

**ENVIRONMENTAL ASSESSMENT**

**REPLACEMENT OF EXISTING BRIDGE FACILITY**

**US 83 @ Salt Fork of the Red River**

**CSJ: 0031-03-029, 0031-04-045**

**COLLINGSWORTH COUNTY**

**FEDERAL HIGHWAY ADMINISTRATION &  
TEXAS DEPARTMENT OF TRANSPORTATION**

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## **INTRODUCTION**

This document assesses the social, economic, and environmental impacts associated with the proposed bridge replacement on US 83 @ the Salt Fork of the Red River (National Bridge Inventory [NBI] number 25-044-0-0031-03-002) (See Exhibit A for location map, Exhibit B for Digital Ortho Quarter Quad [DOQQ] map, and Exhibit C for topography map). There are two Control Section Jobs (CSJs) associated with the proposed project, 0031-03-029 (control) and 0031-04-045. 0031-03-029 starts at the south end of the existing bridge and goes north 0.33 miles. 0031-04-045 starts 0.144 miles south of the bridge and runs north to the existing bridge. The proposed project is located in north Texas near the small town of Wellington, in Collingsworth County. The total length of the project would be 0.47 miles (mi.).

As of December 2010, the estimated total project cost of the proposed project would be approximately \$3,713,372, including: construction of a new bridge, demolition of the historic bridge, construction of an interpretive kiosk in the adjacent rest area, and relocation of the historic marker from the bridge site to the adjacent rest area. Funding for the project is anticipated to be 80% federally funded and 20% state funded. The project is included in the FY 2011-2014 State Transportation Improvement Plan (STIP) as a grouped CSJ: 5000-00-953 (See Appendix B for Grouped Project CSJ information). The proposed project is Category 6, Structure Replacement and Rehabilitation, and is listed in the 2011 Transportation Improvement Program (TIP). The anticipated project completion date is November 2012.

## **NEED AND PURPOSE**

### **Need for the Project**

Large farm equipment and heavy trucks cannot use the existing historic bridge, which services a US highway in the Texas Highway Trunk System, in its current condition and outdated design. It currently has a sufficiency rating of 21.20 out of a possible 100. The bridge has become a safety hazard, and through traffic has had to be rerouted, with detours adding many miles to trips.

### **Purpose of the Project**

The purpose of this project is to provide a safe and efficient crossing over the Salt Fork of the Red River by meeting all design standards with respect to lane width and load carrying capacity appropriate to US 83's designation as a component of the trunk system.

### **Project Objectives**

1. To provide safe and efficient crossing of US 83 over the Salt Fork of the Red River
2. To address the historic character of the existing bridge, which is listed on the National Register of Historic Places

### **Background on Safety Issues**

#### **Bridge Closed**

Currently, the truss structure is closed to through traffic due to a failure in the bridge deck. The south bound (SB) structure accommodates both north and south bound traffic. Oversized loads (80,000 pounds or greater) and over-width loads (14-feet or wider) are diverted around the crossing along a 34.2 mile detour.

## **Accidents**

Since the bridge has been closed, three accidents have occurred within the detour around the truss bridge. On May 28, 2010, a rural mail carrier was traveling north-bound (NB) on US 83 along the closed section of the roadway. The driver was distracted by an animal in the adjacent field, crashed into the concrete barrier and spun the vehicle around. The driver was transported by ambulance to the Collingsworth General Hospital.

On January 6, 2011, a pickup truck was traveling SB through the detour loaded with a round bale of hay. The vehicle was ascending up the hill (south of the bridge) when the driver lost control, climbed the concrete barrier, and flipped the vehicle. No one was injured. There are safety issues with the current condition (i.e. truss closed, NB traffic sharing the SB bridge) and also with the crossing before the truss was closed.

The third accident occurred on April 12, 2011. A tow truck hauling a small salvaged combine (approximately 15-feet wide) was traveling SB through the detour. The driver drifted toward the center concrete barricade allowing the combine to impact the barrier, which in turn caused the tow truck to hit the barricade as well. The trucks left front tire climbed the barricade and rode the barricade to a stop. The accident caused damage to the combine, tow truck, and approximately 30 sections of concrete barricade. No injuries were reported.

## **Functional Deficiencies**

The bridge is functionally obsolete as it does not meet width specifications for two-lane traffic. Any proposed project would need to eliminate the rerouting of legal sized and weight permitted loads that the trunk system was designated to carry. The project must also allow for vehicles in

the area, such as large farm equipment, recreational vehicles (RVs) and tractor trailers, to utilize the crossing. NB travelers require safe access to the rest stop and the county park northwest of the crossing while ensuring safe passage of NB travelers who do not use the rest stop.

Structural issues include an inventory load rating of HS (Highway Semi-trailer Lane Load) 10.0 controlled by substantial section loss in the floor beams and deterioration in the main longitudinal members at the bottom of the trusses, know as bottom chords. Current bridge standards require a legal load carrying capacity of HS 20 for all structures located on-system. Additional structural problems include, but are not limited to: the south approach timber bents located at the south approach, which have experienced section loss in both the piles and steel caps; the north approach concrete approach bents, which have major deterioration including delaminated concrete and exposed reinforcement; and the condition of the entire bridge deck, which has transverse and longitudinal cracks, efflorescence, and concrete spalling.

The bridge is located on a roadway designated as part of the Texas Highway Trunk System. Current features of the bridge include a horizontal roadway clearance of 24 feet and a vertical clearance of 15.50 feet at the centerline and 14.25 feet at each end of the bridge portals with a 38-foot roadway approach width. The Texas Highway Trunk System section of the Transportation Planning Manual (Section 6) indicated that the “minimal design criteria for this network specify that each highway should be at least a four-lane divided facility.” This section of US 83 is a rural four-lane divided highway, except at the NB bridge crossing of the river. The Roadway Design Manual specifications call for minimum 12-foot lanes with an additional 6 feet for safe zone such as shoulders. Two such lanes total 24 feet and would put the lane line right next to the curb and bridge rail. From driver psychology, truss protection, and design standards

perspective, the geometry of the trusses limits the structure to one-lane. The NB two-lane section is striped to converge the roadway at the existing historic bridge into a single 14-foot lane with a 6-foot outside shoulder and a four-foot inside shoulder.

### **Oversized Loads**

Due to the below-standard horizontal clearance, large vehicles (such as farming equipment) and oversized loads traveling north routinely cross the median to the SB bridge to travel north, creating a safety issue. US 83 is a major route for the wheat harvest. Wheat-cutting crews, who travel from Texas to Oklahoma, Kansas, and Nebraska, pass through Collingsworth County. The combines are very wide and have difficulty making it through the truss structure. With each crew there will be up to 5 or 6 combines plus travel trailers and grain hauling trucks (See Appendix A for photos [#19 & #20] of wheat harvest equipment in the Childress District). Also see pictures #21 and #22 for a wind turbine component in July 2010 using the current detour around the US 83 truss. Another example of the larger farm equipment that utilizes this crossing can be seen in the lower left hand corner of picture #18 in Appendix A. That particular type of equipment is a swather (also known as a windrower) that is a self-propelled harvester with a fixed cutting header. Case IH manufactures swathers with headers that range from 18 feet wide to 35 feet wide. Widths 24 to 35 feet can not transverse the existing bridge.

Heavy loads such as wind turbines are damaging the FM roads that make up the larger part of the route detour. The detour also increases the transportation costs for detoured traffic. This situation, in the past, has led to similar equipment crossing the median and using the SB bridge for NB travel. Although there is no documentation for the number and frequency of such equipment utilizing the project roadway, the photograph in Appendix A illustrates that similar

equipment uses the crossing. Also, an email from the Wellington Maintenance Supervisor states that he has witnessed NB vehicles using the SB bridge on multiple occasions (See Appendix P). The current detour route for oversized and over width loads from Wellington to Shamrock is 34.2 miles long and adds 22.9 miles to NB travel. For continued use, the fully restored bridge would require extensive rehabilitation and still fail to meet both the design specifications and the geometric criteria for a Rural Minor Arterial on the Texas Highway Trunk System.

### **Park Access**

Located on the north bank of the river and west of the travel lanes is Pioneer Park, a Collingsworth County maintained recreational area. Adjoining the park is a rest area constructed and maintained by TxDOT (see Appendix O for Pioneer Park Site Map). The rest area is provided by TxDOT as a service for the traveling public and the park is utilized by campers with RVs and trailers. The TxDOT Childress District office has observed a substantial usage of the rest area and park averaging 131 vehicles per day according to a recent informal traffic study. Maintaining access is essential for continued service to the traveling public. Currently, NB traffic accesses the park by using the existing crossover just north of the two existing bridges. The proposed project should continue to allow for NB traffic to utilize the TxDOT rest area and the county park in a safe manner.

### **Reduced Sight Lines**

Several independent factors including the upper lateral bracing of the historic truss, the crossover to the park about 0.06 miles (318 feet) north of the bridge, the sloping approach to the NB bridge, the vehicular speeds, and the high percentage of truck traffic combine to create an undesirable safety issue. For NB travel, safety issues include both sight and stopping distances

along with at-grade crossing of SB traffic entering the area. Sight distance and acceleration distance along with at grade crossing of the south and north bound travel are safety issues for NB traffic exiting the rest area. The top bracing obscures the brake lights of vehicles decelerating on the one-lane truss bridge that are preparing to turn left into the park from high speed vehicles descending US 83 to the truss. As a result, the driver of a semi-trailer truck approaching the bridge cannot see or judge slowing traffic on the bridge. Numerous skid marks on the pavement in the area of the truss attest to the resulting sudden braking actions (see Appendix A picture #23). A new multi-lane bridge without top bracing would reduce the safety risks associated with sight distance for traffic decelerating to enter the park. Similarly, a new multi-lane bridge without vertical truss elements would reduce the safety risks currently caused by the trusses obscuring high speed traffic on the existing bridge from NB traffic accelerating upon leaving the rest stop. See photo #24 in Appendix A.

### **Structural Deficiencies**

An engineering analysis of the bridge determined the bridge structurally deficient with a sufficiency rating of 21.20 out of a possible 100. When the bridge was closed, it was load posted for a gross 18,000 pounds single/tandem axle. The truss bridge has an inventory load rating of HS 10.0, which is below the HS 20 criteria for on-system bridges.

The engineering analysis included the following discussion of deficiencies. The controlling members of the truss are the floor beams, which require substantial rehabilitation or replacement. Four of the floor beams (as well as two stringers) are in need of immediate attention, as these structural members have localized areas of 100% section loss. The section loss in the shear region is as great as 65%. Floor beam repair is a labor-intensive process and would require

complete demolition of the concrete deck, given its poor condition, as well as partial dismantling of the truss. Because the floor beams, stringers and concrete deck are not a composite structure, they do not act as a single element. If a floor beam were to fail, sections of the concrete deck would fall into the river. The bearings are locked up and do not allow the proper transfer of the loads from the superstructure to the substructure. In addition, the failed bearings do not allow the structure to expand and contract as needed with the changing temperatures. Retrofitting of the north approach spans with temporary supports was necessary due to the failed bearing and failed joints. The batten plates and lower gusset plates on the trusses experienced section loss as well and are in need of repair or replacement. Deterioration of the truss can also be attributed to bearing failure which resulted in cracks in the bottom chord channels. The new four-foot hole in the bridge's road surface demonstrates the seriousness of this issue. Many of these issues trace back to the use of sodium chloride as a deicer during a period when there were no other options. The salt damage is so extensive that it extends to the reinforcing steel deep in the deck slabs.

## **TRAFFIC**

The Average Daily Traffic (ADT) for this facility is 1,800 vehicles per day, with 39.3% truck traffic. It is projected to increase to 2,400 vehicles per day by 2024 and to 2,500 vehicles by 2028 (According to a traffic analysis conducted in 2008). The current speed limit for this section of US 83 is 70 mile-per-hour (mph). Currently, the truss structure is closed to thru traffic due to a failure in the bridge deck. The SB structure accommodates both north and south bound traffic. Oversized loads (80,000 pounds or greater) and over width loads (14-foot or wider) are diverted around the crossing, along a 34.2 mile detour.

A traffic study was conducted, in 2010, at the entrance of Pioneer Park. The study's findings are thus: Thursday, May 27, 2010 - 66 vehicles; Friday, May 28, 2010 - 160 vehicles; Saturday, May 29, 2010 - 154 vehicles; Sunday, May 30, 2010 - 203 vehicles; Monday, May 31, 2010 - 102 vehicles; Thursday, June 10, 2010 - 39 vehicles; Friday, June 11, 2010 - 97 vehicles; Saturday, June 12, 2010 - 156 vehicles; Sunday, June 13, 2010 - 78 vehicles.

## **DESIGN**

### **Existing Highway and Bridge**

Within the proposed project area, US 83 is a four-lane divided facility with a 38-foot-wide paved surface on both the NB and SB lanes with a 75-foot median. The existing roadway is striped to provide 12-foot-wide travel lanes, three-to-four-foot-wide inside shoulders, and 10-foot outside shoulders. At the truss bridge (NB lane) the roadway narrows to a single 14-foot lane with a six-foot outside shoulder and a four-foot inside shoulder as it enters the truss bridge.

The existing bridge facility is a 27-foot-wide by 827-foot-long Parker through-truss bridge, with north and south approach spans. The main bridge structure is composed of three riveted steel Parker through-truss spans, each measuring 179.67 feet in length. The Truss Bridge features a horizontal roadway clearance of 24 feet and a vertical clearance of 15 feet (at the centerline). The substructure of the bridge is composed of concrete pier walls. The five south approach spans are each 28.5 feet in length with a timber piling substructure and steel channel bent caps. The three north approach spans (40 feet, 60 feet, and 40 feet) feature a substructure of steel piles with concrete bent caps. The Right of Way (ROW) throughout the project area varies from 250 feet to 300 feet (See Appendix A for existing roadway pictures).

Adjacent to the project area is Pioneer Park, a County/State owned park. The park area is used for camping, family reunions, and many other types of recreation. This park features covered camp sites, cookout/eating areas, public bathrooms, and access to the Salt Fork of the Red River.

### **Proposed Highway and Bridge**

The proposed project would include the removal and replacement of the Salt Fork of the Red River Bridge on the existing alignment, with a slight vertical change in the approach roadway. The proposed upgrades to this section of the roadway would not require additional ROW or temporary easements. The new roadway facility would allow for two 12-foot-wide travel lanes, a four-foot inside shoulder, and a 10-foot outside shoulder; with an overall pavement width of 38 feet. A 12-foot-wide deceleration lane, north of the bridge, would be provided for NB vehicles to safely enter Pioneer Park.

The new bridge facility would consist of two 12-foot-wide travel lanes with a four-foot-wide inside shoulder and a 10-foot outside shoulder, with type T223 bridge railing. The proposed bridge would be 855 feet long and 40 feet wide with a superstructure composed of nine 95 foot spans, utilizing type Tx40 pre-stressed concrete I-Girder beams. The substructure under the bridge would consist of concrete caps with concrete columns. Concrete rip-rap would be placed along the abutments of the bridge. (See Exhibit D for Salt Fork of the Red River Bridge Layout). As part of the project, it is proposed to realign the existing roadway vertically to meet a 70 mph design speed. To accomplish this, the profile of the approach roadway would be raised to accommodate the proposed bridge design. The new alignment would create safer driving conditions for the traveling public (See Exhibit E for Typical Sections and Exhibit F for Plan &

Profile Sheets). During construction, no other detours would be needed. The existing truss bridge is closed and traffic has been routed to the SB structure.

New bicycle and pedestrian facilities were considered during project development. Although the proposed 10-foot shoulder would allow for safer use by bicyclist and potential pedestrians, the rural nature of the project limits the use of the facility by pedestrians or cyclists as a means of multimodal transportation; therefore, bicycle and pedestrian accommodations would not be considered a significant design criteria for the project. Existing park roads, sidewalks, and trails would accommodate pedestrians to the new kiosk and relocated historical marker in Pioneer Park.

## **Alternatives**

The following alternatives were considered for the project:

- No build
- Rehabilitation for Continued Vehicular Use
- Widen SB Bridge to Two-way Traffic, By-pass Truss (monument)
- Widen SB Bridge to Two-way Traffic, Rehabilitate Truss for Pedestrians
- Widen SB Bridge to Two-way Traffic, Rehabilitate Truss for Scenic By-Pass
- Remove and replace the bridge on existing alignment

Other alternatives looked at in previous years include:

- Preserve truss as a scenic by-pass with a new bridge to the east
- Preserve truss as a scenic by-pass with a new bridge to the west
- Preserve truss for pedestrian use with a new bridge to the west
- Rehabilitate the truss as a monument with a new bridge to the west

All four of these alternatives were not carried over from previous studies because they were all recommended as not prudent alternatives. See the Section 4(f) document (Appendix L) for detailed alternatives analysis.

The preferred alternative is to construct a new bridge on the existing alignment. This alternative would require demolition of the existing truss bridge and constructing a new bridge in its place. This alternative would address the structural and functional issues associated with the truss bridge including maintaining the divided US 83 roadway. It would also provide a bridge that meets current and future transportation needs with the least social, economic, and safety consequences, given the unique site problems surrounding the bridge and park entrance.

### **RIGHT OF WAY / DISPLACEMENTS**

The proposed construction project would not require additional ROW or temporary easements. No residential displacements are anticipated as a result of the project. The Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970 would not apply to this project. The areal extent of impacts to the project area, due to the project, would be approximately 4.6 acres. Access to adjoining properties would be maintained throughout the duration of the project.

No utilities are located within the area of potential effects (APE) of the proposed project. No relocations would be needed to implement the proposed project.

### **PUBLIC INVOLVEMENT**

Multiple public involvement efforts have been made throughout the years for this project:

- The first Categorical Exclusion (CE) was submitted to the Environmental Affairs Division (ENV) in May 2003. The preferred alternative at the time was to remove and replace the bridge on the existing alignment. In February 2004, a public meeting was

held in Wellington Texas discussing the replacement alternative. The public did not like the alternative and wanted the truss bridge to remain in place (See Appendix D for February 2004 public meeting comments).

- TxDOT went back to the drawing board and developed an alternative to build a new bridge to the east, leaving the truss bridge as scenic by-pass. In October 2004, a public meeting was held discussing the new alternative. Public opinion was both for and against this alternative (See Appendix E for October 2004 meeting notes and comments).
- In March 2005, coordination with the State Historic Preservation Officer (SHPO) was complete for this alternative and was cleared to go to public hearing. In May 2005, a public hearing was held proposing the new alternative of leaving the truss bridge in place with the new alignment to the east (See Appendix F for May 2005 public hearing notes and comments). The landowners on the east side of the bridge became upset with this alternative because they did not want the new structure closer to their homes and they objected to selling any additional ROW to construct the new bridge. The local government also changed their opinion of the project. They elected officials were not in favor of having to purchase any additional ROW to develop this alternative. Although this alternative was presented to the public, it was not the safest alternative studied. The “remove and replace” alternative had fewer safety issues than any other alternative. TxDOT decided not to proceed with the new alignment to the east and decided to look for a different design. This alternative was not submitted to FHWA for final approval.

- Multiple alternatives were looked at by TxDOT, consultants, and public officials to determine the best alternative. The identified preferred alternative is proposed to remove and replace the existing bridge on the existing alignment (See Appendix C for County Letters). In February 2010 ENV Historians prepared a Section 106 coordination packet and submitted it to SHPO and to the Historic Bridge Foundation for coordination. Both parties were not in favor of taking down the historic truss bridge. In July 2010, ENV submitted a Section 4(f) evaluation to FHWA for preliminary review. In September 2010, a website was developed to inform the public about the different construction alternatives, costs, impacts, and the different issues pertaining to each alternative. Also included in the site were three guides for information about NEPA, transportation decision making, and section 106 review. Local papers in Wellington, Memphis, and Wheeler were notified about the website along with the consulting parties. The link to the website is: [www.txdot.gov/project\\_information/projects/childress/us83/default.htm](http://www.txdot.gov/project_information/projects/childress/us83/default.htm). Also in September, coordination packets were sent to all the designated consulting parties: Historic Wellington, Historic Bridge Foundation, National Trust for Historic Preservation, Preservation Texas, and the author of the Facebook page “Save the Historic Salt Fork of the Red River Truss Bridge” (Payton Kane)(The Facebook page contains approximately 870 friends). All of the comments received back were not in favor of removing the truss bridge (See Appendix J for response letters from consulting parties). On September 8, 2010, a petition was submitted to TxDOT that requested the preservation of the historic US 83 truss bridge over the Salt Fork of the Red River. The petition contained approximately 550 signatures (local and non-local) and was authored by Payton Kane (petition is on file at the Childress District). Also in September 2010, a

public meeting was held in Wellington to seek the public's opinion on the preferred alternative. The community was split, half were in favor of the project and half were against the project (See Appendix G for September 2010 public meeting notes and comments). In March 2011, another coordination packet was sent to the consulting parties addressing their concerns and comments. With this packet was an acknowledgement letter that included a tabular summary of their comments, TxDOT's actions in response to their comments, and those of the Texas SHPO (See Appendix N for consulting party comment table). In May 2011, a summit teleconference was held to discuss the replacement of the truss bridge and to address the mitigation efforts proposed by TxDOT and the consulting parties. TxDOT, FHWA, SHPO, the consulting parties, and Collingsworth County were represented at the meeting. All parties concluded for the safety of the traveling public and based on the stated need for the project that the existing truss bridge would be demolished and a new bridge would be built in its place. Mitigation efforts were discussed and a mitigation plan has been developed to mitigate for the adverse impacts to the existing truss bridge (See Mitigation Efforts section). A Public Hearing will be scheduled prior to project letting.

## **SOCIOECONOMIC DATA**

### **Community Impacts**

The property in the surrounding area of the project is mainly ranch and farm land with a small part used for recreation (Pioneer Park). A windshield survey was conducted at the project location (8/30/10); one residence was sited adjacent to the project area, located north of the bridge and east of the roadway. This residence is outside of the APE and should not be affected

by the proposed project. The following table (Table 1) lists the 2000 Census data for the surrounding area.

**Table 1: Census Data for Surrounding Area**

<b>2000 Census Data</b>	<b>% White</b>	<b>% Hispanic</b>	<b>% Black</b>	<b>% Other</b>	<b>Median Income</b>
<b>Collingsworth County Census Tract 9501 Block Group 3</b>	87.1	9.2	<1	3.35	33,393
<b>Block 3291 Population - 0</b>	0.0	0.0	0.0	0.0	
<b>Block 3957 Population - 0</b>	0.0	0.0	0.0	0.0	
<b>Block 3958 Population - 0</b>	0.0	0.0	0.0	0.0	
<b>Block 3961 Population - 2</b>	100.0	0.0	0.0	0.0	
<b>Block 3962 Population - 0</b>	0.0	0.0	0.0	0.0	
<b>Block 3964 Population - 0</b>	0.0	0.0	0.0	0.0	

The above census data shows that there are very few people that live in the surrounding area of the proposed project. There were no indications of minority or low-income populations observed at the project site. No community impacts or changes in neighborhood or community cohesion are expected to occur due to the project. Based on the limited scope of the project activities, a windshield survey, and census data, the project is not anticipated to create any highly adverse disproportionate impacts to any community.

**Environmental Justice**

Executive Order 12898 Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations requires each Federal agency to make achieving

environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations. The Federal Highway Administration (FHWA) has identified three fundamental principles of environmental justice:

- 1) To avoid, minimize or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority populations and low income populations
- 2) To ensure full and fair participation by all potentially affected communities in the transportation decision-making process
- 3) To prevent the denial of, reduction in or significant delay in the receipt of benefits by minority populations and low-income populations

Disproportionately high and adverse human health or environmental effects are defined by FHWA as adverse effects that are predominately borne by a minority population and/or a low-income population, or will be suffered by the minority population and/or low-income population and are appreciably more severe or greater in magnitude than the adverse effects that will be suffered by the non-minority population and/or non-low-income population. Low income is defined as a household income at or below the Department of Health and Human Services (DHHS) poverty guidelines. For 2011, the average threshold for a four person household is \$22,350. The proposed project would not have any disproportionately high or adverse impacts on minority or low income populations.

### **Limited English Proficiency**

Executive Order (EO) 13166, *Improving Access to Services for Persons with Limited English Proficiency* (LEP), requires agencies to examine the services they provide, identify any need for services to those with LEP, and develop and implement a system to provide those services so

that LEP persons can have meaningful access to them. The EO requires federal agencies to work to ensure that recipients of federal financial assistance provide meaningful access to their LEP applicants and beneficiaries. Failure to ensure that LEP persons can effectively participate in or benefit from federally assisted programs and activities may violate the prohibition under Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d and Title VI regulations against national origin discrimination. Table 2 shows the LEP information for the surrounding area of the proposed project.

**Table 2: LEP Information for the Surrounding Area**

<b>LEP Data</b>	<b>Collingsworth County Census Tract 9501</b>	<b>Census Tract 9501 Block Group 3</b>
<b>Speak English Only</b>	92%	92%
<b>Spanish Speaking Speak English Very Well</b>	4%	4%
<b>Spanish Speaking Speak English Well</b>	2%	2%
<b>Spanish Speaking Speak English Not Well</b>	1%	1%
<b>Spanish Speaking Speak English Not at all</b>	0%	0%
<b>Speak Asian Languages - Speak English Very Well</b>	1%	1%

The above information does not indicate a high LEP percentage in the surrounding area of the proposed project. Based on a windshield survey (8/30/10) and LEP information, no LEP populations are adjacent to the project area. No indicators of an LEP population, such as signage in different languages, were observed in the project area. The project would not require displacements, change in access, or cause community disruption; the project is not anticipated to

create any disproportionate impacts. Should any requests for language assistance be made, TxDOT will provide the appropriate aid.

### **PROJECT SETTING/ LAND USE**

The project area is in a rural land setting approximately six miles north of Wellington, Texas, on US 83. The property in the surrounding area is ranch and farm land with a few scattered farm houses in the area. Pioneer Park is adjacent to the project area, located northwest of the existing bridges, and is used as a roadside park and for camping and recreation. Ranching and farming comprise the majority of the land use in the surrounding area.

### **SOILS**

The soil type in the project area consists of: Ector-LaCasa Complex, Lincoln Soils, Mansker-Woodward Complex, Miles and Altus Soils, Miles Fine Sandy Loam, Springer Loamy Fine Sand-Hummocky, Springer-Brownfield-Blown-out Land Complex, and Yahola Fine Sandy Loam. Ector-LaCasa Complex is gently sloping to sloping soils and is found on uplands. The surface is rolling, and slopes are both concave and convex. This soil type is mainly used for range. Lincoln Soils are nearly level to gently sloping and are found on flood plains. In places they have a slightly undulating surface with slopes ranging up to about 2%. The lower areas are flooded during heavy rain events. Almost all the acreage of this soil type is used for range due to flooding. Mansker-Woodward Complex consists of sloping to moderately steep soils on uplands; slopes average about 8%. Areas have rolling topography and are dissected by natural drains. This soil type is used for range due to erosion and the steepness of slopes. Miles and Altus Soils are an undifferentiated group of soils that is nearly level. 75% of this soil type is

used for crops and 25% is used for pasture and range. Miles Fine Sandy Loam is a gently sloping soil type found on uplands. This soil is used mostly for crops but is also well suited to pasture and range. Springer Loamy Fine Sand, Hummocky is a gently sloping soil found on uplands. Slopes and the erosion hazard make this soil unsuitable for cultivation. Springer-Brownfield-Blown-out Land Complex consists of windblown, gently sloping soils found on uplands; slopes average about 4%. Due to erosion, gullies, and accumulations of fine sand, this complex is not suitable for cultivation and is used for range. Yahola Fine Sandy Loam is a nearly level soil that is found on flood plains of the major streams and their tributaries; slopes average 0.4%. This soil is used mainly for crops. Runoff from adjacent higher lying soils causes some flooding (See Table 3 for a description of the soil type in the area).

**Table 3: Soil Descriptions of the Immediate Project Area**

<b>Soil Description</b>	<b>Drainage Class</b>	<b>Hydric</b>	<b>Slope</b>
Ector-LaCasa complex	Well Drained	No	Average 3%
Lincoln Soils	Well Drained	No	<2%
Mansker-Woodward complex	Well Drained	No	5-16%
Miles and Altus Soils	Well Drained	No	0-1%
Miles Fine Sandy Loam	Well Drained	No	1-3%
Springer Loamy Fine Sand, Hummocky	Well Drained	No	Average 4%
Springer-Brownfield-Blown-out Land Complex	Well Drained	No	Average 4%
Yahola Fine Sandy Loam	Well Drained	No	0-1%

## **Farmland Protection Policy Act**

Projects considered exempt under the Farmland Protection Policy Act (FPPA) include those that require no additional right-of-way or require right-of-way that is developed, urbanized, or zoned for urban use. The proposed project would not require any ROW, therefore is considered exempt under the FPPA.

## **VEGETATION**

The proposed project is located in the Rolling Plains Ecological Area of Texas. The vegetation in the project area, according to *The Vegetation Types of Texas*, includes vegetation type number 32 – Sandsage-Harvard Shin Oak Brush and 37 – Cottonwood-Hackberry-Saltcedar Brush/Woods. A field survey (8/30/10) of the project area found type 37 to be located within the project area. Type 32 was not found within the project area but was found outside the project APE. The field survey also revealed a disturbed vegetation community located in the ROW. The disturbed community encompasses the roadside shoulder habitat that is kept mowed and maintained.

## **Existing ROW**

Existing ground cover within the ROW contains both herbaceous and woody vegetation. Primary species include: bermuda grass (*Cynodon dactylon*), Western ragweed (*Ambrosia psilostachya*), Johnsongrass (*Sorghum halepense*), silver bluestem (*Bothriochloa saccharoides*), KR Bluestem (*Bothriochloa ischaemum*), mat sandbur (*Cenchrus longispinus*), sedge (*Carex Spp.*), cattail (*Typha Spp.*), and giant reed (*Arundo donax*). A few woody species such as panhandle grape (*Vitis acerifolia*), honey locust (*Gleditsia triacanthos*), salt cedar (*Tamarix*

*Spp.*), cedar elm (*Ulmus crassifolia*), black willow (*Salix nigra*), plains cottonwood (*Populus deltoides*), and honey mesquite (*Prosopis glandulosa*) are present in the ROW along the fence lines and in the floodplain of the river.

### **Outside ROW**

Ground cover outside of the ROW is consistent with the two vegetation types of Texas: Sandsage-Harvard Shin Oak Brush and Cottonwood-Hackberry-Saltcedar Brush/Woods. Woody species are more dominant outside the ROW. The same species of trees exist outside of the ROW as in the project area, with the addition of northern hackberry (*Celtis occidentalis*) and Juniper (*Juniperus Spp.*).

### **Vegetation Impacts**

The areal extent of impacts to the project area would be approximately 4.6 acres. The proposed project would impact approximately 4.2 acres of herbaceous vegetation and 0.4 acres of mature woody vegetation (See Table 4 for Vegetation Impacts). The mature tree community consists of honey locust, honey mesquite, salt cedar, cedar elm, black willow, and plains cottonwood. Coordination with Texas Parks and Wildlife Department (TPWD) for impacts to mature woody vegetation was initiated on 3/8/11. Comments were received from TPWD on 4/5/11; TxDOT addressed and responded to the comments on 6/22/11 (See Appendix Q).

**Table 4: Vegetation Impacts**

<b>Community</b>	<b>Area of Impacts</b>	<b>Diameter at Breast Height Range</b>	<b>Height Range</b>	<b>% Canopy</b>
37 – Cottonwood-Hackberry-Saltcedar Brush/Woods	0.4 Acres	1-6 in.	5ft.-30ft.	20%
32 – Sandsage-Harvard Shin Oak Brush	0 Acres			
Disturbed ROW	4.2 Acres			

In accordance with Provision (4)(A)(ii) of the MOA between the Texas Department of Transportation (TxDOT) and TPWD, habitats given consideration for non-regulatory mitigation during project planning include the following:

1. Habitat for federal candidate species (impacted by the project) if mitigation would assist in the prevention of the listing of the species
2. Rare vegetation series (S1, S2, or S3) that also locally provide habitat for a state-listed species
3. All vegetation communities listed as S1 or S2, regardless of whether or not the series in question provide habitat for state-listed species
4. Bottomland hardwoods, native prairies, and riparian sites
5. Any other habitat feature considered locally important that the TxDOT District chooses to consider

The existing vegetation within the project area includes one of the above criteria for consideration of non-regulatory mitigation, riparian habitat. Construction activities along US 83 would result in the loss of approximately 0.4 acres of riparian vegetation. Impacts to this habitat would be minimized by limiting the removal of vegetation necessary to maintain the safety clear zone and provide construction access. Wherever feasible, existing trees would be trimmed and not removed. TxDOT would also replant sapling cottonwood and black willow trees in the park area, near the river, to mitigate for the loss of riparian habitat at the bridge. The number and location of the trees will be decided by Collingsworth County officials. There were no other unusual vegetation features sited in the project area.

The re-vegetation proposed for the project would be in compliance with Executive Order 13112 on Invasive Species and the intent of the Executive Memorandum on Beneficial Landscapes. The proposed seed mixture (both grasses and legumes) would be in accordance with Part II, Construction Details contained within TxDOT's **Standard Specifications for the Construction of Highways, Streets and Bridges**.

### **WILDLIFE**

Wildlife in the area may include those species that are typically found in a rural setting. These species include deer, raccoons, rabbits, opossums, snakes, frogs, squirrels, and a variety of birds. No additional displacement or fragmentation of wildlife habitation is expected to occur due to the existing rural development and current traffic levels. The project would not restrict the movement of migratory birds through the project location. A cursory nest survey was conducted during initial environmental investigations; there was no evidence of nesting migratory birds. Also, there was no evidence of nesting birds (i.e. swallows) or bats roosting underneath the bridge. If nesting is observed prior to construction, measures (such as scheduling construction outside the nesting season) would be taken to avoid impacts to migratory birds, their eggs, and their young. Because the project area includes habitat for the Interior Least Tern, surveys will be conducted by a qualified biologist prior and during construction (See Threatened and Endangered Species section).

