

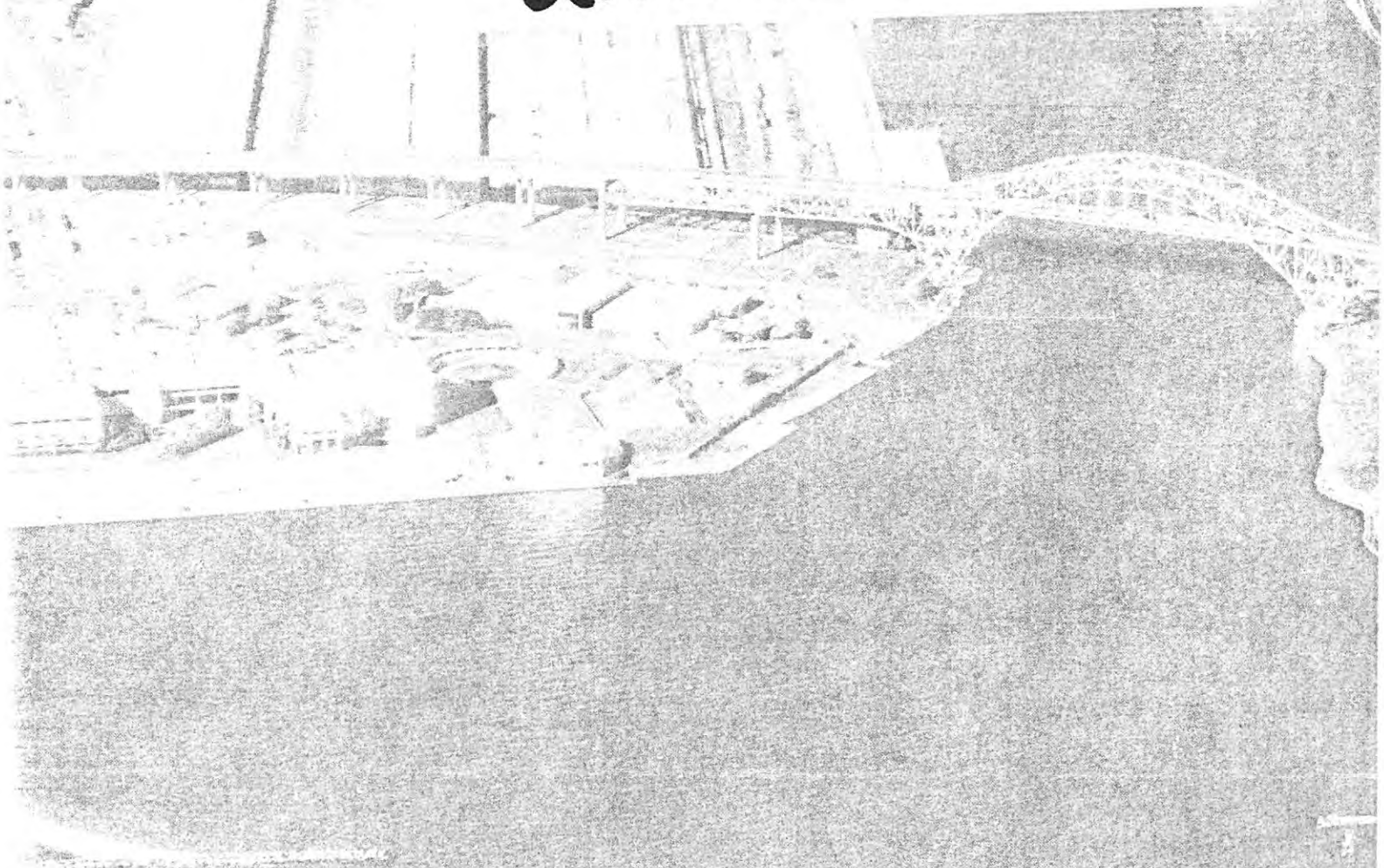


Harbor Public Involvement Compe

0101-06-095
Harbor Bridge

1062

Supporting info for
Chronology of Events
~ for pre-SAFTEA-L4
determination



Harbor Bridge Chronology (2004-2005)

- 2nd Supplemental work authorization to February 12, 2001 contract between TxDOT-Corpus Christi and URS
 - November 15, 2004
- NOI to Federal Register
 - May 10, 2005
- Cooperating Agency Letters mailed (**see first tab**)
 - May 17, 2005
- NOI published in *Federal Register* (**see secondtab**)
 - May 27, 2005
- Streamline request to John Mack
 - June 3, 2005
- Agency Scoping Meeting (**see third tab** for PowerPoint and sign-in sheets)
 - June 23, 2005
- Public Scoping Meeting (**see fourth tab** for PowerPoint, meeting summary, and sign in sheets)
 - June 23, 2005
- Draft timeline submitted to ENV
 - August 2005

Cooperating Agency Letters

May 17, 2005

**RE: U.S. 181 Harbor Bridge Environmental Impact Statement
Invitation to Agency Scoping Meeting—June 23, 2005**

To all interested parties:

The Texas Department of Transportation (TxDOT) has contracted with URS Corporation (URS) to perform the next stage of project development for the U.S. 181 Harbor Bridge project including conceptual schematic design and environmental assessment. As part of the project development process, a public and agency involvement program has been initiated in order to inform the public, local government, and stakeholders of the results of engineering and environmental studies and obtain their comments. Information obtained during this process will be utilized during project development and in the preparation of an Environmental Impact Statement. The proposed project will build on other studies performed during the 2003 Feasibility Study.

The need for the proposed bridge improvements is based on a number of identified deficiencies in the existing structure, including high maintenance costs, safety issues, capacity needs, shipping height restrictions, and connectivity to adjacent areas. The purpose of the improvements is to address these deficiencies while identifying future plans for the US 181 roadway structure and the area it serves. Please refer to the attached map of the project location.

An "Agency Scoping Meeting" is scheduled from 1:30 to 4:00 p.m. on the afternoon of Thursday, June 23, 2005 in the TxDOT Corpus Christi District Office Regional Training Center (Bldg 2) located at 1701 S. Padre Island Drive, Corpus Christi, Texas 78416. I request your attendance in order to brief you on project plans, introduce TxDOT and URS Project Team members, obtain your comments, identify important issues, set goals, and respond to your questions. There will also be a public scoping meeting from 5:30 to 8 p.m. on the evening of June 23rd at the Oveal Williams Center (1414 Martin Luther King Drive) in order to inform the general public of the project status and obtain their comments regarding the scope of the EIS. In addition, TxDOT will hold ongoing meetings to obtain continuing agency, local government, and stakeholder input.

This meeting is designed to bring multiple parties and their unique interests into a forum that emphasizes the need for parties to work toward a common goal. This meeting will also be a time to meet each other and develop a spirit of cooperation. An Agency Scoping Meeting is an excellent opportunity to become an integral player in the direction of this project.

I would appreciate hearing from you before the workshop regarding any particular issues or questions you would like addressed at the meeting and during project planning. Attached is a project comment form for your convenience. Please complete the form (or send a standard letter if you wish) and submit it to the return address shown on the form

as soon as possible before the meeting. If you're unable to attend, we'll compile your comments with the others in order to ensure that your concerns are addressed during the environmental process. If you have any questions please contact me at (361) 808-2374 or mperez@dot.state.tx.us . The TxDOT Corpus Christi District looks forward to working with you on this very important project.

Sincerely,

Mary Perez
TxDOT Environmental Coordinator

cc: Jimmie Gill, P.E.; Marty Peate—URS Corporation
Larry Cox—Hicks & Company

**US 181 HARBOR BRIDGE PROJECT
PRE-AGENCY SCOPING MEETING QUESTIONNAIRE**

Instructions: Please take a few minutes to answer the following questions so that we can structure the Agency Scoping Meeting to best address the issues and concerns of the participants. Please fax the completed questionnaire to Mr. Larry Cox at (512) 474-1849 or mail to Hicks & Company (Attention: Larry Cox) at 1504 W. 5th Street, Austin, Texas 78703 **no later than June 15, 2005.**

1. Based on your familiarity with this project, what do you see as being the principal issues of concern during the environmental process?

2. Of these principle issues of concern, which do you believe to be most critical to project development and regulatory clearance? Why?

3. Do you have pertinent information specific to the project area? If so, can you provide that information to the project team, or direct us toward finding it?



Notice of Intent



[4910-22]

DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
ENVIRONMENTAL IMPACT STATEMENT; NUECES COUNTY, TEXAS

AGENCY: Federal Highway Administration (FHWA), DOT

ACTION: Notice of Intent

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement (EIS) will be prepared for the proposed U.S. Highway (US) 181 Harbor Bridge replacement highway project in Nueces County, Texas.

FOR FURTHER INFORMATION CONTACT: Charmaine Knighton, P.E. Assistant Division Administrator, Federal Highway Administration - Texas Division, 300 E. 8th Street, Austin, Texas 78701, Telephone: 512-536-5967.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Texas Department of Transportation (TxDOT), will prepare an environmental impact statement (EIS) for a proposal to replace the existing US 181 Harbor Bridge in Nueces County, Texas. The proposed improvement would involve replacement of the existing Harbor Bridge and approaches where US 181 crosses the Corpus Christi Ship Channel, a roadway distance of approximately 2.25 miles.

The need for the proposed bridge improvements is based on a number of identified deficiencies in the existing structure, including high maintenance costs, safety issues, capacity needs, shipping height restrictions, and connectivity to adjacent areas. The purpose of the improvements is to address these deficiencies while identifying future plans for the US 181 roadway structure and the area it serves.

Alternatives under consideration include (1) taking no action, and (2) replacing the existing US 181 Harbor Bridge and approach roads with a facility built to current highway standards. A Feasibility Study prepared in 2003 evaluated four corridor alternatives along existing and new location right-of-way and a No-Build alternative, resulting in the identification of a recommended study corridor. A reasonable number of alignment alternatives will be identified and evaluated in the EIS, as well as the No-Build Alternative, based on input from federal, state, and local agencies, as well as private organizations and concerned citizens.

Impacts caused by the construction and operation of the proposed improvements would vary according to the alternative alignment utilized. Generally, impacts would include the following: impacts to residences and businesses, including potential relocation; impacts to parkland; transportation impacts (construction detours, construction traffic, and mobility improvement); air and noise impacts from construction equipment and operation of the roadway; social and economic impacts, including impacts to minority and low-income residents; impacts to historic cultural resources; water quality impacts from construction and roadway runoff; and impacts to waters of the U.S. including wetlands from right-of-way encroachment.

A letter that describes the proposed action and a request for comments will be sent to appropriate federal, state, and local agencies, and to private organizations and citizens who have previously expressed interest in the proposal. TxDOT completed a Feasibility Study for the project in June 2003. In conjunction with the Feasibility Study, TxDOT developed a public involvement plan, sponsored three citizens' advisory committee (CAC) meetings, held two public meetings, and distributed two newsletters. An agency

scoping meeting will be held by TxDOT in June 2005 to brief agency representatives on project plans, introduce project team members, obtain comments pertaining to the scope of the EIS, identify important issues, set goals, and respond to questions. A continuing public involvement program will include a project mailing list, project newsletters, a June 2005 public scoping meeting (public notice will be given of the time and place), and numerous informal meetings with interested citizens and stakeholders. In addition, a public hearing will be held after the publication of the Draft EIS. Public notice will be given of the time and place of the hearing. The Draft EIS will be available for public and agency review and comment prior to the public hearing.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

[Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research Planning and Construction. The regulations implementing Executive Order 12373 regarding intergovernmental consultation on Federal programs and activities apply to this program.]

Issued on _____, 2005

(Signature Line)

Pursuant to Title 43, Texas Administrative Code, § 2.43(e)(3), concerning environmental impact statements (EISs), the Texas Department of Transportation (TxDOT) is issuing this notice to advise the public that a draft environmental impact statement (EIS) will be prepared for a proposed highway project in Nueces County, Texas.

The TxDOT, in cooperation with the Federal Highway Administration (FHWA), will prepare a draft environmental impact statement (EIS) for a proposal to replace the existing Harbor Bridge and approaches where US 181 crosses the Corpus Christi Ship Channel, a distance of approximately 2.25 miles in eastern Nueces County.

The need for the proposed bridge improvements is based on a number of identified deficiencies in the existing structure, including high maintenance costs, safety issues, capacity needs, shipping height restrictions, and connectivity to adjacent areas. The purpose of the improvements is to address these deficiencies while identifying future plans for the US 181 roadway structure and the area it serves. Alternatives under consideration include (1) taking no action, and (2) replacing the existing Harbor Bridge with a facility built to current highway standards. A Feasibility Study prepared in 2003 evaluated four corridor alternatives along existing and new location right-of-way and a No-Build Alternative, resulting in the identification of a recommended study corridor. A reasonable number of alignment alternatives will be identified and evaluated in the EIS, as well as the No-Build Alternative, based on input from federal, state, and local agencies, as well as private organizations and concerned citizens.

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To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties.

Agency Contact: Comments or questions concerning this proposed action and the EIS should be directed to Ms. Dianna Noble, P.E., Director, Environmental Affairs Division, Texas Department of Transportation, 125 E. 11th Street, Austin, Texas 78701-2483, (512) 416-3001.

