Public Hearing Summary and Comment Response Report

Yale Street Bridge Replacement Over White Oak Bayou

October 2014

CSJ: 0912-72-230

Section 1

Summary of Public Hearing

District / County:
Houston District / Harris County

Highway / Limits:
Yale Street Bridge over White Oak Bayou

Project Background:
The Texas Department of Transportation (TxDOT) proposes to replace the Yale Street Bridge south of Interstate Highway (IH) 10 over White Oak Bayou in Harris County, Texas. The project length is approximately 0.11 mile. In 2013, two condition and load rating assessments were performed on the Yale Street Bridge, and based on these assessments; the bridge has been deemed functionally obsolete and should be replaced. A Categorical Exclusion Determination Checklist is being prepared for the project.

Proposed Improvements:
The proposed bridge would be designed to have a 14-foot-wide outside lane, an 11-foot-wide inside lane, and a 5-foot-wide sidewalk in each direction on the bridge. The new railing would look similar to the existing concrete baluster; however, in order to meet federal and state crash rating requirements, metal railing would be installed between the proposed roadway and both sidewalks. Six stylistically-appropriate light poles would provide lighting on the proposed bridge. The proposed bridge would meet all current Federal Highway Administration (FHWA) and TxDOT specifications for a bridge of this type.

Based on comments from the proposed public hearing, changes were made to the proposed design. The new design now includes a 12-foot-wide outside lane, an 11-foot-wide inside lane, and an 8-foot-wide shared-use sidewalk in each direction. The design of the new railing would remain the same as previously proposed.

Project Need and Purpose:

Need:
- A safe structure that meets the needs of modern vehicular traffic on Yale Street
- A structure that meets current load requirements

Purpose:
- Provide a safe and efficient crossing that meets all current TxDOT and FHWA bridge design and safety requirements

Purpose of Public Hearing:

The purpose of the public hearing was to discuss potential impacts from the proposed bridge replacement of the Yale Street Bridge, which is listed on the National Register of Historic Places. The hearing also provided the public an opportunity to comment on the project and to comply with regulatory requirements for historic coordination. This meeting satisfies Chapter 26 of the Texas Parks and Wildlife Code public involvement requirements.

Date of Public Hearing:

Tuesday, July 29, 2014.
Certification for the public hearing is included in **Appendix A**.

Hearing Location:

Texas Department of Transportation, 7600 Washington Avenue, Houston, Texas 77007

Notice of Hearing:

Notices were published in the following local newspapers:

- Houston Chronicle: June 27th, July 7th, July 14th, and July 21st
- La Voz (Spanish): July 2nd, July 9th, July 16th, and July 23rd

Copies of the notices are included in **Appendix B**. Additionally, the notices were posted on TxDOT's website at: http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html.

Letters to Elected Officials and Notices to Adjacent Land Owners, Civic Associations, and Stakeholders:

Elected Officials:

On June 26, 2014, TxDOT's Houston District mailed out hearing invitation letters to Houston area federal, state, and local elected and non-elected officials, which are included in **Appendix C**.

Adjacent Land Owners and Civic Associations:

On June 27, 2014, notices were sent to six adjacent property owners and six civic associations. Copies of the notice sent to the adjacent property owners and civic associations are included in **Appendix C**.

Stakeholders:

Through the Section 106 Consultation process, eight stakeholders were sent notice of the public hearing. The notices were sent on July 18th and July 26th and are included in **Appendix C**.

Notice of Historic Bridge Availability:

A notice advertising the availability for the historic Yale Street Bridge for purchase for relocation and preservation was advertised in the Houston Chronicle on July 1, 2014 and is included in **Appendix B**.

Attendance:

A total of 34 people registered their attendance at the public hearing. Of these, four were representatives of the media. Additionally, 22 project team representatives were in attendance. Copies of the sign-in sheets are included in **Appendix D**.

Format:

The public hearing began with an open house session from 5:30 p.m. to 6:30 p.m. During this time, exhibits were displayed that showed the proposed typical sections, aesthetics for the new bridge, and other project information. Project team members were available to answer questions. A Section 106 Process station staffed by project historians was available for those with questions regarding historic topics, or those interested in signing up to be a Consulting Party for the project. The open house format allowed attendees to move freely between the displayed exhibits and discuss project details with the project team and other stakeholders. Spanish interpreters were available to accommodate the communication needs of Spanish-speaking individuals.

At 6:30 p.m., the project team gave a technical presentation that included details of the public hearing format, an overview of the project, a description of the project's need and purpose, a definition of relevant federal and state regulatory requirements, a review of the alternative analysis, and a review of the proposed bridge aesthetics. The hearing concluded with a public comment period. A certified court reporter recorded all public comments verbatim.

Photographs of the hearing are included in **Appendix E**. The certified transcript of the public hearing is included in **Appendix F**.

Hand-outs:

Bilingual information packets were distributed at the hearing. Packets included an agenda, typical sections of the project, photos of proposed bridge aesthetics, and Section 106 information. Copies of the hand-outs provided at the public hearing are included in **Appendix G**. Media packets were also available to members of the media present at the hearing.

Exhibits:

Exhibits were displayed on easels and tables throughout the room, as included in **Appendix H**. In addition to the sign-in table and welcome board, the following exhibits were on display during the public hearing.

- Purpose of the Public Hearing
- Need and Purpose of the Project
- Federal and State Regulatory Requirements
- Alternatives Comparison Matrix
- Proposed Typical Section
- Representative Proposed Bridge Aesthetics: Heights Boulevard Bridge
- Construction Detours
- Section 106 Process
- Public Hearing Comments
- We Welcome your Comments

Opportunities for Public Comment:

The public was invited to submit written and/or oral comments during the hearing. Oral comments could be provided during the formal public comment session and were transcribed by a court reporter.

All attendees were informed that written comments could also be submitted after the hearing by the end of the comment period (August 18, 2014) via mail or email. Contact information was provided at the hearing and in the newspaper notices published prior to the hearing.

Comments Received:

The deadline for public comment was Monday, August 18, 2014. A total of 14 public comments were received. Of those comments, seven were oral, and seven were written. Copies of all written and oral comments are included in **Appendix I**.

Positive and negative feedback was received on the project. Several respondents were concerned with the need to replace the bridge versus rehabilitating the existing structure. Of those with positive feedback, the respondents were generally concerned that the new bridge would not accommodate flood events in the region.

Section 2

Public Hearing Comment and Response Report

#	Name	Oral/Written Comments All comments are transcribed exactly as given regardless of delivery method (i.e., oral or written).	TxDOT Response
1	John Trotter	Oral Comment: Is this working? The basic thing for me is that I'm very tired of stuff in Houston being torn down. As near as I can tell, the only reason this bridge being destroyed is that Wal-Mart is now on Yale; and we've got a lot of 18-wheelers going across. And I would like to see the bridge. From what I've been told here, I've got the impression the bridge will look like it used to; but on the other hand, I've see too much stuff being reconstructed, like the Sunset Coffee House down at Allen's Landing. They were going to reconstruct it. They've destroyed it. And all that's left is a couple of, a couple of bricks that they're using as gravel for their truck, for their trucks to drive on. The, but the basic point here running is they're saying that they're saying that they're going to make a bridge that looks like the old bridge; and if it looks good and it holds up, fine. But, actually one of my questions that's running through my head right now is: How soon after this project is over are they going to rip out the Heights Street Bridge, the Heights Bridge. Thank you, who is the next victim.	Comments noted. The Heights Boulevard Bridge was replaced in 1997. At this time there are no plans for construction at the Heights Boulevard Bridge.

2	Robert Lee; White Oak Bayou Association	Oral Comment: Thank you. My name is Robert Lee, and I'm with the White Oak Bayou Association. The White Oak Bayou Association appreciates this opportunity to present our views on the planned new bridge crossing White Oak Bayou at Yale Street. We will comment on three aspects of the design namely the historical and aesthetic aspects, the functionality to accommodate pedestrian and as well as automobile traffic and the hydraulic design. Our comments will focus this evening on the third issue in particular, the bridge's effects on stream flow, particularly during high flow events following major storms. With all due respect to the historic value of the existing structure, it's critical to recognize that the White Oak, that White Oak Bayou today is not the same stream that it was when the current bridge was built in 1931. With urbanization, impermeable surfaces, including roads, parking lots, and rooftops over high-density developments cover more and more of the White Oak Bayou Watershed. The result is an exponential increase in volume and rate of stormwater runoff into the bayou; and today as little as one inch of rain can cause the water level to rise more than 10 feet in a matter of a few hours. This trend will inevitable continue. As all that water flows downstream towards Buffalo Bayou, obstructions including bridge piers and the debris they trap causes the flow to back up, contributing to flooding upstream, where thousands of properties within the 100-year floodplain are at risk. The new bridge at Yale Street, and as we continue to update our infrastructure, any additional new bridges at other crossings present opportunities to help reduce future flood risk. It's a given that the bridge must freely pass the 100-year storm with no rise in the base flood elevation; but a merely flood neutral effect today will be inadequate for the future. It's critical that any and all bridge replacements increase the hydraulic capacity of the channel to the maximum extent feasible. This could be accomplished by designing bridges to accommodate	Per instruction from the Harris County Flood Control District (HCFCD), TxDOT is providing a bridge design that has 'zero' deviation from existing conditions both upstream and downstream of the bridge. A longer and higher bridge would adversely affect the existing hydraulic system and would require approval by HCFCD. In addition to the hydraulic impact, a higher bridge would require major re-design and reconstruction on the I-10 frontage road to make the roadway profiles match. This would require multiple lane closures on a major intersection that has recently been re-constructed. The support column cross sections are currently designed to carry the current and projected traffic loads on Yale Street. A different column cross section would both add cost to the project and would be inconsistent with the adjacent Heights Boulevard bridge supports as well the I-10 mainlanes overpass and frontage road bridges. Based on comments received at the public hearing, sidewalks will be widened from 5 feet to 8 feet to accommodate cyclist and pedestrian traffic. Ornamental concrete baluster and lights similar to those installed on the Heights Boulevard Bridge would be installed on the Yale Street Bridge to preserve the aesthetic appearance of the bridge.

		a wider reconfigured channel, raising the height of the bridge by elevating the approach ramps to the extent feasible, and minimizing the cross-sectional area's support columns. Functionally, the bridge will be one of the only a few connections between the Houston Heights and the Washington Avenue and Montrose neighborhoods. It's immediately adjacent to a major interchange and will need to accommodate bicycle and pedestrian traffic as well as the increased flow of cars and trucks. Finally, from a historical point of view, the replacement bridge should be a structure that acknowledges historical precedent but not merely replicate it. Elements such as abutments, railings and lights should reflect the aesthetics of the original bridge and at-grade plazas could be reconstructed at either with seating to provide views of the bayou and interpretative signage. Thanks again for the opportunity to speak. We look forward to providing our written comments.	

3	Steve Hupp; Water Quality Director for Bayou Preservation Association	Oral Comment: Hi, I'm Steve Hupp. I'm the Water Quality Director for Bayou Preservation Association. Our mission at the Bayou Preservation Association is to protect and restore the richness and diversity of our waterways thought activism, advocacy, collaboration and education. At that end, I feel that what we should do is enhance the enjoyment of White Oak Bayou with this, this bridge though allowing us to have better access to it for pedestrian and bicycle traffic, both at street grade and underneath, along the bayou, bayou side, underneath the bridge. One of the thoughts I have is the adjacent Heights Boulevard, it could also benefit from having some of the same treatments to where we have access with trails to Heights Boulevard, both at street level and down at bayou level. So, if we can accommodate those uses alongside and underneath the bridge, that would help the enjoyment of the bayou. Also, if we could work with the habitat, I know we've got a highly-altered bayou in this area; but if we are working at it and changing out some of the, the landscaping underneath, let's see if we can do some improvements on the habitat that's underneath there to try and restore some of the habitat that was there. Thank you	The White Oak Bayou Greenway and shared use path will be designed/funded/constructed by the Houston Parks Board (HPB). Any access to main thoroughfares will be designed by the HPB. Additionally, the White Oak Bayou at this location is concrete-lined. Any changes to this waterway in terms of the removal of the concrete lined waterway, or vegetation/habitat associated with the White Oak Bayou at this location would be within the purview of the Harris County Flood Control District and is beyond the scope of this project.

4	Charles Cook; Descendants of Olivewood	Oral Comment: Charles Cook with Descendants of Olivewood. That's one of the oldest African-American cemeteries in the city, 1875 establishment, just east of here between Heights and Studemont on the south side of buffalo, of White Oak Bayou. So if I'm looking at the Yale Street Bridge and I'm looking at the old system track, where now the LA Fitness is coming in, that was an early African-American, that was the only colored member of the Houston Light Guard, that was his residence. Then I look at the Comb Park right there between Studemont and Heights. And it was a swimming hole. And then I look at Olivewood, and I have 21 years of helping restore this historic property. And someone said, "Mr. Cook, you still out there?" Yes. This time of the year, that's a lot of sweat equity, let me tell you. It is brutal out there. It's sitting on seven acres. And so we have been involved with the hikers and the bikers in the area and trying to bring some connectivity or more walkability to the area. So as I went Sunday and parked under the freeway and got over there and looked at the Yale Street Bridge, I said: Wow, wouldn't it be nice if they could just move it over there to Olivewood and that would be our connectivity, walkability for the new residents that's coming to the 15 acres where the Grocery Supply has sold that abuts the cemetery? So that just one of my ideas of, have we thought about, you know, connecting it to the Heights and Heights Biking trail. And we have some serious erosion problems in the cemetery. We have actually had anthropologists and archeologist out there three or four years ago. We actually have had graves that have washed into the bayou. So we have a, If anybody's' here from the Heights and Bayou Association, we need all the help we can get to try and save this property. It's very threatened. Again, thank you.	Comments Noted. The White Oak Bayou Greenway and shared use path will be designed/funded/constructed by the Houston Parks Board (HPB). Any access to main thoroughfares will be designed by the HPB. The Historic Yale Street bridge was available for purchase for relocation and historic preservation. A notice of Availability for the purchase of the Yale Street bridge was published in the Houston Chronicle on July 1, 2014. For any questions about the purchase for the preservation or relocation of the historic Yale Street Bridge please contact Ms. Kelly Lark at (713)802-5989.

5	Kirk Farris	Oral Comment: I find all the comments to be quite lovely and all the ideas to be quite lovely and all the ideas to be quite substantial. My only primary concern is the shock of the in the changing load limits of the bridge. My question would be: How does the City of Houston inspect a bridge every year since 1931 and give it a rating of 50,000 or 40,000 pounds per axle or tandem axle load, some significant load; and then suddenly when the, when it goes on the National Register, the load limit is lowered because it has to be lowered? That's part of the regulations. But it was lowered significantly. I got on the phone with TxDOT engineering about that time. He apparently was unguarded against talking to me and he very plenty suggested that there wasn't anything wrong with the Yale Street Bridge. The only thing wrong with it was that they had taken the new approach to the way the rated the bridge. He said the bridge didn't change. The only thing that changed was the circumstances around the bridge. And so to me it's an interesting question as to how did this load limit change so drastically, so quickly, other than just its nomination to the National register? I don't really have much faith in all of it. There is a story about the blueprints. Oh, we found the blueprints and now we have another view point. We didn't see this. We didn't see that. Well the blueprints were available up until Tropical Storm Allison flooded the basement property of the City of Houston where the blueprints were stored. So they did have the blueprints for a significant number of years in which they could analyze these prints and come up with a load rating. So there's a drastic change in the, in the rating. And I'm not so completely confident that the bridge itself in place cannot be modified and saved. However, that doesn't mean that that's the best choice. It's just means that I'm not confident that it couldn't be done. I have been told that I'm not qualified to speak on the subject that there are chemical or treatments of concrete that can improved the strength, but I'm not qualified for that. I'm not qualified to have a severe	TxDOT received a copy of the bridge plans in 2011. Load Ratings prior to 2011 were based on Chapter 5 of the TxDOT Bridge Inspection Manual which states that a concrete bridge with unknown reinforcing details (no plans) can be rated for the State Legal Load (HS-20) at the operating level provided that the following two considerations are met: 1. It has been carrying unrestricted traffic for many years. 2. There are no signs of significant distress. TxDOT received a copy of the original plans from the City of Houston in 2011; consequently the 2012 Load Rating was performed based on the provided plan dimensions. Having the detailed plans enabled the TxDOT Bridge inspection consultant to perform a Load Rating analysis based on TxDOT guidelines. The Entech Engineers inspection report commissioned by the City of Houston and verified load rating calculations by TxDOT Bridge Division triggered the load posting. TxDOT Bridge Division performed a load rating based on the plans supplied by the City of Houston in November of 2011 and the results of the load rating was communicated to the City of Houston. The City of Houston then commissioned a study by Entech Engineers. Based on the findings in the study that included a load rating verified by TXDOT the letter requiring action was sent to the City in September 2012. The Load Rating analysis was independently verified by two different Bridge Inspection Consultants. The new bridge load was posted September 26, 2012 Rehabilitation of the existing bridge would not result in a structure that meets todays design loads and geometry requirements for a safe structure.

		opinion about the load limit either. I'm only really qualified to be interested to put the bridge on the National Register from a design and engineering standpoint. So in a sense, I put the bridge on the register. I did the right thing. But I'm very, I'm overjoyed with the comments and the interest the public has in maybe saving this bridge or coming up with a solution or replacing it with an adequate new structure. And so we'll just see how it wall works out, but my primary question would be the load limits.	
6	Julie Villaescusa	Oral Comment: Hi, I'm Julie Villaescusa. All of the bridge reports that I've seen, the June 2012, the October 2012, and the October 2013 report all recommend that the bridge be rehabilitated not replaced. I don't see why we don't follow the recommendations of the engineers and habilitate this bridge. Thank you	Rehabilitation of the existing bridge would not result in a structure that meets todays design loads and geometry requirements for a safe structure.

7	Jim Mackey	Oral Comment: Hello. I'm Jim Mackey, a resident of the, the watershed a little ways upstream. White Oak Bayou has a long history of flooding; and a key contributing factor to that flooding are the flow-obstructing structures such as the existing White Oak Yale Street Bridge and the abandoned railroad trestle just to the west. I support TxDOT'S replacement of the, of the bridge because it will provide for improved conveyance of stormwater; but I do encourage TxDOT to go further to raise or arch the bridge to allow for additional conveyance to meet current and future flood reduction needs of the watershed. Secondly, I ask that TxDOT include in this project the removal include in this project the removal of the remaining steel sections of the adjacent abandoned railroad trestle just to the west of Yale. Removal of that trestle will provide for additional stormwater conveyance and improve the viewscape of the new bridge and the new bridge's historical treatments and the surrounding areas as a whole. My third point is the replacement bridge design should include for wider sidewalks and accommodations to lengthen the street level sidewalk near the south bridge abutments to the currently underdesigned and funded future bayou hike and bike trail. I would conclude with a question, after being able to take a quick look at some of the plans. The, the most current FEMA floodplain maps which date to June of 2014 indicate the base flood elevation for White Oak Bayou at Yale is 45 feet; but TxDOT's plan sheet for the replacement project indicate that base flood elevation, the 1 percent flood, 100-year flood level is at 47 feet. I ask that TxDOT rectify or justify that discrepancy. Thank you	In regards to plans for flood alleviation in the area, please refer to the HCFCD. Raising or arching the bridge to increase flow is not a feasible option. In addition to potential hydraulic impacts, a higher bridge would require major re-design and reconstruction on the frontage road to make the roadway profiles match. This would require multiple lane closures on a major intersection that has recently been re-constructed. The proposed bridge would be constructed in compliance with HS15 Operating capacity and far below the current AASHTO design code (HL-93 Loading). The abandoned railroad cannot be removed at this time. The structure is critical to the sensitive hydrology of White Oak Bayou. The structure acts as a "dam" to control the water elevation at Yale Street bridge and nearby Heights Boulevard bridge. Based on comments received at the public hearing, sidewalks will be widened from 5 feet to 8 feet to accommodate cyclist and pedestrian traffic. Future sidewalks south of the proposed bridge replacement were considered, however, due to transmission tower conflicts, cannot be constructed at this time. Sidewalks in this area would be constructed in the future as a separate project. The Hydraulic Study is being revised to reflect most current FEMA flood plain map elevations

8	Doris Ellis Robinson; President of Freedmen's Town Preservation Coalition	Letter: Freedmen's Town Preservation Coalition 1314 Andrews St. Houston, TX 77019 July 29, 2014 Texas Department of Transportation (TxDOT) To Whom it May Concern: This communication is a request from the Freedmen's Town Preservation Coalition asking you to assure that the regulatory standards of the National Historical Preservation Act requiring your oversight be completed. This request is in regards to the brick street preservation in the Freedmen's Town Historic District in Houston, TX. Our understanding of your action seems to view the current plans to not be in compliance with Section 106 Process of the Act. We are therefore asking you to answer the two listed below questions: 1. "So where was the Environmental Impact Study? 2. How could TexDot and THC say that the City plan will have "no adverse effect"? Thank you for your time and consideration and I can be reached at 713-443-9774 or dellis@houstonsun.com Sincerely, Dorris Ellis Robinson President Catherine Roberts Rutherford Yates Museum Yates Museum C. Roberts cathiscott@hotmail.com	Comments Noted. The comments made are for the Freedmen's Town Historic District brick street preservation and not for the Yale Street Bridge replacement.

9	Mark R Williamson	TxDOT Supplied Comment Form: Residential property owner or renter Other: Neighborhood association official Alternatives closing the bridge to traffic would not force emergency vehicles to use grade-level crossings. They could chose to jog to the underpass. Under structure appearance (tapered square columns, caps, subtly arched spans) should be maintained, emulated, not round columns and flat spans. Can the old bricks (under the asphalt) be salvaged and reused? The adverse impact is insufficiently mitigated as proposed.	Comments Noted. Nearby bridges on the frontage roads, mainlanes of IH-10 overpass, and Heights Boulevard bridges currently have standard TxDOT round columns for bridge supports. The Yale St bridge will follow these designs for consistency and cost effectiveness. The bricks from the original construction are underneath approximately 4 inches of asphalt. The condition of the bricks would not be known until the asphalt is removed before demolition starts. Additionally, it is likely that the bricks would be damaged during removal of asphalt layer. The use of bricks on the new bridge would add deadload to the bridge and thus would require increasing support requirements, as well as cost of construction. Therefore, bricks were not considered to be reused. Any bridge component will be the responsibility of the contractor during disposal. The Historic Yale Street bridge was available for purchase for relocation and historic preservation. A notice of Availability for the purchase of the Yale Street bridge was published in the Houston Chronicle on July 1, 2014. For any questions about the purchase for the preservation or relocation of the historic Yale Street Bridge please contact Ms. Kelly Lark at (713)802-5989.
10	Roksan Okan-Vick, FAIA; Executive Director Houston Parks Board	Letter; *Attachments included in this letter and a copy of the letter are located in* ***Appendix I*** *of this Public Hearing Summary Report:* August 15, 2014 Director of Project Development Texas Department of Transportation Houston District PO Box 1386 Houston, Texas 77251-1386 Dear Director, The Houston Parks Board writes to specifically request that the Yale Street Bridge Replacement at White Oak Bayou be designed to reflect and accommodate the greenspace and park known as the White Oak Bayou Greenway and the shared use path that will run beneath it. In particular, the Texas Department of Transportation's (TXDOT) design standard of a 5 foot shoulder for pedestrian access	Based on comments from the proposed public hearing, changes were made to the proposed design. The new design now includes a 12-foot-wide outside lane, an 11-foot-wide inside lane, and an 8-foot-wide shared-use sidewalk in each direction. The design of the new railing would remain the same as previously proposed. The Houston Parks Board has been coordinated with on the current design. No additional public meetings are planned at this time. Based on comments received at the public hearing, sidewalks will be widened from 5 feet to 8 feet to accommodate cyclist and pedestrian traffic. The current bridge design has been coordinated with the Houston Parks Board to accommodate future White Oak Bayou trail. All stormwater would tie into existing system and discharge in current outfall near the channel

		is inconsistent with modern standards and poses a significant safety risk as does a potential "sharrow" on a slightly wider 14' foot second lane of traffic. We ask that TXDOT revise its plan in line with our comments below and commit to ensuring multi-modal opportunities in all of its projects. The Houston Parks Board requests that this change be implemented and that an additional public review of a design be provided. As you know, in November of 2012, the citizens of Houston voted overwhelmingly in favor of a bond measure to create continuous greenways and trails along Houston's bayous, a project now known as Bayou Greenways 2020. Once these trails are complete, over 50% of the City's population will be within one and half miles of a bayou. Once on the bayous, anyone- pedestrians, runners, or cyclist – will be able to use these new paths for both recreation and transportation by commuting to work, reaching other parts of the city, or simply exercising and enjoying the natural beauty of our City. To make the trails fully accessible to adjacent neighborhoods, individual pedestrian and bicycle connections from neighborhoods to the bayou trails must be made. These connections will ensure that the bayou trails fully function and support not only alternative modes of transportation but greater use and enjoyment for the surrounding community. This bridge is in the heart of an increasingly dense inner city neighborhood rich with heavy pedestrian traffic. The bridge connects a residential neighborhood with a large concentration of new retail, restaurant and other commercial businesses and the bridge spans the White Oak Bayou which will be the first bayou within the Bayou Greenways 2020 project to be completely connected from its northern most terminus within city limits to its confluence with Buffalo Bayou. The bridge should accommodate both current and future needs as there are limited points of connection between the Houston Heights and Washington Avenue neighborhoods. Specifically: 1. The bridge should provide 8' wide raised sidewalks on each side to safely accommodate the high levels of pedestrian and bicycle traffic that currently occur and can be expected to increase once this bridge is replaced. Design speeds on this roadway and bridge should allow for standard 6" high curb to protect	flowline. An 8 foot raised shared path would be constructed on both sides of the bridge.

pedestrians. Currently we do not believe that these additional widths would present any additional problem for TXDOT right of way.

2. The bridge should accommodate current and future plans for trail connections, especially the White Oak Bayou Greenway trail that will go underneath this placement and profiles, utilities and lighting. The bridge design should specifically accommodate:
    a. A currently planned trail on the south bank of the bayou passing below the street level (see Exhibit A)
    b. A future trail on the north bank of the bayou passing below the street level;
    c. Connections from the main bayou trail below the bridge to the street sidewalk on the south bank
3. Should any of these trail connections be completed prior to the bridge development TXDOT should replace and restore any disrupted access pieces.
4. Stormwater outfalls under the roadway should be designed to discharge near the flowline of the channel in order to not conflict with current and future trail profiles. Manholes should also be located out of way of the trails.
5. And with respect to stromwater, TXDOT should use its best efforts to implement green infrastructure improvements that could alleviate any additional impervious groundcover created by expanding the bridge.
6. Finally, the bridge should be expanded to include a protected bike lane (i.e. one that puts a physical barrier between cyclist and moving traffic), also knows as a cycle track or grade separated bike lane.

The Houston Parks Board has attached preliminary drawings related to the trail along White Oak Bayou for consideration and coordination with TXDOT. (Exhibit A). In addition, HPB specifically asks that TXDOT coordinate with the on-going design work thought HPB's project manager, Richard McNamara.