### **Fish and Wildlife Coordination Act**

The Fish and Wildlife Coordination Act was enacted to protect fish and wildlife when federal actions result in the control or modification of a natural stream or body of water. The statute

requires federal agencies to take into consideration the effect that water-related projects would have on fish and wildlife resources; take action to prevent loss or damage to these resources; and provide for the development and improvement of these resources. All impacts to waters of the U.S. would be authorized under a Section 404 Nationwide Permit; therefore, consultation with the United States Fish & Wildlife Service (USFWS) is already complete under the USACE (US Army Corps of Engineers) program.

### **THREATENED AND ENDANGERED SPECIES**

There are eleven protected species and ten species of concern (SOC) that potentially could be located within Collingsworth County. Table 5 lists these species, their protected status, whether habitat is located within the proposed project area, and if the species is to be affected or impacted by the project. The TPWD and USFWS lists (checked on 12/29/10) were used to construct Table 5.

**Table 5: State and Federal Threatened and Endangered Species of Collingsworth County**

Common Name	Scientific Name	State Status	Federal Status	Habitat Description	Habitat Present	Effect Impact
<b>BIRDS</b>						
American Peregrine Falcon	<i>Falco peregrinus anatum</i>	T	DL	year-round resident, nests in tall cliff eyries, occupies wide range of habitat during migration	No	No
Arctic Peregrine Falcon	<i>Falco peregrinus tundrius</i>	SOC	DL	Potential migrant	No	No
Baird's Sparrow	<i>Ammodramus bairdii</i>	SOC	*	Shortgrass prairie, scattered low bushes, matted vegetation	No	No
Bald Eagle	<i>Haliaeetus leucocephalus</i>	T	DL	Near water areas, in tall trees	No	No
Ferruginous Hawk	<i>Buteo regalis</i>	SOC	*	Open country, prairies, plains, badlands; nest near tall trees near water.	No	No
Interior Least Tern	<i>Sterna antillarum</i>	E	LE	Sand and gravel bars within braided streams, rivers; known to nest on man made structures	Yes	MA/ NLAA
Lesser Prairie Chicken	<i>Tympanuchus pallidicinctus</i>	SOC	C	Arid grasslands interspersed with shrubs and dwarf trees.	No	No
Mountain Plover	<i>Charadrius montanus</i>	SOC	PT	Shortgrass plains; plowed, bare fields	No	No
Peregrine Falcon	<i>Falco peregrinus</i>	T	DL	Potential migrant, winters along the coast	No	No
Snowy Plover	<i>Charadrius alexandrinus</i>	SOC	*	Potential migrant	No	No
Western Burrowing Owl	<i>Athene cucicularia hypugaea</i>	SOC	*	Open grasslands, vacant lots near human habitation; nests in manmade structures	No	No

Common Name	Scientific Name	State Status	Federal Status	Habitat Description	Habitat Present	Effect Impact
Western Snowy Plover	<i>Charadrius alexandrinus nivosus</i>	SOC	*	Potential migrant, winter along the coast	No	No
Whooping Crane	<i>Grus americana</i>	E	LE	Winters in Aransas NWR	No	No
<b>MAMMALS</b>						
Black-footed Ferret	<i>Mustela nigripes</i>	SOC	LE	Extirpated, may inhabit prairie dog towns	No	No
Black-tailed Prairie Dog	<i>Cynomys ludovicianus</i>	SOC	*	Dry, flat, grasslands with low sparse vegetation	No	No
Cave Myotis Bat	<i>Myotis velifer</i>	SOC	*	Gypsum caves, rock crevices, old buildings and bridges	No	No
Gray Wolf	<i>Canis lupus</i>	E	LE	Extirpated, found in forests, brushlands, or grasslands	No	No
Pale Townsend's big eared bat	<i>Corynorhinus townsendii pallescens</i>	SOC	*	Roosts in caves, abandoned mine tunnels, old buildings	No	No
Plains Spotted Skunk	<i>Spilogale putorius interrupta</i>	SOC	*	General; woods, fields, prairies, shrubs	No	No
Western small-footed bat	<i>Myotis ciliolabrum</i>	SOC	*	Mountainous regions of the Trans-Pecos, usually in wooded areas, grasslands and desert shrub habitat	No	No
<b>REPTILES</b>						
Texas Horned Lizard	<i>Phrynosoma cornutum</i>	T	*	Open, semi-arid regions, with bunch grass	Yes	No

LE, LT – Federally Listed Endangered/Threatened  
C – Federal Candidate for listing  
SOC – State Species of concern  
PT – Proposed Threatened

DL – Federally De-listed  
\* – Rare, but with no regulatory listing status  
E, T – State Listed Endangered/Threatened  
MA – May Affect  
NLAA – Not Likely to Adversely Affect

A survey of the proposed project was performed on March 15, 2010. The lack of sufficient roosting habitat, within the ROW, would not support the three falcon species. The project area does not provide sufficient surface water resources to support the bald eagle. There are no arid grasslands in the area for the Lesser Prairie Chicken. No short grass plains or plowed/bare fields are in the project area for the Mountain Plover. There are no open coastal marshes for the whooping crane. Both the black-footed ferret and the gray wolf have been extirpated from the county. The project area does contain habitat for one federally listed species and one state threatened species, the Interior Least Tern and the Texas horned lizard. The project area contains a braided river with sand and gravel bars, which is a potential nesting site for the Least Tern. Harvester ants, the primary food source for Texas horned lizards, were observed in the project area.

The above mentioned species were not observed within the limits of the proposed project during field investigations. The proposed project area does not contain habitat for any SOC, therefore would not impact them. The project area does contain habitat for a federally listed species, the Least Tern; the project may affect but is not likely to adversely affect this species. The project area also contains habitat for one state listed species, the Texas Horned Lizard. Since adequate habitat is present, it is possible that individuals of this species could be affected by the proposed project. The abundance of suitable habitat in the surrounding farm and ranchland indicates that construction activities would not affect regional populations. Coordination with USFWS was conducted on 12/29/10; stating the project may affect, but not likely to adversely effect the Least Tern. On 1/6/11, USFWS signed the coordination letter in agreement with the effect call (See Appendix M for USFWS coordination letter). Coordination with TPWD for impacts to threatened and endangered species was initiated on 3/8/11. Comments were received from TPWD on 4/5/11; TxDOT addressed and responded to the comments on 6/22/11 (See Appendix Q). TxDOT will monitor the project area, prior and during construction, for the presents of the Interior Least Tern and the Whooping Crane.

The TPWD Natural Diversity Database (NDD) was checked on 3/5/10 and again on 12/29/10, using the NDD Mimic program (version dates 2/12/09 and 6/7/10), for possible Element Occurrence Records (EOR) and managed areas within the project vicinity. No listed species, SOC, or managed area was revealed within 1.5 miles of the proposed project site. The NDD is used for potential presence data and can not be interpreted as presence/absence data.

## **CULTURAL RESOURCES**

NEPA requires consideration of important historic, cultural and natural aspects of our national heritage. Important aspects of our national heritage that may be present in the project corridor have been considered under Section 106 of the National Historic Preservation Act of 1966, as amended. This act requires federal agencies to “take into account” the “effect” that an undertaking will have on “historic properties.” Historic properties are those included in or are eligible for inclusion in the National Register of Historic Places (NRHP) and may include structures, buildings/districts, objects, cemeteries, and archeological sites. In accordance with the Advisory Council on Historic Preservation (ACHP) regulations pertaining to the protection of historic properties (36 CFR 800.4), federal agencies are required to locate, evaluate and assess the effects that the undertaking will have on such properties. These steps shall be completed under terms of the First Amended Programmatic Agreement between FHWA, the State Historic Preservation Officer (SHPO), the ACHP and TxDOT. The identification of potential historic properties has been undertaken for structures, buildings/districts, objects, cemeteries, and archeological sites found within the project corridor.

This project also falls under the purview of the Texas Antiquities Code (TAC), because it may involve “lands owned or controlled by the State of Texas or any city county, or local municipality thereof.” As the project will involve state purchase of right-of-way, or lands belonging to local municipalities and of counties, under jurisdiction of the Texas Antiquity Code, historic properties will also be considered under provisions of the Memorandum of Understanding (MOU) between the SHPO and TxDOT. The Texas Antiquities Code allows for all such properties to be considered as State Archeological Landmarks (SALs), and requires that

each be examined in terms of possible “significance.” Significance standards for the code are clearly outlined under Chapter 26 of the Texas Historical Commission’s (THC) Rules of Practice under Procedure for the TAC and closely follow those of the Secretary of Interior’s Standards and Guidelines.

### **Archeology**

Based on the archeological investigations and consultation results, no further work is warranted. The background study and subsequent field investigations (site visits - 3/10/97, 10/29/97 and 3/21/00) found that the project area had been extensively disturbed, precluding the possibility of it containing any intact archeological deposits. No sites were recorded in the project area. Consultation with federally-recognized Native American tribes with a demonstrated historic interest in the area was initiated on 5/30/03 (See Appendix H for Tribal Letter). No objections or expressions of concern were received within the comment period. TxDOT and the THC/TSHPO consulted on the project impacts and the THC/TSHPO concurred that the project will not affect archeological resources that would be afforded further consideration under cultural resource laws. Coordination with THC/TSHPO was completed on 6/5/03 (See Appendix I for THC letter and Archeological Impact Evaluation).

Pursuant to Stipulation VI of the PA-TU, TxDOT finds the APE does not contain archeological historic properties (36CFR 800.16(1)), and the proposed undertaking would not affect archeological historic properties. In addition, the project does not merit intensive survey or additional field investigations in compliance with MOU (43TAC 2.24(f)(1)(C)). In the event that unanticipated archeological deposits are encountered during construction, work in the immediate

area will cease and TxDOT archeological staff will be contacted to initiate post-review discovery procedures under provisions of the PA and MOU.

### **Historic Properties**

A review of the National Register of Historic Places (NRHP), the list of State Archeological Landmarks, and the list of Recorded Texas Historic Landmarks and a site visit indicated that one historically significant resource is located within the area of potential effects. The US 83 at the Salt Fork of the Red River Truss Bridge was listed on the NRHP in 1996.

The 827-foot, three-span Parker through-truss on US 83 at the Salt Fork of the Red River was built in 1939. The Texas Highway Department designed the bridge and contracted its construction through the Pittsburgh-Des Moines Steel Company. The bridge's defining characteristics are:

- State Highway Department-designed Parker through trusses
- Open steel railing
- Approach spans from an earlier bridge (including its original timber bents) erected in the same location

The bridge is significant under Criterion C for embodying the defining characteristics of a TxDOT truss bridge and as an example of a bridge employing "technically complex, advanced or innovative designs or construction methods." As such the bridge meets National Register Criterion C in the area of Engineering at a state level of significance. TxDOT Historians have determined that the proposed action would adversely affect this historic resource and individual project coordination with SHPO concluded on June 30, 2011. See Appendix G of the attached 4(f) document.

An Official Texas Historical Marker titled “Bonnie and Clyde, Red River Plunge”, is located south of the existing truss bridge and east of the NB roadway. A relocation request to move the marker to Pioneer Park was coordinated with the THC. The marker will be placed next to the bridge abutment of the actual bridge where Bonnie and Clyde fell (See Appendix K for proposed marker location and coordination documentation).

In accordance with 23 CFR 771.111, 36 CFR 800.2c, and 43 TAC 2.5 TxDOT has conducted multiple public meetings and a public hearing throughout the environmental process. Also multiple local, state, and national groups were coordinated with throughout the Section 106 process: Collingsworth County Historical Commission, National Trust for Historic Preservation, Historic Bridge Foundation, Historic Wellington, Preservation Texas, and to the author of the Facebook page “Save the Historic Salt Fork of the Red River Truss Bridge (Payton Kane) (See Public Involvement section for details and Appendix J for response letters from the consulting parties).

### **Measures to Minimize Harm**

TxDOT has extensively studied many alternatives that would avoid or minimize harm to the historic bridge even though the THC, TxDOT, and FHWA all agreed in the *On-System Historic Metal Truss Bridge Task Force Report* that there were no viable preservation alternatives. Despite the identification of feasible alternatives, in depth analysis identified no prudent preservation alternatives.

As a component of its NHPA Section 110 compliance process, TxDOT initiated the reevaluation of its metal truss bridge inventory in 2010. This effort was prompted in part by the passage of time and the diminution of the pool of historic bridges of this type. The initiative calls for the development of updated evaluation methodologies, maintenance best practices standards, and rehabilitation plans for selected historic metal truss bridges.

TxDOT historians determined the nearby SH 203 at Salt Fork Red River Bridge (NBI # 250440023001006) to be NRHP-eligible through this process because it is the most comparable example of the Parker through-truss form in the region. TxDOT bridge engineers have initiated planning efforts to address the deficiencies of the SH 203 Bridge by capitalizing on the lessons learned from the analyses conducted for the US 83 bridge project. These efforts provide an opportunity to develop models for adaptation to other truss bridges across the state. The initiative will result in the development of a long term maintenance plan based on the detailed condition assessment to ensure that value engineering efforts guiding the rehabilitation extend the life expectancy of the historic bridge. TxDOT's Bridge Division committed funding for the SH 203 project through FHWA's highway bridge program in FY 2012. The CSJ for the proposed project is 0203-01-018, and is estimated to cost \$5,207,072. The rehabilitation efforts would establish a best-practices maintenance plan for the SH 203 Bridge that would serve as a statewide model and precedent.

### **Mitigation Efforts**

TxDOT marketed the US 83 bridge in an effort to mitigate the adverse effects of the preferred alternative. The marketing of historic bridges to a responsible party is required under Title 23,

U.S. Code, Section 144 of the Department of Transportation Act (DOT). This marketing requirement applies when TxDOT cannot leave a bridge in place and is unsuccessful in locating an appropriate county or local governmental custodian. TxDOT implemented a marketing plan in accordance with Title 23, U.S. Code, Section 144 to make the bridge available to a responsible party that would agree to preserve and maintain the bridge. The availability of the bridge was published in four local newspapers between December 17, 2009 and December 31, 2009. Copies of the marketing activities are included in Appendix H of the attached 4(f) document. No party inquired about the bridge during the marketing period or since then. Moving and storing the structure would be prohibitively expensive, given its size and current condition.

The US 83 Bridge was documented to the satisfaction of the Texas SHPO, per its March 24, 2010 letter, as part of listing it on the NRHP. On June 30, 2011 SHPO agreed to the following mitigation measures:

- The SH 203 at Salt Fork Red River Bridge would be formally nominated to the NRHP.
- Consulting parties and local officials would also be given the opportunity to provide input on the aesthetic design features of the proposed bridge, design and content of an interpretive kiosk, and any appropriate salvage items. The proposed kiosk facility would cost approximately \$20,000.
- TxDOT would facilitate a “farewell” event open to the public.
- Copies of the original US 83 truss bridge construction drawings would be donated to a local repository.
- Consulting parties will be given the opportunity to participate in TxDOT’s ongoing statewide metal truss revaluation.
- TxDOT would relocate the Official Texas Historical Marker “The Red River Plunge of Bonnie and Clyde” to a location in the county park that best interprets the commemorated events.

#### **SECTION 4(f)**

The proposed project would not impact any wildlife or waterfowl refuges, publicly owned parklands, or recreational areas. In addition, the proposed project would not impact any areas of unique scenic beauty or other lands of national, state, or local importance. The project would,

however, adversely affect the NRHP listed truss bridge; therefore a Section 4(f) evaluation has been prepared (See Appendix L for the 4[f] and the attached Section 106 coordination documents). The “New Structure on Current Alignment” alternative is recommended as both feasible and prudent under 23 CFR 774.17 given the unique problems at this crossing. The historic bridge would be removed prior to the construction of the new northbound bridge and would be adversely affected under 36 CFR 800.5. The existing southbound bridge would continue to carry two-way traffic during construction of the new bridge.

Consultation with the Texas SHPO concerning the US 83 Bridge began in 1999 with the creation of the Metal Truss Task Force. The US 83 project was coordinated with the Texas SHPO under Section 106 of the NHPA in March 2005. The proposal put forth in 2005 for the US 83 crossing was reviewed and the recommended alternative for the historic bridge was “Rehabilitation as a Scenic By-Pass” with a new bridge built east (downriver) from the historic bridge. The district did not proceed with the project at that time because of perceived public objection to the expenditure of funds and land owners’ objection to selling land for the new ROW required. FHWA in consultation with TxDOT raised safety and funding concerns. The attached Section 4(f) analysis emerged out of further rounds of coordination with SHPO. It recommends that the only feasible and prudent alternative that meets all aspects of the purpose and need is to use the US 83 Salt Fork Red River Bridge as described in the “New Structure on Current Alignment with Demolition of the Truss Bridge” alternative. The proposed action includes all possible planning to minimize harm to the Section 4(f) property resulting from such use. The Texas SHPO as the official with jurisdiction concurred with TxDOT’s determination of adverse effect

to this historic bridge on June 30, 2011 and had no further comment on the Section 4(f) alternatives analysis.”

**WATER RESOURCES**

**Waters of the U.S./Wetlands (Section 404)**

The proposed project is located in the Red River Basin. An analysis of USGS topographic maps and field reconnaissance revealed one potentially jurisdictional waters of the U.S. that would be impacted by the proposed project. The placement of temporary and permanent dredge or fill material into the water of the U.S would be authorized under a Nationwide Permit (NWP) #14 with a Preconstruction Notification (PCN), due to general conditions #17 Endangered Species and #18 Historic Properties (see Table 6 for impacts).

**Table 6: Impacts to Waters of the U.S.**

<b>Waters of the U.S.</b>	<b>Proposed Work</b>	<b>Permanent Impacts</b>	<b>Temporary Impacts</b>	<b>Wetland</b>
Salt Fork of the Red River	Bridge Replacement	0.0005 Acres (22 ft <sup>2</sup> )	0.10 Acres (4200 ft <sup>2</sup> )	No

The purpose of the proposed activity is to improve the linear transportation facility at the Salt Fork of the Red River. Appropriate measures would be taken to maintain normal downstream flows and minimize flooding. Temporary fills would consist of materials and be placed in a manner that would not be eroded by expected high flows. Temporary fills would be removed in their entirety and the affected area returned to pre-construction elevations, and re-vegetated as appropriate. Stream channel modifications, including bank stabilization, would be limited to the minimum necessary to construct or protect the structure and the immediate vicinity of the

project. The activity would comply with all general and regional conditions applicable to NWP #14.

Project activities would not exceed 1/10 acre of permanent impacts, or impact any wetland or special aquatic site. There is the potential to affect a federally listed species (Least Interior Tern) and affect a historic property listed on the NRHP (Existing Truss Bridge). A PCN would be required at the Salt Fork of the Red River because of the general conditions associated with the 2007 NWP's: #18 Historic Properties. Also, coordination with USFWS would be required to suffice general condition #17 Endangered Species.

General condition #17 states the no activity is authorized under any NWP which is likely to jeopardize the continued existence of a threatened or endangered species or a species proposed for such designation, as identified under the Federal Endangered Species Act, or which will destroy or adversely modify the critical habitat of such species. No activity is authorized under any NWP which "may affect" a listed species or critical habitat, unless Section 7 consultation addressing the effects of the proposed activity has been completed. Coordination with USFWS was conducted in December 2010. USFWS concurred that the project may affect, but is not likely to adversely affect the federally-endangered Interior Least Tern (See Appendix M for USFWS documentation).

General condition #18 states that if the activity may affect properties listed, or eligible for listing, on the NRHP the activity is not authorized, until the requirements of Section 106 of the National

Preservation Act have been satisfied. Section 106 consultation has been concluded and a PCN has been sent to the Tulsa Corps of Engineers.

### **Executive Order 11990, Wetlands**

Executive Order 11990 on wetlands does not apply because no wetlands would be impacted.

### **Rivers and Harbors Act of 1899, Section 10**

The project would not involve work in or over a navigable water of the U.S., therefore Section 10 of the Rivers and Harbors Act and the General Bridge Act of 1946 would not apply.

### **Floodplains**

The project is located within a Federal Emergency Management Agency (FEMA) designated 100-year floodplain. The hydraulic design for this project would be in accordance with current FHWA and TxDOT design policies. The facility would permit the conveyance of the 100-year flood, inundation of the roadway being acceptable, without causing significant damage to the facility, stream, or other property. The proposed project would not increase the base flood elevation to a level that would violate applicable floodplain regulations and ordinances.

## **WATER QUALITY**

### **State Water Quality Certification (Section 401)**

The 401 Certification requirements for NWP #14 would be met by implementing approved erosion control, sediment control, and post-construction TSS control best management practices

(BMPs) from Texas Commission on Environmental Quality's (TCEQ's) Water Quality Certification Conditions for Nationwide Permits.

### **Section 303(d) of the Clean Water Act**

Storm water runoff in the project area flows into segment 0222 of the Salt Fork of the Red River. Run-off from the proposed project would not discharge directly into Section 303(d) listed threatened or impaired water, or into a stream within 5 miles upstream of a Section 303(d) listed threatened or impaired water. The 2008 Clean Water Act Section 303(d) list was utilized in this assessment.

### **Section 402 of the Clean Water Act: TPDES, Construction General Permit, MS4**

This project would include one or more acres of earth disturbance, but less than five. TxDOT would comply with TCEQ's Texas Pollutant Discharge Elimination System (TPDES) Construction General Permit (CGP). A Storm Water Pollution Prevention Plan (SW3P) would be prepared and implemented, and a construction site notice would be posted on the construction site. A Notice of Intent (NOI) would not be required. This project is not located within the boundaries of a regulated Municipal Separate Storm Sewer System (MS4).

## **AIR QUALITY**

### **Consistency/National Air Quality Standards**

The proposed action is consistent with the FY 2011-2014 State Transportation Improvement Plan (STIP) as a grouped CSJ: 5000-00-953 (See Appendix B for Grouped Project CSJ information). The project is located in Collingsworth County which is an area of attainment of all National

Ambient Air Quality Standards (NAAQS); therefore, the transportation conformity rules do not apply.

### **Carbon Monoxide Analysis (CO) Traffic Air Quality Analysis (TAQA)**

Generally, bridge replacement projects are considered exempt from a TAQA because they are intended to enhance traffic safety and improve traffic flow. The proposed action would not add capacity to an existing facility. Current and future emissions should continue to follow existing trends not being affected by this project. Due to the nature of this project, further carbon monoxide analysis was not deemed necessary.

### **Mobile Source Air Toxics**

The purpose of the project is to replace the existing truss bridge on US 83. The project would not result in any meaningful changes in traffic volumes, vehicle mix, location of existing roadways, or any other factor that would cause an increase in emissions impacts relative to the no-build alternative. As such, TxDOT/FHWA have determined that the project would generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special Mobile Source Air Toxics (MSAT) concerns. Consequently, this project is exempt from analysis for MSATs.

Moreover, EPA regulations for vehicle engines and fuels will cause overall MSATs to decline significantly over the next 20 years. Even after accounting for a projected 64% increase in vehicle miles traveled, FHWA predicts MSATs will decline in the range of 57 to 87% from a baseline year of 2000 to 2020 based on the current vehicle and fuel regulations in effect. These

reductions will reduce the background level of MSATs as well as the possibility of even minor MSAT emission increases from the project.

### **Construction Emissions**

During the construction phase of this project, temporary increases in air pollutant emissions may occur from construction activities, equipment, and related vehicles. The primary construction-related emissions are particulate matter (fugitive dust) from site preparation and construction and non-road MSAT from construction equipment and vehicles. The primary MSAT emission related to construction is diesel particulate matter from diesel powered construction equipment and vehicles.

These emissions are temporary in nature (only occurring during actual construction); it is not possible to reasonably estimate impacts from these emissions due to limitations of the existing models. However, the potential impacts of particulate matter emissions will be minimized by using fugitive dust control measures such as covering or treating disturbed areas with dust suppression techniques, sprinkling, covering loaded trucks, and other dust abatement controls, as appropriate. The MSAT emissions will be minimized by measures to encourage use of EPA required cleaner diesel fuels, limits on idling, increasing use of cleaner burning diesel engines, and other emission limitation techniques, as appropriate.

However, considering the temporary and transient nature of construction-related emissions, as well as the mitigation actions to be utilized, it is not anticipated that emissions from construction of this project will have any significant impact on air quality in the area.

## **TRAFFIC NOISE**

Traffic Noise Analysis is not required because the project would not be built on a new location, would not substantially alter the horizontal or vertical alignment, and would not increase the number of through-traffic lanes.

## **HAZARDOUS MATERIALS**

Based on the following activities: structure removal and replacement; an initial site assessment was conducted, on 3/8/10, to identify potential hazardous materials in the project area. The site assessment consisted of the following actions: design review, map review, regulatory database review, and a project site visit. An analysis of the site visit data indicates that this project would not involve the acquisition of known unresolved contamination where TxDOT could expect to assume liability for corrective action upon acquisition. In addition, this project does not involve known hazardous materials impacts that could be anticipated to adversely affect construction (e.g. can not resolve before letting or during construction).

The project is located in a rural area north of Wellington, with agricultural and recreational land use and a few scattered farm houses in the area. A visual site investigation of the proposed project area was conducted and no evidence of possible hazardous materials or contamination, such as surface stains, stressed vegetation, fill areas, industrial sites, or petroleum storage tanks (PST) within the proposed project limits was observed. A check of the EPA's Enviromapper website revealed no hazardous waste sites, toxic release sites, or Superfund sites in the proposed project area. A review of the TCEQ leaking petroleum storage tank (LPST) registration database did not reveal any listed LPST sites located within the proposed project area. The site survey

and research into the historical land use did not reveal any abandoned and/or active gas stations in or adjacent to the project area. Due to the longstanding undeveloped agricultural land use, this project and surrounding land pose little risk of contamination of hazardous materials/substance.

The proposed project includes the demolition of a bridge structure. An asbestos survey was conducted on 1/19/06 to determine the presence or absence of asbestos containing materials (ACM). Twelve samples were taken and sent in to an accredited lab for testing; no asbestos was detected. Prior to the bridge demolition, a 10-Day Notification will be submitted to the Department of State Health and Human Services (DSHS). The demolition of the bridge would include the removal of the painted steel truss structure. A lead based paint analysis was conducted, by TxDOT's Bridge Division, to determine if the silver paint contained lead. The tests came back positive for lead. Contingencies would need to be developed to address worker safety, material recycling and proper management of any paint related wastes, as necessary to comply with all appropriate laws and regulations.

The contractor will take appropriate measures to prevent, minimize and control the spill of hazardous materials in the construction staging area. All spills, including those of less than 25 gallons, would be cleaned immediately and any contaminated soil would be immediately removed from the site and disposed of properly. Should hazardous materials be discovered as a result of the project, they would be removed. The removal and disposal process would comply with applicable federal, state, and local laws.

## **CONSTRUCTION IMPACTS**

During construction, due to operations normally associated with road construction, there is a possibility that noise levels will be above normal in the areas adjacent to the ROW. Construction is normally limited to daylight hours when occasional loud noises are more tolerable. Due to the relatively short-term exposure periods imposed on any one receptor, extended disruption of normal activities is not considered likely. Every possible effort would be made to minimize construction noise.

Construction would temporarily degrade the air quality through dust and exhaust gasses associated with construction equipment. Measures to control dust would be considered and incorporated into the final design and construction specifications.

## **INDIRECT IMPACTS**

The proposed bridge replacement project is located in a rural area with adjacent farm and ranch land, and a public park. A screening level indirect impacts analysis was performed for the proposed project. The following questions were looked at during the analysis:

- Does the project add capacity?
- Does the Need and Purpose include economic development, or is the project proposed to serve a specific development?
- Is economic development or new opportunities for growth/development cited as a benefit of the project?
- Does the project substantially increase access or mobility in an area?
- Is land in the project area available for development and/or redevelopment?
- Is project located on the suburban fringe?
- Is the project area experiencing population/economic growth?

The answer to all the questions was “no”; therefore, the results of this analysis indicated that the proposed project is not likely to result in indirect impacts and no further analysis of indirect impacts is required.

### **CUMULATIVE IMPACTS**

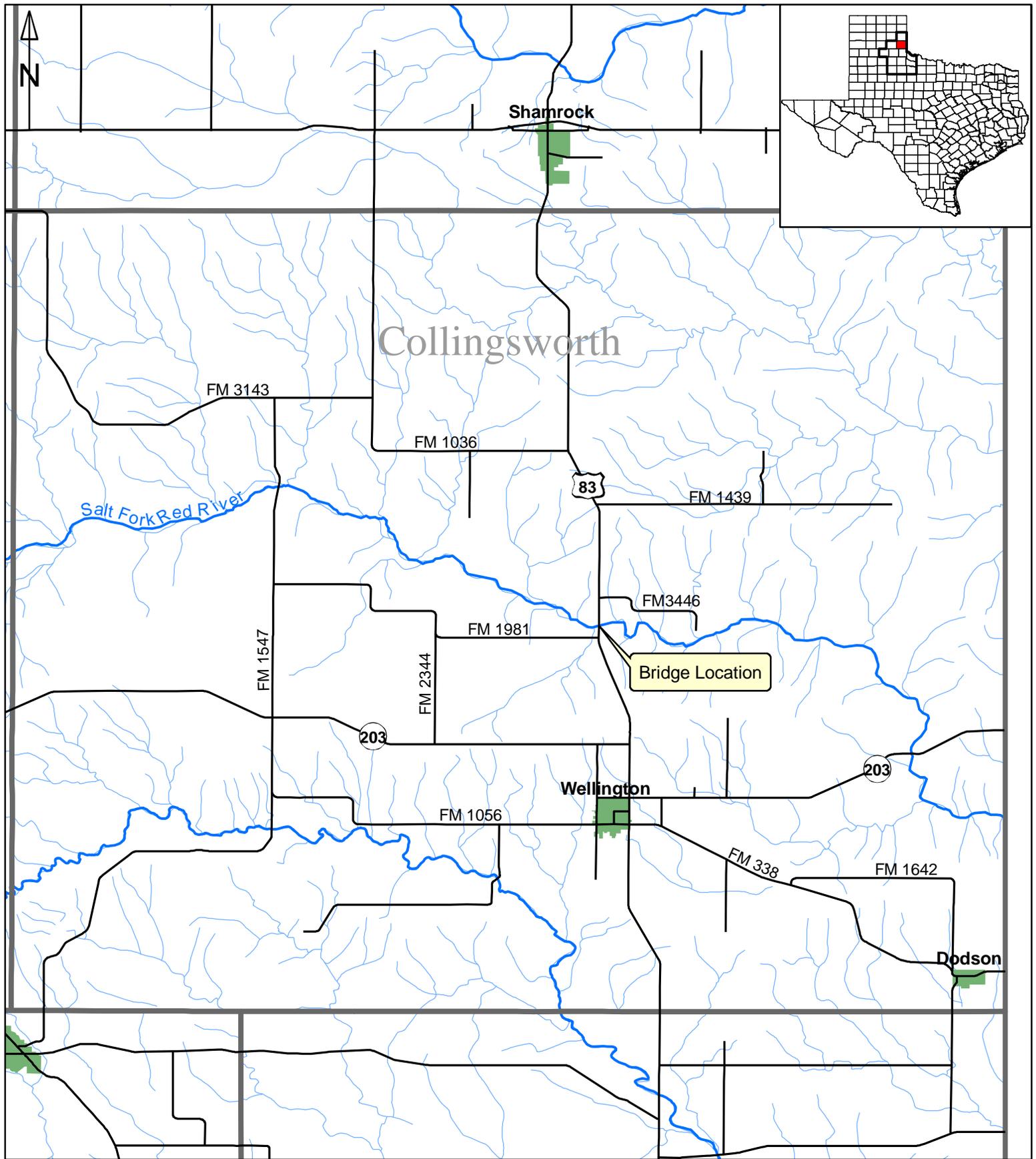
Although the proposed project does not have any indirect impacts, an analysis of cumulative impacts must include direct and possible future impacts, as well as indirect impacts. The screening questions for cumulative impacts at the first level are as follows:

- Does the project add capacity?
- Does the project have substantial direct or indirect impacts on any resource?
- Are any resources in the area in poor or declining health?
- Does the project substantially increase access or mobility in the project area?

