

WELCOME



Neches River Bridge Study Public Meeting



What is an EA?

	2015				2016		
	Q1	Q2	Q3	Q4	Q1	Q2	Q3
Purpose and Need	[Dark Blue Bar]						
Stakeholder Involvement	[Gold Bar]						
Alternative Development	[Dark Blue Bar]						
Environmental Surveys	[Dark Blue Bar]						
Public Meeting					[Dark Blue Bar]		
Draft EA					[Dark Blue Bar]		
Schematic Design					[Dark Blue Bar]		
Public Hearing					[Dark Blue Bar]		
Final EA					[Dark Blue Bar]		
Decision					[Dark Blue Bar]		

Note: A yellow star is placed at the end of the Public Meeting bar in Q4 2015 with the text "WE ARE HERE". A yellow star is placed at the end of the Public Hearing bar in Q1 2016. A yellow pentagon is placed at the end of the Decision bar in Q3 2016.

- An Environmental Assessment (EA) documents the analysis of the proposed project and its potential effects on the environment.
- The Draft EA will be available for review at the public hearing.
- Public comments will then be addressed in the Final EA prior to the environmental decision.

Purpose



- Improve rail operations by maintaining existing rail mobility and continuity while providing rail capacity to accommodate growth.
- Support and enhance industrial facilities that use rail, marine, and highway services.

Need



- Existing rail operations are affected by track capacity, track switching, industrial service access, and bridge openings for marine vessel traffic.
- Future rail traffic across the Neches River is expected to increase with both through and local rail traffic serving existing and expanding industrial facilities.
- Without improvements, operations will deteriorate in the future with increased rail traffic.

No Build Alternative



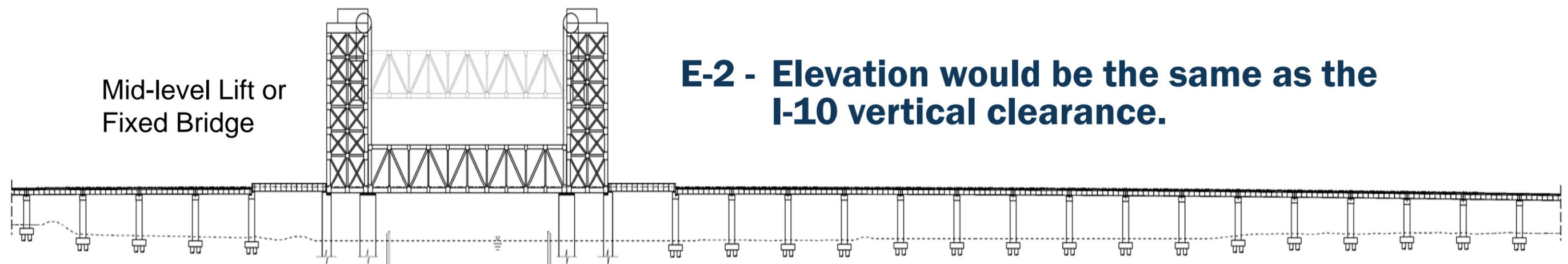
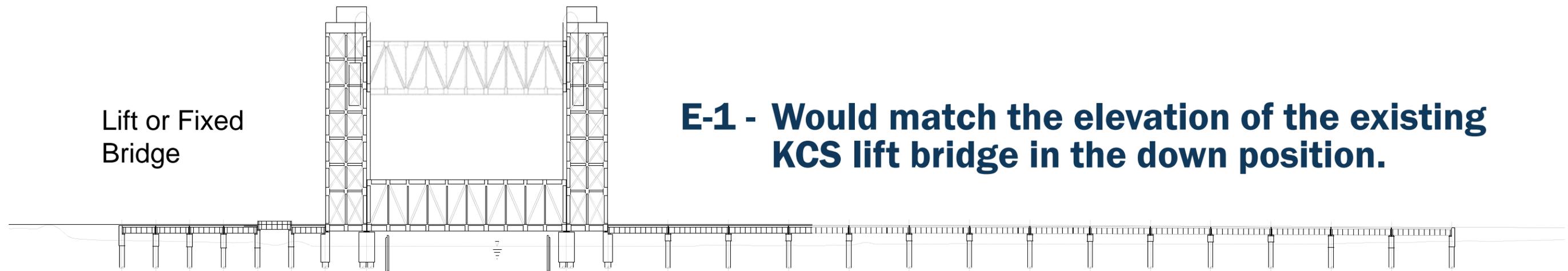
- Includes preservation of the existing rail network and other programmed improvements.
- Required for the EA to provide a baseline to gauge the effectiveness of the Build Alternative at accomplishing the purpose and need.