Issued in Austin, Texas on _____, 2005

(Signature Line)

**Agency Scoping Meeting
June 23, 2005**

**Harbor Bridge
Agency Scoping Meeting
June 23, 2005**

Attendance

The list of meeting participants is attached.

Presentation

1. Marty Peate gave a PowerPoint presentation (see attached) that was identical to the presentation made during the public scoping meeting.
2. Marty noted that, on the environmental documentation process and timeline, there will be concurrent TxDOT and FHWA review of DEIS documents before the agency/public review of these documents.

Comments

1. Question: Wouldn't managed lanes have a positive impact on noise and air quality?
M. Peate: Yes, possible they would. We will look at all noise/air impacts, both positive and negative.
2. K. Fauver question: Do you think that a 36-month timeline is feasible?
M. Peate: Yes, but it depends on our ability to have concurrent reviews.
3. K. Fauver question: Are there any other transportation modes associated with this plan other than vehicular (e.g., rail, tramway, monorail)?
V. Vourcos: No, not at this time. We're only looking at vehicular, bike, and pedestrian.
4. What are the alternate route issues for the green and yellow corridors during the construction process?
L. Cox: They would be parallel so that the existing facility could be used during construction. The blue corridor is a bridge and not a tunnel.
J. Gill: New design criteria require the ability to go 70 mph, thus calling for some curve reduction.
5. Suggestion: The public involvement process could be improved if you include Whataburger Field on your exhibits.

M. Peate: We have made this change.
6. Question from Corpus Christi Housing Authority: What is the plan for acquiring ROW?

V. Vourcos: Once the project alignment is determined and we have an approved EIS, we will prepare the ROW map. Our independent appraisers will do their appraisals and the TxDOT ROW acquisition people in our district will oversee ROW acquisition, contact landowners, and begin negotiating with property owners. In doing this work, they will follow strict federal guidelines.

Are relocations of assistance programs subject to court orders as with recent Texas projects—should coordinate with the Housing Authority and HUD.

7. Question from MPO rep: Would the Port's needs/pressures help accelerate the overall schedule?

M. Peate: It might.

8. Question from K. Fauver: Will the MPO planning process drive the Need and Purpose?

M. Peate: The existence of the project on the MPO plan does help justify it.

K. Fauver: Is congestion included as a justification for the project?

V. Vourcos: Yes, that's part of the MPO planning process.

9. Comment from R. Massey, City of Corpus Christi: It's important for redevelopment of the area to lock down the location of the bridge so we can proceed with planning. Working with the neighborhood will be important because some residents don't like the changes that are already happening; need to look at opportunities as well as impacts. There are issues on 37 and 181 with regard to neighborhood barriers. The City should work closely with TxDOT to get zoning and other information.

L. Cox: We'll be looking at connectors, landscaping, improving connectivity. The bridge needs to be an icon—costs need to reflect this need. We also must consider shadows cast by a new facility on Whataburger Field.

10. Comment from Dana Olson, GSA: We need to maintain access to our Federal Courthouse, which was built in 2001. Potential security issues are also important.

11. Comment from T. Niskala, MPO: The bridge is our highest priority project. A hazardous cargo study rated the bridge as an area of high concern.

12. Comment from A. Campbell, THC: We need more information from surveys on Harbor Bridge; Tule Lake Lift Bridge is not an issue for this project. Existing Harbor Bridge may be potentially eligible for National Historic Registry.

13. Comment from Rene Garcia, GLO: My only concern is with the blue corridor and the associated need for permitting as well as the coastal impact evaluation.

14. Comment from G. Brubeck, Port of Corpus Christi: Navigational clearances are an issue. We need 200 feet of vertical clearance. The Port is not the only driver behind this project. We need to be careful in selecting alternatives because there

are sensitive issues to consider. A 200-ft clearance would have the bridge span at the height of the current top of Harbor Bridge.

15. Comment from Arthur Sosa, City of Corpus Christi Parks and Recreation: We have two park facilities in the project area. There are salt flats drainage issues and you will need to ensure adequate drainage into the ship channel.
16. Comment from Larissa Fort, U.S. Fish and Wildlife Service: Pat Clements will be the lead. We will need more information before we can provide comments.

TxDOT - Corpus Christi District
Harbor Bridge Environmental Documentation
and Schematic Development
Agency Scoping Meeting

Sign-In

Corpus Christi, Texas
 Thursday, June 23, 2005

Please PRINT

No.	Name	Agency	Address	Business Phone Number	e-mail Address
1	Jenise Walton	TxDOT - ENV	125 E 11th St Austin	512 416 7763	jwalton@dot.state.tx.us
2	CLARENCE KASOR	TxDOT - ENV	125 E 11th St Austin	512 416 2505	ckasor@dot.state.tx.us
3	Mary Perez	TxDOT	1701 SPID	361-808-2374	mperez@dot.state.tx.us
4	Larry Cox	Hicks + Co.	1504 W. 5th Austin	512/478-0858	lcox@hicksenv.com
5	SUSAN LARSEN	Hicks + Co	1504 W. 5th St Austin 78703	512/478-0858	susanelhicksenv.com
6	Albert Hinojosa	FHWA	300 E. 8th Austin TX 78701	512/536-5967	albert.hinojosa@fhwa.dot.gov
7	JESSE Salis	GLO - Coastal	4300 Ocean Dr NPC Bldg Ste 2800	361-825-3050	jsolis@GLO.state.tx.us
8	Sandy Lowe	KCS	P.O. Box 1843 CC TX 78403	361-884-8890	slowe@kailocs.com
9	Rene Garcia	GLO - Asset Inspect-	6300 ocean Dr NPC Bldg Suite 2400	361-825-3030	rgarcia@GLO.state.tx.us
10	Ton Niskala	CC - MEO	5151 Fulton Pkwy #400 CC 78411	361 884-0601	TONNISKAL@SUBEN.NET

TxDOT - Corpus Christi District
Harbor Bridge Environmental Documentation
and Schematic Development
Agency Scoping Meeting

Sign-In

Corpus Christi, Texas
 Thursday, June 23, 2005

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No.	Name	Agency	Address	Business Phone Number	e-mail Address
11	DANA OLSON	GSA/Fed GAs	1133 N. Shoreline	888-3330	dana.olson@gsa.gov
12	Kirk Fawcett	FtWA	Austin, TX	(512) 536-5952	Kirk.Fawcett@ftwa.doh.gov
13	Eddie Guearsey	TxDOT-CAP			
14	STEPHEN NDMAN	TxDOT-CRP		808-2351	sndman@dot.state.tx.us
15	Michael Walsh	TxDOT - CRP			
16	Steven Ashley	TxDOT - CRP		808-2376	
17	Paula Solis Evans	TxDOT - CRP		808-2222	pseles@dot.state.tx.us
18	Jose GAYTAN JR	TxDOT - CRP		868-2223	jgaytan@dot.state.tx.us
19	Victor Vourrou	TxDOT - CRP		808-2378	
20	Cliff Bost	TxDOT - CRP		808-2258	cbost@dot.state.tx.us

TxDOT - Corpus Christi District
Harbor Bridge Environmental Documentation
and Schematic Development
Agency Scoping Meeting

Sign-In

Corpus Christi, Texas
 Thursday, June 23, 2005

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No.	Name	Agency	Address	Business Phone Number	e-mail Address
21	Dennis Pearce	Corpus Christi Housing	3701 Agerss	361-813-0029	
22	Madie Hoest	TxDOT	1701 SPID	361-808-2261	
23	Frances Garza	TxDOT	" "	808-22231	
24	Ismael Saeed	" "	" "	8-2225	
25	Lisa Thibaut	TxDOT	125 E. 11th St. Austin	512/416-2628	
26	Suzanne Contreras	TxDOT	1701 SPID	361-808-2250	
27	Janice Ford	TxDOT USFWS	6300 Ocean	361-994-9005	
28	Coriann Campbell	Tx Hist. Comm.	Austin	(512) 936-7463	
29	Joe F. Trejo	City of Corpus Christi	1201 Leopard	361-880-3527	
30	Fon Massey	CITY OF CORPUS CHRISTI	BOX 9277 184th ce-ty	361-880-3217	Penm@corptx.com

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TxDOT – Corpus Christi District
Harbor Bridge Environmental Documentation
and Schematic Development
Agency Scoping Meeting

Sign-In

Corpus Christi, Texas
Thursday, June 23, 2005

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No.	Name	Agency	Address	Business Phone Number	e-mail Address
31	GREG BRUBEN	PCCA	222 POWER ST 78413	885-6138	GREG@PCCA.COM
32	ARTHUR SOSA	City of CC	P.O. Box 9277 CC TX 78409	826 3470	artsocctexas.com
33	Colleen	City of CC	1201 Leopard	880 2562	Guadalupe m r @ cc tx . com forba
34	Nancy Gates	URS	9400 Rimbault TX Austin	512 419 5303	nancy-gates@urscorp.com
35	Peggy Banakas	Nueces Co. Commissioner			
36					
37					
38					
39					
40					



Texas Department of Transportation

Corpus Christi District

**U.S. 181 (Harbor Bridge) Environmental
Documentation and Schematic Development
Agency Scoping Meeting**

June 23, 2005



Welcome



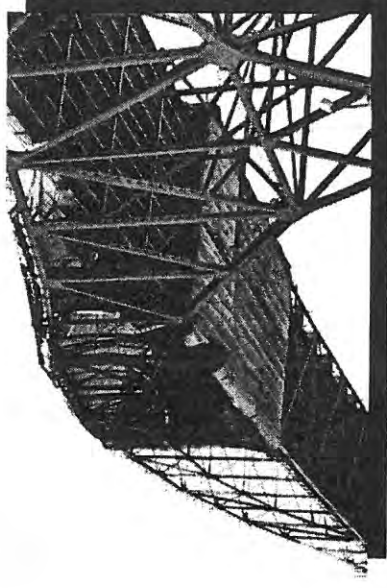
Tonight's Agenda

- Introduction
- Need for project
- Summary of Feasibility Study
- Evaluation process and ranking of Harbor Bridge corridor alternatives
- Environmental Documentation/Schematic Development Phase
- Project timeline
- Your comments



Why Are We Here?

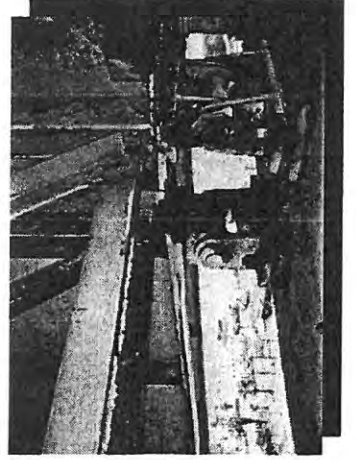
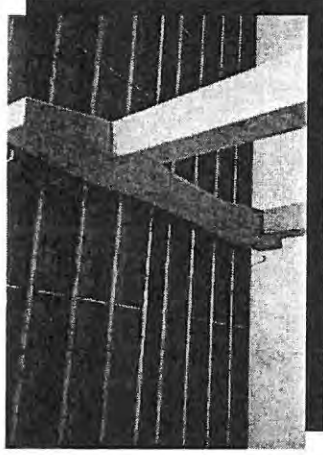
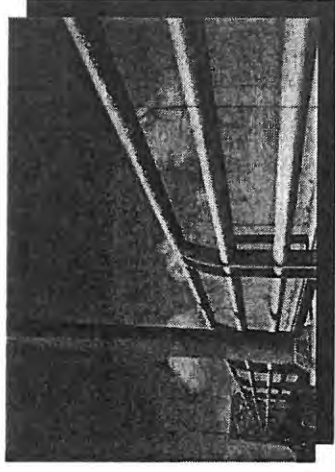
- To provide update you on current status of Harbor Bridge project
- To explain environmental documentation process
- To listen to your comments





