

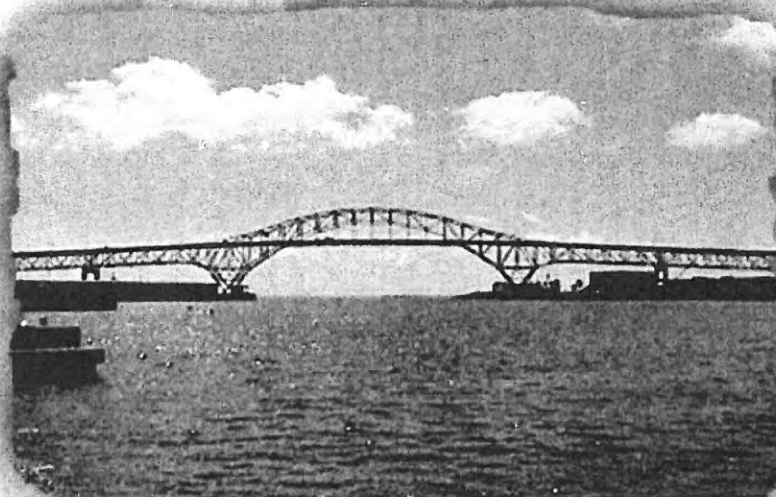
U.S. 181 (Harbor) Feasibility

Texas Department of Transportation
Corpus Christi District

Public Involvement Committee

0101-06-095
Harbor Bridge

2 of 2



Harbor Bridge Chronology (2001-2003)

- Contract for Engineering and Environmental Services between TxDOT-Corpus Christi and URS
 - February 12, 2001
- 1st Supplemental work authorization to February 12, 2001 contract between TxDOT-Corpus Christi and URS
 - August 30, 2001
- Citizens' Advisory Committee (**See CAC tab**)
 - 3 meetings at the Oveal Williams Senior Center
 - June 27, 2002
 - September 19, 2002
 - April 29, 2003
- Public Meeting prior to feasibility study (**See Public Meeting tab**)
 - Miller High School: 6-8 p.m., November 14, 2002
 - Oveal Williams senior Center: 6-8 p.m., May 29, 2003
 - Informal stakeholders meeting for the Tule Lake Lift Bridge: April 29, 2003
 - Newspaper ads were published in the Corpus Christi Caller-Times and Portland News twice within one week of the meeting dates.
- Two newsletters were published (**See Newsletter tab**)
 - May 2002
 - June 2003
- **Feasibility Study**
 - Final draft published in June 2003

U.S. 181 (Harbor Bridge) Feasibility Study

**Texas Department of Transportation
Corpus Christi District**

Public Involvement Compendium

June 2003

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Project Mailing List

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June 2002

September 2002

April 2003

Public Meetings

November 2002

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Newsletters

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**CAC Meeting
June 2002**

Harbor Bridge Advisory Committee Meeting
Oveal Williams Center
Thursday, June 27, 2002

<u>Name</u>	<u>Street Address</u>	<u>City & Zip Code</u>	<u>Phone Number</u>	<u>e-mail address</u>	<u>Organization Represented</u>
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Bryan Wood	TxDOT		808-2221		TxDOT
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Pat Norrell	TxDOT		808-2222		TxDOT
Clifton C. Stell	1605 Lexington	Corpus Christi, TX 78407	883-4179		
Rufus Avery	705 Caprice Dr.	Corpus Christi, TX 78418	937-3714		
Gwen Coleman	1207 Sam Rankin	Corpus Christi, TX 78401	882-6425		
Manuel Tagle	103 Leopard, Suite 103	Corpus Christi, TX 78401	888-0490		
Vernis Mitchell	7443 Cessna	Corpus Christi, TX 78412	992-1999		
Robert Brown	4721 Prescott	Corpus Christi, TX 78416	853-4818		Unity Chapel
Wayne Bennett	1201 N. Shoreline	Corpus Christi, TX 78401	881-1877		Nueces Co. DPW
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Jamie Mumphord	2011 Palm Dr.	Corpus Christi, TX 78407-2233	361-888-7627		US Coast Guard
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Jewel Allen	1701 Palm Dr.	Corpus Christi, TX	361-888-8633		Hialco Neighborhood
Stephenie Rhodes	3225 Washington St.	Corpus Christi, TX	888-5096	r.stephenie@hotmail.com	Devine Temple
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Odessa Holland	1602 Hemlock	Corpus Christi, TX 78416	814-8489		

Harbor Bridge Advisory Committee Meeting
 Oveal Williams Center
 Thursday, June 27, 2002

<u>Name</u>	<u>Street Address</u>	<u>City & Zip Code</u>	<u>Phone Number</u>	<u>e-mail address</u>	
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Kelly Arkadie	3418 Crest Lake	Corpus Christi, TX 78415	854-4105		RTA
David Seiler	5658 Bearlove	Corpus Christi, TX 78405	289-2712, ext 4	dseiler@ccrta.org	Downtown Management Dist. Port of Corpus Christi
Norma Urban					Sierra Club
Ruben Bonilla, Jr.					Black Chamber of Commerce
Bert Quintanilla					Homeowner/Neighborhood
Pat Suter					
Eddi Sutherland					
Lamont Taylor					
Scott Elliff					
Dave Johnston					
Mr/Mrs Seth Neal					

10 September 2002

Dear _____

Thank you for participating in TxDOT's first citizen's advisory committee meeting on the Harbor Bridge/Tule Lake Lift Bridge feasibility study. The results of that meeting are summarized and attached to this letter.

As the committee requested, we are planning our second CAC meeting for 7 p.m. on Thursday, September 19 at the Oveal Williams Center (1414 Martin Luther King Drive). Our agenda for the meeting is based on the results of the June 27th meeting and is summarized below.

1. Introductions
2. Feasibility Study update/status
3. Summary of existing planning information for Northside area (City of Corpus Christi, Corpus Christi Independent School District, Corpus Christi Housing Authority)
4. Presentation of various types of bridge options (photos) for Harbor Bridge/Tule Lake Lift Bridge
5. Discussion of possible alignment corridors for Harbor Bridge/Tule Lake Lift Bridge.
6. Discussion of upcoming public meeting.

As at our previous meeting, there will be many opportunities for you to ask questions and explain your ideas. The mission of the advisory committee is to provide a forum for sharing and gathering information from a representative cross section of the community.

We would like to hear back from you by September 16 if you plan to attend the September meeting. Please contact Paula Sales, Advance Project Development Engineer at 808-2329 if you have any questions.

Thank you,

David Casteel, P.E.
District Engineer

TxDOT Harbor Bridge/Tule Lake Lift Bridge Feasibility Study
Summary of Citizen's Advisory Committee Meeting
June 27, 2002

Common Themes

- Support livable, united neighborhoods
- Maintain distinctive, signature structure
- Use durable materials
- Revitalize community
- Ensure safety (shoulders, curves)
- Maintain history and heritage

Vision for the Bridge -- CAC member ideas

Visual:

- Visually “sensational”—appealing, attractive, distinctive...not like the causeway, or just “functional”
- Should be a new “icon” for Corpus Christi
- Lighted bridge for “Sparkling City”

Construction materials:

- Use durable materials suitable for this environment
- Long-term solution in durable construction materials

Configuration:

- Adequate vertical and horizontal clearance
- Eliminate the big bend by the Courthouse/Take out dangerous curves
- Improve safety
- Open up streets in the area (e.g., Winnebago) that used to connect to downtown
- Include message signs to advise folks of upcoming hazards
- Some see a tunnel, others see a bridge
- Aid in evacuating the City in time of need
- Provide HOV lane, bus lane
- Provide sidewalks, bike lanes and other accommodations for various modes of transportation
- Should be as wide as possible and provide space for cars that break down – shoulders

Location:

- Location should be compatible with Port operations
- Should provide access to all of the recreational facilities, hotels
- Maintain historical points—do not lose the history
- Ease traffic flow into main streets

- Align with current interchanges
- Save the old Courthouse/Tear the Courthouse down

Miscellaneous:

- Not be a toll bridge—open to all people

Vision for the community - CAC member ideas

Neighborhood Preservation:

- If the bridge ties to the Crosstown Expressway, concern about living under ramp bridges, and issues related to that
- Heritage in area needs to be considered—St. Paul's and Holy Cross churches are nearly 100 years old
- Tear down some houses, but preserve historic areas, such as Harlem Theatre, churches, Unity Chapel, Bayview Cemetery
- Port Avenue would become very important
- Support neighborhood objectives
- Maintain or increase property values
- Maintain access to neighborhoods
- Keep community together (community cohesion)
- Maintain neighborhood beauty, Maintain park facilities
- Improve the area—make it more “livable”-- landscaping needed

Development Issues:

- Opportunity for growth—businesses near off-ramps—the City as a whole should experience economic growth—property values would grow
- Identify opportunities for re-development
- Funds would be available in relation to the project to improve housing, making the community more livable—community renewal
- Unite the Coles area with downtown and beachfront
- Develop vacant lots—could be developed as a tourist pathway connecting with downtown
- Bridge could keep commercial traffic away from downtown
- If you tear something down, put something new in its place
- Enhancement of Central Business District
- Timing of construction—impact to vessel traffic

Other issues or concerns

Relocation:

- Right of Way—what are the State's legal rights to acquire property at a cost different from what the owner wants to receive?

- When I-37 was built, the state took a real interest in helping folks relocate—want to see that again
- Need to consider needs of renters

Traffic Flow:

- Connection to the Fulton Corridor
- What happens to Concrete Street?
- Address traffic congestion
- Parking for new baseball field--how will this affect area?
- Access from bridge to downtown, uptown, bayfront
- Access to attractions—good signage needed
- Impact of demolition on vessel traffic

Environmental/Safety:

- Environmental issues (gas lines, impact on community as a whole)
- Noise from development
- Truck spills from accidents
- Terrorist activity
- Proximity to refineries—danger of explosions
- Security—barge accidents
- Security to base of structure—ownership and access

Alternatives and Ideas

- No tunnel
- No bridge over bay
- Research bridges in our Sister Cities—duplicate or replicate other structures
- Look at bridges in Phoenix and St. Louis
- Consider 1984 Hialco planning document, City's Northside Development Plan
- Hold on to the Napoleon's Hat icon
- Where will the money come from?

Considerations for Future Meetings

- Contact CCISD to hear about their plans
- Hear about churches' plans and their discussions with the City
- Present the input of the Advisory Committee at this meeting to the future Public Meeting
- Be prepared to present the status of the City's Northside Development Plan
- Hear from the Housing Authority
- Analyze tonight's issues and concerns, and bring information to next meeting
- Need Port presence and representation from City of Portland
- Bring real estate / appraisal folks

- Consider waiting until bridge height and other specs are available
- Need to be able to feed back some information from the study
- Show some of the “unfavorable” alternatives and why they were determined to be unfavorable
- How would the bridge relocation impact other transportation plans?



Texas Department of Transportation

Corpus Christi District

U.S. 181 (Harbor Bridge) Feasibility Study
Citizens Advisory Committee

June 27, 2002

URS



Welcome

URS



Meeting Agenda

- Introductions
- Meeting logistics and ground rules
- Project overview
- Group discussion of alternatives
- Meeting summary and wrap-up

URS



Project Purpose

- Improve mobility (vehicular/shipping) in light of traffic predictions
- Improve safety by reducing number/severity of accidents
- Accommodate current and future shipping needs
- Provide economic benefits to city of Corpus Christi
- Other

URS



Project Development Process

URS



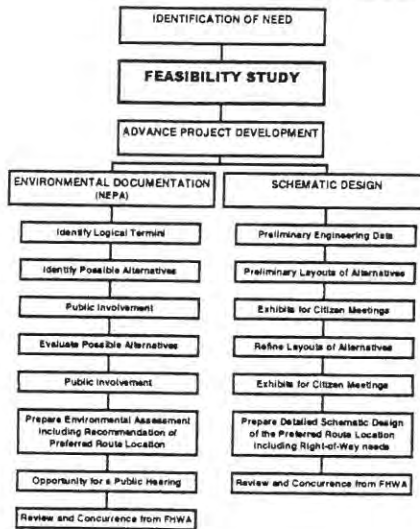
Project Phases

- Feasibility Study
- Environmental Documentation and Schematic Development
- Right-of-Way Mapping/Acquisition
- Preparation of Detailed Construction Plan
- Construction

URS



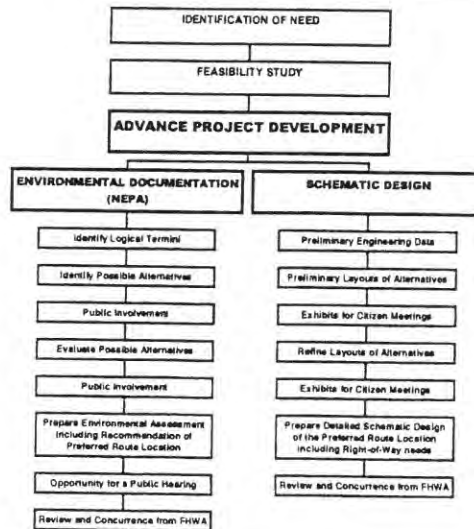
Project Development Process



URS

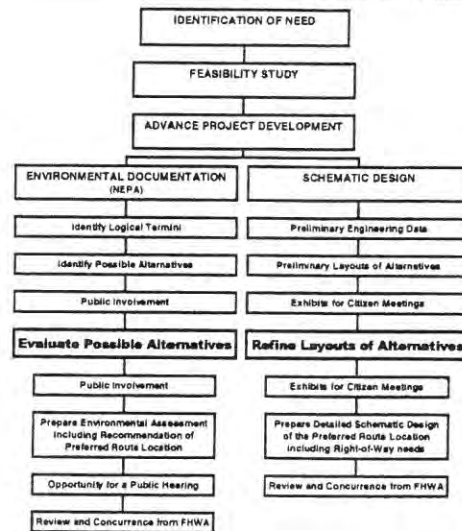


Project Development Process



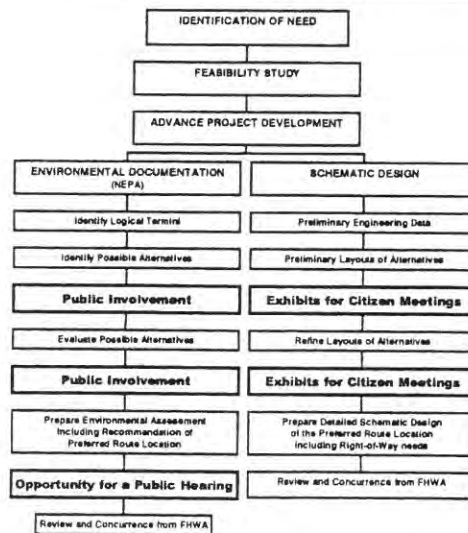
URS

Project Development Process



URS

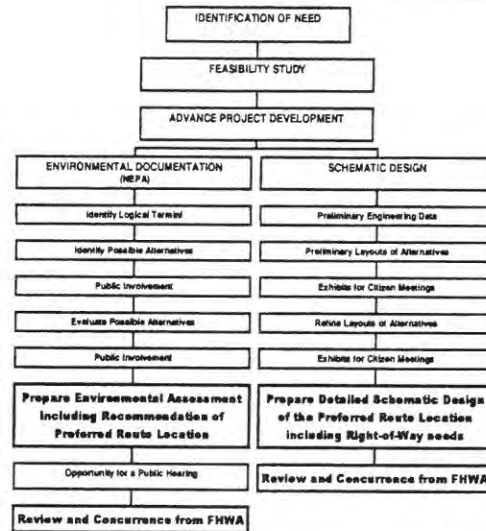
Project Development Process



URS



Project Development Process



URS



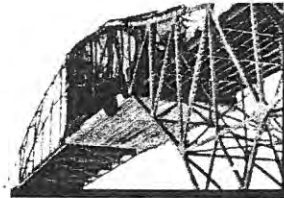
Project Need

URS



Overview of Need

- Both Harbor Bridge and Tule Lake Lift Bridge are:
 - Steel, constructed 50 years ago, and are experiencing increasing maintenance costs.
 - Adversely affecting ship movement.

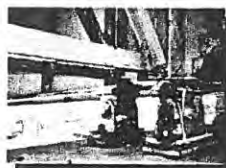


URS



Need for Harbor Bridge Improvement

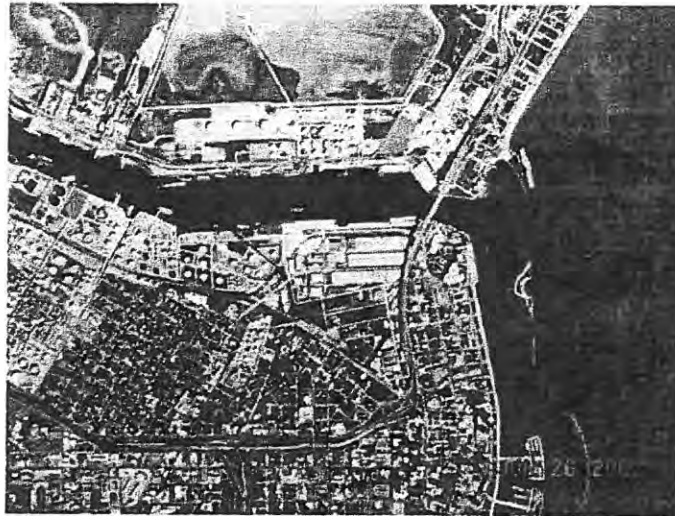
- Steep vertical grades
- Lack of shoulders
- Restrictive vertical clearance
- Sharp curves
- High maintenance costs



URS



Harbor Bridge



URS



Need for Tule Lake Lift Bridge Improvement

- Navigational clearances (200 ft-wide channel)
- Need to raise bridge 20-24 times/day
- High maintenance costs
- Lack of shoulders



URS



Tule Lake Lift Bridge



URS

**CAC Meeting
September 2002**

Texas Department of Transportation
Corpus Christi District

U.S. 181 (Harbor Bridge) Feasibility Study
Citizens Advisory Committee
September 19, 2002

Agenda

1. Introduction
2. Feasibility study update/status
3. Presentation of development plans for project area
4. Presentation of bridge types
5. Discussion of possible corridors
6. Discussion of upcoming meetings
7. Meeting summary and wrap-up

Harbor Bridge/Tule Lake Lift Bridge Feasibility Study
September 19, 2002
Attendance List

* New member

Lamont Taylor
1701 Stillman
Corpus Christi, TX 78407

Pat Taylor
1701 Stillman
Corpus Christi, TX 78407

Albert Hinojosa
FHWA
300 E. 8th St
Austin, TX 78701

Gwen Coleman
1207 Sam Rankin
Corpus Christi, TX 78401

Benito Reyes*
Corpus Christi Independent School District
PO Box 110
Corpus Christi, TX 78401

Margie Rose*
Assistant City Manager
City of Corpus Christi
City Hall
1201 Leopard
Corpus Christi, TX 78401

Michael Gunning*
Director of Planning
City of Corpus Christi
City Hall
1201 Leopard
Corpus Christi, TX 78401

Frank Brogan
Port of Corpus Christi

PO Box 1541
Corpus Christi, TX 78403

Lorenzo Knowles*
4002 Tripoli Dr
Corpus Christi, TX 78411

Tom Niskala
Corpus Christi Chamber of Commerce
1201 N. Shoreline
Corpus Christi, TX 78401

Waunell Madison
4111 Manhattan Dr.
Corpus Christi, TX 78411

Jamie Mumpherd
2011 Palm Dr.
Corpus Christi, TX 78407

Shirley Jordan
1517 Winnebago
Corpus Christi, TX 78401

Bill Kelly
1402 N. Chaparral
Corpus Christi, TX

Lena Coleman
PO Box 5907
Corpus Christi, TX 78465

Ron Massey
Assistant City Manager
City of Corpus Christi
City Hall
1201 Leopard
Corpus Christi, TX 78401

George Hodge*
PO Box 752
Corpus Christi, TX 78403

Thelma Morgan*

6001 Williston
Corpus Christi, TX 78407

Mae Milligan
1601 Palm Dr
Corpus Christi, TX 78407

Leo Baylor
1916 Winnebago
Corpus Christi, TX 78401

George Johnson*
Corpus Christi Independent School District
801 Leopard
Corpus Christi, TX 78401

Marsha Hardeman
1309 Prince Dr
Corpus Christi, TX 78412-4026

Esther Knowles*
4002 Tripoli Dr
Corpus Christi, TX 78411

21 October 2002

Dear _____

Thank you for your continued interest and participation in TxDOT's Harbor Bridge Citizens Advisory Committee. Last month's meeting was another productive one and a summary of the meeting is attached.

