps regulations at 33 CFR Part 331.

A: INITIAL PROFFERED PERMIT: You may accept or object to the permit.

- ACCEPT: If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- OBJECT: If you object to the permit (Standard or LOP) because of certain terms and conditions therein, you may request that the permit be modified accordingly. You must complete Section II of this form and return the form to the district engineer. Your objections must be received by the district engineer within 60 days of the date of this notice, or you will forfeit your right to appeal the permit in the future. Upon receipt of your letter, the district engineer will evaluate your objections and may: (a) modify the permit to address all of your concerns, (b) modify the permit to address some of your objections, or (c) not modify the permit having determined that the permit should be issued as previously written. After evaluating your objections, the district engineer will send you a proffered permit for your reconsideration, as indicated in Section B below.

B: PROFFERED PERMIT: You may accept or appeal the permit

- ACCEPT: If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- APPEAL: If you choose to decline the proffered permit (Standard or LOP) because of certain terms and conditions therein, you may appeal the declined permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

C: PERMIT DENIAL: You may appeal the denial of a permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

D: APPROVED JURISDICTIONAL DETERMINATION: You may accept or appeal the approved jurisdictional determination (JD) or provide new information.

- ACCEPT: You do not need to notify the Corps to accept an approved JD. Failure to notify the Corps within 60 days of the date of this notice, means that you accept the approved JD in its entirety, and waive all rights to appeal the approved JD.
- APPEAL: If you disagree with the approved JD, you may appeal the approved JD under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

E: PRELIMINARY JURISDICTIONAL DETERMINATION: You do not need to respond to the Corps regarding the preliminary JD. The preliminary JD is not appealable. If you wish, you may request an approved JD (which may be appealed), by contacting the Corps district for further instruction. Also you may provide new information for further consideration by the Corps to reevaluate the JD.

SECTION II - REQUEST FOR APPEAL or OBJECTIONS TO AN INITIAL PROFFERED PERMIT

REASONS FOR APPEAL OR OBJECTIONS: (Describe your reasons for appealing the decision or your objections to an initial proffered permit in clear concise statements. You may attach additional information to this form to clarify where your reasons or objections are addressed in the administrative record.)

ADDITIONAL INFORMATION: The appeal is limited to a review of the administrative record, the Corps memorandum for the record of the appeal conference or meeting, and any supplemental information that the review officer has determined is needed to clarify the administrative record. Neither the appellant nor the Corps may add new information or analyses to the record. However, you may provide additional information to clarify the location of information that is already in the administrative record.

POINT OF CONTACT FOR QUESTIONS OR INFORMATION:

If you have questions regarding this decision and/or the appeal process you may contact:

Mr. Nicholas Laskowski
Supervisor
CESWG-RD-CC
U.S. Army Corps of Engineers
5151 Flynn Parkway, Suite 306
Corpus Christi, Texas 78411-4318
361-814-5847 ext. 1007; FAX: 361-814-5912

If you only have questions regarding the appeal process you may also contact:

Mr. Elliott Carman
Regulatory Appeal Review Officer
Southwestern Division USACE (CESWD-PD-O)
1100 Commerce Street, Suite 831
Dallas, Texas 75242-1731
Telephone: 469-487-7061; FAX: 469-487-7199

RIGHT OF ENTRY: Your signature below grants the right of entry to Corps of Engineers personnel, and any government consultants, to conduct investigations of the project site during the course of the appeal process. You will be provided a 15-day notice of any site investigation, and will have the opportunity to participate in all site investigations.

	Date:	Telephone number:
Signature of appellant or authorized agent.		