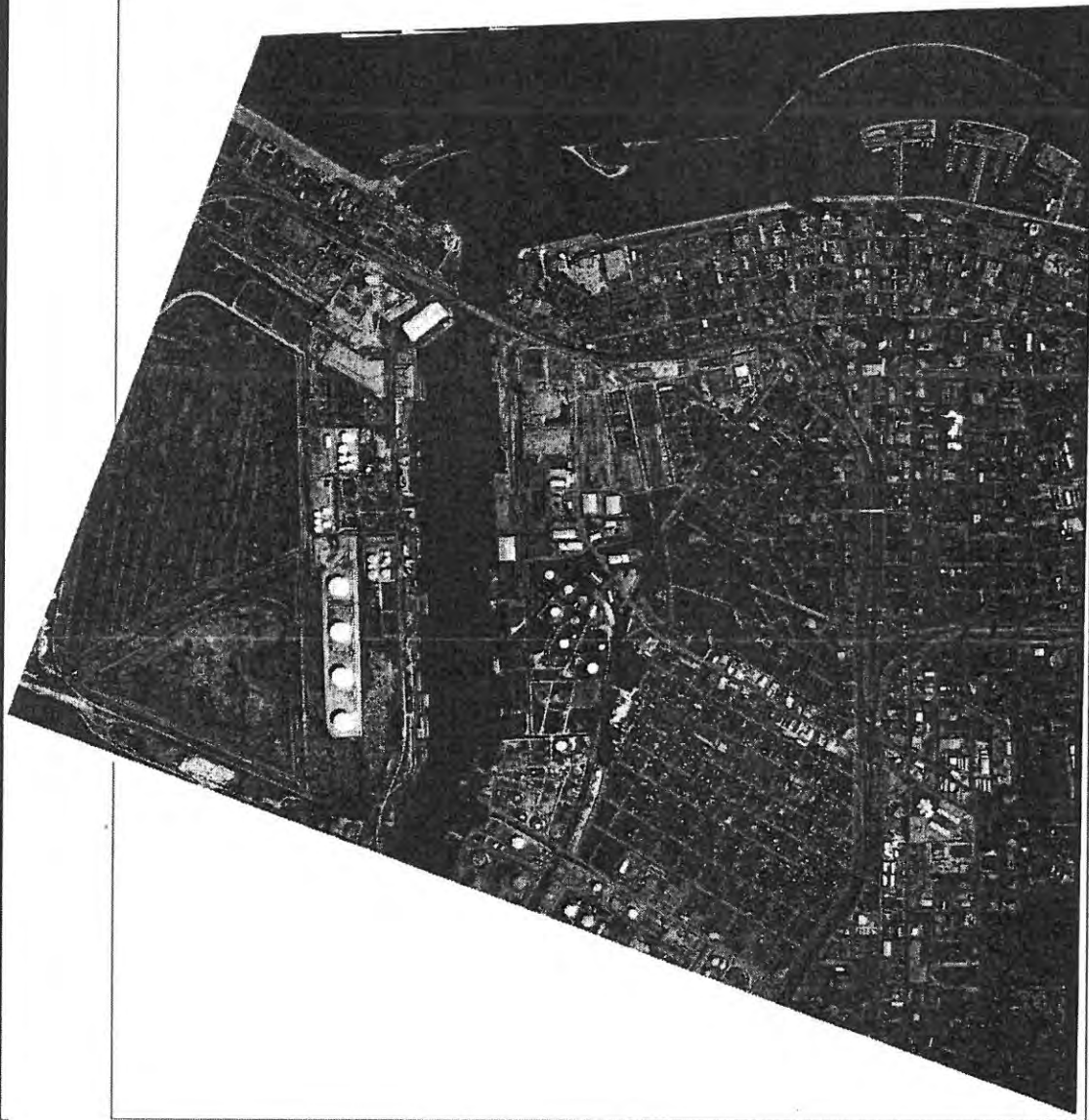
Need for Harbor Bridge Improvement

- Steep vertical grades
- Lack of shoulders
- Restrictive vertical clearance
- Sharp horizontal curves
- High maintenance costs





Study Area for Harbor Bridge





Citizen Ideas for Harbor Bridge

- Maintain distinctive, signature structure
- Result in skyline worthy structure
- Support livable, united neighborhoods
- Revitalize community
- Use durable materials/ long lasting structure
- Provide adequate width for current and future traffic



Citizen Ideas for Harbor Bridge

- Make more user friendly with bike lanes and pedestrian walkways
- Ensure safety (provide shoulders and remove sharp approach curves)
- Provide adequate navigational clearances



Project Phases

- Feasibility Study – Completed in 2003
- Environmental Documentation and Schematic Development – Now underway
- Right-of-Way Mapping/Acquisition
- Preparation of Detailed Construction Plan
- Construction



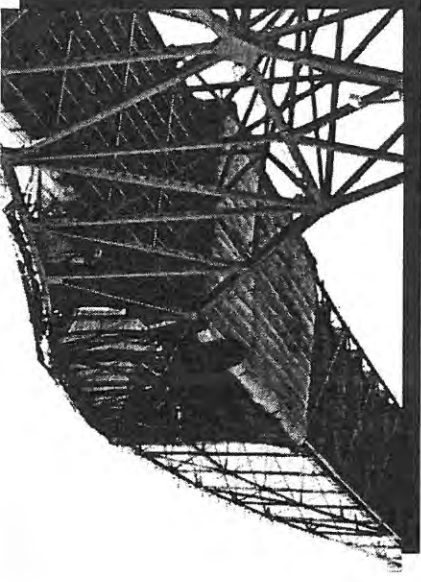
Summary of Feasibility Study

- Are existing Harbor Bridge and Tule Lake Lift Bridge adequate to meet future travel demand?
- Concluded that Harbor Bridge and Tule Lake Lift Bridge could be separated into two projects.



Summary of Feasibility Study

- Determined purpose and need for improved Harbor Bridge
- Looked at feasibility of various alternatives
 - Fleet Survey
 - Travel Demand Study





Summary of Feasibility Study

- Considered input from the public and other stakeholders
 - Three citizens' advisory committee meetings
 - Two newsletters
 - Two public meetings
- Identified and evaluated corridor alternatives for Harbor Bridge

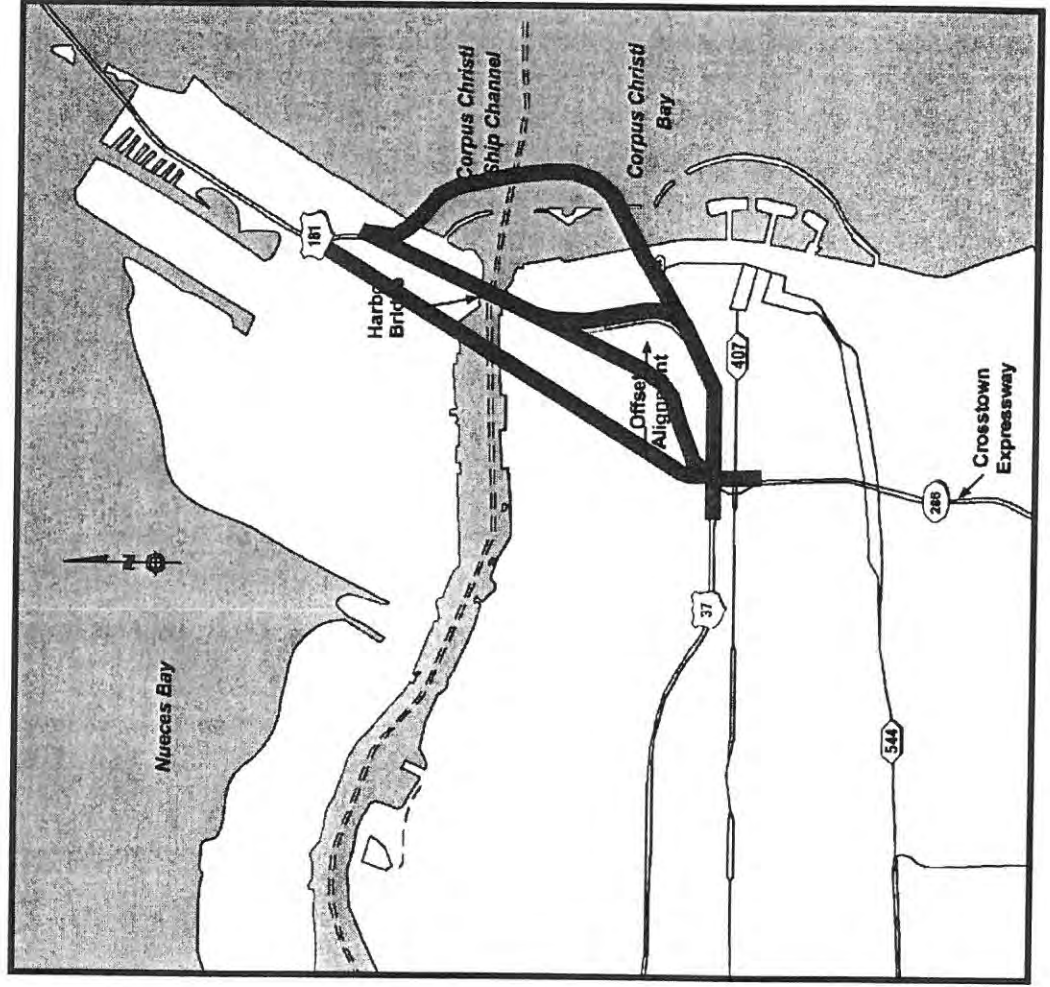


Summary of Feasibility Study

- Final feasibility study report
 - Identified recommended corridor for Harbor Bridge
 - Recommended implementation plan

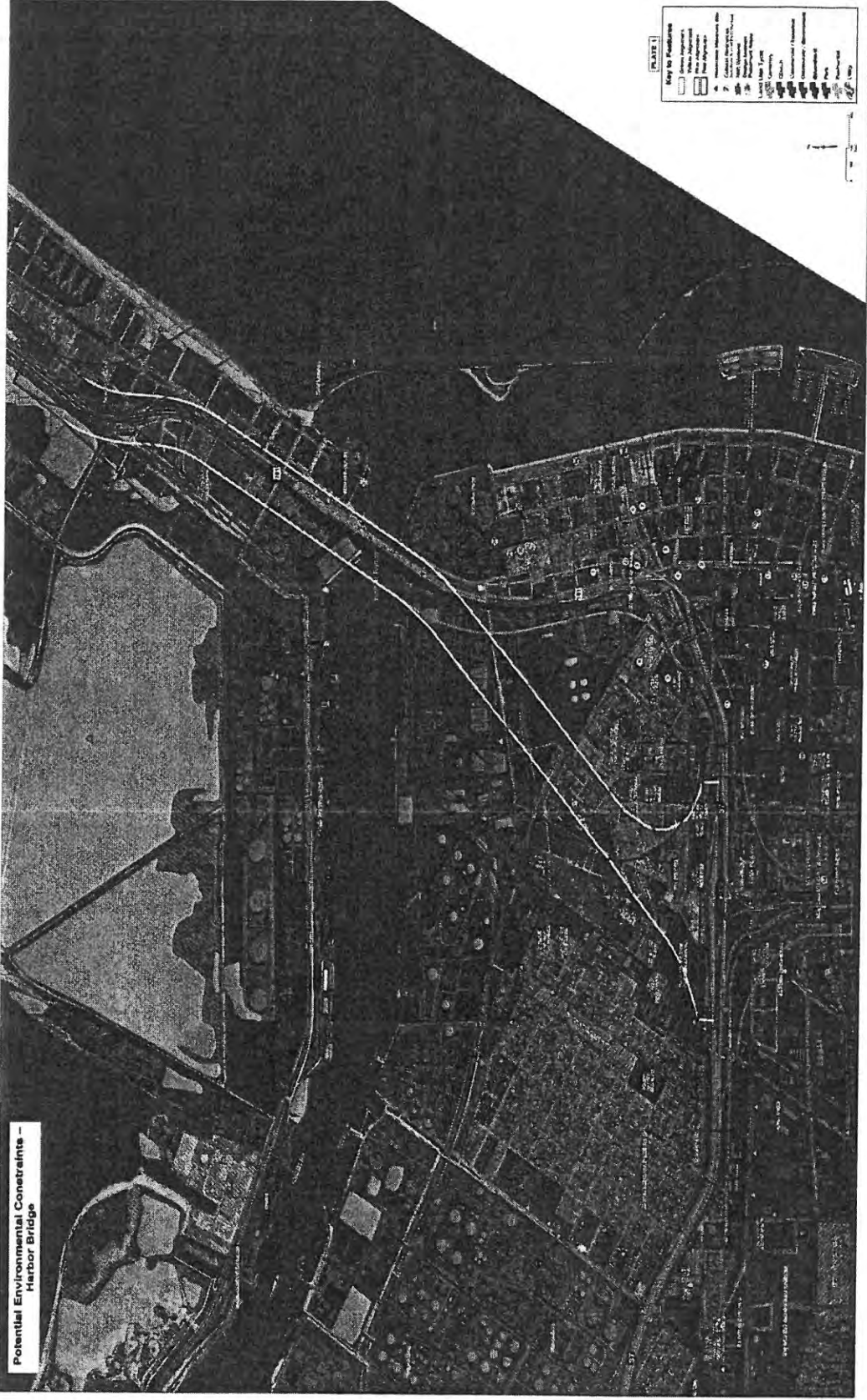


Harbor Bridge Corridor Alternatives





Potential Environmental Constraints





Corridor Evaluation Process

- Evaluation criteria developed for four possible corridors
- Criteria fall into three categories:
 - Environmental/Public Involvement Issues
 - Traffic/Planning
 - Engineering
- Each alternative corridor evaluated and ranked



Ranking of Alternatives for Harbor Bridge

1: Red Alternative

Why?

- Lower environmental impact
- Achieves desirable design criteria
- Highly compatible with future development plans for local community
- Resolves offset alignment between Crosstown Expressway and U.S. 181



Ranking of Alternatives for Harbor Bridge

2: Orange Alternative

Why?

- Similar environmental impact to #1
- Meets design criteria
- Moderately compatible with future development plans



Ranking of Alternatives for Harbor Bridge

3: Blue Alternative

Why?

- Higher impact on coastal/aquatic life
- Higher visual impact
- Worsens access to central business district
- Creates barrier between central business district and beachfront area



Ranking of Alternatives for Harbor Bridge

4: Green Alternative

Why?

