



December 9, 2016

PUBLIC NOTICE (7-16)

BRIDGE PERMIT APPLICATION TO CONSTRUCT A REPLACEMENT FIXED HIGHWAY BRIDGE OVER THE GULF INTRACOASTAL WATERWAY (GIWW) MILE 418.0, AT CANEY CREEK, FM 457, NEAR SARGENT, MATAGORDA COUNTY, TEXAS

All interested parties are notified that an application from TEXAS DEPARTMENT OF TRANSPORTATION (TXDOT) has been received by the Commander, Eighth Coast Guard District, for approval of the enclosed plans to construct replacement fixed highway bridge over a navigable waterway of the United States.

WATERWAY AND LOCATION: Gulf Intracoastal Waterway (GIWW), Mile 418.0, at Caney Creek Crossing, FM 457, near Sargent, Matagorda County, Texas.

CHARACTER OF WORK: TXDOT proposes a project to replace the existing pontoon swing bridge with a fixed span bridge over the GIWW. The existing facility is a divided roadway with one 12 ft. lane in each direction with no shoulders. The metal pontoon bridge is at grade and is operated by a control tower. The existing channel width is 125 feet between the existing fender system. The channel width will increase to 225 feet after the removal of the existing bridge and fender system.

The proposed bridge structure would be a fixed-span structure with spiral approaches consisting of one 12-foot lane in each direction, a 4-foot center median, and two 10-foot outside shoulders. The proposed bridge would have a high level crossing that provides no main span substructure in the channel and provides a targeted vertical clearance of 73 feet above mean high water for a horizontal width of 225 feet.

TXDOT submits that the purpose of the proposed project is to provide a replacement structure that offers a more structurally sound bridge, reduced maintenance costs, and timely, reliable access across the GIWW along FM 457. As a result of constructing the proposed fixed-span, high-clearance bridge, vehicles would be able to cross the GIWW without delay, damage to the structure from waterborne traffic could be avoided, and roadway design standards would be made current.

MINIMUM NAVIGATIONAL CLEARANCES:

Existing:

Horizontal: 125 feet
between fenders, normal to the axis of

Vertical: Unlimited clearance in the
open-to-navigation position

Vertical: 0 feet-pontoon bridge
closed-to-navigation position

Proposed:

Horizontal: 225 feet clear channel,

Vertical: 74.4 feet above
Mean High Water (MHW) elevation
1.19 feet NAVD 88

ENVIRONMENTAL CONSIDERATIONS: The Federal Highway Administration (FHWA) is the lead federal agency for the project. However, a Memorandum of Understanding (MOU) between Federal Highway Administration and the Texas Department of Transportation concerning the State of Texas’ Participation in the Project Delivery Program Pursuant to 23 U.S.C. 327 was approved and signed on December 16, 2014. Under the MOU, FHWA has assigned and TXDOT has assumed all responsibilities for NEPA and consultation and coordination responsibilities with resource agencies for almost all federal aid funded highway projects in Texas. Under this authority, TXDOT has determined that the proposed project requires an Environmental Assessment (EA) because it satisfies criteria for such action listed in the Coast Guard's implementation instructions. TXDOT completed the Final EA in February 2016, and signed a Finding of No Significant Impact (FONSI) on March 1, 2016.

Unless it is demonstrated through this public notice process that the potential exists for significant impacts, the U.S. Coast Guard (USCG) will adopt the bridge-related portion of the EA for the project and issue a FONSI determination that will become the final environmental document. Documents relative to the EA/FONSI determination will be available for review during the Public Notice process 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

Construction is in a floodplain with a 100-year flood elevation of 11.5 feet, North American Vertical Datum 88 (NAVD88). The applicant submits that the proposed project would not impact any parklands, recreational areas, wildlife refuges or archeological sites are affected. The applicant further submits that the proposed project would result in the displacement of one residence and would not affect minority or low-income population.

TXDOT proposes to permanently impact more than 0.10 acre of adjacent wetlands. The applicant will be required to seek project authorization under Section 404 of the Clean Water Act (CWA). Water Quality Certification (WQC) is also required in accordance with Section 401 of the CWA. The applicant seeks a United States Army Corps of Engineers (USACE) Nationwide Permit (NWP) 14. The Texas Commission on Environmental Quality (TCEQ) has conditionally certified that the activities authorized by a NWP 14 should not result in a violation of established Texas Surface Water Quality Standards as required by Section 401 of the CWA and pursuant to Title 30, Texas Administrative Code, Chapter 279.