Finally, Yale Street Bridge has been designated a historic structure. The new replacement bridge should be a structure that acknowledges it historic precedent, but does not try to mimic the existing bridge, especially because of the hydraulic channel conveyance design parameters that the new bridge needs to meet. Specifically, multiple organizations,

		including Harris County Flood Control District, are examining the possibility of stream restoration and more natural channel design (assuming the concrete could be eliminated). The proposed bridge span should be wide enough to accommodate that possible eventuality since a new bridge has at least a 50 year life span. Again, the Houston Parks Board requests that TXDOT provides for additional bicycle and pedestrian access in order to link the residential community to retail and the Bayou Greenway trail to both. We beg TXDOT not to do what is cheapest today, but to design and build a bridge that will favor tomorrow's most likely conditions – conditions that include the Bayou Greeways 2020 park along the entire White Oak Bayou corridor. Sincerely, Roksan Okan-Vick, FAIA Executive Director Copies: Joe Turner, City of Houston Parks and Recreation Department Tom Bacon, Board Chair Ann Lents, Advisory Committee Chair David Fitch, Parks and Trails Committee Chair	

11	Julie Villaescusa	Letter; *Attachments included in this letter and a copy of the letter are located in* ***Appendix I*** *of this Public Hearing Summary Report:* Julie Villaescusa 1314 Dart St. Houston, TX 77007 August 17, 2014 To: TxDOT Re: Yale Street Bridge Replacement There are two main points I would like to make about the proposed replacement of the Yale Street Bridge: 1) **ALL** of the inspection reports recommend rehabilitation, not replacement and 2) the state of the carbon fiber repairs in the letter to Kirk Farris is either grossly misrepresented (and the repairs are in fact good) or the bridge should be closed in September of 2014. **All Inspection Reports Recommend Rehabilitation** The June 2012 Entech report commissioned by the City of Houston recommend rehabilitation, and outlines several steps, with the carbon fiber repairs that have been made as a first step. The October 2012 report commissioned by TxDOT also recommends rehabilitation. TxDOT's Pontex Detail report from October 2013 inspection has item 75 coded as 381, which indicated rehabilitation is recommended, not replacement. All of the inspection reports recommend replacement. **Recent Rehabilitation of the Bridge is Good OR the Bridge Should be Closed in September 2014** TxDOT'S letter to Kirk Farris dated July 18, 2014 has the following to say about the recent repairs to the bridge: Recent rehabilitation of the concrete floor beams included the strengthening of intermediate and end floor beams with fiber wrap and carbon fiber laminate strips (FRP) bonded to the floor beam bottom and sides. This repair is considered to be a temporary fix with an uncertain life expectancy and unknown boding durability. Flexural cracks from prior overstress remain visible on intermediate floors beams outside the repaired areas. The effectiveness	TxDOT received a copy of the original bridge plans in 2011. Load Ratings prior to 2011 were based on Chapter 5 of the TxDOT Bridge Inspection Manual which states that a concrete bridge with unknown reinforcing details (no plans) can be rated for the State Legal Load (HS-20) at the operating level provided that the following two considerations are met: 1. It has been carrying unrestricted traffic for many years. 2. There are no signs of significant distress. TxDOT received a copy of the original plans from the City of Houston in 2011; consequently the 2012 Load Rating was performed based on the provided plan dimensions. Having the detailed plans enabled the TxDOT Bridge inspection consultant to perform a Load Rating analysis based on TxDOT guidelines. The Entech Engineers inspection report commissioned by the City of Houston and verified load rating calculations by TxDOT Bridge Division triggered the load posting. TxDOT Bridge Division performed a load rating based on the plans supplied by the City of Houston in November of 2011 and the results of the load rating was communicated to the City of Houston. The City of Houston then commissioned a study by Entech Engineers. Based on the findings in the study that included a load rating verified by TXDOT the letter requiring action was sent to the City in September 2012. The Load Rating analysis was independently verified by two different Bridge Inspection Consultants. The new bridge load was posted September 26, 2012 Rehabilitation of the existing bridge would not result in a structure that meets todays design loads and geometry requirements for a safe structure. The recent repairs were corrective measures that were recommended in the bridge inspection and assessment report completed by Entech Engineers in order to raise the load rating of the bridge. Recommendations are routinely included

		of the wrapping is depended upon the strength of the adhesive and the soundness of the surface to which it is applied. If the existing concrete is considerably degraded, the material being wrapped is inherently unsound. This description of the recent repairs to the bridge cannot be true. In September of 2012, TxDOT sent the City of Houston a letter saying that the Inventory Rating of the bridge must be raised above 3.0 within 24 months or the bridge will be closed. The letter to Kirk Farris, which says the bridge will be replaced, says that the recent repairs are *temporary*. However, TxDOT's own manual says (section 5.1) "Consider only permanently installed repairs with assigning condition ratings." And: "Do not consider temporary repairs in determining condition ratings because they directly affect the calculations of the sufficiency ratings described in Chapter 7." *http://onlinemanuals.txdot.gov/txdotmanuals/ins/ratings_and_load_posting.htm#CACDBHBI* TxDOT did not consider these repairs temporary when rating the bridge and TxDOT should not consider these repairs temporary when deciding to replace the bridge. Since the repairs did raise the rating of the bridge, they cannot be temporary. The letter to Kirk Farris says "If the existing concrete is considerably degraded, the material being wrapped is inherently unsound". However, the latest inspection of the bridge – in October 2013 – raised the load limits on the bridge to 10,000 lbs. per axle (from 3,000 lbs. per axle) which is even higher than recommended. Since the inspection after the repairs were made found the load limit to be 10,000 lbs. per axle the concrete must not be "considerably degraded" or TxDOT would not have increase the load limit. The letter to Kirk Farris also says that the repairs have "an uncertain life expectancy and unknown boding durability". However, the inspection frequency of the bridge increased to 24 months from six months as a direct result of these repairs. TxDOT would not increase the inspection frequency of the bridge if these repairs could fail at any minute. The next inspection of the bridge isn't due until October	in Bridge Inspection Reports. TXDOT evaluates these recommendations to determine the best course of action. Any rehabilitation to the Bridge would be a temporary course of action. Due consideration was given to the rehabilitation option and it was deemed not to be the best option. These repairs are considered temporary because the overall load carrying capacity of the bridge after repairs remains below the minimum HS15 Operating capacity and far below the current AASHTO design code (HL-93 Loading). Based on the report by Entech Engineers, TxDOT sent a letter to the City of Houston in September 2012 informing them that they had 24 months to take corrective action or the bridge would be closed. The repairs were completed to improve the load rating before the deadline of September 2014 so there is no need to close the bridge.

		2015. Either: a) The recent repairs to the bridge are actually good and have been grossly misrepresented, and the bridge should be rehabilitated as all the Inspection Reports recommends; b) OR the recent repairs were temporary and could fail at any moment and the bridge should be closed in September 2014. Sincerely, Julie Villaescusa Attachments: September 26, 2012 TxDOT letter to COH July 18, 2014 TxDOT letter to Kirk Farris July 25, 2013 Entech letter to COH	
12	Robert S. Lee; Vice President White Oak Bayou Association	*Written, summited at public hearing:* 29, July 2014 Comments for Public Meeting on Yale Street Bridge Texas Dept. of Transportation, 7600 Washington Ave., Houston Texas. Comments provided by: White Oak Bayou Association. Contact: Robert Lee rslee@gsi-net.com 713-775-7330 The White Oak Bayou Association appreciates this opportunity to present our views on the planned new bridge crossing White Oak Bayou at Yale Street. We will comment on three aspects of the design, namely,	Per instruction from the Harris County Flood Control District (HCFCD), Texas Department of transportation (TxDOT) is providing a bridge design that has 'zero' deviation from existing condition both upstream and downstream of the bridge. A longer and higher bridge would adversely affect the existing hydraulic system and would require approval by HCFCD. In addition to the hydraulic impact, a higher bridge would require major re-design and reconstruction on the frontage road to make the roadway profiles match. This would require multiple lane closures on a major intersection that has recently been

		the historical and aesthetic aspects; the functionality to accommodate pedestrian as well as automobile traffic; and the hydraulic design. Our comments this evening emphasize the third issue, in particular, the bridge's effect on stream flow, especially during high flow events following major storms. Whit all due respect to the historical value of the existing structure, it is critical to recognize that White Oak Bayou today is not the same stream it was when the current bridge was built in 1931. With urbanization, impermeable surfaces, including roads, parking lots and acres of roof tops over high density developments, cover more and more of the White Oak Bayou watershed. The result is an exponential increase in the volume and rate of stormwater runoff into the bayou. Today, as little as one inch of rain can raise the water level 10 feet or more in a matter of a few hours. This trend will inevitably continue. As all that water flows towards Buffalo Bayou, obstructions, including bridge piers and the debris they trap, cause the flow to back up, contributing to flooding upstream, where thousands of properties with in the 100-year flood plain are at risk. The new bridge at Yale Street and, as we continue to update our infrastructure, any additional new bridges at other crossings, present opportunities to help reduce future flood risk. It is a given that the bridge must freely pass the 100 year storm event with no rise in the Base Flood Elevation. But a merely flood-neutral effect today will be inadequate for the future. It is critical that any and all bridge replacements increase the hydraulic capacity of the channel to the maximum extent feasible. This can be accomplished by designing bridges to accommodate a wider, reconfigured channel; raising the height of the bridge by elevating the approach ramps to the extent feasible; and minimizing the cross-sectional area of support columns. Functionally, the bridge will be one of the only a few connections between the Houston Heights and Washington Avenue and Montrose neighborhoods. It is immediately adjacent to a major interchange on Interstate 10 and to a large, newly developed retail and commercial center. It must be designed to safely	re-constructed. The support column cross sections are currently designed to carry the current and projected traffic loads on Yale Street. A different column cross section would both add cost to the project and would be inconsistent with the adjacent Heights Boulevard bridge supports as well the I-10 mainlanes overpass and frontage road bridges. The proposed bridge would be constructed in compliance with HS15 Operating capacity and far below the current AASHTO design code (HL-93 Loading). Based on comments received at the public hearing, sidewalks will be widened from 5 feet to 8 feet to accommodate cyclist and pedestrian traffic. Ornamental concrete baluster and lights similar to those installed on the Heights Boulevard Bridge would be installed on the Yale Street Bridge to preserve the aesthetic appearance of the bridge.

		accommodate current and future pedestrian and bicycle traffic, as sidewalks should run along either of side of the bridge with a connections to sidewalks and bike lanes at either end, and ramps and stairways should connect to existing and planned hike and bike trails below the bridge. The new replacement bridge should be a structure that acknowledges the historic precedent of the existing bridge, but should not attempt to merely replicate it. Elements such as abutments, railing and lights should reflect the aesthetics of the original bridge. At grade plazas could be constructed at either end with seating to provide views of the bayou and interpretive historical signage. Again thank you for this opportunity to present our views. We look forward to providing more specific design consideration in our written comments.	

13	Robert S. Lee; Vice President White Oak Bayou Association	*Letter:* 16, August 2014 Director of Project Development Texas Department of Transportation, Houston District P.O. Box 1386 Houston, TX 77251-1386 Via email: HOU-piowebmai@txdot.gov Re: Proposed Replacement of Yale Street Bridge over White Oak Bayou Dear Director: The White Oak Bayou Association (WOBA) appreciates this opportunity to supplement the oral comments we provided at the Public Meeting on 29 July 2014 regarding the proposed replacement of the Yale Street bridge over White Oak Bayou. As stated during the public meeting, while we recognize the historical and aesthetic value of the existing bridge, we also recognize that a new bridge may be needed to adequately convey the increase flow of traffic. However, if the Yale Street Bridge is to be replaced, it is imperative that the design of this vital piece of infrastructure adequately accounts for factors other than the increased numbers and weights of cars and trucks. We therefore urge the Texas Department of Transportation to modify its preliminary design of the Yale Street bridge in accordance with the recommendations provided in this letter. We also urge that as we continue to update our infrastructure in the future, any additional new bridges at other bayou crossings should also be designed with these same considerations in mind. Specifically, any new bridge must safely accommodate not only increased motor vehicle traffic, but equally, the increasing flow of pedestrian and bicycle traffic over the bridge and it must provide connectivity to current and future trails along the north and south banks of the bayou. Of equal importance, the bridge must adequately accommodate the current and future flows of water beneath the bridge. With respect to the latter point, it is important to recognize that the White Oak Bayou of today is not the same stream was built in 1931, even apart from	Per instruction from the Harris County Flood Control District (HCFCD), Texas Department of transportation (TxDOT) is providing a bridge design that has 'zero' deviation from existing condition both upstream and downstream of the bridge. A longer and higher bridge would adversely affect the existing hydraulic system and would require approval by HCFCD. In addition to the hydraulic impact, a higher bridge would require major re-design and reconstruction on the frontage road to make the roadway profiles match. This would require multiple lane closures on a major intersection that has recently been re-constructed. The support column cross sections are currently designed to carry the current and projected traffic loads on Yale Street. A different column cross section would both add cost to the project and would be inconsistent with the adjacent Heights Boulevard bridge supports as well the I-10 mainlanes overpass and frontage road bridges. The proposed bridge would be constructed in compliance with HS15 Operating capacity and far below the current AASHTO design code (HL-93 Loading). Based on comments received at the public hearing, sidewalks will be widened from 5 feet to 8 feet to accommodate cyclist and pedestrian traffic. Ornamental concrete baluster and lights similar to those installed on the Heights Boulevard Bridge would be installed on the Yale Street Bridge to preserve the aesthetic appearance of the bridge. The abandoned railroad cannot be removed at this time. The structure is critical to the sensitive hydrology of White Oak Bayou. The structure acts as a "dam" to control the water elevation at Yale Street bridge and nearby Heights Boulevard bridge.

the obvious straightening and paving of the channel. As a result of urbanization, impermeable surfaces, such as roads, parking lots and acres of rooftops over high density developments, over more and more of the White Oak Bayou watershed. The result has been an exponential increase in the volume and rate of stormwater runoff into the bayou. In the past, much more of our stormwater was retained by vegetated areas that gradually released water to the bayou and its tributaries. Today, as little as one inch of rain can raise the water level 10 feet or more in a matter of a few hours.

As this increased flow travels downstream toward downtown and the confluence with Buffalo Bayou, bridge piers and the debris they trap obstruct the flow in the channel causing it to back up. This contributes to flooding upstream, where thousands of properties within the 100-year flood plain are at risk. High flow events such as Tropical Strom Allison can even result in flood waters passing over the bridge.

This trend of increasing flood risk from major storm events will inevitably continue. However, it is a major priority for WOBA, among many other civic and environmental organizations and numerous like-minded individuals, to mitigate and eventually reverse this trend. This will entail a multifaceted approach, a major component of which will be replacement of bridges and other infrastructure that impede stream flow. It should be a given that any new bridge must freely pass the 100- year storm event with no rise in the Base Flood Elevation. But a merely flood-neutral effect today will not be adequate for the future. It is essential that any and all bridge replacements provide a net increase the hydraulic capacity of the channel to the maximum extent feasible.

We strongly encourage the Texas Department of Transportation to design the Yale Street bridge and any future bridges with due consideration to hydraulics and hydrology in order better convey increased stream flow. This can be accomplished by designing bridges that will accommodate a wider, reconfigured channel; by raising the minimum cord height of the bridge and elevating the approach ramps to the maximum extent feasible; and by minimizing the cross-sectional area of support columns.

		Replacing the bridge at Yale Street presents an opportunity to not only help reduce future flood risk; it also provides an opportunity to facilitate the restoration of White Oak Bayou to a more natural and ecologically healthy state, another of WOBA's major priorities. We view removal of the concrete liner from the channel and revitalization of the bayou as not only a potential aesthetic and quality of life enhancement for our Bayou City communities, but as an element in maintaining the long-term viability of the Galveston Bay fisheries, which has economic as well as environmental importance. We have initiated discussions with the Harris County Flood Control District to explore the concept of concrete removal and channel restoration in White Oak Bayou, and HCFCD has indicated a willingness to consider the possibility, assuming, at a minimum, that flood risk is not exacerbated. This will necessitate a larger channel, and it is clear that the constriction of flow by existing bridges is a major impediment to moving this process forward. The Texas Department of Transportation can do its part to improve our city's waterways by building a bridge that accommodates a larger channel. We also request that the preliminary bridge design be modified to better accommodate bicycle and pedestrian traffic and to maximize connectivity with current and future trails along the bayou. This bridge is one of only a few connections between the Houston Heights and Washington Avenue and Montrose neighborhoods. It is also immediately adjacent to a major interchange on Interstate 10 and to a large, newly developed retail and commercial center. It must be designed to safely accommodate current and future pedestrian and bicycle traffic, as well as the increasing flow of automobiles and heavy trucks. Raised and protected, 8-foot wide sidewalks should run along either side of the bridge with a connections to sidewalks and bike lanes at either end. Ramps and stairways should connect to existing and planned hike and bike trails below the bridge. Due consideration should be given to appropriately locating drainage outlets manholes, and the like so as not to impact the trails beneath the bridge. Improving safety and accessibility will not only enhance recreational use of the trails by walkers, runners and cyclists, but will encourage more Houstonians commute by bicycle and help reduce	

automobile traffic.

We recognize that some members of our community oppose replacement of the bridge and would advocate for rehabilitation of the existing structure. With all due respect to the historical value of the existing structure, we support the plan to replace the bridge with one that more adequately meets current needs based on the increased flow of pedestrian (including bicycles) as well as motorized traffic and the increased flow in the bayou. The new replacement bridge should be a structure that acknowledges the historic precedent of the existing bridge, but should not attempt to merely replicate it. Elements such as abutments, railings and lights should reflect the aesthetics of the original bridge. At grade plazas could be constructed at either end with seating to provide views of the bayou and interpretive historical signage.

We also recommend that the removal of the abandoned rail trestle immediately upstream be incorporated into the construction project. This would enhance the aesthetic appreciation of the new bridge, since the trestle currently blocks the upstream view of the existing bridge. It would also be beneficial in removing another impediment to stream flow and would possibly be more cost effective than removing is as a separate future project.

In summary, while removal of a beautiful historic structure such as the 1931 Yale Street bridge is always regrettable, changing conditions of motor traffic, pedestrian use and stream flow, along with the structural weakening of the aging bridge combine to create the need for its replacement. It also provides an opportunity to improve our community in a number of different ways. While modifying the preliminary design to better accommodate pedestrian, bicycles and stream flow may result in some additional cost to the project, we believe the value of these improvements is worth the investment and represents an opportunity that should not be missed.

Again, on behalf of the White Oak Bayou Association, we thank you for this opportunity to present our views. We look forward to the next opportunity to review the design as it evolves.

Sincerely,

		Robert S. Lee Vice President White Oak Bayou Association	
14	Patrick Walsh, P.E.; Director City of Houston Planning and Development	*Letter:* August 18 2014 Pat Henry, P.E. Director of Project Development Texas Department of Transportation, Houston District P.O. Box 1386 Houston, Texas 77251-1386 Dear. Mr. Henry: The City of Houston's Planning and Development Department (PDD) has reviewed the Texas Department of Transportation's (TxDOT) preliminary schematic design for the Yale Street bridge replacement at White Oak Bayou and offers the following comments. We support TxDOT's plan to allow for future bicycle facility to be extended across Yale Street. However, we encourage the following modification as a means to increase safety of the user: • Provide an eight-foot wide shared use path along both sides of Yale Street. To accomplish this design within the currently proposed bridge width, TxDOT may reduce width of the 14 foot outer lane and eliminate the proposed share-the-road or sharrow bike facility. The recommended change does not require additional right-of-way nor does it change the proposed width of the bridge. By promoting a safer shared use path, the adjustment is in line with the existing and future context of the area. This area has experienced significant redevelopment with higher density mixed-use development patterns accomplished by increased bike and pedestrian traffic. TxDOT should continue to coordinate the design of the Yale Street bridge with the Houston Parks Board. The Board is in the process of designing the White Oak Bayou Greenway along the south side of White Oak Bayou, and the City fully supports this proposal. TxDOT should ensure that stormwater outfalls under the roadway do not impact existing trails underneath	Based on comments received at the public hearing, sidewalks will be widened from 5 feet to 8 feet to accommodate cyclist and pedestrian traffic. Consequently, the outside lane width will be reduced from 14ft to 12ft to accommodate a wider pedestrian/bicyclist path. The current stormwater conveyance will not affect the proposed trail under the bridge. Currently, the storm sewer system outfalls directly into the bottom of the channel.

		the bridge. We encourage further coordination between TxDOT and the Harris County Flood Control District (HCFCD) to ensure the proposed design does not impact future improvements to White Oak Bayou. Sincerely, Patrick Walsh, P.E. Director PW:AM/ah cc: Andy Icken, Chief Development Officer, Mayor's Office Daniel R. Menendez, Acting Public Works & Engineering Department Joe Turner, Director, Parks & Recreation Department	
15	Michael Graham, AIA, LEED AP Architect and Preservation Chair Harris County Historical Commission	September 22, 2014 Yale Street Bridge Project To whom it may concern, Thank you for engaging the Harris County Historical Commission (HCHC) regarding consulting status on the Yale Street Bridge Project. The HCHC would like to see the bridge saved as it is on the National Register and represents a significant piece of Houston History as a connection to the Historic Houston Heights. The public came forward with concerns about the suspicious changing of the bridges ratings. The commission would like to see additional information regarding the rating system and the reasons for the degrading of the Yale Street Bridge. The HCHC will likely support any option that keeps the bridge intact and maintains it as a key piece of Houston Heights History. Thank you again for engaging the Harris County Historical Commission. Michael Graham, AIA, LEED AP Architect and Preservation Chair Harris County Historical Commission	TxDOT received a copy of the original bridge plans in 2011. Load Ratings prior to 2011 were based on Chapter 5 of the TxDOT Bridge Inspection Manual which states that a concrete bridge with unknown reinforcing details (no plans) can be rated for the State Legal Load (HS-20) at the operating level provided that the following two considerations are met: 1. It has been carrying unrestricted traffic for many years. 2. There are no signs of significant distress. TxDOT received a copy of the original plans from the City of Houston in 2011; consequently the 2012 Load Rating was performed based on the provided plan dimensions. Having the detailed plans enabled the TxDOT Bridge inspection consultant to perform a Load Rating analysis based on TxDOT guidelines. The Entech Engineers inspection report commissioned by the City of Houston and verified load rating calculations by TxDOT Bridge Division triggered the load posting. TxDOT Bridge Division performed a load rating based on the plans supplied by the City of Houston in November of 2011 and the results of the load rating was communicated to the City of Houston. The City of Houston then commissioned a study by Entech Engineers. Based on the findings in the study that included a load rating verified by TXDOT the letter

			requiring action was sent to the City in September 2012. The Load Rating analysis was independently verified by two different Bridge Inspection Consultants. The new bridge load was posted September 26, 2012 Rehabilitation of the existing bridge would not result in a structure that meets todays design loads and geometry requirements for a safe structure. The recent repairs were corrective measures that were recommended in the bridge inspection and assessment report completed by Entech Engineers in order to raise the load rating of the bridge. Recommendations are routinely included in Bridge Inspection Reports. TXDOT evaluates these recommendations to determine the best course of action. Any rehabilitation to the Bridge would be a temporary course of action. Due consideration was given to the rehabilitation option and it was deemed not to be the best option. These repairs are considered temporary because the overall load carrying capacity of the bridge after repairs remains below the minimum HS15 Operating capacity and far below the current AASHTO design code (HL-93 Loading).

Appendix A

CERTIFICATION

County: Harris County
Highway: Yale Street: At White Oak Bayou
Control: 0912-72-230

This is to certify that:

1. A Public Hearing was held at the Texas Department of Transportation (TxDOT), 7600 Washington Ave, Houston, Texas 77007 on July 29, 2014.

2. The economic, social and environmental effects of the project's location and design and its impact on the environment have been considered.

3. In determining economic, social and environmental effects, the statutory provisions of the Civil Rights Acts of 1964 have been considered.

4. The project's consistency with the goals and objectives of such urban planning as promulgated by the community has been considered.

10/17/14
Date

Bill Brudnick, PE
Bill Brudnick, P.E.
Director of Transportation
Planning and Development

Appendix B

AFFIDAVIT OF PUBLICATION

STATE OF TEXAS:

COUNTY OF HARRIS:

Before me, the undersigned authority, a Notary Public in and for the State of Texas, on this day personally appeared, the Newspaper Representative at the HOUSTON CHRONICLE, a daily newspaper published in Harris County, Texas, and generally circulated in the Counties of: HARRIS, TRINITY, WALKER, GRIMES, POLK, SAN JACINTO, WASHINGTON, MONTGOMERY, LIBERTY, AUSTIN, WALLER, CHAMBERS, COLORADO, BRAZORIA, FORT BEND, GALVESTON, WHARTON, JACKSON, and MATAGORDA and that the publication, of which the annexed herein, or attached to, is a true and correct copy, was published to-wit:

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hc	Jul 7 2014	1245.0	B_monlg_8
hc	Jul 14 2014	1245.0	B_monlg_8
hc	Jul 21 2014	1245.0	B_monlg_8

NEWSPAPER REPRESENTATIVE

Sworn and subscribed to before me, this the 21st Day of July A.D. 2014

DELILAH METZGER NOTARY PUBLIC STATE OF TEXAS EXPIRES MAY 19, 2018

Notary Public in and for the State of Texas

NOTICE OF PUBLIC HEARING

Yale Street Bridge Replacement at White Oak Bayou Harris County Section 106 of the National Historic Preservation Act; Section 4(f) and Chapter 26 of the Texas Parks and Wildlife Code Proposed Impacts

The Texas Department of Transportation (TxDOT) will conduct a public hearing to discuss the impacts to the National Register of Historic Places (NHRP) listed Yale Street Bridge at White Oak Bayou as a result of the proposed bridge replacement. The public hearing details are as follows:

Tuesday, July 29, 2014
Texas Department of Transportation
7600 Washington Ave
Houston, TX 77007
5:30 p.m. to 6:30 p.m. Open House
6:30 p.m. Presentation followed by Public Comment Session

The purpose of the public hearing is to present information related to the impacts to the NRHP's listed Yale Street Bridge at White Oak Bayou as a result of the proposed bridge replacement. The proposed bridge would have two 14-foot-wide outside travel lanes, two 11-foot-wide inside travel lanes, and 5-foot-wide shoulders on each side. The proposed project would be constructed within the existing right-of-way (ROW); therefore, no additional ROW or easements would be required for this project. There would be no displacements of businesses or residences.

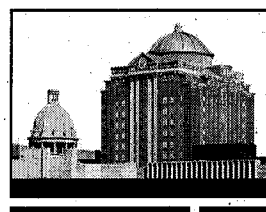
Preliminary schematic design for the new bridge will be available for viewing at the public hearing and is on file and available for review at the Texas Department of Transportation, 7600 Washington Avenue, Houston, TX 77007.

This hearing will be conducted in accordance with Chapter 26 of the Texas Parks and Wildlife Code to allow the public the opportunity to view project documentation, specifically as it relates to the replacement of the Yale Street Bridge, and provide comments.

All interested persons are invited to attend the hearing. Persons interested in attending who have special communication or accommodation needs are encouraged to contact the district public information officer at (713) 802-5072 at least two working days prior to the hearing. TxDOT offices are open Monday through Friday, from 8:00 a.m. to 5:00 p.m., excluding state holidays. Because the public hearing will be conducted in English, any requests for language interpreters or other special communication needs should be made at least two working days prior to the public hearing. TxDOT will make every reasonable effort to accommodate these needs.

Oral and written comments may be presented at the public hearing. Both and written and oral

Oral and written comments may be presented at the public hearing. Both and written and oral comments will be considered equally. Written comments may be submitted in person at the hearing or by mail to TxDOT Houston District, Attention: Director of Project Development, P.O. Box 1386, Houston, TX 77251-1386. Comments will also be accepted by email to *HOU-piowebmail @txdot.gov*. All comments must be postmarked on or before August 18, 2014, to be included in the public hearing record.



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NOTICE TO CREDITORS
Pursuant to Section 280 of Chapter 1. Subchapter X. Of the Delaware General Corporation Law

NOTICE IS HEREBY given (this "Notice") pursuant to the requirements of Title 8, Chapter 1, Subchapter XI, Section 280 of the Delaware General Corporation Law (the "DGCL"), that Mezeo Software Corporation, a Delaware corporation (the "Corporation"), has dissolved. Pursuant to Section 280 notice is hereby provided to all persons having a claim against the Corporation other than a claim against the Corporation in a pending action, suit or proceeding to which the Corporation is a party to present their claims against the Corporation in accordance with this Notice. In accordance with Section 280 of the DGCL: a. All such claims must be presented in writing and must contain sufficient information reasonably to inform the Corporation or successor entity of the identity of the claimant and the substance of the claim; b. The mailing address to which such a claim must be sent is 16303 Sterling Gate Ct, Spring, TX 77379. c. The date by which such a claim must be received by the Corporation or successor entity, is August 27, 2014; and d. Any claim will be barred if not received by the date referred to above; and e. The Corporation or a successor entity may make distributions to other claimants and the corporation's stockholders or persons interested as having been such without further notice to any claimant; and f. The aggregate amount, on an annual basis, of all distributions made by the Corporation to its stockholders for each of the 3 years prior to the date the Corporation dissolved is $0.