- More relocations required than for red and orange
- High adverse effect on local business/economic interests
- Low compatibility with future development plans for community
- Worsens access to central business district
- Does not address offset alignment between Crosstown Expressway and U.S. 181

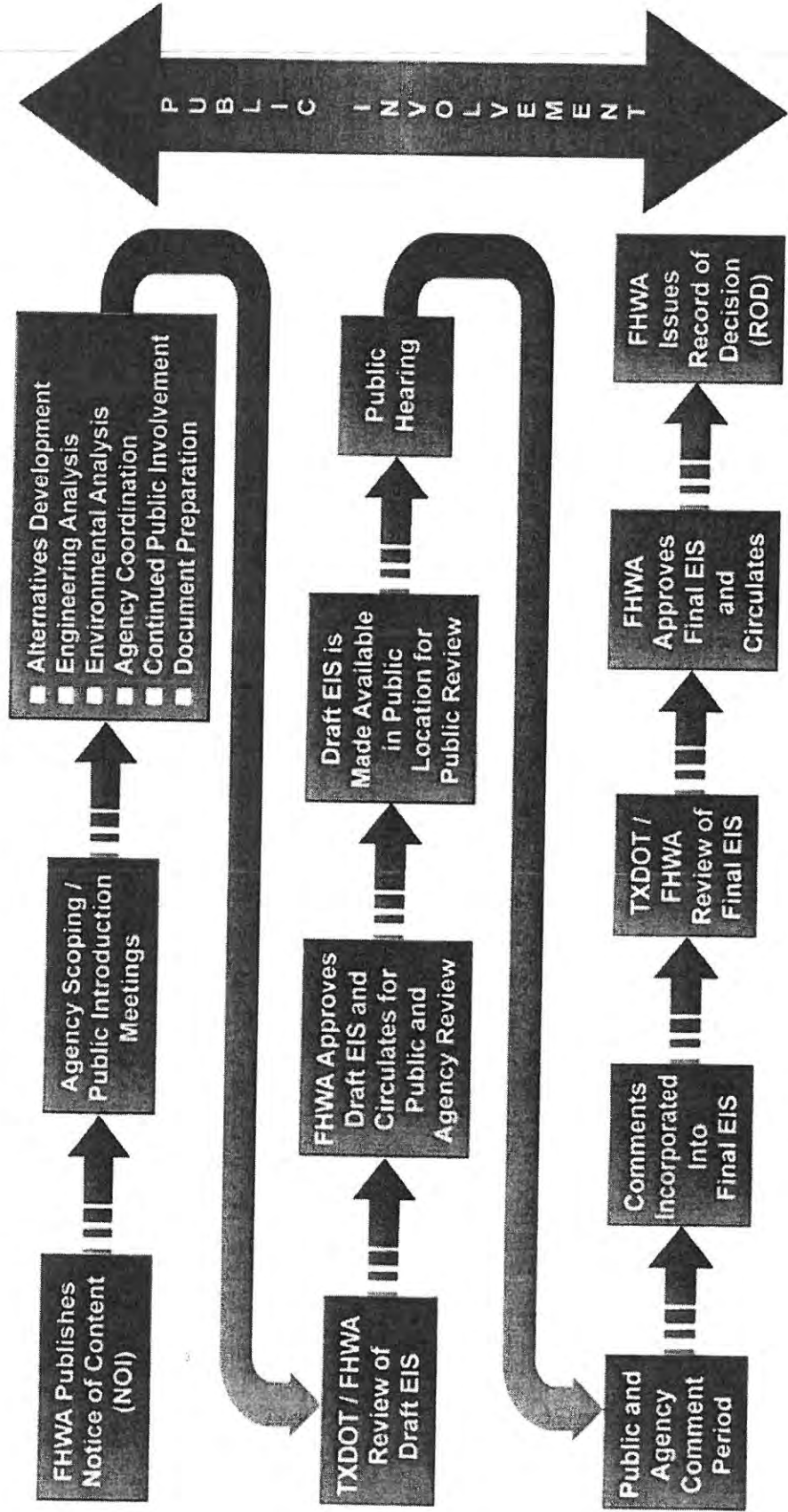


Environmental Documentation and Schematic Development Phase

- **Red Alternative** recommended for further evaluation in Feasibility Study
- In 2005, TxDOT and FHWA determined that **Green** and **Blue Alternatives** need not be evaluated in detail during the EIS process
- However, **All** alternatives, including the No-Build, to be considered during the EIS process



Environmental Documentation Process



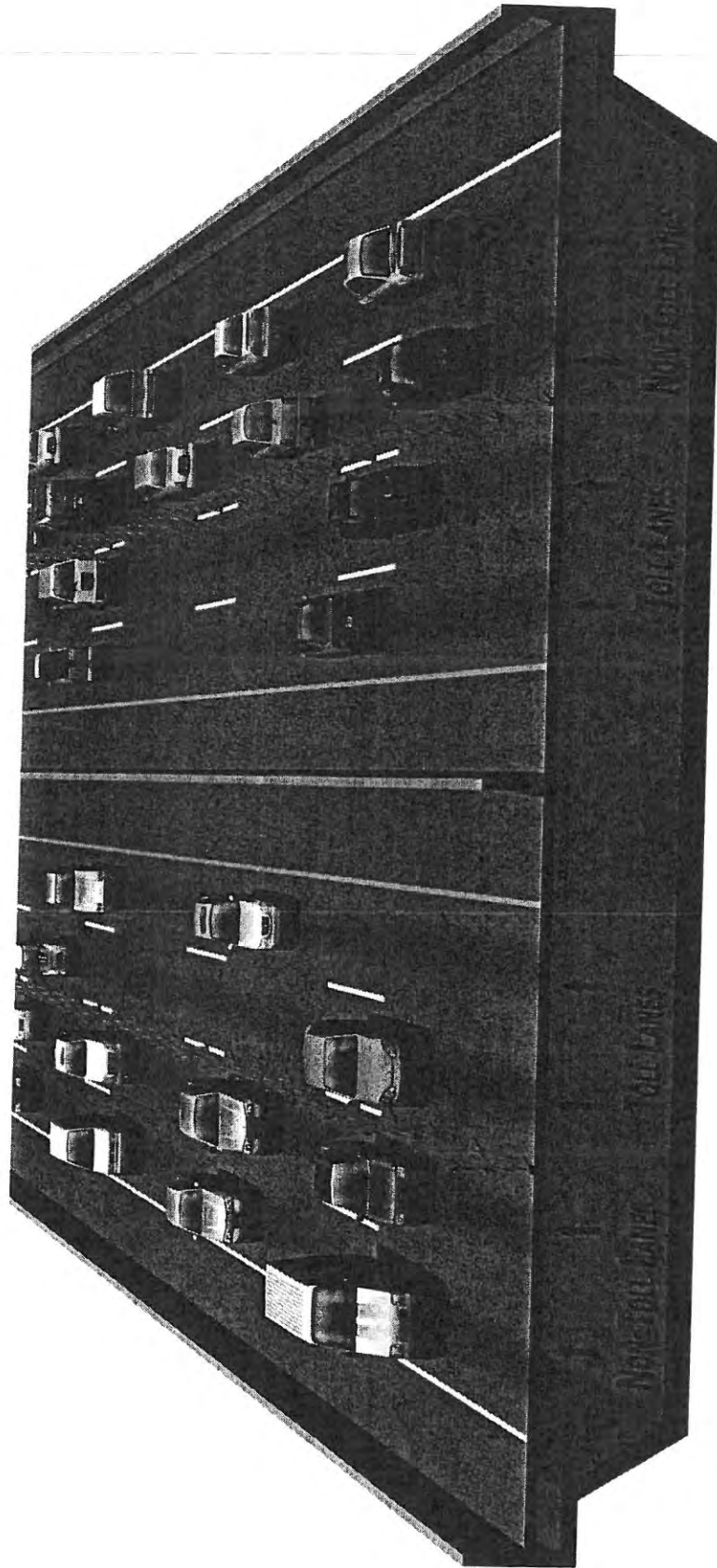


Managed Lanes for Harbor Bridge

- TxDOT charged by Texas Transportation Commission to consider managed lanes
- Use of managed lanes proposed for Harbor Bridge
 - Designate some lanes to serve as means of moving traffic more quickly over bridge
 - Use these lanes to maximize bridge capacity, generate revenue, speed up bridge construction schedule



Typical Managed Lane Section





Harbor Bridge Timeline

- Complete feasibility study – Summer 2003
- Prepare Draft Environmental Impact Statement (DEIS) followed by Record of Decision (ROD)
 - Prepare document – Fall 2004 to Spring 2007
 - Public involvement – throughout
 - Environmental Clearance – Spring 2008



Harbor Bridge Timeline

- Prepare ROW Map and Acquire ROW – Spring 2008 to Summer 2008
- Develop construction plans – Fall 2008 to Summer 2010
- Start phase construction – Fall 2015 (with managed lanes); 2025 (without managed lanes)

Your Comments



A large, empty rectangular area for writing comments, defined by a thick black border on the left and bottom. A horizontal dashed line is visible near the top of this area.

**Public Scoping Meeting
June 23, 2005**

Public Meeting on Alternatives for Replacing Harbor Bridge

The public is invited to a public scoping meeting
to comment on:

Alternatives for Replacing Harbor Bridge

Thursday, June 23, 2005

Open House: 5:30–6:30 pm
TxDOT Presentation: 6:30–7 pm
Public Comment Session: 7–8 pm

Oveal Williams Senior Activity Center
1414 Martin Luther King Drive / Corpus Christi, TX



**Texas Department of Transportation –
Corpus Christi**

For more information, call Victor Vourcos
at TxDOT at 361-808-2378

3¾ wide x 3½ tall

Public Meeting on Alternatives for Replacing Harbor Bridge

The public is invited to a public scoping meeting
to comment on:

Alternatives for Replacing Harbor Bridge

Thursday, June 23, 2005

Open House: 5:30–6:30 pm
TxDOT Presentation: 6:30–7 pm
Public Comment Session: 7–8 pm

Oveal Williams Senior Activity Center
1414 Martin Luther King Drive
Corpus Christi, TX



**Texas Department of Transportation –
Corpus Christi**

For more information, call Victor Vourcos
at TxDOT at 361-808-2378

3¾ wide x 4" tall

TxDOT - Corpus Christi District
Harbor Bridge Environmental Documentation
and Schematic Development
Public Scoping Meeting

Sign-In

Corpus Christi, Texas
 Thursday, June 23, 2005

Please PRINT

No.	Name	Street Address	City & Zip Code	Home or Business Phone Number	e-mail Address
1	Scott Kucera	1220 Agnes St CCISD	CC TX 78403	361-886-9018	
2	Andrew DuArto	1203 Van Loan	CC TX 78407	361-884-5488	Hillcrest @ Foundationmax.com
3	BRET BOSTIAN	1220 AGNES ST	CC TX 78403	361-886-9266	BWBOSTIAN@CCISD.US
4	Cliff Bost	PO Box 9907 CC TX	CC TX 78469	361-808-2258	cbost@dot.state.tx.us
5	Diana Bugha	312 Park	CC TX 78408		
6	Frances Garza	P.O. Box 9907	CC TX 78469	361-808-2231	fgtxDOT
7	Earl Olemar	7212 Yarrow Rd	CC TX 78414	946-2907	
8	Connie C. Rivera	3723 N. UPPER BROADWAY	CC TX 78461	361-883-3787	
9	Eric Rivera	909 STANCAHUA	CC TX 78404	887-6656	
10	Ruth Reed	1601 Hickory pl	CC TX 78416	852-7669	

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11	Wille Bordenman	4337 ST. George Dr	C.C. TX 78413	854-5154	
12	Michael Olszewski	1650 Leopold St.	C.C. TX 78403	888-5642	
13	Dene Olszewski	5501 Burnham #6	CC TX 78413	792-5962	
14	Lorenzo Knowles	4002761001 Dr	C.C. TX 78411	853-1714	
15	Michael Walsh	1601 SPED	CC TX 78469	808-2379	
16	Kelly Arkadie	3418 Crestlake	CC TX 78415	854-4105	
17	M.C. Leary	P013 373	Po-tland TX 78374	888-6898	
18	Stephen Williams	901 N Alameda 25	Corpus Christi 78401	8846257	
19	Peggy Schortheide	3938 SURRESIDE	CC TX 78402	961-2160	PUGAGAIN@aol.com
20	D L Haynes Jr	1425 VALERIE ST.	CC TX 78416	361 957 6540	

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21	Jean E. Salas	2821 Nueces	C.C. TX 78407		
22	Julie Mouttet	901 Legend #303	CC. TX 78404	888-0444	
23	Lisa Hart	135 E. 11th	Austin, TX 78701		
24	Adrienne Campbell	TX H. St. Comm.	Austin TX	512-936-7403	
25	K. Ayala	1301 N. St. John	C.C. TX 78404		
26	Rick PATEL	3200 SURFIDE Blvd	CC, TX 78402	361-883-9700	
27	Deborah Deyell	3205 SEAGULL Blvd	CC TX 78402	361-887-8501	
28	O.K. SMITH	4466 S STAPLES	CC 78411	361-814-3107	
29	Bill Kelley	1402 N. Chaparral	C.C. TX 78400	888-6600	
30	James & Mary Holbert	502 Barcelona	CC TX 78411	854-2944	