In 2012, according to the Environmental Protection Agency (EPA), Matagorda County was designated in attainment/unclassifiable status under National Ambient Air Quality Standards.

The permit applicant may be required to furnish a statement from TCEQ, Air Quality Division, that the project meets the requirements of the State Implementation Plan on air quality.

The applicant has coordinated with the National Marine Fisheries Service (NMFS) regarding Essential Fish Habitat (EFH). In an email dated December 9, 2014, NMFS stated “given the minor nature of the work within EFS as described, NMFS does not have any EFH conservation recommendations to provide, and no further EFH consultation is needed for this action.” The letter also stated “NMFS HCD [Habitat Conservation Division] recommends that TXDOT develop and implement a compensatory wetland mitigation plan to compensate for all permanent impacts to mid to high marsh wetlands. TXDOT should also develop and [implement] a restoration plan for all temporarily impacted wetlands disturbed during construction to ensure these areas are fully restored to pre-existing conditions. We will review TXDOT’s wetland mitigation and restoration plans as they are developed.” The applicant has coordinated with the United States Fish and Wildlife Service (USFWS) regarding impacts to endangered and/or threatened species. The applicant will be required to either further consult with USFWS or provide documentation of no objection to the proposed project from USFWS. Additionally, the applicant will be required to coordinate with Texas Parks and Wildlife Department (TPWD) and provide documentation from TPWD that coordination is complete.

The project is located within the Texas Coastal Zone Management (CZM) area. The applicant has stated that the project will be consistent with the Texas CZM requirements. Texas General Land Office, Coordination Council Secretary, by letter dated April 21, 2015, stated that the project will not likely have adverse impacts on coastal natural resource areas (CNRAs) in the coastal zone.

Coordination with the Texas Historical Commission (THC) will be required. TXDOT will either be required to further consult with the THC or provide documentation from the Texas State Historical Preservation Officer (TSHPO) that no further archaeological investigation is warranted and the proposed project would have no effect on any archaeological sites or on the National Register of Historic Places.

