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) 589-2965
Fax: (504) 589-3063

November 18, 2013

PUBLIC NOTICE (05-13)

All interested parties are notified that an application from the Texas Department of Transportation (TXDOT) has been received by the Commander, Eighth Coast Guard District, for a Bridge Permit Amendment to modify an existing bridge project by constructing a parallel bridge over a navigable waterway of the United States.

WATERWAY AND LOCATION: Cedar Bayou near Baytown, between Harrison and Chambers Counties, Texas.

CHARACTER OF WORK: The proposed project will construct an additional bridge just upstream and within the right-of-way of the existing SH 99 Bridge. The location of the work is 7.3 miles upstream from the confluence of the Houston Ship Channel and Cedar Bayou. The centerline of the proposed bridge is at latitude 029° 43' 10.75" N and longitude 094° 56' 35.41" W and is on the border between Harris and Chambers Counties, Texas. This project is proposed to improve traffic flow and safety through the area. The proposed bridge will act as the west-bound lanes and the existing bridge will act as the east bound lanes thereby modifying the bridge from a single two-lane bridge to a dual bridge four-lane bridge system.

The new bridge will be of similar construction as the existing bridge. The proposed bridge will be 40.0 feet wide and 3,195 feet long. It has a horizontal clearance of 75.0 feet between fenders and a vertical clearance of 57.0 feet above Mean High Water (MHW), elevation 2.5 feet. The existing bridge is 2,807 feet long and 40.0 feet wide and has a horizontal clearance of 75.0 feet between fenders and a vertical clearance of 52.0 feet above MHW.

The existing bridge has a fender system. This fender system will be extended to include the proposed bridge thereby making a continuous pier protection system under the bridges.

The proposed work will not affect the horizontal clearance of this bridge. The vertical clearance of the new bridge is five feet higher than the existing bridge, however vertical clearance through the bridges will still be limited by the clearance of the existing bridge but is limited by the existing bridge.

MINIMUM NAVIGATIONAL CLEARANCES:

EXISTING	PROPOSED
Mile Mark: 7.3 Horizontal: 75.0 feet between fenders Vertical: 52.0 feet above Mean Sea Level (MSL), elev. 2.5 ft.	Mile Mark: 7.3 Horizontal: 75.0 feet between fenders Vertical: 57.0 feet above Mean High Water (MHW), elev. 2.5 ft.

The existing bridge will remain in use and the two bridges will work together as a system. This means that despite the differences in vertical clearance between the two bridges the published vertical clearance will be 52.0 feet above MHW.

ENVIRONMENTAL CONSIDERATIONS:

The Federal Highway Administration (FHWA) is the lead federal agency for satisfying the requirements of the National Environmental Policy Act (NEPA) (40 CFR § 1506.11). The U.S. Army Corps of Engineers (USACE) and the U.S. Coast Guard (USCG) will act as cooperating agencies. The USACE was included in the original EIS and the reevaluation. The USCG was not included in the original EIS in 1997. The Coast Guard offered to be a cooperating agency for the reevaluation of the EIS by letter dated August 24, 2005. The Coast guard was not listed on the reevaluation document as a cooperating agency but was referenced within the document.

An Environmental Impact Statement (EIS) for SH 99 Grand Parkway-SH 225 to IH10 was completed in 1997. The Record of Decision (ROD) was issued on August 13, 1998. A reevaluation of the Final EIS was completed and approved in 2002. In 2006 a Categorical Exclusion was approved for a design change at FM 565. In 2007 a reevaluation was completed and approved. In 2008 a Categorical Exclusion was approved for the replacement of the BS 146 Westbound Bridge at Goose Lake (Goose Creek). The most recent reevaluation (April 2011) was completed and signed on October 4, 2012. These documents contain all environmental data and documents relevant to the proposed SH-99 (I-2) bridge over Cedar Bayou. Documents relative to the EIS and the ROD will be available for review at the address indicated in the last paragraph of this notice, Monday through Friday from 7:30 a.m. to 3:00 p.m. except federal holidays.

The proposed modification to the bridge project will not be constructed within the floodplain. The 100-year floodplain elevation of the bridge is 8.87 feet above MHW (NAVD88). The estimated cost of the proposed project is $11,000,000.00.

Water Quality Certification (WQC) is required in accordance with Section 401 of the Clean Water Act. The proposed project is expected to receive WQC under a U.S. Army Corps of Engineers Nationwide Permit (NWP) Number 15. TCEQ has conditionally certified that the activities authorized by a USACE NWP 15 should not result in a violation of established Texas Surface Water Quality Standards as required by Section 401 of the Federal Clean Water Act and pursuant to Title 30, Texas Administrative Code, Chapter 279. Conditions for a NWP 15 include requirements that sedimentation and erosion control measures are to be instituted at the project. Additionally, a USACE NWP14 has been previously issued and is still in effect on this project. The State of Texas has a Coastal Zone Management Program (CZMP) and the proposed bridge project is within the CZMP area. Texas Department of Transportation (TxDOT) has reviewed the proposed action for consistency with the Texas Coastal Management Program goals and policies in accordance with the Coastal Coordination Council (CCC) rules and has determined that the proposed action is consistent with applicable Coastal Management Program goals and policies for transportation projects. CCC pre-certifies consistency for all ACOE NWPs.