During that meeting, we mentioned that our first public meeting for this project was scheduled for late October. However, in the meantime, we have set a new date and wanted to be give you plenty of advance notice so that you will be able to attend and participate. Here is the information:

Event:	Open House and Public Meeting
Topic:	Alternatives to the Harbor Bridge and Tule Lake Lift Bridge crossings of the Corpus Christi Ship Channel
Date:	November 14, 2002
Place:	Miller High School (cafeteria), #1 Battlin Buc Blvd., Corpus Christi
Time:	6 - 8:00 p.m. (open house 6-6:30 followed by a presentation and comment period from 6:30 - 8)

The purpose of the meeting is to receive public comments and identify issues that need to be considered in the feasibility study. We will be presenting the alignment alternatives and a project status update, similar to the information we presented during our meeting on September 19.

We will be publicizing this meeting in various ways (local media, local organizations) but will also count on you as committee members to help spread the word. We look forward to seeing you at the meeting on the 14th.

Sincerely,

Paula Sales Evans

Summary of September 19, 2002
Citizen's Advisory Committee Meeting
Harbor Bridge Feasibility Study

The agenda for the meeting covered the following:

- Feasibility study update/status
- Presentation of development plans for project area
- Presentation of bridge types
- Discussion of possible corridors
- Discussion of upcoming meetings

TxDOT representative, Bryan Wood, opened the meeting with an introduction and an update on the Harbor Bridge Feasibility Study.

Thus far in the project, a purpose and need memo has been completed to identify the need for replacement of the Harbor Bridge and the Tule Lake Lift Bridge. Data have been gathered to identify constraints (e.g., environmental) that might affect bridge replacement. Public involvement activities are underway, including these citizens' advisory committee meetings. A fleet survey that will be used to determine navigational clearances is being reviewed by TxDOT. In addition, a travel demand tech memo is being completed to determine future travel demand across the Corpus Christi Ship Channel. Finally, some preliminary conceptual corridor alignments have been developed and are being presented here tonight.

Ron Stuckey reviewed the process that TxDOT uses in addressing right-of-way (ROW) issues. He commented on the use of ROW maps and the data used in appraising properties (market value comps, cost to replace, income (i.e., from rental property)

Ron Massey, Assistant City Manager for the City of Corpus Christi, reported to the group on the city's plans in the project area. The objective of the Northside Plan, which is due to be completed in draft form in November 2002, is to rezone properties in the Hillcrest and Washington Coles areas from residential to non-residential. Various committee members questioned Ron about the idea of rezoning the project area, in particular how that might affect residents who choose to remain in the area.

The Hillcrest area is being considered for a Research Technology Park District, and would serve as a buffer between heavy industry to the west and areas to the east. The Washington Coles area is being considered for mixed land use/zoning that would bring together the Bayfront Arts and Science Park and the neighborhood.

The draft plan will be presented to neighborhood ministers, and will be the subject of Planning Commission public hearings in December 2002 and January 2003, and city council public hearings in February 2003. If the plan and zoning districts are adopted, the city would begin the rezoning process in the spring of 2003. In the meantime, the city is working with other local and state entities to identify ways of easing the transition from

residential to non-residential zoning. Michael Gunning, Corpus Christi's Director of Planning, also attended to answer questions from the group. Comments from the group included the following:

- Doesn't rezoning before people move out put the cart before the horse?
- We need to help people get out rather than be stuck there after rezoning.

Ron also discussed the closure of the Broadway wastewater treatment plant, which has been recommended by the Corpus Christi City Council.

Benito Reyes from the Corpus Christi Independent School District discussed the district's master plan, which will look at the needs of the entire district. This plan will not be ready until next year. Thus far, CCISD has not made any decisions regarding consolidation of schools and is waiting to see the results of TxDOT's feasibility study for Harbor Bridge. A concern was raised by the group that the name of Simon Coles continue to be used even if that school eventually closes.

Richard Franco of the Corpus Christi Housing Authority presented a brief overview of the housing authority's plans. The Housing Authority has no specific plans for the Leathers Housing Project, although the agency does plan to build 1000 units (not specifically in the Harbor Bridge area) in the next five years.

David Johnston of URS, the feasibility study consultant, presented photos of various possible bridge designs (examples from across the U.S. and abroad) for the committee's information. He also then presented some possible alignments for the Harbor Bridge and Tule Lake Lift Bridge for the committee to look at and consider.

Scott Elliff, the meeting facilitator helped the committee summarize the meeting by asking committee members to complete the following sentences.

I'm really pleased to see...

- That you are talking to the community before finalizing anything
- TXDOT responded to our requests for information for this meeting
- Attractive bridge designs
- We didn't talk about a tunnel
- Great turnout
- Good refreshments
- Good drawings
- Use of layman's language
- That we're taking school issues under consideration
- Attendance and enrollment aren't the only factors the school district is considering in thinking about closing schools
- There will be other opportunities for public participation

I'm still concerned about...

- Which bridge design will win out
- Decision-making process on rezoning needs to include property owners
- Will the bridge be high enough?
- Bridge security
- Safety from barge accidents
- Issue of cost effectiveness—for *whom*?
- Timeframe—when are we really going to be talking to folks seriously about this?

I'm still wondering...

- If we can get the money, and when?
- Why does it take seven years to move the wastewater plant?
- About this area still maintaining some beauty and landscaping once a bridge is built
- Maintaining historical sites in the area

Finally the committee provided some input regarding the public meeting:

- Need large venue—Selena Auditorium?
- 6:00 p.m. – 7:30 p.m. Start promptly.
- Cover everything that the Advisory Group has seen so far:
 - ✓ The need for the new bridge
 - ✓ Corridors, with advantages and disadvantages
 - ✓ Bridge designs—fewer than were shown tonight, and show them compatible with each of the corridor options



Texas Department of Transportation

Corpus Christi District

U.S. 181 (Harbor Bridge) Feasibility Study
Citizens Advisory Committee

September 19, 2002



Welcome



Meeting Agenda

- Introduction
- Feasibility study update/status
- Presentation of development plans for project area
- Presentation of bridge types
- Discussion of possible corridors
- Discussion of upcoming meetings
- Meeting summary and wrap-up



Feasibility Study Status/Update



Feasibility Study Status

Completed:

- Purpose and need memo
 - Identification of need for bridge replacement - Harbor Bridge and Tule Lake Lift Bridge
- Data gathering for constraints mapping
- Some public involvement activities
 - Formation of citizens' advisory committee
 - first two meetings: June 27/Sept. 19



Feasibility Study Status

Coming Up:

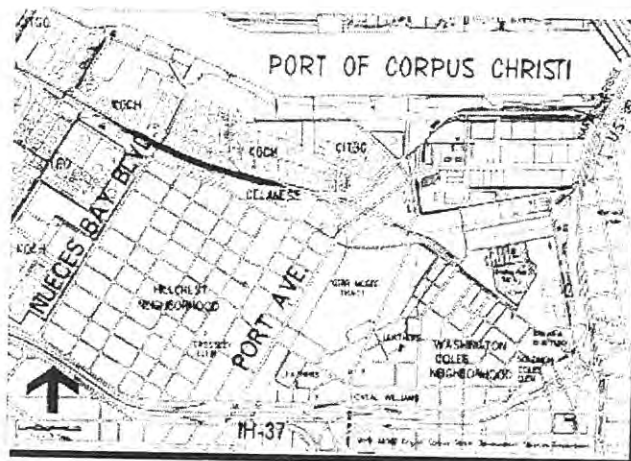
- Public involvement activities:
 - Resource Agency Meeting - Oct 1
 - Public Meeting - Oct 29
- Fleet Survey- in review by TxDOT
 - Determination of navigational clearances
- Travel Demand Tech Memo
 - Determination of future travel demand across Corpus Christi Ship Channel
- Preliminary conceptual corridor alignments



TxDOT ROW Acquisition Process

- Right of way maps
- Just compensation
- Appraisal
- Written offer

Development Plan Projects City of Corpus Christi



Northside Plan

- Objective:
 - Rezone properties in Hillcrest and Washington Coles areas from residential to non-residential
 - Open up area for reinvestment
 - Protect residents who will remain in area
- Hillcrest Area:
 - Considered for Research Technology Park District
 - “Buffer” between heavy industry to west and areas to east

Northside Plan (cont.)

- Washington Coles area
 - Considered for mixed land use/zoning
 - Bring together Bayfront Arts and Science Park and neighborhood
- Northside Plan draft due for completion in November 2002
 - Presentation to neighborhood ministers by Sept 30, 2002
 - Planning Commission public hearings: Dec/Jan 2003
 - City Council public hearings: Feb 2003

Northside Plan (cont.)

- Projected Spring 2003 Activities
 - Northside Plan/zoning districts adopted
 - City initiates rezoning of properties in neighborhoods
 - Rezoning involves property owner notification and public hearings

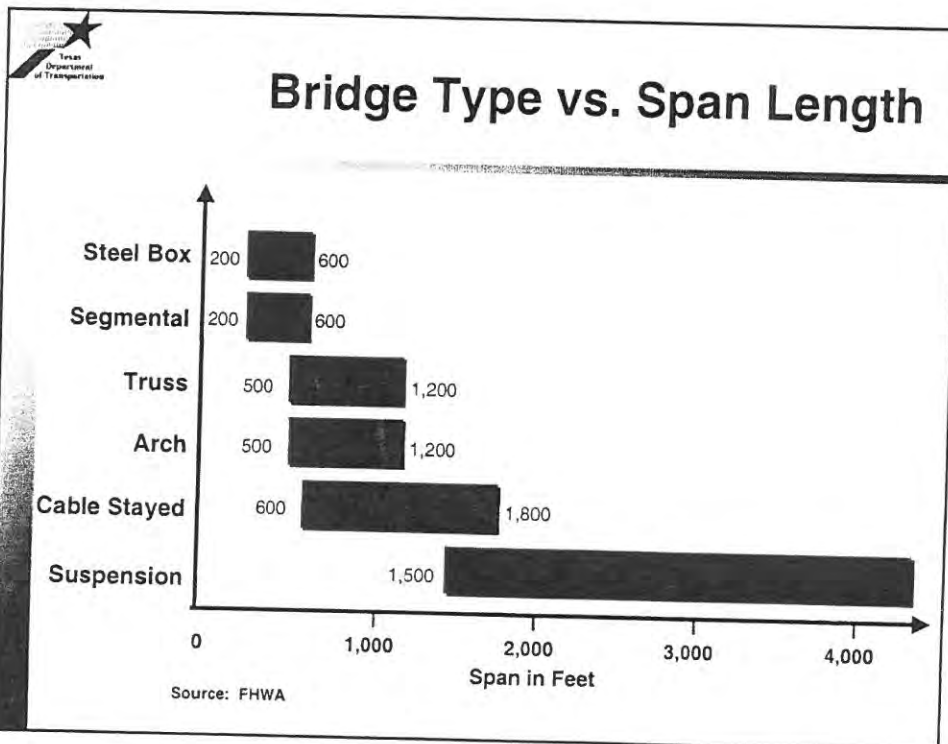
Other City Plans

- Identification of ways to ease transition from residential to non-residential
 - Working with:
 - Economic Development Corporation
 - Port of Corpus Christi
 - Corpus Christi Housing Authority
 - TXDOT
 - Corpus Christi ISD
 - Industry officials

Other City Plans

- Closure of Broadway Wastewater Treatment Plant
 - Relocate plant to industrial area
 - Would take at least seven years
 - Recommended by City Council