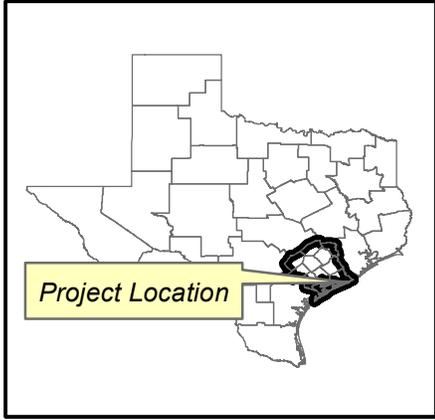
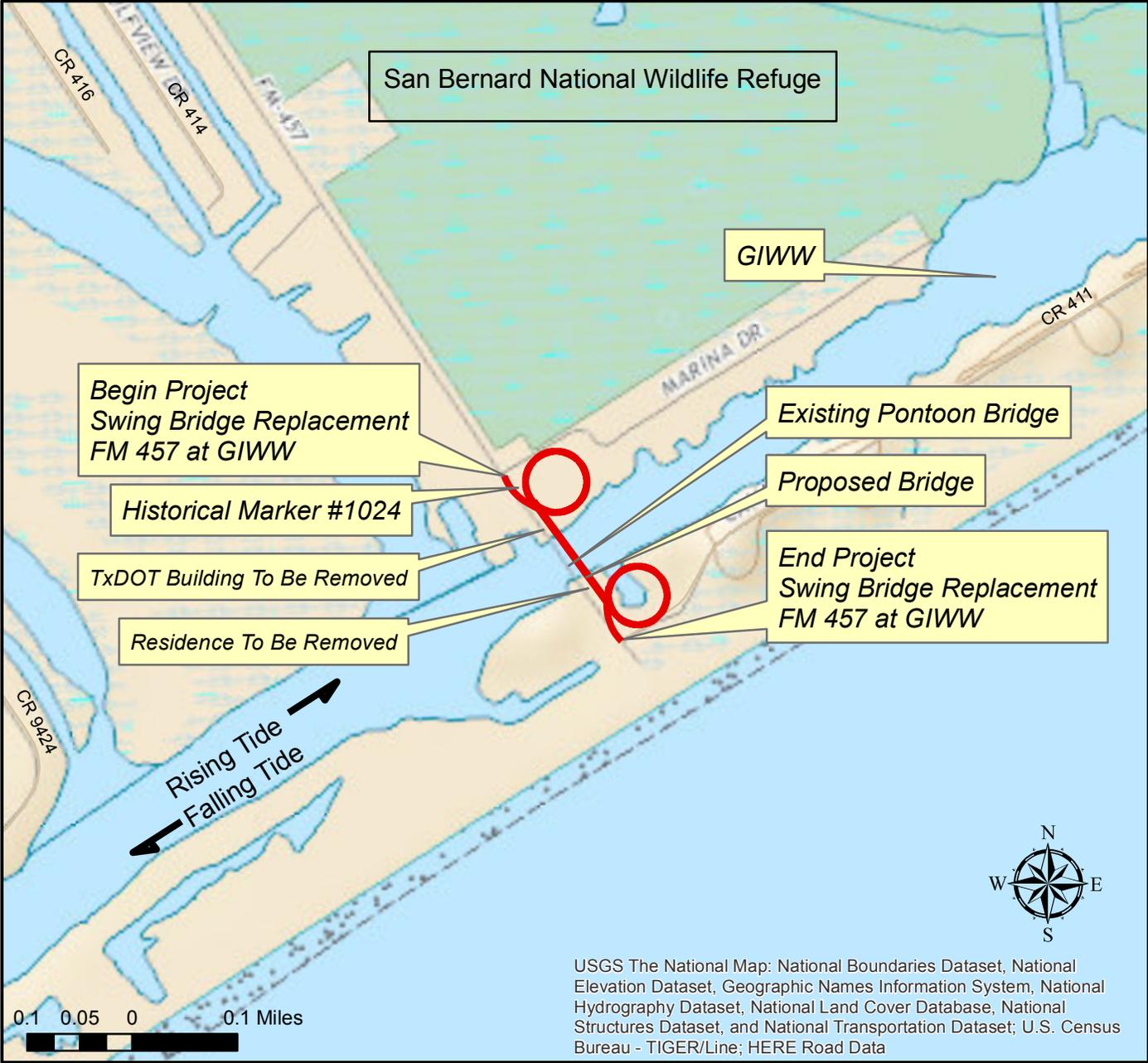
SOLICITATION OF COMMENTS: Interested parties are requested to express their views to the Coast Guard, in writing, giving sufficient details to establish a clear understanding of reasons for support or opposition. Geri Robinson is the Bridge Management Specialist assigned to this project. The public notice comment period is being extended by thirty (30) additional days to provide an opportunity for the public to comment after an internet hyperlink problem. Comments will be received at the Eighth Coast Guard District, Bridge Administration Branch, at the address given in the letterhead through January 13, 2016.

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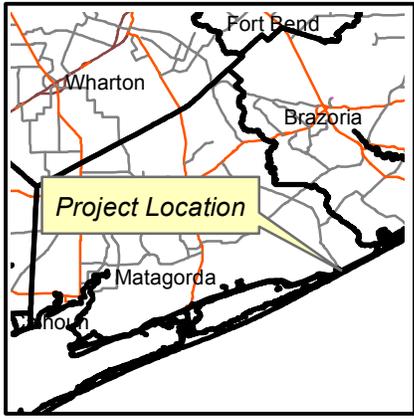
DAVID M. FRANK
Chief, Bridge Administration Branch
By direction of the Commander
Eighth Coast Guard District