The proposed project is consistent with the financially constrained Transportation Improvement Plan adopted by the Houston/Galveston WPO on October 10, 1997, which conforms to the Air Quality State Implementation Plan. This section of the project is consistent with the area's

financially constrained 2035 RTP Update. The RTP Update has been found to conform to the SIP. The Conformity determination by FHWA was for the 2035 RTP Update was approved January 25, 2011.

According to the 1997 FEIS, as updated by the April 2011 reevaluation, no threatened or endangered species would be impacted by the proposed project. Records of the most recent data were reviewed by U.S. Fish and Wildlife as well as Texas Parks and Wildlife Department (TPWD) to determine state and/or federally listed threatened or endangered species that occur or have historically occurred in Harris and Chambers Counties. Potential effects were reviewed by TPWD by reviewing the Natural Diversity Database (March 3, 2010). No unique, critical, designated or proposed designated habitat for the listed species exists in or near the proposed project area.

The proposed bridge modification is anticipated to have no significant effect on the human environment. No additional right-of-way or construction easements will need to be acquired for the project, and no relocations of residences or businesses will be required.

No parklands, recreational areas, archaeological sites, waterfowl or wildlife refuges will be affected by the proposed bridge project. No prime or unique farmland will be impacted by the proposed project and no significant effects on public utilities, fire protection, or other emergency services are anticipated. No wild and scenic rivers or wildlife management areas exist at the proposed project site. No wetlands will be impacted by the proposed project.

It is not anticipated that this project will have any adverse impacts on Essential Fish Habitats (EFH) or federally managed fisheries. However, an application was sent and concurrence was requested. Any EFH consultation requirements of the Magnuson-Stevens Fishery Conservation and Management Act for this project, not already addressed, are to be covered by the lead federal agency, FHWA.

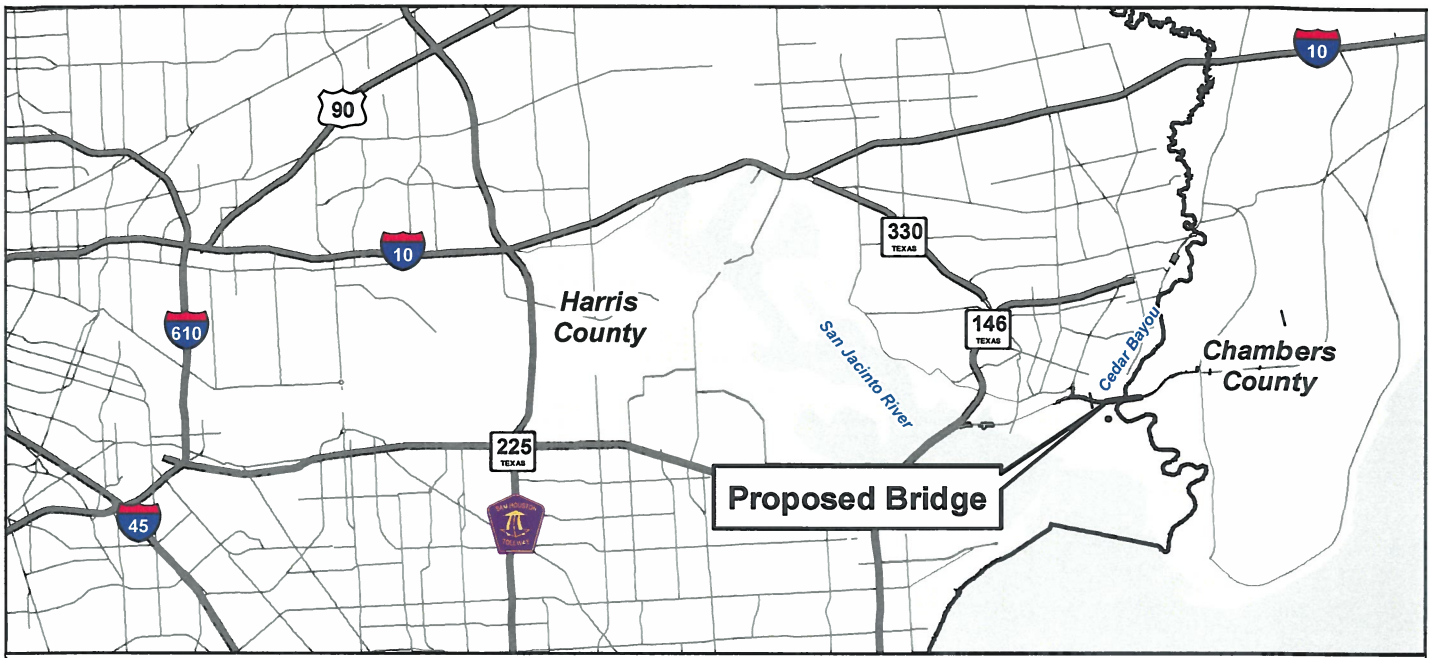
SOLICITATION OF COMMENTS:

Interested parties are requested to submit comments on the proposed bridge modification project, and on the possible need for clearance gauges and other navigational safety issues. Interested parties are requested to express their views, in writing, on the proposed bridge project, including its possible impact on minority and/or low income population, if any, giving sufficient detail to establish a clear understanding of their reasons for support of or opposition to the proposed work. Comments will be received for the record at the Office of the Commander (dpb), Eighth Coast Guard District, 500 Poydras Street, Room 1313, New Orleans, Louisiana 70130-3310, through December 20, 2013. These comments will be made part of the case record.

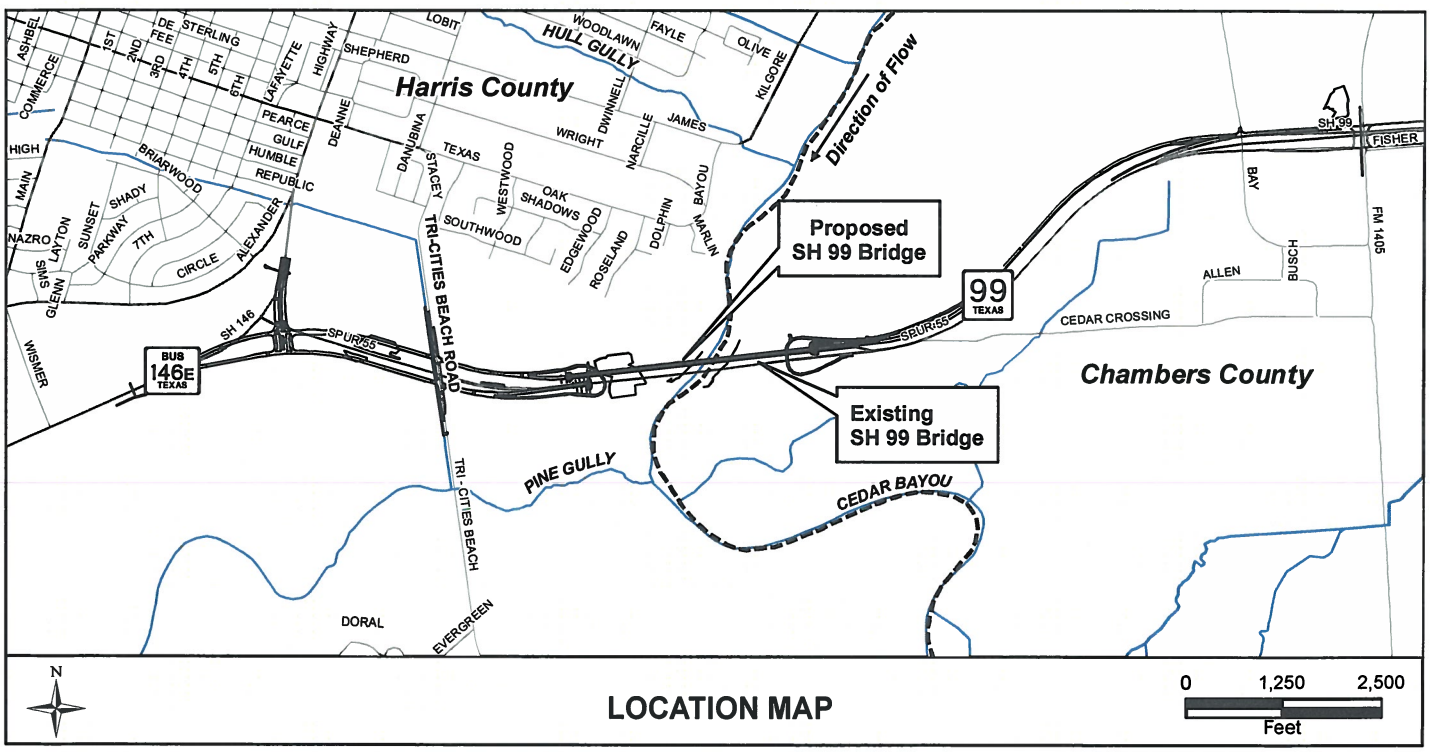
Map of location and plans attached.