Alternative Matrix

Criteria Measure		Alternative E-1	Alternative E-2	Alternative N-1	Alternative N-2
Improve Rail Operations	Track Capacity	Adds single track bridge			
	Dispatching	Maintains existing		Introduces 3 rd dispatcher	
	Industrial Access	Maintains existing			
	Design Speed	30 mph W of river, 40 mph E	20 mph W of river, 40 mph E	10-20 mph W of river, 40 mph E	
Improve Movement and Interface	Rail Movements	Reduces bottleneck at river crossing			
		Crossovers allow the use of either bridge.	Less impact to rail traffic because base elevation of bridge provides a higher clearance for marine traffic. Rail grade is increased.	Less impact to rail traffic because bridge will be in a fixed position. Route is longer and rail grade is increased.	
	Marine Movements	Comparable to existing conditions			
	Vehicular Movements	No change to traffic movements.	No change to traffic movements, except two highway-rail grade crossings at Old US 90.	Access to Long Avenue prohibited with some closures at cross streets. Grade separation at MLK. Increase in delay at remaining grade crossings.	Grade Separation at Old US 90. Increase in delay at remaining grade crossings.
	Planned Industrial	Future connections NE of river can be made from new track.	Future connections NE of river limited by elevation of new track.	Future connections NE of river can be made from the existing track.	
Cultural, Natural, and Community Resources	Historic Structures	Neches Rail Bridge (close proximity)	UPRR Bridge	0	0
	Historic Districts	Beaumont Commercial District (adds track in KCS right-of-way at existing grade)	Beaumont Commercial District (adds track N of KCS right-of-way on elevated structure)	0	0
	Historical Landmarks	0	0	0	0
	Archeological Sites	0	0	Shipwrecks (in vicinity)	Terrestrial site, shipwrecks (in vicinity)
	Wetlands	9.2 acres	9.9 acres	14.5 acres	14.3 acres
	Waters	Neches River	Neches River, 2 crossings of Baird's Bayou tributaries	Neches River, Brakes Bayou, 4 crossings of Baird's Bayou tributaries	
	Floodplains	23.5 acres	28.9 acres	39.2 acres	42.8 acres
	Hazardous Sites	14 within/adjacent	14 within/adjacent	25 within/adjacent Acquires Superfund Site	24 within/adjacent Acquires Superfund Site
	Displacements	0	3 (commercial)	3 (commercial)	0
	Right-of-way	2.7 acres	7.4 acres	34.8 acres	17.7 acres
	Cemeteries	0	0	0	0
	Parks	Riverfront Park (parking area, boundaries under review)	Riverfront Park (parking area, boundaries under review) MLK Memorial Park	0	Riverfront Park (strip along BNSF, boundaries under review)
	Community Facilities	City parking	Church/school, city parking	0	0
	Low Income / Minority	25% low income 64% minority		26% low income 65% minority	22% low income 52% minority
Cost	Program Cost	~\$120 M	~\$380 M	~\$430 M	~\$400 M
Other Considerations	Constructability	Adjacent to active mainline. Sufficiently offset from existing rail operations to build with minimal disruption.		Varies by section. Majority of work on new alignment reduces operational coordination with active rail. Construction of a higher and longer structure may offset distance benefits.	
	Construction-Related Impacts	Temporary delays to existing rail traffic at tie-in points.			
		No roadway impacts.	Temporary delays to roadways for construction of grade separation structures.		
	No grade crossings.	Temporary road closures and delays for grade crossing improvements.			

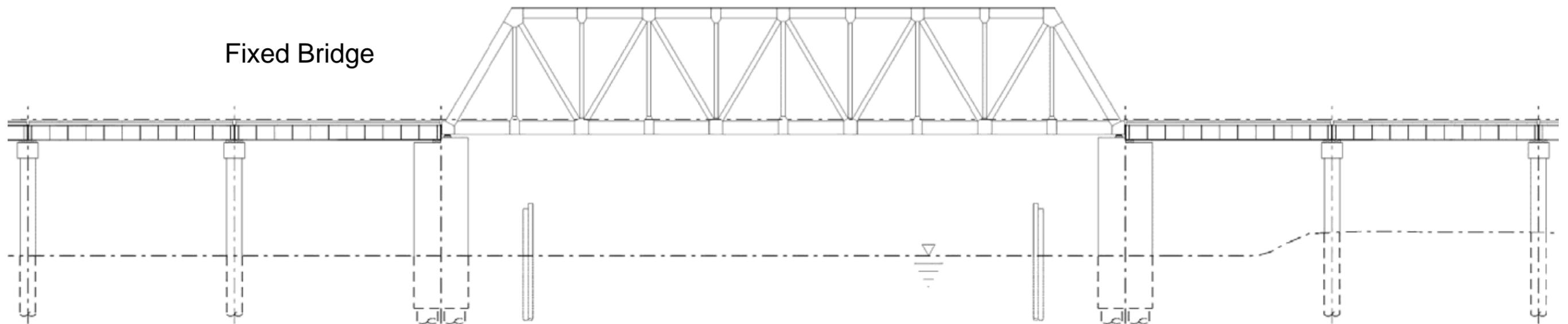
Alternatives E-1 and E-2

- Both E-1 and E-2 follow the existing alignment and cross the river just north of the existing bridge.