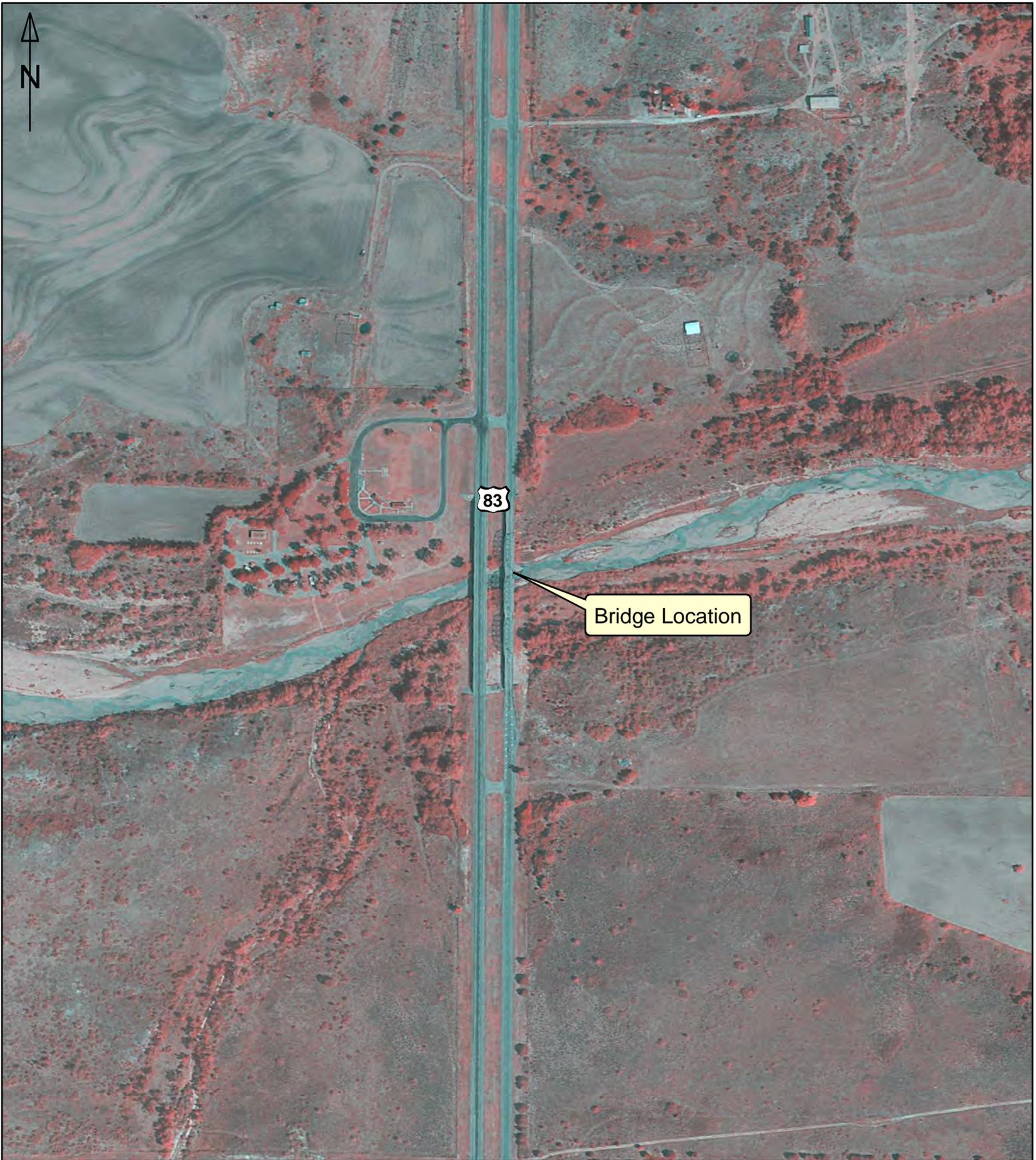
An affirmative answer to any of these questions can trigger a cumulative impact analysis or the next level of questions, and so on. Although answers to three of the four questions above are negative, the proposed demolition of the historic bridge is a substantial direct impact that decreases the finite number of similar structures in the state of Texas. Even fewer of those structures are protected by listing on the National Register of Historic Places (NRHP). The proposed demolition of the US 83 Bridge would contribute to the cumulative impact on historic bridges in Texas protected by the NRHP.

### **CONCLUSION**

The engineering, social, economic, and environmental investigations indicate that the proposed project would result in no significant impacts on the human environment that have not been mitigated; and a Finding Of No Significant Impact (FONSI) is anticipated.



Location Map  
US 83 @ Salt Fork Red River  
CSJ: 0031-03-029, 0311-04-045  
Collingsworth County



0 0.1 0.2 Miles

Digital Ortho Quarter Quads  
Wellington NW 3400-443

**Aerial Map**  
**US 83 @ Salt Fork Red River**  
**CSJ: 0031-03-029, 0311-04-045**  
**Collingsworth County**





0 0.2 0.4 Miles

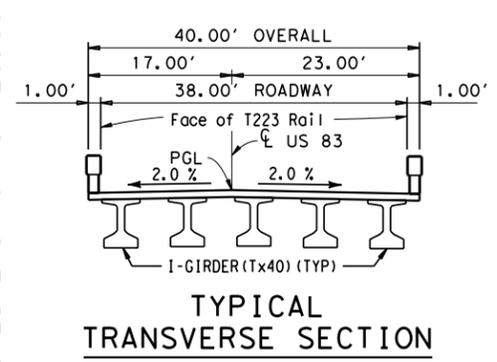
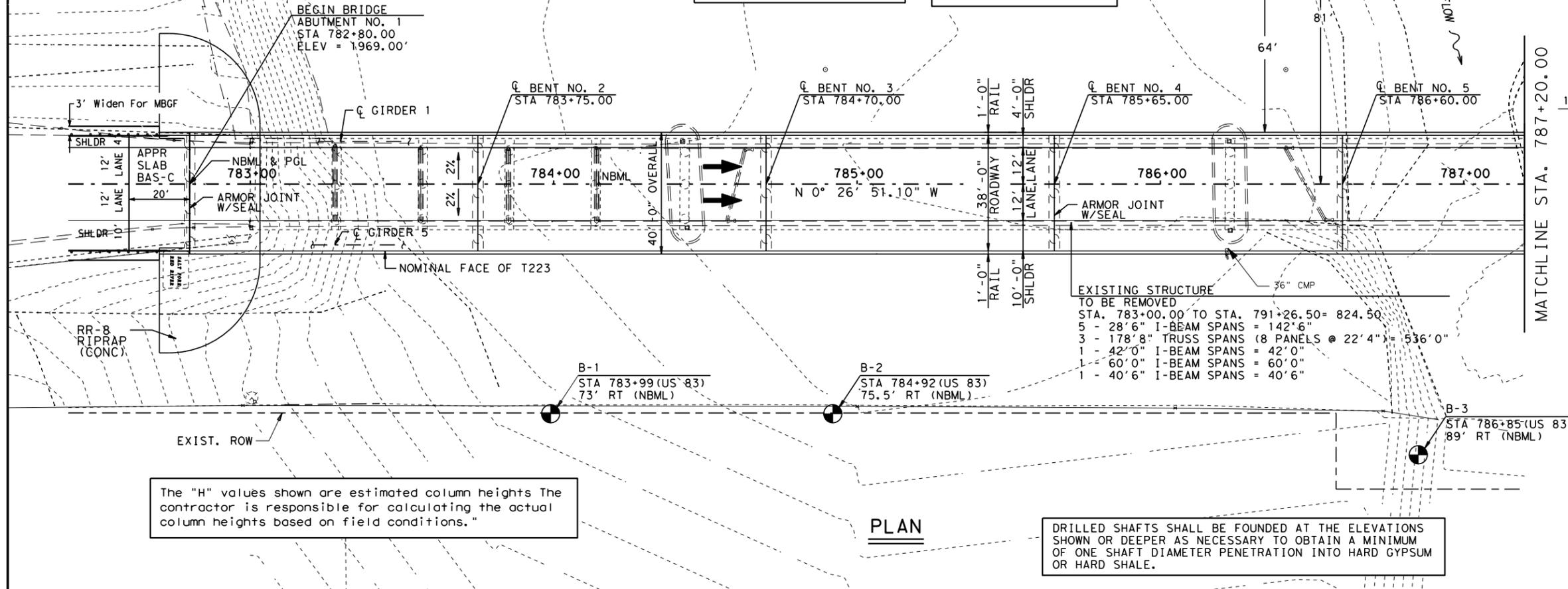
USGS Topography Maps  
Wellington NW 3400-443

Topography Map  
US 83 @ Salt Fork Red River  
CSJ: 0031-03-029, 0311-04-045  
Collingsworth County



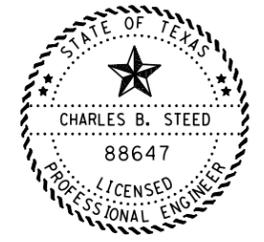
ADT (2003) - 760  
 DESIGN SPEED - 70 MPH  
 FUNCTIONAL CLASS - RURAL MINOR ARTERIAL

ALL ABUTMENTS AND BENTS ARE AT BEARING  
 S 89° 33' 08.90" W

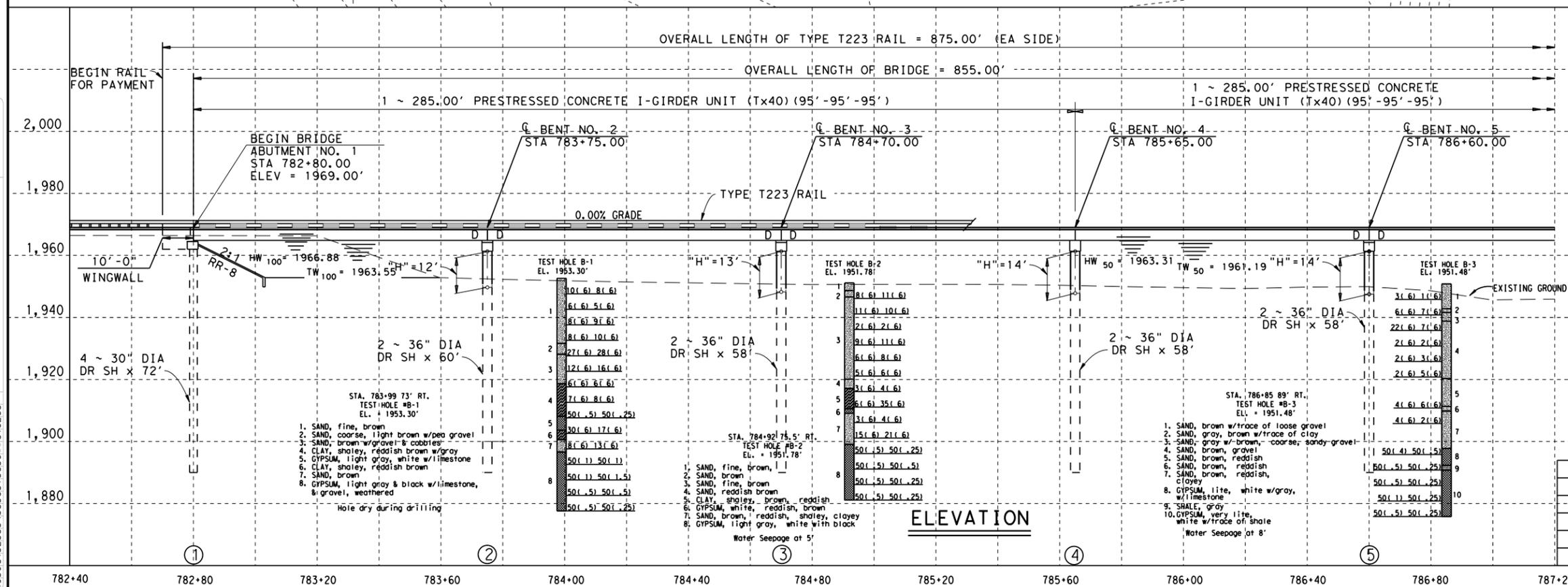


The "H" values shown are estimated column heights. The contractor is responsible for calculating the actual column heights based on field conditions.

DRILLED SHAFTS SHALL BE FOUNDED AT THE ELEVATIONS SHOWN OR DEEPER AS NECESSARY TO OBTAIN A MINIMUM OF ONE SHAFT DIAMETER PENETRATION INTO HARD GYPSUM OR HARD SHALE.



RRC LJT TGG RRC  
 DN: CK: DW: CK:  
 DATE: JUL, 2001 NODE:  
 ACTIVE FILE LEVELS: DISPERSED  
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 495051525354555657585960616263



HYDRAULIC DATA

$Q_{50} = 53,250$  cfs  $Q_{100} = 69,967$  cfs  
 $V_{50} = 5.96$  fps  $V_{100} = 6.11$  fps

BRIDGE LAYOUT  
 US 83  
 SALT FORK  
 OF RED RIVER

NBI # 250440003103022

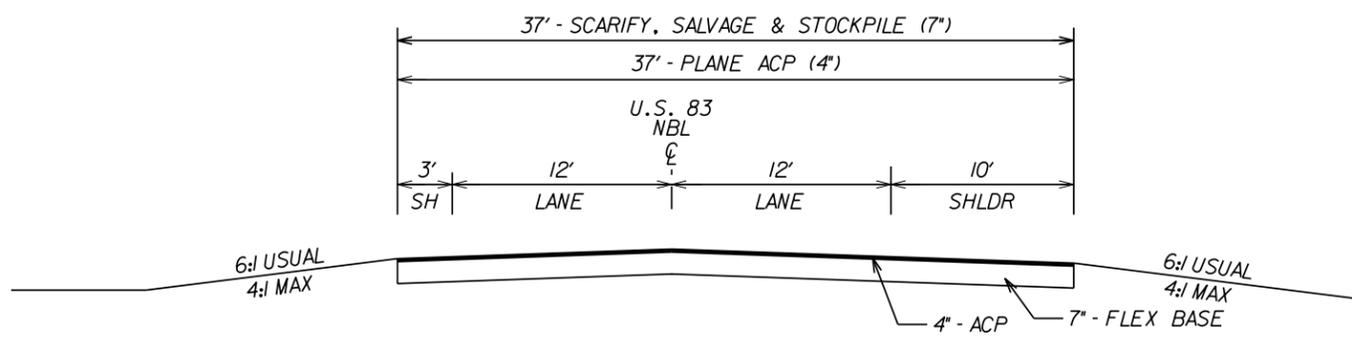
SCALE: 1" = 40' Horizontal  
 1" = 40' Vertical

Texas Department of Transportation  
 © 2010

SHEET 1 OF 2		83CHPO1 /
FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	SHEET NO.
6	BR 2001 (856)	
STATE	DIST.	COUNTY
TEXAS	CHS	COLLINGSWORTH
CONT.	SECT.	JOB
0031	03	029
		HIGHWAY NO.
		US 83



EXISTING BRIDGE:  
STA. 783+00.00 TO STA. 791+26.50 = 826.50 FT.

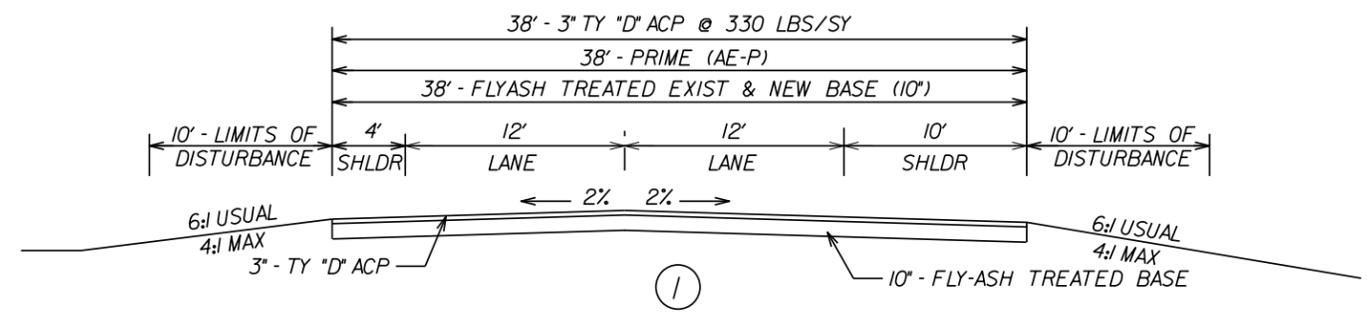


①  
EXISTING SECTION

STA. 775+00.00 TO STA. 783+00.00 = 800.00 FT.  
STA. 791+26.50 TO STA. 800+00.00 = 873.50 FT.

PROPOSED BRIDGE:  
STA. 782+80.00 TO STA. 791+35.00 = 855.00 FT.

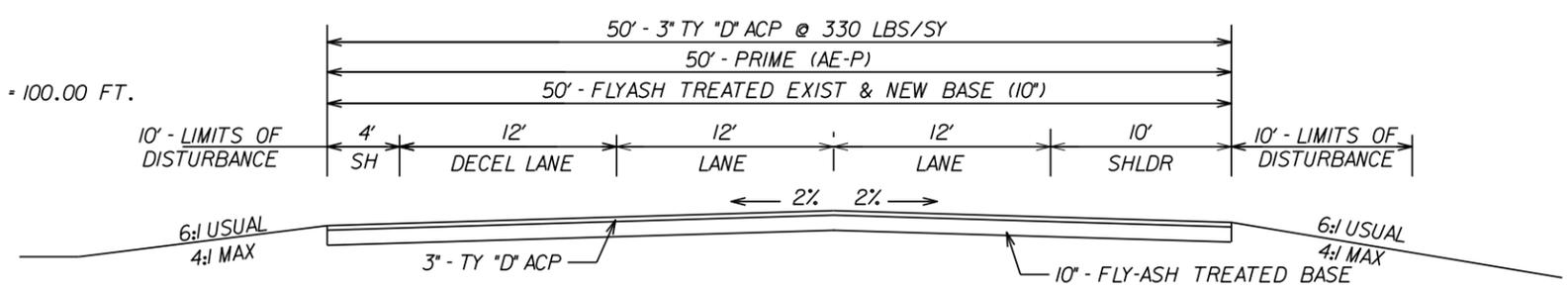
APPROACH SLABS:  
STA. 782+60.00 TO STA. 782+80.00 = 20.00 FT.  
STA. 791+35.00 TO STA. 791+55.00 = 20.00 FT.



①  
PROPOSED SECTION

STA. 775+00.00 TO STA. 782+60.00 = 760.00 FT.  
STA. 794+46.00 TO STA. 800+00.00 = 554.00 FT.

TRANSITION ① TO ② - 0'-10'  
STA. 791+55.00 TO STA. 792+55.00 = 100.00 FT.



②  
PROPOSED SECTION

STA. 792+55.00 TO STA. 794+46.00 = 191.00 FT.

PLACE  
SEAL  
HERE

TYPICAL  
SECTIONS



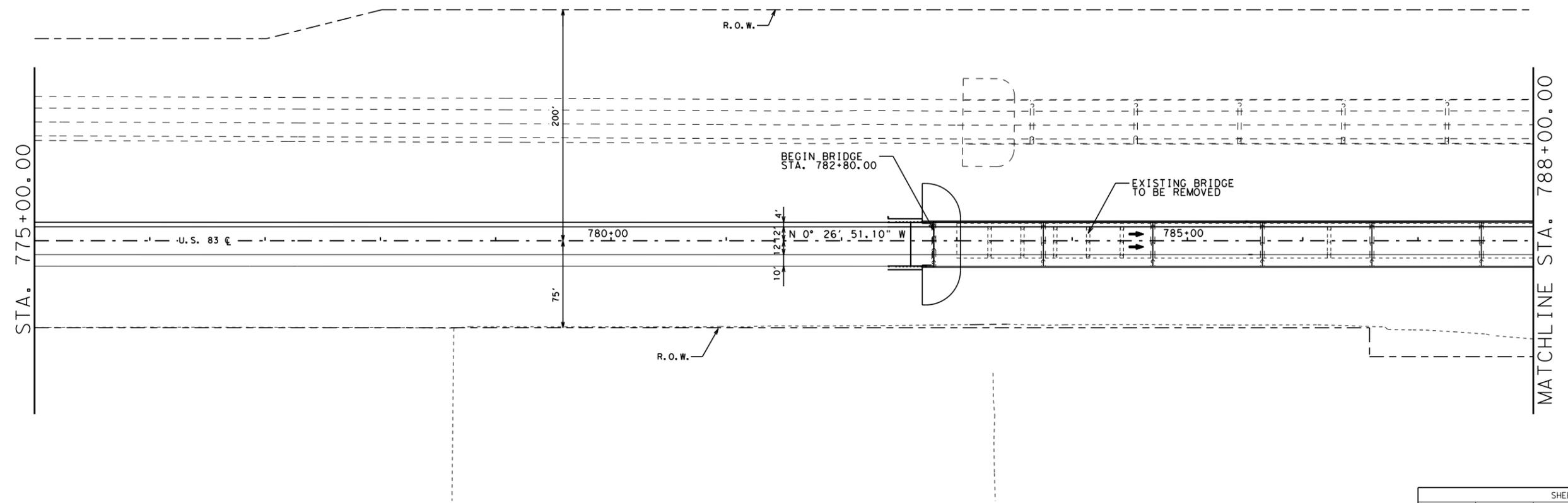
CONT	SECT	JOB	HIGHWAY
0031	03	029, E+G.	U.S. 83
DIST	COUNTY		SHEET NO.
CHS	COLLINGSWORTH		3

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 DW: \_\_\_\_\_  
 CK: \_\_\_\_\_  
 EN: \_\_\_\_\_

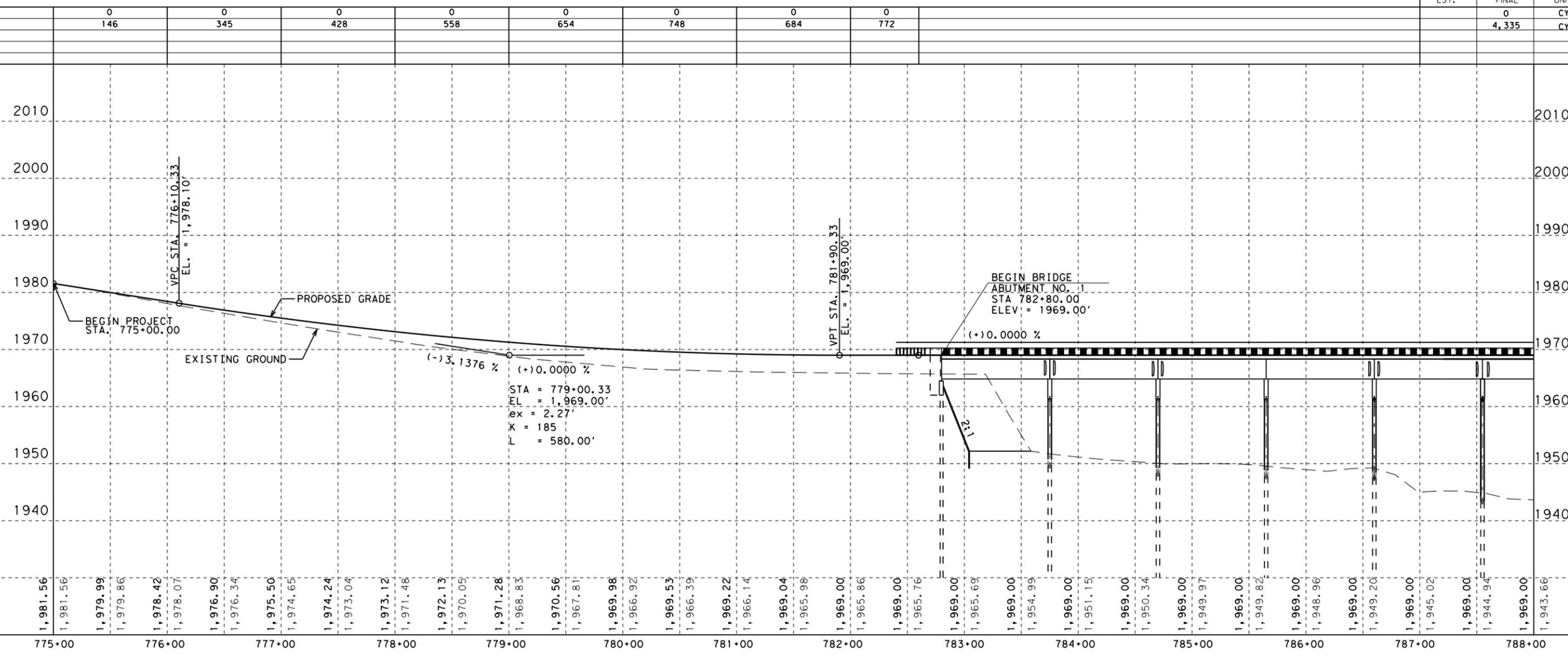
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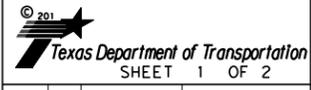
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 CK: \_\_\_\_\_  
 DW: \_\_\_\_\_  
 CK: \_\_\_\_\_



EST.		FINAL		SHEET TOTALS		DESCRIPTION
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				CY	0	EXCAVATION
				CY	4,335	EMBANKMENT



**PLAN & PROFILE  
U. S. 83**



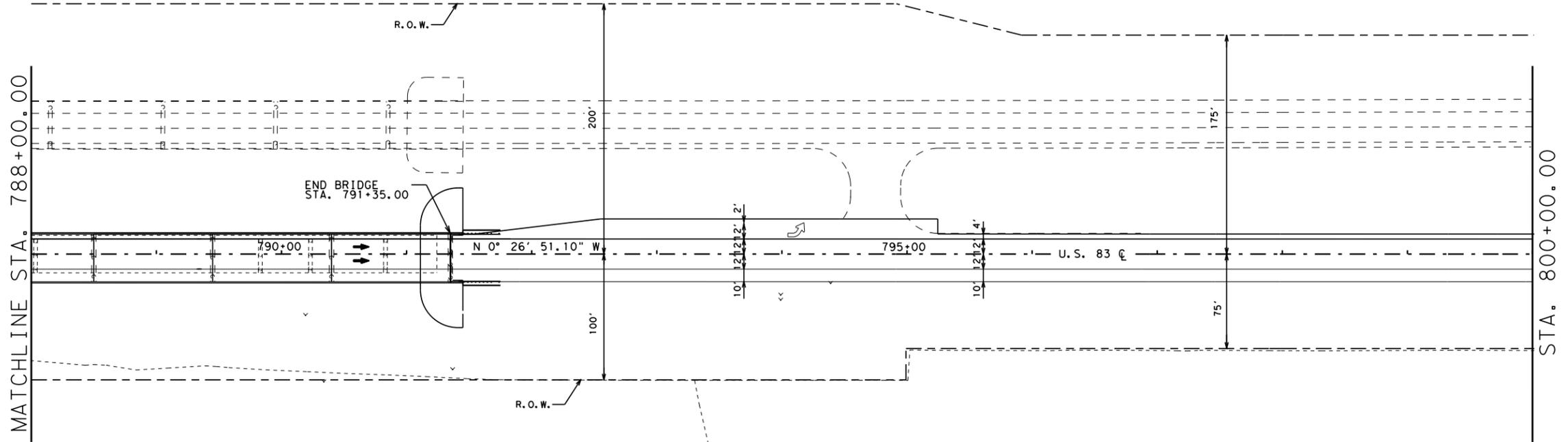
CONT	SECT	JOB	HIGHWAY
0031	03	029, ETC.	U. S. 83
DIST	COUNTY		SHEET NO.
CHS	COLLINGSWORTH		

DATE: \_\_\_\_\_  
FILE: \_\_\_\_\_

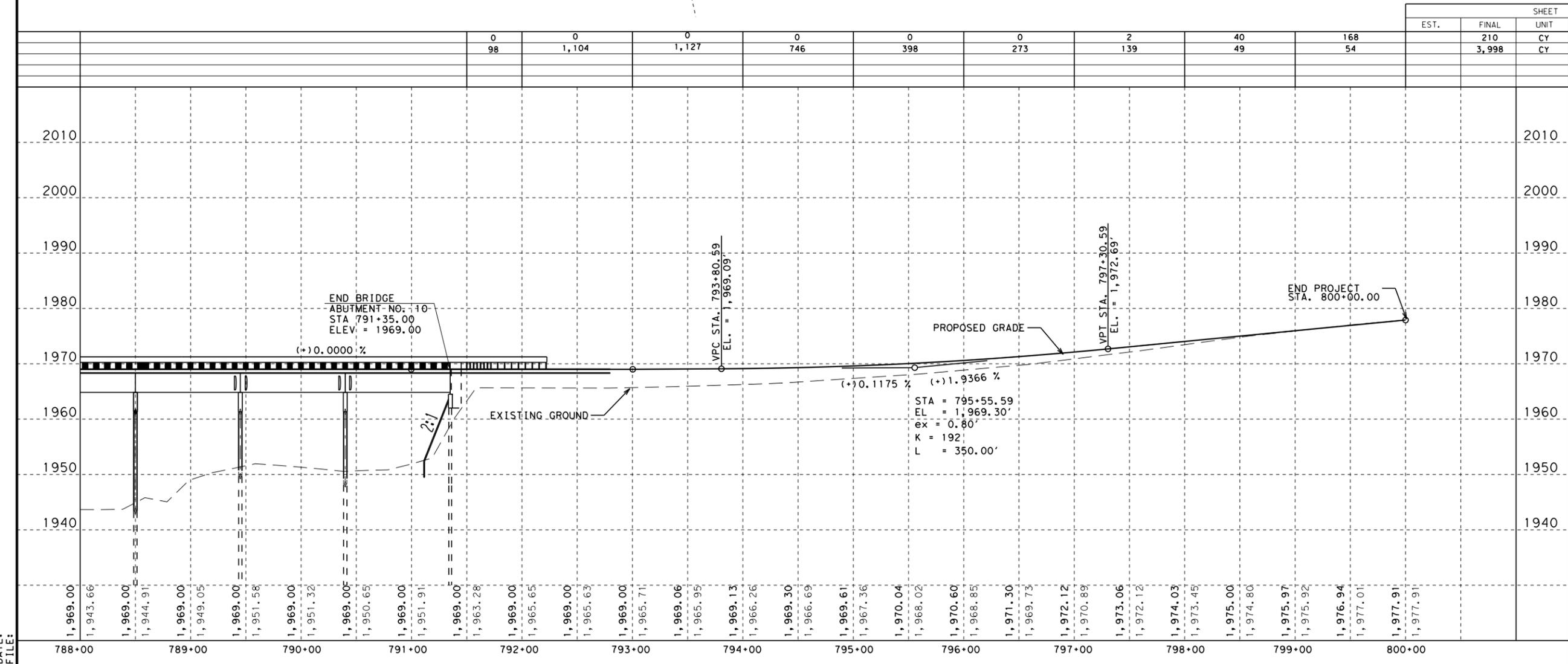
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775+00		776+00		777+00		778+00		779+00		780+00		781+00		782+00		783+00		784+00		785+00		786+00		787+00		788+00																											



DNE  
 CK:  
 DW:  
 CK:



EST.		SHEET TOTALS		DESCRIPTION
FINAL	UNIT	EST.	FINAL	
210	CY	0	210	EXCAVATION
3,998	CY	0	3,998	EMBANKMENT



**PLAN & PROFILE**  
U. S. 83



CONT	SECT	JOB	HIGHWAY
0031	03	029, ETC.	U. S. 83
DIST	COUNTY		SHEET NO.
CHS	COLLINGSWORTH		

DATE:  
FILE:

# **APPENDICES**

# **Appendix A**

# US 83 Project Pictures



1) Truss Bridge over the Salt Fork of the Red River, SE side



2) Truss Bridge – South approach with timber bents, SW side

# US 83 Project Pictures



3) Truss Bridge, NE side



4) Placard on the Truss

# US 83 Project Pictures



5) South of the bridge looking north



6) North of the bridge looking south

## US 83 Project Pictures



7) From the bridge looking SE



8) From the bridge looking east

# US 83 Project Pictures



9) From the bridge looking NE



10) From the bridge looking NW

## US 83 Project Pictures



11) From the bridge looking west



12) From the bridge looking SW

## US 83 Project Pictures



13) Failure in the bridge deck



14) Failure in the bridge deck from underneath

# US 83 Project Pictures



15) OTHM located SE of the Truss, proposed to be moved to Pioneer Park

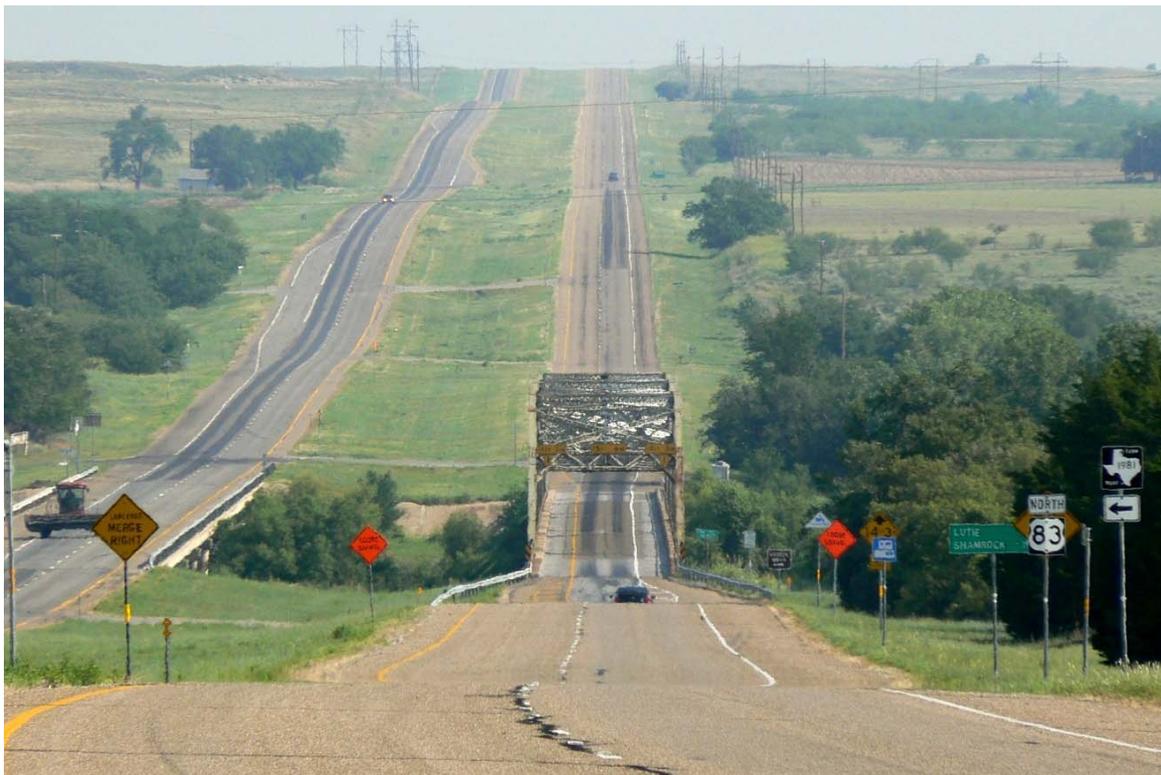


16) Pioneer Park – Located west of US 83 and north of the Truss

## US 83 Project Pictures



17) Actual Bonnie and Clyde Bridge located in Pioneer Park



18) Swather crossing south bound bridge, looking north

## US 83 Project Pictures



19) Wheat harvest equipment in Munday, Tx.



20) Wheat harvest equipment in Knox City, Tx.

## US 83 Project Pictures



21) Wind turbine on FM 1574 segment of the US 83 detour



22) Wind turbine on FM 1574 segment of the US 83 detour. Truck is straddling the centerline; FM roads are not designed for over width/over weight loads.

