March 8, 2017 Joint Evaluation Meeting

# Pelican Island Replacement on New Location Bridge Project

SWG-2016-01058
Galveston County, Texas

## Agenda

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|---|---|
| **1) Project Team Introductions and Brief Project History**<br>5 min. | Galveston County (Michael Shannon, County Engineer) |
| **2) Project Status**<br>▪ Project Funding<br>▪ Project Status (surveys, results)<br>15-20 min. | Applicant: Galveston County<br>Permitting agent: Crouch Environmental Services |
| **3) Agency Questions and Comments (Round table discussion)**<br>15-20 min. | All |
| **4) USACE Moderator: Summary of Comments and Guidance from Agencies**<br>10 min. | U.S. Army Corps of Engineers (USACE) PM |

## The Purpose of the Meeting Today:

The purpose of the meeting today is to initiate early coordination and communication with the resource agencies by introducing the project team and applicant and to present the project in a round table format. The project team is requesting preliminary feedback and/or recommendations regarding compliance with applicable laws and regulations as well as potential environmental concerns and/or issues. The goal of this meeting is for everyone to walk away with a clear understanding of the project purpose, the preliminary agency concerns and/or comments, and the action items to move the project along in the permitting process.

## Table 1: Anticipated Permit Table

*Major Permits, Licenses, Authorizations, and Clearances Potentially Required*

| Permit/Clearance/Approval | Agency | Estimated Timeline |
|---|---|---|
| Bridge Permitting Program (Section 9 of the General Bridge Act) | U.S. Coast Guard | 10 months |
| Sections 9 and 10 of the Rivers and Harbors Act and Section 404 of the Clean Water Act | USACE – Galveston District | 9-12 months |
| Section 7 Endangered Species Act, Essential Fish Habitat, Migratory Bird Treaty Act Consultation | U.S. Fish and Wildlife Service, National Oceanic and Atmospheric Administration (NOAA) Fisheries | Concurrent with USACE permitting. Can last up to 150 days with Biological Opinion (BO) |
| Coastal Zone Management Program | Office of Coastal Zone Management – NOAA | Concurrent with USACE permitting |
| Flood Plain Construction | Federal Emergency Management Administration (FEMA) & Galveston County Engineer (Flood Plain Administrator) | Concurrent with USACE permitting |
| NPDES – Hydrostatic Test Discharge Permit & NPDES – Construction Stormwater Discharge Permit | U.S. Environmental Protection Agency | Requirement unknown at this time |
| Section 106, National Historic Preservation Act (NHPA) | Texas Historic Commission (State Historic Preservation Office, (SHPO) | Dependant of project specific findings Concurrent with USACE permitting |
| Threatened and Endangered Species Consultations | Texas Parks and Wildlife Department (TPWD) | Concurrent with USACE permitting |
| State Water Quality Certification Process (i.e. TIER I & TIER II) | Texas Commission on Environmental Quality (TCEQ) | Concurrent with USACE permitting |
| Submerged Lands Review | Texas General Land Office (GLO) | Need application for GLO lease |

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## Conceptual Options Determined by the 2015 Feasibility Study

### OPTION 1

**Fixed span on existing alignment within current right-of-way following current Seawolf Parkway alignment through Texas A&M Galveston (TAMUG) campus.**

**ADVANTAGES:** Least cost; mostly funded by federal bridge program funds the most efficiently. Does not require additional ROW.

**DISADVANTAGES:** Introduces higher volume of industrial traffic through the campus. Higher probability of crashes with vehicles and pedestrians

### OPTION 2

**Fixed span on existing alignment within current right-of-way following current Seawolf Parkway alignment through TAMUG campus with two lanes at grade and two elevated lanes**

**ADVANTAGES:** Elevated roadway through campus lessens hazardous industrial, pedestrian, and campus traffic conflicts. Does not require additional ROW.

**DISADVANTAGES:** Still allows for industrial traffic cutting through campus. Increased traffic noise levels on campus. Potential for hazardous material accidents on elevated section within campus. Visual impact on campus aesthetics. Higher cost with a lower percentage of federal bridge program funding.

### OPTION 3

**Fixed span on new ROW north of existing alignment touching down on Port of Houston property bypassing TAMUG campus**

**ADVANTAGES:** New location that does not bisect campus. Elimination of all potential industrial traffic accidents on campus. Corresponds best with TAMUG's Master Plan and recent construction.

**DISADVANTAGES:** Higher cost with an even lower percentage of federal bridge program funding. Potential increased environmental impacts and permitting issues. New ROW required. Extended construction time-frame.