BIDS & PROPOSALS

Aldine ISD Construction Department is accepting competitive sealed proposals from Qualified General Contractors for the Construction of the Aldine Education Center and the Child Nutrition Center until 7/29/14 at 2:00 PM at the Aldine ISD Central Office Board Room, 14910 Aldine Westfield Rd, Houston, TX 77032.
For information, plans and specifications, call Patrick Mouton or Jeffrey Tennyson at 281-985-6373. A Pre-Proposal meeting will be held in the Board Room at 14910 Aldine Westfield Rd, Houston, TX 77032 on Wednesday, 7/23/14 at 4:00 PM. All General Contractors intending to make a proposal are encouraged to attend this meeting and submit their prequalification packages prior to the meeting. Major subcontractors and suppliers are also encouraged to attend.
View specifications at www.aldine.k12.tx.us

Aldine ISD is accepting proposals on a continual basis until 4/1/15 at 2:00 pm in the Aldine ISD Purchasing Department 14910 Aldine Westfield Rd., Houston, TX 77032.
Photography Services
Retail Stores
Restaurant, Food and Catering Vendors
View specifications at www.aldine.k12.tx.us

Aldine ISD is accepting sealed proposals for Volume Purchase Agreement for Technology Devices in its board room, 14910 Aldine Westfield Rd., Houston, TX 77032, until 7/24/14 at 9 am. Specifications will be accessible 6/30/14. Visit for details: *http://www.aldine.k12.tx.us/cms/main.cfm?siteID=41&PageID=429*

Harmony Public Schools, open enrollment charter schools intends receive transportation services for its several campuses for the 2014-2015 school year. All interested parties may obtain a copy of

BIDS & PROPOSALS

Aldine ISD is accepting proposals on a continual basis on its eBid system until 4/1/15 at 2:00 pm.
• Instructional Supplies, Materials and Equipment
• Awards, Incentives and Spirit Apparel
Vendors must register in Aldine ISD eBid system to participate. To register visit http://www.aldine.k12.tx.us click on "Vendors", "Vendor Bids" then "eBid".

Aldine ISD is accepting sealed proposals for Trophies and Awards on its eBid system until 10:00 am on 7/17/14.
Vendors must register in Aldine ISD eBid system to participate. To register visit http://www.aldine.k12.tx.us click on "Vendors", "Vendor Bids" then "eBid".

FORMAL BIDS
Cypress-Fairbanks ISD will receive proposals for: **Laboratory Specimens 14-06-4037, 2:00 PM 7/15/14.** Bids 281-897-4578. 12510 Windfern Rd., Houston 77064. www.cfisd.net.

INVITATION TO PROPOSAL
The City of Nederland shall accept SEALED COMPETITIVE PROPOSALS following the procedures in Chapter 252 of the Texas Local Government Code, until 2:00 p.m. (Central Daylight Time), September 8, 2014, for the purpose of procuring the following:
COMMERCIAL WINDSTORM INSURANCE
Contracts awarded are to be effective November 13, 2014.
Proposal specifications and other contract documents will be available at 9:00 a.m. on Tuesday, July 15, 2014 and are open for public inspection without charge from the Office of the City Clerk. Copies may be obtained by contacting Gay Ferguson, City Clerk, 207 N. 12th Street, Nederland, Texas 77627, via email to *gferguson@ci.nederland.tx.us*, phone at (409) 723-1505 or fax at (409) 723-1550. Copies may also be retrieved from the City of Nederland website at *www.ci.nederland.tx.us*.
Interested parties may direct questions about the proposal specifications and other contract documents to Carolyn A. Miller, CPCU, RWL Group, 300 North Coit Rd., Suite 810, Richardson, Texas 75080-5456, via email to *carolyn@rwlgroup.com*, phone at (972) 907-9095 or alternate phone at (512) 904-0048.
Before 2:00 p.m. (CDT), September 8, 2014 all proposals shall be sealed and delivered to:
City of Nederland
Attn: Gay Ferguson,
City Clerk
207 N. 12th Street
Nederland, Texas 77627
Proposals will be opened at Nederland City Hall and the name of the proposer and product offered will be publicly read at 2:00 p.m. (CDT), September 8, 2014.
Any proposals received after the above-stated closing time shall be returned unopened. The City of Nederland reserves the right to accept or reject any and all proposals received and to waive any informality in the proposal process if deemed in the best interest of the City of Nederland.

LEGAL NOTICE
Harris County Department of Education (HCDE)/Choice Partners (CP), a national cooperative, will be accepting the following Competitive Sealed Proposal (CSP). **CSP #14/033CG for JOC/IDIQ Coefficient(s) for Interior/Exterior Signage & Scoreboards. Proposal is due July 21, 2014 at 2:00 pm CT.** Interested proposers may go to www.choicepartners.org and register to download the solicitation or call 713-696-2122. Proposals for CSP#14/033CG must be submitted to the following address: HCDE 6300 Irvington Blvd., Houston, TX 77022-5618. It

NOTICE OF CANCELLATION OF PUBLIC HEARING
City of Houston Inspections and Public Service Division
DEPARTMENT OF NEIGHBORHOODS
July 15, 2014 @ 9:00 A.M.
7125 Ardmore Street, 1st Floor
Houston, Texas 77054

This is a cancellation of the Notice of Public Hearing published in the Houston Chronicle for the Administrative Hearing on July 15, 2014 for 5411 Bennington St. – Main Structure and Detached Garage

On Monday, July 15, 2014, the City of Houston Hearing Official will not hear testimony and review evidence for the following properties in Harris County, Texas:

9:00 a.m. **5411 Bennington St. – Main Structure and Detached Garage – [Lot 754, in Block 6 of Trinity Gardens Section 2, an addition in Harris County, Texas, according to the map or plat thereof recorded in Volume 13, Page 45 of the Map Records of Harris County, Texas.]**

All notices are recorded in the Real Property Records in the county in which the property is located. Complete copies may be obtained through that office.

BIDS & PROPOSALS

Non-Profit Organization on Galveston Island is seeking an independent auditor with experience in Single Audits, Yellow Book, and OMB A-133 requirements to perform financial and compliance audit for fiscal year December 1, 2012 through November 30, 2013. Must be familiar with Community Action Programs, Head Start, 45 CFR 74, OMB A-122 Cost Principles, and federal pass-through grants. Audit firm must be licensed in the state of Texas, be current with peer review, and have history of responsible work. To obtain a copy of the RFP call Jacquelyn Douglas or Shameka Lynch at Galveston County Community Action Council (409) 765-7878. Due date for submission of proposals is July 23, 2014 by 4:30 p.m.

PASADENA INDEPENDENT SCHOOL DISTRICT is requesting Sealed Bids for **Library/Archival Equipment, Machines and Supplies, Bid #14-050.** Sealed Bids will be received at the Central Administration Building, Purchasing Department, Attn: Bid Clerk, 1515 Cherrybrook, Pasadena, Texas 77502, 713-740-0196, until **2:30 PM, Wednesday, July 30, 2014.** Bids may also be obtained from the above address, or on our website: *http://www1.pasadenaisd.org/cms/One.aspx?portalId=80772&pageId=462589*

LEGAL NOTICES

HPD Police Auction of Abandoned Vehicles

Location: Vehicle storage facilities throughout the city.

When: Auctions are held Monday through Thursday beginning at 8:00 a.m.

Details: All vehicles are sold as is for cash to the highest bidder. Most vehicles have some type of damage.

• Salvage vehicles will be sold to state licensed salvage dealers only.

• If you are in the business of buying and selling vehicles you will be required to obtain a Motor Vehicle Dealers license.

Please call 713-247-5812 for auction locations and times or visit www.houstontx.gov/police/auto–dealers–detail/ and click on the vehicle auction link for more details.

General questions or complaints should be directed to the Houston Police Department Auto Dealers Detail at 832-394-4800.

The Houston Planning Commission has received an application to allow the replatting of Braeswood, being part of Lot 22 and all of Lots 23-25, Block 4 as recorded in Vol. 13, Pg. 35 of the Harris County Map Records for the purpose of creating one (1) Unrestricted Reserve. The new subdivision name is Braeswood partial replat no 1.
The City will send out written notice of a public hearing to owners of property within 250 feet of the plat boundary and all parcels along or across from a blockface that abuts any street of private roadway extending 500 feet from the plat as measured along the centerline of any street or private roadway that abuts the boundary of the plat.
You may speak on this replat at the public hearing on June 26, 2014, at 2:30 p.m. in the City Council Chamber, City Hall Annex, Public Level, 900 Bagby Street, Houston, Texas. Contact the applicant, Matt Tucker, at Windrose Land Services, Inc. 713-458-2281 or the City of Houston Planning and Development Department at 713-837-7701 for any additional information.

Legal Notice for Replats without Variance
The Houston Planning Commission has received an application to allow the partial replatting of Melody Oaks Subdivision being all of lot 4, block 5 as recorded in Volume 29 Page 37 of the Harris County Map Records for the purpose of creating two (2) single family residential lots. The new subdivision name is Melody Oaks Partial Replat No. 11. The City will send out written notice of a public hearing to owners of property within the original plat boundary that is within 250 feet of the boundary of the plat and all parcels along or across from a blockface that abuts any street or private roadway extending 500 feet from the plat as measured along the centerline of any street or private roadway that abuts the boundary of the plat.
You may speak on this replat at the public hearing on July 24, 2014 at 2:30 p.m. in the City Council Chamber, City Hall Annex, Public Level, 900 Bagby Street, Houston, Texas. Contact the applicant at 281-829-0034 or the City of Houston Planning Department at (713) 837-7701 for any additional information.

NOTICE OF PUBLIC HEARING FOR THE EXCLUSION OF CERTAIN LANDS FROM NORTH FORT BEND WATER AUTHORITY
Notice is hereby given that the North Fort Bend Water Authority (the "Authority") will hold a public hearing on Wednesday, July 23, 2014, at 6:00 p.m., at the regular meeting place of the Authority, at the Willow Fork Country Club, 21055 Westheimer Parkway, Katy, Texas, inside the boundaries of the Authority, for the following purpose;
CONDUCT HEARING ON EXCLUSION OF CERTAIN LANDS FROM NORTH FORT BEND WATER AUTHORITY
All interested property owners have the right to present petitions for exclusion of land or other property and offer evidence in support of the petitions and the right to contest the proposed exclusion based on either a petition or the board's own conclusion and to offer evidence in support of the contest.
BY ORDER OF THE BOARD OF DIRECTORS
/s/Robert Patton
Vice President,
Board of Directors
/s/Melony Gay
Secretary,
Board of Directors

The Houston Planning Commission has received an application to allow the replatting of all of Block One, Shermandale Addition, an addition in Harris County, Texas, according to the map or plat thereof recorded in Vol. 572, Pg. 210, H.C.D.R., all of Blocks Five and Six, Smith Furniture Company Addition Number One, Vol. 2, Pg. 40, H.C.M.R., all of Lots One, Two and a portion of Lot Five, Six and Seven, Block "E", Smith and Gibbons Addition, Vol. 2, Pg. 54, H.C.M.R., and Lots One Through Fourteen, Block One and all of Block Three and Five, Daly Place, Vol. 6, Pg. 35, H.C.M.R. for the purpose of creating one (1) Unrestricted Reserve. The new subdivision name is Shermandale Addition Partial Replat No 1 and Extension.
The City will send out written notice of a public hearing with variance(s), or special exception(s) to owners of property within 250 feet of the plat boundary and all parcels along or across from a blockface that abuts any street or private roadway extending 500 feet from the plat as measured along the centerline of any street or private roadway that abuts the boundary of the plat.
You may speak on this replat at the public hearing on July 24th, 2014, at 2:30 p.m. in the City Council Chamber, City Hall Annex, Public Level, 900 Bagby Street, Houston, Texas. Contact the applicant, Matt Tucker, at Windrose Land Services, Inc. 713-458-2281 or the City of Houston Planning and Development Department at 713-837-7701 for any additional information.

NOTICE OF PUBLIC HEARING
Yale Street Bridge Replacement at White Oak Bayou
Harris County
Section 106 of the National Historic Preservation Act; Section 4(f) and Chapter 26 of the Texas Parks and Wildlife Code Proposed Impacts

The Texas Department of Transportation (TxDOT) will conduct a public hearing to discuss the impacts to the National Register of Historic Places (NHRP) listed Yale Street Bridge at White Oak Bayou as a result of the proposed bridge replacement. The public hearing details are as follows:

Tuesday, July 29, 2014
Texas Department of Transportation
7600 Washington Ave
Houston, TX 77007
5:30 p.m. to 6:30 p.m.
Open House
6:30 p.m. Presentation followed by Public Comment Session

The purpose of the public hearing is to present information related to the impacts to the NRHP's listed Yale Street Bridge at White Oak Bayou as a result of the proposed bridge replacement. The proposed bridge would have two 14-foot-wide outside travel lanes, two 11-foot-wide inside travel lanes, and 5-foot-wide shoulders on each side. The proposed project would be constructed within the existing right-of-way (ROW); therefore, no additional ROW or easements would be required for this project. There would be no displacements of businesses or residences.

Preliminary schematic design for the new bridge will be available for viewing at the public hearing and is on file and available for review at the Texas Department of Transportation, 7600 Washington Avenue, Houston, TX 77007.

This hearing will be conducted in accordance with Chapter 26 of the Texas Parks and Wildlife Code to allow the public the opportunity to view project documentation, specifically as it relates to the replacement of the Yale Street Bridge, and provide comments.

All interested persons are invited to attend the hearing. Persons interested in attending who have special communication or accommodation needs are encouraged to contact the district public information officer at (713) 802-5072 at least two working days prior to the hearing. TxDOT offices are open Monday through Friday, from 8:00 a.m. to 5:00 p.m., excluding state holidays. Because the public hearing will be conducted in English, any requests for language interpreters or other special communication needs should be made at least two working days prior to the public hearing. TxDOT will make every reasonable effort to accommodate these needs.

Oral and written comments may be presented at the public hearing. Both and written and oral comments will be considered equally. Written comments may be submitted in person at the hearing or by mail to TxDOT Houston District, Attention: Director of Project Development, P.O. Box 1386, Houston, TX 77251-1386. Comments will also be accepted by email to *HOU-piowebmail@txdot.gov*. All comments must be postmarked on or before August 18, 2014, to be included in the public hearing record.

Dr. Mirwat S. Sami has left Plastic Eye Surgery Associates, PLLC as of June11, 2014. For more information regarding her new practice location, please call 832-712-2547. Your confidential medical records remain at Plastic Eye Surgery Associates and can be released or transferred with your written permission.

WHENEVER YOU ARE

BUSINESS

Foes see definition as wide legal fiction

Foes from page B6

sions about the differences between "artificial persons" (corporations) and "natural persons" (the kind with flesh and blood).

Comics riff on the notion that fake people have more rights than real people. There's a petition drive to amend the Constitution to ensure "inalienable rights belong to human beings only."

All of this calls for a brief reality check: Corporations really aren't people. Everyone knows this.

Even Romney, who was criticized for being out of touch when he told a protester that "corporations are people, my friend."

The point the GOP presidential candidate was trying to make was that raising taxes on corporations would affect real people because "everything corporations earn ultimately goes back to people."

The Supreme Court was reasoning in a similar vein when it ruled that the real people who run closely held corporations should be able to exercise religious rights just as do individuals.

Alito, in his ruling, described the concept of corporate personhood as "a familiar legal fiction" that retains its usefulness.

"It is important to keep in mind that the purpose of this fiction is to provide protection for human beings," he wrote.

But Justice Ruth Bader Ginsburg, in her dissent, zinged Alito and the majority for "an expansive notion of corporate personhood."

She said the "startling breadth" of the court's ruling could clear the way for corporations to opt out of all sorts of other legal requirements if they can cite a religious objection.

Some opponents of the ruling see the expanding view of corporate personhood as a legal fiction run amok.

They say the latest court ruling could encourage corporations to try to claim greater rights in other areas as well — arguing against cruel and unusual punishment if they think a fine is too big, for example, or even seeking a corporate right to bear arms. The courts already have extended to corporations Fourth Amendment rights against unreasonable searches but have declined to provide them Fifth Amendment protection from self-incrimination.

Tesla adopts ideas from owners in addition to in-house updates

Tesla from page B6

and marketing. "Consumers now have gotten very used to the fact that the devices they own keep improving and keep evolving. So if you own a Tesla, it feels very comfortable and very familiar to anyone who owns a mobile device."

Since Model S deliveries began in June 2012, Tesla has made a few physical changes to the car, which has a base price ranging from $71,070 to $94,570, depending on the size of the battery pack.

Bruce Bisping / Minneapolis Star Tribune

The Tesla S, which has been evolving since its introduction, gets a going-over by 3M employees as part of an Earth Day celebration in April in Maplewood, Minn.

No set schedule

The same highly publicized vehicle fires that prompted a software update last year also led Tesla to add a titanium plate protecting the battery pack. (The car already had an aluminum shield for the battery. Now it has both.) Other tweaks have included power folding side mirrors and a power sunshade for the rear window.

Software upgrades, which have been far more common, don't follow any set schedule. Tesla rolls them out once they've been tested, both in the lab and on the road.

Many are incremental improvements to the car's systems, including the programs that run on its 17-inch touch-screen display. But some are more substantive.

One early update gave the car a "sleep" mode, which powers down the display and most electronics whenever the driver steps out of the vehicle. That saves electricity and ekes a few more miles out of the battery pack. Another caused the car to creep forward whenever the driver places it in drive, even if he or she hasn't touched the accelerator. There's no real need for creep, but cars with automatic transmissions do it, and drivers had come to expect it.

Sproule said many of the upgrade ideas come from Tesla owners, while others start with the company's own product development team.

"They're constantly coming up with ideas of what they'd like to do, what they'd like to add or improve, and it all goes into the hopper," he said.

An update this spring allowed drivers to program in their home and work addresses and then simply tell the car, out loud, "navigate home" or "navigate to work" to get directions from wherever they might be. The same update also added "hill start assist," a feature seemingly tailor-made for San Francisco driving. When the Model S is stopped on a hill and the driver releases the brake, the car will hold itself in place for one second, giving the driver time to press the accelerator.

Back to drawing board

Even if the Model S is constantly updating itself, most analysts expect Tesla to change the car's body design at some point in the future. When that will be is anybody's guess. For now, the impending introduction of Tesla's next vehicle — the Model X crossover, due next year — is a far higher priority. So is development of Tesla's $35,000 Gen 3, its first car aimed at the middle class.

But at some point the company will need to give the Model S a new look — not just new software — to keep consumers interested, said Alec Gutierrez, senior analyst at the Kelley Blue Book auto information service.

"I think they've still got a few years to live off that design," he said. "But when you get to year four or year five, they'll need to go back to the drawing board."

dbaker@sfchronicle.com

Legal firms object to decision

Legal from page B6

demonstrate respect.

"The committee has as-

Association of Legal Administrators, the International

of a foreign competitor.

"These are bad actors. We should not be rewarding them," said Rep. Rosa DeLauro, D-Conn., who has led the push to keep contracts from the companies. "Let's give it to the companies that stay here, employ people here and pay their taxes here."

Reaping the benefits

Ingersoll-Rand, which now is run from North Carolina, continues to reap the benefits of a low-tax foreign address. The company says it works closely with government contracting officials to ensure compliance with a "complex area of the law."

For several years, said spokeswoman Misty Zelent, Ingersoll-Rand avoided bidding on contracts that were off-limits to companies that shifted their tax address overseas. The company won other sales legally because they were awarded during periods when the prohibition had temporarily lapsed, or that were grandfathered

dresses are likely to grow this year as a new stampede of companies escapes the U.S. tax system. Medtronic, a Minnesota medical device maker with $17 billion in annual sales, announced plans last month to become Irish. Pfizer, Monsanto Co. and Walgreen Co. also have flirted with the idea this year.

Without a change to the tax code, future inversions may cost the government $19.5 billion in forgone revenue over the next decade, a congressional panel estimated this year. That doesn't count the billions avoided by the 36 U.S. companies that already have shifted their addresses overseas.

High rate in America

The U.S. has the highest corporate income tax rate in the developed world, 35 percent. Because the U.S. taxes profits based on the country of the company's legal incorporation, rather than of executives, factories or customers, switching to an address in a lower-tax

companies ... overseas after November 2002, sparing all those that had already done so, including Ingersoll-Rand.

Complied with the law

CB&I, a company with a Dutch address run from The Woodlands, was on a list of dozens of inverted companies published this month by Democrats on the House Ways and Means Committee, who said the names were furnished by the nonpartisan Congressional Research Service. CB&I had $734 million from federal contracts in 2013, according to data compiled by Bloomberg.

CB&I says it has complied with the law.

One of the few companies to face real consequences is McDermott International, a Houston engineering firm that's been incorporated in Panama since 1982. In 2010, citing the contracting ban, McDermott spun off a division that specializes in government contracts as a separate U.S. company.

Industries work behind scenes to shape new rail safety rules

ASSOCIATED PRESS

WASHINGTON — A string of fiery train derailments across the continent has triggered a high-stakes but behind-the-scenes campaign to shape how the government responds to calls for tighter safety rules.

Billions of dollars are riding on how these rules are written, and lobbyists from the railroads, tank car manufacturers and the oil, ethanol and chemical industries have met 13 times since March with officials at the White House and the Pipeline and Hazardous Materials Safety Administration.

Their universal message: Don't make us pay for increased safety because that's another industry's problem.

The pitches illustrate why government officials, who must show that safety benefits outweigh the economic costs of rules, often struggle for years, only to produce watered-down regulations.

The Association of American Railroads, for example, is pushing for tougher safety standards for tank cars than the current, voluntary standards agreed to by industry in 2011. Railroads, though, typically don't own or lease tank cars and so wouldn't have to buy new cars or retrofit existing ones. The oil and ethanol industries that own the cars want to stick with the voluntary standards, also known as "1232" tank cars.

The railroads argue that better tank cars are needed because the kind of crude oil being produced in the oil boom Bakken region of North Dakota and Montana and in some other parts of the country is more likely to ignite if a tank car is punctured or ruptured in an accident.

The American Petroleum Institute, however, says Bakken crude is no different from other light, sweet crude oils and doesn't need special containers.

"We have billions invested in tank cars," said Bob Greco, a senior official with the American Petroleum Institute.

The ethanol industry says it would cost about $3 billion to retrofit or replace the industry's 30,000 tank cars to make them tougher, said Bob Dinneen, head of the Renewable Fuels Association.

The chemical industry, which ships both flammable and nonflammable liquids in tank cars, has told regulators that if they propose a new tank car standard, it should be phased in, starting with oil shipments.

Edward Hamberger, head of the Association of American Railroads, said he is dismayed that regulators are considering lowering oil train speeds to 30 mph. Railroads already have voluntarily lowered speeds from 50 mph to 40 mph in urban areas, he said.

Whiting agrees to buy Kodiak

BLOOMBERG NEWS

Whiting Petroleum Corp. agreed to buy Kodiak Oil & Gas Corp. for about $3.8 billion in an all-stock deal that will create the dominant crude producer in the Bakken shale of the Great Plains.

Kodiak stockholders will receive 0.177 of share in Whiting for each share they own, which is the equivalent of $13.90 based on the acquirer's July 11 price, the Denver-based companies said Sunday in a statement. Including $2.2 billion in debt, the total transaction is valued at about $6 billion.

When the deal is complete, Whiting shareholders will own about 71 percent of the combined company, which will be led by Whiting's senior managers. Together, the two companies produced the equivalent of more than 107,000 barrels of daily oil output from the Bakken formation in the first quarter. That exceeded the region's current top producer, Harold Hamm's Continental Resources Inc., by almost 10 percent.

Attn: Gay Ferguson, City Clerk
207 N. 12th Street
Nederland, Texas 77627
Proposals will be opened at Nederland City Hall and the name of the proposer and product offered will be publicly read at 2:00 p.m. (CDT), September 8, 2014.
Any proposals received after the above-stated closing time shall be returned unopened. The City of Nederland reserves the right to accept or reject any and all proposals received and to waive any informality in the proposal process if deemed in the best interest of the City of Nederland.

Lone Star College System Bid Requests:
• **RFP 334 Labor Market Analysis Software Solution.** RFP Due 8/7/14 @ 3:00 p.m.
A Pre-proposal in the form of a WebEx will be held 7/24/14 @ 9:00 a.m.
For questions, contact *Sharon.K.Ognowski@lonestar.edu*
For information to register and bid, please visit: *http://wwwappsdstc.lonestar.edu/istar/supplier.htm*

notice
[illegible] sealed proposals at 12102 High Star, Houston, TX 77072 until 2:00 P.M. August 5, 2014 for **RFP #1425 Paint and Supplies.** Please log in and register at: *www2.aliefisd.net/administrative–services/purchasing/login.htm.* 281-988-3188

Notice to Proposers
Sealed electronic proposals will be received by Lone Star College System for:
• **CSP #336 HVAC Equipment Upgrades at Community and Leadership Buildings** at the LSC-System Office, electronic bids due by 2:00 p.m., Monday, August 4, 2014. Pre-proposal Conference and Site Visit, Wednesday, July 23, 2014 at 9:00 a.m. at LSC-System Office, Training and Development Center, Room 113, 5000 Research Drive, The Woodlands, Texas 77381. Contact: *kimberly.a.burnaman@lonestar.edu* Must Register to Bid: *http://wwwappsdstc.lonestar.edu/istar/supplier.htm*

PASADENA INDEPENDENT SCHOOL DISTRICT is requesting Sealed Bids for **Library/Archival Equipment, Machines and Supplies, Bid #14-050.** Sealed Bids will be received at the Central Administration Building, Purchasing Department, Attn: Bid Clerk, 1515 Cherrybrook, Pasadena, Texas 77502, 713-740-0196, until **2:30 PM, Wednesday, July 30, 2014.** Bids may also be obtained from the above address, or on our website: *http://www1.pasadenaisd.org/cms/One.aspx?portalId=80772&pageId=462589*

REQUEST FOR BID PROPOSALS
The Brazos School for Inquiry & Creativity is soliciting a Catering Provider for the 2014-2015 school year beginning August 25, 2014 thru June 2, 2015 for the Southwest Campus at 6400 Southwest Freeway Suite S, Houston, Texas. School Meal Catering-Breakfast and Lunch meals (including milk). Food service must meet Texas Dept. of Agriculture Child Nutrition guidelines for portion size, nutrition content, and required paperwork. Must have reliable transportation. All bids must be received by 1 pm on August 5, 2014 at 410 Bethel Lane, Bryan, Tx 77802. Bid packets are available on our website at thebrazosschool.org or contact us at 979-775-2152.

REQUEST FOR BID PROPOSALS
The Brazos School for Inquiry & Creativity is soliciting a Catering Provider for the 2014-2015 school year beginning August 25, 2014 thru June 2, 2015 for the Southwest Campus at 6400 Southwest Freeway Suite S, Houston, Texas. School Meal Catering-Breakfast and Lunch meals (including milk). Food service must meet Texas Dept. of Agriculture Child Nutrition guidelines for portion size, nutrition content, and required paperwork. Must have reliable transportation. All bids must be received by 1 pm on August 5, 2014 at 410 Bethel Lane, Bryan, Tx 77802. Bid packets are available on our website at thebrazosschool.org or contact us at 979-775-2152.