## US 83 Project Pictures



23) Skid marks on south approach of truss bridge



24) Truss Bridge, cross over, and rest stop entrance, looking SE

## **Appendix B**

# Grouped Project CSJs

## Definition of Grouped Projects for Use in the STIP

Revised May 18, 2005

PROPOSED CSJ	GROUPED PROJECT CATEGORY	DEFINITION
5000-00-950	PE – Preliminary Engineering	Preliminary Engineering for any project that is not added capacity in a non-attainment area. Includes activities which do not involve or lead directly to construction such as planning and technical studies, grants for training and research programs.
5000-00-951	Right of Way Acquisition	Right of Way acquisition for any project that is not added capacity in a non-attainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952 5000-00-957 5000-00-958	Preventive Maintenance and Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, non-added capacity).
5000-00-953	Bridge Replacement and Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
5000-00-954	Railroad Grade Separations	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity.
5800-00-950	Safety	Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program and the Federal Railroad Signal Safety Program.
5000-00-956	Landscaping	Project consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
5800-00-915	Intelligent Transportation Systems Deployment	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs.
5000-00-916	Bicycle and Pedestrian	Construction or rehabilitation of bicycle and pedestrian lanes, paths and facilities.
5000-00-917	Safety Rest Areas and Truck Weigh Stations	Construction and improvement of rest areas and truck weigh stations.
5000-00-918	Transit Improvements	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users.

## **Appendix C**

# COLLINGSWORTH COUNTY HISTORICAL COMMISSION

December 9, 2009

**RECEIVED**

DEC 21 2009

Texas Department of  
Transportation  
District 25 Mail Room

Texas Department of Transportation  
7599 U. S. 287  
Childress, TX 79201-9705

We, the Collingsworth County Historical Commission realize that this bridge has some historic value. From an economical and practical standpoint the restoration or the replacement of the bridge to the east is not prudent. Therefore we agree that TXDOT should proceed with replacement of the bridge in the same location.

  
Fred Squyres, Chairman

  
Rudy Tate, Treasurer

  
Bobbie Rhodes


**RECEIVED**

DEC 16 2009

Texas Department of  
Transportation  
District 25 Mail Room



**COUNTY OF COLLINGSWORTH**  
**JOHN A. JAMES, COUNTY JUDGE**

**COLLINGSWORTH COUNTY COURTHOUSE**  
**800 WEST AVE. RM 1 FLOOR 2**  
**WELLINGTON, TEXAS 79095-3037**

**TELEPHONE: (806) 447-5408 FAX: (806) 447-5418**

DAN LANGFORD  
COMMISSIONER, PRECINCT 1

MIKE HUGHS  
COMMISSIONER, PRECINCT 2

EDDIE ORR  
COMMISSIONER, PRECINCT 3

KIRBY CAMPBELL  
COMMISSIONER, PRECINCT 4

12-14-09

Marty Smith  
Texas Department of Transportation  
Childress Area Office

Mr. Smith:

I am writing this letter on behalf of the Collingsworth County Commissioners' Court. Our recommendation would be to tear out the old bridge and construct a new one on the present sight.

Respectfully yours,

John James, County Judge  
Collingsworth County

## **Appendix D**

# Texas Department of Transportation

FEB 19 2004

Childress District  
Public Meeting—Collingsworth County  
US 83 Truss Bridge  
02/10/04

TO:  LCE  
 D CP  
 DTP&C — ORIGINAL  
 DOA  
 IR

## COMMENT SHEET

Please make any comments you wish on this sheet and return it to the Texas Department of Transportation within the next 10 days. For your convenience, the address is on the back of this page. (No envelope required.)

### OFFICIAL COMMENT:

If the average life of a bridge is 50 yrs, it concerns me that this bridge was even painted in 1980, and no one present had any data on when any other maintenance had been performed. However, you did know to the penny how many millions of dollars it would take to repair it now, or to build another. Shame on all of you. You have betrayed the trust of the people of the state of Texas.

I very much resented the attitude of the TxDOT presenters. You all obviously came to the meeting prepared to roll over us & convince us there was nothing we can do to save our bridge. Particularly offensive was the young female engineer (the powerpoint presenter) who was full of herself and who talked down to all of us. A Most Disturbing Meeting!

Name: Judy Cudd

Address: 1109 Bowie

Wellington, TX 79095

Phone: 806-447-5458

# Texas Department of Transportation

Childress District  
Public Meeting—Collingsworth County  
US 83 Truss Bridge  
02/10/04

## COMMENT SHEET

Please make any comments you wish on this sheet and return it to the Texas Department of Transportation within the next 10 days. For your convenience, the address is on the back of this page. (No envelope required.)

### OFFICIAL COMMENT:

I want to commend the TXDOT representatives on a superb powerpoint presentation, and I appreciate those representative who enlightened us on the proposed bridge project.

I was extremely shocked at the extreme deterioration of the Highway 83 Truss bridge. I believe that the pictures were revealing the lack of proper maintenance of this bridge by TXDOT. After all, after the inspection that was conducted within the last few years, I'm sure that it revealed needed repairs that were, apparently, not done. We do want to work with you to do the proper refurbishing of this bridge for a pedestrian bridge to enhance the Pioneer Park establishment. I

Name: Margaret Wood

Address: 3917 US Hwy 83

Wellington, TX 79095

Phone: (806) 447-2917

personally implore you to contact us whenever any meetings are being conducted pertaining to this effort.

I have always believed that citizens can work with those entities whose primary cause is to ensure the safety of the citizens who travel and enjoy our highways and bridges.

Thank you  
Margaret Wood

Texas Department of Transportation

Childress District  
Public Meeting—Collingsworth County  
US 83 Truss Bridge  
02/10/04

RECEIVED  
FEB 17 2004  
CHILDRESS DISTRICT  
DIRECTOR OF OPERATIONS  
Trudy Smith

COMMENT SHEET

Please make any comments you wish on this sheet and return it to the Texas Department of Transportation within the next 10 days. For your convenience, the address is on the back of this page. (No envelope required.)

OFFICIAL COMMENT:

The Good Sams use "Fioneer Park" for their camp outs - The old bridge is a tourist attraction for them - This brings money into Collingsworth County, also when the Texas Sambores happen twice a year, each time around 700-900 people meet and a lot of them travel 83 hours to have the Sambores this would be 1000 people approximately and they all comment about what a beautiful sight the bridge is at dawn - <sup>(the ones who stop here)</sup>

Name: Lubbie Semple & R. Rhodie

Address: 16202 FM 338

Wellington, Tex 79095

Phone: 806-447-2477

Five generations of my family have waded in the river under the bridge - now my Great-grandchildren are now - They love to see the birds nest & see nature -

# **Appendix E**

**October 5, 2004 - Public Meeting  
Wellington, TX – US 83 Truss Bridge**

**Opening comments by Marty Smith:**

When we had the first meeting to discuss the options for the US 83 Truss Bridge, scenic bypass was a term not known to us.

What we plan to do is to make the bridge a scenic bypass, but by doing this the bridge will still be deficient. It will have a load posting and height restriction. The floor beams will be replaced and a new concrete deck placed. We will also spot clean and paint, mostly underneath.

The long term issues of this are that, it will still be load posted. This should give 10 more years of life to the bridge, give or take a few years. This will give the citizens of Collingsworth County time to raise funds to maintain the structure in the future.

The cost of the project now to rehabilitate the old bridge and to build a new bridge with a new alignment is \$5.5 million.

We feel this is a WIN-WIN situation.

**Questions and Comments:**

**Question:** You say that painting will extend the life of the bridge, and TxDOT is planning to spot paint. If the citizens painted the rest of the bridge, would it extend the life for a longer period?

**Answer:** The paint issue is a stabilization issue only, not preservation.

**Question:** When was the last time it was painted? 40 or 50 years ago?

**Comments:** The last time you were here, you said it would have to be sandblasted because of the lead paint.

I have spent ½ of my career cursing TxDOT. This time I compliment you.

We approve of this and we are tickled pink.

**Jon Sessions Comment to the citizens:**

Thank you! We at the city know this would not have happened without These guys are on our side. I do not know what else we could ask for. We work daily with TxDOT and this is a win-win situation.

**Comments from other citizens:**

All of the citizens of Collingsworth County will approve of this.

We are excited about this, let's get it started.

People from other towns have asked us to not tear the bridge down.

**Jon Sessions Comment:**

TxDOT has given us time. We should not forget about looking for ways to fund future restoration.



October 18, 2004

To whom it may concern:

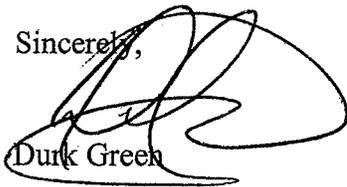
I am a land owner in Collingsworth County. My property is located on the South side of Salt Fork of the Red River on Hwy 83. There was a meeting held on Tuesday, October 5, 2004, in regard to keeping the truss bridge. There was a lack of notification about the meeting held October 5<sup>th</sup>. I understand approximately 40 people attended the initial meeting and only 5 attended the meeting of October 5, 2004. I doubt there was a sudden lack of interest in saving the truss bridge. I am very much in favor of keeping the old truss bridge.

It was my understanding that the truss bridge would be retained and / or a new bridge constructed between the existing bridges. I have read in the Wellington Leader that a new bridge is to be constructed on the East side of the truss bridge. I am strongly opposed to the construction of a new bridge on the East side of the old truss bridge.

Construction of a new bridge on the East side of the truss bridge would eliminate any scenic view from the truss bridge. The view, East and West, from the truss bridge would be two concrete bridges. Construction of a new bridge on the East side of the truss bridge would possibly destroy an existing historical site, (the Bonnie and Clyde site). TXDOT currently has an easement for the existing bridges. Construction of a new bridge between them would eliminate the need for new easements from adjacent land owners. I believe all landowners involved would be opposed to these new easements. Other options may be available such as building between the current bridges, making the West concrete bridge single lane North and South or making the concrete bridge wider to accommodate four lanes. Please consider these options for keeping the truss bridge. I would like to see the truss bridge an asset to our community without being a burden to some of our county citizens.

Thank you for your consideration in this matter.

Sincerely,



Durk Green

October 15, 2004

To Whom It May Concern,

This letter is regarding the future of the bridge at Pioneer Park on Highway 83. As land owners of this immediate area, we are seriously concerned about the moving of the bridge to the East of the old bridge. We have been told that the moving of the bridge would take 100 feet of our immediate land from the highway and also affect the land of others in our area. As a ranching and farming community this would greatly affect our livelihood because our operation of cattle and grass farming calls for grass rotation. This seasonal grazing would be seriously downsized and cause us great loss or even shutting us down altogether. This plot of land has been owned and operated by the same family for almost a century. It would be an injustice to move the bridge because it would cut the original size of acres severely. There are other factors involved in this move as well. Moving the bridge to the East of the old bridge would also cause the wildlife in this area to be more scarce. We greatly enjoy being away from the highway because we see wildlife and feed them on a regular basis. We moved to this property because we were under the impression that the bridge and highway would stay where it was or be moved to the West. A new fence has recently been added, as well as many land improvements along the highway. We are also in a partnership with the property North of us and this move would greatly affect the grass and pivot North of our property. Moving this highway and bridge would cause our operation to be nonexistent because without all acreage of this grass the operation will not be possible. We greatly depend on every acre of this property as well as the partnership and we feel that it is important for you to reconsider the moving of the bridge not only for our livelihood, but for all aspects involved. We are very fortunate to own land in this county. Thank you for your consideration.

**RECEIVED**

OCT 20 2004

TxDot Wellington Area Office

Tal and Jennifer Henard

*Tal Henard*  
*Jennifer Henard*

4570 Hwy 83  
Wellington, TX 79095  
1-806-447-0171

**RECEIVED**

OCT 22 2004

TO WHOM IT MAY CONCERN,

WE ARE WRITING IN REGARD TO THE NEW BRIDGE SOON TO BE CONSTRUCTED ON HIGHWAY 83 @ PIONEER PARK. WE WOULD ASK YOUR CONSIDERATION THAT THE NEW BRIDGE BE CONSTRUCTED BETWEEN OR TO THE WEST OF THE EXISTING BRIDGES.

THE TAKING OF THIS ONE HUNDRED FEET WOULD DECREASE OUR GRASS HAY ACREAGE. (HAD WE KNOWN THAT THE BRIDGE WAS TO BE PLACED ON THE EAST SIDE, WE WOULD NOT HAVE GONE TO THE EXPENSE OF SPRIGGING THE BRUMUDA GRASS OR THE PURCHASE OF THE PIVOT AND IRRIGATION PUMP/MOTOR) THIS WOULD FORCE US IN TURN TO REMOVE THE PIVOT AND QUIT THE HAY BUSINESS. RESULTING ALSO IN LESS GRAZING FOR THE CATTLE-LESS CATTLE-LESS INCOME. SO, ULTIMATELY, THIS WOULD GREATLY AFFECT OUR LIVELIHOOD. AND IT WOULD ALSO AFFECT THE LIVELIHOOD OF OUR SON AND HIS WIFE, WHO LIVE TO THE SOUTH OF US, AS THEY ARE PARTNERS IN THE HAY AND CATTLE.

THE NATURAL HABITAT OF THE DEER, BIRDS, TURKEY, QUAIL, DOVE AND OTHER SMALL ANIMALS WOULD BE DESTROYED. WHILE THERE IS ANOTHER ROUTE, WE BELIEVE THE CONSTRUCTION TO THE EAST WOULD BE WASTEFUL OF THE LAND AND HARMFUL TO OUR WILDLIFE.

ALSO, THERE ISN'T GOING TO BE MUCH OF A SCENIC ROUTE WITH TRUCKS SCREAMING ALONG BOTH SIDES OF THE WALKWAY. WHEREAS IF BUILT IN THE MIDDLE OR TO THE WEST, THE SCENIC WALKWAY WOULD BE ON THE EAST SIDE, WITH THE NATURAL HOME OF THE WILDLIFE UNBOtherED AND MORE SO PROTECTED-FOR ALL TO ENJOY.

IF THIS BRIDGE IS BUILT ON THE EAST SIDE, IT WILL ALSO DECREASE OUR COUNTY'S TAXES. WE DON'T BELIEVE THE SAMNORWOOD SCHOOL CAN STAND A DECREASE OF ANY AMOUNT. THIS IS A GREAT EDUCATIONAL INSTITUTION. IT WOULD BE SUCH A SHAME TO JEAPORDIZE ITS FUTURE.

PLEASE CONSIDER THE CONSTRUCTION OF THE NEW BRIDGE BETWEEN THE OLD BRIDGES OR TO THE WEST OF THE EXISTING BRIDGES. PLEASE HELP US TO KEEP OUR LAND, OUR LIVELIHOOD AND OUR WILDLIFE PRESERVED.

THANK YOU FOR YOUR CONSIDERATION.

SINCERELY,

JIM HENARD  
JO RITA HENARD

*Jim Henard*  
*Jo Rita Henard*

**RECEIVED**

OCT 22 2004

October 17, 2004

TxDot Wellington Area Office

Texas Department of Transportation

I would like to state that I oppose money being spent to repair the old bridge north of Wellington Texas on US 83.

This money that is going to be spent on an old bridge that has no value, could be better used to repair our highway and farm to market roads that are in terrible shape.

Mary Nell Patterson  
15362 Co. Rd. V  
Wellington, Texas

**RECEIVED**

OCT 22 2004

TxDot Wellington Area Office

October 15, 2004

Texas Department of Transportation

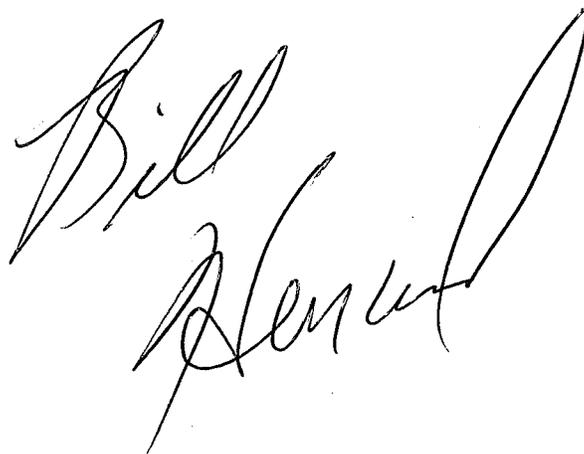
I am writing in regards to the work to be done on the bridge north of Wellington Texas on RD 83. The money that would be spent on the old bridge that is no longer safe could be better spent on our highway and farm to market roads. The most of the farm to market roads are too narrow and in very bad shape. our highways are rough and have pot holes in them.

It seems very foolish to spend money on an old bridge for a scenic bypass when our highways are in such bad shape.

B. J. Peterson  
15362. Co. Rd V  
Wellington Tx

I think it is unpractical to leave the old bridge on Hwy 83. The bridge needs to be torn down. I don't understand the historic value of the old bridge. I was born and raised by the bridge. I have land all around it and my family has had for all my life. The bridge means nothing to me.

I have given the County land to the park, helped to get grants for the park or what ever they have asked. I do not think is fair to be asked to give more land. If the Historic Society wants to save the bridge I think the bridge should be moved to the park with a plaque stating the history of the bridge.

A handwritten signature in cursive script, appearing to read "Hank".A handwritten signature in cursive script, appearing to read "Bill".A handwritten signature in cursive script, appearing to read "General".

**RECEIVED**

OCT 22 2004

TxDot Wellington Area Office

Mr. Cain

I am opposed to the way the new bridge is being built on Salt Fork of Red River north of Wellington on U S Highway 83.

Sincerely

Robert Patrick  
1200 Haskell St  
Wellington Texas 79095

**RECEIVED**

OCT 22 2004

TxDot Wellington Area Office

Mr. Cain

I am opposed to the way the new bridge is being built on Salt Fork of Red River north of Wellington on U S Highway 83.

*Fernst Lloyd*  
Sincerely

Mr. Cain

I am opposed to the way the new bridge is being built on Salt Fork of Red River north of Wellington on U S Highway 83.

Sincerely

Phillie Faye Patrick  
1200 H. Ashell  
Wellington, Ky 40395

Mr. Cain

I am opposed to the way the new bridge is being built on Salt Fork of Red River north of Wellington on U S Highway 83.

Sincerely

*Patry Barnett*

Mr. Cain

I am opposed to the way the new bridge is being built on Salt Fork of Red River north of Wellington on U S Highway 83.

Sincerely

*Jim Yeard*

Mr. Cain

I am opposed to the way the new bridge is being built on Salt Fork of Red River north of Wellington on U S Highway 83.

Sincerely

Beverly Surrento  
Vera M. Rogers  
Kemo J. Crossley  
Shannon Surrento

Mr. Cain

I am opposed to the way the new bridge is being built on Salt Fork of Red River north of Wellington on U S Highway 83.

Sincerely

*Gloria Armstrong*

Mr. Cain

I am opposed to the way the new bridge is being built on Salt Fork of Red River north of Wellington on U S Highway 83.

Sincerely

*Earl James*

Mr. Cain

I am opposed to the way the new bridge is being built on Salt Fork of Red River north of Wellington on U S Highway 83.

Sincerely

Opal Jones

Mr. Cain

I am opposed to the way the new bridge is being built on Salt Fork of Red River north of Wellington on U S Highway 83.

Sincerely

*Kim Martindale*

Mr. Cain

I am opposed to the way the new bridge is being built on Salt Fork of Red River north of Wellington on U S Highway 83.

Sincerely,

*Melinda Matlock*

## **Appendix F**

PUBLIC HEARING  
US 83 IN COLLINGSWORTH COUNTY  
SALT FORK OF RED RIVER BRIDGE REPLACEMENT

MAY 10, 2005

7:00 P.M.

BURA HANDLEY COMMUNITY CENTER  
WELLINGTON, TEXAS



**YOUNGER COURT REPORTING**  
**CERTIFIED SHORTHAND REPORTERS**  
**P.O. BOX 32422**  
**AMARILLO, TEXAS 79120-2422**  
**(806) 355-5041**

COPY

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1  
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7 PUBLIC HEARING  
8 US 83 IN COLLINGSWORTH COUNTY  
9 SALT FORK OF RED RIVER BRIDGE REPLACEMENT  
10 MAY 10, 2005  
11 7:00 P.M.  
12  
13 BURA HANDLEY COMMUNITY CENTER  
14 WELLINGTON, TEXAS  
15  
16  
17  
18  
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3

1 the construction of this project.  
2 Rodney Murray, our Right-of-Way Agent. He is the  
3 person that will be responsible for purchasing right-of-way  
4 and taking care of utility adjustments.  
5 Jerry Allison. He is the Maintenance Supervisor  
6 here in Collingsworth County.  
7 Also Chuck Steed. He is the Design Engineer over  
8 in Childress at the District Office, responsible for the  
9 design of this project.  
10 Judge John James is here, representing the  
11 County. Also we have Commissioner Dan Langford and  
12 Commissioner Pat Glenn. We appreciate you gentlemen being  
13 here tonight.  
14 I want to go over a few points about this meet-  
15 ing. This is a very formal proceeding and there are a  
16 couple of things that I would like to emphasize. The first  
17 one is that these proceedings are being recorded for the  
18 official Environmental Document for this project.  
19 We have Barbara Younger here, a court reporter,  
20 who is recording everything that is said in this meeting,  
21 and it will become a part of the Environmental Document.  
22 The second is that we are taking comments from  
23 the public for this official record, and as such we will  
24 not be answering questions during this meeting. This  
25 hearing is for comments from the public concerning the

2

1 MAY 10, 2005 -- (7:01 p.m.)  
2  
3 MR. MARTY SMITH: I am showing a little bit  
4 past 7:00, so we are going to go ahead and convene this  
5 meeting.  
6 I would like to welcome everybody here tonight.  
7 We appreciate the turnout that we have got.  
8 This is a public hearing for the truss bridge on  
9 US 83, the northbound lane north of Wellington.  
10 First thing, I would like to go over a little  
11 housekeeping agenda.  
12 We have got an agenda for this meeting. Also  
13 there is a comment sheet over there for written comments.  
14 If you would like to speak during the public comment phase  
15 of this meeting, I do need to get you to sign a registra-  
16 tion card over there. That will be towards the end of the  
17 meeting when we get up and speak.  
18 We will have a little bit of a recess. So during  
19 this meeting at the recess if you decide that you want to  
20 get up and talk, you can sign a card at that time.  
21 First I would like to do some introductions.  
22 First over here is Mr. Terry Keener. He is our  
23 District Engineer, located in Childress.  
24 Back on the back is Tracy Cain. He is the Area  
25 Engineer here in Wellington. He will be responsible for

4

1 study that we have conducted.  
2 We have held two previous public meetings here  
3 in this same building. The first one was on February 10,  
4 2004; the second was on October 5th of 2004. We hope that  
5 we were able to answer all of your questions at these two  
6 meetings; and if there are any questions that we didn't  
7 answer, maybe this presentation tonight will answer some  
8 questions that weren't answered at these other two meet-  
9 ings.  
10 From the studies that we have conducted and  
11 information received from these two prior public meetings,  
12 we have arrived at a final recommendation on an alternative  
13 to be implemented and presented to you-all tonight.  
14 The purpose of this hearing is to inform the  
15 citizens of the status of the planning on this project,  
16 to discuss alternative study and to present the preferred  
17 alternative. It is also an opportunity for the citizens to  
18 present information before the final design decisions have  
19 been made.  
20 Again, I would like to reiterate the submission  
21 of written comments in lieu or in addition to public  
22 comments that you make tonight be sent to TxDOT on the  
23 comment forms that we provided you at the beginning of  
24 this meeting within ten days of the end of this meeting.  
25 So with that I would like to go into talk about

5

1 some of the alternatives that we looked at during the  
2 preliminary planning of this project.

3 The first alternative that we looked at was a  
4 no-build alternative. Basically we would do nothing. We  
5 would leave the bridge in place just like it is, do no  
6 construction on the project. This is not a viable option.  
7 The bridge is in a deteriorated status. So something has  
8 to be done to protect the traveling public.

9 The second option that we looked at was a rehab  
10 for continued vehicular use, leaving the truss bridge in  
11 the exact same location that it is, doing some rehab to the  
12 bridge, and still use it for vehicular traffic. This is  
13 not a viable option because the narrowness of the truss  
14 bridge, also the restricted vertical height of the bridge.  
15 There is no way possible to widen a truss bridge, no way  
16 possible to raise the top floor of a truss bridge.

17 The third alternative that we looked at is this  
18 one right here (approaching the easel). This alternative,  
19 we took the roadway to the inside, we are going to build  
20 a new structure in between the two existing structures,  
21 rehab the truss bridge for pedestrian traffic where the  
22 northbound traffic would go right along here and get back  
23 on the existing alignment.

24 One of the things that we looked at here was the  
25 truss was in pretty bad shape, so it is going to take quite

7

1 realign the curve where this would be a straight alignment,  
2 and then we would have to introduce reverse curves right  
3 back here to get back on the northbound alignment.

4 During our study, one of the things that we did  
5 was we met with the Bridge Division in Austin and the FHWA.  
6 The FHWA volunteered to help us preserve this truss by  
7 giving us \$750,000.00 to do some rehab on the truss so that  
8 we could continue to use it as a vehicular traffic. And  
9 they called this program "A Scenic Bypass."

10 So what we came up with is, through traffic would  
11 go right on by here. Now if you are headed north and you  
12 want to go into Pioneer Park, there will be a decel lane.  
13 Just exit right here. You would drive across the truss.  
14 You can sit right here and wait for the southbound lane  
15 traffic to clear and right into Pioneer Park. There won't  
16 be any access to the northbound lane from here if you come  
17 all the way across this wider median as you come to the  
18 north that way. That is our preferred alternative. That  
19 is the one that we are presenting for the public and the  
20 plan that we are proceeding with.

21 The next thing that I would like to talk about is  
22 the Environmental Document. We do have two copies of the  
23 Environmental Document up here.

24 The other thing: All these drawings and the  
25 Environmental Document will be available for public viewing

6

1 a bit of money to rehab it for pedestrians. We are also  
2 very concerned about the safety aspects of this alterna-  
3 tive. You know, this is a divided highway. By bringing  
4 the traffic back into the side in between these two  
5 traffics, introduce the traffic back together, which kind  
6 of negates the purpose of dividing a highway to begin  
7 with. Also, we only have about 300 feet from the entrance  
8 here in Pioneer Park to the bridge for the new structure.  
9 We are worried about travel trailers, motor homes stopping,  
10 wanting to make this turn into Pioneer Park. And right now  
11 with the divided highway, we have a median right here so  
12 people that are leaving the park that want to go to the  
13 north, they can clear the southbound lane traffic, sit here  
14 in the median waiting for northbound lane traffic to cross.  
15 Now this option, they would have to go across both lanes of  
16 traffic to head to the north.

17 So, as I stated, safety was a real concern on  
18 that option with us. And that is one of the things that  
19 we talked about in the two previous public meetings that we  
20 had.

21 The fourth alternative that we looked at is  
22 this alternative here. This is the existing southbound  
23 structure. This is the existing truss structure. This  
24 would be a new structure that we built to the east of  
25 the truss. We would tie back into the curve right here,

8

1 in Tracy Cain's office on FM 330. I don't know exactly  
2 what your address is. I think most everybody knows where  
3 TxDOT's office is. So they will be available for copying  
4 if you just want to go to the office and get a copy and  
5 take it back for viewing.

6 But, anyway, the Environmental Document is a  
7 categorical exclusion. This is a document that is required  
8 for small projects of this type. The coordination that we  
9 have had to do with Parks and Wildlife, with the Texas  
10 Historical Commission, with the Texas Commission on  
11 Environmental Quality, all this is being completed and is  
12 finalized. The document is complete, except for the public  
13 involvement phase. That is what we are doing here tonight,  
14 is completing the public involvement phase.

15 At this time I would like to introduce Rodney  
16 Murray. He is our Right-of-Way Agent. He is going to talk  
17 a little bit about the right-of-way process.

18 MR. RODNEY MURRAY: Okay. After we select our  
19 option here, we will go ahead and have the property  
20 surveyed; and at that time we will do a right-of-way map  
21 which will include field notes and plats. Then we will  
22 come back and do an estimate of the cost of that. And we  
23 will have to get with the County at that time, because the  
24 County has got to contribute ten percent of the right-of-  
25 way and utility costs.

9

1           Then after we get the County's ten percent and  
 2 get our right-of-way map completed and, like I say, have  
 3 our environmental clearance, we can submit that to Austin  
 4 for approval. It takes about a month or two to get all  
 5 that right there processed out.  
 6           Then at that time we will go to the title company  
 7 and get title commitments to make sure we get the right  
 8 ownership on it.  
 9           Then once we have our approval from Austin on our  
 10 right-of-way maps and everything, we will go out and get an  
 11 independent appraiser to go out and appraise the property.  
 12 He will bring that back to us. We will review that.  
 13           Then when he is out there, he will get in contact  
 14 with the property owners; and if you have any comments you  
 15 want to add to it or anything, he will be there to listen  
 16 for that.  
 17           Also the fencing. If you have fencing or any-  
 18 thing like that, that will be addressed in the appraisal.  
 19 Any fencing you have will be replaced with new fencing out  
 20 there.  
 21           Then once, like I say, we have the appraisal back  
 22 and title commitments back, know the ownership, we will  
 23 prepare offer letters and meet with property owners at that  
 24 time, make our offer, and present them with a deed also.  
 25 At that time if they think the offer is good and every-

11

1     \$5.2 million. We are estimating between twelve and  
 2 fourteen months to complete construction on this project.  
 3           At this time we are going to adjourn for about  
 4 fifteen minutes. You are free to come up and look at any  
 5 of these drawings, the Environmental Document. The TxDOT  
 6 staff will be at the board, so you are free to ask any  
 7 questions that you want that may come up during this  
 8 presentation.  
 9           In about fifteen to twenty minutes I will  
 10 reconvene the meeting. We will take the cards for every-  
 11 body that is signed up to speak, and I will call your name  
 12 out for the record. If you would, stand up. You are  
 13 welcome to come up here; but I think with the small group  
 14 that we have, you could stand up at your seat. State your  
 15 name so that Barbara can hear you, and then she can get all  
 16 of your comments. Please speak up so that she can hear  
 17 your comments.  
 18           So if you didn't sign a registration card prior  
 19 to the meeting, you do have an opportunity right now during  
 20 this recess to go over there and sign a card to provide  
 21 public comments to be included in the Environmental  
 22 Document.  
 23           So at this time we are adjourned and will  
 24 reconvene in about fifteen minutes. Thank you.  
 25           (Recess.)