Bridge Types





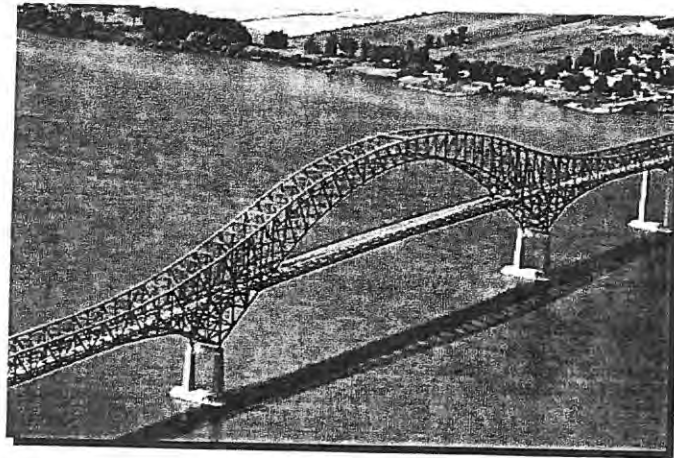
$\pm 1200'$ Spans



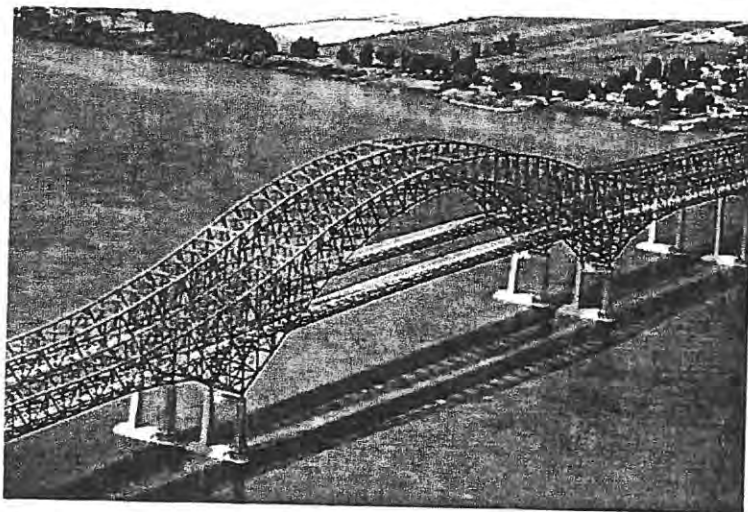
Truss and Arch Spans



Laviolette Bridge, Quebec

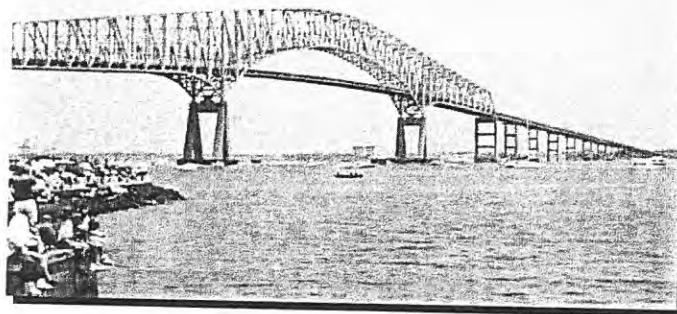


Rendering of Twin Bridges

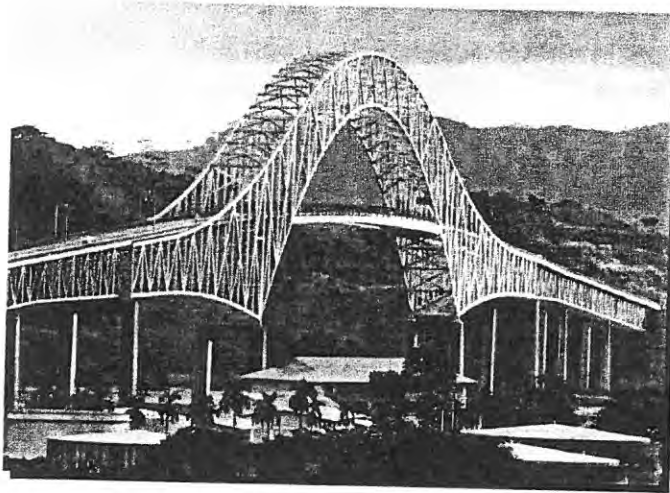




Francis Key Scott Bridge, Maryland



Thatcher Bridge, Panama

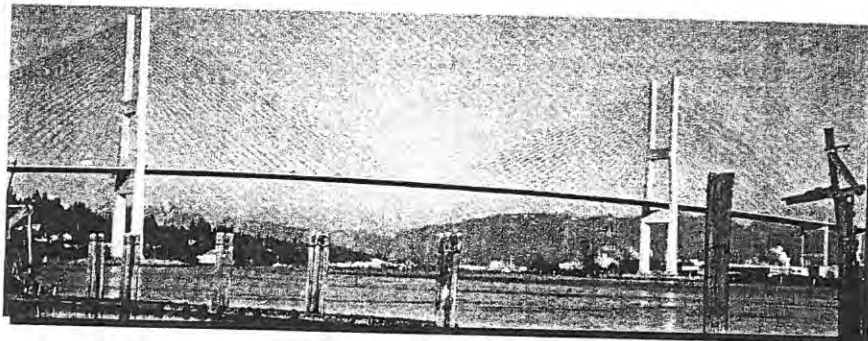




Cable-stayed Spans

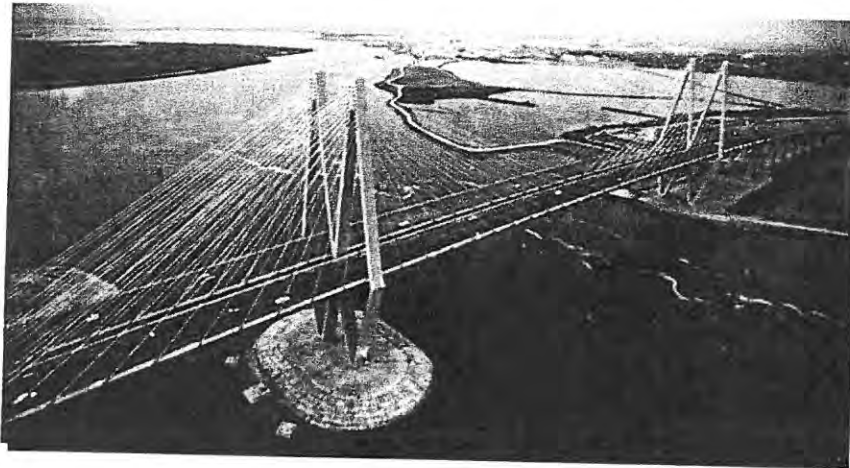


Alex Fraser Bridge, Vancouver, Canada

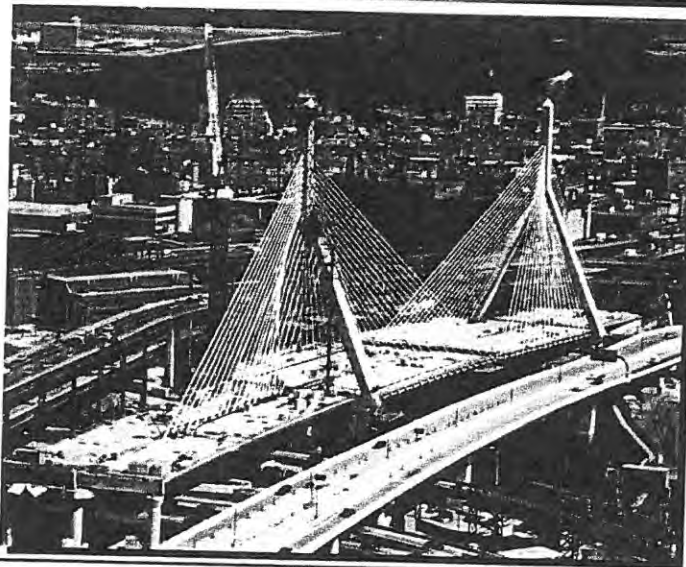




Fred Hartman Bridge, Baytown, Texas



Zakim Bunker Hill Bridge, Boston, Massachusetts





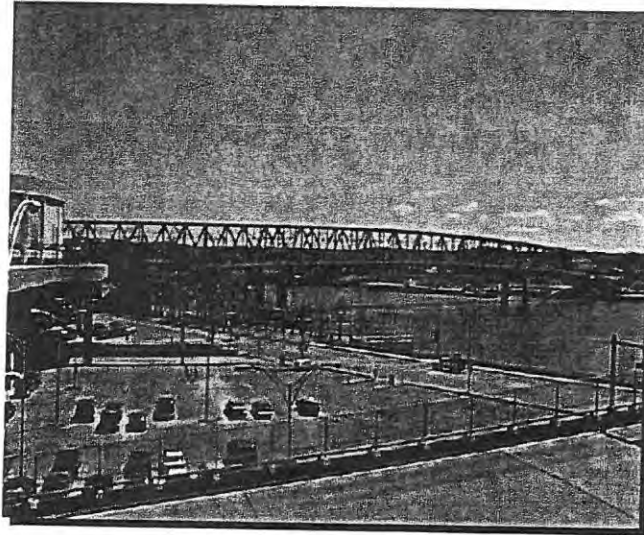
$\pm 600'$ Spans



Truss Spans



Taylor Southgate Bridge, Cincinnati, Ohio



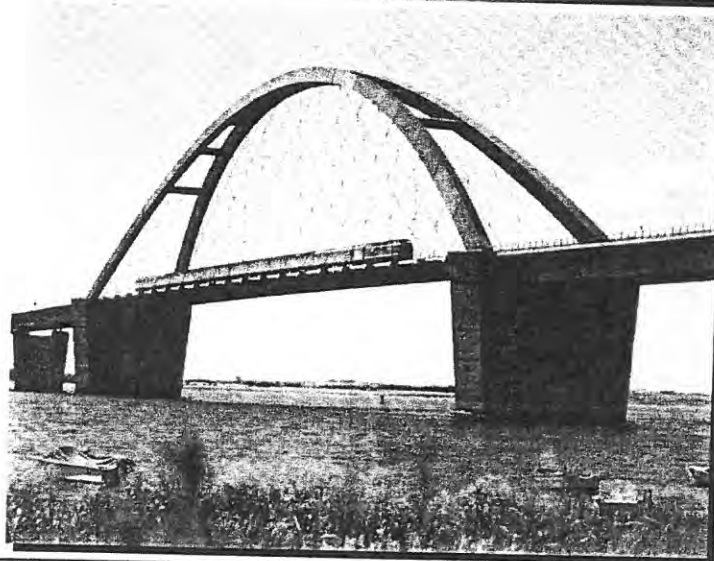
Arch Spans



Alsea Bay Bridge, Waldport, Oregon



Fehmarnsund Bridge, Germany

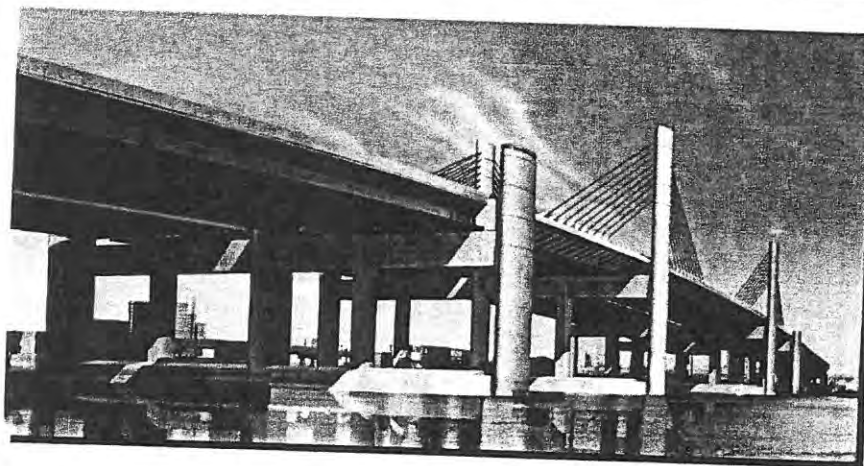




Extradosed Spans



Pearl Harbor Memorial Bridge, New Haven, Connecticut (Proposed)

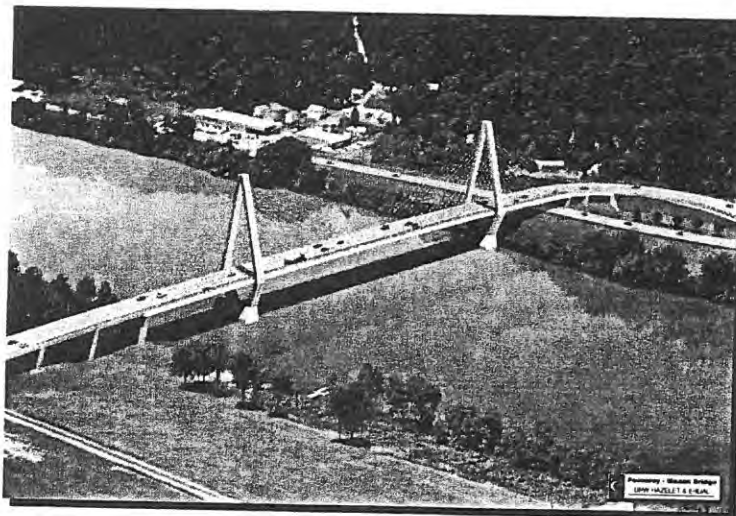




Cable-stayed Spans

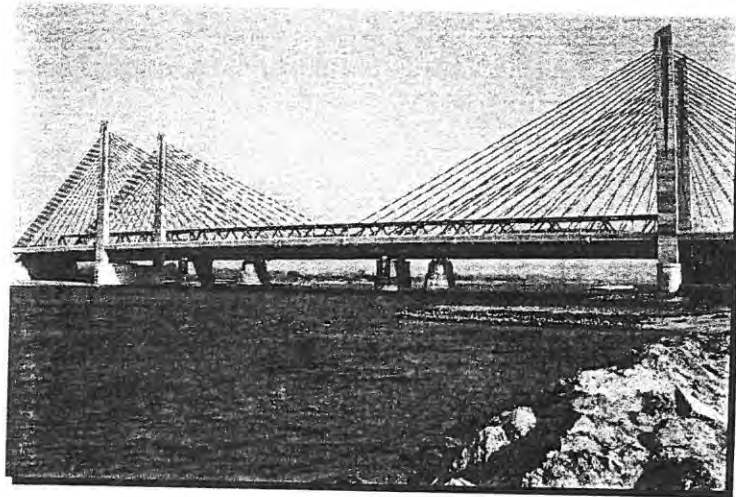


SR 833 over Ohio River, Pomeroy, Ohio (Proposed)





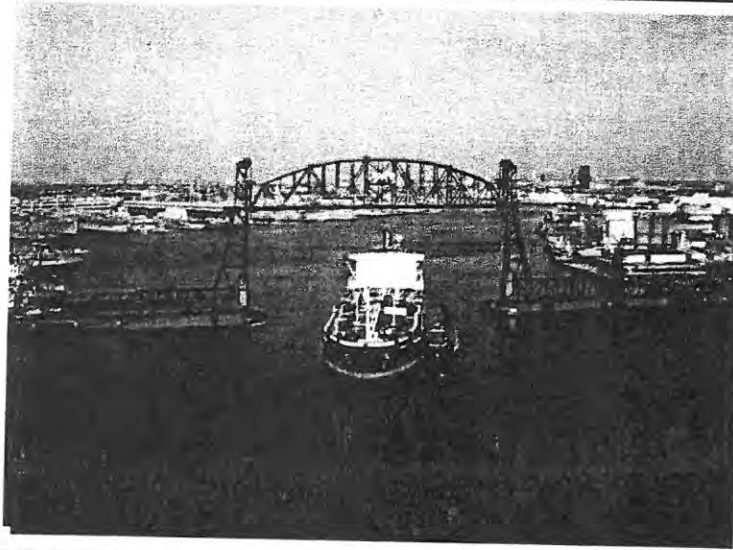
Waal Bridge, Zaltbommel, Netherlands



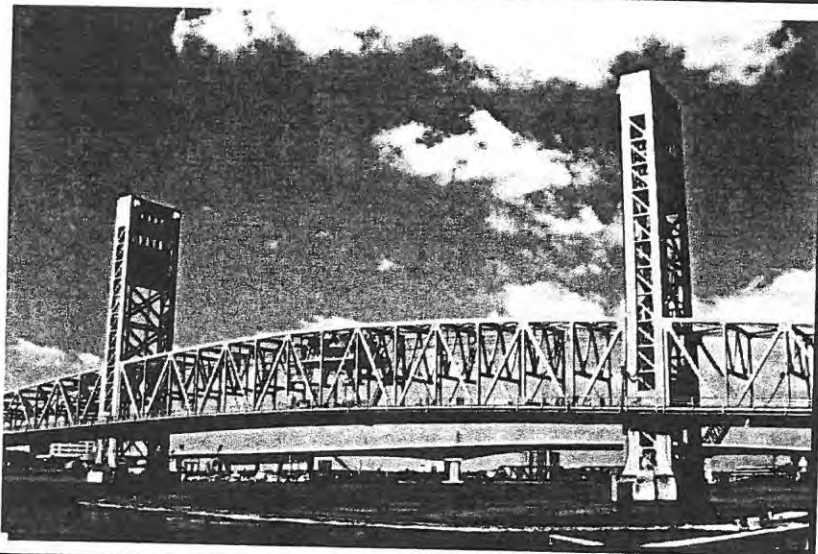
Movable Spans



Jordan Lift Bridge

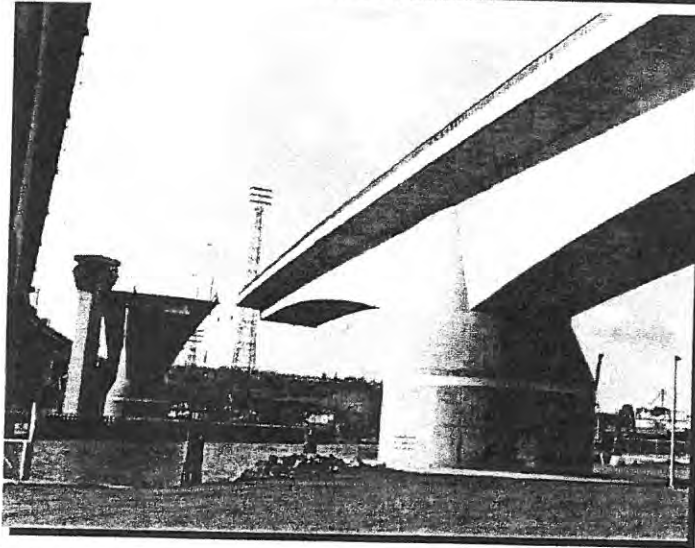


Main Street Vertical Lift Bridge, Jacksonville, Florida

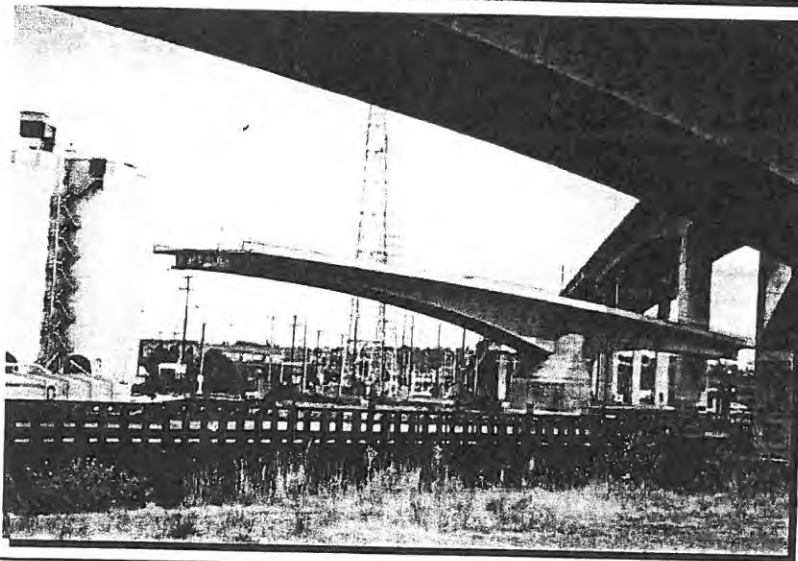




Spokane Street Swing Bridge, Seattle, Washington

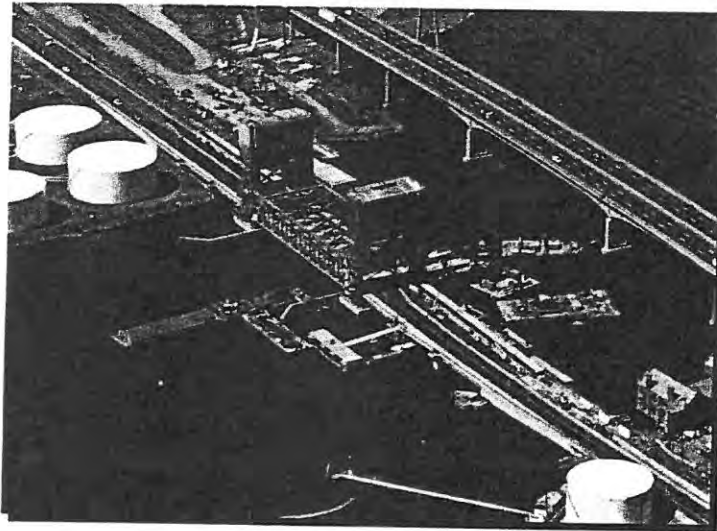


Spokane Street Swing Bridge, Seattle, Washington





Tomlinson Vertical Lift Bridge, New Haven, Connecticut



Corridors



Upcoming Meetings

- Resource Agency Meeting – October 1
- Public Meeting – October 9



Summary and Wrap-up

- Summary of today's meeting
- Suggestions for future meetings

**CAC Meeting
April 2003**

**Feasibility Study – U.S. 181 Harbor Bridge
Citizens Advisory Committee
April 29, 2003
Agenda**

- Introduction
- Feasibility study update/status
- Presentation of evaluation criteria and evaluation process used in developing recommended corridors for Harbor Bridge and Tule Lake Lift Bridge
- Discussion of recommended corridors for Harbor Bridge
- Discussion of recommended corridors for Tule Lake Lift Bridge
- Discussion of upcoming public meeting in May
- Meeting summary and wrap-up

**Tuesday, April 29, 2003
CAC Meeting Attendance List**

<u>Name</u>	<u>Street Address</u>	<u>City & Zip Code</u>	<u>Phone Number</u>	<u>e-Mail Address</u>
Twila Mouttet	901 Leopard, Rm 303	Corpus Christi 78401	888-0444	tmouttet@nueces.esc2.net
Wanell Madison	4111 Manhattan Drive	Corpus Christi 78411	855-9571	
Jeanette Ross	1504 VanLoan Ave.	Corpus Christi 78407	883-6072	
Rick Cantu	CCISD		886-9007	
Joel Mumphord	2011 Palm Dr.	Corpus Christi 78407	946-0226	
Shirley Jordan	1517 Winnebago	Corpus Christi 78401	884-8861	
Frank Brogan	222 Power Street	Corpus Christi 78403	885-6133	brookschap.aol
Muhammad Ulkarim	1305 N. Shoreline, 310	Corpus Christi 78401	884-0687	
Martin Horst	1701 SPID	Corpus Christi	808-2261	
Harold Branch	1801 Stillman	Corpus Christi 78407	882-4186	mhorst1.tx.dot.us
Lena Coleman	2003 Stillman	Corpus Christi 78407	857-7729	
Kelly Arkadie	3418 Crest Lake	Corpus Christi 78415	854-4105	
Alfred Bradley	1521 Van Loan	Corpus Christi 78407	887-7428	
H & M Milligan	1601 Palm Dr.	Corpus Christi 78407	882-1620	
Wayne Bennett	1201 N. Shendie	Corpus Christi 78401	881-1877	
Pat Taylor	1701 Stillman	Corpus Christi 78407	889-5300	ptaylor@pattymost.com
Thelma Morgan	6001 Williston	Corpus Christi 78415	855-5415	
Priscilla Combinc	1601 Airline Road	Corpus Christi 78412	994-8677	
Sylvia Oliver	2814 Rogers St.	Corpus Christi 78405	882-6776	
Leo Baylor	1916 Winnebago	Corpus Christi 78401	887-7729	
Bill Kelley	City Council			
Renior Knox	1910 Stillman	Corpus Christi 78407	361-882-8849	
Ron Massey	City of CC	Corpus Christi 78414	361-880-3217	
Gwendolyn Coleman	1207 Sam Rankin	Corpus Christi 78401	361-882-6425	
Kathy Wethersby	2406 Dempsey	Corpus Christi 78407	361-884-8567	

**Tule Lake Lift Bridge Stakeholders Meeting
April 29, 2003
Meeting Minutes**

A meeting of Tule Lake Lift Bridge stakeholders was held on April 29, 2003, in Corpus Christi. In attendance were the following:

Richard Faris
Logistics Coordinator
Equistar

Captain Pat Newman
Manager, Marine Assurance
Valero Marketing and Supply Company

Greg Sheldon
Loss Control Supervisor
Valero Marketing and Supply Company

Christopher Nelson
Division Chief
Refinery Terminal Fire Company

Andy Cunningham
Flint Hills Resources

Frank Brogan
Port of Corpus Christi

Brian Wood, TxDOT
Victor Vourcos, Tx DOT

Dave Johnston, URS
Nancy Gates, URS
Jim Phillips, URS
Carol Scott, Kailo Communications Studio
Vern Hegwood, Dannenbaum Engineering

The agenda for this meeting covered the following topics:

1. Overview and current status TxDOT Harbor Bridge/Tule Lake Lift Bridge Feasibility Study
2. Development of alternatives for Harbor Bridge and Tule Lake Lift Bridge
3. Detailed explanation of alternatives for Tule Lake Lift Bridge
4. Upcoming public meeting on project: May 29 at the Ortiz Center.

Overview and Status of TxDOT's Feasibility Study

In 2001, TxDOT, Corpus Christi District began a Feasibility Study that addresses the need to replace the Tule Lake Lift Bridge and the Harbor Bridge. This study includes the following components:

- An determination of the purpose and need for replacement of the Tule Lake Lift Bridge and Harbor Bridge.
- A vessel survey to determine the number and types of ships that are now using and are expected to using the Ship Channel in the future.
- A traffic demand study to evaluate whether future travel demand crossing the Ship Channel exceeds the current capacity of the two bridges
- An identification and evaluation of alternatives to the existing bridges. For Tule Lake Lift Bridge, four alternative configurations have been identified. In the case of the Harbor Bridge, four alternative corridors have been identified and ranked.
- Public involvement to identify and work with local stakeholders in developing and evaluating bridge alternatives.
- Selection of recommended alternatives for the bridges. This selection does not commit TxDOT to a course of action.

The Feasibility Study is scheduled for completion on June 30 of this year. The next stage of the project will be schematic development and environmental documentation to evaluate the recommended alternatives in greater detail. Public involvement will continue to be a key component of this stage of the project as the environmental impacts of the alternatives are identified and evaluated and the bridge design process begins.