SUCCESSFUL ADS start with Chronicle Classifieds 713-224-6868

Any questions regarding the information contained in this notice for the above listed case numbers should be directed to the **Auto Theft Division Property Detail at 713.308.3500.**

NOTICE OF PUBLIC HEARING FOR THE EXCLUSION OF CERTAIN LANDS FROM NORTH FORT BEND WATER AUTHORITY
Notice is hereby given that the North Fort Bend Water Authority (the "Authority") will hold a public hearing on Wednesday, July 23, 2014, at 6:00 p.m., at the regular meeting place of the Authority, at the Willow Fork Country Club, 21055 Westheimer Parkway, Katy, Texas, inside the boundaries of the Authority, for the following purpose:
CONDUCT HEARING ON EXCLUSION OF CERTAIN LANDS FROM NORTH FORT BEND WATER AUTHORITY
All interested property owners have the right to present petitions for exclusion of land or other property and offer evidence in support of the petitions and the right to contest the proposed exclusion based on either a petition or the board's own conclusion and to offer evidence in support of the contest.
[illegible] OF DIRECTORS
/s/Robert Patton
Vice President,
Board of Directors
/s/Melony Gay
Secretary,
Board of Directors

Notice to Subcontractors
DivisionOne Construction, as Construction Manager at Risk for Houston Independent School District (HISD) Grady Middle School Additions, will receive bids or proposals from subcontractors for a 55,000 sf Classroom Addition. This phase of work includes all subcontractor scopes of work. Bids or proposals are due no later than 2:00 PM on Thursday, July 31, 2014 at the offices of DivisionOne Construction, 11500 Northwest Freeway, Suite 150, Houston, Texas 77092, phone 713.688.7330, fax 713.688.8330 email bid @d1construction.com attention: Brad Cheesman. A prebid/proposal conference will be held at 1:00 PM, Tuesday, July 22, 2014 at Grady Middle School, Room: Cafeteria 5215 San Felipe, Houston Texas, 77056.

The plans and specifications may be obtained from ARC Document Solution, 2900 Smith Street, Suite 100, Houston, Texas 77006, (713) 782-8580, upon refundable deposit of $250.00 for each set of printed plans and specifications. In addition, proposal documents can be reviewed at the following locations: Virtual Builders Planroom, 3910 Kirby Dr., Suite 131, Houston, Texas 77098, (832) 613-0201. Associated General Contractors of Houston (AGC), 3825 Dacoma Street, Houston, Texas 77092, (713) 843-3700. McGraw-Hill Construction Dodge (on line services), http://www.dodgeplans.construction.com. Reed Construction Data (RCD), www.reedplans.com, (800) 424-3996, M/WBE documents as described below will be received until 2:00 PM on the due date.

There will be no public opening of bids or proposals. All bids or proposals will be available no later than the 7th day after final selection of bids or proposals. After receipt of bids or proposals, DivisionOne Construction will conduct its evaluation of the subcontractor bids or proposals in relation to the project requirements and will select the bid(s) or proposal(s) that offers the best value to HISD. DivisionOne Construction is committed to meeting the M/WBE goals set for this project. M/WBE forms, schedules and statements, as required by the package documents, shall accompany each bid or proposal that is submitted. BIDS OR PROPOSALS SUBMITTED WITHOUT ALL REQUIRED INFORMATION AND IN THEMANNER SPECIFIED WILLBE CONSIDERED NONRESPONSIVE.

The best ad advice, the right price. Chronicle Classifieds 713-224-6868.

NOTICE OF PUBLIC HEARING
Yale Street Bridge Replacement at White Oak Bayou
Harris County
Section 106 of the National Historic Preservation Act; Section 4(f) and Chapter 26 of the Texas Parks and Wildlife Code Proposed Impacts

The Texas Department of Transportation (TxDOT) will conduct a public hearing to discuss the impacts to the National Register of Historic Places (NHRP) listed Yale Street Bridge at White Oak Bayou as a result of the proposed bridge replacement. The public hearing details are as follows:

Tuesday, July 29, 2014
Texas Department of Transportation
7600 Washington Ave
Houston, TX 77007
5:30 p.m. to 6:30 p.m. Open House •
6:30 p.m. Presentation followed by Public Comment Session

The purpose of the public hearing is to present information related to the impacts to the NRHP's listed Yale Street Bridge at White Oak Bayou as a result of the proposed bridge replacement. The proposed bridge would have two 14-foot-wide outside travel lanes, two 11-foot-wide inside travel lanes, and 5-foot-wide shoulders on each side. The proposed project would be constructed within the existing right-of-way (ROW); therefore, no additional ROW or easements would be required for this project. There would be no displacements of businesses or residences.

Preliminary schematic design for the new bridge will be available for viewing at the public hearing and is on file and available for review at the Texas Department of Transportation, 7600 Washington Avenue, Houston, TX 77007.

This hearing will be conducted in accordance with Chapter 26 of the Texas Parks and Wildlife Code to allow the public the opportunity to view project documentation, specifically as it relates to the replacement of the Yale Street Bridge, and provide comments.

All interested persons are invited to attend the hearing. Persons interested in attending who have special communication or accommodation needs are encouraged to contact the district public information officer at (713) 802-5072 at least two working days prior to the hearing. TxDOT offices are open Monday through Friday, from 8:00 a.m. to 5:00 p.m., excluding state holidays. Because the public hearing will be conducted in English, any requests for language interpreters or other special communication needs should be made at least two working days prior to the public hearing. TxDOT will make every reasonable effort to accommodate these needs.

Oral and written comments may be presented at the public hearing. Both and written and oral comments will be considered equally. Written comments may be submitted in person at the hearing or by mail to TxDOT Houston District, Attention: Director of Project Development, P.O. Box 1386, Houston, TX 77251-1386. Comments will also be accepted by email to *HOU-piowebmail@txdot.gov.* All comments must be postmarked on or before August 18, 2014, to be included in the public hearing record.

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IN THE UNITED STATES BANKRUPTCY COURT FOR THE DISTRICT OF DELAWARE

In re Optim Energy, LLC, *et al.*, Debtors.[1]	Chapter 11, Case No. 14-10262 (BLS) (Jointly Administered)

Hearing Date: August 7, 2014 at 11:30 a.m. (ET)
Objection Deadline: July 30, 2014 at 4:00 p.m. (ET)

NOTICE OF SALE BY AUCTION AND SALE HEARING

PLEASE TAKE NOTICE that on June 17, 2014, Optim Energy, LLC and its subsidiaries, as debtors and debtors in possession in the above-captioned cases (collectively, the "***Debtors***") filed a motion [D.I. 359] (the "***Sale Motion***") with the United States Bankruptcy Court for the District of Delaware (the "***Bankruptcy Court***") seeking entry of an order (a) authorizing and approving sale procedures with certain purchaser protections (the "***Sale Procedures***") in connection with the sale of certain assets of the Debtor Optim Energy Twin Oaks, LP (the "***Seller***"), (b) approving the form and manner of notice of the auction by sale and sale hearing, (c) approving procedures for the assumption and assignment of contracts and leases and noticing of related cure costs; (d) authorizing the sale of assets free and clear of liens, claims, interests and encumbrances; and (e) scheduling the sale hearing and setting other related dates and deadlines, all as further described in the Sale Motion. Please note that all capitalized terms used but not defined herein shall have the meanings set forth in the Sale Motion.

PLEASE TAKE FURTHER NOTICE that the Debtors are soliciting offers for the purchase of certain of the Seller's assets consistent with the Sale Procedures approved by the Bankruptcy Court by entry of an order dated July 3, 2014 [D.I. 423] (the "***Sale Procedures Order***"). **All interested bidders should carefully read the Sale Procedures and Sale Procedures Order.** To the extent that there are any inconsistencies between this notice and the Sale Procedures, the Sale Procedures shall govern in all respects.

PLEASE TAKE FURTHER NOTICE that if the Debtors receive competing Qualifying Bids within the requirements and time frame specified by the Sale Procedures, the Debtors will conduct an auction (the "***Auction***") of the Facility and related assets (collectively, the "***Purchased Assets***" as defined in the Sale Procedures) on August 4, 2014 at 10:00 a.m. (ET) at the offices of Bracewell and Giuliani LLP, 1251 Avenue of the Americas, New York, New York 10020 (or at such other location as the Debtors may hereafter designate on proper notice).

PLEASE TAKE FURTHER NOTICE that the Debtors will seek approval of the Sale at a hearing scheduled to commence at August 7, 2014 at 11:30 a.m. (ET) (as same may be adjourned, or as otherwise ordered by the Bankruptcy Court) (the "***Sale Hearing***") before the Bankruptcy Court.

PLEASE TAKE FURTHER NOTICE that objections, if any, to the relief requested in the Sale Motion in respect of the Sale, including objections to the assumption and assignment of contracts and leases and/or any proposed cure costs related thereto, **must**: (a) be in writing; (b) conform to the applicable provisions of the Bankruptcy Rules and the Local Bankruptcy Rules; (c) state with particularity the legal and factual basis for the objection and the specific grounds therefor; and (d) be filed with the Court and served so as to be actually received no later than July 30, 2014, at 4:00 p.m. (ET) (the "***Objection Deadline***") by the following parties (the "***Notice Parties***"): **(i) Debtors:** Optim Energy, LLC c/o Competitive Power Ventures, Inc., 8403 Colesville Road, Suite 915, Silver Spring, MD 20910, Attn: Nick Rahn, Chief Executive Officer; **(ii) Counsel to Debtors:** Bracewell & Giuliani LLP, Goodwin Square, 225 Asylum Street, Suite 2600, Hartford, Connecticut 06103, Attn: Kurt Mayr, Esq. -and- Bracewell & Giuliani LLP, 1251 Avenue of the Americas, New York, New York 10020, Attn: Robert Burns, Esq. -and- Morris, Nichols, Arsht & Tunnell LLP, 1201 North Market Street, 16th Floor, P.O. Box 1347, Wilmington, Delaware 19899, Attn: Robert J. Dehney, Esq.; **(iii) Counsel to the Debtors' Postpetition Lenders:** Cleary Gottlieb Steen & Hamilton LLP, One Liberty Plaza, New York NY 10006, Attn: Lindsee Granfield, Esq.; **(iv) Counsel to the Proposed Purchaser:** Hunton & Williams LLP, 200 Park Avenue, New York, New York 10166, Attn: Peter Partee, Esq.; and **(v) United States Trustee:** Office of the United States Trustee for the District of Delaware, Office of The United States Trustee, 844 King Street, Suite 2207, Wilmington, DE 19801; Attn: Jane Leamy, Esq.

CONSEQUENCES OF FAILING TO TIMELY FILE AND SERVE AN OBJECTION. ANY PARTY OR ENTITY WHO FAILS TO TIMELY FILE AND SERVE AN OBJECTION TO THE SALE ON OR BEFORE THE OBJECTION DEADLINE IN ACCORDANCE WITH THE SALE PROCEDURES ORDER SHALL BE FOREVER BARRED FROM ASSERTING ANY OBJECTION TO THE SALE, INCLUDING WITH RESPECT TO THE TRANSFER OF PROPERTY FREE AND CLEAR OF ALL LIENS, CLAIMS, ENCUMBRANCES AND OTHER INTERESTS AND THE ASSUMPTION AND ASSIGNMENT OF EXECUTORY CONTRACTS AND UNEXPIRED LEASES TO THE SUCCESSFUL BIDDER AND ANY CURE COSTS RELATED THERETO.

PLEASE TAKE FURTHER NOTICE that copies of the Sale Motion, and any exhibits thereto, including the Sale Procedures Order, Sale Procedures and PSA, are available free of charge from Prime Clerk LLC; by visiting the Debtors' restructuring website at http://cases.primeclerk.com/optim; or for a fee via PACER by visiting www.uscourts.gov.

[1] The Debtors in these chapter 11 cases are: Optim Energy, LLC; OEM 1, LLC; Optim Energy Cedar Bayou 4, LLC; Optim Energy Altura Cogen, LLC; Optim Energy Marketing, LLC; Optim Energy Generation, LLC; Optim Energy Twin Oaks GP, LLC; Optim Energy Twin Oaks, LP. The Debtors' main corporate and mailing address for purposes of these chapter 11 cases is: c/o Competitive Power Ventures, Inc., 8403 Colesville Road, Suite 915, Silver Spring, MD 20910.

HARRIS COUNTY TEXAS
COUNTY JUDGE ED EMMETT
DIRECTOR

Hazard Mitigation Plan
Content and Projects will be Updated
Public Invited to Provide Input*
Updated Projects may include:
Increasing size of Certain Drainage Infrastructure
Structure Retrofitting
Infrastructure Hardening
Community Growth Planning
Improve Risk Awareness
To view document go to:
http://www.hcoem.org/documents/20140611HCLMPDraftPR2.pdf
To make comments go to:
http://www.readyharris.org/go/survey/1829/1823/
Harris County Office of Homeland Security & Emergency Management
*Comment period begins July 14, 2014 and closes July 25, 2014
The plan will be revised and submitted to state and federal agencies to review.
Harris County Office of Homeland Security & Emergency Management welcomes your input.
Plan can also be reviewed at Houston TranStar, 6922 Katy Rd., Houston, Texas 77024
Comments may be submitted to Harris County Office of Homeland Security & Emergency Management, 6922 Katy Rd., Houston, Texas 77024

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FINANCE

Nelson Almeida / AFP / Getty Images

Brazil President Dilma Rousseff and China President Xi Jinping take part in a summit that created the New Development Bank, a rival to the U.S.-dominated World Bank and International Monetary Fund.

China shows its economic clout in a new kind of World Bank

By Kay Johnson
ASSOCIATED PRESS

A developing nation version of the World Bank was formally created last week, two years after India proposed the idea to Brazil, Russia, China and South Africa.

Yet even as the five governments hailed its formation, there were questions about whether four of them might simply be paying to move from U.S. financial hegemony to dominance by another economic superpower: China.

India ensured a sense of parity with its insistence that each of the countries behind the New Development Bank contribute equal shares of $10 billion to its initial $50 billion capital. Like the World Bank, the new institution plans to fund development projects in poor countries.

An Indian defeat

But India failed in its bid to host the new bank's headquarters in New Delhi. It will be in Shanghai instead.

The headquarters skirmish was part of a larger struggle to keep China, the world's second-biggest economy behind that of the U.S., from dominating the new bank the way the U.S. has dominated the World Bank and International Monetary Fund.

India has long been suspicious of its giant neighbor to the north, and border disputes still fester.

China's economy is four times the size of India's and larger than the combined economies of India, Russia, Brazil and South Africa. Take the C out of BRICS as the five are known, and it becomes a much less muscular grouping.

Safety net

Still, some economists argue that the significance of the development bank and the Contingent Reserve Arrangement, a $100 billion financial safety net similar to the International Monetary Fund, also agreed at the summit in Brazil, is useful as an alternative to the U.S.-dominated global economic system.

For decades, the World Bank and the IMF, along with the Asian Development Bank that is led by Japan, have been the only games in town for developing countries in financial trouble or seeking outside funds for big projects. The World Bank and especially the IMF have used that pre-eminence to advance a philosophy of free markets and limited government intervention in the economy.

The BRICS countries have long a shared desire for a bigger voice in global economic policy. Many developing nations had painful experiences with Western financial dominance. They've contended with economic sanctions imposed by Western powers. Or they've been forced to make painful budget cuts and meet other strict conditions to qualify for emergency IMF loans.

State-owned

Economist Shreeram Chaulia said that simply by offering an alternative, the new bank and emergency fund will be significant.

China's ruling Communist Party allows free enterprise but most industries, including oil and gas, banking and telecoms, are dominated by state-owned companies. The ruling party still issues Soviet-style five-year development plans and gives favored enterprises subsidies, monopolies and other support. Most bank lending goes to state companies.

Leaders of India, Russia, Brazil and South Africa also to varying extents favor a substantial state role in the economy, and Chaulia said he expected those values to be reflected when the new institutions open in two years.

"It will be more state-ist, to be blunt," he said of a future BRICS system.

MATION SYSTEM LINK. A BID/PROPOSAL SECURITY EQUAL TO FIVE PERCENT OF THE PROPOSAL AMOUNT IS REQUIRED.

SPECIFICATIONS INDICATE THE METHOD OF PAYMENT, EITHER LUMP SUM, UNIT PRICE OR A COMBINATION OF BOTH. PROPOSALS WILL BE OPENED AT 11:30 A.M. OF THE DAY DUE IN THE PROCUREMENT SERVICES OF THE EXECUTIVE OFFICE BUILDING, 111 EAST LOOP NORTH, HOUSTON, TEXAS. THE PORT AUTHORITY RESERVES THE RIGHT TO REJECT ANY OR ALL PROPOSALS OR RESPONSES.

Lone Star College System
Bid Requests:
• **RFP 334 Labor Market Analysis Software Solution.** RFP Due 8/7/14 @ 3:00 p.m:
A Pre-proposal in the form of a WebEx will be held 7/24/14 @ 9:00 a.m.
For questions, contact *Sharon.K.Ognowski@lonestar.edu*
For information to register and bid, please visit: *http://wwwappsdstc.lonestar.edu/istar/supplier.htm*

NOTICE TO BIDDERS
Sealed bids in duplicate, addressed to **Sienna Plantation Municipal Utility District No. 5** will be received at the offices of Costello, Inc., 9990 Richmond Avenue, Suite 450, North Building, Houston, Texas 77042 until 10:00 a.m. local time, Monday, August 4, 2014 and then publicly opened and read for furnishing all plant, labor, material and equipment and performing all work required for the **Construction of Interim Lease Wastewater Treatment Plant No. 4 at Sienna South.** A voluntary prebid conference will be held in the office of Costello, Inc. at 10:00 a.m. local time, Monday, July 28, 2014. All prospective bidders are invited to attend. All prospective bidders are invited to attend. Plans, specifications and bid documents may be viewed and downloaded free of charge (with the option to purchase hard copies) at the CivCastUSA Website (www.CivCastUSA.com). Reproduction charges will apply according to CivCastUSA rates.

REQUEST FOR BID PROPOSALS
The Brazos School for Inquiry & Creativity is soliciting a Catering Provider for the 2014-2015 school year beginning August 25, 2014 thru June 2, 2015 for the Southwest Campus at 6400 Southwest Freeway Suite S, Houston, Texas. School Meal Catering-Breakfast and Lunch meals (including milk). Food service must meet Texas Dept. of Agriculture Child Nutrition guidelines for portion size, nutrition content, and required paperwork. Must have reliable transportation. All bids must be received by 1 pm on August 5, 2014 at 410 Bethel Lane, Bryan, Tx 77802. Bid packets are available on our website at thebrazosschool.org or contact us at 979-775-2152.

REQUEST FOR BID PROPOSALS
The Brazos School for Inquiry & Creativity is soliciting a Catering Provider for the 2014-2015 school year beginning August 25, 2014 thru June 2, 2015 for the Southwest Campus at 6400 Southwest Freeway Suite S, Houston, Texas. School Meal Catering-Breakfast and Lunch meals (including milk). Food service must meet Texas Dept. of Agriculture Child Nutrition guidelines for portion size, nutrition content, and required paperwork. Must have reliable transportation. All bids must be received by 1 pm on August 5, 2014 at 410 Bethel Lane, Bryan, Tx 77802. Bid packets are available on our website at thebrazosschool.org or contact us at 979-775-2152.

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made by calling 978-494-6235 after July 15, 2014.

NOTICE OF PUBLIC HEARING

Yale Street Bridge Replacement at White Oak Bayou
Harris County
Section 106 of the National Historic Preservation Act; Section 4(f) and Chapter 26 of the Texas Parks and Wildlife Code Proposed Impacts

The Texas Department of Transportation (TxDOT) will conduct a public hearing to discuss the impacts to the National Register of Historic Places (NHRP) listed Yale Street Bridge at White Oak Bayou as a result of the proposed bridge replacement. The public hearing details are as follows:

Tuesday, July 29, 2014
Texas Department of Transportation
7600 Washington Ave
Houston, TX 77007
5:30 p.m. to 6:30 p.m. Open House
6:30 p.m. Presentation followed by Public Comment Session

The purpose of the public hearing is to present information related to the impacts to the NRHP's listed Yale Street Bridge at White Oak Bayou as a result of the proposed bridge replacement. The proposed bridge would have two 14-foot-wide outside travel lanes, two 11-foot-wide inside travel lanes, and 5-foot-wide shoulders on each side. The proposed project would be constructed within the existing right-of-way (ROW); therefore, no additional ROW or easements would be required for this project. There would be no displacements of businesses or residences.

Preliminary schematic design for the new bridge will be available for viewing at the public hearing and is on file and available for review at the Texas Department of Transportation, 7600 Washington Avenue, Houston, TX 77007.

This hearing will be conducted in accordance with Chapter 26 of the Texas Parks and Wildlife Code to allow the public the opportunity to view project documentation, specifically as it relates to the replacement of the Yale Street Bridge, and provide comments.

All interested persons are invited to attend the hearing. Persons interested in attending who have special communication or accommodation needs are encouraged to contact the district public information officer at (713) 802-5072 at least two working days prior to the hearing. TxDOT offices are open Monday through Friday, from 8:00 a.m. to 5:00 p.m., excluding state holidays. Because the public hearing will be conducted in English, any requests for language interpreters or other special communication needs should be made at least two working days prior to the public hearing. TxDOT will make every reasonable effort to accommodate these needs.

Oral and written comments may be presented at the public hearing. Both and written and oral comments will be considered equally. Written comments may be submitted in person at the hearing or by mail to TxDOT Houston District, Attention: Director of Project Development, P.O. Box 1386, Houston, TX 77251-1386. Comments will also be accepted by email to *HOU-piowebmail@txdot.gov*. All comments must be postmarked on or before August 18, 2014, to be included in the public hearing record.

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County, Texas.] An order was issued requiring the owner/lien holder to obtain a permit, to secure from unauthorized entry, and complete repairs or demolition of this structure within Ninety (90) days in accordance with Dangerous Building Requirements of Chapter 10 of the City of Houston Code of Ordinances from the day of this order.

8603 Farqueson St. – Detached Garage – [Lots 139 and 140, in Block 6 of Groverland Terrace, an addition in Harris County, Texas, according to the map or plat thereof recorded in Volume 20, Page 35 of the Map Records of Harris County, Texas.] An order was issued requiring the owner/lien holder to obtain a permit, to secure from unauthorized entry, and complete repairs or demolition of this structure within Sixty (60) days in accordance with Dangerous Building Requirements of Chapter 10 of the City of Houston Code of Ordinances from the day of this order. The owner shall pay a civil penalty in the amount of $1,000.00

All orders are recorded in the Real Property Records in the County in which the property is located. You may obtain copies through that office.

NOTICE OF SALE
KIRKMONT MUNICIPAL UTILITY DISTRICT
(A political subdivision of the State of Texas, located in Harris County, Texas)
$2,890,000
Unlimited Tax Bonds
Series 2014

Kirkmont Municipal Utility District will open bids on Wednesday, August 13, 2014 at 11:00 a.m. Houston time, at the offices of The GMS Group, L.L.C., 5075 Westheimer, Suite 1175, Houston, TX 77056-5606 for the District's $2,890,000 Unlimited Tax Bonds, Series 2014. The Board will immediately take action to reject the bids or accept the bid that produces the lowest net effective interest rate for the Bonds at a meeting to be held on Wednesday, August 13, 2014 at 6:30 p.m., Houston time, at the District's meeting place located in the District at the Kirkmont Municipal Utility District Building, 10102 Blackhawk Boulevard, Houston, Texas 77089. The Bonds are more completely described in the "Official Notice of Sale" and the "Preliminary Official Statement" which may be obtained from The GMS Group, L.L.C., Attention: John Howell, 5075 Westheimer, Suite 1175, Houston, Texas 77056-5606, [(713) 622-7620] Financial Advisor to the District.

Board of Directors
Kirkmont Municipal Utility District

Effective September 1, 2014, Dr. Shannon Hardy will no longer be practicing at the offices of Med Center OB/GYN, LLP. She is moving her practice to Complete Women's Care Center, located at The Woman's Hospital of Texas. Her new practice address is:
7900 Fannin, Suite 3000
Houston, TX 77054
Phone: (713) 791-9100
For all patients, your medical records are confidential and the hard copies will be kept at the offices of Med Center OB/GYN, LLP. To request a copy of your records to be sent to Dr. Hardy's new office, please call 713-797-9666.

MENTAL HEALTH MENTAL RETARDATION AUTHORITY OF HARRIS COUNTY will be accepting responses to Requests for Qualification for the following service:
CATERED FOOD FOR AGENCY MEETINGS
Specifications may be secured from MHMRA, Harris County, Purchasing Services, 1st floor, located at 7011 Southwest Freeway, Houston, Texas 77074; telephone (713) 970-7300 and/or via MHMRA website http://www.mhmraharris.org or the Electronic State Business Dailey Site https://portal.cpa.state.tx.us/ beginning Monday, **July 28, 2014.** Proposal documentations must be submitted to the Purchasing Department by **10:00 a.m., on Thursday, August 14, 2014,** at 7011 Southwest Freeway, Houston, Texas 77074 in a sealed envelope marked **"REQUEST FOR QUALIFICATION RESPONSE - DO NOT OPEN UNTIL THURSDAY, AUGUST 14, 2014 CATERED FOOD FOR AGENCY MEETINGS PROJECT #14/0017."** Any questions pertaining to this solicitation should be addressed in writing to Joycie Sheba via E-mail joycie.sheba@mhmraharris.org or fax at (713) 970-7682. MHMRA reserves the rights to reject any and/or all responses, to waive formalities and reasonable irregularities in submitted documents as it deems to be in its best interests, and is not obligated to accept any response(s) to this solicitation for requested services.

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LEGAL NOTICE
Harris County Department of Education (HCDE)/Choice Partners (CP), a national cooperative, will be accepting the following Request for Proposal (RFP). RFP #14/034MP for Vocational Products and Services. Proposal is due August 12, 2014 at 2:00 pm CT. Interested proposers may go to www.choicepartners.org and register to download the solicitation or call 713-696-2122. Proposals shall be submitted through the electronic eBid System. It is HCDE policy not to discriminate on the basis of race, color, national origin, gender, limited English proficiency or handicapping condition in its programs.

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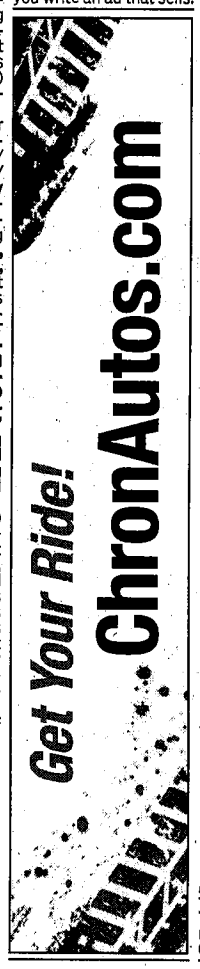

NOTICE OF PUBLIC MEETING

Fort Bend County and the Texas Department of Transportation (TxDOT) will conduct a public meeting regarding the proposed design changes to FM 1093 from SH 99 to FM 1463 in Fort Bend County. The meeting will be held on July 31, 2014 at Seven Lakes High School, which is located at 9251 South Fry Road, Katy, Texas 77494. The meeting will be held in an open house format from 6:00 p.m. to 8:00 p.m.

FM 1093 within the project limits is currently a two-lane undivided rural roadway. The proposed project would consist of a four-lane divided tollway with non-tolled, two-lane continuous frontage roads. The proposed project received a Finding of No Significant Impact (FONSI) (environmental approval) from the Federal Highway Administration on May 8, 2014.

The purpose of the public meeting is to present the proposed design changes on FM 1093 from SH 99 to FM 1463. The proposed design changes include modifications to the proposed right-of-way required for the project and modification of toll road access points. The 2012 design schematic included with the FONSI and the current revised schematic (on aerial photography) will be on display.

Representatives from Fort Bend County, TxDOT, and their study team will be available to answer individual questions. Public comments are encouraged. The schematic plan showing the proposed design changes is on file and available for inspection at the Fort Bend County Offices at 1124 Blume Road, Rosenberg, Texas 77471 and the TxDOT Houston District Office at 7600 Washington Avenue, Houston, Texas 77007. TxDOT and County offices are open Monday through Friday, from 8:00 a.m. to 5:00 p.m., excluding state holidays.

Additional right-of-way would be required for the proposed design changes; however no displacements or relocations would be required from the design changes.