10

1     thing, we will ask for the deed to be signed.  
 2           Then after that point we will submit that to  
 3 Austin for payment, and that usually takes about six to  
 4 eight weeks to get that back.  
 5           So the total time period we are looking at from  
 6 the beginning until the property owner gets paid is roughly  
 7 five to six months. It is not a short process. It is sort  
 8 of a long drawn out thing. It is kind of, like I say, a  
 9 long and drawn out thing. We will work with you any way  
 10 we can on that. And Sondra Layton will be the one that  
 11 probably you-all will deal with. She wasn't here today.  
 12 She was sick today.  
 13           I also have over there on the table these books  
 14 about right-of-way, if you-all would like to know a little  
 15 bit more about it. And if you-all, like I say, have any  
 16 questions after a while, I will be around here and you-all  
 17 can come and ask me.  
 18           MR. SMITH: For the official record, Tracy's  
 19 address is 16215 FM 338.  
 20           So, as I said, the Environmental Document and all  
 21 these drawings will be available at his office for viewing  
 22 at any time.  
 23           We are down to about part VII of our agenda.  
 24           This project currently is scheduled to let  
 25 in March 2006. Has an estimated construction cost of

12

1           MR. SMITH: Well, I guess everybody has  
 2 finished asking the questions that they wanted to ask, so  
 3 we will go ahead and reconvene the meeting.  
 4           I would like to reiterate to everyone here  
 5 tonight, your comments are important to us. So if you have  
 6 something to say, I hope you have signed the registration  
 7 cards. I think I have got ten cards here.  
 8           As I said, if you would, please, when I call your  
 9 name if you would please stand up, state your name for the  
 10 record; and then for the essence of time, we are asking  
 11 that you hold your comments to five minutes, if you would,  
 12 please.  
 13           The first person I have is Judy Cudd.  
 14           MS. JUDY CUDD: I don't want to be first.  
 15           (Laughter.)  
 16           MS. CUDD: Do I have to stand up?  
 17           MR. SMITH: Yes, ma'am, please.  
 18           MS. CUDD: Well, I don't even know if I want  
 19 to say anything.  
 20           MR. SMITH: If you don't feel like --  
 21           MS. CUDD: I am Judy Cudd, and I think  
 22 that above all it is important to save the bridge. I am  
 23 thrilled at the possibility of saving the bridge.  
 24           I don't really understand why it needs saving.  
 25 And I think I said this at the last meeting. I still say:

1 Why in the corn bread heck are we not maintaining the  
 2 bridges that our taxes are going to build? We spend this  
 3 tax money to build bridges, and then not a coat of paint  
 4 is ever put on the things until they rust into oblivion.  
 5 I suppose an alternate solution might be if TxDOT  
 6 adopted a rust-colored paint, and then if you just painted  
 7 them rust colored in the first place, then when they rusted  
 8 down it would be less noticeable.  
 9 So I am feeling a little sarcastic about the fact  
 10 that this bridge needs to be rehabilitated. I am also  
 11 feeling sarcastic about the fact that I know the one east  
 12 of town is probably next.  
 13 So those are my comments. Not altogether  
 14 friendly, I will grant you, but there they are.  
 15 MR. SMITH: Thank you, Judy. I appreciate  
 16 it. You did keep it less than five minutes.  
 17 MS. CUDD: Yes, I did.  
 18 (Laughter.)  
 19 MR. SMITH: The next person, Harold  
 20 Caldwell.  
 21 MR. HAROLD CALDWELL: What I was concerned  
 22 about was the eleven acres of right-of-way. And I want to  
 23 keep the old bridge. We have been, down through the years,  
 24 destroying the older things and getting rid of them; but I  
 25 didn't realize --

1 There is still concern about the right-of-way.  
 2 But then I am not an engineer. You know, I am not familiar  
 3 with anything like this. I am just an ex-cotton picker and  
 4 loafer around here in town. They all know me.  
 5 I still want to keep the old bridge, because  
 6 we -- just like the bridge east of town, we are going to  
 7 have to face it one of these days, and I don't know what we  
 8 will do about it. These things are historical and in the  
 9 matter of a few years you won't see them around anywhere.  
 10 They are all going to be gone. But, yet, I don't like to  
 11 take any more land, but you can't have your cake and eat it  
 12 too. That is all I have to say.  
 13 MR. SMITH: Thank you, Mr. Caldwell.  
 14 The next person, Bill Henard.  
 15 MR. BILL HENARD: Well, I am opposed to it  
 16 because they call it "A scenic bypass." You build a bridge  
 17 on the east side of it, you have no scene. You can see a  
 18 bridge on each side of the dang thing. I mean, there is  
 19 nothing scenic to it.  
 20 They are not going to let people walk on it. It  
 21 is going to be a driving bridge. What is the purpose? In  
 22 ten or fifteen years if the County won't take it, they are  
 23 going to tear it down anyway. So why save it for ten or  
 24 fifteen years?  
 25 Somebody is going to pick up the maintenance on

1 It when it does go back downhill. And if the County won't  
 2 take it -- and they can't force the County to take it --  
 3 they will tear it down. So why are we doing it?  
 4 I have gave land to the park. I helped get  
 5 grants for the park, as Jon Sessions can tell you, to help  
 6 them get the park. I was all for it.  
 7 But I am dead against this. I don't know. I  
 8 just don't see how saving it for ten or fifteen years helps  
 9 anything, you know. And I am dead against it. I don't  
 10 know.  
 11 And the County will have to come up with --  
 12 what? -- ten percent of the right of ways and stuff? That  
 13 is not going to be cheap by the time you get through with  
 14 me. I guarantee you that, because I will fight it from now  
 15 on.  
 16 MR. SMITH: Thank you, Mr. Henard.  
 17 Next, John Holton.  
 18 MR. JOHN HOLTON: I believe I will pass.  
 19 MR. SMITH: He is going to pass. Okay.  
 20 UNKNOWN SPECTATOR: That is probably smart.  
 21 (Laughter.)  
 22 MR. SMITH: Payton Kane.  
 23 If you would, please state your name. We have  
 24 kind of forgot to do that.  
 25 MR. PAYTON KANE: Well, I am Payton Kane,

1 and I am known as the kid with the biggest mouth around  
 2 here.  
 3 (Laughter.)  
 4 MR. KANE: I would first like to say that  
 5 I represent the younger generation around here; and it is  
 6 not that they don't care, it is just that a lot of them  
 7 don't have the guts to get up and come and listen to this,  
 8 because, you know, there is a lot of other things we would  
 9 rather be doing.  
 10 But I agree with Billy and I agree with Judy  
 11 and I agree with Harold. I want to keep the bridge, but I  
 12 don't understand why it has to be done this way. If we had  
 13 been told since the first meeting when we came here that  
 14 the bridge is not stable for vehicular traffic, then why on  
 15 Earth are we letting people -- are we going to let people  
 16 drive through it with their camper trailers to go to  
 17 Pioneer Park?  
 18 And I understand that there is going to be money  
 19 and maintenance involved. But, like Billy said, in a few  
 20 years when the -- Because the bridge was built in 1939,  
 21 if I am correct. It is not going to hold up forever with  
 22 no telling how much money you put in it, because it is kind  
 23 of hard to teach an old dog new tricks.  
 24 But it really worries me that -- another thing --  
 25 that by taking the new bridge east, we will be running very

17

1 close to the old Cartwright home where Bonnie and Clyde  
 2 stayed for several days and shot Mrs. Cartwright through  
 3 the hand, and also pretty close to the Henards' house, too;  
 4 and I don't know anybody that would want a highway coming  
 5 through their front yard.

6 MRS. GAIL HENARD COLEMAN: Amen.

7 MR. KANE: And a hallelujah.

8 But I just -- I, too, agree a lot with Ms. Cudd.  
 9 I just wish that we could finally -- Finally once it would  
 10 give me a little peace to have somebody admit that they did  
 11 wrong in not maintaining the bridge, instead of trying to  
 12 place it and say, "Now here is the time. We have got to do  
 13 it now." And I think we all realize that something should  
 14 have been done before now. And it is not the taxpayers  
 15 that didn't do it.

16 But I appreciate -- I appreciate your ideas,  
 17 although I don't agree with some of them.

18 Another thing: I remember when I first came to  
 19 the first meeting -- which was back in February -- they  
 20 said -- talked about how a two-lane bridge was -- you know,  
 21 with both ways of traffic was very dangerous. Well, I  
 22 think there is a pretty expensive one on the way to  
 23 Childress. And I don't see how we couldn't probably come  
 24 up with a plan for that. And I think I would much rather  
 25 walk across this 1939 truss bridge, that is so unstable,

19

1 people that live in this community. Maybe it is.  
 2 But I still think there might be a compromise  
 3 from here. Thank you.

4 MR. SMITH: Thank you, Mr. Sessions.  
 5 MR. SESSIONS: And Marty?  
 6 MR. SMITH: Yes.  
 7 MR. SESSIONS: I have to say that a couple  
 8 of years ago when they approached Commissioners Court about  
 9 this, TxDOT -- I want everybody in here to know TxDOT has  
 10 worked with us diligently on this to try to come in to our  
 11 community, take some input, try to do what this community  
 12 wanted to do. And some of us want it and some of us don't.  
 13 So I appreciate what you have done for  
 14 Wellington, whatever the result of this.

15 MR. SMITH: We appreciate those comments.  
 16 Thank you.

17 Jennifer Henard.

18 MS. JENNIFER HENARD: I am Jennifer Henard,  
 19 and I live on the other side of this bridge.  
 20 I do also appreciate the time and effort that  
 21 everybody has put into this project; but I, too, do not  
 22 want that highway going right in front of my house. I just  
 23 don't see why there couldn't be another way around this.  
 24 And it is not that I am against saving the old and putting  
 25 -- you know, putting up something new every time. But I am

18

1 than drive a couple of thousand pounds across it.  
 2 Thank you.

3 MR. SMITH: Thank you, Mr. Kane.  
 4 Suzanne Maxwell.

5 MS. SUZANNE MAXWELL: I am going to pass.  
 6 MR. SMITH: She is passing.  
 7 Jon Sessions.

8 MR. JON SESSIONS: First, I am Jon Sessions,  
 9 for the record here, representing myself. I work for the  
 10 City, but I will represent myself tonight.  
 11 I have been for saving the bridge since day one.  
 12 Of course, I wanted it to be a sensible project and a good  
 13 project for this community. I wanted saving that bridge to  
 14 be in the best interest of this community.  
 15 I think it is unfortunate that now we are having  
 16 to acquire some right-of-way, if that is the only option.  
 17 There was some talk in here about a possible compromise  
 18 maybe, at least to throw it out there. I still think that  
 19 may be in the best interest of this community -- and it is  
 20 something we have talked about -- and it is maybe to tear  
 21 that down, save a section of it and put it in the park,  
 22 document the destruction of that.

23 I don't -- I wish we could find a feasible way  
 24 to save that bridge. I don't know if we can. And if we  
 25 do, I don't know that that is in the best interest of the

20

1 for saving our tax dollars and not raising our taxes again  
 2 and again and again, and getting rid of all the younger  
 3 people in our town. Because it would keep raising our  
 4 taxes, there are other places that people can go that --  
 5 that aren't going to have to deal with these kind of  
 6 things.

7 So I just -- I think there is another alterna-  
 8 tive. I really do. We could save a section of the bridge  
 9 and have it as a historical -- something in the park. I  
 10 don't know.

11 I am very opposed to the taking of the right-  
 12 of-way on our side of the road, and I don't see why there  
 13 isn't another alternative.

14 MR. SMITH: Thank you for your comments.  
 15 Margaret Wood?

16 MS. MARGARET WOOD: I will pass.  
 17 MR. SMITH: She is going to pass.  
 18 Gail Henard Coleman.

19 MS. GAIL HENARD COLEMAN: I am Gail Henard  
 20 Coleman, and I am not a public speaker and I am a nervous  
 21 wreck, but I am extremely emotionally involved.  
 22 And I apologize for not being at the second  
 23 meeting in October. I was at the first one. And I don't  
 24 know why I didn't even see it in the paper or what.  
 25 But I would like to go back to Plan B. And I

1 don't know if anybody knows what -- I don't know if you  
2 would even call it Plan B.

3 Do I have to stay here, or can I get up there?  
4 MR. SMITH: You can move if you would like  
5 to.

6 MS. COLEMAN: Thank you (approaching the  
7 easel).

8 MR. SMITH: Do you need a pointer?

9 MS. COLEMAN: I don't know how to use that  
10 thing. I am not that mechanical.

11 (Laughter.)

12 MS. COLEMAN: Why can't we take this truss  
13 bridge -- I am going to quote from him, and he said his  
14 name is Mr. Smith.

15 The federal government is going to give us  
16 750,000; and he says the bridge can be broken into three  
17 spans and for 750,000 moved somewhere over here where it  
18 could be saved. Because evidently in ten years it is going  
19 to be gone anyway. The County can't take it over and take  
20 care of it, and so it will be torn down anyway.

21 And I don't know how -- I may have to quit. I  
22 don't know how all this -- if it can still be historically  
23 correct if we move it.

24 But this is where Bonnie and Clyde actually ran  
25 off of the bridge. I was thinking those were the train

1 Well, that is everybody that we had sign up that  
2 requested to speak tonight.

3 I would like to once again thank all of you-all  
4 for coming to this meeting tonight. We do value your  
5 opinions. I appreciate the comments that we did receive  
6 tonight.

7 The written comment form is over there. If you  
8 didn't feel like getting up and speaking in front of a  
9 crowd, you can provide us written comments. You can take  
10 them out to Tracy's office. You don't have to mail them  
11 back to TxDOT in Childress. If you do want to mail them,  
12 there is a return address on the back. All you have to do  
13 is fold that paper over, put a piece of tape on it and a  
14 stamp, and send it to us. That would be fine too.

15 Also I know some people here have asked me about  
16 letters that weren't on that form. We will accept those  
17 letters in support or against, however they are. They do  
18 not have to necessarily be on that form.

19 I do thank you-all for coming tonight, and at  
20 this time we are adjourned. Thank you.

21 (End of proceedings at 7:50 p.m.)

22 \* \* \* \* \*

1 cement things, but they are the old road.

2 Have I made any sense?

3 (Laughter.)

4 MS. COLEMAN: Okay, I think I better quit,  
5 because I might start crying.

6 MR. SMITH: Thank you for your comments.  
7 Jo Rita Henard.

8 MS. JO RITA HENARD: I am Jo Rita Henard,  
9 and I agree completely with what Gail and all the other  
10 landowners have said.

11 And there is only two things that I think maybe  
12 weren't said. We were talking about disruption of land,  
13 environment, our animals. And once this land is torn up  
14 and the right-of-way is gained, that is it. There is no  
15 going back. And they are not making any more land.

16 And I think if there is any feasible way at all  
17 not to destroy any more land to put pavement on it, that we  
18 should do that.

19 The past is important, but our future is also  
20 important. And if there is any way we could save part of  
21 the old bridge, I would go for that a hundred percent. But  
22 I think we need to look toward the future also and try not  
23 to destroy any more of our environment than we have to.

24 Thank you.

25 MR. SMITH: Thank you for your comments.

1 THE STATE OF TEXAS }  
2 }  
3 COUNTY OF POTTER }

4  
5 I, BARBARA YOUNGER, a Certified Shorthand  
6 Reporter, Registered Professional Reporter, and Notary  
7 Public in and for the State of Texas, do hereby certify  
8 that the above and foregoing contains a true and correct  
9 transcription of all portions of evidence and other  
10 proceedings in the above styled Public Hearing, all of  
11 which occurred in public and were reported by me.

12 WITNESS my hand on this the 6th day of June,  
13 2005.

14  
15  
16 *Barbara Younger, CR*  
17 Barbara Younger  
18 Certified Shorthand Reporter  
19 Registered Professional Reporter

20  
21 Texas Certification Number: 3050  
22 Date of Expiration: 12-31-2005  
23 Business Address: P.O. Box 32422  
24 Amarillo, TX 79120-2422  
25 Telephone Number: (806) 355-5041

# Texas Department of Transportation

Childress District  
Public Hearing--Collingsworth County  
US 83 Truss Bridge  
05/10/05

## COMMENT SHEET

Please make any comments you wish on this sheet and return it to the Texas Department of Transportation within the next 10 days. For your convenience, the address is on the back of this page. (No envelope required.)

### OFFICIAL COMMENT:

To me it would not make sense to build a new bridge in Collingsworth County on US 83 because the old one is dangerous and should not be allowed to be used at all and should be torn down and another one be built in its place. As far as historical purposes, I think a portion of the old bridge should be moved to Pioneer Park for those using the park to be informed of the history. Most people traveling through who stop at the park do not know the history. I think this would be an added attraction to our park and no other land would have to be involved in building a safe bridge for transportation.

Name: Sandra Blackshear  
Address: 3969 FM 2734  
Wellington, TX 79091  
Phone: 806-447-5609

# Texas Department of Transportation

Childress District  
Public Hearing--Collingsworth County  
US 83 Truss Bridge  
05/10/05

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### OFFICIAL COMMENT:

I think the bridge should be torn down  
and a safer one built in its place.  
If it is left and is dangerous now it  
will be worse in the future. If the  
County has to pay for any of this they  
will have to put it back on the tax payer  
and we are taxed enough as it is.  
No land should have to be taken to build  
another bridge, when you can build  
one in the old ones place.

Name: Joe Blacksher

Address: 3969 FM 2734

Wellington, TX 79095

Phone: 806-447-5609

# Texas Department of Transportation

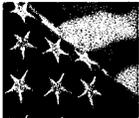
Childress District  
Public Hearing--Collingsworth County  
US 83 Truss Bridge  
05/10/05

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### OFFICIAL COMMENT:

I'd rather have it  
than lose it. The whole  
thing that is - 3 years

Name:  Gail Coleman  
Address: 1203 Amarillo St.  
Wellington, TX 79095

Phone: 806 447 5267  
" 256 "

Texas Department of Transportation

Childress District  
Public Hearing—Collingsworth County  
US 83 Truss Bridge  
05/10/05

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MAY 19 2005

Texas Department of  
Transportation  
District 25 Mail Room

COMMENT SHEET

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OFFICIAL COMMENT:

I propose a compromise: Taking a section of the truss bridge & putting it in the park with a historical marker - tear down the old bridge - replace it & also put a marker on it explaining when the truss bridge was replaced by the new one.

Our county doesn't have the money to afford the "luxury" of the truss bridge.

Name: Jorita Henry

Address: 16130 FM 3446

Wellington TX

Phone: 806-447-2447

# Texas Department of Transportation

Childress District  
Public Hearing—Collingsworth County  
US 83 Truss Bridge  
05/10/05

## COMMENT SHEET

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### OFFICIAL COMMENT:

*I think it is in the best interest of Collingsworth County and all involved to take the old bridge down and put a section of the old bridge in the park on state land.*

Name: Johnny Holton  
Address: 1108 8<sup>th</sup> St.  
Wellington 2900  
Phone: 806-447-5125

FROM CHILDRESS DTP & D

MAY 19 '05

- DB
- DOP
- DOA
- A.E. WELL.
- A.E. CHS.
- A.E. MNDY
- LAB
- OTHER
- ROW
- ENV
- TBC
- PTC
- RR
- BRIDGE
- GENB
- OTHER

May 20, 2005

Mr. Tracy Cain  
Texas Department of Transportation  
Childress District

Re: Historic Highway 83 Bridge

Mr. Cain:

It is the viewpoint of Historic Wellington that the community is best served by an effort to preserve part of the old historic Highway 83 bridge by placing it in Pioneer Park. It is our understanding that the Texas Department of Transportation would consider relocating the bridge and placing some part of it on state land inside the park so that its historic emphasis can be preserved. Please respond to this proposal as soon as possible.

Sincerely,

*Margret Wood*      *Judy Cudd*

Margret Wood      Judy Cudd  
Historic Wellington Members  
(806) 447-2917  
3917 U.S. Hwy 83  
Wellington, TX 79095

**RECEIVED**

MAY 20 2005

TxDot Wellington Area Office

*CK7*

# Texas Department of Transportation

Childress District  
Public Hearing--Collingsworth County  
US 83 Truss Bridge  
05/10/05

## COMMENT SHEET

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### OFFICIAL COMMENT:

I do not think we need to keep the old bridge, and take land from land owners on the east side of the highway to build a new bridge.

Name: Sturden James

Address: Wellington, TX 79095

Phone: \_\_\_\_\_

# Texas Department of Transportation

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05/10/05

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### OFFICIAL COMMENT:

I dont want to see land taken for the use of a bridge when we have one that can be replaced.

Name: Stephanie martin  
Address: 3905 HWY 83  
Phone: \_\_\_\_\_

# Texas Department of Transportation

Childress District  
Public Hearing--Collingsworth County  
US 83 Truss Bridge  
05/10/05

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### OFFICIAL COMMENT:

Please leave the bridge framework intact with  
the exception of its change in location.

Name: Amy Henard

Address: 16300 FM 3446

Wellington, TX 79095

Phone: (806) 447-2726

FROM CHILDRESS DTP & D

MAY 20 '05

DE (copy) per B. Seal  
 DOP  ROW  
 DOA  TBC  
 A.E. WELL.  PTC  
 A.E. CHS.  RR  
 A.E. MNDY  BRIDGE  
 LAB  GENE  
 OTHER  OTHER

# Texas Department of Transportation

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### OFFICIAL COMMENT:

AS A TAXPAYER, I AM DEVASTATED TO THINK THE CONCEPT  
OF LEAVING THE OLD BRIDGE IS IN ANY WAY ECONOMICAL  
TO THE FUTURE OF THE COUNTY. TAKING TAXABLE, PROSPEROUS  
LAND TO BUILD SECOND BRIDGE WHEN OLD BRIDGE IS ONLY  
A TEMPORARY STRUCTURE, COSTING ENORMOUSLY TO  
TAXPAYERS, COUNTY TAXPAYERS IN THE LONG RUN, IS  
RDICULOUS. PROSPERITY IS SIMPLE. IT COMES WITH  
HARD WORK & COMMON SENSE. AS A SMALL BUSINESS OWNER,  
I SINCERELY PLEA TO THE HIGHEST LEVEL IN AUSTIN, TX.,  
SPEND MY TAX MONEY WISELY.

Name: Sincerely  
Randy M. O'Hair

Address: 806 HASKELL BOX 562  
WELLINGTON, TX.

Phone: 806-447-5063 HOME  
806-447-5717 SHOP

**RECEIVED**

MAY 20 2005

TxDot Wellington Area Office

P.S. \ ALL HOPE THAT COMMON  
SENSE WILL PREVAIL.

# Texas Department of Transportation

Childress District  
Public Hearing--Collingsworth County  
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### OFFICIAL COMMENT:

If the north span of the existing bridge could be preserved and placed in the park for future generations, fine, maybe. If not then the existing bridge should be removed & replaced with no additional R.O.W. required.

I was in favor of preservation in the beginning, but after the last public hearing I have changed my position. TxDOT is in a no-win situation. Do what you have to do and so be it.

Name: Willie D. Grogan

Address: 709 Floyd St

Wellington, TX 79295

Phone: 806-847-2239

# Texas Department of Transportation

Childress District  
Public Hearing--Collingsworth County  
US 83 Truss Bridge  
05/10/05

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### OFFICIAL COMMENT:

My comment is that I don't believe we should take in some one's property to build another road/bridge, I don't feel like we should have to pay any more taxes than what we already paid. Just reconstruct the old bridge or take down rebuild new one.  
Thank-you

Name: Maria Granados  
Address: 1201 Childress  
Wellington, Tx 79095  
Phone: (806) 205-0730

# Texas Department of Transportation

Childress District  
Public Hearing--Collingsworth County  
US 83 Truss Bridge  
05/10/05

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### OFFICIAL COMMENT:

We should remove the old bridge  
cause it is not fair to the other people  
to get their land. So lets just rebuild  
the old bridge

Name: Becky Shroyer  
Address: 200 7th St.  
Wellington, TX. 79085  
Phone: (806) 447-5248

# Texas Department of Transportation

Childress District  
Public Hearing--Collingsworth County  
US 83 Truss Bridge  
05/10/05

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**OFFICIAL COMMENT:**

I would rather move it than loose it!!!

Name: Zachary Wood Coleman

Address: 1100 Bewie

Wellington Tx 79095

Phone: 447 2235

mobile 826-3026.

# Texas Department of Transportation

Childress District  
Public Hearing--Collingsworth County  
US 83 Truss Bridge  
05/10/05

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### OFFICIAL COMMENT:

*I'd rather move it than lose it.*

---

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Name: Linda Kluge  
Address: 1700 Ellison St  
Wellington, TX 79095  
Phone: 806-447-0294

# Texas Department of Transportation

Childress District  
Public Hearing--Collingsworth County  
US 83 Truss Bridge  
05/10/05

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### OFFICIAL COMMENT:

I rather move FT than lose it -  
Thank you -

Name: Jana Howard

Address: 1104 Bowie

Wellington TX 79095

Phone: 806-664-6747

# Texas Department of Transportation

Childress District  
Public Hearing--Collingsworth County  
US 83 Truss Bridge  
05/10/05

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### OFFICIAL COMMENT:

It would be a shame to destroy the  
83 Truss Bridge. Moving it would be the  
best option.

Name: Bill Hall

Address: 1710 Haskell St.

Wellington, TX 79095

Phone: 806-447-5667

# Texas Department of Transportation

Childress District  
Public Hearing--Collingsworth County  
US 83 Truss Bridge  
05/10/05

## COMMENT SHEET

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### OFFICIAL COMMENT:

I think it is a great idea to move the Salt Fork River Bridge on Highway 83 to another location. This piece of Collingsworth County history should be preserved if possible.

Name: Nancy Heard

Address: 16300 FM 3446

Wellington, TX 79095

Phone: 806-447-2726

**Texas Department of Transportation**

**Childress District  
Public Hearing--Collingsworth County  
US 83 Truss Bridge  
05/10/05**

**COMMENT SHEET**

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**OFFICIAL COMMENT:**

*The U.S 83 Truss Bridge, should be  
saved - moving it seems to be the best  
way to Preserve the Bridge*

**Name:** Judy HALL

**Address:** 1710 HASKELL ST.

WELLINGTON, TX. 79095

**Phone:** 806-447-5667

# Texas Department of Transportation

Childress District  
Public Hearing--Collingsworth County  
US 83 Truss Bridge  
05/10/05

## COMMENT SHEET

Please make any comments you wish on this sheet and return it to the Texas Department of Transportation within the next 10 days. For your convenience, the address is on the back of this page. (No envelope required.)

### OFFICIAL COMMENT:

As President of Historic Wellington an organization of Wellington and former Wellington citizens who are pledged to preserve our history, I urge you to work out a plan to save the 83 Truss Bridge. We feel the bridge is not only a part of history, but adds to the scenic area of the County, especially Pioneer Park.

Name: Lay McAlister  
Address: 1600 Haskell  
Wellington, Tx 79095  
Phone: 806-447-2124

# Texas Department of Transportation

Childress District  
Public Hearing--Collingsworth County  
US 83 Truss Bridge  
05/10/05

## COMMENT SHEET

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### OFFICIAL COMMENT:

*I would rather move it than lose it.*

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Name: Danna Coleman

Address: 1100 Beave

City Wellington, TX 79095

Phone: 886-1953

# Texas Department of Transportation

Childress District  
Public Hearing--Collingsworth County  
US 83 Truss Bridge  
05/10/05

## COMMENT SHEET

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### OFFICIAL COMMENT:

Reinforce old bridge and build  
a new bridge

Name: Georgia Brown

Address: 1300 Belton

Wellington TX 79095

Phone: \_\_\_\_\_

# Texas Department of Transportation

Childress District  
Public Hearing--Collingsworth County  
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### OFFICIAL COMMENT:

I regards to the Truss Bridge on US 83 north of Wellington, I feel the Cost of ~~the~~ Keeping the bridge for historical reasons are to great and my tax dollars could be better spent. The State and for sure Collingworth County are ~~asking~~ Asking to much from landowner in taxes already. Surely Texas and Texans can find a better place for my tax dollars. Land owners shouldn't have to give more land for a new bridge.

Name: Larry Waters & Mary Waters

Address: 5035 Co. Rd. 210

Wellington Tx. 79095

Phone: 806-256-2993

# Texas Department of Transportation

Childress District  
Public Hearing--Collingsworth County  
US 83 Truss Bridge  
05/10/05

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### OFFICIAL COMMENT:

I AM MAKING COMMENTS AS A CITIZEN OF COLLINGSWORTH COUNTY. I DO NOT FEEL THAT MANY OF THE CITIZENS I HAVE TALKED TO ARE FOR KEEPING THE OLD BRIDGE. I BELIEVE A BETTER OPTION IS TO PUT A PIECE OF THE BRIDGE ON THE STATE SIDE OF THE PARK. I ALSO KNOW THAT I OWNED AND WAS GIVEN ARL THAT LAND THAT PINKER PARK SETS ON AND WE ARE NOW MAYBE GOING TO TRY AND TAKE LAND FROM HIM ON THE EAST SIDE OF THE HIGHWAY. I DO NOT FEEL THAT THIS IS JUSTIFIED. I HOPE A COMPROMISE CAN BE FOUND THAT WILL SATISFY ~~ALL~~ ALL PARTIES INVOLVED. I HAVE BEEN TOLD THAT THE HISTORIC GROUP HAS AGREED TO A COMPROMISE IF TxDOT WILL ALLOW THE CHANGE.

Name: John James

Address: \_\_\_\_\_

Wellington TX

Phone: 806 447 5005

# Texas Department of Transportation

Childress District  
Public Hearing—Collingsworth County  
US 83 Truss Bridge  
05/10/05

## COMMENT SHEET

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**OFFICIAL COMMENT:**

Speaking for myself +  
not for the Comm. court as a whole,  
my only comment is that no one  
should expect the County to contribute  
any money for upkeep of the old  
bridge. Can't afford + not what tax-  
payers money should be spent on anyway.  
What really needs to be done is destroy old  
bridge + rebuild at present location.

Name:

Eddie Owen, Comm Pct 3

Address:

\_\_\_\_\_  
\_\_\_\_\_

Phone:

\_\_\_\_\_



DAN LANGFORD  
COMMISSIONER, PRECINCT 1

ZEB ROBERSON  
COMMISSIONER, PRECINCT 2

**COUNTY OF COLLINGSWORTH**  
**JOHN A. JAMES, COUNTY JUDGE**

COLLINGSWORTH COUNTY COURTHOUSE  
800 WEST AVE. RM 1 FLOOR 2  
WELLINGTON, TEXAS 79095-3037

EDDIE ORR  
COMMISSIONER, PRECINCT 3

PAT GLENN  
COMMISSIONER, PRECINCT 4

TELEPHONE: (806) 447 5408 FAX: (806) 447-5418

October 19, 2005

Mr. Tracy Cain, P.E.  
Texas Department of Transportation  
Wellington Area Office

Mr. Cain:

I am writing this letter on behalf of the Collingsworth County Commissioners' Court. This is in response to the buying of right of way on US 83. The Commissioners' Court feels that there is an alternative solution to this issue. Historic Wellington has written a letter to TXDOT saying that they would be in favor of placing a part of the old bridge on state land inside Pioneer Park that would preserve the historic emphasis of the bridge. If this was done there would be no need to buy the right of way to build a new bridge to the east. The new bridge could be placed in the same location as where the historic bridge was erected. The Commissioner's Court would not be in favor of spending tax payer's money for purchasing the right of way to build the new bridge east of the current location. Thanks for you consideration.

Respectfully yours,

  
John James, County Judge  
Collingsworth County

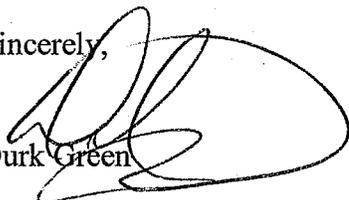
March 31, 2006

To: Mr. Jerry Keener  
Childress District Engineer

I mailed a letter to TX DOT in October of 2004, in regard to the old truss bridge located 6 miles North of Wellington, TX on Highway 83. I never received a response; a copy of that letter is attached. I am writing today to express my opinion on keeping the old bridge.

It is now my opinion that keeping the old truss bridge intact would be a mistake. The cost of tax dollars to keep and maintain the old bridge would far exceed the utility and historic value of that bridge. I believe the county would be better served by removal of the truss bridge and construction of a new bridge in its place. This would allow the use of existing easements. Please note I am strongly opposed to any additional land easement to adjoining landowners. Please take my opinion into consideration during your decision process.

Sincerely,

  
Durk Green

FROM CHILDRESS DT? & D

APR 03 '06

___ DE	___ ROW
___ DGP	___ RMV
___ DOA	___ TRC
___ A.E. WILL.	___ PRC
___ A.E. CHS.	___ RR
___ A.E. MNDY	___ BRIDGE
___ LAB	___ GBNE
___ OTHER	___ OTHER

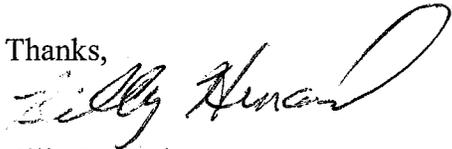
March 31, 2006

Mr. Jerry Keener  
Childress District Engineer

I think it is impractical to leave the old bridge and not tear it down. I do not understand the historical value of the old bridge. I was born and raised not a ¼ mile from the bridge and I don't understand anyone wanting to keep it. I am 51 years old and own the land on all four sides of the bridge and it means nothing to me.

If the historical society wants to save the bridge, put part of it in the park. I don't think the land owners, county, and state should have to have the burden of leaving the old bridge. I have given land to the park and have helped get grants and I don't think it is right to expect me to give more land. To leave the bridge and build a new one on the east side, all you would be able to see from the old bridge is a new bridge on the east side and a new bridge on the west side.

Thanks,

A handwritten signature in cursive script that reads "Billy Henard". The signature is written in black ink and is positioned above the printed name.

Billy Henard

## **Appendix G**

## US 83 Truss Bridge

Marty opened the meeting by welcoming everyone to the meeting. Ensured that everyone present signed in and picked up a packet containing an agenda and time line for the project. Michelle Veal will be doing a presentation concerning the condition of the bridge and the options that have been explored; Mark Brown will be presenting the environmental aspects of the project; the conclusion will consist of questions and answers. TxDOT personnel present; Terry Keener, District Engineer; Chris Reed, Area Engineer, responsible for the construction of the project; Darwin Lankford, Director of Operations; Clay Churchill, Environmental Coordinator; Chuck Steed, Design Engineer, responsible for the design of the project; Barbara Seal, PIO; Michael Breedlove, Maintenance Supervisor Collingsworth County; Michelle Veal, Project Manager in the Bridge Division in Austin; Mark Brown, Historian with Environmental Division in Austin; Marty Smith, TP&D Childress District, responsible for the environmental activities in our thirteen county district.

First order of business; Chronological order of events that have happened on the Truss Bridge. May 2003, developed a categorical exclusion and submitted this environmental document to the Environmental Affairs in Austin, Texas. At that time TxDOT proposed to remove and replace the Truss Bridge on the existing alignment. February 2004, held a Public Meeting discussing the replacement alternative, many of you were present at the meeting. We received a lot of public opinion against tearing the truss down; we went back to the drawing board to find another alternative that would work with the citizens of Collingsworth County. October 2004, conducted a second Public Meeting this time we proposed to leave the Truss Bridge in place, rehab the bridge and make it a Scenic Bypass with limited amount of traffic, passenger vehicles, RV's, etc. a second structure would be built to the east of the existing Truss. This required purchasing approximately 11 ½ acres of new ROW to construct the bridge. Approached the property owners in reference to accessing their property in order to conduct surveying and at that time were met with concerns that we would need to purchase 11 ½ acres. In the mean time we had submitted to the CE the Historic Preservation Office, the coordination was completed and we thought we had an approved alternative. May 2005, we held a Public Hearing, due to the ROW issues we had a divided community, several were for the purchase and a lot of opposition to purchasing any ROW from property owners, the decision was made that it was not a good alternative. May 2008, TxDOT hired a consultant, Michael Baker and Company, developed a new 4(f). In October 2008, the draft for that document was reviewed by the Environmental Division and FHWA, it was determined that it was sufficient and the final submission was made to the Environmental Division in December 2009. February 2010, we had a hole fall in the deck, so at that time Mr. Keener made the decision that the bridge would be closed due to safety concerns and we re-routed all the traffic over to the south bound bridge, we built detours and took traffic across the medium and sent them on the sound bound structure. July 2010, Environmental Division submitted our 4(f) document to FHWA for review. Received comments back in 2010, and addressed those comments, now September 2010 we are having our Public Meeting so that we can get comments from the public concerning the 4(f) document that we do have prepared.