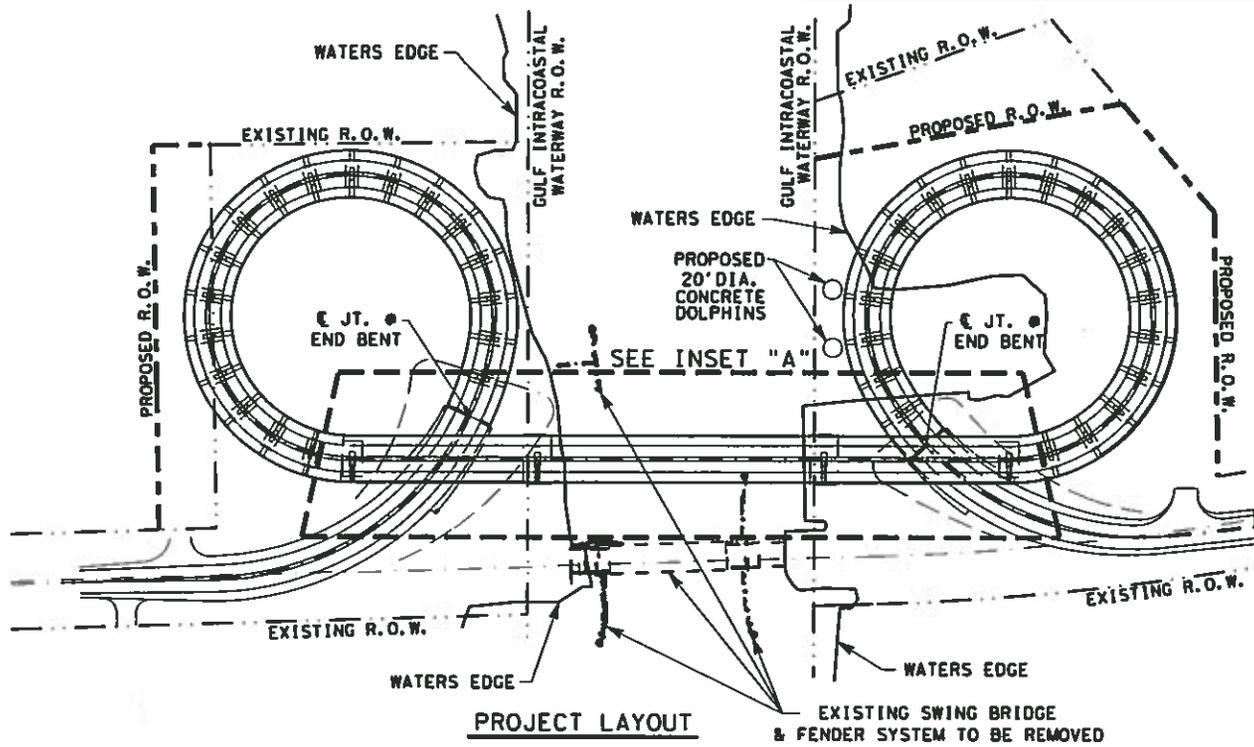
This is a web-searchable copy and it is not the official, signed version; however, other than the signature being omitted, it is a duplicate of the official version.