//S//

DAVID M. FRANK
Chief, Bridge Administration Branch
United States Coast Guard
By direction

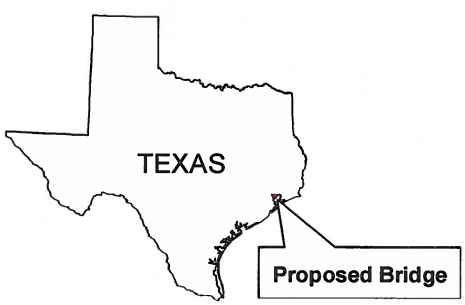


VICINITY MAP



LOCATION MAP

Background Source: HGAC StarMap

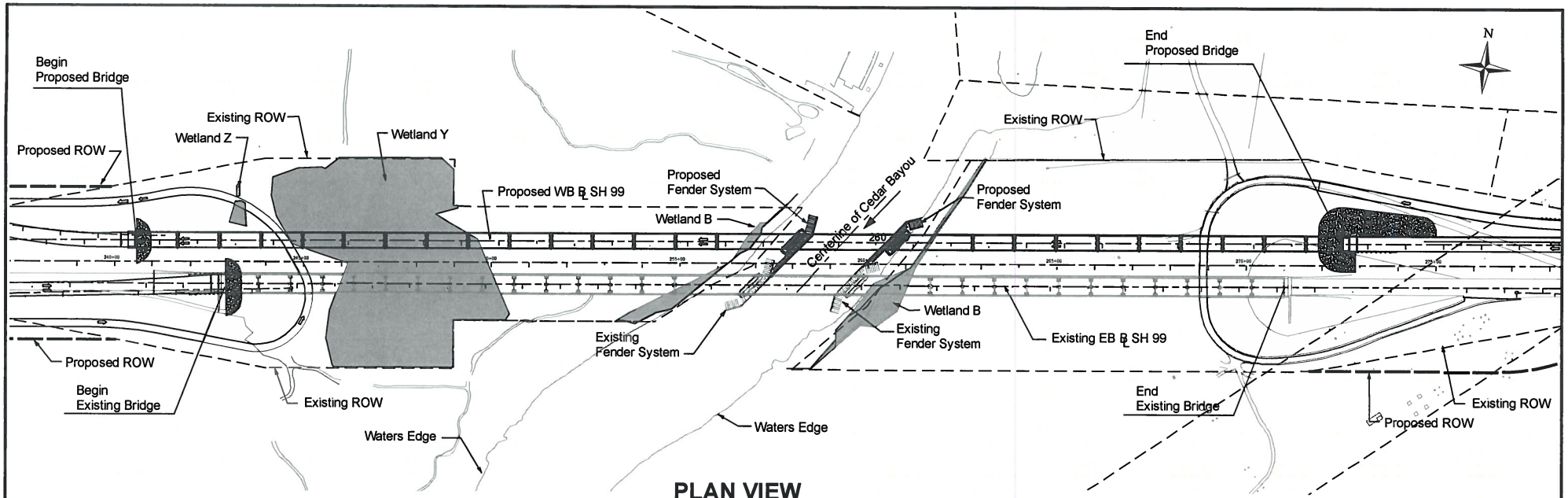


TEXAS DEPARTMENT OF TRANSPORTATION
PROPOSED SH 99 WESTBOUND BRIDGE OVER CEDAR BAYOU
7.3 MILES UPSTREAM OF CONFLUENCE OF HOUSTON SHIP CHANNEL AND CEDAR BAYOU
BAYTOWN, HARRIS AND CHAMBERS COUNTIES, TEXAS