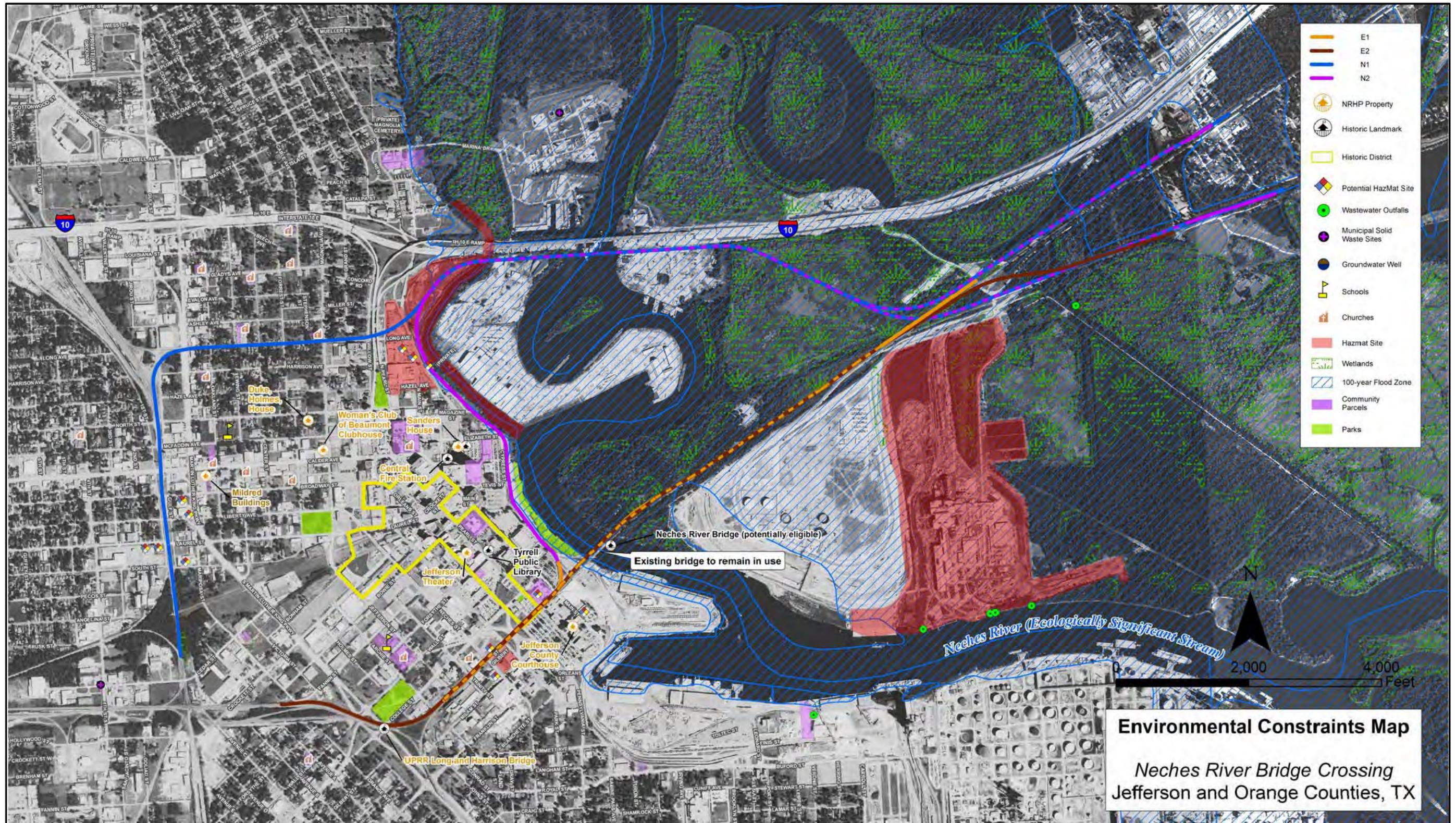
Alternatives N-1 and N-2

- Both N-1 and N-2 are on a new northern alignment and cross the river just south of I-10.



N-1 and N-2 – The elevation would be the same as the I-10 vertical clearance.

Environmental Constraints Map



Provide Your Comments

- See the court reporter to leave a verbal comment
- Leave a comment form in the comment box tonight
- Mail comments to:
Mr. Gil Wilson
TxDOT Rail Programs
125 East 11th Street
Austin, TX 78701-2483
Email: gil.Wilson@txdot.gov



TxDOT will use public involvement procedures under NEPA to fulfill the Section 106 public involvement requirements.

Section 106 Process (www.achp.gov)

The National Historic Preservation Act (1966) takes into account the effects of the undertaking on eligible or listed National Register properties.

Consulting parties may provide input on key decision points in the Section 106 process. Individuals or organizations may request to become a consulting party for this project by contacting Mr. Gil Wilson, TxDOT Rail Programs.

***All comments must be submitted
by October 31, 2015***