FM 457 Swing Bridge Replacement Vicinity Map

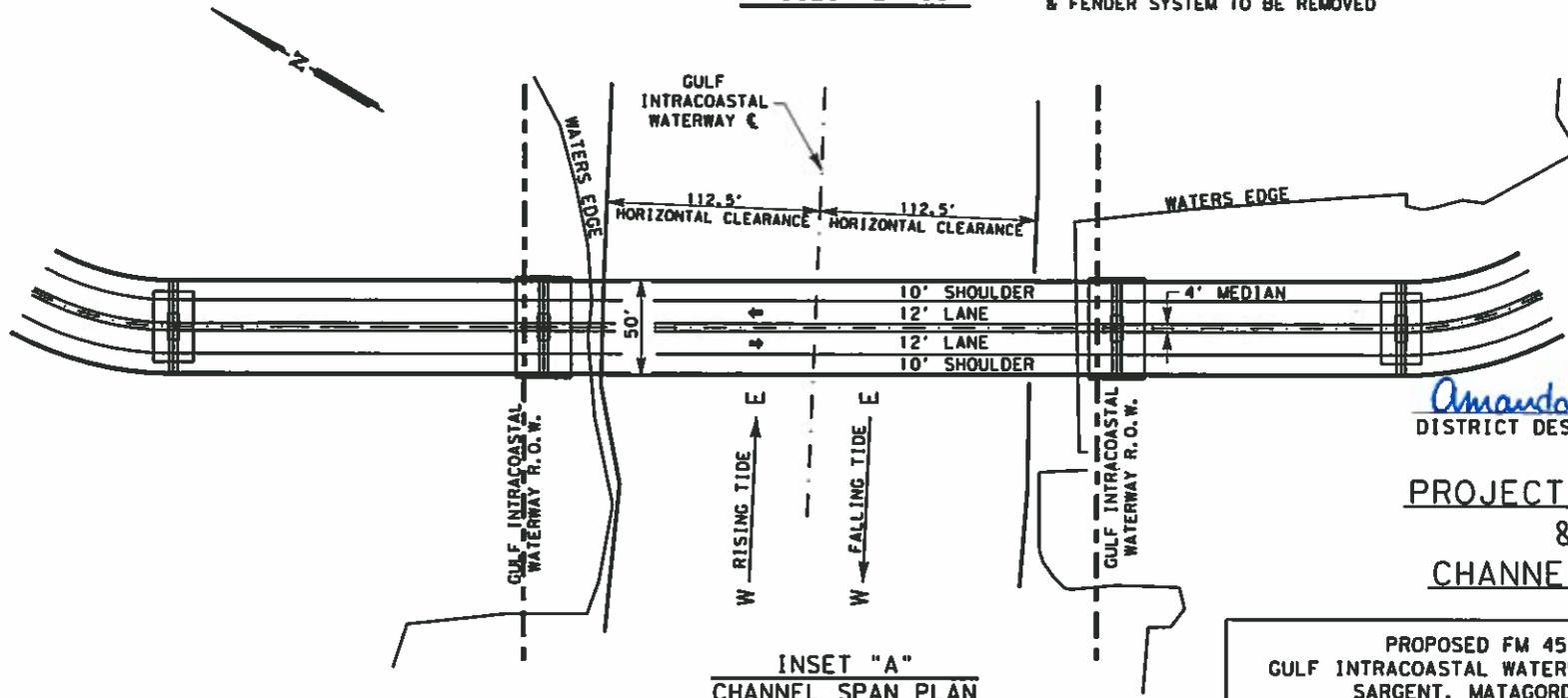


PROPOSED BRIDGE OVER
 GULF INTRACOASTAL WATERWAY AT MILE MARKER 418
 SARGENT, MATAGORDA COUNTY, TEXAS
 APPLICATION BY:
 TEXAS DEPARTMENT OF TRANSPORTATION
 DATE: OCTOBER 2016

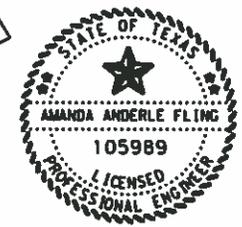




PROJECT LAYOUT



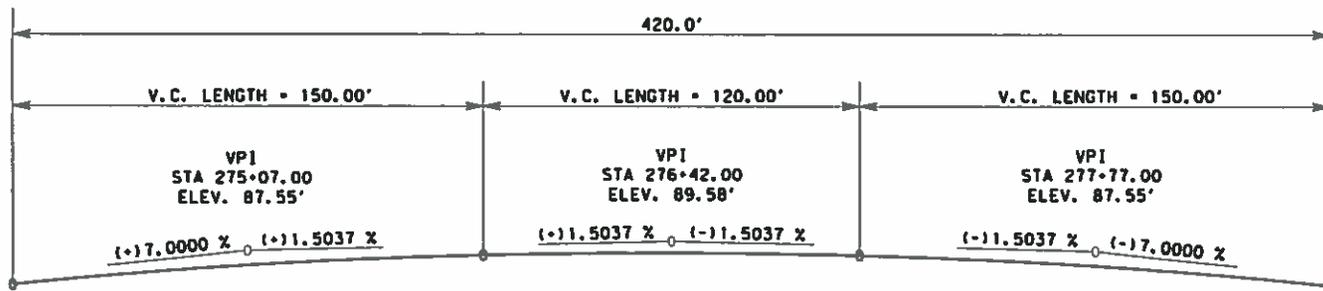
**INSET "A"
CHANNEL SPAN PLAN**



Amanda Anderle Fling, P.E. 10/4/16
DISTRICT DESIGN ENGINEER DATE:

**PROJECT LAYOUT
&
CHANNEL PLAN**

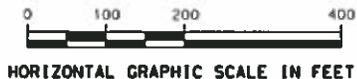
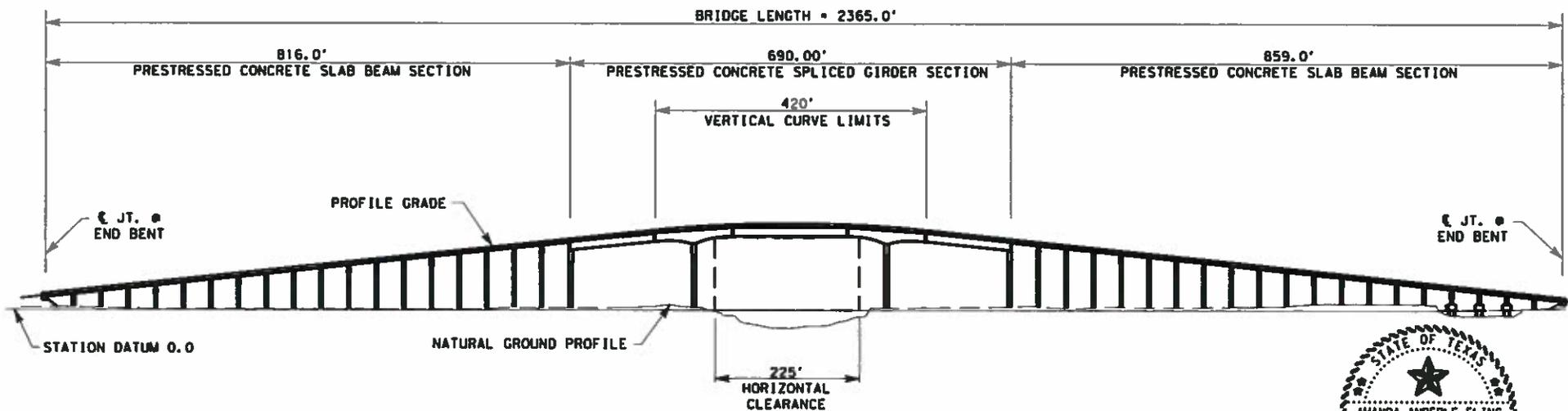
PROPOSED FM 457 BRIDGE OVER
GULF INTRACOASTAL WATERWAY AT MILE MARKER 418
SARGENT, MATAGORDA COUNTY, TEXAS
APPLICATION BY:
TEXAS DEPARTMENT OF TRANSPORTATION
SHEET 1 OF 4 DATE: OCTOBER 3, 2016