Persons interested in attending the public meeting who have special communication or accommodation needs are encouraged to contact TxDOT's Public Information Office at 713-802-5072 at least two working days prior to the meeting. Since the public meeting will be conducted in English, any requests for language interpreters or other special communication needs should also be made at least two working days prior to the public meeting. TxDOT will make every reasonable effort to accommodate these needs.

All interested citizens are invited to attend this public meeting. Written comments relative to the proposed project may be presented at the meeting or submitted to the Director of Project Development, Texas Department of Transportation, P.O. Box 1386, Houston, Texas 77251-1386, at any time on or before Thursday, August 14, 2014. Comments may also be emailed on or before Thursday, August 14, 2014 to *HOU-PIOWebMail@txdot.gov*.

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wage

for a single person without children.

The company said its five distribution centers, two service facilities and manufacturing plant already pay more than local living wages.

The company said it intends to continue lowering prices for consumers, despite the "significant" cost of raising pay for workers.

Less turnover

Higher wages may lead to a larger pool of higher-caliber job applicants, less employee turnover and improved customer service delivered by longtime, loyal workers, he said.

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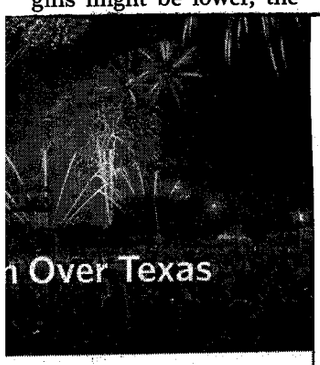

Photo by James Minchin III
Jennifer Nettles

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Job 14/0164 Nursery Plants and Related Items
Job 14/0165 Ammunition and Related Items
Job 14/0166 Construction Trade Services
Job 14/0167 Body Shop Repairs and Related Items
Job 14/0168 ISO 9001 Registration Readiness

Bids/Proposals Due July 14, 2014

Job 14/0162 Repair of Elevated Water Storage Tank at E. Pasadena Blvd. in Deer Park, Precinct 2
Job 14/0163 Emergency Power Generators and Associated Construction at Sunbelt Hartley Lift Station and Broad Street Water Plant, Precinct 2
Job 14/0169 Refurbishing of Various Roads (Woodland Hills et.al) in the Harvey Camp Area, Precinct 4
Job 14/0173 Grant Assistance
Job 14/0174 Point to Point (PTP) Microwave System with Auto-Acquiring Antenna Tracking
Job 14/0175 Information Technology Consulting Services

Bids/Proposals Due July 21, 2014

Job 14/0127 Construction of Conduit Duct Bank
Job 14/0161 Non-Secure Residential Services
Job14/0171 Greenhouse Stormwater Detention Basin Phase I Excavation **(Mandatory Pre-Bid Conference on Wednesday, July 9, 2014)**
Job 14/0172 Channel Erosion Repairs US 290 Downstream to T.C. Jester Blvd. **(Mandatory Pre-Bid Conference on Wednesday, July 9, 2014)**
Job 14/0176 Wetland Boardwalk Improvements at El Franco Lee Park, Precinct 1
Job 14/0177 Uninterruptible Power Supply (UPS), Maintenance and Support Services
Job 14/0178 Client Alcohol Monitoring Services

Bids/Proposals Due July 28, 2014

Job 14/0170 Aircraft Insurance
Job 14/0179 Back-Up Generators and Associated Construction at Sheldon Road MUD Water Plant and Wastewater Treatment Plant, Precinct 1
Job 14/0180 Selective Clearing of Underbrush, Tree and Debris Removal **(Mandatory Pre-Bid Conference on Tuesday, July 22, 2014)**
Job 14/0181 Integrated Medical and Solid Waste Management

Bids/Proposals Due August 4, 2014

Job 14/0182 Removal and Disposal of Asbestos Containing Building Materials (Phase II) for the Astrodome **(Mandatory Pre-Bid Conference on Monday, July 21, 2014)**

DeWight Dopslauf, C.P.M., CPPO
Purchasing Agent

Harris County Municipal Utility District No. 282 of Harris County, Texas

June 27, 2014

BIDS & PROPOSALS

BID NOTICE
Harris County Department of Education (HCDE) will be accepting Request for Proposals # 14/032LB for Head Start Child Management Software. Interested proposers may go to *https://customer.ionwave.net/hcdeebid* to respond to the proposal or call 713-696-0386. Proposals are due July 14, 2014 at 12:00 p.m. CST and must be submitted online in the HCDE eBid System. It is HCDE policy not to discriminate on the basis of race, color, national origin, gender, limited English proficiency or handicapping condition in its programs.

NOTICE TO BIDDERS

Sealed proposals, in duplicate, directed to Taylor Morrison of Texas, Inc., on behalf of Harris County Municipal Utility District No. 196, will be received at the office of Koehn & Associates Engineers, Inc., located at 2500 Central Parkway, Suite Z, Houston, Texas, 77092-7713, until 10:00 am, Tuesday, July 15, 2014, and then publicly opened and read for the furnishing of all necessary materials, machinery, equipment, superintendence and labor for the construction of:

WATERLINES, SANITARY SEWER AND DRAINAGE TO SERVE QUEENSTON / BARKER TRACE AND ALDER TRAILS, SECTIONS 1, 2 AND 3 IN HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 196

A certified check, cashier's check or bid bond, in the amount of five percent (5%) of the total bid amount must be submitted with the bid.

A 100% Performance Bond and 100% labor and materials Payment Bond will be required of the low bidder.

The Owner reserves the right to reject any and all bids and to waive any informalities.

Plans, specifications and bid proposals may be secured from the office of Koehn & Associates Engineers, Inc., Job. No. 80680, upon the non refundable deposit of $200.00. A mandatory pre-bid conference will be held at the office of Koehn & Associates Engineers, Inc. at 10:00 am, Tuesday, July 8, 2014.
2:

Aldine ISD Construction Department is extending the bid opening for Bondable Sub-Contractors on Toilet Partition and Plumbing where there were an insufficient number of bidders for the District Wide Bids until 7/3/14 at 2:00 pm at the Aldine ISD board room, 14910 Aldine Westfield Rd, Houston, TX 77032.
For information, plans and specifications, call Patrick Mouton or Jesus Menchaca at 281-985-6373.

BIDS & PROPOSALS

Aldine ISD is accepting sealed proposals until 07/09/2014 in the Aldine ISD Admin. Purchasing Dept., 14910 Aldine Westfield Rd., Houston, TX 77032 until:
11:00am Asphalt Parking Lot Repair Nimitz Sr.
View specifications at *www.aldine.k12.tx.us*

Aldine ISD is accepting sealed proposals for Enterprise Level Content Management System (CMS) in its boardroom, 14910 Aldine Westfield Rd., Houston, TX 77032, until 7/16/14 at 10am. Specifications will be accessible 6/27/14 please visit for details: *http://www.aldine.k12.tx.us/cms/main.cfm?siteID=41&PageID=429*

LEGAL NOTICES

Legal Notice
Notice of Application
Notification is hereby given that Wells Fargo Bank, National Association, 101 N. Phillips Avenue, Sioux Falls, Minnehaha County, SD 57104 has filed an application with the Comptroller of the Currency filed on June 27, 2014, as specified in 12 CFR 5 in the Comptroller's Manual for National Banks, for permission to establish traditional branch office at: 26500 Kuykendahl Rd., Spring, Harris County, TX 77389. Any person wishing to comment on this application may file comments in writing with the Large Bank Licensing Lead Expert, 400 7th Street SW, Mail Stop 10E-2, Washington, DC 20219 within 30 days of the date of this publication. The non-confidential portions of the application are on file with the Deputy Comptroller as part of the public file. This file is available for public inspection during regular business hours.

Notification is hereby given that Bank of America National Association, 100 North Tryon Street, Suite 170, Charlotte, Mecklenburg County, NC, 28202, has filed an application with the Comptroller of the Currency on June 27, 2014, as specified in 12 CFR 5 of the Comptroller's Licensing Manual, for permission to relocate its domestic branch as follows:
- From: 1020 Holcombe Blvd, Houston, Harris County, TX - 77030
- To: 1025 Holcombe Blvd, Houston, Harris County, TX - 77030

Any person wishing to comment on this application may file comments in writing with the Large Bank Licensing Lead Expert, Office of the Comptroller of the Currency, 400 7th Street S.W., Mail Stop 10E-2, Washington, DC 20219, within 30 days after the date of this publication. The non-confidential portions of the application are on file with the Deputy Comptroller of the Currency as part of the public file. This file is available for public inspection during regular business hours.

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NOTICE OF PUBLIC HEARING

Yale Street Bridge Replacement at White Oak Bayou
Harris County
Section 106 of the National Historic Preservation Act; Section 4(f) and Chapter 26 of the Texas Parks and Wildlife Code Proposed Impacts

The Texas Department of Transportation (TxDOT) will conduct a public hearing on to discuss the impacts to the National Register of Historic Places (NHRP) listed Yale Street Bridge at White Oak Bayou as a result of the proposed bridge replacement. The public hearing details are as follows:

Tuesday, July 29, 2014
Texas Department of Transportation
7600 Washington Ave
Houston, TX 77007
5:30 p.m. to 6:30 p.m.
Open House
6:30 p.m. Presentation followed by Public Comment Session

The purpose of the public hearing is to present information related to the impacts to the NRHP's listed Yale Street Bridge at White Oak Bayou as a result of the proposed bridge replacement. The proposed bridge would have two 14-foot-wide outside travel lanes, two 11-foot-wide inside travel lanes, and 5-foot-wide shoulders on each side. The proposed project would be constructed within the existing right-of-way (ROW); therefore, no additional ROW or easements would be required for this project. There would be no displacements of businesses or residences.

Preliminary schematic design for the new bridge will be available for viewing at the public hearing and is on file and available for review at the Texas Department of Transportation, 7600 Washington Avenue, Houston, TX 77007.

This hearing will be conducted in accordance with Chapter 26 of the Texas Parks and Wildlife Code to allow the public the opportunity to view project documentation, specifically as it relates to the replacement of the Yale Street Bridge, and provide comments.

All interested persons are invited to attend the hearing. Persons interested in attending who have special communication or accommodation needs are encouraged to contact the district public information officer at (713) 802-5072 at least two working days prior to the hearing. TxDOT offices are open Monday through Friday, from 8:00 a.m. to 5:00 p.m., excluding state holidays. Because the public hearing will be conducted in English, any requests for language interpreters or other special communication needs should be made at least two working days prior to the public hearing. TxDOT will make every reasonable effort to accommodate these needs.

Oral and written comments may be presented at the public hearing. Both and written and oral comments will be considered equally. Written comments may be submitted in person at the hearing or by mail to TxDOT Houston District, Attention: Director of Project Development, P.O. Box 1386, Houston, TX 77251-1386. Comments will also be accepted by email to *HOU-piowebmail@txdot.gov*. All comments must be postmarked on or before August 18, 2014, to be included in the public hearing record.

CAUSE NUMBER: 2014-10166
IN THE 80TH JUDICIAL DISTRICT COURT OF HARRIS COUNTY, TEXAS
Plaintiff: OCWEN LOAN SERVICING, LLC
vs.
Defendant: MONET MUSE AND NICOLA H. STANLEY
CITATION BY PUBLICATION
THE STATE OF TEXAS
County of Harris
To: MONET MUSE
YOU ARE HEREBY COMMANDED to be and appear before the **80th Judicial District Court** of Harris County, Texas in the courthouse in the city of Houston, Texas at or before 10:00 o'clock A.M. Monday the **14th day of JULY, 2014,** being the Monday next after the expiration date of forty-two days after this citation is issued, and you are hereby commanded and required then and there to appear and file written answer to the Original Petition, filed in said Court on the 27th day of February, 2014, in a suit numbered **2014-10166** docket of said court, wherein, **OCWEN LOAN SERVICING, LLC** the Plaintiff, and **MONET MUSE AND NICOLA H. STANLEY** the Defendants, the nature of plaintiff's demand and the said petition alleging: REAL ESTATE
SUMMARY
NATURE OF SUIT: Declaratory judgment action to reform a deed, for quiet title to real property and for subroutines.
You are hereby notified that suit has been brought by Ocwen Loan Servicing, LLC against Monet Muse and Nicola H. Stanley regarding property located and described as:
5602 Greenhill Forest Drive, Houston, Texas 77088, and more particularly described as Lot Eleven (11), in Block Fourteen (14), of Inwood North, Section Five (5), a subdivision in Harris county, Texas, according to the map or plat thereof recorded in Volume 288, page 146, Map Records of Harris County, Texas
Plaintiff's Petition is styled Ocwen Loan Servicing, LLC vs. Monet Muse and Nicola H. Stanley; Cause 2014-10166, 80th Judicial District, Harris County, Texas. The Petition seeks a declaratory judgment to reform a deed to the above described property.
Notice hereof shall be given by publishing this Citation once a week for four consecutive weeks previous to the day of **July 11, 2014,** in some newspaper published in the County of Harris, if there be a newspaper published therein, but if not, then the nearest county where a newspaper is published, and this Citation shall be returned on the **11th day of July, 2014,** which is forty two days after the date it is issued, and the first publication shall be at least twenty-eight days before said return day.
HEREIN FAIL NOT, but have before said court on said return day this Writ with your return thereon, showing how you have executed same.
WITNESS: Chris Daniel, District Clerk, Harris County, Texas
GIVEN UNDER MY HAND AND SEAL OF SAID COURT at Houston, Texas this **30th** day of **May, 2014.**
(SEAL)
Chris Daniel
District Clerk
Harris County, Texas
201 Caroline
Houston, Texas 77002
P.O. Box 4651
Houston, Texas 77210
By: /s/ John Scott
Deputy District Clerk
Newspaper:
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Issued at the request of:
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Bar Number: 10140300

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AFFIDAVIT OF PUBLICATION

STATE OF TEXAS:

COUNTY OF HARRIS:

Before me, the undersigned authority, a Notary Public in and for the State of Texas, on this day personally appeared, the Newspaper Representative at the HOUSTON CHRONICLE, a daily newspaper published in Harris County, Texas, and generally circulated in the Counties of: HARRIS, TRINITY, WALKER, GRIMES, POLK, SAN JACINTO, WASHINGTON, MONTGOMERY, LIBERTY, AUSTIN, WALLER, CHAMBERS, COLORADO, BRAZORIA, FORT BEND, GALVESTON, WHARTON, JACKSON, and MATAGORDA and that the publication, of which the annexed herein, or attached to, is a true and correct copy, was published to-wit:

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Edward Silva
NEWSPAPER REPRESENTATIVE

Sworn and subscribed to before me, this the 23rd Day of July A.D. 2014

DELILAH METZGER NOTARY PUBLIC STATE OF TEXAS EXPIRES MAY 19, 2018

Delilah Metzger
Notary Public in and for the State of Texas

AVISO DE AUDIENCIA PÚBLICA

Reemplazo del Puente de Yale Street en White Oak Bayou Condado de Harris Sección 106 de la Ley Nacional de Preservación Histórica; Sección 4(f) y Capítulo 26 del Código de Texas para Impactos Propuestos a Parques y Vida Silvestre

El Departamento de Transporte de Texas (TxDOT) llevará a cabo una audiencia pública para hablar sobre los impactos en el Registro Nacional de Lugares Históricos (NRHP) que aparece Yale Street Bridge en White Oak Bayou, como resultado del reemplazo del puente propuesto: Los detalles de la audiencia pública son los siguientes:

Martes, 29 de julio 2014
Texas Department of Transportation
7600 Washington Ave
Houston, TX 77007
de 5:30 p.m. a 6:30 p.m.
Foro Abierto
6:30 p.m. Presentación formal seguida por la Sesión de Comentarios Públicos

El propósito de la audiencia pública es presentar la información relacionado a los impactos al NRHP que aparece Yale Street Bridge en White Oak Bayou, como resultado del reemplazo del puente propuesto. El puente propuesto tendría dos carriles exteriores de 14 pies de ancho, dos carriles interiores de 11 pies de ancho y acotamientos de 5 pies de ancho en cada lado. El proyecto propuesto se construiría dentro del derecho de vía (ROW) existente; por lo tanto, no hay ningún derecho de vía y servidumbre adicional que serían necesarios para este proyecto. No habrá desplazamientos de negocios o residencias.

El diseño preliminar del esquemático para el nuevo puente, estará disponible para su consulta en la audiencia pública y se encuentran archivados y disponibles para su revisión en Texas Department of Transportation, 7600 Washington Avenue, Houston, TX 77007.

Esta audiencia se llevará a cabo en conforme con el Capítulo 26 del Código de Texas para Impactos Propuestos a Parques y Vida Silvestre, para permitir al público la oportunidad de ver la documentación del proyecto y específicamente en lo que se refiere al reemplazo del Puente de Yale Street.

Se invita a todas las personas interesadas asistir a la audiencia. Personas interesadas en asistir la audiencia pública que tienen comunicación especial o alojamiento especiales, se les pide ponerse en contacto con la Oficina de Información Pública de TXDOT al 713-802-5072, por lo menos dos días hábiles antes de la audiencia. La audiencia pública se llevará a cabo en inglés, todas las solicitudes de intérpretes de idioma o otras necesidades especiales de comunicación, también deben hacerse por lo menos dos días hábiles antes de la audi-

de comunicación, también deben hacerse por los menos dos días hábiles antes de la audiencia pública. TXDOT hará todo el esfuerzo razonable para acomodar estas necesidades.

Los comentarios orales y escritos se pueden presentar en la audiencia pública. Ambos comentarios escritos y orales serán considerados igualmente. Los comentarios escritos podrán presentarse en persona en la audiencia o por correo a TxDOT Houston District, Attention: Director of Project Development, P.O. Box 1386, Houston, TX 77251-1386. Los comentarios también se aceptarán por correo electrónico a *HOU-pio webmail@txdot.gov*. Todos los comentarios deben ser matasellados por el correo en o antes del 18 de agosto 2014, para ser incluido en el registro de la audiencia pública.

Clasificados

Sujetos a venta previa. Los precios más cargos de impuesto, título, licencia y $150 del concesionario. Las unidades del anuncio en existencia al momento de la publicación y sujetas a venta previa. Láminas solamente con fines ilustrativos. No aplica a vendedores, corredores, empleados o sus familiares.

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1245 ANUNCIOS LEGALES

COMISION DE CALIDAD AMBIENTAL DE TEXAS
AVISO DE RECEPCION DE SOLICITUD E INTENCION DE OBTENER RENOVACION DE PERMISO ATMOSFERICO
PERMISO NUM. 22113

SOLICITUD Enterprise Products Operating LLC, ha solicitado a la Comision de Calidad Ambiental del Estado de Texas (TCEQ por sus siglas en ingles) para la renovacion del Permiso Num. 22113 de Calidad Atmosferica el cual autorizaria la operacion continua de la unidad de cogeneracion III ubicada en 10207 FM 1942, Mont Belvieu, Condado de Chambers, Texas 77580. Este enlace a un mapa electronico de la ubicacion general del sitio o de la instalacion es proporcionado como una cortesia y no es parte de la solicitud o del aviso. Para la ubicacion exacta, consulte la solicitud. http://www.tceq.texas.gov/assets/public/hb610/index.html?lat=29.86&lng=-94.909722&zoom=13&type=r.

La planta existente y/o las instalaciones relacionadas esta autorizada a emitir los siguientes contaminantes atmosfericos: compuestos organicos, oxidos de nitrogeno, monoxido de carbono, dioxido de azufre, y materia particulada incluyendo material particulado con diametros de 10 micrones o menos y 2.5 micrones o menos.

Esta solicitud se le presento a **TCEQ** el 3 de junio de 2014. La solicitud estara disponible para ser revisada y copiada en la Oficina central de **TCEQ**, para revisarla y sacarle copia, en la oficina regional de **TCEQ** en Houston, y en la Biblioteca del Condado de Chambers, sucursal de West Chambers, 10616 Eagle Drive, Mont Belvieu, Condado de Chambers, Texas, **empezando el primer dia de la publicacion de este aviso.** El expediente de cumplimiento de la planta, si existe alguno, esta disponible para su revision en la oficina regional de **TCEQ** en Houston.

El director ejecutivo de **TCEQ** ha determinado que la solicitud esta administrativamente completa y llevara a cabo una revision tecnica de la solicitud. La informacion que se incluye en la solicitud indica que esta renovacion del permiso no resultaria en un aumento de emisiones permisibles y no resultaria en la emision de un contaminante atmosferico que no hubiera emitido anteriormente. Para mas informacion acerca de esta solicitud del permiso o el proceso de solicitar permiso, favor de llamar gratis al Programa de Educacion Publica al 1-800-687-4040. **TCEQ puede actuar en esta solicitud sin buscar comentarios publicos adicionales o dar la oportunidad para una audiencia de caso impugnado si se cumple con ciertos criterios.**

COMENTARIOS PUBLICOS Usted puede presentar comentarios publicos, o solicitar una audiencia de caso impugnado a la Oficina del Funcionario Jefe al domicilio a continuacion. TCEQ tomara en cuenta todos los comentarios publicos en la decision final de la solicitud. **La fecha limite para presentar comentarios publicos es 15 dias despues de que se publique el aviso en el periodico.** Despues de la fecha limite para comentarios publicos, el director ejecutivo preparara una respuesta para todos los comentarios publicos pertinentes y materiales o importantes. Valor de la propiedad, ruido, seguridad de trafico y zonificacion se encuentran fuera de la jurisdiccion de **TCEQ** para abordar en el proceso del permiso.

Despues de que se concluya la revision tecnica de la solicitud, el director ejecutivo tomara en cuenta los comentarios y preparara una respuesta para todos los comentarios publicos pertinentes y materiales o significativos. Si solo se reciben comentarios, la respuesta a los comentarios, junto con la decision del director ejecutivo con respecto a la solicitud se enviaran por correo a todas aquellas personas que presentaron comentarios publicos o que se encuentran en la lista de correos para esta solicitud, a no ser que la solicitud se refiera directamente a una audiencia de caso impugnado.

OPORTUNIDAD PARA UNA AUDIENCIA DE CASO IMPUGNADO Usted puede solicitar una audiencia de caso impugnado. El solicitante o el director ejecutivo tambien pueden presentar una peticion para que la solicitud haga referencia directamente a una audiencia de caso impugnado despues de la revision tecnica de la solicitud. Una audiencia de caso impugnado es un proceso legal similar a un juicio civil en el tribunal de distrito del estado. A menos que se presente una solicitud para una audiencia de caso impugnado dentro de 15 dias de esta notificacion, el director ejecutivo puede autorizar la solicitud. **Si no se recibe una solicitud para audiencia dentro de 15 dias, no se dara otra oportunidad para una audiencia.** De acuerdo a la Ley del Aire Limpio del Estado de Texas § 382.056(o) solo se puede conceder una audiencia de caso impugnado si el historial de cumplimiento del solicitante se encuentra en la clasificacion mas baja de acuerdo a los requisitos de historial de cumplimiento que aplican y si la peticion para audiencia esta basada en cuestiones debatibles de hecho que son pertinentes y materiales para la decision de la Comision con respecto a la solicitud. Ademas, la Comision solo concedera una audiencia sobre cuestiones que se presenten durante el periodo de comentarios publicos y no se retiran

Una persona que puede estar afectada por contaminantes de emisiones atmosfericas de una planta tiene derecho a solicitar una audiencia. Si se solicita una audiencia de caso impugnado, debe presentar lo siguiente: (1) su nombre (o para un grupo o asociacion, un representante oficial), direccion, numero de telefono y numero de facsimile si lo tiene; (2) el nombre del solicitante y numero de permiso; (3) la declaracion "[yo/nosotros] solicito una audiencia de un caso impugnado"; (4) una descripcion especifica de como se veria adversamente afectado por la solicitud y emisiones atmosfericas de la planta de manera que no es comun para el publico en general; (5) la ubicacion y distancia de su propiedad con relacion a la planta; y (6) una Descripcion de como emplea la propiedad la cual puede ser impactada por la planta. Si la peticion la hace un grupo o asociacion, el miembro o miembros que tienen derecho a solicitar una audiencia y los intereses que el grupo o la asociacion busca proteger, tambien se deben identificar. Tambien puede presentar los ajustes que propone hacer a la solicitud/permiso que pueden satisfacer sus preocupaciones. Las peticiones para una audiencia de caso impugnado se deben presentar por escrito dentro de 15 dias despues de aviso, a la Oficina del Funcionario Jefe a la direccion a continuacion.

Si se registra oportunamente una peticion para audiencia de caso impugnado, el director ejecutivo enviara la solicitud y cualquier peticion para una audiencia de caso impugnado a los comisionados de **TCEQ** para su consideracion durante la reunion programada de la Comision. Excepto si la solicitud se refiere directamente a una audiencia de caso impugnado, el director ejecutivo enviara por correo la respuesta a los comentarios junto con la notificacion de la reunion de la Comision a todas aquellas personas que hayan hecho comentarios o si se encuentran en la lista de correspondencia para esta solicitud. **Si se concede la audiencia, el tema de la audiencia estara limitado a casos debatibles de hecho relacionados a intereses pertinentes y materiales de calidad atmosferica que se hayan presentado durante el periodo de comentarios.** Cuestiones tales como valor de la propiedad, ruido, seguridad de trafico y zonificacion no estan dentro de la jurisdiccion de la Comision para abordarse en este proceso judicial.

LISTA DE CORRESPONDENCIA Aparte de presentar comentarios publicos, puede solicitar que lo/la incluyan en la lista de correos para recibir en el futuro avisos publicos para esta solicitud especifica que envia por correo la Oficina del Funcionario Jefe enviando una peticion por escrito a la Oficina del Funcionario Jefe de **TCEQ** a la direccion a continuacion.

INFORMACION Los comentarios publicos o peticiones para una reunion publica o audiencia de caso impugnado se debe presentar a la Oficina del Funcionario Jefe, MC-105, TCEQ, P.O. Box 13087, Austin, Texas 78711-3087, o por el Internet al www.tceq.texas.gov/about/comments.html. Para mayor informacion acerca de esta solicitud para permiso o el proceso para permisos, favor de llamar a la Oficina de Asistencia al Publico, al 1800-687-4040. Si desea informacion en Espanol, pueda llamar al 1-800-687-4040.

Se puede obtener informacion adicional de Enterprise Products Operating LLC, P.O. Box 4324 , Houston, Texas 77210-4324 o al llamar al Sr. Ed Bergmann, Senior Environmental Engineer al (713) 381-5807

Fecha de Expedicion: 12 de junio de 2014.

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1245 ANUNCIOS LEGALES

AVISO DE AUDIENCIA PÚBLICA

Reemplazo del Puente de Yale Street en White Oak Bayou Condado de Harris Sección 106 de la Ley Nacional de Preservación Histórica; Sección 4(f) y Capítulo 26 del Código de Texas para Impactos Propuestos a Parques y Vida Silvestre

El Departamento de Transporte de Texas (TxDOT) llevará a cabo una audiencia pública para hablar sobre los impactos en el Registro Nacional de Lugares Históricos (NRHP) que aparece Yale Street Bridge en White Oak Bayou, como resultado del reemplazo del puente propuesto: Los detalles de la audiencia pública son los siguientes:

Martes, 29 de julio 2014
Texas Department of Transportation
7600 Washington Ave
Houston, TX 77007
de 5:30 p.m. a 6:30 p.m.
Foro Abierto
6:30 p.m. Presentación formal seguida por la Sesión de Comentarios Públicos

El propósito de la audiencia pública es presentar la información relacionado a los impactos al NRHP que aparece Yale Street Bridge en White Oak Bayou, como resultado del reemplazo del puente propuesto. El puente propuesto tendría dos carriles exteriores de 14 pies de ancho, dos carriles interiores de 11 pies de ancho y acotamientos de 5 pies de ancho en cada lado. El proyecto propuesto se construiría dentro del derecho de vía (ROW) existente; por lo tanto, no hay ningún derecho de vía y servidumbre adicional que serían necesarios para este proyecto. No habrá desplazamientos de negocios o residencias.