Marty introduced Michelle Veal, for her presentation of the existing Truss as our alternative; presented a quick overview of the presentation, will discuss general bridge elements, structure, current condition of the bridge, needed repairs, project alternatives and the funding authorization that is needed and is available to us. Explained what a bent is, supports the structure that is going into the ground, structure is sitting on top of the bents; four beams that sit on the caps of the bents, they support the stringers and the bridge deck; The bearings (bents), south approach sitting on the timber bents part of the original structure, the timber is dry, split and some chinking and it is rotting. On top of the supports we have bent caps along the top of the bent caps we have the bearings; the bearings are not allowing the structure to move in the fashion it needs to. When it gets hot it can not expand and when it gets cold it can not contract. North approach, two of the bents on the north approach have been replaced, due to the bearings, the stringers have embedded into the bent cap, a temporary support was added also added additional bearing capacity for the stringers and beams to sit on, it has moved since being added. The roller has turned 90 degrees; going to the main span piers, south approach where the timber bents are and going back into it, is where you have the trusses; the cap is cracked along the construction joint, caused from the settlement on the south approach. The structure is now locked up and can not expand and contract properly. The structure is not able to move this is considered the weakest link. Looking at the trusses, one of the bearings that the trusses sit on these two lines should be on top of each other, because the structure is locked up the trusses are trying to compensate and they have sheared, cutting the bolts in half that were holding them in place. This is just one of them. There are a couple more of them that have done the same thing because they can not expand and contract. Which then pass down to the supports. They all started out with a little bit of rust, plate should be  $\frac{3}{4}$ " thick now they are about  $\frac{1}{10}$ " to  $\frac{2}{10}$ " thick. Eventually there will be holes. What appears to be dust is salt. Bridge joints the water is seeping thru rust is occurring from the holes; Stringers are holding the deck up, stringers are sitting on top of the floor beams which are going into the truss and then into your supports. Like the floor beams they are experiencing rusting and holes. The north approach on the last stringer, center portion and the bottom portion of the beam is separated. Joints of the structure, February 2010 we had to close the structure, when you look at the top of the deck you can see the four foot hole that exists underneath. The hole could be repaired but the odds of it reoccurring are very great. The white that is occurring on the deck is salt; the salt is the main culprit of the deterioration of the structure. It's not something that happened 5 or 10 years ago or even 20 years ago, this is something that started the day after they opened the bridge up in 1939. The bridge has a lot of salt damage; it has caused a lot of rusting. The deck is separating because of pack rust; the stringer is no longer attached to the deck. Another picture of what is called an end diaphragm, more rust is occurring. Joints are necessary to allow the bridge to expand and contract. We have a failed paint system; the paint that was originally on the bridge is now peeling. I would like to cover some quick parts of the truss itself; from the top the trusses look just fine from underneath you have a hole in the bottom chord bottom chord hat holds up the rest of the structure. The connection plate is what supports the loads and force when they are compromised they need to be replaced Recap of what needs to be done to the structure, all the bearings and bents need to be replaced; the truss floor beams all of them

need to be replaced; all the stringers on the approaches as well as the trusses needs to be replaced; a new concrete deck will be needed throughout the entire structure; all new joints; the whole structure will have to be painted; and we will have to do something about the rail; the items that we could repair are the plates, cross bracing and the bottom chord. Based on all the findings that we have and all the inspections that we have done we have prepared these alternatives. Rehabilitation for continued use; be used as a scenic bypass; used for pedestrian structure; or to be stabilized. Looked at opening up the structure for use, replacement of the north and south approaches, removing the deck; replacing the deck on the trusses; repair the concrete; surface treatment on all the concrete that will be added to help protect from the future salt exposure, new bearings; repaint the trusses, rehabilitate the truss and add truss rail along the approach rail; new bridge joints; all the structural repairs that will need to be completed and the mobilization, in order to do that the estimated total project would be about 9.5 million dollars. The second alternative we looked at; was less rehabilitation of the structure, we would carry passenger vehicles and not tractor trailer rigs, in order to do that the listing of the work items are as follows; 4.8 million dollars just for the trusses; along with widening the south bound structure to accommodate the normal traffic that would be 7.2 million. Looked at several options for pedestrian use, the least expensive option would entail the following work items: structure to be rehabilitated about 3.5 million just for the trusses themselves; add in the widening of the south bound structure in order to carry the full vehicular traffic that needs to go thru 6 million dollars; the last alternative that was looked at was to stabilize the structure as a monument and to do that, to make it a lasting monument it was estimated to cost 2.4 million dollars when you add in the cost of the south bound structure would be about 4.8 million dollars. Even if the particular option is looked at we can not guarantee how long the structure would last as a monument. I have presented the funding alternatives all summed up and now what we have here is what is called a estimated demolition fund for the three options that does not use the structure in its full capacity, full vehicular use looking at \$550,000 thousand dollars Federal money. Still have a 4.3 million gap that would need to be made up of state or local funding. Same thing with the pedestration and monument use. For pedestration use there is a 3 million dollar funding gap, as a monument there is a 2.2 million dollar funding gap. (Concludes Michelle's presentation)

Marty – attendee's that are interested in a copy of the presentation can leave your name and address with Barbara Seal. She will make a copy and get it to you.

Marty introduced Mark Brown, he is with the Environmental Division in Austin; he will address the environmental issues of the project.

???????Mark Brown – State & Federal Statues recognize the importance of preserving, available funding and the engineering challenges.

The old truss bridges are common in Texas, they are like Model T's they are increasingly seemingly rare and fragile. As you can see from the table our best estimate is that there are about 255 metal truss bridges left in the state. It is out of this awareness that TXDOT is currently re-evaluating the metal trusses state wide that is part of our reasonability.

TxDOT works within a regulatory environment, two sets of regulations particularly apply to the Historic US 83 Truss Bridge, section 106 of the National Historic Preservation Act and what is informally called section 4(f) of the Department of Transportation Act. Section 106 applies to Federal Funded or Licensed Activities. It is a procedural role regulation that considers the impact that the proposed project will have on historic resources. We have to identify historic resources, consult with the public about the project we are looking at today. The State Historic Preservation Office is the responsibility of the Texas Historic Commission must be given the opportunity to comment, and tonight we have a representative of the State Historic Preservation Commission Ms. Campbell is the designated liaison for the project at the Texas Historical Commission. In 1995 TxDOT completed a state wide study of metal truss bridges; as a result of the study, the 1939 US 83 Salt Fork Truss was listed on the National Register of Historic places. The bridge's historic characteristics are the state highway design, parker through trusses open steel railing, approach spans from an earlier bridge including the original timber bents that was erected at the same location. The bridge is significant for embodying the design that might characterize a State Highway Department Truss Bridge. The bridge meets the National Register criteria C in the area of engineering at the state level of significance. Any activity that un-sympathetically alters or removes one of these characteristics would jeopardize the listing of the National Register. Under Section 106 rules, such an activity is deemed to have an adverse effect and cannot use Federal Highway Funding on projects that cause adverse effects to historic resources. It subjects the project to additional or stringent section for 4(f) review. TxDOT will assemble all comments from all interested parties present here tonight along with the engineer studies that Michelle talked about earlier; they will be presented to the Historical Preservation for their comments. Section 4(f) applies to the activities of the US Department of Transportation including the Federal Highways Administration. Brian Huntsinger is the FHWA Engineer with responsibility for Collingsworth County (he was not able to join the meeting). Section 4(f) handouts were presented to the attendees of the meeting, a web page is also available if the handout did not contain enough information, and it explained each of the regulations. Mr. Brown showed slides of the alternatives that Michelle presented earlier along with the cost estimate. When all the studies, comments etc, are complete it will be presented to the Federal Highway Administration at that time they will make a decision. It is their money their rules their decision. Based on the most recent engineer's studies the preferred alternative is currently to replace the US 83 Truss Bridge. This would be an adverse effect under Section 106. As mitigation for the proposed loss, TxDOT is proposing replacing with the SH 203 Bridge at the Salt Fork on the National Registry of Historic places. Currently in process is a maintenance plan to keep in service as long as possible.

Marty opens the floor for question & answers:

Adrian Campbell, Texas Historical Commission - Question- Has the paint been tested?  
Answer – Michelle, yes the paint has been tested. It is in fact lead based paint. Question – Can you remove flaking lead paint and leave the somewhat sure paint in place and paint over it, or do you have to repaint the bridge at all? Answer – Michelle- the lead paint has

to be removed estimated cost 2 million dollars, Adrian - is it a TCEQ policy? Michelle – it is federal policy. The new paint will not adhere to the old paint and stay as well.

Wes Reeves – Question – Representing Historic Wellington & Preservation Texas, 2005 has support from the National Truss to bring a Structural Engineer to look at the bridge, he needed my records from the state, and we were blocked from seeing the records of the bridge. We would like to get a second opinion feel that we were blocked. Would we have the opportunity to bring someone to access what you have told us? Answer – Marty Smith – It is TxDOT State Policy we do not provide inspection records on bridges to anyone. Michelle – Can provide traffic control but should be able to go out and inspect the structure themselves. Wes Reeves – Question – Enhancement Funding, they feel it is a monument deemed to be a monument by the National Parks Service who gave us the National Registry listing, can this be an Enhancement Funding Project, and how much has been communicated to the County Local Government. My understanding is the county would not be out any money unless there is maintenance cost down the road. Answer – Marty Smith – I can't say we ever talked about Enhancement Funding but the Transportation Enhancement Program is 80% participation 20% local no state dollars involved. The locals would have to pick up 20% of the cost. Michelle - The state is the local and they will have to pick up the 20%. That is for locally owned structures. The program was developed specifically for that. Michelle - The Bridge would not be eligible for the Historic Enhancement because it is an On-System. You can not double dip into the Federal Funds. Mark Brown will discuss the 10 years rule after other questions. West Reeves – SH 203 bridge was built the same year as the US 83 bridge, Marty Smith – The US 83 Bridge was be address before the SH 203 because of the use, more traffic, etc.

Judy Cudd, Member of Historic Wellington – Question – going to Ms. Veale's nail polish analogy, women who polish their nails are well aware that we need to keep our nails maintained. My concern is that the 83 and 203 bridges have not been adequately maintained. How much money has been spent on the US 83 since it became eligible for replacement? Answer – Mark Brown – We have that information it was included in the letter to Wes, look toward the back the number is about \$35 thousand dollars – Judy Cudd – that is what I have, why is that so small? How long has it been since this bridge has even been painted? Not talking about anything been done to the underpinning? Answer – Marty Smith – Answer –to answer your question, I do not know when the last time it was painted. – Judy Cudd – Questions – Has it ever been painted since 1939? Answer – Marty Smith – We will have to go back in our records Judy Cudd – Question – You really don't know that, Answer – Marty Smith – No, Response Mark Brown – We will have to find out. Michelle – Our inspection records started in the late 80's when the Federal Law kicked in to when there was some bridge failures that took place that required all the state's to start keeping records of all the bridges, prior to that we don't have records. Mark Brown – Will look into the csj logs investigation the painting.

Andy Henard, land owner – any possibility that a structure could be placed in between the south bound and north bound lanes? Answer – Marty Smith – This is one of the options that we looked at. Showing the cost of the Truss as a bridge or as a monument, we have safety concerns of the public access to Pioneer Park, that is the part of the issue.

Mark Brown – Examined several alternatives, putting a new bridge between the existing bridges. Safety is the huge issue. Detour process would be about two miles. Land Owner – How about going under the bridge? Answer – Mark Brown – That was looked at to, it would require us to take property from the land owners on the same side so we are trying to avoid that. We looked at some of those things, more importantly the crew dug under the bridges from where the water tables was the height from the bottom to the approach spans it was not sufficient for the trucks we have to deal with, so in order to build it we would need to build the bottom of the roadway under water. Adrian asks in the last letter, have you looked at widening the south side bridge to accommodate both directions of the traffic. When we did that all the safety issues disappeared. Marty Smith - I would like to add widening the south bound does not eliminate the safety problems; the whole purpose of dividing the highway in the first place was safety. If you have two lanes in each direction we will need a turning lane in there for people to get into that park. We can not shut Pioneer Park down; I don't think anyone in here would want to do that.

Judy Cudd - Question – Why must this bridge be made wider than 2 lanes, named several two lane bridges that were built recently and if those bridges were built as two lanes why are we freaking out over this one? Why can't we leave this bridge two lanes and bypass the historic bridge. Marty Smith – If TxDOT had unlimited funds we would probably divide every highway. In this particular section you are in a divided highway, let's say you are not from Wellington you are from North Dakota, you are on a divided highway and all of sudden we throw you into a two lane roadway, that does not meet your expectations. Judy Cudd – It is only divided for a short period of time it goes back to two lane at Lutie and where does it start being a 4 lane right their at Wellington, Marty Smith – I understand if you got on it and it is your first time on that highway and you are in a divided section you don't know that it goes back to a 2 lane at Lutie or where, Judy Cudd – You could read road signs. Marty Smith – We put a lot of road signs up that people don't read.

Veta Wood – Is it possible that the paint is not lead? Answer – Michelle - It has been tested, it is lead paint.

Larry Henard – How quick can this be taken care of, I have to go 2 miles out of the way to get to my house. When are we going to be doing something with all the safety issues? Answer – Marty Smith – Mark with your time line when we are hoping for Environmental Clearance, Mark Brown – This is the highest priority, Adrian has 20 days , every time she ask a question she has 20 days. Consulting question has 30 days, 20 days after Adrian ,total somewhere 80 days. Marty Smith – Mr. Henard we have the project scheduled for an August letting which is 11 months from now. We will not turn any dirt until we have the environmental clearance on the project. This does not include the FHWA they have a review period. The will have the ultimate say.

Billy Henard – The County will be responsible for the bridge down road, Michelle – If that alternative ends up being the one chosen. If the County decide to take it over then the County would be responsible for it. Court voted against it. Marty Smith – We have

documents and they are all part of the environmental packet. Michelle – Anything over the allotted amount, the county would have to make up the difference.

Wes – If the bridge is demolished can it be moved can it be an enhancement Project?  
Michelle – We did look into what it would take to move the closest truss to the park and what we found is the type of crane need to move I believe it was around ¾ of a million dollars. Mark Brown – You have all kinds of issues if it was moved to the park, will schedule an appointment next week and we will have answers for you. Could the truss be disassembled to be moved, Michelle- yes it could but the disassembly would also have issues.

Margret Pendleton – When you tear it down are you going to cut it in little pieces and carry it out of there? Answer – Michelle – A crane will be there but it won't be large enough to move the structure to the park. The contractor will cut in sections to move it. Mark Brown – The parts will not hold up together to move the bridge to the park, Question – Marty Smith - What is THC's position if we were to consider moving one of the trusses into the park and make it a decoration. Adrian – We would still want the SH 203 to be listed to the National Register and have a maintenance plan so it would be additional mitigation. Marty Smith – what I am hearing you say, “You would not be against one of the trusses being moved into the park”, Adrian – No, the view of the public is important. If the public is interested in that option and it is the only way to save part of the bridge then we have done things like that in the past. The county would have to agree to that, the county would have to take responsibility when it is moved to the park. The county would have to come up with the money to reassemble the truss once in the park. Anything above the 550 thousand the local would have to come up with the money; Marty Smith - My understanding is that it was not allowed to move one portion it would be all or nothing. THC would be acceptable to that. Adrian – Since we did look into the County did not want to take care of it. Mark Brown – Did not feel that it would go over well having lead base paint in a public park. At this point everyone is a little confused.

Terry Keener – Talk about the truss being moved to the park as a monument would it be in the State part of the park or the County part of the park? We are looking at closing the road side park if that is done it does not make sense to go to the expense of moving it then closing the park.

Wes Reeves - new Bridge - If you built a new bridge can you build it where it looks different. Marty Smith – I would say yes but any added cost would come from local funds. That is the mandate we have been put under.

Wes - Would add the paint be an additional cost, Michelle – yes it would.

Marty Smith – Did you have anything in mind? Wes - Yes we did

Wes - Is the bridge a draw at all to the park? I think it would be yes, if it were where you could walk across it, is it now, no you can not get on it now.

It is a visual draw it holds a lot of memories, posted on face book. History will not repeat it self, Judy Cudd – It is not our counties responsibility to maintain this bridge it is TxDOT responsibility to maintain this bridge I really feel like you have dropped the ball on this bridge and a number of other bridges, our bridges are disappearing. Michelle- What has happen to this bridge started the day it was built. Citizen – has a gas truck blow up on it. Judy Cudd – It does not change what I said, “your are deferring maintenance”, sorry it does not change it. Answer – Marty Smith – You are right we did not maintain it the way we should have; steel structure takes a lot of maintenance. Our job is to manage tax payers dollars. I am not trying to agree with you, that is why we are going to the concrete structure. Steel is a very expensive.

With no other questions Marty adjourned the meeting.

# SIGN IN SHEET

Texas Department of Transportation  
 US 83 Truss Bridge  
 Wellington, TX  
 September 21, 2010

Name (Please Print Clearly)	Representing	Address	City	Zip	Phone	Email
CHUCK REED	TxDOT	7129 W 287	CHILDRESS	79201		
MICHELLE VEAVE	TxDOT	125. E. 11 <sup>th</sup> St.	AUSTIN	78701	512-416-2848	Michelle.Veave@txdot.gov
Joe Hebard	Land Owner	110 Tanglewood	Amarillo	79118	806-654-3508	
Nancy Adair	Land Owner	106 W 18 <sup>th</sup>	Wellington	79095	806-447-2281	
Susan Adair	"	"	"	"	"	
Larry Hebard	Land Owner	16300 FM 3448	Wellington	79095	806-290-4116	
Tal Hebard	Land Owner	4570 Hwy 83	Wellington TX	79095	806-681-6931	
Dan Long	Comm.	1507 Board	wellington	79095	806-299-934	
Terry Keener	TxDOT	7594 W 287	Childress	79201	937-7145	
Ashley Long	Land Owner	1701 Childress	Wellington	79095	447-5001	
Sue Martin	Land Owner	1410 Amarillo	Wellington	79095	930-9173	

# SIGN IN SHEET

Texas Department of Transportation  
 US 83 Truss Bridge  
 Wellington, TX  
 September 21, 2010

Name (Please Print Clearly)	Representing	Address	City	Zip	Phone	Email
Marcy Smith	TxDOT	7599 US 287	Childress	79201	940-937-7250	
Chuck Steed	"	"	"	"	940-937-7191	Chuck.steed@txdot.gov
Michael Breedlove	TxDOT	16215 Pryor	Wellington	79095	806-447-2871	Michael.breedlove@txdot.gov
Josh C. Payne	Coll. Co		Wellington	79095	806-447-2887	
Bonnie Fry	county	1902 Graham Wellington				
Harold Caldwell	11	16016 Hwy 203	11	79095	806-205-0714	
Mike Hughs	County	16245 FM 338	Wellington	79095	806-447-2039	
Abbia Belew		1801 Park Lane	Wellington	79095	806-447-2487	
Jennifer McKeon						
John & Margaret Sh						
John Willoughby	Renner Park	4530 US Hwy 83	Wellington	79095	806-205-3911	
Ashlynn Campbell	THC		Austin		512-936-7463	adr.campbell@thc.state
Katherine	Historic Wellington					
Don Brewer	Wellington Citizens	200 E. Ave.	Wellington	79095	806-447-2887	
Julian Moles	welloughby	103 W 18th	Wellington	79095	806-447-0938	
Geneva Langford		104 West 18th	Wellington		79095	
Randy Heard	hand owned	3910 FM 2734	Wellington	79095	806-930-1964	

# SIGN IN SHEET

Texas Department of Transportation  
 US 83 Truss Bridge  
 Wellington, TX  
 September 21, 2010

Name (Please Print Clearly)	Representing	Address	City	Zip	Phone	Email
Clay Churchill	TxDOT	7599 US 287	Childress	79201	937-7157	
Barbara Seal	TxDOT	"	"	"	937-7288	
Dawn Landford	TxDOT	"	"	"	937-7186	
Debbie Howard		Box 307	Wellington	TX	806-205-2420	
Billy Howard		"	"	"	806-205-2422	
Wes Reeves	Historic Wellington	2117 S. Harrison	Amarillo TX	79109	806-679-7773	
Dianne Delaney		Box 523	Wellington	79095	806-447-2997	
Rene Delaney		"	"	"	"	
RUDIE TATE		1709 Park Ln	"	"	806-447-0897	
Margaret Andlita	Citizen Historic Wellington	519 17th	Wellington	79095	806-447-2155	
Gay McArthur	Historic Wellington	1600 Haskell	"	"	806-447-2174	
Christina Goodroe		1401 15th Street	Wellington	79095	205-0376	
Stokita Howard	Landowner	16130 FM 3446	Wellington	79095	806-447-0057	
Lola Bell Hod	Landowner	1301 Haskell	Wellington	79095	806-447-2700	



**Texas Department of Transportation**

**Childress District  
Public Meeting—Collingsworth County  
US 83 Truss Bridge  
September 21, 2010**

**COMMENT SHEET**

Please make any comments you wish on this sheet and return it to the Texas Department of Transportation within the next 10 days. For your convenience, the address is on the back of this page. (No envelope required.)

**OFFICIAL COMMENT:**

We thought your presentation at the meeting was very impressive. Our opinion on the ~~bridge~~ bridge is to tear it down & build a new bridge!

Name:

Billy Howard

Address:

P.O. Box 308  
Wellington Tx 79095

Phone:

806-205-2422

**RECEIVED**

SEP 30 2010

Texas Department of  
Transportation  
District 25 Mail Room

# Texas Department of Transportation

Childress District  
Public Meeting—Collingsworth County  
US 83 Truss Bridge  
September 21, 2010

## COMMENT SHEET

Please make any comments you wish on this sheet and return it to the Texas Department of Transportation within the next 10 days. For your convenience, the address is on the back of this page. (No envelope required.)

### OFFICIAL COMMENT:

I thought your presentation was very thorough.  
And in this economic time I think the  
only choice is to tear down the old bridge  
and build a new bridge to the west.  
Our taxes are too high already. The most  
economical choice is my choice.

Name:

Jolita Henard

Address:

16130 FM 3446

Wellington TX 79095

Phone:

806-447-0057

# Texas Department of Transportation

Childress District  
Public Meeting—Collingsworth County  
US 83 Truss Bridge  
September 21, 2010

## COMMENT SHEET

Please make any comments you wish on this sheet and return it to the Texas Department of Transportation within the next 10 days. For your convenience, the address is on the back of this page. (No envelope required.)

### OFFICIAL COMMENT:

As a land owner and citizen of Collingsworth County we are very concerned about the bridge at Pioneer Park. It concerns us most because our home is located on Highway 83 and both of us have to travel to work. The construction has already posed many problems for us and will continue until it is finished. We learned last night at the meeting, that every time the →  
over

Name: Tal + Jennifer Henard

Address: 4570 Hwy 83  
Wellington, TX 79095

Phone: 806-447-0171

Historical group asks a question, they are provided additional days which puts us all in danger another 20 to 30 days, not to mention, the continuing deterioration of the bridge. Will the bridge have to be on its side or on top of a family traveling before something is finalized? When people are in danger, we feel that the groups of people opposing this "multi-million dollar soap box" need to be looked past and the state do what's best for the majority of us that travel across this area 2 and 3 times a day. The funding for this project could be better spent in other areas more wisely. The old bridge needs to be removed and replaced as soon as possible.

**Texas Department of Transportation**  
**Attn: Terry Keener, P.E.**  
**7599 US 287**  
**Childress, TX 79201**

# Save the Historic Salt Fork of the Red River Truss Bridge

“SAVE OUR BRIDGE”

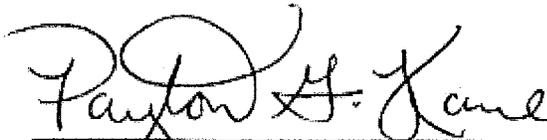
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savethebridge@live.com  
www.facebook.com/savethebridge

September 21, 2010

## Permission to Transfer Representation:

Because of my inability to attend TXDOT's public hearing on September 21, 2010, 7:00 p.m. in the Bura Handley Community Center in Wellington, Texas, I hereby give permission to Mrs. Judy Cudd to speak on behalf of myself and the Save the Historic Salt Fork of the Red River Truss Bridge interest group as well at the signees of the petition Support for the Preservation of the Salt Fork of the Red River Truss Bridge.



Payton G. Kane  
Payton G. Kane

# Save the Historic Salt Fork of the Red River Truss Bridge

“SAVE OUR BRIDGE”

---

savethebridge@live.com  
www.facebook.com/savethebridge

September 21, 2010

To Whom It May Concern:

Let it be said that I, Payton G. Kane, on behalf of “Save the Historic Salt Fork of the Red River Truss Bridge” oppose any action taken by the Texas Department of Transportation that leads to the destruction of the U.S. Highway 83 Salt Fork of the Red River Truss Bridge.

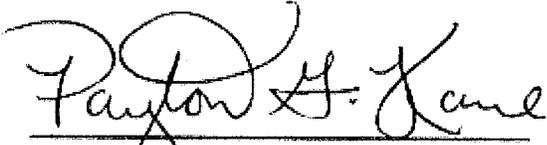
Following the bridge’s closer in February 2010, an interest group was formed in support of this historic structure’s preservation. Soon afterward, an online version of this support group was created and now boasts a membership of 860 persons. Most all of the members have close ties to Collingsworth County, Texas or the surrounding communities. The membership is comprised of current Collingsworth County residents, former Collingsworth County residents, Collingsworth County landowners, persons with family ties to Collingsworth County, current and former residents of counties surrounding Collingsworth County, persons interested in the preservation of historic structures and many others.

Petitions supporting preservation of the Salt Fork of the Red River Truss Bridge were circulated throughout the county and over 500 signatures were collected. Each of these persons is, to the best of my knowledge, of a legal age and a majority of these signees are current Collingsworth County residents.

There exists within our county an overwhelming movement to preserve the structurally, historically and culturally significant Salt Fork of the Red River Truss Bridge. This bridge has geographically, economically, socially, and emotionally united our community for 71 years. It stands as a reflection of the labors of the men constructed it. These men were residents of our county and this bridge afforded them a job in the midst of the Great Depression. It also stands in tribute to the inventive, artistic and functional styles of the era. Furthermore, it represents a once common structure that for generations spanned Texas Rivers. But these bridges are now vanishing from the landscape at an alarming rate.

Undoubtedly, in almost every home in Collingsworth County, there is a photograph or an old family video with this bridge in background. A landmark in the region, thousands of people have an instant recognition of this bridge because of its uniqueness laid stately upon the landscape and its binding presence within our memories and emotions.

Prior to today, had the proper actions been taken a public hearing of this nature would not be necessary. Hopefully it is not too late to save this integral part of our history so it may become an integral part of our future.

A handwritten signature in cursive script that reads "Payton G. Kane". The signature is written in black ink and is positioned above a horizontal line.

Payton G. Kane

## **Appendix H**



U.S. Department  
of Transportation

**Federal Highway  
Administration**

Texas Division Office  
300 E. 8<sup>th</sup> Street, Rm. 826  
Austin, Texas 78701

May 30, 2003

In Reply Refer To:  
HA-TX

RE: CSJ: 0031-03-029; Bridge Replacement, Northbound  
US 83 at Salt Fork Red River, Collingsworth County, Texas,  
Childress District

Ms. Sara Misquez, President  
c/o Ms. Donna Stern-McFadden  
Mescalero Apache Tribe  
P.O. Box 227  
Mescalero, New Mexico 88340

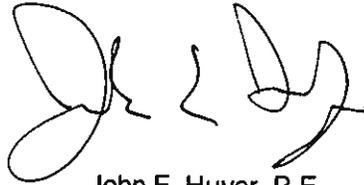
Dear Ms. Misquez:

The above referenced bridge replacement project is being considered for construction by the Federal Highway Administration (FHWA) and the Texas Department of Transportation (TxDOT), and we are in the process of conducting environmental studies for the project. The project is located in an area that may be of interest to your tribe. The bridge has been selected for replacement because of its unsafe condition. The new bridge will be placed between the existing northbound bridge and a parallel southbound bridge to the west. The present northbound bridge (listed in the National Register of Historic Places) will be left in place as a pedestrian facility. About 0.7 acre of new right of way will be acquired to allow access to it. A map of the general location and a county map with the specific project location are enclosed for your review. An archeological site (41CG4, consisting of a surface scatter of lithic debris, grinding stones and pottery sherds) was recorded about 200 meters outside the proposed area of potential effect in 1961. An early archeological impact evaluation of the proposed project area was conducted in 1997. The area had been disturbed extensively by previous construction and installation of buried utilities and there were numerous surface and sub-surface exposures. No archeological materials or settings with reasonable potential to contain archeological historic properties were observed in the proposed project area. Thus, no additional archeological research is planned prior to construction.

According to our procedures under Section 106 of the National Historic Preservation Act, we are writing to request your comments on historic properties of cultural or religious significance to your tribe that may be affected by the proposed undertaking. Any comments you may have on TxDOT's recommendations should also be provided. Please provide your comments within 30 days of receipt of this letter. Further consultation with your tribe will continue for this project in the event that archeological sites are identified during our investigations or during construction.

Thank you for your attention to this matter. If you have questions, please contact Mr. John E. Huyer, Area Engineer, at (512) 536-5965 or Mr. G. R. Dennis Price, TxDOT Archeologist, at (512) 416-2636.

Sincerely,

A handwritten signature in black ink, appearing to read 'John E. Huyer', written in a cursive style.

John E. Huyer, P.E.  
Area Engineer

Enclosure

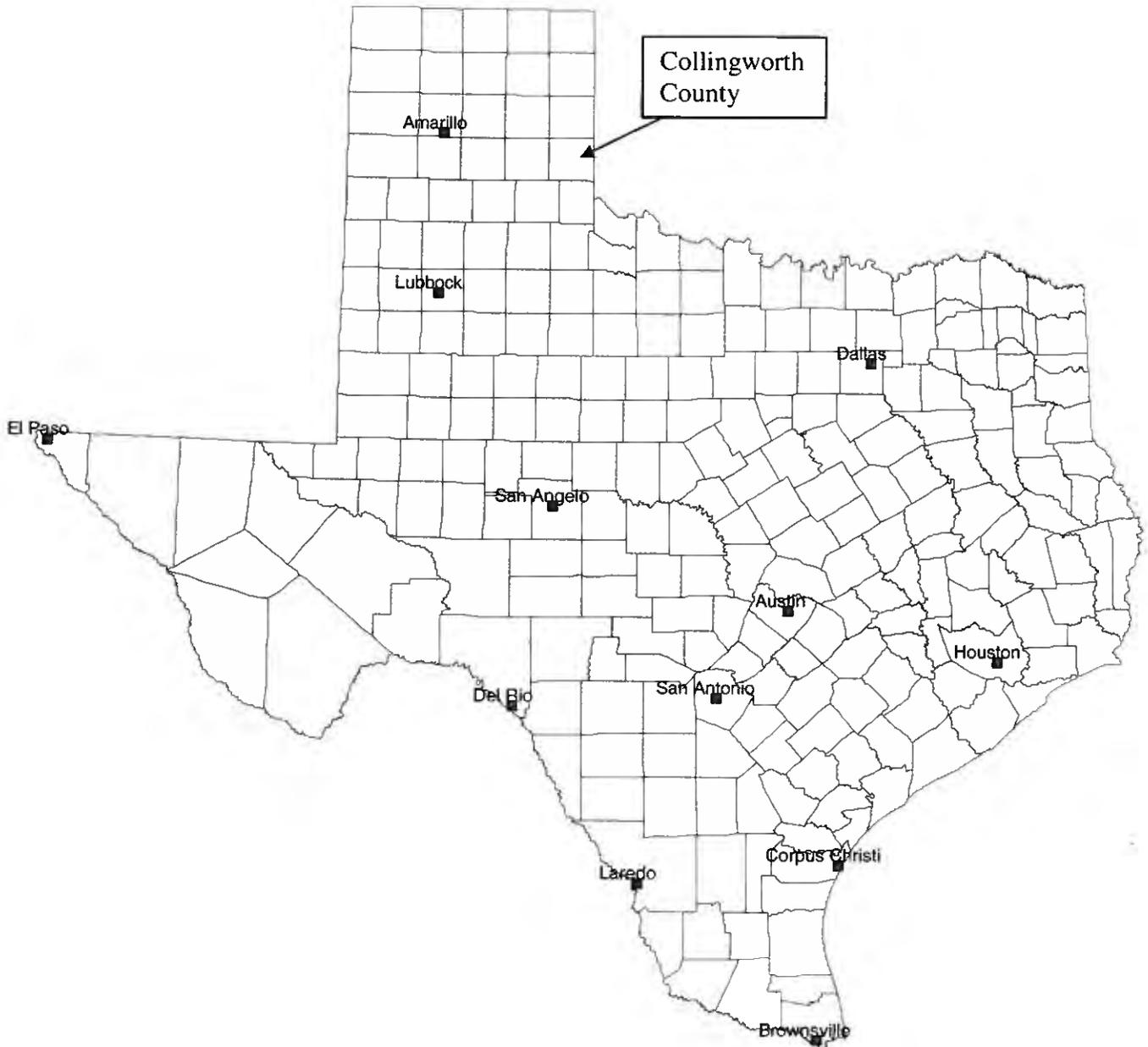
cc: w/enclosure: FHWA District Engineer; Ms. Dianna F. Noble, P.E., Division Director/swb-file, TxDOT; Ms. Julie Perales, TxDOT-ENV, Project Manager; Mr. Dwayne Culpepper, TxDOT District Environmental Coordinator; Mr. G. R. Dennis Price, TxDOT Archeologist

# County Location Map

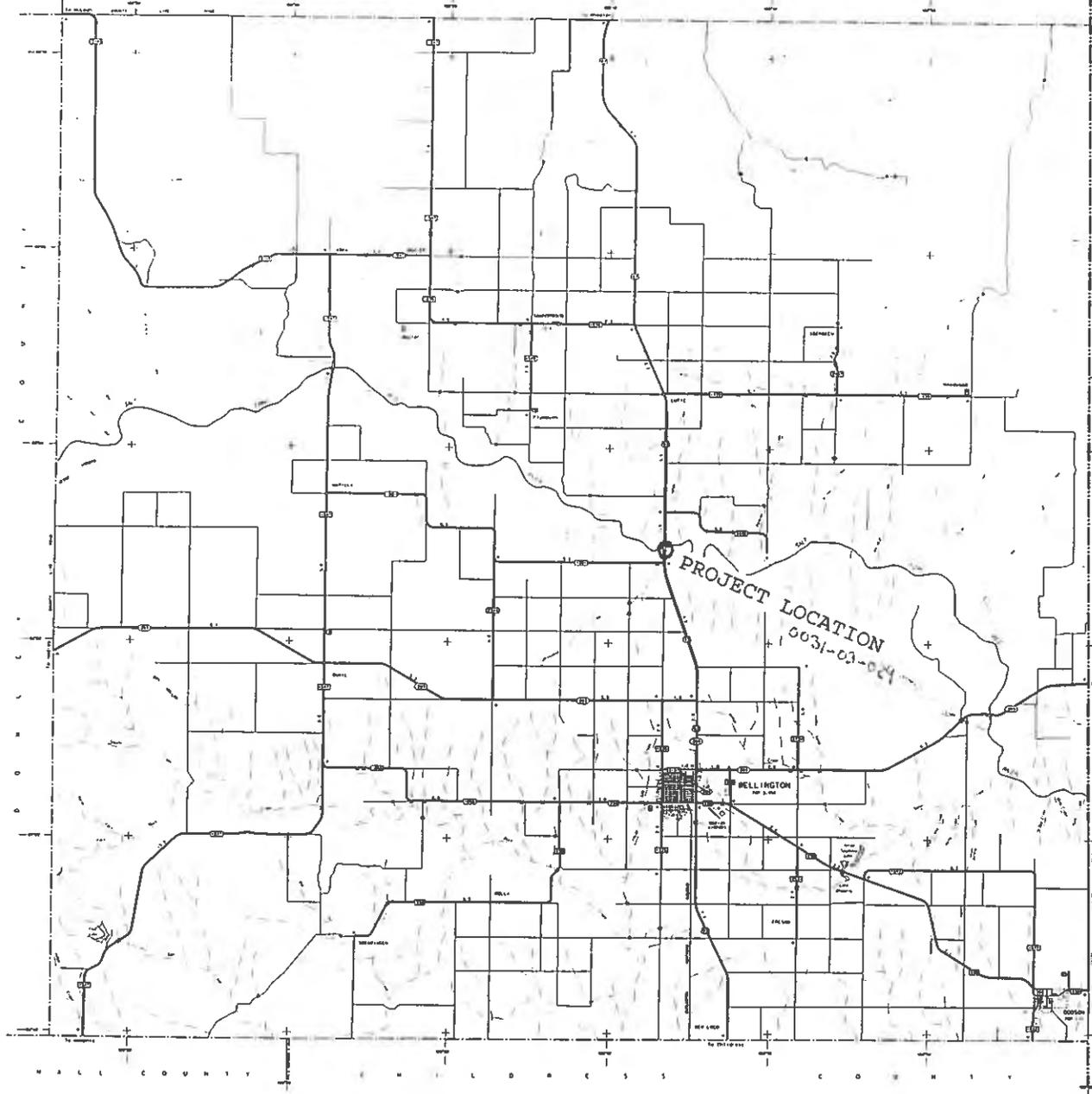
County: Collingworth

Project CSJ: 0031-03-029

Project Name: Bridge Replacement, North-bound US 83 at Salt Fork Red River,  
Childress District



COLLINGSWORTH COUNTY



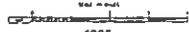
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GENERAL HIGHWAY MAP  
 COLLINGSWORTH COUNTY  
 TEXAS

PREPARED BY THE  
 TEXAS DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION PLANNING AND PROGRAMMING DIVISION  
 IN COOPERATION WITH THE  
 U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL HIGHWAY ADMINISTRATION



1965  
 1:50,000 (SCALE)  
 HIGHWAYS REVISED TO OCTOBER 1, 1965  
 SOURCE:  
 This map was prepared for the Texas Department of Transportation by the Texas Department of Transportation, Planning and Programming Division, in cooperation with the U.S. Department of Transportation, Federal Highway Administration.  
 This map is a reproduction of the original map prepared by the Texas Department of Transportation, Planning and Programming Division, in cooperation with the U.S. Department of Transportation, Federal Highway Administration.  
 LATEST REVISIONS: 10/1/65

HALL COUNTY      FLEMING COUNTY      WOOD COUNTY      DEKALB COUNTY      COCKE COUNTY

The attached letter was sent to the following tribes on 6-3-03 :

Mr. Alonzo Chalepah  
Chairperson  
Apache Tribe of Oklahoma  
Cultural Heritage Committee  
P. O. Box 1220  
Anadarko, OK 73005

Mr. Andele Worthington  
BIA-Anadarko  
P. O. Box 368  
Anadarko, OK 73005

Ms. Sara Misque, President  
c/o Donna Stern-McFadden  
Mescalero Apache Tribe  
P. O. Box 227  
Mescalero, NM 88340

Mr. Gary McAdams  
President  
Wichita and Affiliated Tribes  
P. O. Box 729  
Anadarko, OK 73005

# **Appendix I**



# Texas Department of Transportation

DEWITT C. GREER STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • (512) 463-8585

January 4, 2005

Section 106/Antiquities Code of Texas: Archeological Review  
CSJ: 0031-03-029 (Revision)  
Collingsworth County

US 83: at Salt Fork of the Red River.