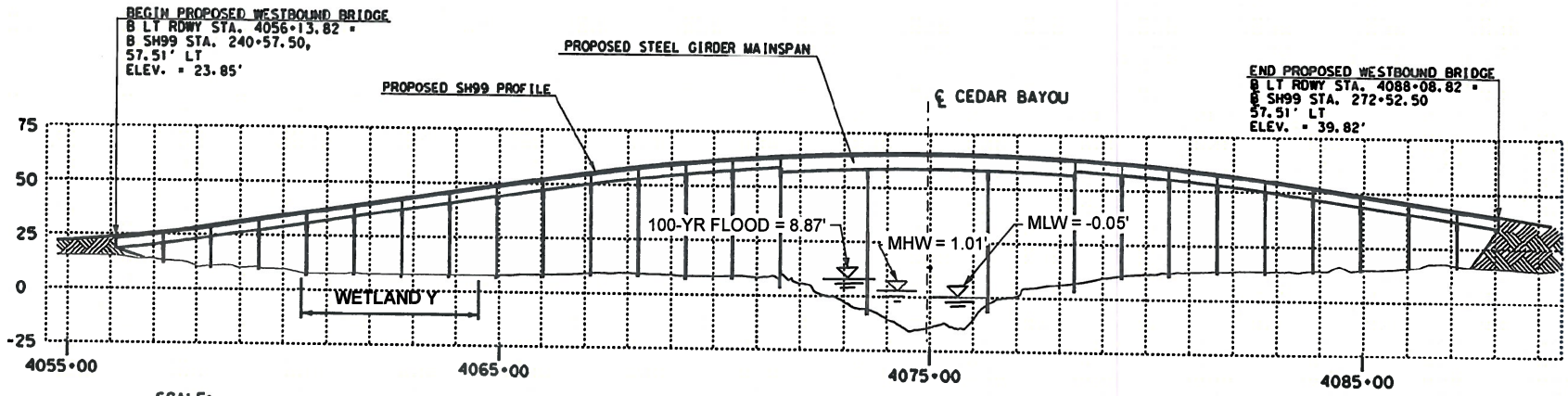
Sheet 1 of 5

October 18, 2013

Pat Henry, P.E.
Director of Project Development
Texas Department of Transportation, Houston District



PLAN VIEW



ELEVATION VIEW

SCALE:

HOR: 1" = 400'

0 200 400

VERT: 1" = 80'

0 40 80

NOTES:

ALL ELEVATIONS ARE BASED ON NAVD 1988 DATUM, 1991 ADJ.

LENGTH OF PROPOSED BRIDGE = 3,195'

MHW ELEVATION = 1.01'

MLW ELEVATION = -0.05'

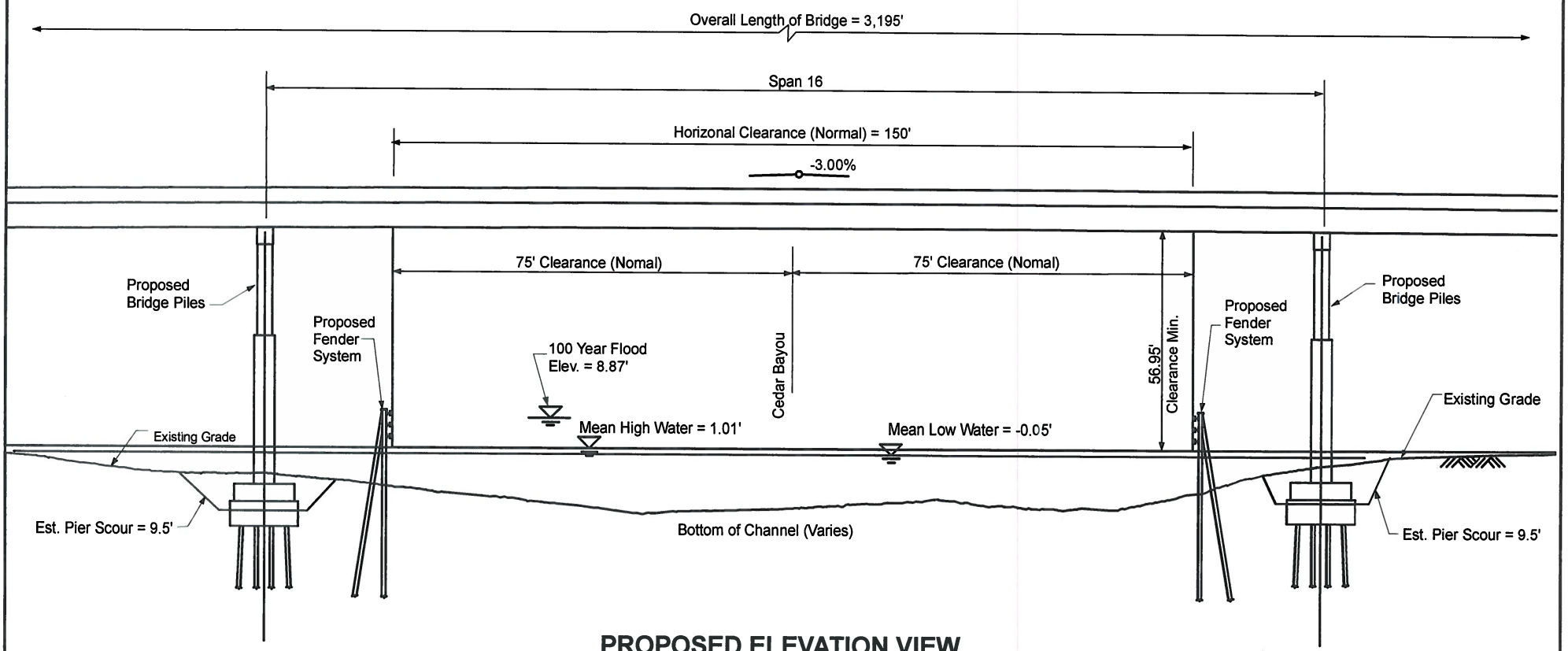
100 YEAR FLOOD ELEVATION = 8.87'

TEXAS DEPARTMENT OF TRANSPORTATION
PROPOSED SH 99 WESTBOUND BRIDGE OVER CEDAR BAYOU
7.3 MILES UPSTREAM OF CONFLUENCE OF HOUSTON SHIP CHANNEL AND CEDAR BAYOU
BAYTOWN, HARRIS AND CHAMBERS COUNTIES, TEXAS

Sheet 2 of 5

October 18, 2013

Pat Henry, P.E.
Director of Project Development
Texas Department of Transportation, Houston District



PROPOSED ELEVATION VIEW

Not to Scale

NOTES:

ALL ELEVATIONS ARE BASED ON NAVD 1988 DATUM, 1991 ADJ.