Development of Alternatives for Harbor Bridge and Tule Lake Lift Bridge

Four alternative corridor alignments have been identified for Harbor Bridge. These alternatives have been ranked using evaluation criteria that fall into three categories:

- Environmental/Public involvement issues;
- Traffic and planning; and
- Engineering.

There are four possible configurations for the Tule Lake Lift Bridge: low level bridge with and without railroad and mid-level bridge with and without railroad. The City of Corpus Christi owns the Tule Lake Lift Bridge, which is operated and maintained by the Port of Corpus Christi.

One of the issues associated with developing configurations for the Tule Lake Lift Bridge has to do with the UP railroad. The railroad currently uses this bridge crossing but would not necessarily have to do this in the future because it could be routed around the end of the Ship Channel. The decision whether to include a railroad crossing is a local decision,

not TxDOT's. Therefore, the possible configurations include bridges with and without a railroad crossing.

In the mid-level configuration without the railroad, the bridge would be high enough that it would not need to open for barges and tugs, only for ships. With the railroad crossing, a separate railroad bridge would parallel the vehicle bridge and would remain in the open position until a train approached the bridge. The channel width would be increased to 300 feet and the channel depth to 52 feet (in a separate channel-dredging project). A 200-foot vertical clearance would be available with the mid-level bridge in the closed position.

A double-swing design is envisioned for the mid-level bridge. This design provides unlimited vertical clearance in the open position and requires concrete construction, which is easier to maintain. On the downside, the heavy concrete structure takes longer to operate than a conventional steel lift bridge.

In the low-level configuration, the bridge would have to open each time a vessel approaches.

Public Involvement Activities

Last summer TxDOT established a citizens advisory committee (CAC) of stakeholders with an interest in the future of Harbor Bridge and Tule Lake Lift Bridge. The committee has met three times; all meetings were open to the public. As the Feasibility Study has progressed, the CAC has provided valuable input for the development of bridge alternatives. A public meeting was held in November and a second such meeting will take place on May 29 from 6 -8 p.m. at the Oveal Williams Center.

Meeting Followup:

Distribute meeting minutes to those in attendance and those invited
Contact the Channel Pilot's Association for a follow-up meeting with them since pilots have a strong interest in bridge configuration.

9 May 2003

Dear

Important Notice

The Harbor Bridge Public Meeting will take place on **May 29** rather than on May 22, as discussed in the CAC meeting. Meeting particulars are as follows:

Event: Harbor Bridge Feasibility Study Public Meeting

Place: Oveal Williams Senior Activity Center

Time: 6 – 8 p.m., Thursday, May 29, 2003

Agenda: Open house and public meeting to discuss the recommended corridor alternatives for Harbor Bridge and Tule Lake Lift Bridge

The Harbor Bridge Citizens' Advisory Committee met on April 29, 2003 with 26 members in attendance. The agenda for this meeting covered the following topics:

- Feasibility study update/status
- Evaluation criteria and evaluation process
- Recommended Harbor Bridge corridors
- Recommended Tule Lake Lift Bridge corridors
- May public meeting
- Project funding and timeline
- Meeting summary and wrap-up.

Review of CAC Recommendations from Previous Meetings

The meeting began with a review of the CAC members' wishes for a new Harbor Bridge. The desired characteristics of a new bridge area are as follows:

- Maintain the distinctive, "signature" quality of the current Harbor Bridge;
- Result in skyline worthy structure;
- Support livable, united neighborhoods;
- Revitalize the local community;
- Use durable materials that will result in a long lasting structure;
- Provide adequate width for current and future traffic;
- Make the bridge more user friendly with bike lanes and pedestrian walkways;
- Ensure safety (provide shoulders and remove sharp approach curves); and
- Provide adequate navigational clearances.

Feasibility Study Status

The next topic was the current status of the Harbor Bridge/Tule Lake Lift Bridge Feasibility Study.

Various portions of the study have been completed, including the Purpose and Need Study; the Fleet Survey (to determine required clearances for vessels traveling beneath the two bridges); and the Travel Demand Study (to determine future vehicle travel demand for the bridges). Public involvement activities, including three meetings (including tonight's meeting) of the CAC and a public meeting, have taken place. Preliminary alternative corridors have been identified and ranked for Harbor Bridge. In addition, alternative configurations have been identified and evaluated for the Tule Lake Lift Bridge.

The Feasibility Study is now in its final stages and scheduled for completion by June 30. During this time, a recommended corridor alternative will be identified for Harbor Bridge and a recommended configuration will be identified for Tule Lake Lift Bridge.

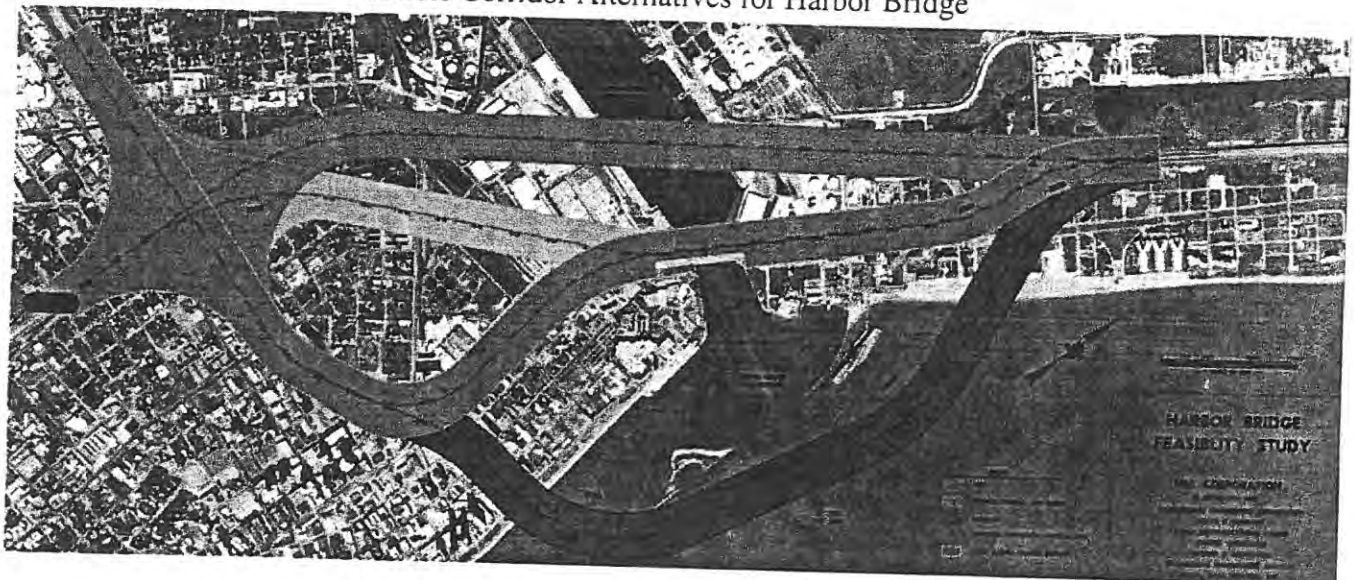
Additional public involvement activities will take place as well. These activities include the distribution of a newsletter before a public meeting scheduled for May 29. The final Feasibility Study report will be completed by June 30.

Evaluation Criteria and Evaluation Process – Harbor Bridge

For the Feasibility Study, a set of criteria was developed to evaluate each of the alternative corridors for the Harbor Bridge. These evaluation criteria fell into three categories:

- Environmental/Public involvement issues;
- Traffic and planning; and
- Engineering.

Possible Corridor Alternatives for Harbor Bridge



Each of the alternatives shown above was evaluated and then ranked. The top ranked alternative was the "red" corridor (at the top of the picture). It was ranked number one for the following reasons:

- It will have less of an environmental impact than the other alternatives.
- It will meet the desired design criteria.
- It is highly compatible with future development plans for the area.
- It resolves the "offset" alignment between U.S. 181 and the Crosstown Expressway.

The number two-ranked alternative was the "orange" corridor, second from the top in the figure above. This corridor received the number two ranking for the following reasons:

- It meets design criteria.
- This alternative is moderately compatible with future development plans.

The third ranked alternative corridor is the "blue" route, which is the corridor that extends out into Corpus Christi Bay. It received this ranking for the following reasons:

- It has a higher impact on coastal/aquatic life.
- This corridor would have a higher visual impact than the other alternatives.
- This corridor would create a barrier between the neighborhood and the central business district.
- It would create a barrier between the central business district and the beachfront area.

Finally, the lowest ranked alternative corridor was the "green," which is in approximately the same area as the current Harbor Bridge (including approaches from north and south). This alternative was ranked lowest for these reasons.

- More relocations are required for this corridor than for the red and orange alternatives.
- This alternative will have a high adverse effect on local business/economic interests.
- It is not very compatible with future development plans for the community.
- It reduces access to the central business district.
- This corridor does not address the offset alignment between the Crosstown Expressway and U.S. 181

Evaluation Criteria and Evaluation Process – Harbor Bridge

Evaluation criteria were developed to evaluate four configurations for the Tule Lake Lift Bridge—low level with railroad and without railroad, and mid-level with and without railroad.

The evaluation process worked just as it did with Harbor Bridge although the evaluation criteria categories were slightly different:

- Environmental/Public involvement issues;
- Engineering; and
- Vehicular and intermodal flow.

Upcoming Public Meeting

TxDOT presented its plans for a public meeting on the feasibility study at the end of May and requested input from CAC members. CAC members requested that the meeting be held at Oveal Williams Center or Miller High School.

Committee members also were asked about how public meeting attendance could be increased. Ron Massey of the City of Corpus Christi suggested use of the city's auto dial system to remind people of the meeting. Waunell Madison recommended that TxDOT notify the 12 ministers with churches in the project area of the meeting.

It was also recommended that the upcoming newsletter (including a meeting notification) be sent to residents and businesses in several local zip codes including the Northside and North Beach areas.

Funding Issues and Project Timeline

The Harbor Bridge project will be funded in two phases. During the first phase, interchange improvements associated with the bridge would be completed. During the second phase, the actual bridge would be built.

The advantage of using such this phased approach is that the project can move forward more quickly, right-of-way can be acquired sooner, and the community can come to an agreement on the new bridge before all of the funding for the entire project is available.

Following is the anticipated timeline for completing project activities.

- Complete feasibility study – summer 2003
- Prepare Environmental Assessment (EA) – Fall 2003 to Summer 2004
- Continue public involvement – Summer 2004
- If the EA and Finding of No Significant Impact (FONSI) are adequate, project cleared to proceed – summer 2006.
- If not, then prepare Draft Environmental Impact Statement (EIS) followed by Record of Decision (ROD)
- Prepare document – Fall 2004 to Spring 2005
- Public involvement – throughout
- Clearance/ROD – Spring 2008
- Prepare Right-of-Way (ROW) Map – Spring 2008 to Fall 2008
- Acquire ROW – Fall 2008 to Summer 2010

- Develop construction plans for Phase I – Fall 2008 to Summer 2010
- Build Phase I – 2010 to 2013
- Develop construction plans for Phase II – 2008 to 2012
- Build Phase II – after 2013 (approximately 3 to 4 years to build)

CAC Input and Questions

Question: If the number-one ranked alternative were selected, how would people have access to the downtown?

The existing approaches to the Harbor Bridge would become a boulevard that would provide access to the central business district.

Question: The city is talking about widening Staples and Port Avenues. How would the new bridge corridor affect this plan?

The new alignment would provide a ramp to the downtown; it would also provide a direct connection between the high traffic routes of U.S. 181 and the Crosstown Expressway.

Question: The city is talking about rezoning the Northside, CCISD is planning to close Coles Elementary, and you are talking about a new bridge. Are you all talking with one another?

City councilman Bill Kelly responded that any city zoning changes would accommodate the new bridge location. The school district is considering the zoning changes and is communicating with TxDOT about the bridge feasibility study. TxDOT is actively working with the city, CCISD, and other local entities in conducting this feasibility study.

Question: Will the number one ranked alternative go over the top of the proposed new ballpark?

This alternative corridor will not pass over the location of the ballpark.

Question: Will building a new bridge affect the Corpus Christi Ship Channel?

No foundations will be built in the Channel itself.

Question: How will ROW acquisition be handled?

A TxDOT representative responsible for ROW issues will be at the public meeting on May 29.

This was the final CAC meeting for the Harbor Bridge/Tule Lake Lift Bridge Feasibility Study. We thank you for all of your time and ideas that have contributed to making this a better project.



Texas Department of Transportation

Corpus Christi District

U.S. 181 (Harbor Bridge) Feasibility Study
Citizens Advisory Committee

April 29, 2003



Welcome



Tonight's Agenda

- Introduction
- Feasibility study update/status
- Evaluation criteria and evaluation process
- Recommended Harbor Bridge corridors
- Recommended Tule Lake Lift Bridge corridors
- May public meeting
- Project funding and timeline
- Meeting summary and wrap-up



Recap of Your 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



Recap of Your Ideas for Harbor Bridge (cont.)

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



Status of Harbor Bridge/Tule Lake Lift Bridge Feasibility Study

Completed:

- Purpose and Need Study
- Fleet Survey
- Travel Demand Study
- Public involvement activities (CAC, public meeting)
- Preliminary conceptual corridor alignments
- Alignment evaluation



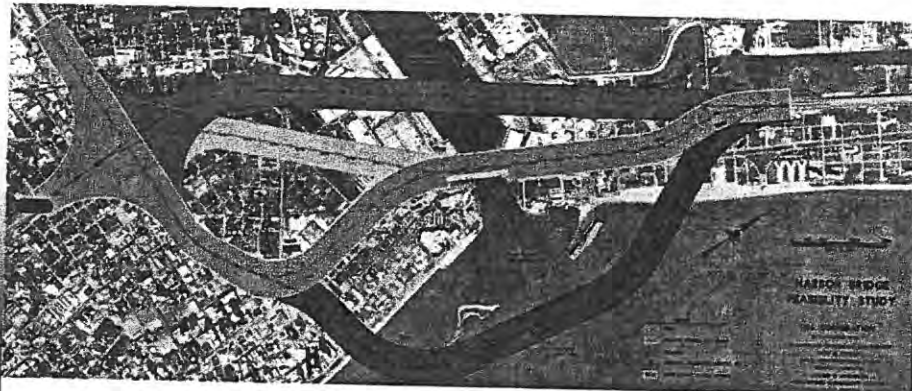
Status of Harbor Bridge/Tule Lake Lift Bridge Feasibility Study (cont.)

Coming up:

- Identification of recommended corridor for Harbor Bridge
- Identification of recommended configuration for Tule Lake Lift Bridge
- Additional public involvement
 - Distribution of newsletter
 - Public meeting (May 22)
- Final feasibility study report



Possible Alternatives for Harbor Bridge





Corridor Evaluation Process – Harbor Bridge

- 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



Evaluation Criteria Details – Harbor Bridge

- Environmental/Public Involvement Issues
 - How many acres of wetlands/water will be affected by alternative?
 - How much does alternative affect coastal/aquatic life?
 - Does alternative potentially affect threatened/endangered species?
 - How many historical structures (churches, cemeteries, buildings) will be affected by alternative?



Evaluation Criteria Details – Harbor Bridge (cont.)

- How many hazardous materials sites are located close to or in alternative?
- How many parks would be affected by alternative?
- Does alternative disproportionately affect minority or low-income populations?
- How many relocations are required by alternative?
- How much does the alternative affect local view of area?



Evaluation Criteria Details (cont.)

- Traffic/Planning
 - To what extent does alternative negatively affect local business?
 - How compatible is alternative with City of Corpus Christi's future development plans for area?
 - Does alternative allow for potential size of future ships entering the Port of Corpus Christi?
 - How would alternative affect accessibility to Corpus Christi's central business district?

Evaluation Criteria Details (cont.)

- Engineering
 - What is the estimated construction cost of an alternative?
 - How much vertical clearance for ships does alternative provide?
 - Can the alternative meet the desired design criteria?
 - How difficult will it be to maintain traffic flow during construction of the alternative?

Ranking of Alternatives for Harbor Bridge

Hartford Bridge Alternatives Evaluation

(Draft - 4/22/2002)

Evaluation Criteria

* Criteria address the major RMA staff review objectives:

Environmental Public Involvement Issues:

Stakeholders of the United States

No. Number of states or subdivisions in the U.S. that the project is/will be implemented in

Geographic/Political Location

A description of whether an alternative impacts processes and resources for a certain political jurisdiction, including, but not limited to:

Transmitted and Imposed Impacts

A description of whether an alternative propagates or transmits impacts in political jurisdictions public lands, structures and/or important scientific data.

On/Off Alternatives

On/Off Alternatives are those alternatives which are transmitted or imposed on a certain jurisdiction.

HAZOP Data Alternatives

Information obtained on-site from tests and related information are based on the project impact on any use in or proximity to each alternative.

Final Phase

Final project, identified initial duration of transmission, may be used to determine:

Environmental Justice

An analysis of whether an alternative disproportionately affects minority and/or economically disadvantaged communities.

Permitting/Endangered Species/Archaeological Resources

The following information is to assist applicants:

Final Remarks

A description of the degree to which an alternative affects the land and water use in the area.

Alternatives

Rank	On/Off	On/Off	On/Off	On/Off
Number of States or Subdivisions	7/15/15/20	5/5/5/5/5	3/5/5/5/5	3/5/5/5/5
Geographic/Political Location	26/11	1/1/1	1/1/1	1/1/1
Transmitted and Imposed Impacts				
On/Off Alternatives				
HAZOP Data Alternatives				
Final Phase				
Environmental Justice				
Permitting/Endangered Species/Archaeological Resources				
Final Remarks				

Ranking of Alternatives for Harbor Bridge (cont)

Evaluation Criteria		Alternatives			
		Red	Orange	Green	Blue
Traffic / Planning					
Adverse impact on existing economic and business interests	High Medium Low				
A description of the extent of a particular adverse economic impact on existing economic and business interests					
Compatibility with future local development plans	High Medium Low				
A description of how compatible an alternative is with the City of Corpus Christi's future development plans for the local community					
Impacts to future port operations	High Medium Low				
A description of whether an alternative presents necessary or shall for future port operations					
Access to the central business district	High Medium Low				
A description of how an alternative could affect transportation accessibility to Corpus Christi's central business district					
Engineering					
Construction costs	High Medium Low				
A relative estimation of the estimated cost of an alternative					
Air draft	6 feet	200'	200'	180'	200'
Two vertical clearances provided the Ship Channel by each alternative					
Ability to meet design criteria	Exceeds Meets Fails				
A representation of whether an alternative can achieve the desirable design criteria					
Maintenance of traffic during construction	Complete Minimize None				
A representation of the difficulty of maintaining traffic flow during construction associated with each alternative					

Ranking of Alternatives for Harbor Bridge (cont)

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 (cont)

2: Orange alternative

Why?

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



Ranking of Alternatives for Harbor Bridge (cont.)

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 (cont.)