VERTICAL CURVE LIMITS

€ EXISTING CHANNEL
STA 276+34

€ SPAN
STA 276+42



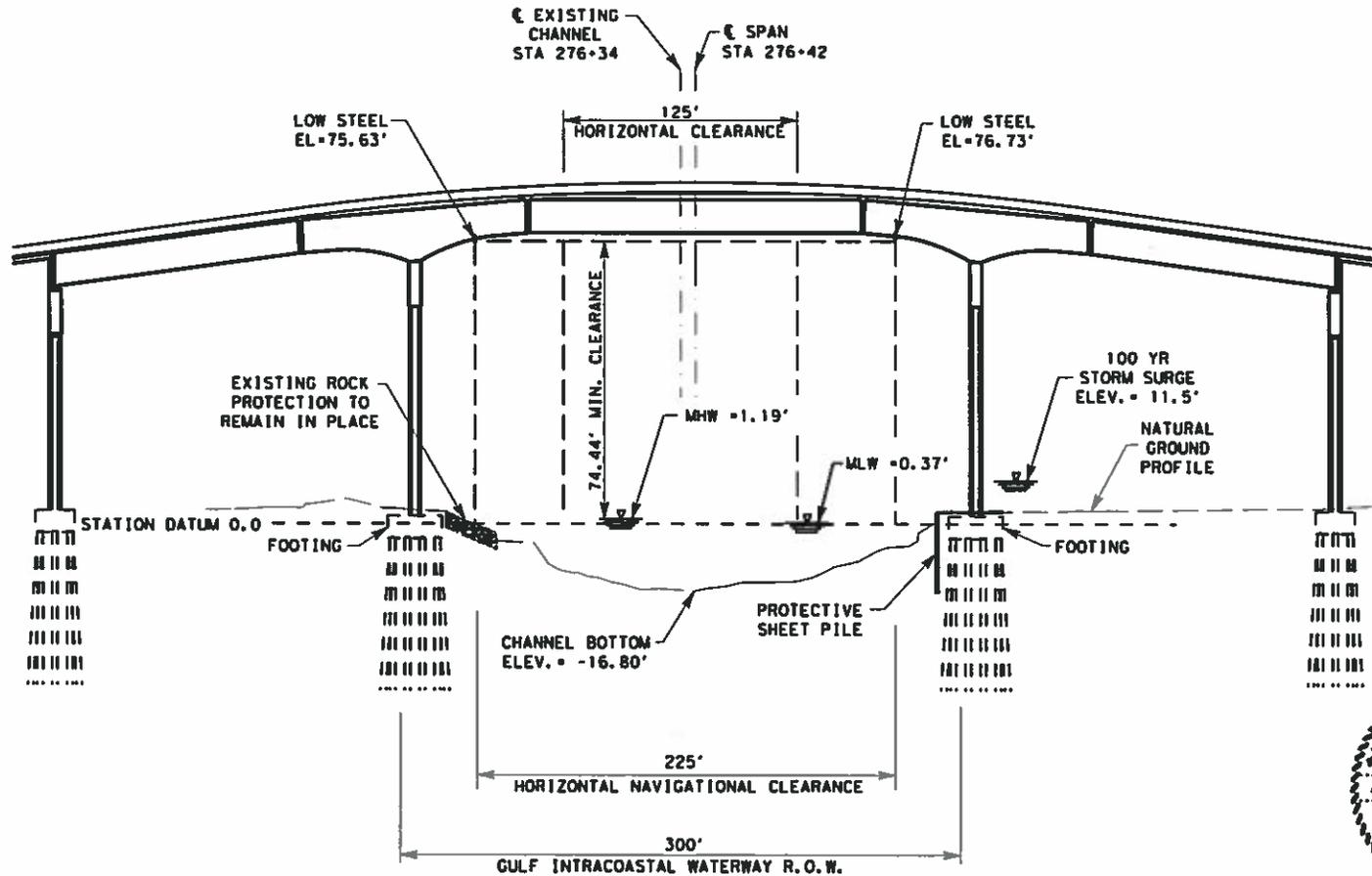
ELEVATION
LOOKING EAST



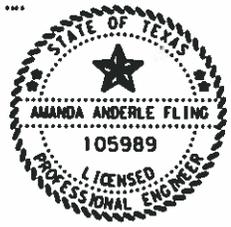
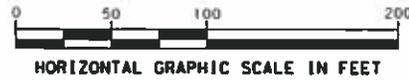
Amanda Anderle Fling P.E. 10/4/16
DISTRICT DESIGN ENGINEER DATE:

ELEVATION
LOOKING EAST

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SHEET 2 OF 4 DATE: OCTOBER 3, 2016



WATER LEVEL ELEV. = 0.00' (MSL)
 1.19' (MHW)
 0.37' (MLW)