El diseño preliminar del esquemático para el nuevo puente, estará disponible para su consulta en la audiencia pública y se encuentran archivados y disponibles para su revisión en Texas Department of Transportation, 7600 Washington Avenue, Houston, TX 77007.

Esta audiencia se llevará a cabo en conforme con el Capítulo 26 del Código de Texas para Impactos Propuestos a Parques y Vida Silvestre, para permitir al público la oportunidad de ver la documentación del proyecto y específicamente en lo que se refiere al reemplazo del Puente de Yale Street.

Se invita a todas las personas interesadas asistir a la audiencia. Personas interesadas en asistir la audiencia pública que tienen comunicación especial o alojamiento especiales, se les pide ponerse en contacto con la oficina de Información Pública de TXDOT al 713-802-5072, por lo menos dos días hábiles antes de la audiencia. La audiencia pública se llevará a cabo en inglés, todas las solicitudes de intérpretes de idioma o otras necesidades especiales de comunicación, también deben hacerse por los menos dos días hábiles antes de la audiencia pública. TXDOT hará todo el esfuerzo razonable para acomodar estas necesidades.

Los comentarios orales y escritos se pueden presentar en la audiencia pública. Ambos comentarios escritos y orales serán considerados igualmente. Los comentarios escritos podrán presentarse en persona en la audiencia o por correo a TxDOT Houston District, Attention: Director of Project Development, P.O. Box 1386, Houston, TX 77251-1386. Los comentarios también se aceptarán por correo electrónico a *HOU-pio webmail@txdot.gov*. Todos los comentarios deben ser matasellados por el correo en ó antes del 18 de agosto 2014, para ser incluido en el registro de la audiencia pública.

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$12,955

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Modelo LE. Usado. Núm de inventario: P25180
$15,955

2013 TOYOTA AVALON
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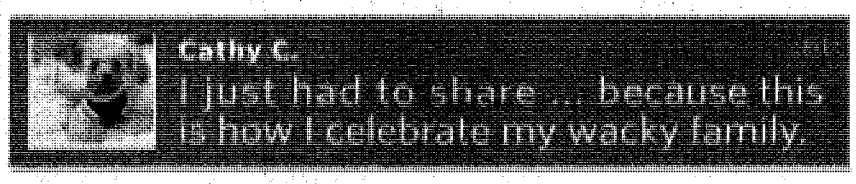
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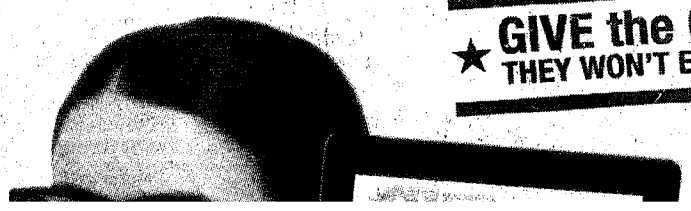

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Cypress, Tx 77429
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2007 SeaRay 260 Sundancer on Lake Conroe. Professionally kept, black hull, all options fresh water boat. Beautiful. $47,500. (281)413-5264
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PROPIEDAD DE RANCHOS Y GRANJAS

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1245 ANUNCIOS LEGALES

AVISO DANDO LA OPORTUNIDAD PARA UNA AUDIENCIA PÚBLICA I 45 (N) EXTENSIÓN DE CARRILES DE ALTA OCUPACIÓN

El Departamento de Transporte de Texas (TXDOT) propone extender los carriles de alta ocupación (HOV) de la autopista I 45 Norte, desde FM 1960 hasta Loop (LP) 336 Sur, en los condados de Harris y Montgomery, Texas. El proyecto propuesto sería sin peaje a todo lo largo del proyecto.

El proyecto propuesto incluye la instalación de una sola barrera de tráfico de concreto, ubicado en el centro, que se extiende hacia el norte de la barrera existente de los carriles de HOV que termina al norte de FM 1960. La barrera propuesta se extendería norte a LP 336 Sur y crearía dos nuevos carriles, cual sería de 12 pies de ancho cada uno. Puntos de acceso (entrada y salida) se rayaran en varios lugares a lo largo del proyecto. Elevado marcadores de pavimento separarían los carriles construidas de HOV de los carriles principales. Varias columnas del puente "puntos de apretar" utilizaran las dos barreras existentes (uno en cada lado de las columnas verticales que soportan las carreteras de caminos cruzados) en ambos lados que protegen a los automovilistas y las columnas y luego sería volver a una sola barrera. Los acotamientos existentes externos en estos "puntos" requeriría menor ampliación (3 pies máximo) para permitir la anchura de los acotamientos requeridos. El proyecto sería entonces rayado a lo largo del pavimento existente de I 45 Norte (N) entre el norte de FM 1960 y LP 336 Sur (S).

El proyecto propuesto se construiría dentro del derecho de vía (ROW) existente; no hay ningún derecho de vía adicional o acceso de paso necesario para este proyecto. No habría desplazamientos de negocios o residencias. No habría impactos en parques, refugios de fauna o aves acuáticas, áreas recreativas, o de los sitios históricos o arqueológicos. El proyecto propuesto no se encuentra en una planicie de inundación. El proyecto no afectará las aguas de los Estados Unidos, incluyendo los humedales. No habría ningún efecto sobre las especies federalmente amenazadas o especies en peligro o su hábitat.

El objetivo del proyecto propuesto es de aliviar la congestión de tráfico y aumentar la capacidad.

Mapas que indican la ubicación del proyecto y el diseño, el documento ambiental, programas de construcción provisionales y otros datos relativos al proyecto están disponibles para su revisión en la página web *http://www.txdot.gov/inside-txdot/projects/studies/houston.html* y en los siguientes lugares:
- TxDOT Houston District Office at 7600 Washington Avenue, Houston, Texas 77007
- TxDOT Montgomery Area Office at 901 North FM 3083, Conroe, Texas 77303
- TxDOT North Harris County Area Office at 16803 Eastex Freeway, Humble, Texas 77347.

Las oficinas de TXDOT están abiertas de lunes a viernes, desde las 8:00 a.m. hasta las 5:00 p.m., excepto días festivos estatales.

Cualquier persona interesada podrá solicitar que una audiencia pública se celebre cubriendo los efectos sociales, económicos y ambientales del proyecto propuesto por medio de mandar una solicitud escrita por correo al; Director of Project Development, Texas Department of Transportation, P.O. Box 1386, Houston, Texas, 77251-1386 en o antes de 08 agosto de 2014. En el caso de que se solicite una audiencia pública, una audiencia pública será programada y avisos que ofrecen información acerca de la fecha y la ubicación de la audiencia pública será publicado en esta publicación. Los avisos también serán enviados por correo a los funcionarios electos y los dueños de propiedades adyacentes.

1245 ANUNCIOS LEGALES

AVISO DE AUDIENCIA PÚBLICA

Reemplazo del Puente de Yale Street en White Oak Bayou
Condado de Harris
Sección 106 de la Ley Nacional de Preservación Histórica; Sección 4(f) y Capítulo 26 del Código de Texas para Impactos Propuestos a Parques y Vida Silvestre

El Departamento de Transporte de Texas (TxDOT) llevará a cabo una audiencia pública para hablar sobre los impactos en el Registro Nacional de Lugares Históricos (NRHP) que aparece Yale Street Bridge en White Oak Bayou, como resultado del reemplazo del puente propuesto: Los detalles de la audiencia pública son los siguientes:

Martes, 29 de julio 2014
Texas Department of Transportation
7600 Washington Ave
Houston, TX 77007
de 5:30 p.m. a 6:30 p.m.
Foro Abierto
6:30 p.m. Presentación formal seguida por la Sesión de Comentarios Públicos

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Esta audiencia se llevará a cabo en conforme con el Capítulo 26 del Código de Texas para Impactos Propuestos a Parques y Vida Silvestre, para permitir al público la oportunidad de ver la documentación del proyecto y específicamente en lo que se refiere al reemplazo del Puente de Yale Street.

Se invita a todas las personas interesadas asistir a la audiencia. Personas interesadas en asistir la audiencia pública que tienen comunicación especial o alojamiento especiales, se les pide ponerse en contacto con la oficina de Información Pública de TXDOT al 713-802-5072, por lo menos dos días hábiles antes de la audiencia. La audiencia pública se llevará a cabo en inglés, todas las solicitudes de intérpretes de idioma o otras necesidades especiales de comunicación, también deben hacerse por los menos dos días hábiles antes de la audiencia pública. TXDOT hará todo el esfuerzo razonable para acomodar estas necesidades.

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'00 Ford F250 $7500, 2817509143, 7.3 Powerstroke XLT, Diesel, 4X4, 315K, Super Cab, White/Gray, Gooseneck

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Wholesale Floor Covering Distributor is hiring full-time local position Monday-Friday and home every night with a few estimate overnight visits. Must have 2 years of experience. Must have CDL license, couples and hazmat endorsements. Show driving record. We offer Medical, Dental, Vision, Life, 401k, Paid Holidays, Vacation and Sick Leave. Bonus after 3 months. Must apply in person at 10350 Train Court, Houston, Texas, 77041 and ask for Felix Wartele.

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CASAS NORTE/NORESTE/NOROESTE

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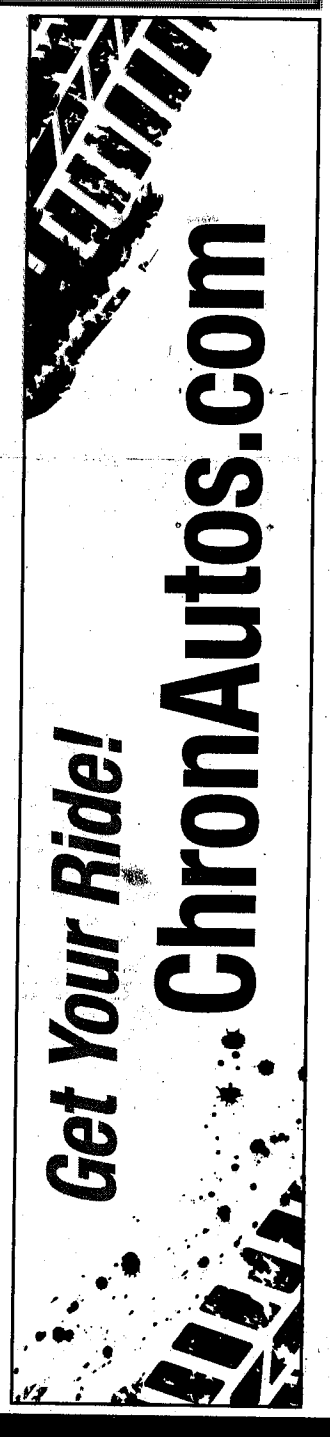

1245 ANUNCIOS LEGALES

AVISO DE AUDIENCIA PÚBLICA

Reemplazo del Puente de Yale Street en White Oak Bayou Condado de Harris Sección 106 de la Ley Nacional de Preservación Histórica; Sección 4(f) y Capítulo 26 del Código de Texas para Impactos Propuestos a Parques y Vida Silvestre

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New LISTING

'03 Jaguar XJ8 Beautiful white w/tan int. Exc cond in/out, 59k orig mi, two owner car. $9,900. (281) 827-8716; **Web #26068763**

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'98 Subaru Impreza2.5RS, Perfect for Hobbyist,Best Offer (832) 803-3315

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New LISTING

'07 Yamaha R6R, 9800mi, Perfect for Hobbyist, Call Chris (832) 803-3315

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1245 ANUNCIOS LEGALES

AVISO DE AUDIENCIA PÚBLICA

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1245 ANUNCIOS LEGALES

AVISO DE OFRECIMIENTO DE OPORTUNIDAD PARA AUDIENCIA PÚBLICA

El Departamento de Transportación de Texas (TxDOT) junto con la Administración Federal de Carreteras (FHWA) y la Ciudad de Houston proponen ampliar la Almeda Road desde South MacGregor Way hasta la Old Spanish Trail (aproximadamente 1.08 millas). Al completar el proyecto, la Almeda Road será una calle dividida con seis carriles de 11 a 12 pies de ancho cada uno, un carril multiuso de 10 pies de ancho, para proveer acceso peatones y ciclistas; y una mediana elevada de césped de 16 pies de ancho con carriles exclusivos para girar a la izquierda. El Derecho de Vía (ROW) propuesto variará de 120 a 168.8 pies de ancho. Un camino de 10 pies de ancho, de multiuso está propuesto hacia el lado oeste de la Almeda Road para proveer acceso a ciclistas y peatones; una acera de 5 pies de ancho está propuesta para el lado este. Esto, cumpliendo con los estándares del Acta de Americanos con Discapacidades (ADA). El proyecto propuesto también incluye canalización para drenaje y una jardinería con sistema de biofiltración dentro la mediana elevada propuesta para desviar el dreaje. Este proyecto va a cumplir con la demanda tanto del tráfico actual como el del futuro; satisfacerá los estándares tanto de drenaje como los de diseño; y mejorará acceso por eso de el aumento de la capacidad vehicular de la Almeda Road además de mejorar la accesibilidad para ciclistas/peatones dentro y más allá de la región con la adición del camino multi-uso y aceras a lo largo de la vía.

El proyecto propuesto requeriría aproximadamente de la adquisición de 0.13 acre de derecho de vía (ROW) adicional; sin embargo, no habrán desplazamientos de residencias o negocios. El derecho de vía adicional (ROW) será necesario para la construcción de las aceras en las intersecciones principales. No se requerirá adquisiciones adicionales en la periferia del parque adyacente - Hermann Park - y no se prevén impactos al mismo.

Los mapas y figuras que muestran la localización del proyecto propuesto, el diseño, estudios ambientales, y la información respecto a horarios tentativos para la construcción de este proyecto están disponibles para revisión en la oficina del Distrito de Houston de TxDOT en el 7600 Washington Avenue, Houston, Texas 77007 (Persona de contacto: Celeste Wyble a 713.802.5247) y en la oficina del Departamento de Obras Públicas e Ingeniería de la Ciudad de Houston en 601 Sawyer, Suite 500, Houston, TX 77007 (Persona de contacto: Michelle Randon a 832.395.2238). Estas oficinas están abiertas de lunes a viernes de 8:00am a 5:00pm, excluyendo días festivos del estado/ de la ciudad.

Cualquier persona puede solicitar que una audiencia pública sea realizada para aclarar dudas sobre los efectos sociales, económicos y ambientales del proyecto enviando una petición escrita a Texas Department of Transportation Houston District Engineer, P.O. Box 1386, Houston, Texas 77251-1386, o enviar por correo electrónico una petición a CWYBLE-C@txdot.gov para el 22 de agosto de 2014. En caso que una audiencia pública sea solicitada, se programará una y se publicarán avisos indicando la fecha y localización de la misma en periódicos locales y se enviarán cartas a los dueños de propiedades adyacentes.

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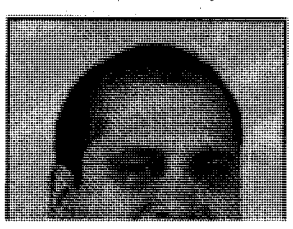
PUBLISHER'S NOTICE

All real estate advertisement in this newspaper is subject to the Federal Fair Housing Act of 1988, which makes it illegal to advertise "any preference, limitation, or discrimination or discrimination based on race, color, religion, sex, handicap, familial status, or national origin," or any intention to make any such preference, limitation, or discrimination. This newspaper will not knowingly accept any advertising for real estate which is in violation of the law. Our readers are hereby informed that all dwellings advertised in this newspaper are available on an equal opportunity basis.

City of Houston Fair Housing Office of the Housing & Community Development Department Call 713-868-8300



Alvaro Ortiz
LA VOZ del Inmigrante

PUBLIC NOTICE
HISTORIC BRIDGE AVAILABLE

The Texas Department of Transportation (TxDOT) announces the availability of a historic concrete girder span bridge for relocation and preservation in compliance with the U.S. Secretary of Interior's Standards for Treatment of Historic Properties. The bridge is located on Yale Street at its crossing with White Oak Bayou in Houston, Harris County. The structure is listed in the National Register of Historic Places.

The bridge was built in 1931. It consists of four continuous and two simple concrete girder spans on concrete supports. The 264-foot-long bridge has a 40-foot roadway width and six-foot wide pedestrian walkways on each side bordered by a concrete urn balustrade railing. Technical difficulties and substantial costs associated with relocating and reconstructing the concrete bridge should be anticipated.

Limited financial assistance is available to help with relocation costs. TxDOT's Houston District will be accepting reuse proposals until July 15, 2014. For more information, please contact Kelly Lark, Environmental Specialist, at (713) 802-5989.

Marketing this historic bridge to a responsible party is required under Title 23, U.S. Code, Section 144.

AFFIDAVIT OF PUBLICATION

STATE OF TEXAS:

COUNTY OF HARRIS:

Before me, the undersigned authority, a Notary Public in and for the State of Texas, on this day personally appeared, the Newspaper Representative at the HOUSTON CHRONICLE, a daily newspaper published in Harris County, Texas, and generally circulated in the Counties of: HARRIS, TRINITY, WALKER, GRIMES, POLK, SAN JACINTO, WASHINGTON, MONTGOMERY, LIBERTY, AUSTIN, WALLER, CHAMBERS, COLORADO, BRAZORIA, FORT BEND, GALVESTON, WHARTON, JACKSON, and MATAGORDA and that the publication, of which the annexed herein, or attached to, is a true and correct copy, was published to-wit:

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Edward Sebo

NEWSPAPER REPRESENTATIVE

Sworn and subscribed to before me, this the 1st Day of July A.D. 2014

DELILAH METZGER
NOTARY PUBLIC
STATE OF TEXAS
EXPIRES
MAY 19, 2018

Delilah Metzger

Notary Public in and for the State of Texas

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Bonds will be loaned to the Borrower for the purpose of (a) (i) acquiring an additional six acres of land adjacent to the Community, (ii) demolition of certain existing facilities, (iii) construction, renovation, repurposing and equipping of facilities to add a net 103 independent living units, 26 assisted living units, 18 memory care units, 32 nursing units and common areas to the Community and (iv) other renovation of facilities at the Community (the "Project"), (b) establishing a debt service reserve fund and (c) paying costs of issuance.

All interested parties are invited to attend such public hearing to express their views with respect to the Project and the Bonds. Any interested persons unable to attend the hearing may submit their views in writing at the address above prior to the date scheduled for the hearing.

This notice is published and the above described hearing is to be held in satisfaction of the requirements of Section 147(f) of the Internal Revenue Code of 1986, as amended, regarding the public approval prerequisite to the exemption from federal income taxation of interest on the Bonds.

Notice of Public Sale

of property to satisfy a landlord's lien. Sale to be held at West Oaks Storage at 16505 Westheimer Rd, Houston, TX 77082 on July 15, 2014 at 10:00 a.m. Cleanup deposit is required. Seller reserves the right to withdraw the property at any time before the sale. Unit items sold for cash to highest bidder. All spaces contain misc. household items and furniture unless otherwise noted. Property includes the contents of spaces of the following tenants Rick Prestridge; DeLandren Davis; Leonard Braun; Shirley Malone; George Kanaan; Roberta Chanerl; Tramaine Starland; Oscar Canelas, Tong V. Le; Wayne Skillington: motor/tools; Rick Blaylock: tools; Strategic Construction: dryr, motor/tools; Byron Parffrey: wood; Marco A. Mosquera: saw; James R. Bierman: tools, wshr/dryr/ref; Kelly Ready: saw, piano.

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state district court.

TO REQUEST A CONTESTED CASE HEARING, YOU MUST INCLUDE THE FOLLOWING ITEMS IN YOUR REQUEST: your name; address; phone; applicant's name and permit number; the location and distance of your property/activities relative to the facility; a specific description of how you would be adversely affected by the facility in a way not common to the general public; and the statement "[I/we] request a contested case hearing." If the request for contested case hearing is filed on behalf of a group or association, the request must designate the group's representative for receiving future correspondence; identify an individual member of the group who would be adversely affected by the facility or activity; provide the information discussed above regarding the affected member's location and distance from the facility or activity; explain how and why the member would be affected; and explain how the interests the group seeks to protect are relevant to the group's purpose.

Following the close of all applicable comment and request periods, the Executive Director will forward the application and any requests for reconsideration or for a contested case hearing to the TCEQ Commissioners for their consideration at a scheduled Commission meeting.

The Commission will only grant a contested case hearing on disputed issues of fact that are relevant and material to the Commission's decision on the application. Further, the Commission will only grant a hearing on issues that were raised in timely filed comments that were not subsequently withdrawn.

EXECUTIVE DIRECTOR ACTION. The Executive Director may issue final approval of the application unless a timely contested case hearing request or request for reconsideration is filed. If a timely hearing request or request for reconsideration is filed, the Executive Director will not issue final approval of the permit and will forward the application and request to the TCEQ Commissioners for their consideration at a scheduled Commission meeting.

MAILING LIST If you submit public comments, a request for a contested case hearing or a reconsideration of the Executive Director's decision, you will be added to the mailing list for this application to receive future public notices mailed by the Office of the Chief Clerk. In addition, you may request to be placed on: (1) the permanent mailing list for a specific applicant name and permit number; and/ or (2) the mailing list for a specific county. To be placed on the permanent and/ or the county mailing list, clearly specify which list(s) and send your request to TCEQ Office of the Chief Clerk at the address below.

AGENCY CONTACTS AND INFORMATION All public comments and requests must be submitted within 30 days from the date of newspaper publication of this notice either electronically at www.tceq.texas.gov/about/comments.html or in writing to the Texas Commission on Environmental Quality, Office of the Chief Clerk, MC-105, P.O. Box 13087, Austin, Texas 78711-3087. If you choose to communicate with the TCEQ electronically, please be aware that your email address, like your physical mailing address, will become part of the agency's public record. For more information about this permit application or the permitting process, please call the TCEQ's Public Education Program, Toll Free, at 1-800-687-4040. Si desea informacion en Espanol, puede llamar al 1-800-687-4040.

Further information may also be obtained from Effective Environmental, Inc. at the address stated above or by calling Mr. Robert Rudolph, Compliance Manager, at (713) 672-6100.

Issuance Date: June 23, 2014

county in which the property is located. Complete copies may be obtained through that office.

NOTICE OF PUBLIC HEARING
City of Houston Inspections and Public Service Division
DEPARTMENT OF NEIGHBORHOODS
July 15, 2014 @ 9:00 A.M.
7125 Ardmore Street, 1st Floor
Houston, Texas 77054

The City of Houston Hearing Officer will hear testimony and review evidence for the following properties located in Harris County, Texas (unless otherwise indicated) at **9:00 am:**

8603 Farqueson St. – Detached Garage – [Lots 139 and 140, in Block 6 of Groverland Terrace, an addition in Harris County, Texas, according to the map or plat thereof recorded in Volume 20, Page 35 of the Map Records of Harris County, Texas.]

6302 Los Angeles St.–Bldgs.#2, #3–[Lot 125, in Block 8 of Florida Gardens, an addition in Harris County, Texas, according to the map or plat thereof recorded in Volume 13, Page 41 of the Map Records of Harris County, Texas.]

5411 Bennington St. – Main Structure and Detached Garage – [Lot 754, in Block 6 of Trinity Gardens Section 2, an addition in Harris County, Texas, according to the map or plat thereof recorded in Volume 13, Page 45 of the Map Records of Harris County, Texas.]

At this hearing the Neighborhood Protection Official of the Inspection and Public Service Division or the Neighborhood Protection Official designee will present evidence regarding the condition of the structure(s)/premises. Persons may appear before the Hearing Officer only in support of, or in response to, a case being presented by the Neighborhood Protection Official or the Neighborhood Protection Official designee. The owner or anyone having an interest in the property should arrive forty-five (45) minutes prior to the above scheduled hearing time to review his/her/their case file and video with the inspector. The owner, lessor, occupant, lienholder, or anyone having an interest in the property, will be given an opportunity to present evidence and witnesses if so desired. After all evidence and testimony has been presented the Hearing Officer has the full authority to issue orders for abatement of dangerous buildings or substandard buildings, as provided in Section 54.036 of the Local Tex. Govt. Code relating to dangerous, minimum building standards, and nuisance violations.

All notices are recorded in the Real Property Records in the county in which the property is located. Complete copies may be obtained through that office.

DEPARTMENT OF HOMELAND SECURITY

FEDERAL EMERGENCY MANAGEMENT AGENCY

Proposed Flood Hazard Determinations for the Unincorporated Areas of Harris County, Texas, Case No. 14-06-1909P. The Department of Homeland Security's Federal Emergency Management Agency (FEMA) solicits technical information or comments on proposed flood hazard determinations for the Flood Insurance Rate Map (FIRM), and where applicable, the Flood Insurance Study (FIS) report for your community. These flood hazard determinations may include the addition or modification of Base Flood Elevations, base flood depths, Special Flood Hazard Area boundaries or zone designations, or the regulatory floodway. The FIRM and, if applicable, the FIS report have been revised to reflect these flood hazard determinations through issuance of a Letter of Map Revision (LOMR), in accordance with Title 44, Part 65 of the Code of Federal Regulations. These determinations are the basis for the floodplain management measures that your community is required to adopt or show evidence of having in effect to qualify or remain qualified for participation in the National Flood Insurance Program. For more information on the proposed flood hazard determinations and information on the statutory 90-day period provided for appeals, please visit FEMA's website at *www.fema.gov/plan/prevent/fhm/bfe*, or call the FEMA Map Information eXchange (FMIX) toll free at 1-877-FEMA MAP (1-877-336-2627).

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PUBLIC NOTICE
HISTORIC BRIDGE AVAILABLE

The Texas Department of Transportation (TxDOT) announces the availability of a historic concrete girder span bridge for relocation and preservation in compliance with the U.S. Secretary of Interior's Standards for Treatment of Historic Properties. The bridge is located on Yale Street at its crossing with White Oak Bayou in Houston, Harris County. The structure is listed in the National Register of Historic Places.

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Marketing this historic bridge to a responsible party is required under Title 23, U.S. Code, Section 144.

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SEALED PROPOSALS, WILL BE RECEIVED BY PROCUREMENT SERVICES, PORT OF HOUSTON AUTHORITY EXECUTIVE OFFICE BUILDING, 111 EAST LOOP NORTH, HOUSTON, TEXAS 77029 UNTIL 11:00 A.M., ON JULY 16, 2014 FOR THE FOLLOWING:

1. Purchase of New Cisco Hardware and Installation Services to Replace Select Cisco Wireless Access Points at the Bayport Container Terminal (RFP 3402)

A PRE-PROPOSAL MEETING WILL BE HELD AT THE PORT OF HOUSTON AUTHORITY BAYPORT CONTAINER TERMINAL ADMINISTRATION BUILDING, 12619 PORT ROAD, SEABROOK, TEXAS 77586 ON JUNE 30, 2014, 10:00 A.M. SO THAT THE PROSPECTIVE PROPOSERS MAY ASK QUESTIONS CONCERNING THIS PROJECT.

A SITE-VISIT IS SCHEDULED AT THE PORT OF HOUSTON AUTHORITY BAYPORT CONTAINER TERMINAL ADMINISTRATION BUILDING, 12619 PORT ROAD, SEABROOK, TEXAS 77586 ON JUNE 30, 2014 IMMEDIATELY FOLLOWING THE PRE-PROPOSAL MEETING.

FIRMS INTERESTED IN SUBMITTING PROPOSALS FOR THIS PURCHASE MAY OBTAIN A COPY OF THE RFP FROM THE PORT OF HOUSTON AUTHORITY'S WEBSITE, http://vis.poha.com/vis/external/login.asp, WHERE VENDOR REGISTRATION AND "PROCUREMENT PACKAGE" DOWNLOAD INSTRUCTIONS ARE AVAILABLE.

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meeting regarding the proposed design changes to FM 1093 from SH 99 to FM 1463 in Fort Bend County. The meeting will be held on July 31, 2014 at Seven Lakes High School, which is located at 9251 South Fry Road, Katy, Texas 77494. The meeting will be held in an open house format from 6:00 p.m. to 8:00 p.m.