LENGTH OF PROPOSED BRIDGE = 3,195'

MHW ELEVATION = 1.01'

MLW ELEVATION = -0.05'

100 YEAR FLOOD ELEVATION = 8.87'

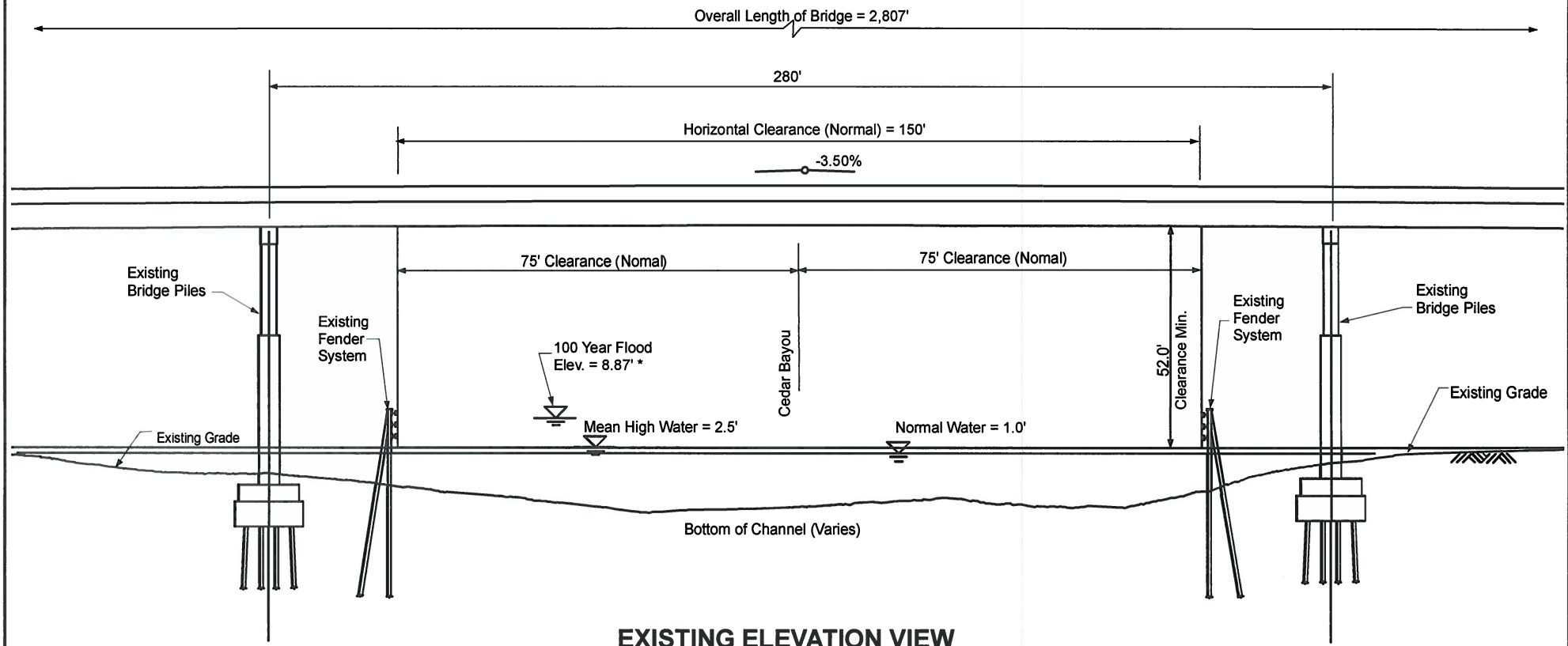
LOW STEEL ELEVATION = 57.96'

TEXAS DEPARTMENT OF TRANSPORTATION
PROPOSED ELEVATION VIEW OF SH 99 WESTBOUND BRIDGE OVER CEDAR BAYOU
7.3 MILES UPSTREAM OF CONFLUENCE OF HOUSTON SHIP CHANNEL AND CEDAR BAYOU
BAYTOWN, HARRIS AND CHAMBERS COUNTIES, TEXAS

Sheet 3 of 5

October 18, 2013

Pat Henry, P.E.
Director of Project Development
Texas Department of Transportation, Houston District



EXISTING ELEVATION VIEW

Not to Scale

NOTES:

ALL ELEVATIONS ARE BASED ON SEA LEVEL DATUM OF 1929

LENGTH OF BRIDGE = 2,807'