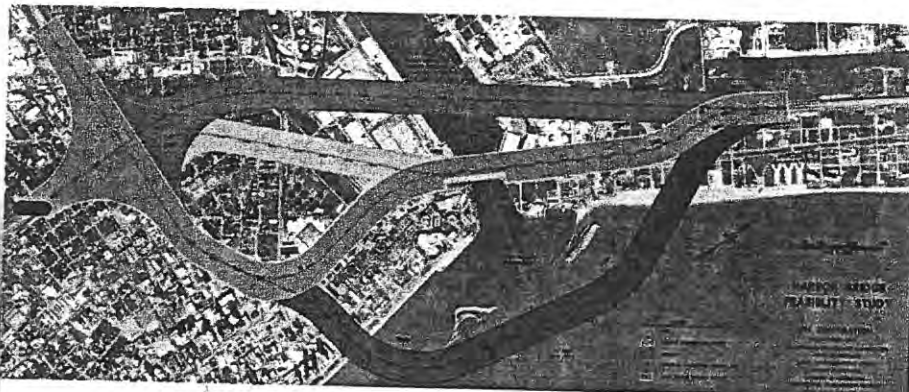
4: Green alternative

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

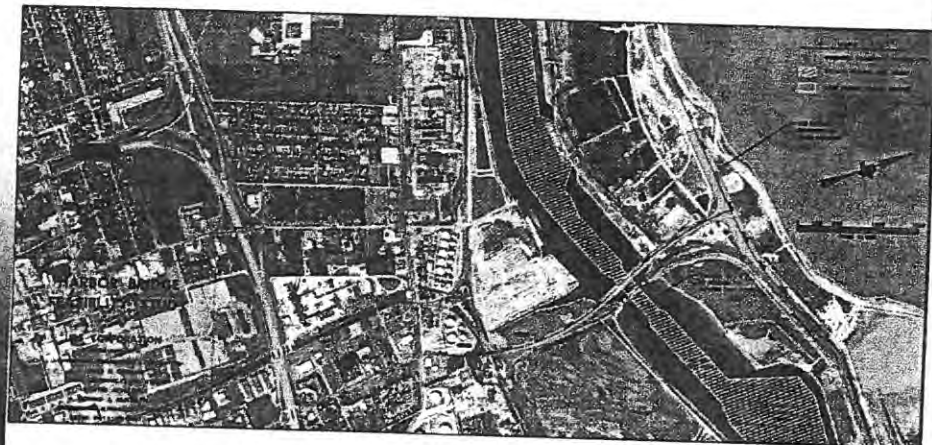


How Would You Rank the Alternatives?

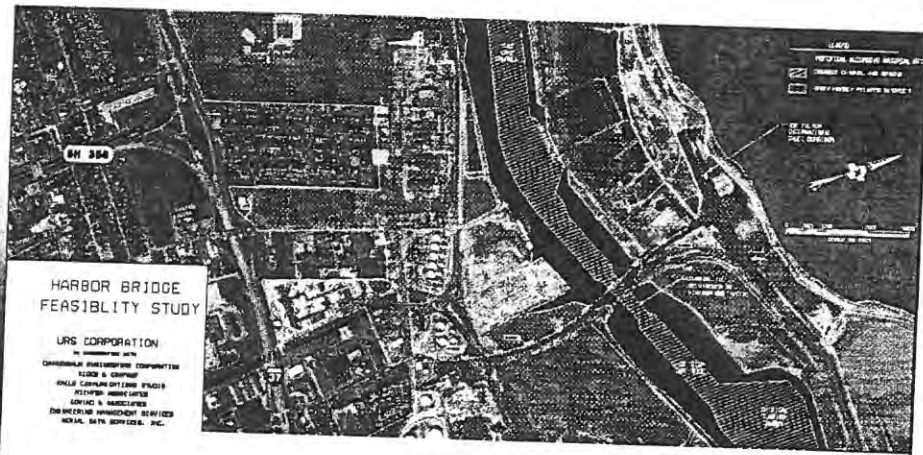




Possible Alternatives for Tule Lake Lift Bridge

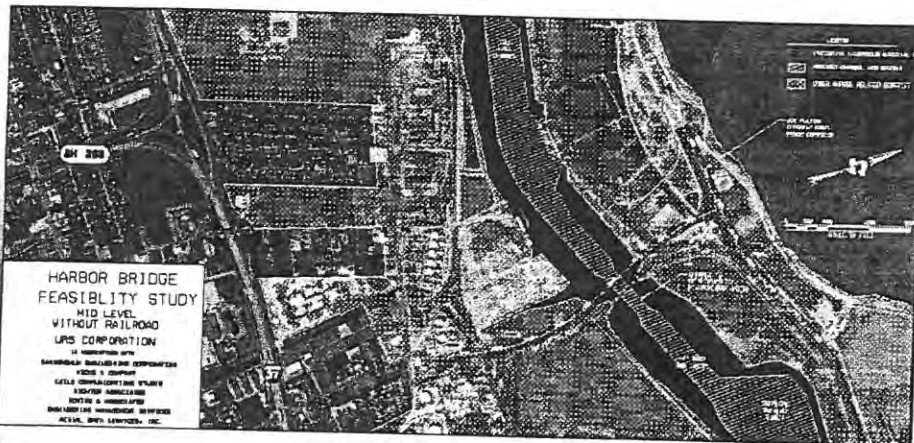


Possible Alternatives for Tule Lake Lift Bridge

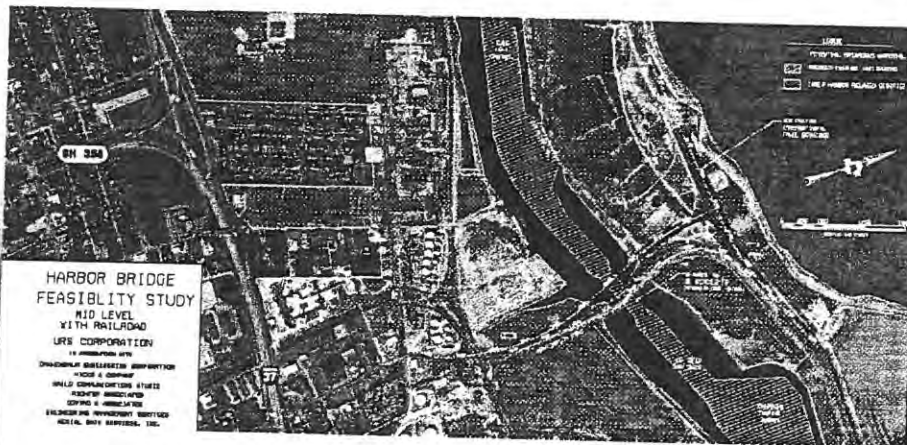




Possible Alternatives for Tule Lake Lift Bridge

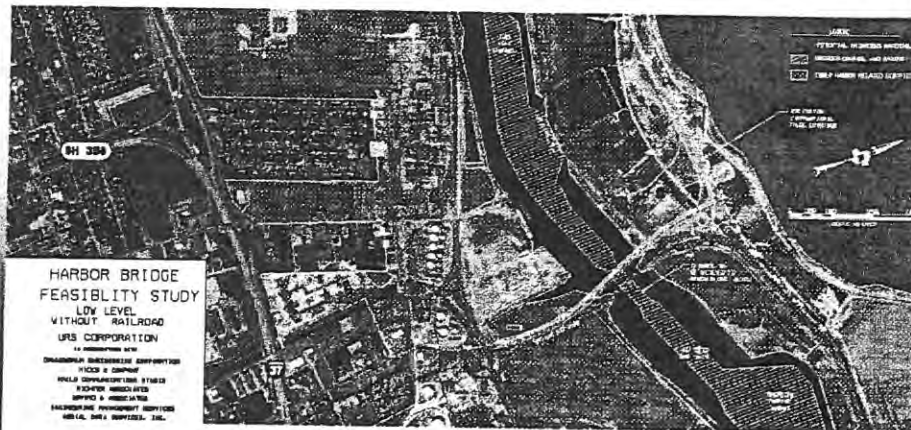


Possible Alternatives for Tule Lake Lift Bridge

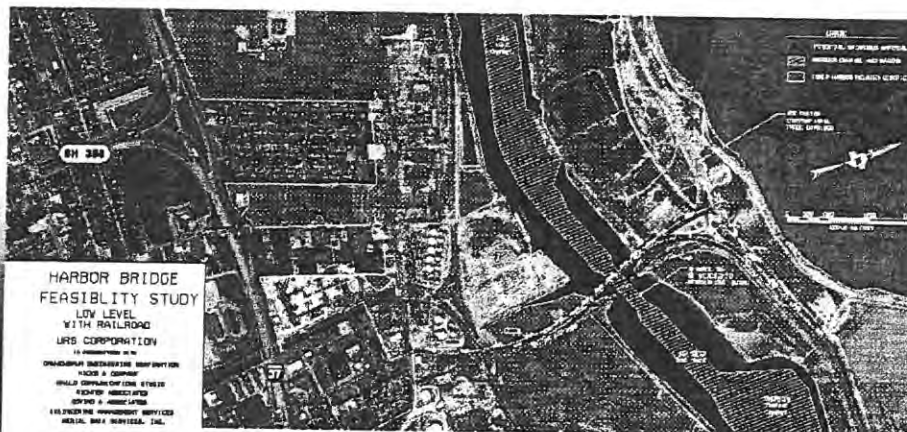




Possible Alternatives for Tule Lake Lift Bridge



Possible Alternatives for Tule Lake Lift Bridge





Alternative Evaluation Process – Tule Lake Lift Bridge

- Same as for Harbor Bridge except for evaluation criteria
- Evaluation criteria fall into three categories:
 - Environmental/Public Involvement Issues
 - Engineering
 - Vehicular and Intermodal Flow



Ranking of Alternatives for Tule Lake Lift Bridge

Tule Lake Lift Bridge Alternatives Evaluation

Evaluation Criteria

Alternatives

Environmental/Public Involvement Issues

Low Level with RR

Low Level w/o RR

Mid Level with RR

Mid Level w/o RR

Wetlands/Waters of the United States

Number of acres (wetlands) to be impacted by each alternative

1,187,000 ± 15

1,187,000 ± 15

1,187,000 ± 15

1,187,000 ± 15

The number of acres of wetlands/waters of the U.S. that would be impacted by each alternative

Coastal/aquatic issues

Major
Moderate
Minor

A determination of whether an alternative impacts coastal and aquatic life such as coastal marine system health, swimming, etc.

Threatened and endangered species

Yes
No

A determination of whether an alternative potentially affects species of federal, state, or state and/or known threatened and endangered species status

Cultural resources

Churches
Dams
Cemeteries

The number of historic/religious structures and archeological sites potentially affected by each alternative

0	0	0	0
0	0	0	0
0	0	0	0

Hazardous materials

Number of Sites
Dams

Hazardous materials sites located on state and federal lands, as well as those located within the proposed right-of-way or as a result of impacts to each alternative

0	0	0	0
0	0	0	0

Impacts to structures and existing land uses

Business
Industrial
Church
School
Public use
Residential

A determination of the impact of alternatives on structures

1	1	1	1
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Impacts to future planned development

None
Minor
Major

A determination of the impacts on alternative on future planned development

Ranking of Alternatives for Tule Lake Lift Bridge (cont.)

Tule Lake Lift Bridge Alternatives Evaluation					
Evaluation Criteria		Alternatives			
Engineering		Low level with RR	Low level w/o RR	Mid level with RR	Mid level w/o RR
Construction costs	High Moderate Low				
A relative comparison of the estimated cost of an alternative					
Construction impacts to Joe Fulton Corridor	In 2000 dollars	\$0	\$0	\$2,300,000	\$2,300,000
An estimate of construction costs of shutting Joe Fulton Corridor to service with Hampton Boulevard					
Maintenance of traffic during construction	Complex Moderate Simple				
A determination of the difficulty of maintaining traffic flow in the Joe Fulton corridor during construction of each alternative					
Vehicular and Intermodal Flow					
Operational delay time	In hours	4	4	0.5	0.5
The estimated total delay amount of time the bridge is inoperable due to vessel movements for each alternative					
Public service facility access	Good Satisfactory Improved				
A determination of whether an alternative changes emergency service access					
Ship channel access	Good Satisfactory Improved				
A determination of whether an alternative impacts the accessibility of the river harbor					
Adjacent land use	In linear feet	0	2,500'	5,000'	5,000'
A determination of the alternative's effect on access to land development potential of adjacent land - in linear feet where the lift height exceeds 100 feet					

Public Meeting

- Scheduled for May 22 at the Ortiz Center
- Format: open house and presentation
- Agenda: discussion of evaluation criteria and ranking of alternatives
- Your ideas about:
 - Increasing participation?
 - Presenting information?



Harbor Bridge Funding

- Funding Issues
 - Phase I
 - Phase II



Harbor Bridge Timeline

- Complete feasibility study – Summer 2003
- Prepare Environmental Assessment (EA) – Fall 2003 to Summer 2004
- Public involvement continued – Summer 2004
- If EA/FONSI adequate then clearance in Summer 2006
- If not then prepare Draft Environmental Impact Statement (EIS) followed by Record of Decision (ROD)
 - Prepare document – Fall 2004 to Spring 2005
 - Public involvement – throughout
 - Clearance/ROD – Spring 2008



Harbor Bridge Timeline (cont.)

- Prepare Right-of-Way (ROW) Map – Spring 2008 to Fall 2008
- Acquire ROW – Fall 2008 to Summer 2010
- Develop construction plans for Phase I – Fall 2008 to Summer 2010
- Build Phase I – 2010 to 2013
- Develop construction plans for Phase II – 2008 to 2012
- Build Phase II – after 2013 (approximately 3 to 4 years to build)



Summary

- Feasibility study will be complete by end of June 2003
- Next phase of project: Environmental Documentation and Schematic Development
- Thank you for your important role in developing this project

**Public Meeting
November 2002**

AGENDA

Harbor Bridge/Tule Lake Lift Bridge Feasibility Study

Open House/Public Meeting

November 14, 2002

6 - 8 p.m.

Open house (6 - 6:30 p.m.)

Presentation (6:30 - 7 p.m.)

Welcome

Need for Bridge Improvements

Need for Feasibility Study

Project Phases

Status of Feasibility Study

Possible corridors for Harbor Bridge and Tule Lake Lift Bridge

Public comments (7 - 8 p.m.)

FACT SHEET



Need for Improvements

- Harbor Bridge and Tule Lake Lift Bridge are:
 - Steel structures over salt water
 - Built about 50 years ago
 - Experiencing high and increasing maintenance costs
- Harbor Bridge improvements are needed to address:
 - Steep vertical grades
 - Lack of shoulders
 - Sharp curves on approaches
 - Need for better access to bridge by motor vehicles, pedestrians, bicyclists (currently 6 lanes of traffic on bridge designed for 4)
 - Ships entering Port of Corpus Christi need higher/wider clearances
- Tule Lake Lift Bridge improvements are need to address:
 - Low navigational clearances (and 200-ft-wide channel)
 - Need to raise the bridge 20-24 times a day
 - Lack of shoulders

Project Development Process and Anticipated Timeline

- Public involvement throughout project
- Feasibility study: 2001 - 2003
- Environmental documentation and schematic development: 2003 - 2007
- Right-of-way mapping/acquisition: 2007 - 20011
- Preparation of detailed construction plan: 2008 - 2010
- Construction: After 2011 (once funding becomes available)

Status of Feasibility Study

- Purpose and need for bridge replacement has been documented
- Public involvement activities are underway
 - Citizens' Advisory Committee formed and has met twice
 - Public meeting/open house held
- Resource agency meeting held
- Fleet survey (to document need for navigational clearances) completed
- Identification of issues and constraints underway
- Travel demand evaluation underway to identify future travel demand across Corpus Christi ship channel
- Preliminary conceptual bridge corridors identified and ready for evaluation

For more information contact:

Paula Sales Evans, TxDOT Corpus Christi District
361-808-2222
psales@dot.state.tx.us

What is a Feasibility Study?

- Documents the need for improvements
- Identifies various solutions to existing problems with bridges (e.g., changes in location, type of structures)
- Includes public involvement
- Evaluates possible solutions on the basis of feasibility, reasonableness, cost effectiveness, fatal flaws
- Develops recommendations for solutions and projects (e.g., bridge replacement in a specific corridor)



**TxDOT – Corpus Christi District
Public Meeting
Harbor Bridge/Tule Lake Lift Bridge Feasibility Study
November 14, 2002**

Name _____
Please print

Organization _____
(If applicable)

Address _____

City _____

State _____

Zip _____ Phone _____

Comments:

Submit comments at public meeting or mail by December 6, 2002 to:

Paula Sales Evens
Texas Dept. of Transportation
1701 South Padre Island Drive
Corpus Christi, TX 78416
(361) 808-2222

14-Nov-02
Public Meeting Attendance List

<u>Name</u>	<u>Street Address</u>	<u>City & Zip Code</u>	<u>Phone Number</u>	<u>Add me to your Mailing List</u>
Dana Olson	General Services Administration			
John Anthony	Federal Courthouse			
Frances Williams	1133 N. Shoreline Blvd.	Corpus Christi, TX	361-888-3330	Yes - Would like to be added to the Citizen's Advisory Group
Thelma Morgan	409 Elm St.	Corpus Christi, TX 78402	361-888-3335 fax	
Bob & Cindi Leahey	1408 Stillman Ave.	Corpus Christi, TX 78407	361-883-6445	
Breg Brubeck	6001 Williston	Corpus Christi, TX 78401	361-855-5415	
Martin Timmerman	6033 Pinehurst	Corpus Christi, TX 78413	361-993-2652	
Peter W. Stricker	127 Lakeshore Dr.	Corpus Christi, TX 78413	361 851-2602	
	5337 Woodgate Dr.	Corpus Christi, TX 78413	361-993-3417	
	P.O. Box 9907	Corpus Christi, TX 78469	361-808-2228	
Judge Hayden Head	U.S. Courthouse			
Sylvia Oliver	1133 N. Shoreline	Corpus Christi, TX 78401		
David Casteel	2814 Roger St.	Corpus Christi, TX 78405	361-882-6976	
Harold T. Branch	TxDOT			
Lula M. Branch	1801 Stillman	Corpus Christi, TX 78407	361-882-4186	Yes
Dan McDonough	1801 Stillman	Corpus Christi, TX 78407	361-882-4186	
	P.O. Box 595	Aqua Dulce, TX 78330		
	Hicks & Co.			Yes
Eddie Sutherland	1504 W. 5th Street	Austin, TX	512-478-0858	
Ron Kitchens	800 N. Shoreline, Suite 1300 S.	Corpus Christi, TX 78401	361-882-7448	
R. Runyoa	Rep. Vilma Luna Office			
	CCISD District 1 Board Member			
Manuel Flores	5837 Llano	Corpus Christi, TX 78401	361-289-5015	
Ruby Huff	4853 Carroll	Corpus Christi, TX 78415	361-854-5733	
		Corpus Christi, TX 78465	361-857-7729	
Lena Coleman	P.O. Box 5907		361-883-5762	Yes
Victor Vourcos	TxDOT			
Bob Payne	City of Corpus Christi			
Yvonne Landin	734 Snug Harbor	Corpus Christi, TX 78402	361-880-3560	Yes
Pat & Kathy Norrell	4506 Cobblestone	Corpus Christi, TX 78411	361-854-2867	Yes
Angel R. Escobar	4606 Donegal	Corpus Christi, TX 78413	361-855-1652	Yes
Joel S. Mumphord	2011 Palm Dr.	Corpus Christi, TX 78407	361-888-7627	Yes
Ella & Gary McCullough	3402 Ocean Dr., #36	Corpus Christi, TX 78411	361-854-5441	Yes
Michael Gunning	738 Crestview Dr.	Corpus Christi, TX	361-992-1929	Yes
Willie Brooks	6702 Everhart Rd	Corpus Christi, TX 78413	361-991-2051	

CCISD, Staff Architect TxDOT	Corpus Christi, TX	361-886-9007 361-948-9361
Rick Cantu		
Michael Walsh		
John Taylor		
Ruth M. Tryon		
Terry Benavides		
Larry Cox		
Raymond Beal		
Birtha M. Wilson		
Ron Massey		
Waunell Madison		
Albert Hinojosa		
Adrian Canavachelo		
Alberta Lancey		
Pat Suter		
N.L. Bunt		
Michael Striddle		
Elda Sanchez		
Maurice Wilson		
Tom Ferrell		
Ralph Buehring		
Janis Jack		
Raymond Huff		
Billy Parks		
Priscilla Fryor-Cavebric		
Ola Tryon		
Gladys Williams		
Mohammad Farhan		
David Crabanece		
Tom Niskala		
M.F. Teniente		
R.A. Avery, Jr.		
MSGR. Patrick Higgins		
Gwen Coleman		
Helen Brown		
Leola Coleman		
Zachry		
800 N. Shoreline, Suite 706 N		
1321 Vangoan		
930 Erwin		
1504 W 5th		
5626 Martinique		
2005 Stillman		
City of Corpus Christi		
4111 Manhattan Drive		
300 E 8th St.		
1502 Van Loan		
1002 Chamberlain		
513 Scott Drive		
3930 Mollie Ln		
Corpus Christi Housing Authority		
3701 Ayers		
St. Matthew Baptist Church		
2101 Van Loon Ave		
720 Everhart Road, Suite C-11		
103 Pecos Dr		
1133 N. Shoreline Blvd.		
4853 Carroll Lane		
203 Pecos Portland		
1601 Airline Rd, #31 K		
2814 Rogers St		
3002 Washington St.		
1305 N. Shoreline, Suite 310		
3407 Fairmont Dr.		
Chamber of Commerce		
City of Corpus Christi		
705 Caprice Drive		
1109 N. Staples		
1207 Sam Rankin St		
3030 Carver Dr.		
1242 Vernon Dr.		
Corpus Christi, TX 78407		
Corpus Christi, TX 78407		
Corpus Christi, TX 78408		
Austin, TX 78703		
Corpus Christi, TX 78411		
Corpus Christi, TX		
Corpus Christi, TX 78411		
Corpus Christi, TX		
Corpus Christi, TX 78407		
Corpus Christi, TX 78404		
Corpus Christi, TX		
Corpus Christi, TX 78415		
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Portland, TX 78374		
Corpus Christi, TX		
Corpus Christi, TX		
Corpus Christi, TX		
Corpus Christi, TX		
Corpus Christi, TX		
Corpus Christi, TX		
Corpus Christi, TX 78401		
Corpus Christi, TX 78408		
Corpus Christi, TX 78418		
Corpus Christi, TX 78401		
Corpus Christi, TX 78401		
Corpus Christi, TX 78405		
Corpus Christi, TX 78407		



Speaker Card

**TxDOT – Corpus Christi District
Public Meeting
Harbor Bridge/Tule Lake Lift Bridge Feasibility Study
November 14, 2002**

Name Dan McDonough
Please print

Organization Citizen family
(If applicable)

Address Box 595

City Agua Dulce

State Tex.