FM 1093 within the project limits is currently a two-lane undivided rural roadway. The proposed project would consist of a four-lane divided tollway with non-tolled, two-lane continuous frontage roads. The proposed project received a Finding of No Significant Impact (FONSI) (environmental approval) from the Federal Highway Administration on May 8, 2014.

The purpose of the public meeting is to present the proposed design changes on FM 1093 from SH 99 to FM 1463. The proposed design changes include modifications to the proposed right-of-way required for the project and modification of toll road access points. The 2012 design schematic included with the FONSI and the current revised schematic (on aerial photography) will be on display.

Representatives from Fort Bend County, TxDOT, and their study team will be available to answer individual questions. Public comments are encouraged. The schematic plan showing the proposed design changes is on file and available for inspection at the Fort Bend County Offices at 1124 Blume Road, Rosenberg, Texas 77471 and the TxDOT Houston District Office at 7600 Washington Avenue, Houston, Texas 77007. TxDOT and County offices are open Monday through Friday, from 8:00 a.m. to 5:00 p.m., excluding state holidays.

Additional right-of-way would be required for the proposed design changes; however no displacements or relocations would be required from the design changes.

Persons interested in attending the public meeting who have special communication or accommodation needs are encouraged to contact TxDOT's Public Information Office at 713-802-5072 at least two working days prior to the meeting. Since the public meeting will be conducted in English, any requests for language interpreters or other special communication needs should also be made at least two working days prior to the public meeting. TxDOT will make every reasonable effort to accommodate these needs.

All interested citizens are invited to attend this public meeting. Written comments relative to the proposed project may be presented at the meeting or submitted to the Director of Project Development, Texas Department of Transportation, P.O. Box 1386, Houston, Texas 77251-1386, at any time on or before August 11, 2014. Comments may also be emailed on or before August 11, 2014 to *HOU-PIO WebMail@txdot.gov.*

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Appendix C

Mailing List for Elected Officials

NOTICE of PUBLIC HEARING
to be held
July 29, 2014
Yale Street: At White Oak Bayou
CSJ 0912-72-230

Title	FirstName	LastName	Salutation	Position	Organization	Addr1	City	ST	Zip	Certified
The Honorable	Annise	Parker	Mayor	Mayor	City of Houston	[redacted]	Houston	Texas	77251	7013 2250 0001 8100 6237
The Honorable	Ed	Emmett	Judge	Judge	Harris County	[redacted]	Houston	Texas	77002	7013 2250 0001 8100 6334
The Honorable	El Franco	Lee	Commissioner	Commissioner, Precinct 1	Harris County	[redacted]	Houston	Texas	77002	7013 2250 0001 8100 6341
The Honorable	Ellen	Cohen	Council Member	Council Member, District C	City of Houston	[redacted]	Houston	Texas	77002	7013 2250 0001 8100 6358
The Honorable	Ed	Gonzalez	Council Member	Council Member, District H	City of Houston	[redacted]	Houston	Texas	77002	7013 2250 0001 8100 6365
The Honorable	Stephen	Costello	Council Member	Council Member, At Large Position 1	City of Houston	[redacted]	Houston	Texas	77251	7013 2250 0001 8100 6372
The Honorable	David W.	Robinson	Council Member	Council Member, At Large Position 2	City of Houston	[redacted]	Houston	Texas	77251	7013 2250 0001 8100 6389
The Honorable	Michael	Kubosh	Council Member	Council Member, At Large Position 3	City of Houston	[redacted]	Houston	Texas	77251	7013 2250 0001 8100 6396
The Honorable	C.O.	Bradford	Council Member	Council Member, At Large Position 4	City of Houston	[redacted]	Houston	Texas	77251	7013 2250 0001 8100 6402
The Honorable	Sylvia	Garcia	Senator	State Senator, District 6		[redacted]	Houston	Texas	77023	7013 2250 0001 8100 6419
The Honorable	John	Whitmire	Senator	State Senator, District 15		[redacted]	Houston	Texas	77007	7013 2250 0001 8100 6426
The Honorable	Sarah	Davis	Representative	State Representative, District 134		[redacted]	Houston	Texas	77046	7013 2250 0001 8100 6433
The Honorable	Carol	Alvarado	Representative	State Representative, District 145		[redacted]	Houston	Texas	77087	7013 2250 0001 8100 6440
The Honorable	Garnet F.	Coleman	Representative	State Representative, District 147		[redacted]	Houston	Texas	77004	7013 2250 0001 8100 6457
The Honorable	Jessica	Farrar	Representative	State Representative, District 148		[redacted]	Houston	Texas	77249	7013 2250 0001 8100 6464
The Honorable	Ted	Poe	Representative	United States Representative, District 2		[redacted]	Houston	Texas	77024	7013 2250 0001 8100 6471
The Honorable	John	Culberson	Representative	United States Representative, District 7		[redacted]	Houston	Texas	77024	7013 2250 0001 8100 6488
The Honorable	Sheila	Jackson Lee	Representative	United States Representative, District 18		[redacted]	Houston	Texas	77002	7013 2250 0001 8100 6495
The Honorable	Ted	Cruz	Senator	United States Senator		[redacted]	Houston	Texas	77002	7013 2250 0001 8100 6501
The Honorable	John	Cornyn	Senator	United States Senator		[redacted]	Houston	Texas	77007	7013 2250 0001 8100 6518

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June 26, 2014

CERTIFIED MAIL «Certified»

«Title» «FirstName» «LastName»
«Position»
«Organization»
«Addr1»
«City», «ST» «Zip»

Notice of Public Hearing
Harris County
Yale Street: At White Oak Bayou
Control 0912-72-230

Dear «Salutation» «LastName»:

Attached is the notice for the upcoming public hearing for the proposed replacement of the Yale Street Bridge at White Oak Bayou. The public hearing is being held to present information from the Draft Programmatic Bridge Section 4(f) Evaluation, which discusses the impacts to the National Register of Historic Places (NRHP) listed Yale Street Bridge at White Oak Bayou as a result of the proposed bridge replacement.

We invite you or an appointed representative from your office to attend this hearing that will be held as follows:

Tuesday, July 29, 2014
Texas Department of Transportation
7600 Washington Ave., Houston, Texas 77007
5:30 p.m. - Open House, 6:30 p.m. - Formal Presentation

The public hearing will provide an opportunity to submit written comments, and a court reporter will be present to record oral comments. Both written and oral comments will be considered equally. If comments are submitted in writing, it is not necessary to repeat comments orally. Written comments may be submitted in person at the public hearing, by mail to TxDOT Houston District, Attention Director of Project Development, P.O. Box 1386, Houston, Texas 77251-1386 or by email at HOU-PIOWebMail@txdot.gov. All comments must be submitted within fourteen (14) working days after the public hearing (**postmarked on or before August 18, 2014**).

We look forward to your attendance at this public hearing. Should you have any questions or need additional information, please contact Pat Henry, P.E., Director of Project Development, at (713) 802-5241.

Sincerely,

Michael W. Alford, P.E.
District Engineer
Houston District

Attachments
cc: Pat Henry, P.E.

NOTICE OF PUBLIC HEARING
Yale Street Bridge Replacement at White Oak Bayou
Harris County
Section 106 of the National Historic Preservation Act; Section 4(f) and Chapter 26 of the Texas Parks and Wildlife Code Proposed Impacts

The Texas Department of Transportation (TxDOT) will conduct a public hearing on to discuss the impacts to the National Register of Historic Places (NHRP) listed Yale Street Bridge at White Oak Bayou as a result of the proposed bridge replacement. The public hearing details are as follows:

Tuesday, July 29, 2014
Texas Department of Transportation; 7600 Washington Ave Houston, TX 77007
5:30 p.m. to 6:30 p.m. Open House
6:30 p.m. Presentation followed by Public Comment Session

The purpose of the public hearing is to present information related to the impacts to the NRHP's listed Yale Street Bridge at White Oak Bayou as a result of the proposed bridge replacement. The proposed bridge would have two 14-foot-wide outside travel lanes, two 11-foot-wide inside travel lanes, and 5-foot-wide shoulders on each side. The proposed project would be constructed within the existing right-of-way (ROW); therefore, no additional ROW or easements would be required for this project. There would be no displacements of businesses or residences.

Preliminary schematic design for the new bridge will be available for viewing at the public hearing and is on file and available for review at the Texas Department of Transportation, 7600 Washington Avenue, Houston, TX 77007.

This hearing will be conducted in accordance with Chapter 26 of the Texas Parks and Wildlife Code to allow the public the opportunity to view project documentation, specifically as it relates to the replacement of the Yale Street Bridge, and provide comments.

All interested persons are invited to attend the hearing. Persons interested in attending who have special communication or accommodation needs are encouraged to contact the district public information officer at (713) 802-5072 at least two working days prior to the hearing. TxDOT offices are open Monday through Friday, from 8:00 a.m. to 5:00 p.m., excluding state holidays. Because the public hearing will be conducted in English, any requests for language interpreters or other special communication needs should be made at least two working days prior to the public hearing. TxDOT will make every reasonable effort to accommodate these needs.

Oral and written comments may be presented at the public hearing. Both and written and oral comments will be considered equally. Written comments may be submitted in person at the hearing or by mail to TxDOT Houston District, Attention: Director of Project Development, P.O. Box 1386, Houston, TX 77251-1386. Comments will also be accepted by email to HOU-piowebmail@txdot.gov. All comments must be postmarked on or before August 18, 2014, to be included in the public hearing record.

AVISO DE AUDIENCIA PÚBLICA

Reemplazo del Puente de Yale Street en White Oak Bayou
Condado de Harris
Sección 106 de la Ley Nacional de Preservación Histórica; Sección 4(f) y Capítulo 26 del Código de Texas para Impactos Propuestos a Parques y Vida Silvestre

El Departamento de Transporte de Texas (TxDOT) llevará a cabo una audiencia pública para hablar sobre los impactos en el Registro Nacional de Lugares Históricos (NRHP) que aparece Yale Street Bridge en White Oak Bayou, como resultado del reemplazo del puente propuesto: Los detalles de la audiencia pública son los siguientes:

Martes, 29 de julio 2014
Texas Department of Transportation; 7600 Washington Ave Houston, TX 77007
de 5:30 p.m. a 6:30 p.m. Foro Abierto
6:30 p.m. Presentación formal seguida por la Sesión de Comentarios Públicos

El propósito de la audiencia pública es presentar la información relacionado a los impactos al NRHP que aparece Yale Street Bridge en White Oak Bayou, como resultado del reemplazo del puente propuesto. El puente propuesto tendría dos carriles exteriores de 14 pies de ancho, dos carriles interiores de 11 pies de ancho y acotamientos de 5 pies de ancho en cada lado. El proyecto propuesto se construiría dentro del derecho de vía (ROW) existente; por lo tanto, no hay ningún derecho de vía y servidumbre adicional que serían necesarios para este proyecto. No habrá desplazamientos de negocios o residencias.

El diseño preliminar del esquemático para el nuevo puente, estará disponible para su consulta en la audiencia pública y se encuentran archivados y disponibles para su revisión en Texas Department of Transportation, 7600 Washington Avenue, Houston, TX 77007.

Esta audiencia se llevará a cabo en conforme con el Capítulo 26 del Código de Texas para Impactos Propuestos a Parques y Vida Silvestre, para permitir al público la oportunidad de ver la documentación del proyecto y específicamente en lo que se refiere al reemplazo del Puente de Yale Street.

Se invita a todas las personas interesadas asistir a la audiencia. Personas interesadas en asistir la audiencia pública que tienen comunicación especial o alojamiento especiales, se les pide ponerse en contacto con la oficina de Información Pública de TXDOT al 713-802-5072, por lo menos dos días hábiles antes de la audiencia. La audiencia pública se llevará a cabo en inglés, todas las solicitudes de intérpretes de idioma o otras necesidades especiales de comunicación, también deben hacerse por los menos dos días hábiles antes de la audiencia pública. TXDOT hará todo el esfuerzo razonable para acomodar estas necesidades.

Los comentarios orales y escritos se pueden presentar en la audiencia pública. Ambos comentarios escritos y orales serán considerados igualmente. Los comentarios escritos podrán presentarse en persona en la audiencia o por correo a TxDOT Houston District, Attention: Director of Project Development, P.O. Box 1386, Houston, TX 77251-1386. Los comentarios también se aceptarán por correo electrónico a HOU-piowebmail@txdot.gov. Todos los comentarios deben ser matasellados por el correo en o antes del 18 de agosto 2014, para ser incluido en el registro de la audiencia pública.

0 125 250 500 Feet

N W E S

Exhibit 1:
Project Location Map
Yale Street
Bridge Replacement
at White Oak Bayou

Harris County, Texas

Base Photo: Landiscor Aerial Photography (2012)

Mailing List for Adjacent Property Owners and Civic Associations

Adjacent Property Owners				
Owner	[redacted]	**City**	**State**	**Zip Code**
Ainbinder Heights LLC		Houston	TX	77098
Koehler Properties LLC		Houston	TX	77248
YSM Ponderosa LLC		Houston	TX	77007
DeWalt Cemetery Foundation		Houston	TX	77024
City Of Houston		Houston	TX	77251
Harris County Flood Control - White Oak Easement		Houston	TX	77092
Neighborhood Associations / Super Neighborhoods				
NAME				
Super Neighborhood # 15				
Greater Heights Super Neighborhood Council		Houston	TX	77270
Houston Heights Association				
Woodland Heights Civic Association				
Super Neighborhood # 22				
Super Neighborhood # 22				
Super Neighborhood # 14				
Lazybrook Civic Club				
Timbergrove Manor Neighborhood Association				

AVISO DE AUDIENCIA PÚBLICA

Reemplazo del Puente de Yale Street en White Oak Bayou
Condado de Harris
Sección 106 de la Ley Nacional de Preservación Histórica; Sección 4(f) y Capítulo 26 del Código de Texas para Impactos Propuestos a Parques y Vida Silvestre

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NOTICE OF PUBLIC HEARING

Yale Street Bridge Replacement at White Oak Bayou
Harris County
Section 106 of the National Historic Preservation Act; Section 4(f) and Chapter 26 of the Texas Parks and Wildlife Code Proposed Impacts

The Texas Department of Transportation (TxDOT) will conduct a public hearing to discuss the impacts to the National Register of Historic Places (NHRP) listed Yale Street Bridge at White Oak Bayou as a result of the proposed bridge replacement. The public hearing details are as follows:

Tuesday, July 29, 2014
Texas Department of Transportation; 7600 Washington Ave Houston, TX 77007
5:30 p.m. to 6:30 p.m. Open House
6:30 p.m. Presentation followed by Public Comment Session

The purpose of the public hearing is to present information related to the impacts to the NRHP's listed Yale Street Bridge at White Oak Bayou as a result of the proposed bridge replacement. The proposed bridge would have two 14-foot-wide outside travel lanes, two 11-foot-wide inside travel lanes, and 5-foot-wide shoulders on each side. The proposed project would be constructed within the existing right-of-way (ROW); therefore, no additional ROW or easements would be required for this project. There would be no displacements of businesses or residences.

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Mailing List for Section 106 Stakeholders

Owner	Street Address	City	State	Zip Code
Linda Henderson Texas Historical Commission	[redacted]	Austin	TX	78711
Lynn Edmondson, Executive Director; Historic Houston *		Houston	TX	77219
Katherine C. Lord, Executive Director; Bayou Preservation Organization *		Houston	TX	77219
Stephanie Ann Jones; Preservation Houston		Houston	TX	77098
Kitty Henderson, Executive Director; Historic Bridge Foundation		Austin	TX	78766
Matt Bedingfield, President; Houston Heights Association		Houston	TX	77008
Janet K. Wagner, Chairman; Harris County Historic Commission		Houston	TX	77002
Mr. Kirk Farris; Art and Environmental Architecture, Inc.		Houston	TX	77006

* Notified via email

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

June 26, 2014

Texas Parks and Wildlife Code, Chapter 26;
Section 106, National Historic Preservation Act:
Public Hearing Notice

Harris County (Houston District)
CSJ: 0912-72-230

Re: Yale Street Bridge at White Oak Bayou Replacement

Ms. Linda Henderson
History Programs
Texas Historical Commission
Austin, Texas 78711

Dear Ms. Henderson,

The Texas Department of Transportation (TxDOT)-Houston District is proposing to replace the existing National Register of Historic Places (NRHP)-Listed Bridge crossing the White Oak Bayou on Yale Street in Houston, Harris County, Texas. The existing facility (NBI# 12101B71457079) dates to 1931 and has four travel lanes on a 40-foot wide roadway with no shoulders and two six-foot-wide sidewalks. The proposed project would replace the existing bridge and approaches with a new structure built on the same location.

In accordance with Texas Parks and Wildlife Code, Sec. 26.002 (a) (b), TxDOT hereby notifies the Texas Historical Commission of a public hearing to be held next month to provide the public the opportunity to review and comment on the proposed project. The hearing is also held in compliance with Section 106 of the National Historic Preservation Act of 1966 (36 CFR 800). The public hearing will be held on:

Tuesday, July 29, 2014

Texas Department of Transportation

Houston District Auditorium

7600 Washington Avenue

Houston, Texas 77007

The public hearing will begin with an Open House from 5:30 PM to 6:30 PM to allow the public to review project materials at their convenience. Exhibits will be on display and TxDOT staff and consultants will be available to answer questions. A presentation will be made at 6:30 PM followed by a Public Comment Session.

The Texas Historical Commission is cordially invited to attend this hearing. If additional information on the project is needed, please contact me at (512) 416-2770, or Kelly Lark at (713) 802-5989 in the Houston District's Environmental Section (P.O Box 1386, Houston, Texas 77251).

Sincerely,

Mario L. Sanchez, Ph.D., R.A
Historical Architect
Environmental Affairs Division

Texas Department of Transportation

July 18, 2014

SECTION 106: DETERMINATION OF ADVERSE EFFECT WITH MITIGATION

CSJ: 0912-72-230
Yale Street at White Oak Bayou
Houston
Harris County

Ms. Stephanie Ann Jones, Executive Director
Preservation Houston, Inc.
[redacted]

Dear Ms. Jones:

The referenced undertaking will be carried out with federal funding. Because Preservation Houston, Inc. has been granted consulting party status, and in accordance with the first amended Programmatic Agreement for Transportation Undertakings (PA-TU) between the Texas Department of Transportation (TxDOT,) the Federal Highway Administration (FHWA,) the Advisory Council for Historic Preservation (ACHP,) and the Texas Historical Commission (THC,) this letter initiates Section 106 consultation on the effect the proposed undertaking will have on a National Register-listed property located within the project area of potential effects (APE).

Introduction

Constructed in 1931, the existing facility consists of four continuous and two simple concrete girder spans on concrete supports founded on timber piling. Each span has two main girders spaced at 36 feet with a concrete floor system consisting of floor beams spaced at 11 feet and two stringer beams parallel to the main girders. The deck is a two-way reinforced concrete slab integral with the girders and floor system. The deck is topped with paving bricks that have been overlaid with a four-inch asphaltic wearing surface.

The bridge has four travel lanes on a 40-foot roadway with no shoulders and six-foot pedestrian walkways at both sides. The sidewalks are bordered on the outside with a concrete urn balustrade railing. The balustrade is divided into sections by concrete posts incised with square panels and topped with capitals. Reproduction steel lamp standards are placed at irregular intervals along the bridge. The bridge is posted for a 10,000-pound Axle Weight Limit and 13,000-pound Tandem Axle Weight Limit (see attached location map).

Determination of National Register Eligibility

J.P. Miller & Company constructed this bridge for the City of Houston in 1931. Designed by city bridge engineer J. G. McKenzie, the bridge reveals the lingering influence of the City Beautiful Movement. To create this crossing, McKenzie selected a reinforced concrete girder configuration. A 1929 bond issue financed the bridge, which was constructed for approximately $43,580. To improve the appearance of the bridge and to mimic the adjacent Heights Boulevard Bridge constructed in 1922 (replaced 1999), the girders were cast with a shallow curve and placed on battered concrete bents topped with square capitals. Since the bridge's completion, sections of the urn balustrade railing have been damaged but replaced with sympathetic materials.

The Yale Street Bridge gains its significance for its special design and railing. It is one of a few remaining intact examples of a bayou crossing constructed during the early 1930s as part of Houston's street improvement bond issue program. The bridge retains the majority of its integrity of *design*, *materials*, *workmanship*, and *location*, and possesses sufficient integrity of *setting*, *feeling*, and *association* to convey its significance. It is listed in the National Register of Historic Places (NRHP) under Criterion C in the area of Engineering at the state level of significance (see attached photo).

Purpose and Need

The Yale Street Bridge exhibits a number of structural deficiencies that severely limit the structure's capacity to meet the needs of modern vehicular traffic on Yale Street. The bridge exhibits spalling and cracks in the concrete wingwalls and abutments; cracks, delaminations, spalls with exposed rebar in the floor beams supporting the sidewalks; cracks with efflorescence in the end floor beams; and flexural cracks in the concrete girders due to overstress from traffic loads, amongst other structural issues. Additionally, the concrete baluster railing is obsolete because it is not crash-tested.

The bridge also does not meet current load requirements and is considered "functionally deficient" due to its inherent design limitations coupled with the above-mentioned deterioration. The current roadway width does not allow for safe passage of large trucks in opposite directions, nor does it meet the current requirement for bicycle accommodations, which create hazardous traffic conditions. As a result, the functionality of the bridge is limited in two ways: the load carrying capacity and the geometry of the bridge are inadequate for today's transportation system users.

The purpose of this project is to provide a safe and efficient crossing over White Oak Bayou along Yale Street, which meets the current and future traffic needs.

Alternatives Analysis

Overview

The existing facility is in need of design upgrades to meet current roadway standards. In order to upgrade the facility to meet these standards it is proposed that the existing bridge at White Oak Bayou be replaced with a new structure.

The bridge has a Sufficiency Rating of 25.1 out of a possible score of 100. Any bridge with a rating below 50 is eligible for replacement. With an existing road width of 40 feet, the bridge is classified as "functionally obsolete" and does not meet current TxDOT design standard width of 60.5 feet for a four-lane bridge with an average daily traffic count (ADT) of 15,552 vehicles per day (VPD). Approximately 12 % of the current ADT is truck traffic, which does not include vans, pickup trucks, or other light delivery trucks. The heavy volume of truck traffic poses a hazardous situation for this load posted structure and places added stress on its members.

Recent rehabilitation of the concrete floor beams included the strengthening of intermediate and end floor beams with fiber wrap and carbon fiber laminate strips (FRP) bonded to the floor beam bottom and sides. This repair is considered to be a temporary fix with an uncertain life expectancy and unknown bonding durability. Flexural cracks from prior overstress remain visible on intermediate floor beams outside the repaired areas. The effectiveness of the wrapping is dependent upon the strength of the adhesive and the soundness of the surface to which it is applied. If the existing concrete is considerably degraded, the material being wrapped is inherently unsound.

Alternatives Analysis

In compliance with Section 4(f) of the DOT Act, TxDOT conducted an intensive alternatives analysis to determine the best course of action in regards to the NRHP-listed historic bridge. This review determined that there is no feasible or prudent alternative other than to remove the structure and build a new structure on the current alignment. Below is a summary of this analysis.

No-Build Alternative

The no-build option implies that no project using state and federal funds would be undertaken. The no-build alternative would essentially consist of continuing the 24-month inspection frequency and providing routine maintenance. Such maintenance cannot substantially improve the situation and would not remediate the deficiencies and progressive deterioration of the bridge. In addition, the bridge would remain load-posted. To date, numerous citations have been handed to drivers of over-loaded vehicles crossing the Yale Street Bridge since the structure was post loaded. It would not be prudent or feasible to provide 24-hour police surveillance of the bridge to enforce the load posting.

The functional deficiencies would not be resolved by this alternative. Repairing the serious deterioration to the bridge exhibited by the structurally significant concrete floor beams and girders due to overstress from traffic loads, delamination, efflorescence and honeycombing is beyond what can be considered routine maintenance. Because of these deficiencies, the bridge would ultimately pose serious and unacceptable safety hazards to the traveling public and places intolerable restrictions on transport and travel in an area experiencing renewed growth, activity, and commercial development.

While the no-build alternative would have the least impact on the historic integrity of the bridge in the short term, the distress to the floor beams and girders over time will inevitably

harm or irreparably damage those character-defining features for which the bridge is listed in the NRHP. *The no-build alternative would not meet the purpose and need because it would not provide a safe and efficient structure for vehicular use consistent with transportation needs, safety, and load requirements.*

Rehabilitation for Vehicular Use for Continued Two-way Traffic Alternative
This alternative would leave the existing bridge in place and continue to allow two-way traffic on the structure. The bridge's original, now outdated structural design is the most substantial obstacle towards its long-term use. While widening the existing facility is structurally possible, such an improvement would lead to future maintenance issues and also necessitate structural changes to the bridge design that make the bridge significant for listing in the NRHP. Any alterations to its character-defining features would be an adverse effect to the NRHP-listed property.

To repair the bridge structurally, all of the existing floor beams would have to be removed and replaced. Since the slab and floor beams were constructed monolithically, the slab and stringers should be replaced at the same time. The girders would have to be reinforced with steel, which would add additional loading to the bridge and reduce its load carrying capacity. Once complete, the only remaining original parts of the bridge would be the main girders and the columns. The bridge would not meet the current AASHTO truck loading and truck configuration standards of 80,000 pounds and would have to remain load-posted. In 1931, when the bridge was originally constructed, standard truck weight was only 25,000 pounds and increased load-carrying capacity of modern-day trucks creates unsafe conditions and poses a public safety concern. The structural deficiencies cannot be reasonably corrected without large-scale alterations that would compromise the historical integrity of the bridge.

While feasible, this alternative is not prudent because it would not provide a safe and efficient structure for vehicular use consistent with transportation needs, safety, and load requirements, as well as altering the features that qualify the bridge for the National Register.

Rehabilitation for Continued Vehicular Use as a One-way Pair Alternative
This option consists of constructing a new bridge adjacent to the existing structure allowing each to carry one-way traffic in each direction. The new bridge would be designed to meet current AASHTO standards for new construction. The existing bridge would be left in place and would carry one-way traffic in the opposite direction.

Due to the existing street geometry and surrounding construction, the present bridge structure has already been located at the only feasible and prudent site. To build a new bridge at another site would result in extraordinary bridge and approach engineering and construction difficulty (the mainline geometrics, profile, and bridge at IH 10, which is located directly north of the Yale Street Bridge, would require redesign), added costs, major disruption to established traffic patterns, and the displacement of a significant number of businesses due to the need to acquire additional ROW south of the bridge. *Therefore, this alternative is not feasible or prudent.*

Rehabilitation for Use as a Pedestrian Structure Alternative
This alternative consists of leaving the existing bridge in place for non-vehicular use and redirects vehicular traffic to the nearby Houston Heights Boulevard Bridge as an alternate route. The existing bridge would remain in place and be adapted to pedestrian use.

Yale Street is classified as an Urban Minor Arterial roadway and is a major north-south street with an average daily traffic count of 15,552 vehicles per day. In addition, the area immediately surrounding the bridge has recently seen a surge in adjacent development that includes a new chain retail store (Walmart) and various shopping centers. Closing Yale Street at White Oak Bayou would force drivers to use the nearby Heights Boulevard Bridge, which would greatly increase that bridge's ADT, which is currently 11,000 VPD, and ultimately lead to traffic-flow problems.

Furthermore, immediately south of the bridge, Yale Street is grade-separated under the Southern Pacific Railroad tracks. Closing Yale Street to thru-traffic via the existing bridge is detrimental to emergency vehicles because the adjacent roadways are at-grade with the railroad crossing. The conversion of the Yale Street Bridge only to pedestrian use would require emergency vehicles to wait for trains to pass before crossing the railroad tracks. *For these reasons, this alternative, while feasible, is not prudent.*

Replace the Existing Structure Alternative
TxDOT proposes to replace the existing bridge on current alignment. The new structure would be designed in accordance to current loading standards and would have a non-crash tested ornamental rail compatible with the existing one to reference the historic appearance of the original bridge. To provide the required vehicular impact protection for a low-speed facility, a retrofitted crash-tested rail would be placed at the sidewalk curb.