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31	BRIAN SWINDELL	17111 PRESTON	DALLAS 75225	972 960 1400	BRIAN.SWINDELL@H2INC.COM
32	TED TEGENE	"	"	"	Ted.tegene@h2inc.com
33	BRIAN REINHARDT	17111 PRESTON RD	DALLAS 75025	972 960 4068	BRIAN.REINHARDT@H2INC.COM
34	Antonio A. Hernandez, Jr.	1924 BRENNAN ST.	Corpus Christi, Texas 78408	804-2460	
35	RAY PATEL	3202 Sunside Blvd	C C TX 78402	361 843 7456	
36	Nandini Y. Coleman	1207 Sam Rankin	C C TX 78404	361-552-6425	
37	Decker, Keresa		Portland		
38	Albert Hinojosa	300 E. 8th St. Austin TX 78701	Austin 78748	512/536-5967	
39	GREG BAUBER	222 ROVER ST 78413	CC 78413	361-885-6158	GREG@H2INC.COM
40	Bill Kopecky	3609 TOPEKA	CC 78417	855-6869	bkope@sube11.net

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41	Lillian Young	1921 Saw Sean	CC TX 78407		
42	Glenn	202 Ohio	CC TX 78404		
43	Domin Shumel	3200 Surfside	C.C. TX 78402	Radisson Beach 883 9700	
44	SURESH PATIL	4333 OCEAN DR.	Corpus Christi 78402	DAVIS	
45	Charles Deyell	3205 Seagull	C.C. TX 78402	887-8501	
46	Kirk D. Finner	5028 Tiger Creek Dr Austin	Austin TX 78739	536-5295	
47	Leah Olivar	719 S Shoreline #200	CC TX 78401	884-5000x21	
48	Aggy Barata	901 Leopard		888-0245	
49	Arbied Bradley	1521 Van Loan	Corpus Christi	887-7428	
50	Rosa Maria T. Calmon	7210 Jayson Dr.	C.C. TX 78414	991-8946	

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51	Jenice Walton	TxDOT	Austin	512 416 2763	
52	CHARLES KASER	TxDOT	Austin	512 416 2505	
53	Birdiet Jim Davis	2630 Lenin	Corpus Christi 78410	512-242-9615	
54	Glenia G. Smith	1426 San Banki	Corpus Christi 78403	361-887-9617	P.O. Box 9174 78469
55	Herb Janacek	1731 Austin TX	Port Neches TX 78374-2490	403-3733	5631herb2@msn.com
56	ED MARS	2710 N. Shoreline	CC TX 78402	881-1259	
57	Shirley Jordan	1517 Whinnepago	CC TX 78401	884 8861	brooks chapp Q. ad
58	Louis Henderson	1762 TRIPS RD	CC TX 78417	854-8629	
59	Sam Saldiva Jr	5425 King Trail	CC TX 78414	808 2478	
60	Pat Norace	4506 Coaxium	CC TX 78411	554-2067	proace@57x.com

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61	Amanda Rios	1701 SPID (TXDOT)	CC 78416	808 2237	arios1@dot.state.tx
62	RUDY GALVAN	1109 COKE ST	CC 78401	443-1811	
63	Bob Payne	2406 Leopard	" 78469	826-3560	
64	Dan McGinn	201 S. Chaparral	CC 78401	(609) 602-6860	micgin2001@yahoo.com
65	Dean Flinn	429 PRINCESS	78401		
66	Janice Ellington	1133 N. Shoreline Blvd	" "	(361) 888-3291	
67	HENRY J. WILLIAMS	2422 SUMMERS	" 78407	361-887-7938	
68	Ivy Yornor	710 BUFFALO ST. 401 700 MARLBOROUGH	CC, TX 78401	361-881-8044	Ivy@frontiersurveying.com
69	Ed Schroeder	1001 Zerkent Pl	CC 778411	361 8321492	
70	Harold/Lula Brannon	1801 Stillman	Pe TX 78407	361 8824186	

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No.	Name	Street Address	City & Zip Code	Home or Business Phone Number	e-mail Address
71	Scott L. Zapp	1701 Stillman	CC TX 78401	238-4688	thor@ccetd.org
72	Sheryl Byrd	453 MONTCLAIR	CC TX 78412	980-8674	sheryl@stx.txs.com
73	Art SOEN	PO BOX 9277	CC TX 78469		
74	Quintin Davis	3602 W. Sahet	CC TX 78408	8839154	
75	David Puebla	4709 Philip Dr	CC TX 78415	2251237	David-puebla@stcglobal.com
76	Cynthia Guerrero	1214 Chipito	CC TX 78404	8139079	
77	Michael A. Flores	510 Barracuda Pl.	C.C. TX 78411	253-4522	
78	ROX MASSEY	PO Box 9777 Corpus Christi, TX	TX 78467-9277	361 880-317	roxo@ccetd.com
79	JAMES McLEMORE	5641 AUTAWA	C.C. TX 78411	855-0930	
80	Molly Villanueva	1234 Memorial	Portland 98374	643-2170	byronsbyrd@aol.com

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81	Aaron Arroyo	104 St. Anthony	Sinton 78387	361-808-2226	
82	ROBERT LEOS	3938 Surfside Blvd #1122	CC 78402	361-885-0475	ROBERTLEOS@AUSTIN.PR.COM
83	NANCY LEOS	" "	" "	" "	" "
84	Peleshriker	1701 SPID	CC TX 78416	361-808-2228	Peleshriker@dot.state.tx.us
85	GARY LOWE	9322 N. Star	CC TX 78409	361-241-5752	
86	JAMES KOLLATA	1716 N. PORT AVE	C.C. TX 78401	883-4630	JKOLLATA@IMPERIALMILL.COM
87	Daniel Peña	2813 Hulbert	CC TX 78407	882 8268	
88	Yvonne Landin	734 Snug Harbor	CC TX 78401	8841921	
89	Kimberly Curley	3001 Hilldale	CC TX 78415	810-5136	
90	Alexandra Lewis	Presso-Caller-Jones			

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91	Adrian P. Densby	1802 Darcey Dr.	Corpus Christi, TX 78416	852-2158	pecladenby@ymail.com
92	Joe May	1824 MILK	CI	854 0910	joemay@att.net
93	Don ENGELKE	1420 W. MCKINLEY BLVD W. SUITE 300	DAWAS TX 75247	214 630 8867	don.engelke@earthlink.net
94	Danny Noyola	4410 Acushnet	CC TX 78413	955-0339	danny.noyola@hotmail.com
95	Lore Charlene	1461 Pearbony	C.A.T. 78127	442-2315	Wally 10K
96					
97					
98					
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100					

**Public Scoping Meeting
June 23, 2005
Meeting Summary**

NOTE: This summary is not a verbatim transcript (except where a passage is noted by quotation marks), but is based on notes taken at the meeting supplemented by a tape recording of the meeting.

Introductions

Paula Sales Evans of TxDOT Corpus Christi opened the meeting with introductions. First she introduced City Council Member Bill Kelly

Bill Kelly: "Good evening, everyone. It's good to see so many neighbors here from District 1. I don't need to tell you how important this is to us....this is a huge project for us and it's a big deal and will have a tremendous impact on the community, on the neighborhood. And so to the state officials, to TxDOT, be good to us. I'm as curious as anyone else about where we're going with this."

Sales Evans: Commissioner Banales was here as well. Martin Horst, Area Engineer, Public Information Officers, Cliff Bost and Frances Garza, Mary Perez, District Environmental Coordinator. We also have FWHA's Albert Hinojosa and Kirk Fauver interested in making sure we go through the process as we should.

Victor Vourcos, Advanced Project Development Engineer with TxDOT, will oversee the project.

Vourcos:
It's important to TxDOT to get good public feedback especially at the beginning. We're just now starting--essentially we're at ground zero although we've done some studies in the past. It's still early and we want your input.

Now I'd like to introduce TxDOT people: Mary Perez, District Environmental Coordinator--environmental documentation and public involvement. Frances Garza and Cliff Bost, Public Information office. This is a much bigger project than what we can handle alone--we are getting other help and are using the same consultant that we used for the Harbor Bridge Feasibility Study that was completed in 2003. URS Corporation is a large company with offices across the U.S. Between TxDOT, the consultant, and the local community, we're hoping to make this a good project, to make it better than the average project--we want it to be a great project. It's an important bridge and we want to make it a signature bridge.

Jimmie Gill, URS:

We did the Feasibility Study for this project. We're now doing the schematic development and environmental documentation needed for this project. Our team

includes Marty Peate, URS; Larry Cox and Susan Lasalle, Hicks and Company--these individuals are doing the environmental documentation. Vern Hegwood of Dannenbaum Engineering and I will be heading up the engineering (schematic development) for the project. Nancy Gates, URS and Sandy Lowe with Kailo Communications are doing the public involvement.

Larry Cox:

I see many familiar faces. I know that this is an important project for your community and city. I'm glad to see great turnout tonight. We're going to reactivate the Citizens' Advisory Committee and communicating with you quite a bit over the next few years.

Power Point Presentation

Larry Cox:

This is a public scoping meeting. We're asking you to have input into the scope of this next phase of the project--both the environmental document and the schematic. We want you to tell us what's important to you, the issues that you want to make sure are covered and resolved during this phase and the range of alternative alignments, options, concepts that you think should be looked at during this phase.

Public involvement is a big component of this next phase of the project and of all TxDOT planning projects.

We're going to talk briefly about the need for the project, summarize the feasibility study, describe the alternatives, the environmental documentation/schematic development and project timeline, and then open it up for your comments.

Harbor Bridge needs improvements. The existing facility has a steep vertical grade on each side; it's three lanes in each direction without shoulders. I believe it was originally striped as a two-lane facility with shoulders and the need for added capacity made it change. The bridge has a restricted vertical clearance and the navigational clearance needs of the future shipping fleet may not be met by the current facility. It has sharp horizontal curves and it has high maintenance costs. The bridge was open for traffic in 1959. It's heading toward the end of its design life and the maintenance costs increase every year. It's a metal bridge over salt water and as you know that requires substantial yearly maintenance--scraping and painting so that the rust doesn't compromise the integrity of the bridge--and those costs are ongoing.

The study area for Harbor Bridge was shown on the exhibits and on slides.

The Feasibility Study began in 2001. The first meeting of the Citizens' Advisory Committee was in 2002. The Feasibility Study was completed in 2003. The next phase of the project, the environmental documentation/schematic development, is now underway. After an alignment is selected, right-of-way mapping and acquisition will move forward. There will be preparation of detailed construction plans and then construction.

The Feasibility Study answered questions about whether Harbor Bridge and Tule Lake Lift Bridge are adequate to meet future travel demand and concluded that Harbor Bridge and Tule Lake Lift Bridge could be separated into two projects. That's the direction we're heading in right now.

The Feasibility Study determined the purpose and need for an improved Harbor Bridge. It looked at the feasibility of four corridors. TxDOT and the consultant performed a fleet survey to look at the maritime fleet that currently and in the future may use the Corpus Christi Ship Channel and a travel demand study to look at current and projected vehicular traffic. As many of you have commented, the bridge is very crowded at times and a number of you have talked about the accident potential related to the geometric and design problems that we discussed earlier.

The Feasibility Study considered input from the public and other stakeholders. We had three Citizens' Advisory Committee meetings, distributed two newsletters, and held two public meetings to identify and evaluate corridors for Harbor Bridge.

Citizen ideas for Harbor Bridge: We were very fortunate to get good feedback from a lot of involved community members. You wanted to:

- Maintain a distinctive signature structure for bridge;
- Have a skyline-worthy structure
- Support livable, united neighborhoods;
- Revitalize community;
- Use durable materials/long lasting structure;
- Provide adequate width for current/future traffic;
- Make the bridge more user friendly with bike lanes and pedestrian walkways;
- Ensure safety (provide shoulders and remove sharp approach curve); and
- Provide adequate navigational clearance.

Harbor Bridge corridors (as shown on map):

Red: Western most corridor, running 3000 feet west of existing facility

Blue: Would go out into the Bay

Green: Is essentially the same location as the existing US 181 facility

Orange: Is an intermediate between red and blue corridors.

During the Feasibility Study, we identified potential environmental constraints including land use, residences, schools, churches, parks, community facilities, things that are important to the neighborhood. At meetings like this, we always find out additional information about what's important to the neighborhood and things we don't know about. You know this area best and again we ask you, please if we miss something, please tell us.

We're also recording this meeting to make sure that your comments are conveyed accurately.

During the corridor evaluation process we looked at different categories: environmental impact/public involvement issues; traffic/planning issues; and engineering issues. Each alternative corridor was evaluated and ranked.

Red corridor: Ranked as the preferred corridor, recommended as preferred because it has lower environmental impacts than the others; it achieves the desirable design criteria; is highly compatible with future development plans for the local community; and resolves the offset alignment between Crosstown Expressway and US 181.

Orange corridor: Similar environmental impact to the Red corridor. It meets design criteria; is moderately compatible with future development plans; and has some potential conflicts with Whataburger Field and some of the development there. It received less favorable comments from members of the public during the Feasibility Study because of potential impacts to residences within the Northside neighborhood.

The Blue corridor: Obviously has a greater impact on coastal and aquatic life; has a higher visual impact; would worsen access to the central business district; and create a barrier between the CBD and the beachfront area, making it more difficult to maintain vehicular access to those areas. It would be the most expensive of the four corridors evaluated.