Dr. James E. Bruseth  
Department of Antiquities Protection  
Texas Historical Commission  
P.O. Box 12276  
Austin, Texas 78711

Dear Dr. Bruseth:

The above referenced proposed project would utilize federal funds. Thus, in accordance with the National Historic Preservation Act of 1966, as amended; the Programmatic Agreement among the Federal Highway Administration, Texas Historical Commission, Advisory Council on Historic Preservation, and the Texas Department of Transportation; and the Memorandum of Understanding between the Texas Historical Commission and the Texas Department of Transportation, we are continuing consultation on this project.

This project, originally proposing construction of a new north-bound bridge between the existing north- and south-bound bridges at the Salt Fork of the Red River was initially coordinated with an Impact Evaluation (dated May 30, 2003; copy attached) with recommendations for no further work. THC concurred with this recommendation on June 4, 2003. Since then the project has been revised to construct the new north-bound bridge to the east of the existing north-bound bridge. This will require an additional 14.3 acres of new right of way consisting of a 100-ft-wide, 7000-ft-long strip adjacent to the east side of the existing highway right of way.

As noted in the original Impact Evaluation report, the area east of the highway, now proposed as new right of way, is extensively disturbed by erosion as well as by borrowing and a series of obvious cut and fill sections, most likely from an abandoned railroad. A re-check of the Texas Archeological Sites Atlas revealed no recorded archeological sites within the proposed new right of way. Recorded site 41CG4 is located about 200 meters east of the present right of way (400 to 500 feet outside the proposed right of way). No evidence of the site was observed within the proposed new right of way in the southeast quadrant of the bridge when it was extensively walked over in 1997.

Based on previous investigations, no settings with reasonable potential to contain archeological historic properties or State Archeological Landmarks were observed within the area presently proposed as new right of way. Thus, no additional survey or research is proposed.

TxDOT requests THC concurrence that the proposed project does not have reasonable potential to contain archeological historic properties or State Archeological landmarks and that no further survey or consultation is necessary prior to project construction.

In the event of the discovery of un-anticipated archeological deposits during construction work will cease in the vicinity of the discovery and emergency discovery procedures, including consultation with THC, will be initiated.

Thank you for your consideration of this project.

Sincerely,



G. R. Dennis Price  
Environmental Specialist  
Environmental Affairs Division



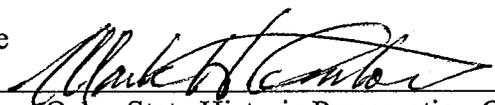
Owen Lindauer, Ph.D., Supervisor  
Archeological Studies Program  
Environmental Affairs Division

Attachment:

Cc w/ attachment: Childress District office, Attn: Dwayne Culpepper  
John T. Neal, Project Management

Cc w/out attachment: GRDP, OL

Concurrence

by:   
For Lawrence Oaks, State Historic Preservation Officer

1-5-05

Date

**TxDOT ENVIRONMENTAL AFFAIRS DIVISION  
ARCHEOLOGICAL IMPACT EVALUATION**

**Date:** May 30, 2003

**Highway:** US 83, north-bound at Salt Fork Red River

**Counties:** Collingsworth

**USGS Quad(s):** Wellington NW, 3400-443

**CSJ:** 0031-03-029

**Date(s) of Evaluation:** 03/10/1997 & 10/29/1997

**Jurisdiction:** Federal  State

**District:** Childress

**Project Type:** Bridge replacement

**Total Project Acreage:** 3.0 acres

**New ROW Acreage:** 0.7 acres

**Easement Acreage:** 0.0 acres

**Subsurface Excavations:** Surface inspection only

**Previous Work/Sites Present:** A check of THC records prior to the field evaluation and a more recent check of the Texas Archeological Sites Atlas (on May 29, 2003) revealed no recorded archeological sites within the proposed area of potential effect. One site, 41CG4, was recorded about 200 meters east of the proposed project. The site, recorded in 1969, apparently consisted of a surface scatter containing both lithics and ceramics.

**Performed by:** G. R. Dennis Price

**Project Description and Impacts:** The project would construct a new north-bound bridge across the Salt Fork of the Red River. It would be located between the existing north-bound bridge and a south-bound bridge to the west. The present north-bound bridge, listed on the National Register of Historic Places, would remain as a pedestrian facility. About 0.7 acre of new right of way would be obtained in the northeast quadrant of the bridge to act as a parking lot to allow pedestrian access to the structure. The structure has both engineering significance and association with Bonnie and Clyde who drove off the end of the bridge before construction was complete.

**Additional Comments on this Section:** none

### **Environmental Description**

**Topography:** In the project area the Salt Fork of the Red River is trending east and the highway is oriented north-south. The floodplain of the river, at an elevation of about 1950 ft NGVD, is depicted as being about 400 ft in width; however, the flow is normally confined to much narrower shallow channels and braided streams. Terrain north of the river is generally low lying, rising to 1960 feet NGVD 500 feet to the north and 200 feet NGVD almost 3000 feet to the north. South of the floodplain, terrain rises more steeply, with a 20- to 30-ft-high bluff east of the right of way. Cottonwood Creek flows, from the south, into Salt Fork about 500 feet west of the highway right of way.

**Geology:** Recent alluvium is present on the floodplain of Salt Creek, with Permian Blaine Formation deposits exposed on the bridge approaches each side of the floodplain. An area of Pleistocene/Holocene Lingos Formation has been mapped north of the Blaine Formation, north of the river. (University of Texas at Austin, Bureau of Economic Geology 1992: Geologic Atlas of Texas, Plainview Sheet)

**Soils:** A narrow band of Lincoln soils has been mapped on the north bank of the river (low terrace area between 1950 and 1960 feet NGVD); north of these, Yahola fine sandy loam has been mapped. Soils south of the river have been mapped as Springer loamy fine sand, hummocky (Soil Conservation Service 1973: Soil Survey of Collingsworth County, map sheet 38). Lincoln soils are deep, very friable, calcareous, sandy soils subject to frequent flooding. Springer soils (hummocky) are deep, well drained, loamy and sandy soils on uplands. They are prone to erosion. Yahola soils are deep, well drained, friable, calcareous, loamy soils on floodplains; they are subject to occasional flooding (Ibid: 24).

**Land Use:** Land is presently in use as highway right of way and the floodplain of the river. Low lying land on the north bank, below the bridges, has been extensively levelled. Land that will be acquired in the northeast quadrant of the project is in range.

**Vegetation:** Natural vegetation in the area includes salt cedar, mesquite and native grasses. Within the highway right of way vegetation consists of regularly maintained low cut grasses and associated forbs.

**Comments on Environmental Setting:** none

---

### **Results of Assessment**

No archeological materials or settings likely to contain them were observed with the proposed area of potential effects.

---

### **Recommendations**

TxDOT seeks concurrence that no settings with reasonable potential to contain archeological historic properties (36 CFR 800.16.(1)) or SALs (13 TAC §26.12) were noted during this evaluation. In accordance with the PA and MOU, no further work is recommended and no further consultation is required.

### **Comments and Justification**

The project location is depicted on the attached section of USGS Wellington NW [3400-443] 7.5' topographic quad. Photos of the project area are also attached.

The project area has been visited many times over the past six years, with the main evaluations having taken place in March and October 1997, prior to when final plans for the proposed new bridge had been decided. Thus, both the existing right of way and area to the east were walked over and existing surface exposures and cut banks were examined.

In the southeast quadrant, the highway right of way is in a deep cut, with a high ridge present outside of the right of way. The ridge had been extensively disturbed in the past, used partly as a borrow pit, or series of borrow pits, but also with what appeared to be an old raised approach to a possible bridge east of the existing bridges and highway. Examination of the USGS Wellington NW quad map reveals a series of cut and fill sections paralleling the east side of the present highway. However, 1932 construction plans for the present north-bound bridge reveal that the then existing highway (Highway 4) was west of the present alignment, and west of the later-built south-bound bridge. The land area between the present bridges south of the river is within a depressed median, with a buried storm drain along it.

All of the right of way north of the river had been extensively disturbed and graded in association with the adjacent county park in the northwest quadrant and in conjunction with a buried telephone cable along the east side of the right of way. The area east of the right of way had also been extensively disturbed by the previously mentioned linear feature east of the right of way.

## **Appendix J**



October 12, 2010

Dr. Mark Brown  
Environment Affairs Division  
Texas Department of Transportation  
125 East 11th Street  
Austin, Texas 78701

*Re: US 83 Bridge over the Salt Fork of the Red River*

Dear Dr. Brown:

The Historic Bridge Foundation (HBF) is responding to your letter of Sept 10 regarding the above referenced project.

After reviewing the information contained in your letter, HBF notes the total cost difference between the preferred alternative, Alternative 4: *New Structure on Current Alignment with Demolition of the Truss Bridge*, and Alternative 3b: *Widen Southbound Bridge to 2 Way Traffic and Bypass Truss (Monument)* amounts to \$321,479. As the US 83 Bridge is listed on the National Register of Historic Places, this amount does not seem to be significant enough to justify preferring Alternative 4 over Alternative 3b. In Standard 6 of the *The Secretary of Interior Standards for Federal Agency Historic Preservation Programs*, it states "An agency manages and maintains historic properties under its jurisdiction or control in a manner that considers the preservation of their historic, architectural, archeological and cultural value." Therefore, we find \$321 479 to be an amount that is well within a prudent expenditure in order to preserve a National Register listed structure. It is thus the position of the HBF that selection of Alternative 3b acknowledges the responsibility of the FWHA to adhere to federal preservation law. While we note that 3b has safety issues, we are surprised to note that Alternative 4 shows no safety issues. We would expect that there would be a safety risk to construction workers for Alternative 4 and we remind you that at the current width, the continued use of the southbound bridge for two-way traffic will continue to be a safety concern, particularly for oversized vehicles. Therefore, we find that TXDOT has not demonstrated the need to select Alternative 4 over Alternative 3b as the preferred alternative for this project.



On page 17 of your above referenced letter, you provide HBF with the proposed mitigation. This mitigation would add SH 203 at the Salt Fork to the National Register and develop a maintenance plan for the bridge. In the *On System Historic Metal Truss Bridge Task Force: Final Report*, issued by TXDOT in 1996 and update in 2001, it notes pack rust deterioration in SH 203. Since this condition has not been addressed since 1996, does the 2010 condition of the SH 203 bridge allow for its preservation? We ask this question because maintenance of US 83 has not been sufficient to prevent further deterioration and, unless deferred maintenance on SH 203 is immediately taken of, then this mitigation option may be moot.

The Historic Bridge Foundation considers it necessary to make a general comment about the US 83 project. We continue to question why this bridge project has been allowed to evolve as it has. It is evident from the comments made by Terry Keener (in the newspaper article we cited in our previous letter of March 24, 2009) and Michael O'Toole (at our Sept 29, 2010 meeting) that TXDOT has known since 1996 that the US 83 bridge was in a severely deteriorated state. Thus, it raises the question as to why, in 2005, the US 83 project went through Section 106 and 4f and the outcome was to bypass and rehabilitate the historic bridge as a scenic byway and to build a new bridge on a new alignment. If, as suggested by several TXDOT employees, this bridge was too deteriorated, why then was the decision to rehab made in 2005? As we stated in our March 24th letter:

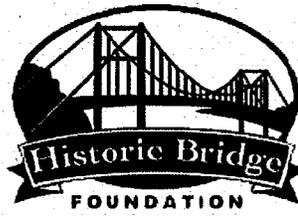
...HBF infers that the district has willingly disregarded maintaining a National Register eligible property. A proposed plan for the bridge was approved and determined to have "no adverse effect" by THC, yet this plan has taken years to finalize and in that time the bridge has been left to deteriorate such that we are now faced with a new conclusion that it is no longer "prudent" to preserve. We find this unacceptable both in terms of the Section 106 process and Section 110 of the NHPA.

A handwritten signature in black ink, appearing to read "K. Henderson".

Sincerely yours,

Executive Director

cc: Adrienne Campbell, THC  
Jonathan Poston, National Trust  
Michael Leary, FHWA  
Payton Kane  
Wes Reeves



Krista Gebbia, Preservation Texas

# Save the Historic Salt Fork of the Red River Truss Bridge

## "SAVE OUR BRIDGE"

savethebridge@live.com

www.facebook.com/savethebridge

October 10, 2010

Payton G. Kane, Historic Preservation Advocate  
Save the Historic Salt Fork of the Red River Truss Bridge  
4400 Horizon Hill Blvd., Apt. 1611  
San Antonio, TX 78229

Mark M. Brown, PH.D.  
Architectural Historian, Environmental Affairs Division  
Texas Department of Transportation  
Dewitt C. Greer State Highway Building  
125 E. 11<sup>th</sup> St.  
Austin, TX 78701-2483

Re: US 83 Salt Fork of the Red River Truss Bridge, Collingsworth County, Texas  
Structure Number: 250440003103002

Dear Dr. Brown:

Let me preface this letter by saying that I appreciate the Texas Department of Transportation's willingness to seek the opinion of the "Save the Historic Salt Fork of the Red River Truss Bridge" interest group and the other consulting parties in order to make a well informed decision regarding the aforementioned structure. I would also ask that TXDOT acknowledge and consider the emotional and nostalgic response of the people concerned about the wellbeing and future of this historic structure. I understand that your business is not to monitor the emotions of the public, but it should indubitably be an important part of your decision making process.

Our group was formed in February of this year following the bridge's "permanent closure" as reported in *The Wellington Leader*. Wes Reeves, Judy Cudd, and I all discussed what actions should be taken to determine the sentiments of the public and to insure that those opinions were related to your department. Taking advantage of the technology that abounds in this age, I started a Facebook page with the name "Save the Historic Salt Fork of the Red River Truss Bridge." Through word of mouth as well as internet correspondence, interested people joined the group and voiced not only their support for preservation of the bridge, but also questions about its safety. Today the membership of this group stands at 869 people. Those who have chosen to join are not random individuals. Many of them live in Collingsworth County or are former residents; other members include residents of surrounding communities and concerned citizens from around the region. Interestingly, another section of the group includes many travelers who have stayed at Pioneer Park and have recognized the uniqueness and beauty of the bridge.

Following the creation of the Facebook page, we drafted a petition encouraging Collingsworth County residents (current and former), landowners, and area residents to sign pledging their support for

preservation of the bridge. Approximately 550 people have signed this petition; the majority of signers are residents of and/or landowners in Collingsworth County.

Collingsworth County's economic future is questionable, but that is the story of most West Texas' rural counties. We all have great hopes of oil production, windfarms, or a resurgence of industry in our area, but the outlook is not always promising. However, in our sparsely populated county, home to less than 3,000 people, we are struggling to preserve the assets we do have. One of these assets is our history. We have been fortunate to save several important structures in the county and more projects are being considered, but funding for these projects is limited.

I have driven many hundreds of thousands of miles across our great state and truss bridge sightings are few and far between. Countless times, I have tapped my brakes and pulled off of the highway to marvel at these endangered structures. Nevertheless, they are vanishing from our landscape in the name of "progress."

Generations of Collingsworth County children have splashed in the cool, shallow waters beneath this bridge, building sandcastles, burying their siblings to their necks in sand, and seining for minnows. I can still remember, celebrating many childhood birthdays there. But this bridge means more than a shady place for children to play. I vividly remember my great grandfather sharing with me the stories of how he and many other local residents helped in the construction of this bridge and its sister structure on TX 203. In the midst of the Great Depression, the construction of these two bridges served as an added breath of life into a struggling local economy racked by financial ruin and the ecological horrors of the Dust Bowl. Every time I cross this bridge I think of him and the fortitude of his generation.

We realize there are significant safety concerns regarding the bridge and recognize that the safety of the public is one of TXDOT's chief responsibilities. We too are concerned about safety; after all, we drive on this bridge. As taxpayers we also recognize the need to manage budgets to better serve the population in an efficient manner. Nonetheless, it cannot be denied that significant action has not been taken to save this bridge from destruction. Many would argue that no actions outside of the routine have been taken to preserve the structural or historical integrity of this area landmark. Furthermore, the policies adopted by TXDOT and the State of Texas members of the general public must fight an uphill battle to attain any maintenance records to prove or disprove such a claim.

We are well aware of the simple fact that your department has known about the structural deficiencies of the bridge for many years and has done little to counteract those deficiencies. Spending only \$35,061 to combat these problems hardly seems satisfactory and has undoubtedly placed the public at great risk. It would seem that this amount of money could have merely been spent on the salt and pavement necessary for routine maintenance over the past 15 years.

Over five years ago, our community opposed with much fervor any plans that would involve the destruction of this historic monument. Little has changed with regard to public sentiment, but structurally the Salt Fork of the Red River Truss bridge has been compromised by TXDOT's hesitance or inability to act. In the process, the price tag of preservation has greatly increased. Regardless of these facts, our community should not suffer the loss of a local landmark because of your agency's negligence to maintain a proper plan of action. The actions of only one party have led us to the unfortunate situation we now face. Those are the actions of the Texas Department of Transportation.

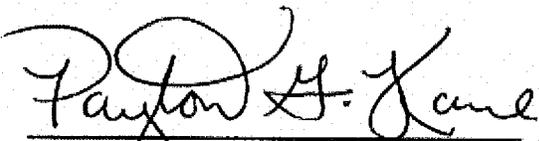
While we would like to see the bridge fully restored for vehicular traffic, we recognize the financial insolvency of this plan. For this reason we rise in favor of alternative 3A. The southbound bridge should be widened to serve two-way traffic leaving the truss bridge in place for a preserved pedestrian use. With the information you provided at the public meeting held September 21 in Wellington, conveyed to me by Judy Cudd and Wes Reeves who were present, it appears that this alternative would cost an estimated \$4.9 million. If I have calculated correctly, this alternative is only \$320,000 more than your current plan to destroy the bridge and build another in its place. I believe that this additional \$320,000 is merely an investment in a historic structure that will contribute to the economic prosperity of our county. I understand that your department will have to fund a larger portion of the project under this scenario as opposed to the larger amount of federal funds available in your preferred option. Nonetheless, I hope TXDOT will be compelled to right its wrongs by choosing alternative 3A.

I am fully aware that your department, which is designed to function in a rational model of safety and cost based analyses, sees this structure and all other structures in your care as facilitations of travel for the people using of our state's roads. Nevertheless, this structure, bridging our county's only river, has united our community for 71 years. It has arguably become our symbol. We have very few claims to fame, but we do have two very unique truss bridges that are recognized by people throughout the region. A landmark upon the landscape of the rolling Texas Plains, this bridge, built by the determination of my great grandfather and his peers, has served our community in countless ways and will remain a landmark in our hearts and minds. I only hope that it will continue to stand so it may be cherished by coming generations.

The Save the Historic Salt Fork of the Red River Truss Bridge interest group urges the Texas Department of Transportation to support a plan of preservation with regard to this historic Collingsworth County landmark.

Thank you for your consideration.

Best Wishes,

A handwritten signature in cursive script that reads "Payton G. Kane". The signature is written in dark ink and is positioned above a horizontal line.

Payton G. Kane, Historic Preservation Advocate

# HISTORIC WELLINGTON, INC.

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Wes Reeves, Board Secretary, Historic Wellington, Inc.  
2117 S. Harrison St.  
Amarillo, TX 79109

Oct. 4, 2010

Mark M. Brown, Ph.D., Architectural Historian  
Environmental Affairs Division - Texas Department of Transportation  
Dewitt C. Greer State Highway Building  
125 E. 11<sup>th</sup> St.  
Austin, TX 78701-2483

Dear Dr. Brown:

We appreciate your willingness to include Historic Wellington in the discussion on the future of the U.S. 83 truss bridge in Collingsworth County.

Our group was formed in 2002 with the stated purpose of encouraging the preservation of buildings and structures in Wellington and Collingsworth County for the enjoyment and economic benefit of the community. At the time of our founding, we were concerned with the alarming deterioration of one of our most treasured landmarks, Wellington's historic Ritz Theatre. We believed, and still believe, the loss of this and other iconic structures such as the U.S. 83 bridge, tears a whole in the fabric of our small community that cannot be repaired, and it deteriorates our economic base and our quality of life.

We are struggling in Wellington to reinvent ourselves. We are an ag-based economy. We have great agricultural resources here, but the value of what we produce can fluctuate wildly. Compounding this uncertainty is the fact that it doesn't take as many people to operate our farms and ranches as it once did, so our population has dwindled. Young people continue to move away in search of better jobs and a lifestyle our town cannot provide. But this doesn't mean we're not a viable community with aspirations to grow and thrive. We continually seek new economic development opportunities to enhance our quality of life, and we are becoming more and more creative. We are asking you to join us in a little creative thinking on the future of our truss bridge.

Historic preservation is a viable way in which we can diversify our economy and improve our quality of life. A great example of this is the transformation of the Ritz Theatre from a total disaster into a showplace. The theater now shows first-run movies and attracts many well-known musicians and musical groups. People come from miles around to perform at the Ritz, and to be entertained there. This one attraction has put Wellington back on the map. But it's only a start.

North of town lies one of the most appealing roadside attractions in Texas – Pioneer Park at the Salt Fork of the Red River. On any given day children are playing in the riverbed, making sand castles,

*(continued)*

chasing minnows and getting really dirty. Think of it as the Collingsworth Riviera. Framing this pretty picture is the lovely truss bridge on U.S. 83.

The bridge has been a symbol of our county since the day it was built. Anyone living in the eastern Texas Panhandle knows about it and admires it. They connect the bridge with the story of Bonnie and Clyde, who nearly met an early demise after crashing into the river when the old bridge washed out. Many school buses full of bands, football teams, basketball teams and pep squads have used the bridge to gauge their distance from Wellington. And many have passed back under it after an unsuccessful meeting with the Wellington Skyrockets.

This bridge is as much a part of our identity as the county courthouse, the high school, and the Ritz Theatre. It tells our stories for us. It guides people to us. It's a living representation of our county's progress, our aims and our hopes. It's our Empire State Building, our Eiffel Tower and our Big Ben. And it's irreplaceable. No one will build anything like this again.

For the Texas Department of Transportation, it is simply a structure that allows vehicles to cross a sandy stream. That's understandable – you're in the business of moving Texans across our state in a safe manner, and you do a remarkable job of it. You even have a record of supporting preservation of historic assets. As this monument began to show the stress of its advanced age, you listed it on the National Register of Historic Places, but without any plan to preserve it. You've essentially followed a demolition by neglect plan, and that runs counter to the directives of the National Preservation Act, and it defies logic as well.

Now the bridge is unusable. We value the safety of the traveling public, and we understand why you have closed it. But your preferred option as to how to move forward – demolition – is unacceptable. You may have considered all the things you are required to consider. But your considerations are incomplete. This plan shows an amazing deficit of creative thinking, and a total disregard for our history.

We have already stated how this bridge defines us as a particular group of people. We have stated that county residents are emotionally attached to it. That's easy enough to dismiss. Nostalgia and emotion are fairly unreliable economic drivers, unless they're combined with smart and creative planning.

And now is the time for some creative planning. Because of emotion, nostalgia and a need to see something beautiful, people stop at this roadside park. And because they stop at this park, they're more willing to purchase gas and groceries in Wellington. They're more willing to have family reunions in Wellington, where they can also spend the night and see a movie at the Ritz.

If you remove this bridge, you're eradicating one of the park's most appealing features, a feature that causes travelers to slow down and see what lies beyond the road. By replacing a work of art with an uninspiring concrete behemoth, you're in effect telling drivers to keep driving – fast. Yes, another identical truss bridge exists downriver on a state highway. But that highway is a lonely

*(continued)*

stretch of road where few can admire the other bridge. And who's to say you won't neglect that structure to death as well? Your track record does not reassure us.

We may be small in number. We may have very little political clout in Austin. But we pay taxes. We have indirectly supported all manner of bridge preservation projects in this state. Now it's our turn. We demand equal respect for our culture and history, and we demand an equal chance to attract visitors and increase our tax base.

Although Historic Wellington's primary mission is historic preservation, we frame all our activities in the context of community development. We don't ask that you do anything that would inhibit commerce in our county, or that you spend an exorbitant amount of money in the name of preservation. We are not seeking the restoration of our truss bridge for use as vehicular roadway. Even if money were no object, we realize the bridge has functional restrictions.

What we are seeking is a chance in future years to maximize a historical asset for the benefit of county citizens. We are asking that you move all traffic onto a widened southbound bridge and to preserve the truss for pedestrian use, an option you have listed in alternative 3A of your list of proposals.

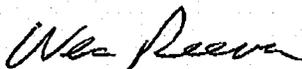
We also would consider alternative 3B -- removing the approaches and the failing deck of the truss bridge and preserving the structure as a monument until a new use can be determined. This would give us time to plan something really nice for the old bridge -- something that would enhance a visit to Pioneer Park and preserve a monument to technology and the county's past.

According to the information you provided at the Sept. 21 public meeting in Wellington, the monument option and a widened southbound bridge would cost a total of \$4.9 million, around \$320,000 more than destroying the bridge and building a new one in its place. For \$320,000 we could purchase years of enhanced park visits and tourism development. By saving \$320,000 and destroying a historic bridge, the loss of future economic gain is incalculable.

And how many times have we scratched our heads in disbelief, wondering why those who came before us destroyed irreplaceable landmarks that could have enhanced our quality of life in the present? How many times have we wished "they" would have stepped back and thought it through. Well, we're the "they" of the current generation in power. We can take a shortcut and demolish this bridge, or we can think creatively to preserve something that future generations can enjoy and employ for economic gain.

Historic Wellington votes for creative thinking and the preservation of the 1939 truss bridge.

Thank You,



Wes Reeves, board secretary  
On behalf of the Board of Directors

October 20, 2010

Dr. Mark M. Brown  
Historical Studies Branch  
Environmental Affairs Division  
Texas Department of Transportation  
125 East 11<sup>th</sup> Street  
Austin, Texas 78701

**NATIONAL  
TRUST  
FOR  
HISTORIC  
PRESERVATION®**

Re: US 83 Bridge over the Salt Fork of the Red River (CSJ#: 0031-03-029)

Dear Dr. Brown:

The National Trust for Historic Preservation (National Trust) appreciates the opportunity to submit comments on the proposed demolition of the US 83 Bridge over the Salt Fork of the Red River.

We disagree with the analysis and conclusions of the Texas Department of Transportation (TXDOT) in the September 10, 2010 letter rejecting all alternatives except Alternative 4, i.e., the demolition and replacement of the historic bridge. Alternative 4 does not reflect the analysis required by Section 106 of the National Historic Preservation Act (NHPA), 16 U.S.C. § 470f, 36 C.F.R. Part 800, and Section 4(f) of the Department of Transportation Act, 23 U.S.C. § 138, 49 U.S.C. § 303. We strongly encourage TXDOT and the Federal Highway Administration (FHWA) to continue Section 106 consultation, including further evaluation of alternatives to avoid demolishing the US 83 Bridge, and to honor the mandate of Section 4(f). Our comments below provide greater detail about our objections and how TXDOT should proceed.

#### **Rejecting Alternative 3b is Not Consistent With the Requirements of Section 4(f)**

As you know, Section 4(f) requires a demonstration that there is no feasible and prudent alternative to the demolition of the historic bridge, and that the project includes all possible planning to minimize harm. 23 U.S.C. § 138, 49 U.S.C. § 303. In order to demonstrate that an alternative is not "prudent," it must be shown that the alternative would present "unique problems," "truly unusual factors," or "cost or community disruption" of "extraordinary magnitudes." *Citizens to Preserve Overton Park v. Volpe*, 401 U.S. 402, 413 (1971); *Druid Hills Civic Ass'n v. FHWA*, 772 F.2d 700, 714 (11<sup>th</sup> Cir. 1985).

Alternative 3b in particular - "Widen Southbound Bridge to Two-way Traffic, By-pass Truss (monument)" - is on its face a feasible and prudent alternative. It has overwhelming local support, and in our view, must be evaluated further under both Section 106 and Section 4(f).

TXDOT's rationale for rejecting Alternative 3b was that it was not prudent "based on undesirable safety conditions and on stabilization costs in excess of the demolition allowance." TXDOT Letter at 15 (Sept. 10, 2010). Both of these reasons are inconsistent with Section 4(f).

**Safety.** The safety concerns identified by TXDOT are limited to two relatively minor issues—(1) the proximity of construction workers to traffic during the construction process, and (2) a five-lane cross-section and “unexpected reverse curves” that are less than ideal, but acknowledged to be safe enough to be eligible for federal funding, and an improvement over other alternatives. TXDOT Letter at 14 (Sept. 10, 2010). The FHWA regulations require a showing of “unacceptable” safety problems, not “undesirable” safety problems. 23 C.F.R. § 774.17. If it would be eligible for federal funding, it can’t be “unacceptable.” Other commenters have pointed out that TXDOT has applied a double-standard in evaluating safety issues, and has not applied the same stringent safety criteria to Alternative 4 that it has to the other alternatives. In any event, the courts have warned that the “talisman” of “safety” should not be given “undue deference” in dismissing less harmful alternatives that are otherwise feasible and prudent under Section 4(f). See *Stop H-3 Ass’n v. Dole*, 740 F.2d 1442, 1452 (9<sup>th</sup> Cir. 1984), cert. denied, 471 U.S. 1108 (1985); *Benton Franklin Riverfront Trailway & Bridge Comm. v. Lewis*, 701 F.2d 784 (9<sup>th</sup> Cir. 1983). This issue clearly warrants further evaluation and consultation.