Zip 78330 Phone 361-998-2215

☒ I would like to speak tonight.

Topic:

High Bridge
Advance Planning



Texas Department of Transportation

Speaker Card

**TxDOT – Corpus Christi District
Public Meeting
Harbor Bridge/Tule Lake Lift Bridge Feasibility Study
November 14, 2002**

Name MANUEL Flores

Please print

Organization Corpus Christi I.S.D.

(If applicable)

Address 5837 Llano

City Corpus Christi

State Tex

Zip 78407

Phone 289-5015-0
698-1939-W

☒ I would like to speak tonight.

Topic:

Preservation of existing neighborhoods
and historical areas



Texas Department of Transportation

Corpus Christi District

U.S. 181 (Harbor Bridge) and Tule Lake Lift
Bridge Feasibility Study

Open House and Public Meeting

November 14, 2002



Welcome

So, Why Are We Here?

TEA-21 identified \$4 million
funding for studies for the
reconstruction of bridges
across the channel for the Port
of Corpus Christi

Why Are We Here?

- **Identified the Need for Improvements at the Harbor Bridge and Tule Lake Lift Bridge**
 - Steel structures over salt water
 - Age of the structures
 - Steep grades on Harbor Bridge
 - Sharp approach curves
 - Restricted lane/No shoulders
- **Beginning the Process to Study the Feasibility of Alternatives to Address the Needs**
- **Seeking input from the public and other stakeholders**





Project Development Process

- Feasibility study
- Environmental documentation and schematic development
- Right-of-way mapping/acquisition
- Preparation of detailed construction plans
- Construction



Project Development Process

- **Feasibility study**
 - Identifies various corridor level solutions to address the stated needs
 - Evaluate those solutions based on the various issues and constraints that are identified
 - Recommends specific solutions/projects to move forward for implementation and constructions



Project Development Process

- Feasibility study
- **Environmental documentation and schematic development**
 - Project specific/Determine logical beginning and ending points
 - Comply with state and federal laws
 - Identify and evaluate possible alternatives within the project corridor
 - Public Involvement throughout the process
 - Environmental Assessment and/or Environmental Impact Statement that documents the decision-making process
 - Opportunity for a public hearing
 - Review and concurrence from Federal Highway Administration



Project Development Process

- Feasibility study
- Environmental documentation and schematic development
- **Right-of-way mapping/acquisition**
- Preparation of detailed construction plans
- Construction



Project Development Process

- Feasibility study
- Environmental documentation and schematic development
- Right-of-way mapping/acquisition
- **Preparation of detailed construction plans**
- Construction



Project Development Process

- Feasibility study
- Environmental documentation and schematic development
- Right-of-way mapping/acquisition
- Preparation of detailed construction plans
- **Construction**



Anticipated/Proposed Project Development Process Timelines

- Feasibility study ~ 2001 - 2003
- Environmental documentation and schematic development ~ 2003 - 2007
- Right-of-way mapping/acquisition ~ 2007 - 2011
- Preparation of detailed construction plan ~ 2008-2010
- Construction ~ After 2011 (once funding becomes available)



What Have We Done So Far?



What Have We Done So Far?

- Identified the need for Improvements
- Selected a consultant to perform the Feasibility Study
- Formed a Citizens' Advisory Committee
- Completed preliminary identification of environmental and engineering constraints
- Identified some possible corridors for consideration and evaluation



Citizen Advisory Committee Vision

- Maintain distinctive, signature structure
- Support livable, united neighborhoods
- Revitalize community
- Use durable materials/ long lasting structure
- Provide adequate width for current and future traffic
- Be more user friendly with bike lanes and pedestrian walkways
- Ensure safety (provide shoulders and remove sharp approach curves)

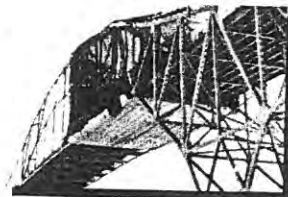


Need for Improvements



Maintenance Needs

- Both Harbor Bridge and Tule Lake Lift Bridge are:
 - Steel structures over salt water
 - Constructed almost 50 years ago
 - Experiencing high and increasing maintenance costs.
- For example maintenance cost on the Harbor Bridge
 - Average \$1.75 million per year
 - Projected to increase to \$2.0 million per year



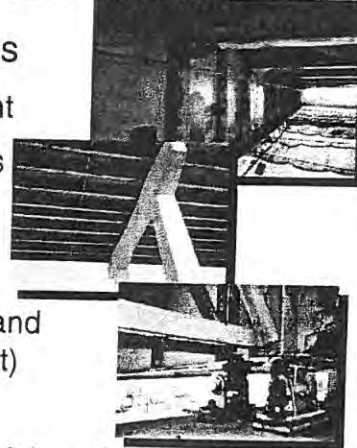


Maintenance Needs

- Impacts of Harbor Bridge Maintenance

- Traffic Delays/Lane Closures

- 1987 Bridge deck replacement
 - 1988 Clean & paint steel truss
 - 1993 Clean & paint bridge
 - 1994 Paint bridge
 - 2002-2005 Structural repairs and paint bridge (~ \$17 million cost)



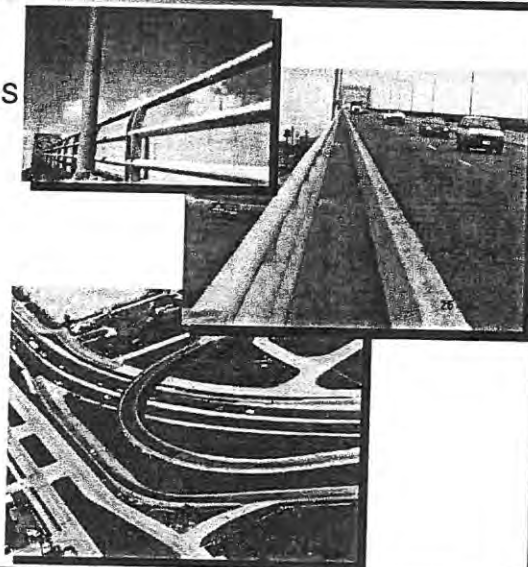
- Impacts of Tule Lake Lift Bridge Maintenance



Need for Harbor Bridge Improvement

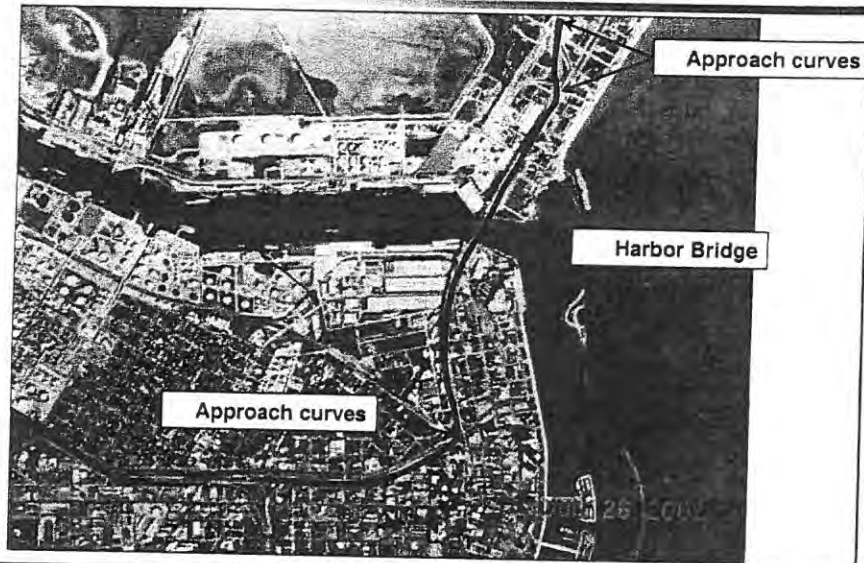
Geometry

- Steep vertical grades
- Lack of shoulders
- Sharp curves on approaches
- 6-lanes squeezed onto a 4-lane bridge (current bridge cannot be widened)
- 211 accidents between 1998 to 2000





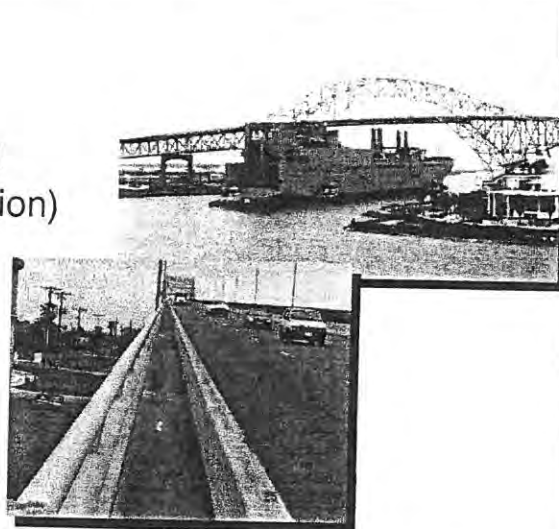
Need for Harbor Bridge Improvement



Need for Harbor Bridge Improvement

Access

- Vehicular
- Shipping (vertical clearance restriction)
- Pedestrian/ ADA accessibility
- Bicycle use





Need for Tule Lake Lift Bridge Improvement

- Navigational clearances (200 ft-wide channel)
- Need to raise bridge 20-24 times/day
- High maintenance costs
- Lack of shoulders



Need for Tule Lake Lift Bridge Improvement





Feasibility Study Status

- Purpose and need memo completed
 - Identification of need for bridge replacement - Harbor Bridge and Tule Lake Lift Bridge
- Data gathered for constraints mapping
- Public involvement activities
 - Formation of citizens' advisory committee
 - first two meetings: June 27/Sept. 19



Feasibility Study Status (cont.)

Public involvement activities (cont.):

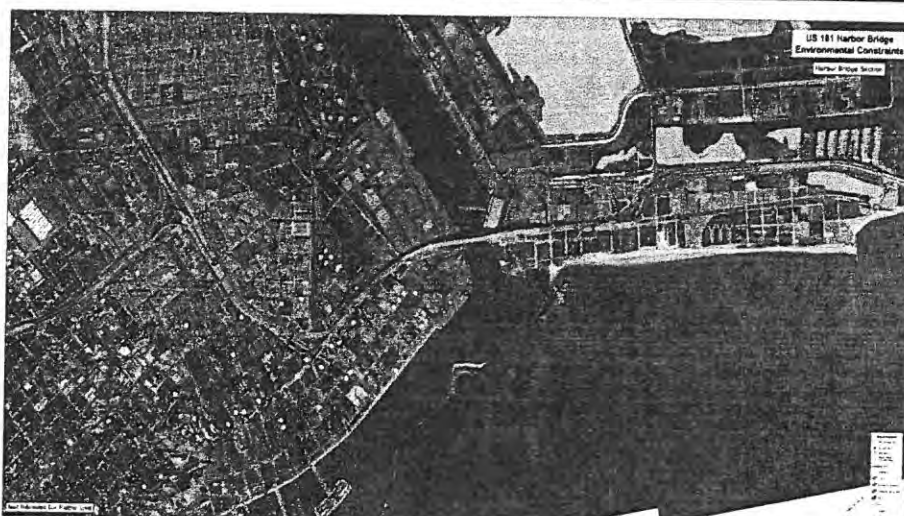
- Resource Agency Meeting - Oct 1
- Public Meeting - November 14
- Fleet Survey- in review by TxDOT
 - Determination of navigational clearances
- Travel Demand Tech Memo
 - Determination of future travel demand across Corpus Christi Ship Channel
- Preliminary conceptual corridor alignments



Identification of Issues and Constraints



Environmental Issues/Constraints in the Vicinity of the Harbor Bridge





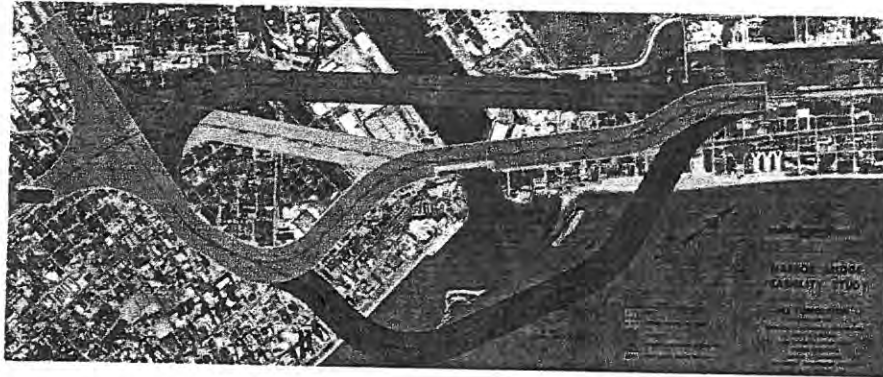
Environmental Issues/Constraints in the Vicinity of Tule Lake Lift Bridge



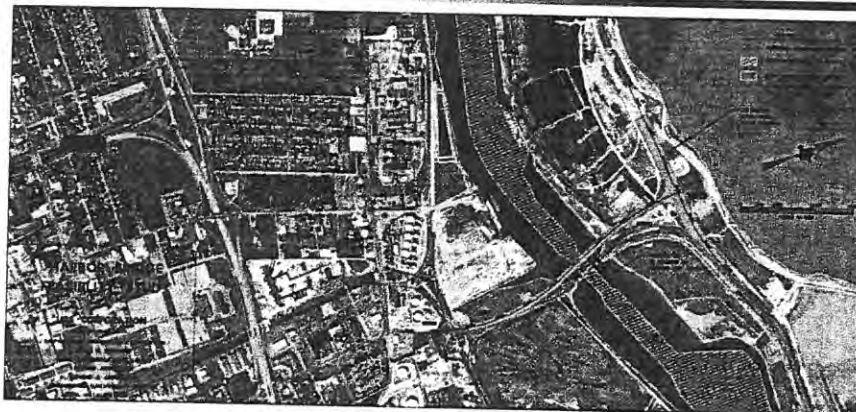
Possible Corridors for Harbor Bridge and Tule Lake Lift Bridge