MHW ELEVATION = 2.5'

NORMAL WATER ELEVATION = 1.0'

100 YEAR FLOOD ELEVATION = 8.87'*

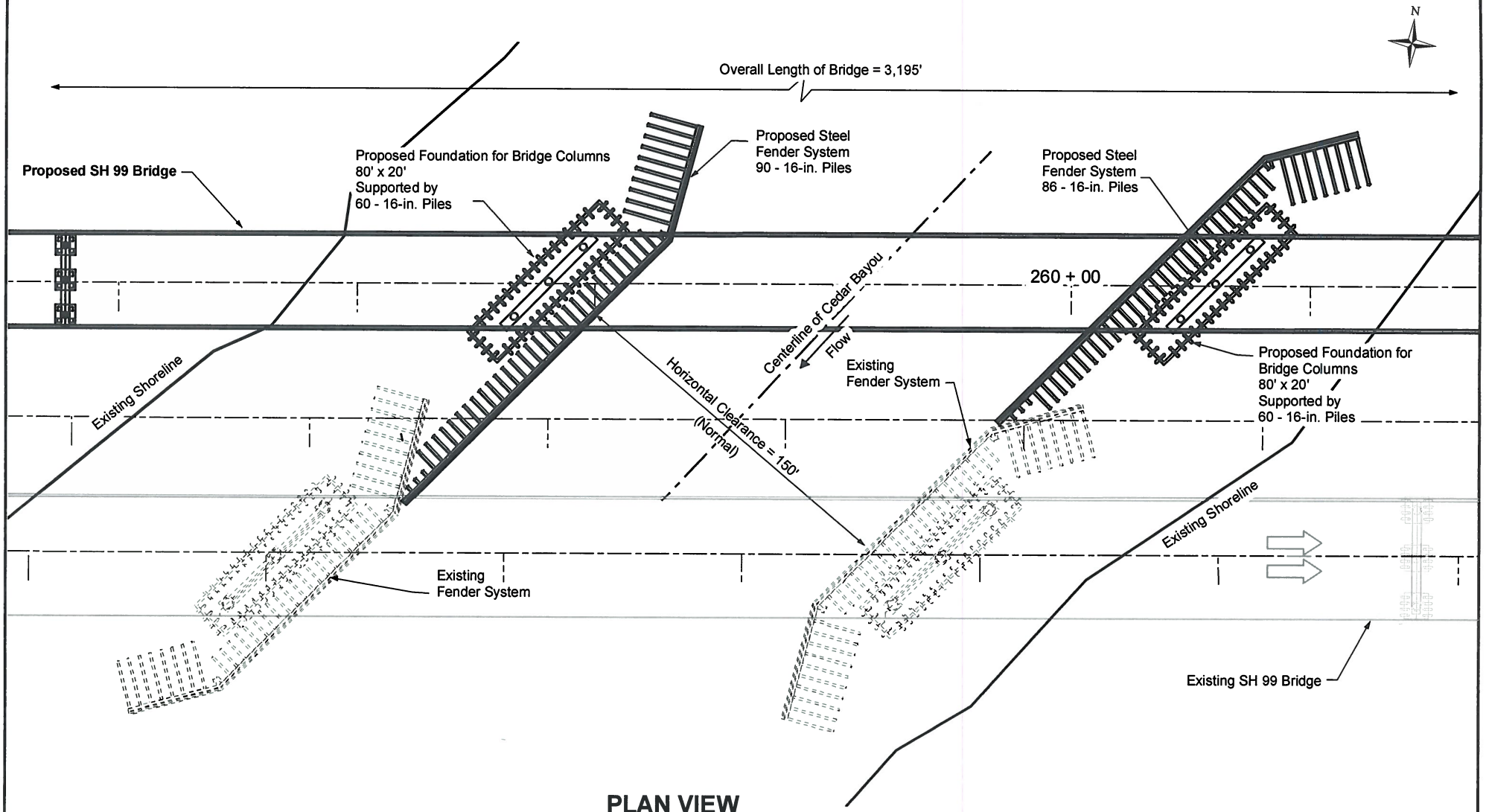
LOW STEEL ELEVATION = 54.5'

*ELEVATION IS BASED ON NAVD 1988 DATUM, 1991 ADJ

TEXAS DEPARTMENT OF TRANSPORTATION
EXISTING ELEVATION VIEW OF SH 99 EASTBOUND BRIDGE OVER CEDAR BAYOU
7.3 MILES UPSTREAM OF CONFLUENCE OF HOUSTON SHIP CHANNEL AND CEDAR BAYOU
BAYTOWN, HARRIS AND CHAMBERS COUNTIES, TEXAS

Sheet 3A of 5 October 18, 2013

Pat Henry, P.E.
Director of Project Development
Texas Department of Transportation, Houston District