**Costs.** TXDOT’s comparison of the stabilization costs to the estimated demolition cost is not the appropriate analysis. Instead, the proper comparison is between the total cost of Alternative 4 and the total cost of Alternative 3b. The estimated total cost of Alternative 3b is \$4,871,479. This represents only a 7 percent increase (\$321,479) over the estimated cost of Alternative 4 (\$4,550,000). This simply does not represent an increased cost of “extraordinary magnitude,” and thus cannot be used as a basis for rejecting Alternative 3b as imprudent under Section 4(f). See *Stop H-3 Ass’n v. Dole*, 740 F.2d at 1452 (holding that a \$42 million cost increase for an alternative, representing more than 10 percent of the total project cost, was not sufficiently “extraordinary” to justify rejecting the alternative as imprudent); *Coalition for Responsible Development v. Brinegar*, 518 F.2d 522, 525-26 (4<sup>th</sup> Cir. 1975) (in order to justify rejecting a less harmful alternative, increased costs must be “truly unusual” or of “extraordinary magnitude;” “cost is a subsidiary factor in all but the most exceptional cases”).

### **TXDOT’s Own Neglect is Responsible for the Deteriorated Condition of the Historic Bridge**

We were shocked to see that in the past 15 years TXDOT has spent a total of only \$35,061 to maintain this historic bridge. TXDOT Letter at 6 (Sept. 10, 2010). We strongly disagree with the assertion that this is “consistent” with TXDOT’s responsibilities under FHWA regulations and the National Historic Preservation Act.

### **The Proposed Mitigation for the SH 203 Bridge is Inadequate**

We agree with the concerns expressed by the Historic Bridge Foundation that the proposed mitigation relating to the historic bridge on SH 203 is inadequate. In

Dr. Mark M. Brown  
October 20, 2010  
Page 3

addition to the need for more current information about the condition of the bridge, we believe that actual maintenance expenditures—not just a maintenance “plan” on paper—would be the appropriate approach to mitigation under Alternative 4. We are concerned that a maintenance plan would do nothing more than gather dust on a shelf.

### **The Level of Public Support for Preservation of the Historic Bridge is Exceptional**

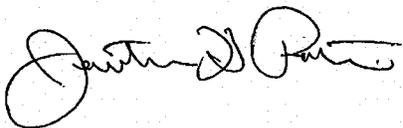
Finally, it is important to recognize that the level of public support for the preservation of this historic bridge is extraordinary. A county with a population of 3,000 people has produced a petition with 550 signatures and a Facebook page with a membership of 869. Two local preservation groups have provided eloquent and compelling testimony about the iconic significance of this historic bridge to the local community.

We strongly urge TXDOT to reevaluate alternatives that would promote the preservation of the bridge based on this public sentiment. The concept of a monument or a public use other than vehicular travel would be responsive to the strong public desire to save the bridge.

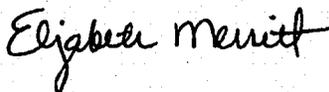
In conclusion, the National Trust believes TXDOT’s September 10, 2010 letter does not satisfy either the substantive requirements of Section 4(f) of the Department of Transportation Act or the procedural requirements of Section 106 of the NHPA. We urge you to engage all of the consulting parties in additional discussion about alternatives that would preserve the historic bridge.

Again, we appreciate the opportunity to comment on this project. Feel free to contact us directly if you have any questions.

Sincerely,



Jonathan Poston  
Director, Southwest Office

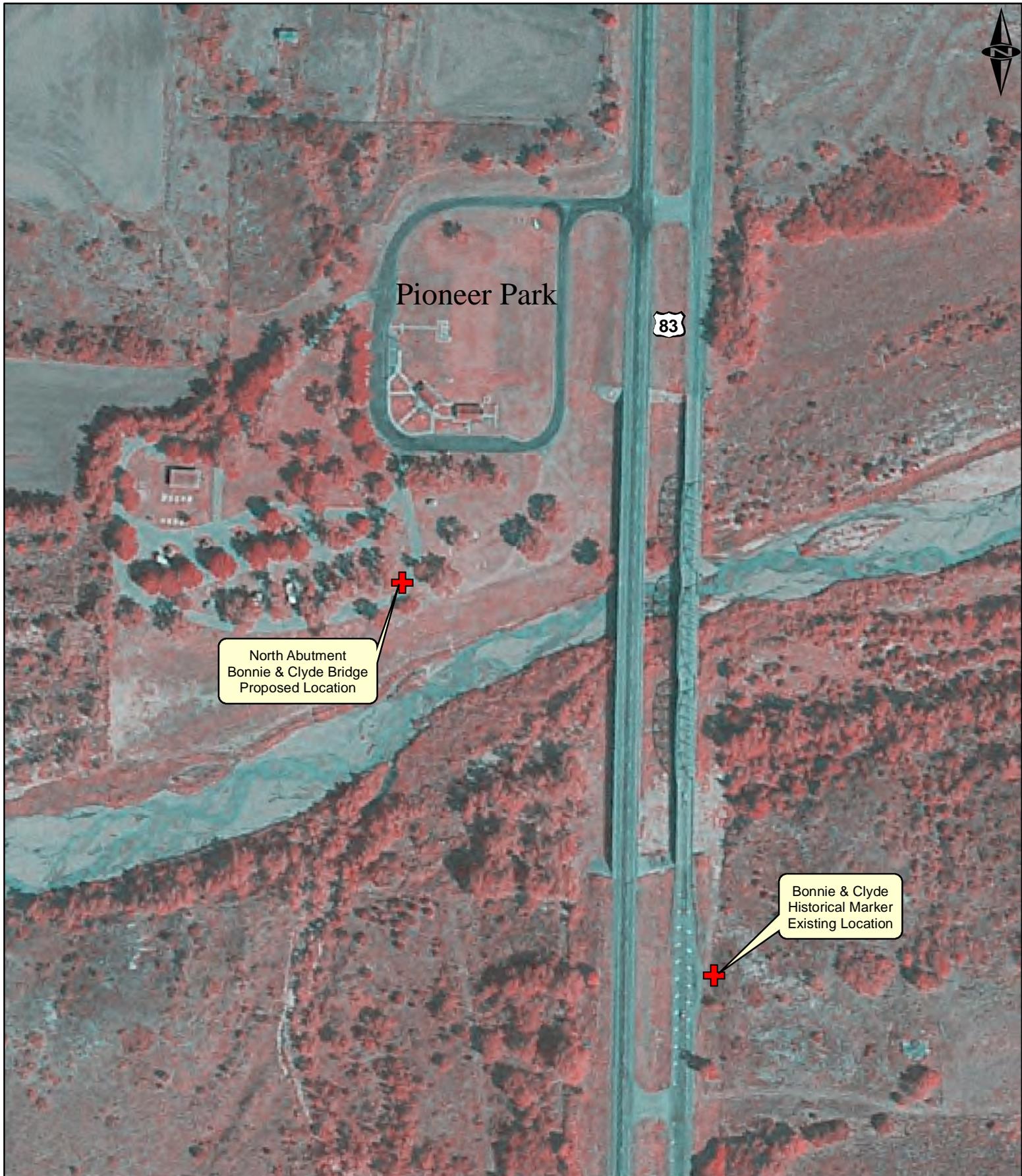


Elizabeth S. Merritt  
Deputy General Counsel

Dr. Mark M. Brown  
October 20, 2010  
Page 4

cc: Janice Brown, Texas Division Administrator, FHWA  
Michael Leary, Director of Planning & Program Development, FHWA  
Mary Ann Naber, Federal Preservation Officer, FHWA  
Carol Legard, ACHP  
Charlene Vaughn, ACHP  
Reid Nelson, ACHP  
Adrienne Campbell, Texas Historical Commission  
Kitty Henderson, Historic Bridge Foundation  
Wes Reeves, Historic Wellington, Inc.  
Payton G. Kane, Save the Historic Salt Fork of the Red River Truss Bridge  
Krista Schreiner Gebbia, Preservation Texas

## **Appendix K**



0 0.05 0.1 Miles

Digital Ortho Quarter Quad Wellington NW 3400-443

# Bonnie & Clyde Marker Relocation Existing and Proposed Locations



**REQUEST TO RELOCATE AN  
OFFICIAL TEXAS HISTORICAL MARKER**

Marker Title: The Red River Plunge of Bonnie and Clyde

County: Collingsworth

Current location (including nearest city): Approximately 6.5 miles north of Wellington on US 83. The marker is located on the SE side of the truss bridge crossing the Salt Fork of the Red River

Proposed location: In the park next to the north bridge abutment of the actual bridge where Bonnie and Clyde took the plunge.

Reason for requesting relocation: The house mentioned on the marker has fallen down, and it is thought that the plunge happened on or at the truss bridge location. The actual location is to the west of the truss bridge approximately 160 yards. The abutments of the actual Bonnie and Clyde bridge are concrete and are still in good condition. The Childress District would like to move the marker near the north abutment located in the county park.

**Who will be responsible for the relocation? (THC cannot assume liability for damages or injuries.)**

Name: Terry Keener Signature: [Signature]  
 Address: 7599 US 287  
 City: Childress State: Tx Zip: 79201  
 Daytime phone: (940) 937-7145 Fax: \_\_\_\_\_ Email: TKEENER@DOT.STATE.TX.US

**Approval of county historical commission:**

County chair or marker chair (name): \_\_\_\_\_  
 Address: \_\_\_\_\_  
 City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
 Daytime phone: \_\_\_\_\_ Fax: \_\_\_\_\_ Email: \_\_\_\_\_  
 Signature: \_\_\_\_\_

**Permission of property owner at proposed new location:**

Name: \_\_\_\_\_ Signature: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
 Daytime phone: \_\_\_\_\_ Fax: \_\_\_\_\_ Email: \_\_\_\_\_

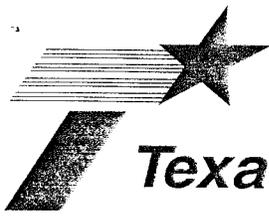
**Please include the following:**

1. A current photograph of the proposed marker location.
2. A city or county map denoting the current and proposed locations.
3. A current photograph of marker.



# **Appendix L**

## **Appendix M**



# Texas Department of Transportation

DEWITT C. GREER STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • (512) 463-8585

December 29, 2010

Environmental Document Coordination  
CSJ No: 0031-03-029  
Highway: US 83 Bridge Replacement  
At: Salt Fork of the Red River  
County: Collingsworth



Mr. Tom Cloud, Field Supervisor  
**Ecological Services Field Supervisor**  
711 Stadium Drive, Suite 252  
Arlington, Texas 76011  
Telephone: (817) 277-1100

Dear Mr. Cloud:

The purpose of this correspondence is to initiate informal section 7 consultation for the US 83 bridge replacement project at the Salt Fork of the Red River in Collingsworth County, TX. Based on the assessment presented below, the Texas Department of Transportation (TxDOT) has determined that the proposed project may affect, but is not likely to adversely affect the federally endangered Interior Least Tern (*Sterna antillarum athalassos*), and we would like to request your concurrence pursuant to section 7 of the Endangered Species Act.

## Project Area

The proposed project would take place at the confluence of US Highway 83 and the Salt Fork of the Red River in Collingsworth County, TX. The Salt Fork at this location is a shallow, somewhat-braided perennial stream. It is considered by the United States Army Corps of Engineers (USACE) to be a water of the U.S. at this location, but is not a navigable waterway as defined by Section 10 of the Bridges and Harbors Act. The ordinary high water mark width of the river in the project area is approximately 120 feet and the depth varies seasonally from 4 inches to 3 feet. The banks of the river in the project area are heavily vegetated with herbaceous and woody vegetation including Bermuda grass (*Cynodon dactylon*), western ragweed (*Ambrosia psilostachya*), Johnsongrass (*Sorghum halepense*), silver bluestem (*Bothriochloa saccharoides*), King Ranch bluestem (*Bothriochloa ischaemum*), mat sandbur (*Cenchrus longispinus*), sedge (*Carex* sp.), cattail (*Typha* sp.), giant reed (*Arundo donax*), panhandle grape (*Vitis acerifolia*), honey locust (*Gleditsia triacanthos*), salt cedar (*Tamarix* sp.), cedar elm (*Ulmus crassifolia*), black willow (*Salix nigra*), plains cottonwood (*Populus deltoides*), and honey mesquite (*Prosopis glandulosa*). There are no large unvegetated sandbars within the project area, however, during periods of low flow several small bare sandbar areas are exposed in the river channel within the project area (see **Figures 6, 12**). There is also a small heavily vegetated sandbar island just downstream of the project area outside the highway right-of-way (ROW) (see **Figures 10, 11, 12**). Habitat favorable for Least Tern nesting such as large sparsely vegetated sand or

gravel bars within a wide unobstructed river channel may occur further upstream or downstream of the project outside the project construction area.

### **Project Description**

TxDOT proposes to replace the northbound bridge of US 83 over the Salt Fork of the Red River. The replacement of the northbound US 83 bridge would be accomplished through one of the two alternatives described below. The limits of both bridge replacement alternatives are portrayed in **Figures 2 and 3** in *Appendix A: Site Maps*. Neither option would require additional ROW or temporary construction easements.

#### *Option 1: New Bridge on Current Alignment with Demolition of Historic Truss Bridge*

For this alternative, TxDOT proposes to demolish the existing truss bridge and construct a new 855ft. long bridge on the alignment of the existing truss bridge. The new bridge would feature a superstructure composed of nine 95ft. spans, utilizing type Tx40 pre-stressed concrete I-Girder beams. The substructure under the bridge would consist of concrete caps with concrete columns. Concrete rip-rap would be placed along the abutments of the bridge. The overall width of the proposed bridge would be 40 feet, with a 38-foot roadway surface consisting of two 12-foot travel lanes, a 10-foot outside shoulder and a 4-foot inside shoulder. The deck would be concrete cast-in-place with Type T223 bridge rail. This alternative would require the permanent placement of approximately 0.0005 acres of structural fill (concrete bridge columns) into the main channel of the river which would be authorized under a USACE Nationwide Permit (PCN would be required). This alternative would include a slight vertical realignment in the approach roadways of the proposed new bridge. This alternative would also require a limited amount of lane widening just north of the proposed new bridge to accommodate a left turn lane at the entrance to the county park and TxDOT rest area.

#### *Option 2: Widen Southbound Bridge and Bypass Historic Truss Bridge*

For this alternative, TxDOT proposes to leave in place the historic truss bridge and widen the existing 840-foot southbound bridge to the east by 42 feet for a total bridge width of 86 feet. Type Tx40 pre-stressed concrete girders, concrete caps and columns, and type T223 bridge rail would be used for the widening. The widened portion would add two 12-foot wide northbound travel lanes, a 10-foot wide outside shoulder, and a 16-foot wide center turn lane that would separate the northbound and southbound travel lanes and allow northbound traffic to access the county park and TxDOT rest area. Total pavement width of the new widened bridge would be 84 feet. This alternative would require the permanent placement of approximately 0.0005 acres of structural fill (concrete bridge columns) into the main channel of the river which would be authorized under a USACE Nationwide Permit (PCN would be required). This option would also require a horizontal realignment of the northbound travel lanes from approximately 0.4 miles south of the bridge to 0.3 miles north of the bridge and would also require a slight vertical realignment to the roadway in order to meet a 70 mph design speed.

### **Potential Impacts**

In both of the alternatives presented above, the construction area would be entirely within the existing 250 – 300 foot wide ROW and neither of the two alternatives would result in permanent impacts to habitat for the Interior Least Tern or any other federally listed species. Temporary impacts to the floodplain within the project area include the clearing of

approximately 4.2 acres of herbaceous vegetation, 0.4 acres of woody vegetation, and the placement of a temporary construction road across the Salt Fork that would remain in place throughout construction (a period of approximately 12 months). The temporary construction road would be approximately 30 feet in width, would be built within the ROW just downstream of the existing northbound bridge (see **Figure 3**) and its construction would take place outside the Least Tern nesting season. The temporary construction road would be built of non-erodible materials and would be designed to convey the normal flow of the river.

Upon completion of construction, the temporary construction road would be removed and the banks and channel would be restored to their natural contours. Areas outside the river channel disturbed during construction would be reseeded as soon as possible following construction using a mix of native and nonnative species to prevent erosion. During construction, the following water quality best management practices (BMP's) that were developed by the USFWS (Tulsa ES Office) would be implemented;

- Construct stream crossings during a period of low streamflow,
- Cross streams, stream banks and riparian zones at right angles and at gentle slopes,
- Disturb riparian and floodplain vegetation only when necessary,
- Construction equipment should cross the stream at one confined location over an existing bridge, equipment pads, clean temporary native rock fill, or over a temporary portable bridge,
- Limit in-stream equipment use to that needed to construct crossings,
- Place trench spoil at least 25 feet away landward from stream banks,
- Use sediment filter devices to prevent movement of spoil off right-of-way when standing or flowing water is present,
- Maintain the current contours of the bank and channel bottom,
- Do not store hazardous materials, chemicals, fuels, lubricating oils, and other such substances within 100 feet of stream banks,
- Refuel construction equipment at least 100 feet from stream banks,
- Maintain sediment filters at the base of all slopes located adjacent to the streams until right-of-way vegetation becomes established,
- Maintain a vegetative filtration strip adjacent to streams and wetlands,
- Direct water runoff into vegetated areas.

Commitments to implement these water quality BMP's would be included in the project's EPIC (Environmental Permits, Issues, and Commitments) sheet and in the general construction notes. These commitments would also be discussed with the construction contractor at the pre-construction meeting.

During the Least Tern nesting season (May-August), qualified personnel would monitor the construction site as needed to ensure that Least Terns are not nesting near the construction site or otherwise being disturbed by construction activities. If Least Terns were to be found nesting in proximity to construction activities, work would cease and personnel from USFWS Arlington ES Office would be notified immediately.

**Conclusion**

Based on the nature of the project and the avoidance and minimization measures that would be implemented, TxDOT has determined that the proposed project may affect, but is not likely to adversely affect the federally-endangered Interior Least Tern and that it would have no effect on any other federally-listed species. If you concur with this determination, please sign and date the bottom of this letter, and return a copy to the Environmental Affairs Division. If you have any questions regarding this project please feel free to contact me at (512) 416-2645 or by email at Andrew.Blair@txdot.gov.

Sincerely,



Andy W. Blair, Biologist  
Ecological Resources Branch  
Environmental Affairs Division

Attachments:

- Appendix A: Site Maps
- Appendix B: Site Photographs

CONCUR: \_\_\_\_\_

DATE: \_\_\_\_\_

*TK*

Based on the information provided, we concur with your determination that the proposed action is not likely to adversely affect any federally listed species.

Date 1-6-11

Consultation # 21420-2011-I-0098

Approved by:



Thomas J. Cloud, Jr., Field Supervisor

## **Appendix N**

**APPENDIX N: Consulting Party Comment Tracking Table**  
October 2010<sup>1</sup>

US 83 at Salt Fork Red River, Collingsworth County  
CSJ: 0031-03-029

National Trust for Historic Preservation	Historic Wellington	Save the Bridge	Historic Bridge Foundation	TxDOT Response
Rejecting Alternative 3b is Not Consistent With the Requirements of Section 4(f)				Consulting party comments were considered and integrated into the SHPO consultation process under 36 CFR 800 as appropriate.
<i>Evaluate Alternative 3b further. 3b rejected using incorrect standards.</i>				TxDOT evaluated alternatives under the definition of feasible and prudent avoidance alternatives in the 2008 revisions to 23 CRF 774.17, including the notion of cumulative problems.
<i>Safety concerns cited are relatively minor. Standards are not uniformly applied to all alternatives.</i>			While we note that 3b has safety issues, we are surprised to note that Alternative 4 shows no safety issues.	TxDOT's re-evaluation of the alternatives resulted in the recommendation that Alternative 4 provided a higher level of safety than 3b at a more prudent cost.
<i>Cost comparison should be between total cost of Alternative 3b and of Alternative 4.</i>	Difference between Alternatives 3b and 4 is \$320,000	Alternative 3a is only \$320,000 more than Alternative 4. <sup>2</sup>	The total cost difference between Alternative 4 and Alternative 3b amounts to \$321,479 and is well within prudent expenditure.	TxDOT engineers re-examined the cost estimates using the latest construction data. Because concrete construction costs are abating in the current economy, the overall costs declined somewhat. In addition, federal regulations preclude some reimbursable costs under Alternative 3b that are allowable under Alternative 4. TxDOT would be responsible for the \$2,180,585 deficit posed by Alternative 3b under these rules.
TXDOT's Own Neglect is Responsible for the Deteriorated Condition of the Historic Bridge	TxDOT has followed a demolition by neglect plan that runs counter to the National Historic Preservation Act	Our community should not suffer the loss of a local landmark because of your agency's negligence to maintain a proper plan of action.	HBF infers that the district has willingly disregarded maintaining a National Register eligible property.	The Texas SHPO participated in the On-System Task Force that acknowledged the trusses were not good candidates for rehabilitation and should be removed. Ongoing maintenance of the bridge since that report has been based on the findings of the regular inspection cycle. These efforts were consistent with statewide maintenance procedures. The maintenance expenditures also exceeded averages spent for on-system trusses once repainting costs are discounted.
			If this bridge was too deteriorated in 2005, why then was the decision to rehab made at that time? We find this unacceptable both in terms of the Section 106 process and Section 110 of the NHPA that the bridge has been left to deteriorate such that we are now faced with a new conclusion that it is no longer "prudent" to preserve.	TxDOT continued to seek viable preservation alternatives for the bridge as an outcome of the February 10, 2004 public meeting. After the May 10, 2005 public meeting, FHWA expressed safety concerns about the preservation alternative successfully coordinated with SHPO. FHWA also identified incorrect cost estimate assumptions. These post-coordination determinations prompted TxDOT to continue exploring solutions that avoided or minimized harm to the bridge, but the severity of deteriorating structural systems forced closure of the bridge and limited viable alternatives.

<sup>1</sup> Preservation Texas accepted an invitation to be a consulting party, but declined to comment.

<sup>2</sup> Author miss-read the table. Alternative 3a was (the cost estimates have been revised since October 2010) \$1,472,499 - \$1,764,439 more than Alternative 4. Alternatives 3b was about \$320,000 more than Alternative 4.

National Trust for Historic Preservation	Historic Wellington	Save the Bridge	Historic Bridge Foundation	TxDOT Response
The Proposed Mitigation [Represented by Rehabilitation of] the SH 203 Bridge is Inadequate	TxDOT's track record with US 83 does not reassure Historic Wellington that the SH 203 Bridge will not be neglected.		Does the 2010 condition of the SH 203 bridge allow for its preservation?	TxDOT proposes construction of an interpretive kiosk in the adjacent rest area to tell the story of the bridge as mitigation for the adverse effect for the US 83 bridge. We no longer propose preservation efforts for the SH 203 bridge, although its rehab is programmed for FY 2012. Procedures used to plan the SH 203 bridge rehab instead will serve to develop best practices for the pool of historic truss bridges in the state as a component of the ongoing re-evaluation of the truss inventory. Development of detailed conditions assessments and formal maintenance protocols are envisioned as components of the resultant treatment plans for selected metal on-system and off-system trusses.
The Level of Public Support for Preservation of the Historic Bridge is Exceptional	Strongly support Alternative 3a, Pedestrian use.	Community, as demonstrated by Petition and Facebook membership, rises in favor of alternative 3A.		TxDOT's efforts to find a viable preservation alternative over a period of at least six years demonstrates its recognition of the level of public support for the historic bridge. While TxDOT would welcome sufficient financial support to realize a safe preservation alternative, no donor or fiscally responsible recipient has been identified through marketing efforts or the public involvement process. The refusal of county officials to assume liability for relocating the historic trusses to the adjacent public park further complicates the adequacy of such an initiative and also would increase costs.
	Alternative 3b, Preserve as Monument, would allow time to find a new use that would enhance the park.			TxDOT's experience suggests that pedestrian conversion or monumentalization is the only viable non-vehicular uses for a bridge located in the ROW. Public involvement and appropriate marketing efforts failed to establish a viable alternative location, funding to realize the move, or a fiscally responsible recipient.

## **Appendix O**



0 0.05 0.1 Miles

Digital Ortho Quarter Quad Wellington NW 3400-443

- County Property
- State Property

# Pioneer Park Site Map Collingsworth County

## **Appendix P**

## Clay Churchill - Wide/Tall Loads US83 Truss Bridge

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**From:** Michael Breedlove  
**To:** Clay Churchill  
**Date:** 4/19/2011 3:40 PM  
**Subject:** Wide/Tall Loads US83 Truss Bridge

---

I have witnessed several occasions over the last 23 years of wide and tall loads that where northbound and unable to get through the truss bridge located at Pioneer Park on US83. There have been numerous times when we would know about it, either the truck driver would call, the sheriff's department would call or we would have a permit notifying us of the load and we would go out and provide traffic control, and divert the load around on the southbound bridge. I have also witnessed many occasions when people would go around illegally without any kind of traffic control, the majority of these being farm implements.

## **Appendix Q**



Life's better outside.®

April 5, 2011

Mr. Andy Blair  
Environmental Affairs Division  
Texas Department of Transportation  
Dewitt C. Greer State Highway Building  
125 E. 11<sup>th</sup> Street  
Austin, TX 78701-2483

Commissioners

Peter M. Holt  
Chairman  
San Antonio

T. Dan Friedkin  
Vice-Chairman  
Houston

Mark E. Bivins  
Amarillo

Ralph H. Duggins  
Fort Worth

Antonio Falcon, M.D.  
Rio Grande City

Karen J. Hixon  
San Antonio

Dan Allen Hughes, Jr.  
Beeville

Margaret Martin  
Boerne

S. Reed Morian  
Houston

Lee M. Bass  
Chairman-Emeritus  
Fort Worth

Carter P. Smith  
Executive Director

RE: Proposed Bridge Replacement on US 83 at the Salt Fork of the Red River (CSJ 0031-03-029), Collingsworth County

Dear Mr. Blair:

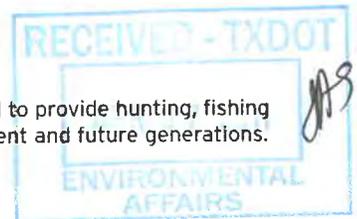
Texas Parks and Wildlife Department (TPWD) received the Environmental Assessment (EA) document regarding the bridge replacement project referenced above located near Wellington. TPWD staff has reviewed the document and offers the following comments concerning this project.

Please be aware that a written response to a TPWD recommendation or informational comment received by a state governmental agency on or after September 1, 2009 may be required by state law. For further guidance, see the Texas Parks and Wildlife Code, Section 12.0011 which can be found online at <http://www.statutes.legis.state.tx.us/Docs/PW/htm/PW.12.htm#12.0011>. For tracking purposes, please refer to TPWD project number 6338 in any return correspondence regarding this project.

Project Description

US 83 within the project area is a 4-lane, divided facility with a 38-foot wide paved surface on both the northbound and southbound sides and a 75-foot median. The existing 2-lane northbound roadway narrows to a single 14-foot lane with a 6-foot outside shoulder and a 4-foot inside shoulder as it enters the truss bridge. The existing bridge facility is a 27-foot wide, 827-foot long Parker through truss bridge with north and south approach spans. Currently the truss structure is closed to through traffic due to a failure in the bridge deck. The southbound structure currently accommodates both northbound and southbound traffic.

The proposed bridge facility would be constructed on the existing alignment and would consist of two 12-foot wide travel lanes with a 4-foot wide inside shoulder and a 10-foot wide outside shoulder. The bridge would be 855 feet long and 40 feet wide. Concrete riprap would be placed along the abutments of the bridge,



Mr. Andy Blair  
Page Two  
April 5, 2011

and the profile of the bridge would be raised slightly. No new right-of-way (ROW), temporary easements, or additional detours would be needed.

### Vegetation

The proposed project would impact approximately 4.2 acres of herbaceous vegetation and 0.4 acre of woody riparian vegetation. The mature tree community consists of Honey locust (*Gleditsia triacanthos*), Honey mesquite (*Prosopis glandulosa*), Salt cedar (*Tamarix* spp.), Cedar elm (*Ulmus crassifolia*), Black willow (*Salix nigra*), and Plains cottonwood (*Populus deltoides*).

**Recommendation:** TPWD recommends mitigating for the loss of riparian vegetation in the project area by including site-specific native woody species in revegetation plans. The replacement of impacted native woody vegetation would reduce additional fragmentation of the riparian habitat, help prevent erosion, and ensure that native plant species are provided an opportunity to compete with undesirable, non-native, invasive plant species. Live stakes should be salvaged from impacted Black willow trees and used to help revegetate and stabilize the riparian area.

The EA states that Pioneer Park, a county/state owned park is located adjacent to the project area and provides access to the Salt Fork of the Red River.

**Recommendation:** If tree replacement is not feasible in areas disturbed by construction of the project, TPWD recommends TxDOT consider mitigating for tree removal by planting native saplings near the river in Pioneer Park.

### Rare and Protected Species

The EA states that the project area contains suitable habitat for the federal and state listed endangered Interior Least Tern (*Sterna antillarum athalassos*). Temporary impacts to Interior Least Tern habitat within the floodplain of the Salt Fork of the Red River would include the placement of a temporary construction road across the river. The temporary road would be constructed outside of the nesting season of the Interior Least Tern and would be removed when bridge construction is complete. Best management practices (BMPs) recommended by the U.S. Fish and Wildlife Service (USFWS) would be implemented during construction to protect water quality in the project area, and the banks and channel would be restored when construction is complete. Coordination with the USFWS was conducted on December 29, 2010. TxDOT has determined that the project

Mr. Andy Blair  
Page Three  
April 5, 2011

may affect but is not likely to adversely affect the Interior Least Tern, and the USFWS provided written concurrence with this finding on January 6, 2011.

**Recommendation:** TPWD supports proposed measures to minimize adverse impacts to the Interior Least Tern during construction. TPWD recommends BMPs include measures to minimize indirect impacts to the Interior Least Tern downstream from the project by avoiding the alteration of natural dynamic processes that cause the creation and loss of sandbars.

The project study area is located on the western edge of the approximately 200-mile wide corridor in which 95 percent of sightings of the federal and state listed endangered Whooping Crane (*Grus americana*) have been documented during migration. During migratory stopovers, Whooping Cranes have been known to roost in riverine habitat on submerged sandbars in wide, unobstructed channels, such as the Red River.

**Recommendation:** During construction, TPWD recommends TxDOT monitor the project area for Whooping Cranes during their northern migration (approximately late March through early June) and southern migration (approximately mid-September through late December). If Whooping Cranes are observed in the project area during migratory stopovers, TPWD recommends work in the area cease and TxDOT contact Tom Stehn of the USFWS at (361) 286-3559 for further guidance.

I appreciate the opportunity to review and comment on this project. Please contact me at (512) 389-4579 if we may be of further assistance.

Sincerely,



Julie C. Wicker  
Wildlife Habitat Assessment Program  
Wildlife Division

JCW:gg.6338



# MEMORANDUM

**TO:** Julie C. Wicker  
Texas Parks and Wildlife Department  
Wildlife Division – Wildlife Habitat Assessment Program  
4200 Smith School Road  
Austin, Texas 78744

**FROM:** Clay Churchill  
Environmental Coordinator  
Childress District

**SUBJECT:** Environmental Document Coordination Response  
CSJ: 0031-03-029 US 83 @ Salt Fork of the Red River  
Collingsworth County

**DATE:** June 22, 2011

---

Dear Ms Wicker:

The following is the Childress District responses to comments received from the Texas Parks and Wildlife dated April 5, 2011.

**Recommendation 1:** TPWD recommends mitigating for the loss of riparian vegetation in the project area by including site-specific native woody species in revegetation plans. The replacement of impacted native woody vegetation would reduce additional fragmentation of the riparian habitat, help prevent erosion, and ensure that native plant species are provided an opportunity to compete with undesirable, non-native, invasive plant species. Live stakes should be salvaged from impacted Black willow trees and used to help revegetate and stabilize the riparian area.

**Response 1:** Re-vegetation would consist of seeding the affected areas with TxDOT/FHWA approved native grass seed mixtures to achieve stabilization. A note has been added to the EPIC (Environmental Permits, Issues, and Commitments) Sheet in the plans to preserve vegetation where it does not compromise safety or interfere with construction, and to trim trees rather than remove where possible. Re-vegetation of woody species in the project area is not feasible due to safety concerns. TxDOT anticipates that disturbed areas that are not maintained by TxDOT as part of the clear zone will re-vegetate naturally.

**Recommendation 2:** If tree replacement is not feasible in areas disturbed by construction of the project, TPWD recommends TxDOT consider mitigating for tree removal by planting native saplings near the river in Pioneer Park.

**Response 2:** Native saplings will be planted in Pioneer Park, near the river, to mitigate for the loss/fragmentation of riparian habitat. TxDOT is in negotiations with the county on tree type and number of trees to be planted.

**Recommendation 3:** TPWD supports proposed measures to minimize adverse impacts to the Interior Least Tern during construction. TPWD recommends BMP's include measures to minimize indirect impacts to the Interior Least Tern downstream from the project by avoiding the alteration of natural dynamic processes that cause the creation and loss of sandbars.

**Response 3:** Approved erosion control, sediment control, and post-construction TSS control BMP's from the Texas Commission on Environmental Quality's (TCEQ's) Water Quality Certification Conditions for Nationwide Permits will be used prior, during, and after construction is complete.

**Recommendation 4:** During construction, TPWD recommends TxDOT monitor the project area for Whooping Cranes (*Grus americana*) during their northern migration (approximately late March through early June) and southern migration (approximately mid-September through late December). If Whooping Cranes are observed in the project area during migration stopovers, TPWD recommends work in the area cease and TxDOT contact Tom Stehn of the USFWS at (361) 286-3559 for further guidance.

**Response 4:** Site surveys will be conducted for the Least Tern and the Whooping Crane during construction. USFWS will be contacted if these species are observed in the project area.

Thank you for your comments and recommendations. If you have any questions contact me at 940-937-7157 or at [clay.churchill@txdot.gov](mailto:clay.churchill@txdot.gov).

Sincerely,



Clay Churchill  
Childress District  
7599 US 287  
Childress, TX 79201