Possible corridors for Harbor Bridge

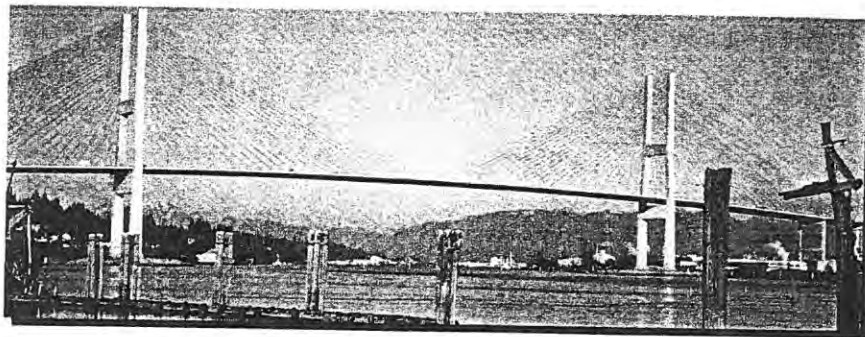


Possible Corridors for the Tule Lake Lift Bridge



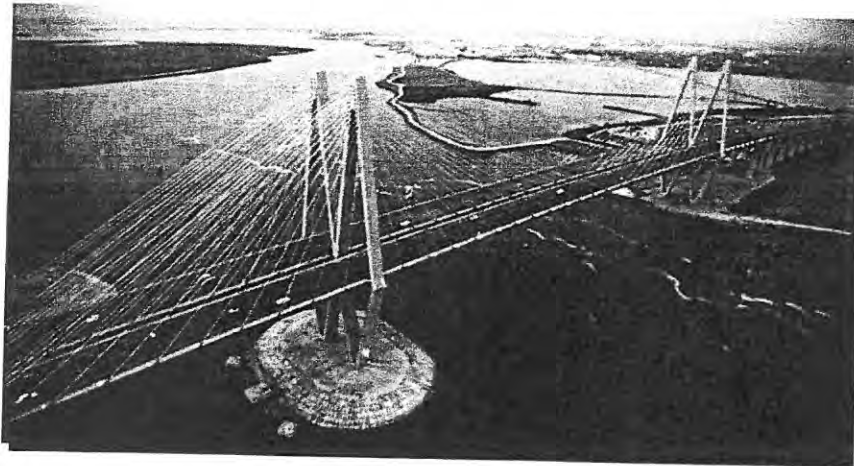
Possible Bridge Types

Alex Fraser Bridge, Vancouver, Canada

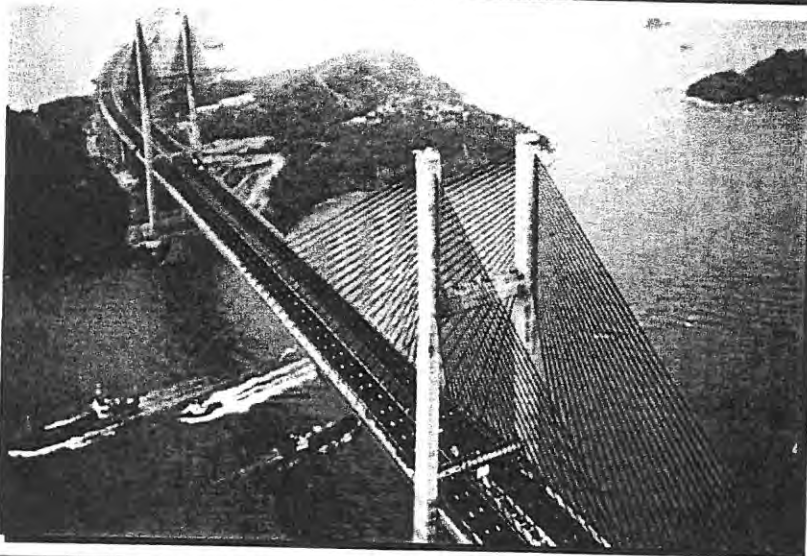




Fred Hartman Bridge, Baytown, Texas

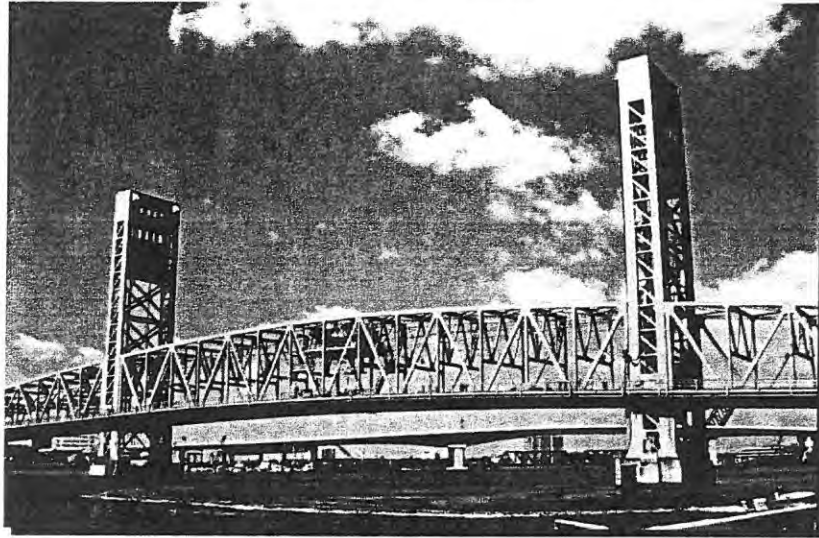


Kap Shui Mun Bridge, Hong Kong

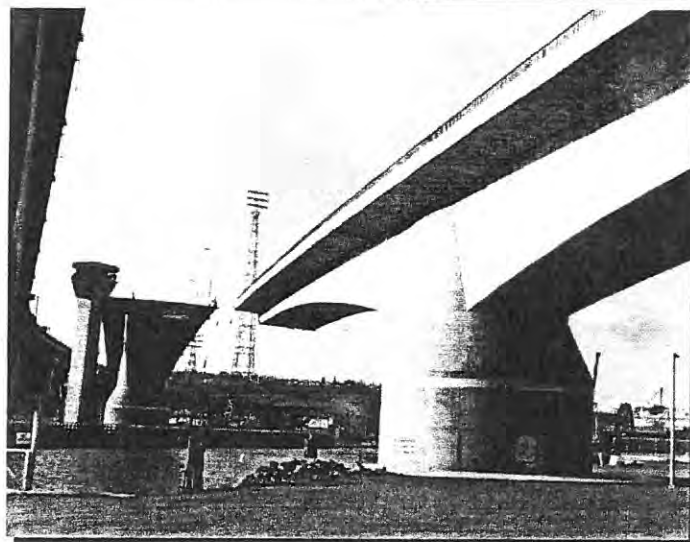




Main Street Vertical Lift Bridge, Jacksonville, Florida



Spokane Street Swing Bridge, Seattle, Washington





Your Comments

**Public Meeting
May 2003**

A G E N D A

Harbor Bridge/Tule Lake Lift Bridge Feasibility Study
Open House/Public Meeting
May 29, 2003
6 - 8 p.m.

1. Open House (6 - 6:30 p.m.)
2. Presentation (6:30 - 7 p.m.)
 - a. Welcome and Introduction
 - b. Need for Project
 - c. Project Status
 - d. Citizen Ideas for Harbor Bridge
 - e. Evaluation and ranking of Harbor Bridge Alternatives
 - f. Evaluation and Ranking of Tule Lake Lift Bridge Alternatives
 - g. Project Funding and Timeline
 - h. TxDOT Right-of-Way Acquisition Process
3. Public comments (7 - 8 p.m.)

Thursday, May 29, 2003
Public Meeting Attendance List

<u>Name</u>	<u>Street Address</u>	<u>City & Zip Code</u>	<u>Phone Number</u>	<u>e-Mail Address</u>
Carol Scott	3126 Austin	CC 78404	884-8890	cascott@kailocs.com
Bill Kelly	1402 N. Chaparral	CC 78401	888-6600	
Joseph Campos	1506 Mid-Cities Drive	Pharr 78577	956-283-8284	jcampos@drashce.com
Horace Smith	1414 Palm Drive	CC 78407	884-4520	
Frank Brogan	1305 N. Shoreline	CC 78401	885-6133	Frank@pdccd.com
Ruby Hup	4853 Carroll	CC 78415	954-5733	
Brook Sween-McGloin	723 N. Upper Broadway, 500	CC 78401	883-3787 x 104	bsm@mcgloinandsween.com
Anna Gonzales	4525 Gollihar, 200	CC 78401	854-9816	
Manual -----	4841 -----	CC 78415	853-3058	
Zakia Amin	4937 Cedar Pass Drive, 110	CC 78413	985-1812	
Mike Elles	4810 Rincon	CC 78402	883-0831	
Kelly Arkadie	3418 Crest Lake	CC 78415	854-4105	
Monia Grama	1133 N. Shoreline	CC 78401	888-3142	
Harold Branch	1801 Stillman	CC 78407	882-4186	
James Houston	P.O. Box 4911	CC 78469	854-6630	
Kelly Billington	719 S. Shoreline, Ste 200	CC 78404	884-5000	kelly@divam.com
Rev. Troy Bell, Sr.	1202 Sam Rankin	CC 78401	884-7056	troy0512@aol.com
Kathy Weathersby	2406 Dempsey	CC 78407	884-8567	
Carl Crull	5151 Flynn Pkwy	CC 78411	857-2216	ccrull@hdrinc.com
Sylvia Oliver	2814 Rogers	CC 78405	887-7633	
Amy Kohls	10000 N. Central Exy, Ste. 1300	Dallas 75231	214-363-3444	
Gwen Coleman	1207 Sam Rankin	CC 78405	882-6425	
Greg Brubech	127 Lakeshore	CC 78413	851-2602	
Silver Mun-----	2820 Noake	CC 78407	883-8070	
R.A. Avery	705 Caprice Drive	CC 78418		
Pete Stricker	1701 SPID	CC 78416	808-2228	pstricke@dot.state.tx.us
Raymond -----	4853 Carroll Avenue	CC 78415	854-5735	
Daniel Jaramillo	3701 Ayers	CC 78415	889-3302	dan-jaramillow@hacc.org
Genevieve Gonzales	3402 Santa Fe	CC 78411	852-4006	
Twila Mouttet	3625 Brushwood	CC 78415	888-0444	
Cain Allen	1113 Vernon Drive	CC 78407	289-0230	
Ava Erroa	1904 Stillman	CC 78407	774-0678	
Ralph Behring	103 Pecos Drive	Portland 78374	643-4726	Rbuehring@surfmk.com



Texas Department of Transportation

Corpus Christi District

U.S. 181 (Harbor Bridge) Feasibility Study
Open House and Public Meeting

May 29, 2003



Welcome



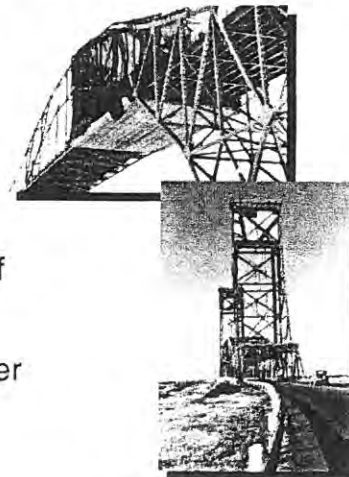
Tonight's Agenda

- Introduction
- Need for project
- Project status
- Citizen ideas
- Evaluation process and ranking for Harbor Bridge corridor alternatives
- Evaluation process and ranking for Tule Lake Lift Bridge configurations
- Project funding and timeline
- TxDOT ROW Acquisition Process
- Your comments



Why Are We Here?

- Identified the need for improvements at the Harbor Bridge and Tule Lake Lift Bridge
 - Steel structures over salt water
 - Age of the structures
 - Steep grades on Harbor Bridge
 - Sharp approach curves
 - Restricted lane/no shoulders
- Conduct a study of the feasibility of various alternatives
- Seek input from the public and other stakeholders





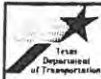
Why Are We Here?

TEA-21 identified \$4 million funding for studies that address replacement of Harbor Bridge and Tule Lake Lift Bridge.



Harbor Bridge/Tule Lake Lift Bridge Feasibility Study

- Purpose and Need Study
- Fleet Survey
- Travel Demand Study
- Public involvement
 - Three citizens' advisory committee meetings
 - Tule Lake Lift Bridge stakeholder meetings
 - Newsletters
 - Two public meetings



Harbor Bridge/Tule Lake Lift Bridge Feasibility Study (cont.)

- Identification and evaluation of corridor alternatives for Harbor Bridge
- Identification and evaluation of configuration alternatives for Tule Lake Lift Bridge
- Final feasibility study report
 - Identification of recommended corridor for Harbor Bridge
 - Identification of recommended configuration for Tule Lake Lift 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

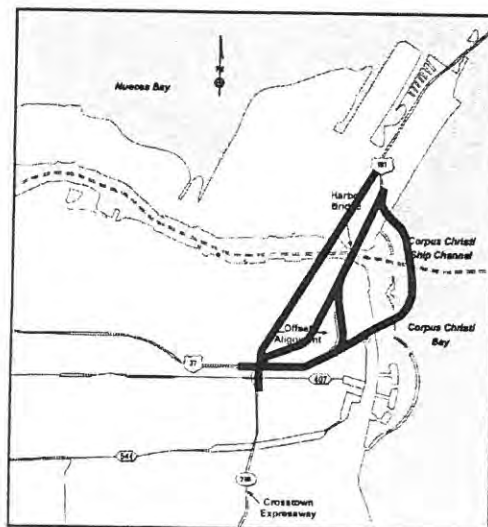


Citizen Ideas for Harbor Bridge (cont.)

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



Harbor Bridge Corridor Alternatives





Corridor Alternatives for Harbor Bridge



Corridor Evaluation Process – Harbor Bridge

- 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 (cont)

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

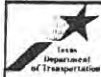


Ranking of Alternatives for Harbor Bridge (cont)

2: Orange alternative

Why?

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



Ranking of Alternatives for Harbor Bridge (cont.)

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 (cont.)

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



Alternative Evaluation Process – Tule Lake Lift Bridge

- Same as for Harbor Bridge except for evaluation criteria
- Evaluation criteria fall into three categories:
 - Environmental/Public Involvement Issues
 - Engineering
 - Vehicular and Intermodal Flow

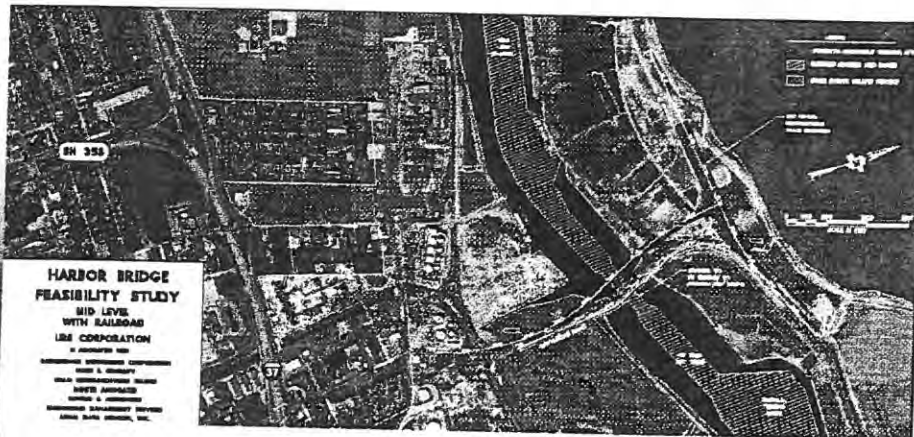


Possible Alternatives for Tule Lake Lift Bridge

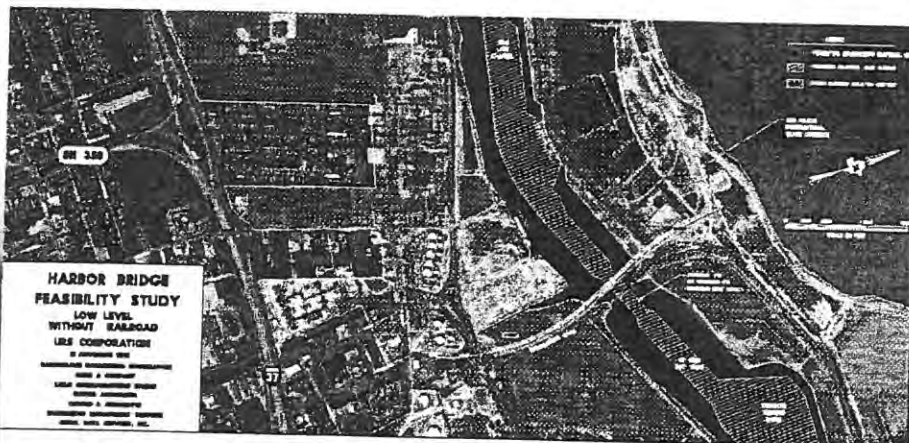




Possible Alternatives for Tule Lake Lift Bridge



Possible Alternatives for Tule Lake Lift Bridge





Ranking of Alternatives for the Tule Lake Lift Bridge

Recommendations:

- Mid-level without railroad
 - Minimizes the number of openings
 - Similar environmental impacts
 - Similar construction cost
 - Preferred by ship pilots association and Tule Lake Lift Bridge stakeholders



Ranking of Alternatives for the Tule Lake Lift Bridge

Recommendations:

- Low-level with railroad
 - Preferred by ship pilots association and Tule Lake stakeholders
 - Lower construction cost
 - Fewer environmental impacts



Harbor Bridge Funding

- Funding Issues
 - Phase I
 - Phase II



Harbor Bridge Timeline

- Complete feasibility study – Summer 2003
- Prepare Environmental Assessment (EA) – Fall 2003 to Summer 2004
- Continue public involvement continued – Summer 2004
- If EA/FONSI adequate then clearance in Summer 2006
- If not then prepare Draft Environmental Impact Statement (EIS) followed by Record of Decision (ROD)
 - Prepare document – Fall 2004 to Spring 2005
 - Public involvement – throughout
 - Clearance/ROD – Spring 2008



Harbor Bridge Timeline (cont.)

- Prepare Right-of-Way (ROW) Map – Spring 2008 to Fall 2008
- Acquire ROW – Fall 2008 to Summer 2010
- Develop construction plans for Phase I – Fall 2008 to Summer 2010
- Build Phase I – 2010 to 2013
- Develop construction plans for Phase II – 2008 to 2012
- Build Phase II – after 2013 (approximately 4 to 5 years to build)



TxDOT Right-of-Way (ROW) Process

TxDOT follows all state and federal regulations in acquiring Right-of-Way (ROW)

- Fair Housing Law (Title VIII of the Civil Rights Act of 1968)
- Uniform Relocation Assistance and Real Property Acquisition Act of 1970



TxDOT Right-of-Way (ROW) Process

TxDOT Acquisition Process

- Conduct independent appraisal of market value to determine just compensation
- Negotiate to purchase property
- Provide relocation assistance if displacing a residence or business



TxDOT Right-of-Way (ROW) Process

TxDOT Relocation Assistance

- Residential
 - Moving expenses
 - Purchase supplement (owners)
 - Rental assistance (tenants)
- Businesses, Farms, and Non-profit Organizations
 - Moving expenses
 - Reestablishment expenses



Summary

- Feasibility study will be complete by end of June 2003
- Next phase of project: Environmental Documentation and Schematic Development
- Thank you for your important role in developing this project



Your Comments

kailo

communications
studio LLC

PO Box 331486
Corpus Christi, TX 78463

Phone: 361-884-8890
Fax: 361-884-8891

Community Calendar and PSA Announcements were sent to the following:

KZTV- Channel 10
PO Box TV-10
Corpus Christi, TX 78403-3199
Contact: Carol Rostohar
Prefers: Fax- 361-884-8111

KIII- Channel 3
PO Box 6669
Corpus Christi, TX 78466-6669
Contact: Heidi Garcia

KRIS- Channel 6
PO Box 840
Corpus Christi, TX 78403-0840
Contact: Jay Sanchez

KORO- Channel 28
PO Box 2667
Corpus Christi, TX 78403-2667
Contact: Claire Arrendondo

Corpus Christi Caller Times
PO Box 9136
Corpus Christi, TX 78469-9136
Contact: Cynthia Wilson
Prefers: e-mail – wilsonc@caller.com

KEYS-AM
Po Box 9757
Corpus Christi, TX 78469-9757
Contact: John Gifford
Prefers: Fax- 361-882-9767

KEDT-FM
4455 S.P.I.D. #38
Corpus Christi, TX 78411-4481
Contact: Stewart Jacoby
Prefers: Fax 361-855-3877

KFTX-FM
1520 South Port Ave.
Corpus Christi, TX 78405-2106
Contact: Austin Daniels
Prefers: e-mail- AustinkFTX@swbell.net

KLTG-FM
PO Box 898
Corpus Christi, TX 78403-0898
Contact: Bert Clark
Prefers: e-mail- bertc@thbeach965.com

KPUS-FM
826 S.P.I.D.
Corpus Christi, TX 78416-2506
Contact: Alecia Buller
Prefers: Fax- 361-225-3047

Texas Radio
94.7
701 Benys Rd
Corpus Christi TX 78408
Contact: Dave Avery
FAX: 299-0400

South Texas Informer
PO BOX 271383
Corpus Christi TX 78427
Contact: Beverly Winters
FAX: 808-9606

Padre Island Moon
14493 SPID
Corpus Christi TX 78411
Contact: Mike Ellis
FAX: 949-9625

Flour Bluff Sun
PO BOX 18268
Corpus Christi TX 78480
Contact: Marie Speer
FAX: 939-8553

Portland News
101 Cedar Dr #G
Portland TX 78374
Contact: Kathleen Muller
FAX: 643-1400

Public Meeting on Feasibility of Replacing Harbor Bridge

The public is invited to an
Open House and Public Meeting
to comment on a

**Feasibility Study of Alternatives
for the Harbor Bridge**

and Tule Lake Lift Bridge

Thursday, November 14, 2002

Open House: 6 - 6:30 p.m.

Public Meeting: 6:30 - 8 p.m.