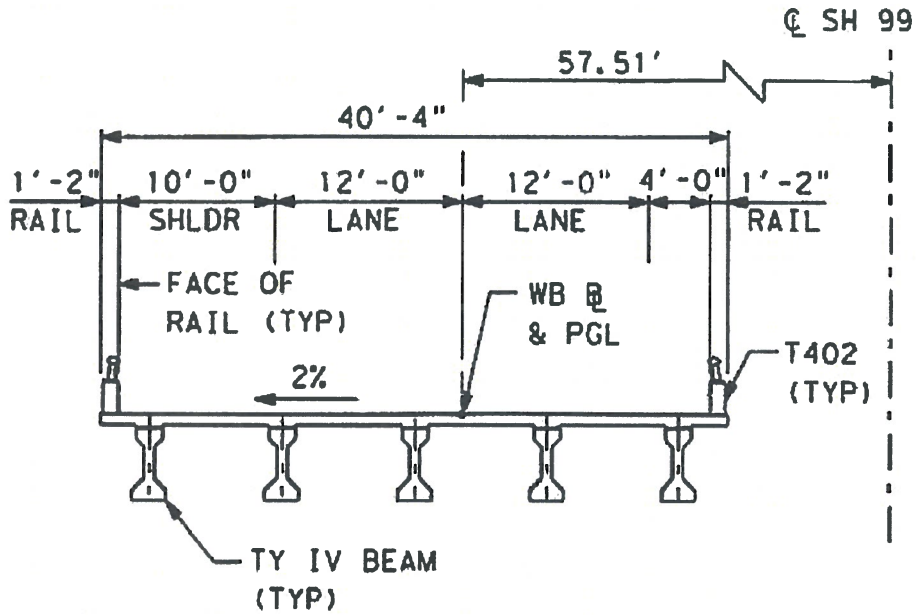


PLAN VIEW
Not to Scale

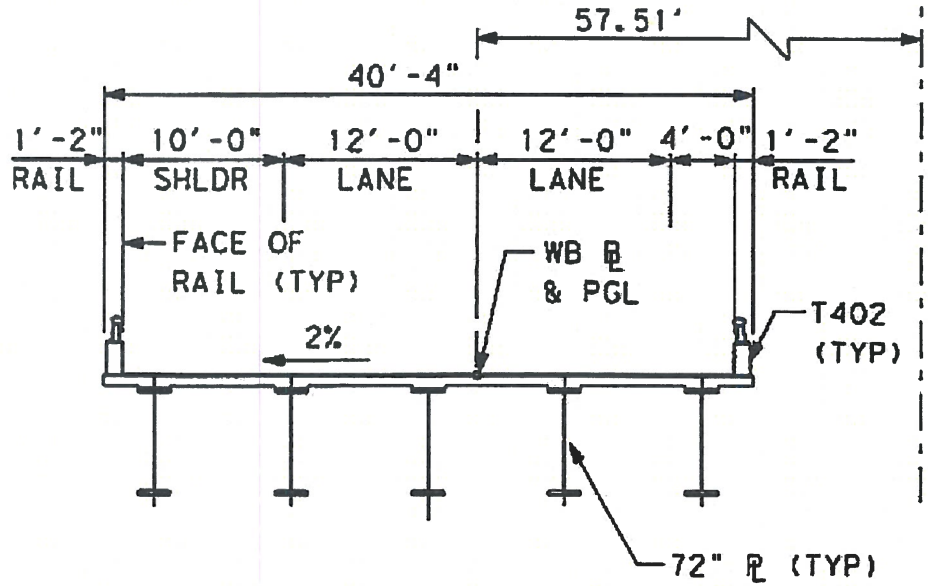
TEXAS DEPARTMENT OF TRANSPORTATION
PROPOSED SH 99 WESTBOUND BRIDGE OVER CEDAR BAYOU
7.3 MILES UPSTREAM OF CONFLUENCE OF HOUSTON SHIP CHANNEL AND CEDAR BAYOU
BAYTOWN, HARRIS AND CHAMBERS COUNTIES, TEXAS

Sheet 4 of 5 October 18, 2013

Pat Henry, P.E.
Director of Project Development
Texas Department of Transportation, Houston District



SH 99 BRIDGE TYPICAL CONCRETE BEAM



SH 99 BRIDGE TYPICAL STEEL BEAM

0 6 12
Feet

TEXAS DEPARTMENT OF TRANSPORTATION
PROPOSED SH 99 WESTBOUND BRIDGE OVER CEDAR BAYOU
7.3 MILES UPSTREAM OF CONFLUENCE OF HOUSTON SHIP CHANNEL AND CEDAR BAYOU
BAYTOWN, HARRIS AND CHAMBERS COUNTIES, TEXAS

Sheet 5 of 5 October 18, 2013

Pat Henry, P.E.
Director of Project Development
Texas Department of Transportation, Houston District