Green corridor: Could require more relocations because it's more densely developed adjacent to existing road; could have high adverse effect on local business/economic interests because the requirement to decrease the steep slope of the bridge ramps would require that some of the connections into downtown and CBD be modified or removed. This corridor has low compatibility with future development plans for the community. The corridor would worsen access to the CBD and doesn't address the offset alignment between Crosstown Expressway and US 181.

The red corridor was recommended for further evaluation. Earlier this year, TxDOT and FHWA determined that the green and blue corridors would not be evaluated in detail during the EIS. Essentially the Feasibility Study documented that they weren't reasonable and feasible alternatives, and didn't meet the stated purpose of and need for this project so we intend to focus on alignments within the red and orange corridors. However, all corridors, including the no-build will be considered during the EIS process. If you as members of the public have other thoughts on potentially reasonable corridors, on alignments that we might not have considered that would make sense, please bring them out. Nothing that has been done thus far precludes evaluating, looking at other alternatives. So please make your opinions known.

Marty Peate:

The key to a successful EIS is right here--the public involvement this evening and throughout the project. We would like your comments at any time. You live here and are our best source of information.

Because of the scale of this project, it fits the criteria under NEPA for an EIS, which is the highest level of documentation on a federal project. What that requires is a much more detailed analysis of alternatives, a lot more public involvement, and a lot more coordination with state and federal regulatory agencies, such as Fish and Wildlife, the Army Corps of Engineers, etc.

When you go to an EIS, you have to publish in the *Federal Register* a Notice of Intent. That was published in May. Earlier today we had a similar scoping meeting with agencies who will be involved in the document. We'll take that input and start looking at alternatives and alignments within individual corridors, looking at the engineering and environmental impacts and benefits/costs in all of that. We will coordinate with agencies and the public and prepare document. A good bulk of this is the internal process in which TxDOT, consultant, FHWA and agencies review documents. There are lots of iterative steps to make sure that we've looked at the right things, we've quantified impacts the right way, our methodology was correct, and our analysis is appropriate. When all is approved, the document will be released to the public, available online, in hard copy, in libraries, and public buildings for your review at the same time that agencies are reviewing the document. This is 45 days before public hearing, which is likely to be 20 - 24 months down the road. At that point, we'll have another large scale meeting like this where we'll be bringing to you what the study has found as the recommended alternative--the defined line within one of those corridors.

We'll take your comments at that meeting, we'll take the comments from the agencies during that comment period (before and after hearing) and we'll integrate all comments and address them. At that point, we'll be working on final document. All of your comments and all of the agency comments have to be addressed in that final impact statement for the approval of FHWA and agencies that made comments and the public.

What we end up with is a Record of Decision, clearance to allow TXDOT to design a facility within an envelope. After that design and ROW acquisition will take place.

One of the things we're looking at is the cost of construction and a concept called managed lanes. You designate a specific number of lanes, at this point, we don't know how many--1 or 2. The idea is you take a number of lanes, separated by small barrier. Those lanes would have a toll. The population of drivers targeted for those lanes would be drivers of long-distance trips that are going through Corpus Christi. The idea is that if you take those long-distance trips out of the local mix, it helps reduce congestion on the local lanes on the outside.

Here's our timeline: We have completed the Feasibility Study and are now doing the Environmental Documentation/Schematic Development. This phase began in 2004 and is scheduled to be complete in 2008. FHWA has a new target for these studies--complete in 36 months. The national average for an EIS is 5-6 years. In 2008 - 2010 --ROW mapping and acquisition, then development of construction plans during that same period. Here's the important thing--with the managed lane concept, construction may be able to begin in 2010 because of the revenue generated with the tolls. Currently with the funds available and no tolled lanes, construction would begin as late as 2030.

Comment Period

Andrew DuArte:

"I am the vice-president of the Hillcrest Residents Association. One of my biggest concerns is the people. None of us are against progress. We all know that progress is important and vital to our community. But all of the plans are going to displace in one way or another either homes or businesses. And it appears that the red plan is going to destroy this entire housing project, on this back side. I want to make sure that you guys keep this in mind and that you'll probably working closely with the city and helping some of these folks relocate and you'll be displacing some of the people that live directly across the street from here and their average age is somewhere in the 70s. I want to make sure that when you ask for feedback that we have an open line of communication because it's one thing to come here and tell us what we've asked you to do but it's another thing to come back and show us the results of what you're doing with the items that we ask. With that in mind, I saw that we asked for revitalization of the community and support for viable, united neighborhoods and I would like to know what you guys have planned to accomplish these things because this particular community has been under assault for quite a while by different government entities. I represent people that are tired of the assaults and we want clarity, we want answers to our questions and above all we want to maintain our dignity and respect."

Vourcos:

"I'd like to respond. You're right, we have to take local community into account and treat everyone with dignity. We at TxDOT build highways but at the same time we've got to watch out for our impacts to businesses and local residents. We're at the early stage of this project but we have to work with the city, partner with the city. to make this a united livable community. One thing that we've been looking at initially is let's say we take a route along this red corridor, and then the old route for 181 and for Harbor Bridge can be removed. There are ways of improving the existing corridor. You no longer need to have a freeway facility, we can look at working with the city to have an at-grade street, a boulevard where you can cross back and forth to the water and make the neighborhood whole again, remove the barrier. Is this what you're referring to?"

DuArte:

"When 37 was built, this was the beginning of the downfall of the neighborhood."

Vourcos:

"Yes, you're right; the freeways do have this effect. But we're hoping if we can construct a new facility to the west of the existing facility, we can remove this barrier and we may be able to connect these areas again with boulevards."

Unidentified woman:

"I'm concerned about---I live in the back. I was told that I might be affected soon because I'm by the freeway, on Martin Luther King. When will this area be affected?"

Vourcos:

I talked with you before the meeting started. Based on what you told me about where your home is, you're somewhere near the facility. This drawing is very preliminary and in some ways it's larger than it needs to be. But you're fairly close to the interchange here. At this time we can't tell you whether you'll be impacted or not. We can tell you that as we develop the project and we narrow the alternatives down to a specific alternative and then develop that alternative, we'll have a much better idea of what the impacts are going to be. We're just at the beginning here. As we have further public meetings, we'll be coming back with more detailed information and narrow the corridor down to a specific alternative and you'll be able to look and see. This is just one meeting of several that we're going to have just this year alone. It's just the beginning. We have a mailing list and I'm not sure if all of you are on the list and actually got something in the mail but if you weren't on the list, make sure you sign in and get on our list so you'll be getting meeting notices (in addition to ads). We'll have newsletters that will be mailed. First newsletter will be later this summer.

Henry Williams:

"I'm Henry Williams, 2422 Sumner St in Hillcrest. President of Hillcrest Residents Association. A point of clarity. It appears that the red and orange alternatives have been recommended for further environmental study. Is this correct?"

Peate:

It is. But to fulfill the intent of an EIS, we're going to need to go and relook at all four of the corridors that came out of the Feasibility Study. Based on comments this evening and any new data that may have appeared between 2003 and now, any one of those corridors may resurrect themselves and be looked at in further detail. But right now, based on the results of the Feasibility Study, you're correct, the red and orange seem to be the ones that will be looked at in the most detail in the document and the blue and the green will be dropped out.

Williams:

"And there will be further meetings with regard to the decision making process?"

Peate:

Yes, not only will there be Citizens' Advisory Committee meetings and community meetings, but there will be a public workshop sometime between now and before the

draft document gets completed and that will give you an idea of individual alignments and alternatives within the corridors themselves. Then after that will be the public hearing where one of them will be chosen and presented as the recommended alternative. Those are the big official meetings. There'll also be smaller, charrette type meetings to talk about issues specific to different communities and neighborhoods.

Williams:

"And the timeline has to do with 2008 - 2010?"

Peate:

The 2008 - 2010 timeline represents the target dates for ROW mapping and the start of the construction plans.

Williams:

"Do you have a projection for when the actual work on the bridge will begin?"

Vourcos:

As early as 2010, 2011--depending on funding availability and use of managed lanes.

Williams:

"So we'll be having meetings for the next five years?"

Vourcos:

Yes, we'll be having more meetings between now and 2008 while we're doing the environmental process. During construction there will be a meeting and internal newsletters.

Gloria Scott:

"I'm Gloria Scott. I'd like to ask a question. My property is on Sam Rankin St. Who will determine the charrettes, the makeup, the size, how frequently they will meet, and the profiles of them?"

Peate:

Those meetings will be based on several things. First it is based on comments we receive at meetings like these. For example, if you would like to have a meeting for your neighborhood, we would get in contact with you and ask for your help to develop the appropriate mix and representation at that charrette or that meeting. Or perhaps the meeting become its own little committee where we talk on a regular basis. As far as when and where they are held, it will depend on when the meeting is requested and when we get the right people together, but we will fall back on those of you who request meetings to help us determine who will be there.

Scott:

"Has there been no planning begun? You have the larger picture and I would assume that by now having done the study, you have some idea of what --that's what usually happens with HUD. There are predefined areas whether people come forward to ask for them or

not because they need the information but now everyone knows how to come forward and ask for the information. Has any thought been given to define the charrettes and are mixed with business and others so that they are meaningful.”

Peate: There is a citizens’ advisory committee.

Scott:

“That’s not a charrette.”

Peate:

That’s the standing committee that will be resurrected during this phase of the project. A charrette is a smaller group meeting that is a working meeting on a specific issue. If during this project, when we get down to a more specific alignment and there are certain issues that you or the community have on how something is to be done or planned or organized, we will get with those people who want to have that interaction and have a working meeting that goes toward solving a problem.

Scott:

“So it will all be problem solving rather than explanatory or even giving the parameters of what can happen? Most charrettes are defined in different ways so that the people initially get information whether there’s an associated problem or not. I think that’s a lot of what’s missing now and I know that there’s a Citizens’ Advisory Committee, but there’s a big gap between the city and the people who don’t have access to information or don’t know how to ask. Charettes are often used for this and I thought that they could be organized for information as well as for problem solving.”

Peate: I think that the citizens’ advisory committee can handle this.

Unidentified man:

“Is there a citizens’ advisory committee for this project?”

Vourcos:

Yes, we’re going to get this committee started again. We’ll have meetings with that group.

DuArte:

“Who’s on the committee? I don’t know about it and I’m pretty popular in my neighborhood.”

Vourcos:

We’re going to add you to the committee. The size of the committee can expand.

Unidentified man:

“Are you working with the city?”

Vourcos:

Yes, and we're working with the Port of CC, and the MPO.

Jim Kalaya:

"My company is Imperial Mill and we're at the corner of Port and Winnebago. Depending on the route chosen, what will be the impacts such as on Port Ave because there would have to be on and off ramps to the bridge. When will information be available on impacts to Port Avenue. Traffic has nearly tripled since 9-11 and the ball field."

Vourcos:

We're working with the city to develop Port Ave. We do not know how the proposed facility would affect Port Ave because we're still at such an early stage in the project. Mr. Massey?

Ron Massey, Corpus Christi Assistant City Manager:

"Until TxDOT tells us how the interchange is going to be configured, we don't know exactly how Port Ave will connect with traffic coming off Harbor Bridge. But there's a separate project that the City had on the bond issue for improvements to Port Ave. It's the city's intention to improve Port Ave, to make it better looking through that area, including sidewalks and things like that and so that's ongoing and when we work on that project if in fact it's still not certain exactly how the interchange will impact the beginning of Port Ave, we might adjust the start and end of our project and then as part of this project have the connection to Port Ave coming off this interchange. More than likely, some of the early work on this project would be around the interchange because there would be phases because it's so big. The earlier that we can start the work, the earlier the project will be done. Once we know that right-of-way, the city can start planning the land uses on either side of it. And work with the design team. When you talk about eliminating the existing HB and improving connectivity..."

A long exchange followed in which Massey responded to questions about zoning and property valuation in the Hillcrest neighborhood. Hillcrest is not interested in zoning change; wants to remain residential, according to Henry Williams. Williams requested a meeting with city.

Unidentified man:

"What about hazardous materials sites? As far as city and TxDOT, when do you have timetable to clear these sites? One is a transit station on the map and another is a service station."

Peate:

We will identify parcels that store, distribute, sell petroleum products or hazardous materials. Those are places we want to avoid.

Massey:

Bus barn has petroleum products beneath site. We've been investigating this. This issue exists in many locations and there is groundwater contamination. However, the groundwater is not used for drinking water.

Again, a long discussion followed regarding city issues in the Hillcrest area.

Danny Noyola:

Thank you for this public hearing. I'm the principal of Miller High School. We need a coalition of neighborhood groups to be included throughout the process. I can identify with the frustration of what happens in the community near a project. I want to know all about the alternatives so that we can work together.