Miller High School Cafeteria

#1 Battlin Buc Blvd • Corpus Christi, TX



***Texas Department
of Transportation -
Corpus Christi***

For more information, call Paula Sales Evans
at TxDOT: 361-808-2329

TxDot seeks bridge plan feedback

Harbor Bridge replacement has 4 options

BY JAIME POWELL
Caller-Times

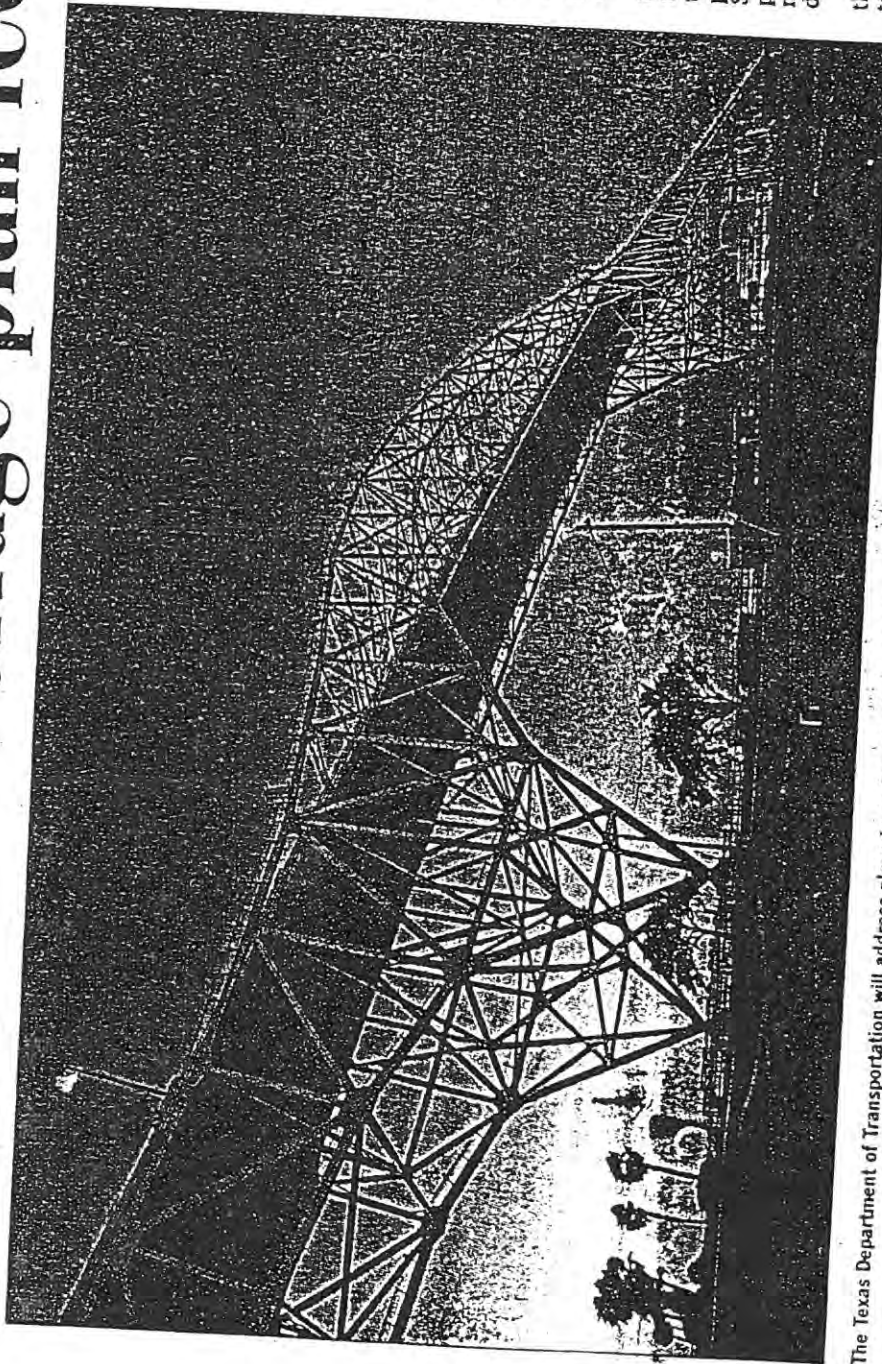
The Texas Department of Transportation will address plans to replace Corpus Christi's Harbor Bridge today when representatives unveil possible corridors and initial proposals for the project.

The first public meeting regarding the project is at 6 p.m. at the Miller High School cafeteria.

"Basically, we are having this meeting because we want input from the public, especially what their thoughts are on some of the possible corridors," said Paula Sales Evans, director of transportation planning and development for the state transportation department.

There are four possible routes that the bridge corridor could take. Any of them would increase commuter time between Portland and Corpus Christi by less than five minutes. The length of the existing bridge is approximately 1.6 miles. The length of the entire route is 2.7 miles.

The existing route, shown in green on the plan, runs from the Crosstown Expressway interchange to Corpus Christi Beach. The existing route covers the same surface area of 2.7 miles, but more of it will be elevated. The pink route is also approximately 2.7 miles. It starts at Crosstown Expressway and connects to U.S. Highway 181 at



The Texas Department of Transportation will address plans to replace the Harbor Bridge today at a public meeting at Miller High School at 6 p.m.

Possible paths for the Harbor Bridge

These four paths are possible corridors for the Harbor Bridge project. The green is the existing path and is also an option. All mileage is approximate and is measured at the elevated portion of the road.

1. 2.7 miles from the Crosstown Expressway to U.S. Highway 181 at Corpus Christi Beach
2. 2.9 miles from the Crosstown Expressway, connecting with the green route and ending at Corpus Christi Beach
3. 2.7 miles from the Crosstown Expressway to Corpus Christi Beach
4. 3.1 miles from Interstate 37 to Shoreline Boulevard and over the bayfront, ending at Corpus Christi Beach

How you can get involved

The Texas Department of Transportation will have a meeting at 6 p.m. today at Miller High School's cafeteria, 1 Battlin' Buc Blvd., to discuss options for the replacement of the Harbor Bridge.



BRIDGE

FROM B1

curves than the existing route.

The gold route is approximately 2.9 miles. It connects at Crosstown Expressway and meets the existing green route at the narrowest part of the ship channel. It runs along the same path as the green route, within a couple hundred feet, and rejoins it at Corpus Christi Beach.

The blue route is about 3.1 miles. This route would avoid neighborhoods and parks by taking Interstate 37 straight across the parkway area on Shoreline Boulevard, where it would be elevated and would extend over the bayfront.

"The main reason is to have an alternative to impacting parklands and neighborhoods," Evans said. "There are a lot of issues about going into the bay, and the federal courthouse sits there. It is probably one of the least viable options."

\$250M expected cost

Evans said none of the proposed routes would increase commuter time by more than a couple of minutes.

Without knowing the exact design or corridor, the highway department estimates that the project will cost \$250 million.

The 50-year-old Harbor Bridge needs to be replaced, because it is deteriorating and has design problems, Evans said. Bridge maintenance costs \$2 million a year, she said. The bridge also has steep grades, making it difficult to maintain even, safe speeds, and sharp curves at both ends that present safety problems.

"The existing structure, the way it was designed, cannot be widened," Evans said. "With the steel, it is also hard to extend the life. We have to look at completely replacing it. There is a finite life on these structures, even with maintenance."

Study to determine route

A \$2 million feasibility study done by the Dallas-based consulting firm URS Corporation will determine how the bridge should be replaced and the route it should take. The study should be complete in 2003.

As part of the feasibility study, Evans said consultants will work on a vessel survey to identify the types of shipping and shipping trends that affect bridge usage. Because the bridge will provide service for 50 to 70 years, Evans said the bridge's vertical access must be conducive to future ship traffic.

Currently, the Harbor Bridge reaches 138 feet from water to bridge. Evans said the bridge needs to stand 175 feet from water to bridge to allow larger ships to pass and to prevent some "close calls" involving smoke stacks almost scraping the bridge's underbelly.

Once the feasibility study is complete, Evans said the highway department would begin work on the necessary environmental documentation and project development, beginning in 2003. She estimated that it would take until 2007 to obtain the clearances for the project.

From 2007 to 2011, Evans said the highway department would work on the right-of-way map and right-of-way acquisition needed for the project. Detailed construction planning could coincide with right-of-way acquisition.

"From the construction standpoint, once funding is available and the studies are complete, construction would probably start sometime after 2011, as funding became available," Evans said.

Corpus Christi Chamber of Commerce chairman-elect Carol Scott said a citizens

advisory committee made up of business and community leaders is taking an active part in developing the project.

She said the group has discussed with the transportation department the Harbor Bridge's significance to the area and the project's impact on the Northside community.

Scott said the relocation of the Harbor Bridge should have a tremendous impact on the community.

"We applaud the department of transportation for seeking public input in this important project," Scott said. "There are a lot of historic buildings and neighborhoods, as well as a cemetery that will be impacted when the bridge changes its footprint. I think it will have a positive impact on the neighborhoods and businesses in the northside neighborhood because it will open up the area east of the Crosstown exchange."

Contact Jaime Powell at
886-3716 or powellj@caller.com

Judges: Bridge could be problem

Bayfront path may interfere with courthouse

By JAIME POWELL
Caller-Times

Two federal district judges said one of the proposed routes for the Harbor Bridge replacement project takes the road over the federal courthouse and would interfere with court business.

The route in question, identified as the blue route, avoids neighborhoods and parks by taking Interstate 37 straight across the parkway area on Shoreline Boulevard, where it would be elevated and would extend over the bayfront. State transportation department drawings show it going directly over the top of the courthouse, as it turns over the bay.

The Texas Department of Transportation has proposed four routes as part of a plan to replace the nearly 50-year-old Harbor Bridge.

"The federal taxpayers just spent \$30 million at that site," said Judge Hayden Head Jr., referring to the federal courthouse. "I doubt seriously that they contemplated that its utility would be so impaired that it would be unusable for our purposes."

Judge Janis Jack agreed, and said that building the bridge over the courthouse would cause access problems to the courthouse.

David C. Johnston, PE, of URS Corp., the project's consultant, reassured both judges, saying that the route is the least viable of the four options.

"The cons are that there are environmental issues to putting the bridge over the bay," he said. "It is environmentally sensitive. It is also the most expensive because it would require ship impact protection. Since it is over a lot more

Please see **BRIDGE/A4**

By the numbers

\$250 million

Estimated cost of the project

2011

When construction could begin

1.6 miles

Length of the existing bridge

175 feet

How far the bridge needs to stand above water to allow larger ships to pass under it

BRIDGE

FROM A1

water it would also be harder to build."

Bryan Woods, the highway department's deputy district engineer, said any project presented has some benefits and drawbacks.

"We have to look at all possible alternatives and the public needs a chance to have a say-so," he said. "Every possible route gets looked at."

Thursday's meeting at Miller High School, during which the judges spoke, was held to solicit input from the public, especially the public's opinion of some of the possible routes the bridge might take, said Paula Sales Evans, director of transportation planning and development for the transportation department.

Without knowing the exact design or corridor, officials estimate that the project will cost \$250 million.

Must be replaced

Transportation department officials say the Harbor Bridge must be replaced because it is deteriorating and has design problems. The bridge's steep grades make it difficult for drivers to maintain even, safe speeds, and sharp curves at both ends that present safety problems. URS Corp. began a \$2 million feasibility study in 2001 to determine how the bridge should be replaced and the route it should take. The study should be complete in 2003. Construction could begin as early as 2011, if the funding is available.

The length of the existing bridge is approximately 1.6 miles. The length of the entire bridge path is 2.7 miles.

The existing route, shown on the plan in green, runs from the Crosstown Expressway interchange to Corpus Christi Beach. The pink route also starts at Crosstown Expressway and connects to U.S. Highway 181 at Corpus Christi Beach. It is a more direct route with fewer curves than the existing route.

The gold route connects at Crosstown Expressway and meets the existing green route at the narrowest part of the ship channel. It takes the same path as the green route, within a couple hundred feet, and rejoins it at Corpus Christi Beach.

Currently, the Harbor Bridge reaches 138 feet above water. Evans said the bridge needs to stand 175 feet from water to bridge to allow larger ships to pass under it.

Height is a port restriction

John LaRue executive director of the Port of Corpus Christi, said the current bridge height is a restriction for the port.

Port officials have been talking to the transportation department for several years about the bridge project, he said.

"I understand that they will request a height of 200 feet, which we will support," LaRue said.

"Two hundred to 225 feet is the norm. Right now it is 138."

The port also helped to secure \$4 million in federal funding in 1998 for a portion of the planning process and bridge repairs.

Consulted advisory group

The consulting firm also sought input during the past several months from a citizens' advisory group of business and community leaders.

The group has been active in discussions with the transportation department about the Harbor Bridge's significance to the area and the project's impact on the Northside community.

Lena Coleman, advisory board member lives in the Hillcrest area near the bridge. She said her neighbors support the project and that the only anxiety stems from the present uncertainty of the route. "One of the concerns is what will happen to the community and how it will leave the residential area and the residents," she said. "Those questions are being addressed. I am in sup-

By the numbers

2003

When a feasibility study to determine how the bridge should be replaced and the route it should take will be complete

\$2 million

How much the feasibility study costs

\$4 million

The amount the port helped to secure in federal funding in 1998 for a portion of the planning process and bridge repairs

port of the project. My neighbors support the project, too. I have not heard anyone in disagreement with it."

Won't affect commute much

None of the proposed routes are expected to snarl traffic or add more than five minutes of commuting time between Corpus Christi and Portland, transportation department officials said.

Gaye Chachere, a Portland resident, commutes to work in Flour Bluff over the bridge twice a day. She saw a sign Wednesday, advertising Thursday's meeting. She said any time added to her daily commute would be an inconvenience, but five minutes would not be much of a hassle.

Once the feasibility study is complete, Evans said the highway department would begin work on the environmental documentation and

project development in 2003. She estimated that it would take until 2007 to obtain the clearances for the project.

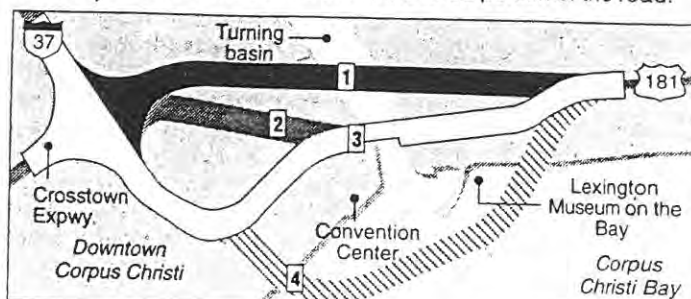
Not an environment issue

Ray Allen, executive director of the Coastal Bend Bays and Estuaries program, said his organization does not anticipate taking a position on the project.

"I do not see enough of an environmental issue to even

Possible paths for the Harbor Bridge

These four paths are possible corridors for the Harbor Bridge project. The green is the existing path and is also an option. All mileage is approximate and is measured at the elevated portion of the road.



1. "Pink route": 2.7 miles from the Crosstown Expressway to U.S. Highway 181 at Corpus Christi Beach
2. "Yellow route": 2.9 miles from the Crosstown Expressway, connecting with the green route and ending at Corpus Christi Beach
3. "Green route": 2.7 miles from the Crosstown Expressway to Corpus Christi Beach
4. "Blue route": 3.1 miles from Interstate 37 to Shoreline Boulevard and over the bayfront, ending at Corpus Christi Beach

Source: Texas Department of Transportation

Ashley Ream/Caller-Time

be concerned," Allen said. "I do not think that there are

significant environmental issues tied to replacing the Harbor Bridge. That bridge and any one that would replace it would have minor impact on the bay."

Business owners on Corpus Christi Beach also support the project.

"I don't think it will affect businesses down here negatively because we will still have access and it still ends up in the same place," said Mike Astin, who owns the Pier 99 restaurant on Corpus Christi Beach.

"I hate to see the old bridge gone, though, because I remember before I moved here from Houston, it was one of the things I loved about the area. I know the new bridge will look just as good, though, and be built with all of the new technology."

Contact Jaime Powell at 886-3716 or by email at powellj@caller.com

Directness stressed for new bridge path

Officials seek less impact on area, better alignment with Crosstown for replacement for Harbor Bridge

By SARA LEE FERNANDEZ
Caller-Times

State transportation officials said they are expecting to recommend the straightest route from the Crosstown Expressway exchange to the Nueces Bay Causeway as the corridor for the future Harbor Bridge. The Texas Department of Transportation had its final public meeting on the Harbor Bridge and Tule Lake Lift Bridge study at the Oveal Williams Senior Center on Thursday.

David C. Johnston of URS Corporation said the study would be turned in to state transportation officials next week. He said the study would include public suggestions that have been incorpo-

rated into the plans. URS is assisting the transportation department with the study.

David Casteel, a state transportation district engineer, said that some of the things they looked for in deciding possible routes included a lower impact on the area, compatibility with future city planning and a route more aligned with the Crosstown Expressway.

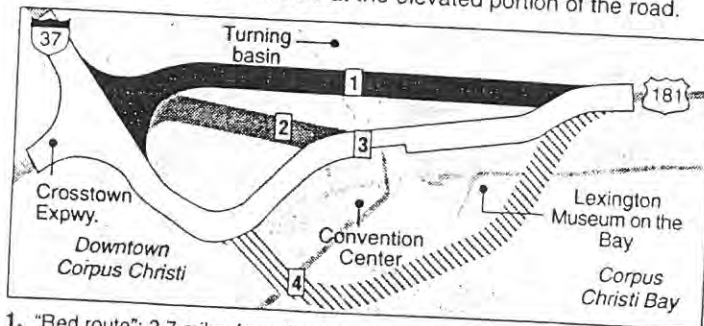
About 30 people were present to listen to the presentation, ask questions and give suggestions.

Harold T. Branch who has lived on the city's north side for many years, wanted to know how many lanes the bridge would be, and how

Please see BRIDGE/B2

Possible paths for the Harbor Bridge

These four paths are possible corridors for the Harbor Bridge project. The green is the existing path and is also an option. All mileage is approximate and is measured at the elevated portion of the road.



1. "Red route": 2.7 miles from the Crosstown Expressway to U.S. Highway 181 at Corpus Christi Beach
2. "Yellow route": 2.9 miles from the Crosstown Expressway, connecting with the green route and ending at Corpus Christi Beach
3. "Green route": 2.7 miles from the Crosstown Expressway to Corpus Christi Beach
4. "Blue route": 3.1 miles from Interstate 37 to Shoreline Boulevard and over the bayfront, ending at Corpus Christi Beach

Source: Texas Department of Transportation

Ashley Ream/Caller-Times

BRIDGE

FROM B1

wide it would be.

"Four lanes both ways with four shoulders," said Johnston. "With consideration of a bike and pedestrian lane."

Johnston said that one of the goals was to make the bridge a structure that could adequately handle traffic needs and changes for at least 75 years after it was finished.

Corpus Christi architect Brooke Sween-McGloin asked if there would be space for some kind of boulevard.

"If we go with the red route (the recommended route) what happens to the approach to Shoreline Boulevard?" she asked.

Casteel said that the way the Harbor Bridge route is now, the

downtown area is separated from the north side of the city, and the first route would allow the two to merge more gracefully. He also said that kind of merger would be looked at during the second phase of the project.

Mike Elles, vice president of Rad-Tec Fabrications Inc., suggested that transportation officials look at using less traveled areas, such as San Patricio County, for truck traffic.

"All the traffic doesn't have to go into downtown Corpus Christi," he said after the meeting.

Genevieve B. Gonzalez, was concerned about people that might not want to sell their property for the Harbor Bridge project.

"What about eminent domain?" she said. "My father-

“

All the traffic doesn't have to go into downtown Corpus Christi.

— Mike Elles,
vice president of
Rad-Tec
Fabrications Inc.

”

in-law lost a lot with eminent domain when they built (Interstate) 37."

Casteel said that eminent domain would be a last resort and something that they would try to avoid. Eminent domain is the right of a government to take private property for public use, giving just compensation to the

owner of the property.

Gonzalez, along with her husband Juan, owns several properties in the northside-port area being considered for the path of the new Harbor Bridge. She said her properties are going to be affected by the proposed Harbor Bridge corridors, in addition to the city's proposed zoning changes.

She said the area should be fixed up or the people living in the area need to be given prices that would allow them to purchase homes in another part of the city without creating serious hardships.

"I feel very uncomfortable," she said. "If they give a good price to the people living here, then I guess it would be OK."

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