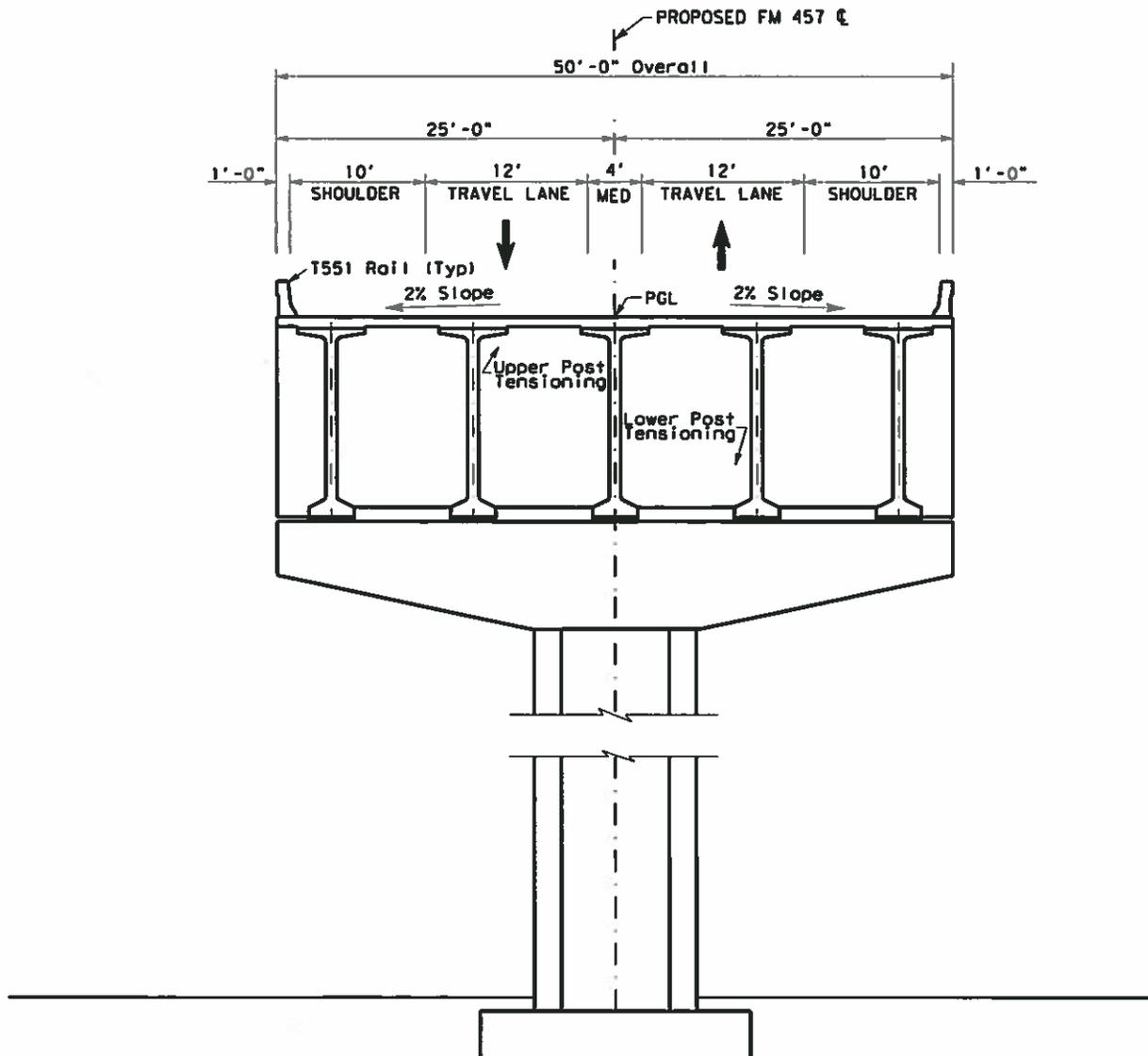


Amanda Anderle Fling P.E. 10/4/16
 DISTRICT DESIGN ENGINEER DATE:

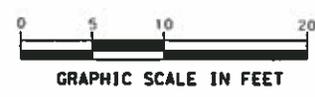
**CHANNEL SPAN ELEVATION
 LOOKING EAST**

NOTE:
 1) ALL HORIZONTAL AND VERTICAL CONTROL (NAVD88) IS BASED ON A REVISED NATIONAL GEODETIC SURVEY MARKER "DAVIES AZ" NGS MARKER "DAVIES AZ" (GRID): NORTH=13481198.10, EAST=3054645.10, ELEV.=12.85'

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FM 457
SECTION AT MAIN SPAN



Amanda Anderle Fling P.E. 10/4/16
DISTRICT DESIGN ENGINEER DATE:

PROPOSED TYPICAL SECTION
MAIN SPAN
OVER GULF INTRACOASTAL WATERWAY

PROPOSED FM 457 BRIDGE OVER
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SARGENT, MATAGORDA COUNTY, TEXAS
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SHEET 4 OF 4 DATE: OCTOBER 3, 2016