Texas Department of Transportation

Corpus Christi District

**U.S. 181 (Harbor Bridge) Environmental
Documentation and Schematic Development
Public Scoping Meeting**

June 23, 2005



Welcome



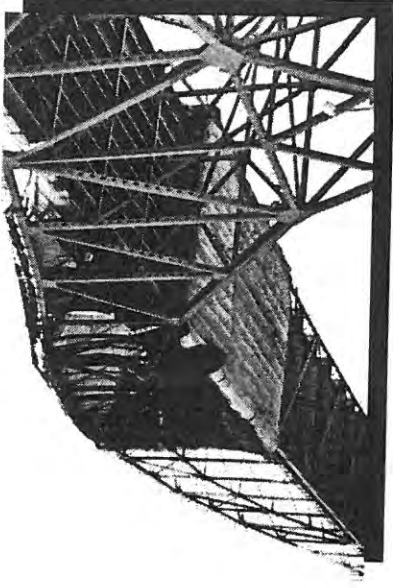
Tonight's Agenda

- Introduction
- Need for project
- Summary of Feasibility Study
- Evaluation process and ranking of Harbor Bridge corridor alternatives
- Environmental Documentation/Schematic Development Phase
- Project timeline
- Your comments



Why Are We Here?

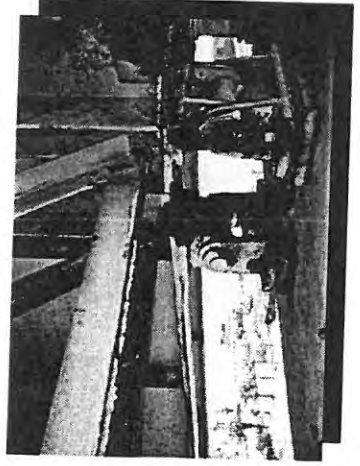
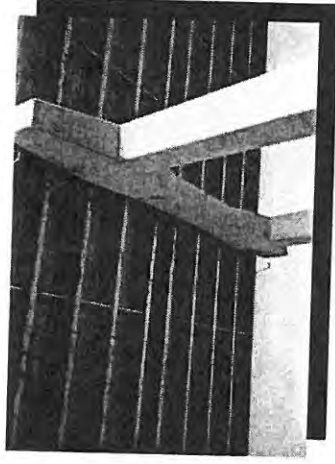
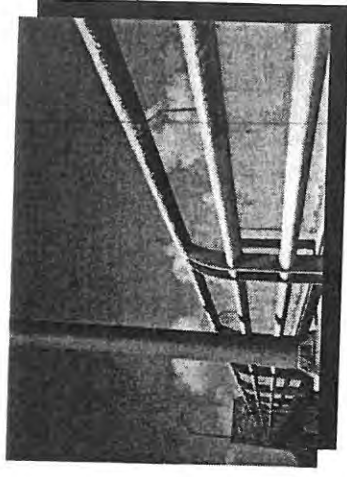
- To provide an update on current status of Harbor Bridge project
- To explain environmental documentation process
- To listen to your comments





Need for Harbor Bridge Improvement

- Steep vertical grades
- Lack of shoulders
- Restrictive vertical clearance
- Sharp horizontal curves
- High maintenance costs





Study Area for Harbor Bridge





Citizen Ideas for Harbor Bridge

- Maintain distinctive, signature structure
- Result in skyline worthy structure
- Support livable, united neighborhoods
- Revitalize community
- Use durable materials/ long lasting structure
- Provide adequate width for current and future traffic



Citizen Ideas for Harbor Bridge

- Make more user friendly with bike lanes and pedestrian walkways
- Ensure safety (provide shoulders and remove sharp approach curves)
- Provide adequate navigational clearances



Project Phases

- Feasibility Study – Completed in 2003
- Environmental Documentation and Schematic Development – Now underway
- Right-of-Way Mapping/Acquisition
- Preparation of Detailed Construction Plan
- Construction



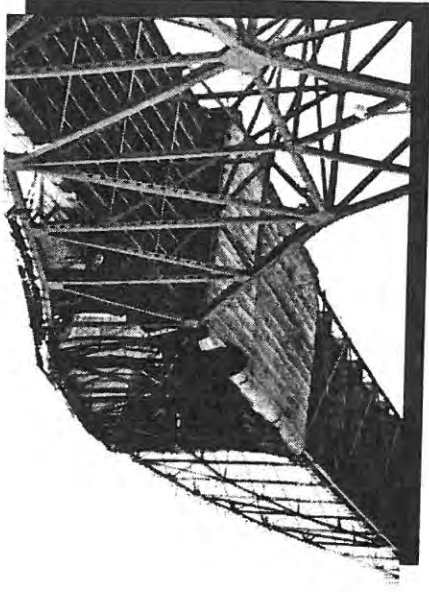
Summary of Feasibility Study

- Are existing Harbor Bridge and Tule Lake Lift Bridge adequate to meet future travel demand?
- Concluded that Harbor Bridge and Tule Lake Lift Bridge could be separated into two projects.



Summary of Feasibility Study

- Determined purpose and need for improved Harbor Bridge
- Looked at feasibility of various alternatives
 - Fleet Survey
 - Travel Demand Study





Summary of Feasibility Study

- Considered input from the public and other stakeholders
 - Three citizens' advisory committee meetings
 - Two newsletters
 - Two public meetings
- Identified and evaluated corridor alternatives for Harbor Bridge

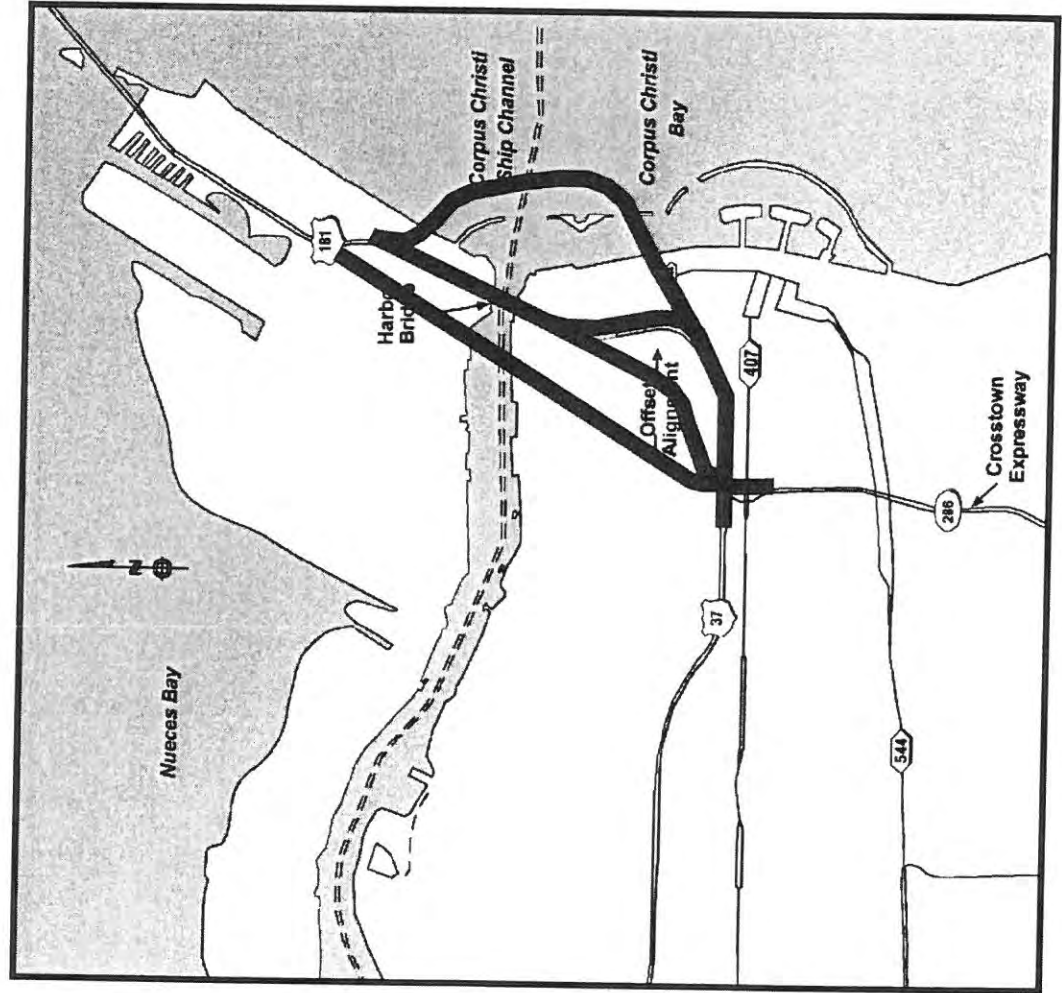


Summary of Feasibility Study

- Final feasibility study report
 - Identified recommended corridor for Harbor Bridge
 - Recommended implementation plan

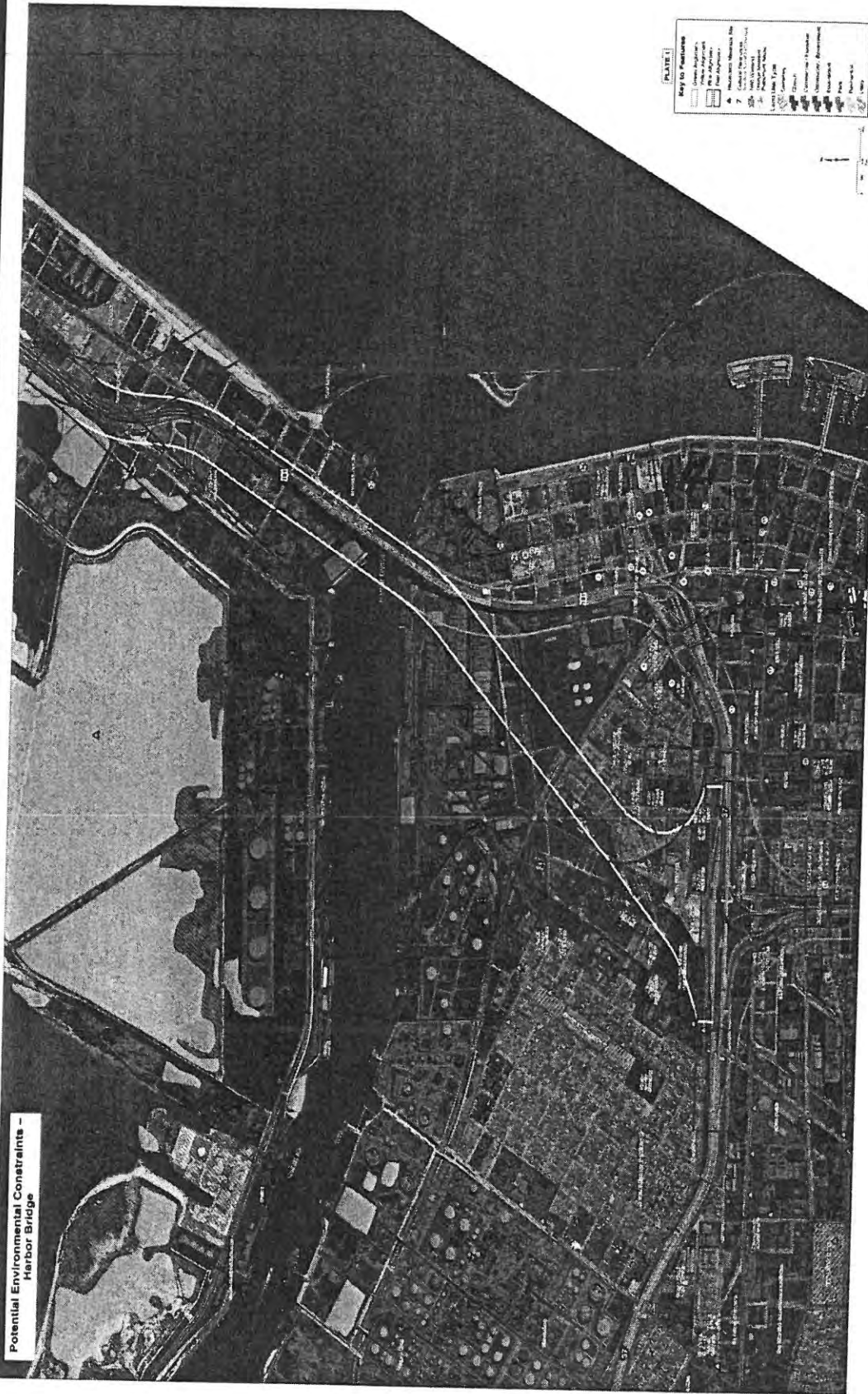


Harbor Bridge Corridor Alternatives





Potential Environmental Constraints





Corridor Evaluation Process

- Evaluation criteria developed for four possible corridors
- Criteria fall into three categories:
 - Environmental/Public Involvement Issues
 - Traffic/Planning
 - Engineering
- Each alternative corridor evaluated and ranked



Ranking of Alternatives for Harbor Bridge

1: Red Alternative

Why?

- Lower environmental impact
- Achieves desirable design criteria
- Highly compatible with future development plans for local community
- Resolves offset alignment between Crosstown Expressway and U.S. 181



Ranking of Alternatives for Harbor Bridge

2: Orange Alternative

Why?

- Similar environmental impact to #1
- Meets design criteria
- Moderately compatible with future development plans



Ranking of Alternatives for Harbor Bridge

3: Blue Alternative

Why?

- Higher impact on coastal/aquatic life
- Higher visual impact
- Worsens access to central business district
- Creates barrier between central business district and beachfront area



Ranking of Alternatives for Harbor Bridge

4: Green Alternative

Why?

- More relocations required than for red and orange
- High adverse effect on local business/economic interests
- Low compatibility with future development plans for community
- Worsens access to central business district
- Does not address offset alignment between Crosstown Expressway and U.S. 181

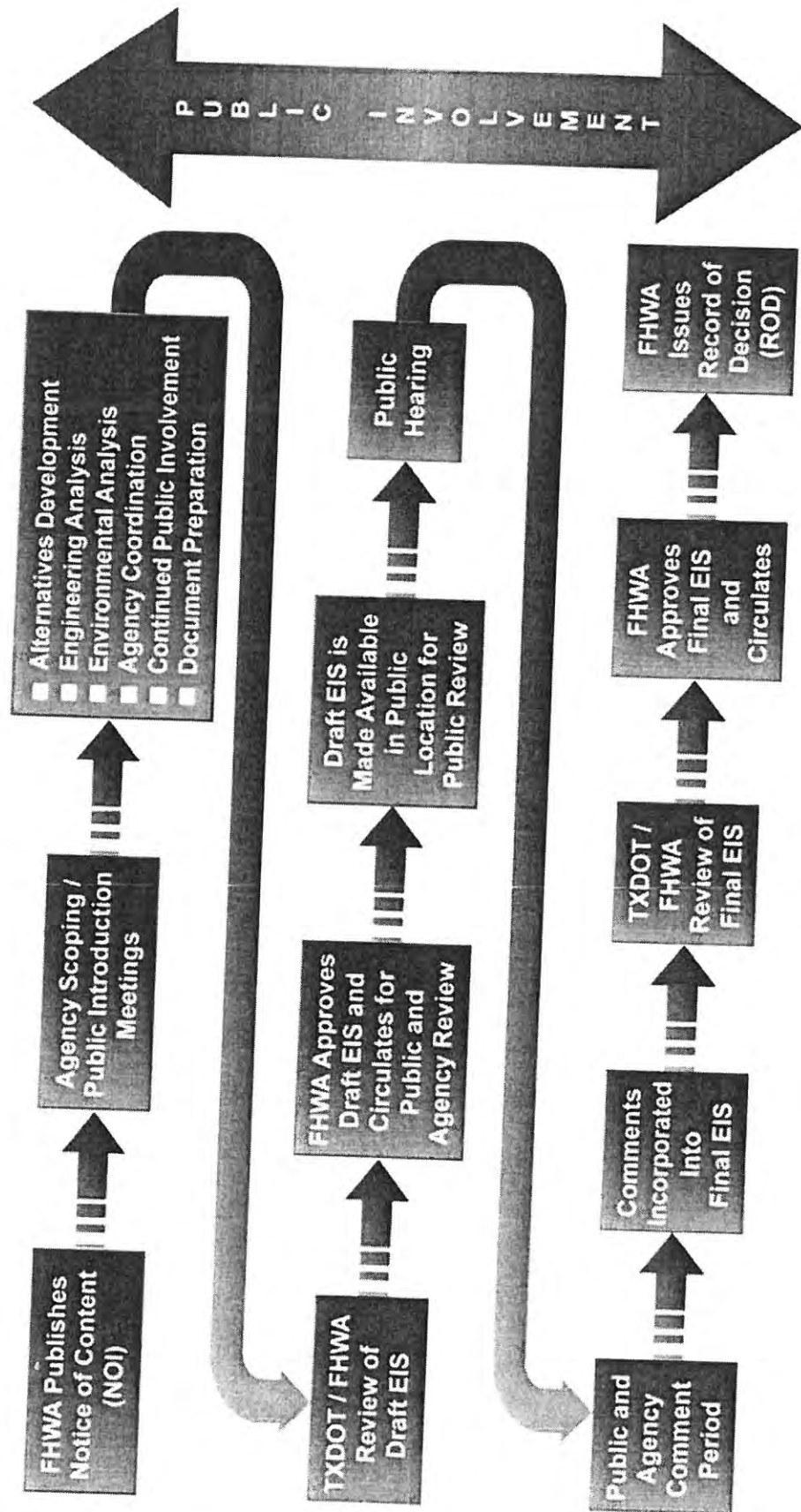


Environmental Documentation and Schematic Development Phase

- **Red Alternative** recommended for further evaluation in Feasibility Study
- In 2005, TxDOT and FHWA determined that **Green** and **Blue Alternatives** need not be evaluated in detail during the EIS process
- However, **All** alternatives, including the No-Build, to be considered during the EIS process



Environmental Documentation Process



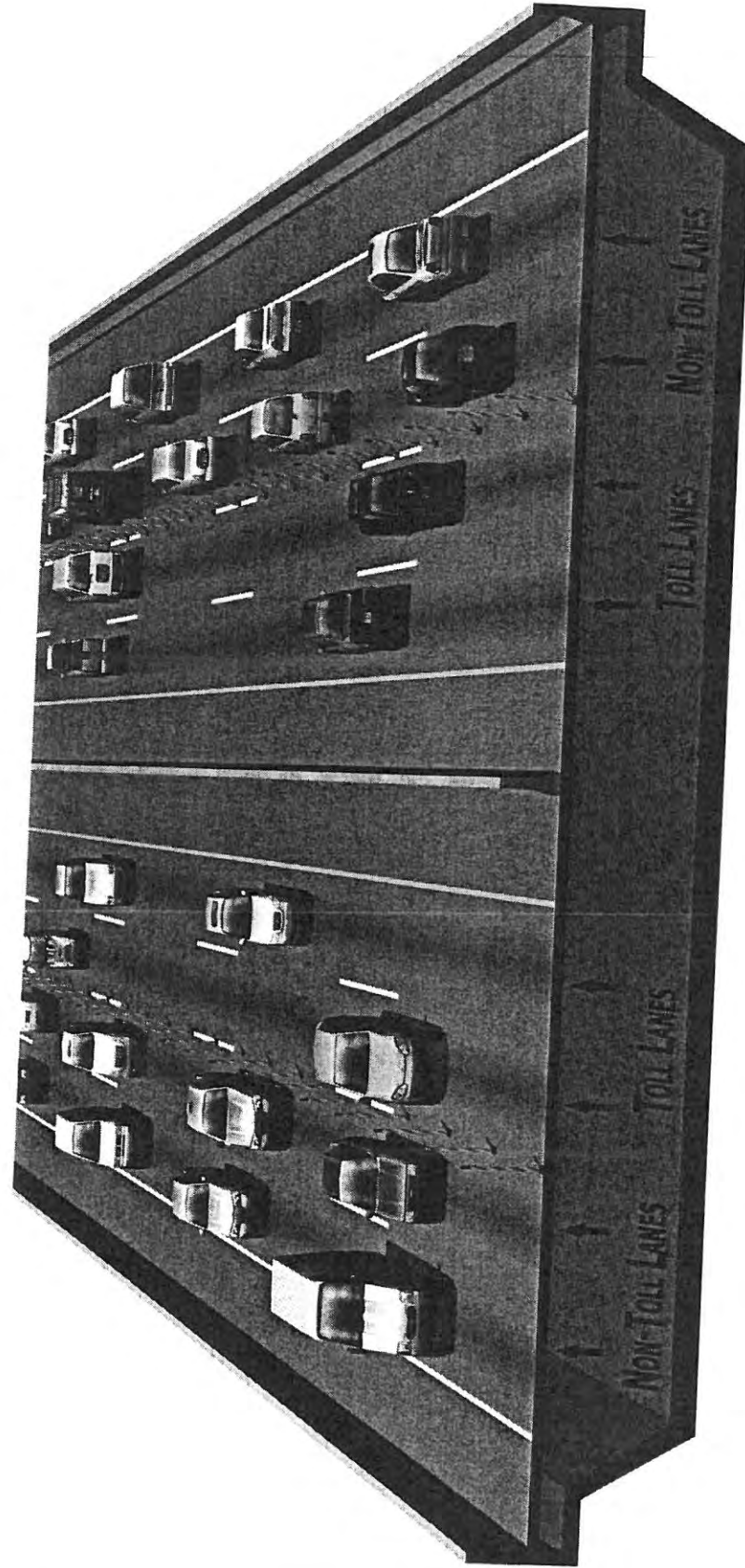


Managed Lanes for Harbor Bridge

- TxDOT charged by Texas Transportation Commission to consider managed lanes
- Use of managed lanes proposed for Harbor Bridge
 - Designate some lanes to serve as means of moving traffic more quickly over bridge
 - Use these lanes to maximize bridge capacity, generate revenue, speed up bridge construction schedule



Typical Managed Lane Section





Harbor Bridge Timeline

- Complete feasibility study – Summer 2003
- Prepare Draft Environmental Impact Statement (DEIS) followed by Record of Decision (ROD)
 - Prepare document – Fall 2004 to Spring 2007
 - Public involvement – throughout
 - Environmental Clearance – Spring 2008



Harbor Bridge Timeline

- Prepare ROW Map and Acquire ROW – Spring 2008 to Summer 2010
- Develop construction plans – Fall 2008 to Summer 2010
- Start phase construction – Fall 2015 (with managed lanes); 2030 (without managed lanes)



Your Comments

TxDOT Corpus Christi District
Harbor Bridge Environmental Documentation
and Schematic Development
Public Scoping Meeting
June 23, 2005

COMMENTS

Providing your comments below will help TxDOT in preparing the environmental documentation for the US 181 (Harbor Bridge) project. Please return this sheet to TxDOT at tonight's meeting or you may mail or email comments to:

URS Corporation
P.O. Box 201088
Austin, TX 78720-1088
Attention: Nancy Gates
E-Mail: Nancy_Gates@urscorp.com
Phone: (512) 419-5303; Fax (512) 454-8807

Optional:

Your Name: Connie G. Rivera, Assoc. AIA
Address: 3102 Santa Fe Apt 22-C, 78404
Phone: (361) 904-0642

First, I would like to commend you on your process and the high level of interaction with the public on this. I would also like to say that I am in agreement w/ your recommended "red" corridor. This better protects the cultural districts and will create amore cohesive downtown area by removing the divider ~~from~~ from between downtown and the new developments of the ballpark, proposed cruise ship terminal and the Ortiz conference center. This would also help w/ traffic in those areas.

Are you on our mailing list?
If not, please give us your name and address so we can keep you informed of the study's progress.

Deadline for submitting comments - July 5, 2005

-I am curious to know what will happen with IH 37 as it enters the downtown area
→

Would there be the possibility of a boulevard concept between the corridor and Shoreline? This would be beneficial as a "gateway" to the City.

Will the existing bridge and approach be taken down? It is preferred that it should ~~be~~ done. (Boulevard concept ^{to be} here as well to reunite the community)

Publish the list of the Citizens Advisory Committee?

*Paula
Suh Gums*

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Phone: (512) 419-5303; Fax (512) 454-8807

Optional:
Your Name: Gloria R. Scott
Address: P.O. Box 9174
Phone: 361-887-9655 - FAX 887-9635

- Copy*
- ① Provide Environmental Documentation Process Flowchart.
 - ② US 181 Harbor Bridge Study Corridor Historical & Cultural Resources
 - ③ US 181 Harbor Bridge Study Corridor Potential Environmental Constraints
 - ④ Victor Varkar - ^{Varkar} Copy - Full Report Feasibility Study - 1
 - ⑤ Copy of US 181 (Harbor Bridge) Timeline
 - ⑥ Copy of List of Citizens Advisory Committee.

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Speaker Card

**TxDOT – Corpus Christi District
Public Scoping Meeting
Harbor Bridge Environmental Documentation
and Schematic Development
June 23, 2005**

Name Andrew G. DuArte'
Please print

Organization Hillcrest Residence Association
(If applicable)

Address 1203 Van Loan

City Corpus Christi

State TEXAS

Zip 78407 Phone 361-884-5488

☒ I would like to speak tonight.

Topic:

Public Participation in the process
Would like to be on citizens advisory
Committee.

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Phone: (512) 419-5303; Fax (512) 454-8807

Optional:

Your Name:

Ed Schroeder

Address:

1001 Grant Pl. CTX 78411

Phone:

361 8521492

Please put me on your
mailing list. I have property in the area
Ed Schroeder

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Ruoy GALVAN
1109 Coke St.
361-443-1811

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Address:

Phone:

ROBERT LEOS AND NANCY LEOS
5331 MAGDELENA DR. AUSTIN, TX 78735
512-914-5998 EMAIL: ROBERTLEOS@AUSTIN-RR.COM

WE OWN A CONDO ON CORPUS CHRISTI BEACH
AND WOULD LIKE TO BE KEPT INFORMED OF YOUR
ENVIRONMENTAL STUDIES. THANK YOU.

CC ADDRESS (USE AUSTIN MAILING ADDRESS OR EMAIL)

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Your Name

Address:

Phone:

Gene Olszewski

5501 Burnham #6, Corpus Christi, TX 78413

361-993-5962

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Texas Department of Transportation

Speaker Card

**TxDOT – Corpus Christi District
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June 23, 2005**

Name Bob Payne Please print

Organization Dev. services Dept. City of CC
(If applicable)

Address 2406 Leopard St.

City Corpus Christi

State TX

Zip 78469 Phone 361 826-3560

☐ I would like to speak tonight.

Topic:

Access to the downtown
and BASP (Bayfront, Arts and Science Park)
must be fully addressed – alternative
for making sure we maintain excellent
connections to the downtown.

Also, Port Avenue and how
this project will connect.

Address future land uses under
the bridge – identify possibilities: open space
parking etc.