This alternative meets the purpose and need for the project by eliminating existing structural deficiencies, eliminating functional deficiencies, and bringing the roadway into conformance with current design standards and criteria. It provides a safe and efficient new structure for vehicular use consistent with transportation needs, safety, and load requirements.

Efforts to Minimize Harm and Mitigation
Because the bridge was not determined to be a candidate for preservation in place, TxDOT complied with FHWA requirements to market the structure to a responsible party that would agree to preserve and maintain the bridge for another use. An advertisement was placed in the Houston Chronicle on July 1, 2014 announcing to the public that the bridge was available for relocation. At the expiration of the 15-day response period, no parties expressed interested in ownership of the bridge. Since the bridge could not be prudently retained for vehicular use and there was no public interest in its relocation, in accordance with 36 CFR 800.6, TxDOT proposes to mitigate the above mentioned adverse effects through the following measures:

–retaining the original bridge documentation file at the Environmental Affairs Division with medium format black and white photographs of the salient engineering features of the bridge, and a historical narrative on concrete bridges in the State of Texas.

–installation in the replacement bridge of a new ornamental rail compatible with the existing one to reference the historic appearance of the original bridge (see attached schematic sheet).

Determination of Effects
After applying the criteria of *Adverse Effects* as stipulated in 36 CFR 800.4, TxDOT determines the proposed action to remove the Yale Street Bridge will constitute an **adverse effect** to this National Register-listed property.

Conclusion
In closing, we remind you of the invitation previously extended to your organization to attend the Public Hearing for this project to be held on Tuesday, July 29th in the Auditorium of the TxDOT Houston District at 7600 Washington Ave. (Open House 5:30 PM, Presentation and Public Comment 6:30 PM).

You may sign in the space provided below to indicate your concurrence with this finding and proposed mitigation. If a response is not received within 30 days, TxDOT will assume your concurrence with the findings and proposal. Thank you for your cooperation in this federal review process. If you have any questions or comments, you may contact me at (512) 416-2770 or at mario.sanchez@txdot.gov.

Sincerely,

Mario L. Sanchez, Ph.D., R.A.
Historical Architect
Environmental Affairs Division

CONCUR
ADVERSE EFFECT WITH MITIGATION
YALE STREET BRIDGE AT WHITE OAK BAYOU
CSJ: 0912-72-230

NAME: _____ DATE: _____
Preservation Houston, Inc.

cc. Ms. Linda Henderson, Texas Historical Commission
Mr. David Bush, Preservation Houston, Inc.

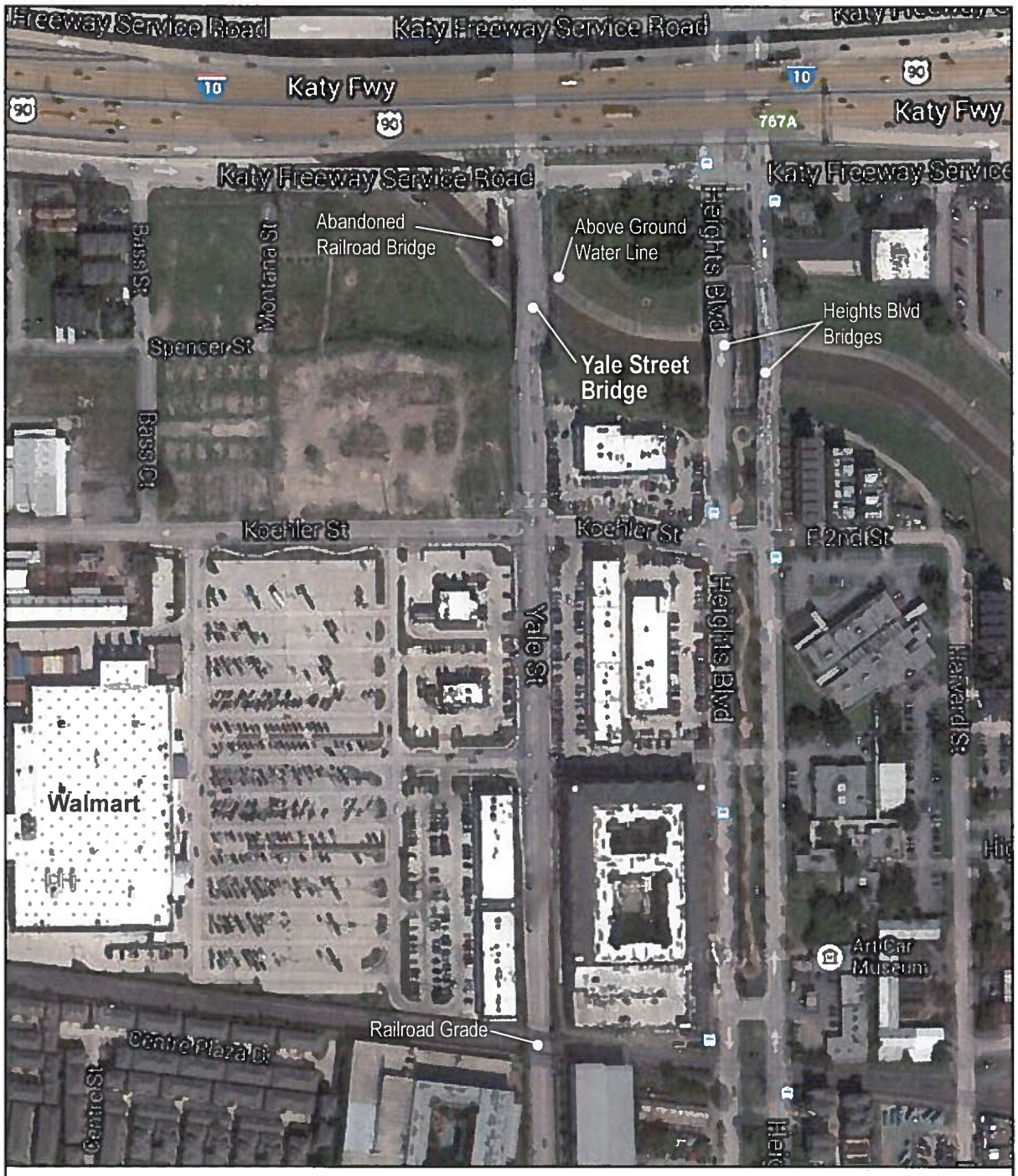


Figure 1: Project Location Map

Yale Street
Houston, Harris County, Texas

Texas Department of Transportation

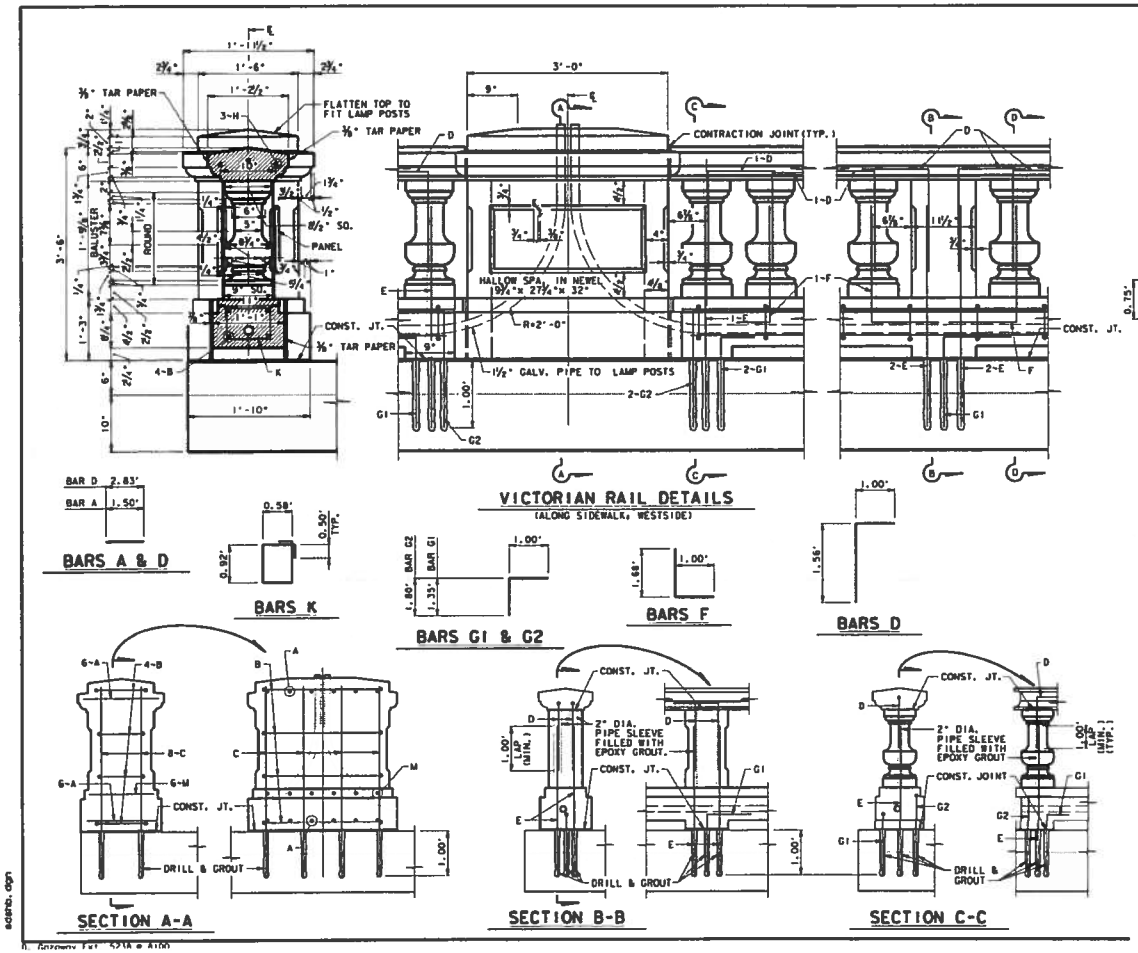
HARDY·HECK·MOORE INC

Map Source: Google Maps

N

View of deck of Yale Street White Oak Bayou Bridge, looking north.

View of superstructure of Yale Street White Oak Bayou Bridge from south approach, looking northeast.



BILL OF REINF. STEEL (PER SIDE)				
BARS	NO.	SIZE	LENGTH	WEIGHT
A	60	#4	1.50'	60
B	20	#4	7.50'	100
C	40	#4	4.67'	125
D	258	#4	2.83'	493
E	66	#4	3.63'	160
F	194	#4	2.68'	347
G1	60	#4	2.35'	94
G2	12	#4	2.80'	22
K	224	#4	4.00'	599
M	30	#4	2.68'	54
TOTAL IN POUNDS				2,054

This document is released for the purpose of interim review under the authority of Glenn C. Lazaro, P.E. 113746

on _____, 20__.
It is not to be used for construction, bidding or permit purposes.

PRELIMINARY SUBJECT TO CHANGE

TEXAS DEPARTMENT OF TRANSPORTATION
© 2013 TxDOT

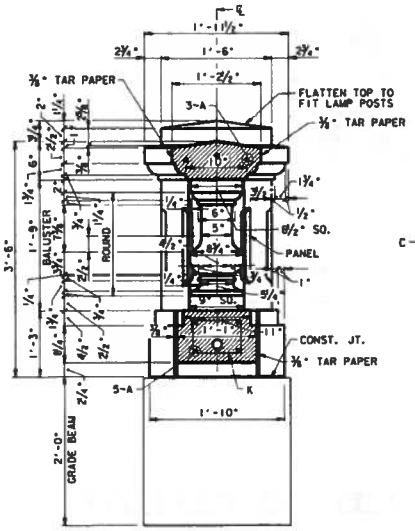
YALE STREET C411 (MOD) RAIL DETAILS

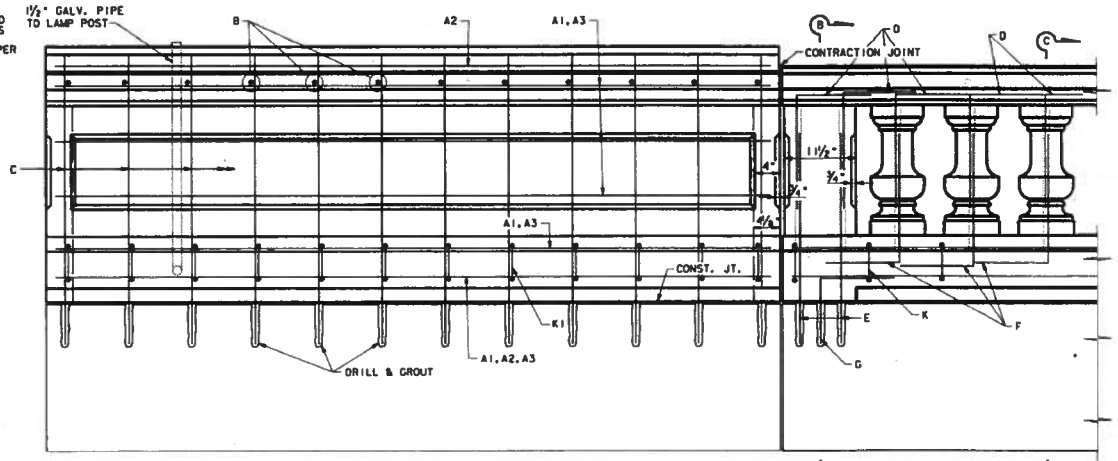
N.T.S.

SHEET 7 OF 7

FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
6	BR 2013(801)		
STATE	DIST.	COUNTY	
TEXAS	HOU	HARRIS	
CONT.	SECT.	JOB	HIGHWAY NO.
0912	72	230	CS

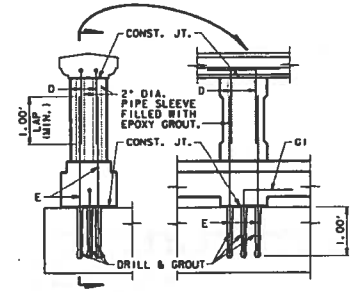
DATE: 7/17/2014
FILE: m:\cad\0912-72-230 yale street bridge replacement\bridges\str\BRDG RAIL DETS\230BRDG DET=01.dgn





VICTORIAN END GUARDRAIL DETAILS

(ABUT. 1 & ABUT. 5 ENDS)



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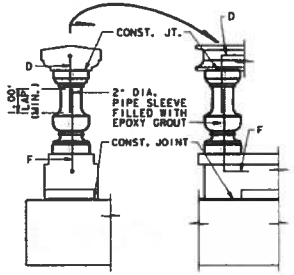

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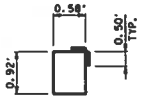

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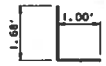

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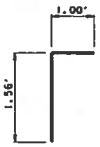

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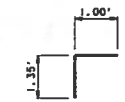

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PRELIMINARY SUBJECT TO CHANGE

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TEXAS DEPARTMENT OF TRANSPORTATION

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YALE STREET C411 (MOD) RAIL DETAILS

N.T.S.

SHEET 1 OF 7

FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
6	BR 2013(801)		
STATE	DIST.	COUNTY	
TEXAS	HOU	HARRIS	
CONT.	SECT.	JOB	HIGHWAY NO.
0912	72	230	CS

DATE: 7/17/2014
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D. Gordon Fat. 4238 @ 4100

Texas Department of Transportation

July 18, 2014

SECTION 106: DETERMINATION OF ADVERSE EFFECT WITH MITIGATION

CSJ: 0912-72-230
Yale Street at White Oak Bayou
Houston
Harris County

Ms. Kitty Henderson
Historic Bridge Foundation, Inc.
[redacted]

Dear Ms. Henderson:

The referenced undertaking will be carried out with federal funding. Because the Historic Bridge Foundation, Inc. has been granted consulting party status, and in accordance with the first amended Programmatic Agreement for Transportation Undertakings (PA-TU) between the Texas Department of Transportation (TxDOT,) the Federal Highway Administration (FHWA,) the Advisory Council for Historic Preservation (ACHP,) and the Texas Historical Commission (THC,) this letter initiates Section 106 consultation on the effect the proposed undertaking will have on a National Register-listed property located within the project area of potential effects (APE).

Introduction

Constructed in 1931, the existing facility consists of four continuous and two simple concrete girder spans on concrete supports founded on timber piling. Each span has two main girders spaced at 36 feet with a concrete floor system consisting of floor beams spaced at 11 feet and two stringer beams parallel to the main girders. The deck is a two-way reinforced concrete slab integral with the girders and floor system. The deck is topped with paving bricks that have been overlaid with a four-inch asphaltic wearing surface.

The bridge has four travel lanes on a 40-foot roadway with no shoulders and six-foot pedestrian walkways at both sides. The sidewalks are bordered on the outside with a concrete urn balustrade railing. The balustrade is divided into sections by concrete posts incised with square panels and topped with capitals. Reproduction steel lamp standards are placed at irregular intervals along the bridge. The bridge is posted for a 10,000-pound Axle Weight Limit and 13,000-pound Tandem Axle Weight Limit (see attached location map).

Determination of National Register Eligibility

J.P. Miller & Company constructed this bridge for the City of Houston in 1931. Designed by city bridge engineer J. G. McKenzie, the bridge reveals the lingering influence of the City Beautiful Movement. To create this crossing, McKenzie selected a reinforced concrete girder configuration. A 1929 bond issue financed the bridge, which was constructed for approximately $43,580. To improve the appearance of the bridge and to mimic the adjacent Heights Boulevard Bridge constructed in 1922 (replaced 1999), the girders were cast with a shallow curve and placed on battered concrete bents topped with square capitals. Since the bridge's completion, sections of the urn balustrade railing have been damaged but replaced with sympathetic materials.

The Yale Street Bridge gains its significance for its special design and railing. It is one of a few remaining intact examples of a bayou crossing constructed during the early 1930s as part of Houston's street improvement bond issue program. The bridge retains the majority of its integrity of *design*, *materials*, *workmanship*, and *location*, and possesses sufficient integrity of *setting*, *feeling*, and *association* to convey its significance. It is listed in the National Register of Historic Places (NRHP) under Criterion C in the area of Engineering at the state level of significance (see attached photo).

Purpose and Need

The Yale Street Bridge exhibits a number of structural deficiencies that severely limit the structure's capacity to meet the needs of modern vehicular traffic on Yale Street. The bridge exhibits spalling and cracks in the concrete wingwalls and abutments; cracks, delaminations, spalls with exposed rebar in the floor beams supporting the sidewalks; cracks with efflorescence in the end floor beams; and flexural cracks in the concrete girders due to overstress from traffic loads, amongst other structural issues. Additionally, the concrete baluster railing is obsolete because it is not crash-tested.

The bridge also does not meet current load requirements and is considered "functionally deficient" due to its inherent design limitations coupled with the above-mentioned deterioration. The current roadway width does not allow for safe passage of large trucks in opposite directions, nor does it meet the current requirement for bicycle accommodations, which create hazardous traffic conditions. As a result, the functionality of the bridge is limited in two ways: the load carrying capacity and the geometry of the bridge are inadequate for today's transportation system users.

The purpose of this project is to provide a safe and efficient crossing over White Oak Bayou along Yale Street, which meets the current and future traffic needs.

Alternatives Analysis

Overview

The existing facility is in need of design upgrades to meet current roadway standards. In order to upgrade the facility to meet these standards it is proposed that the existing bridge at White Oak Bayou be replaced with a new structure.

The bridge has a Sufficiency Rating of 25.1 out of a possible score of 100. Any bridge with a rating below 50 is eligible for replacement. With an existing road width of 40 feet, the bridge is classified as "functionally obsolete" and does not meet current TxDOT design standard width of 60.5 feet for a four-lane bridge with an average daily traffic count (ADT) of 15,552 vehicles per day (VPD). Approximately 12 % of the current ADT is truck traffic, which does not include vans, pickup trucks, or other light delivery trucks. The heavy volume of truck traffic poses a hazardous situation for this load posted structure and places added stress on its members.

Recent rehabilitation of the concrete floor beams included the strengthening of intermediate and end floor beams with fiber wrap and carbon fiber laminate strips (FRP) bonded to the floor beam bottom and sides. This repair is considered to be a temporary fix with an uncertain life expectancy and unknown bonding durability. Flexural cracks from prior overstress remain visible on intermediate floor beams outside the repaired areas. The effectiveness of the wrapping is dependent upon the strength of the adhesive and the soundness of the surface to which it is applied. If the existing concrete is considerably degraded, the material being wrapped is inherently unsound.

Alternatives Analysis

In compliance with Section 4(f) of the DOT Act, TxDOT conducted an intensive alternatives analysis to determine the best course of action in regards to the NRHP-listed historic bridge. This review determined that there is no feasible or prudent alternative other than to remove the structure and build a new structure on the current alignment. Below is a summary of this analysis.

No-Build Alternative

The no-build option implies that no project using state and federal funds would be undertaken. The no-build alternative would essentially consist of continuing the 24-month inspection frequency and providing routine maintenance. Such maintenance cannot substantially improve the situation and would not remediate the deficiencies and progressive deterioration of the bridge. In addition, the bridge would remain load-posted. To date, numerous citations have been handed to drivers of over-loaded vehicles crossing the Yale Street Bridge since the structure was post loaded. It would not be prudent or feasible to provide 24-hour police surveillance of the bridge to enforce the load posting.

The functional deficiencies would not be resolved by this alternative. Repairing the serious deterioration to the bridge exhibited by the structurally significant concrete floor beams and girders due to overstress from traffic loads, delamination, efflorescence and honeycombing is beyond what can be considered routine maintenance. Because of these deficiencies, the bridge would ultimately pose serious and unacceptable safety hazards to the traveling public and places intolerable restrictions on transport and travel in an area experiencing renewed growth, activity, and commercial development.

While the no-build alternative would have the least impact on the historic integrity of the bridge in the short term, the distress to the floor beams and girders over time will inevitably

harm or irreparably damage those character-defining features for which the bridge is listed in the NRHP. *The no-build alternative would not meet the purpose and need because it would not provide a safe and efficient structure for vehicular use consistent with transportation needs, safety, and load requirements.*

Rehabilitation for Vehicular Use for Continued Two-way Traffic Alternative
This alternative would leave the existing bridge in place and continue to allow two-way traffic on the structure. The bridge's original, now outdated structural design is the most substantial obstacle towards its long-term use. While widening the existing facility is structurally possible, such an improvement would lead to future maintenance issues and also necessitate structural changes to the bridge design that make the bridge significant for listing in the NRHP. Any alterations to its character-defining features would be an adverse effect to the NRHP-listed property.

To repair the bridge structurally, all of the existing floor beams would have to be removed and replaced. Since the slab and floor beams were constructed monolithically, the slab and stringers should be replaced at the same time. The girders would have to be reinforced with steel, which would add additional loading to the bridge and reduce its load carrying capacity. Once complete, the only remaining original parts of the bridge would be the main girders and the columns. The bridge would not meet the current AASHTO truck loading and truck configuration standards of 80,000 pounds and would have to remain load-posted. In 1931, when the bridge was originally constructed, standard truck weight was only 25,000 pounds and increased load-carrying capacity of modern-day trucks creates unsafe conditions and poses a public safety concern. The structural deficiencies cannot be reasonably corrected without large-scale alterations that would compromise the historical integrity of the bridge.

While feasible, this alternative is not prudent because it would not provide a safe and efficient structure for vehicular use consistent with transportation needs, safety, and load requirements, as well as altering the features that qualify the bridge for the National Register.

Rehabilitation for Continued Vehicular Use as a One-way Pair Alternative
This option consists of constructing a new bridge adjacent to the existing structure allowing each to carry one-way traffic in each direction. The new bridge would be designed to meet current AASHTO standards for new construction. The existing bridge would be left in place and would carry one-way traffic in the opposite direction.

Due to the existing street geometry and surrounding construction, the present bridge structure has already been located at the only feasible and prudent site. To build a new bridge at another site would result in extraordinary bridge and approach engineering and construction difficulty (the mainline geometrics, profile, and bridge at IH 10, which is located directly north of the Yale Street Bridge, would require redesign), added costs, major disruption to established traffic patterns, and the displacement of a significant number of businesses due to the need to acquire additional ROW south of the bridge. *Therefore, this alternative is not feasible or prudent.*

Rehabilitation for Use as a Pedestrian Structure Alternative
This alternative consists of leaving the existing bridge in place for non-vehicular use and redirects vehicular traffic to the nearby Houston Heights Boulevard Bridge as an alternate route. The existing bridge would remain in place and be adapted to pedestrian use.

Yale Street is classified as an Urban Minor Arterial roadway and is a major north-south street with an average daily traffic count of 15,552 vehicles per day. In addition, the area immediately surrounding the bridge has recently seen a surge in adjacent development that includes a new chain retail store (Walmart) and various shopping centers. Closing Yale Street at White Oak Bayou would force drivers to use the nearby Heights Boulevard Bridge, which would greatly increase that bridge's ADT, which is currently 11,000 VPD, and ultimately lead to traffic-flow problems.

Furthermore, immediately south of the bridge, Yale Street is grade-separated under the Southern Pacific Railroad tracks. Closing Yale Street to thru-traffic via the existing bridge is detrimental to emergency vehicles because the adjacent roadways are at-grade with the railroad crossing. The conversion of the Yale Street Bridge only to pedestrian use would require emergency vehicles to wait for trains to pass before crossing the railroad tracks. *For these reasons, this alternative, while feasible, is not prudent.*

Replace the Existing Structure Alternative
TxDOT proposes to replace the existing bridge on current alignment. The new structure would be designed in accordance to current loading standards and would have a non-crash tested ornamental rail compatible with the existing one to reference the historic appearance of the original bridge. To provide the required vehicular impact protection for a low-speed facility, a retrofitted crash-tested rail would be placed at the sidewalk curb.

This alternative meets the purpose and need for the project by eliminating existing structural deficiencies, eliminating functional deficiencies, and bringing the roadway into conformance with current design standards and criteria. It provides a safe and efficient new structure for vehicular use consistent with transportation needs, safety, and load requirements.

Efforts to Minimize Harm and Mitigation
Because the bridge was not determined to be a candidate for preservation in place, TxDOT complied with FHWA requirements to market the structure to a responsible party that would agree to preserve and maintain the bridge for another use. An advertisement was placed in the Houston Chronicle on July 1, 2014 announcing to the public that the bridge was available for relocation. At the expiration of the 15-day response period, no parties expressed interested in ownership of the bridge. Since the bridge could not be prudently retained for vehicular use and there was no public interest in its relocation, in accordance with 36 CFR 800.6, TxDOT proposes to mitigate the above mentioned adverse effects through the following measures:

–retaining the original bridge documentation file at the Environmental Affairs Division with medium format black and white photographs of the salient engineering features of the bridge, and a historical narrative on concrete bridges in the State of Texas.

–installation in the replacement bridge of a new ornamental rail compatible with the existing one to reference the historic appearance of the original bridge (see attached schematic sheet).

Determination of Effects
After applying the criteria of *Adverse Effects* as stipulated in 36 CFR 800.4, TxDOT determines the proposed action to remove the Yale Street Bridge will constitute an **adverse effect** to this National Register-listed property.

Conclusion
In closing, we remind you of the invitation previously extended to your organization to attend the Public Hearing for this project to be held on Tuesday, July 29th in the Auditorium of the TxDOT Houston District at 7600 Washington Ave. (Open House 5:30 PM, Presentation and Public Comment 6:30 PM).

You may sign in the space provided below to indicate your concurrence with this finding and proposed mitigation. If a response is not received within 30 days, TxDOT will assume your concurrence with the findings and proposal. Thank you for your cooperation in this federal review process. If you have any questions or comments, you may contact me at (512) 416-2770 or at mario.sanchez@txdot.gov.

Sincerely,

Mario L. Sanchez, Ph.D., R.A.
Historical Architect
Environmental Affairs Division

CONCUR
ADVERSE EFFECT WITH MITIGATION
YALE STREET BRIDGE AT WHITE OAK BAYOU
CSJ: 0912-72-230

NAME: _____ DATE: _____
Historic Bridge Foundation, Inc.

cc. Ms. Linda Henderson, Texas Historical Commission

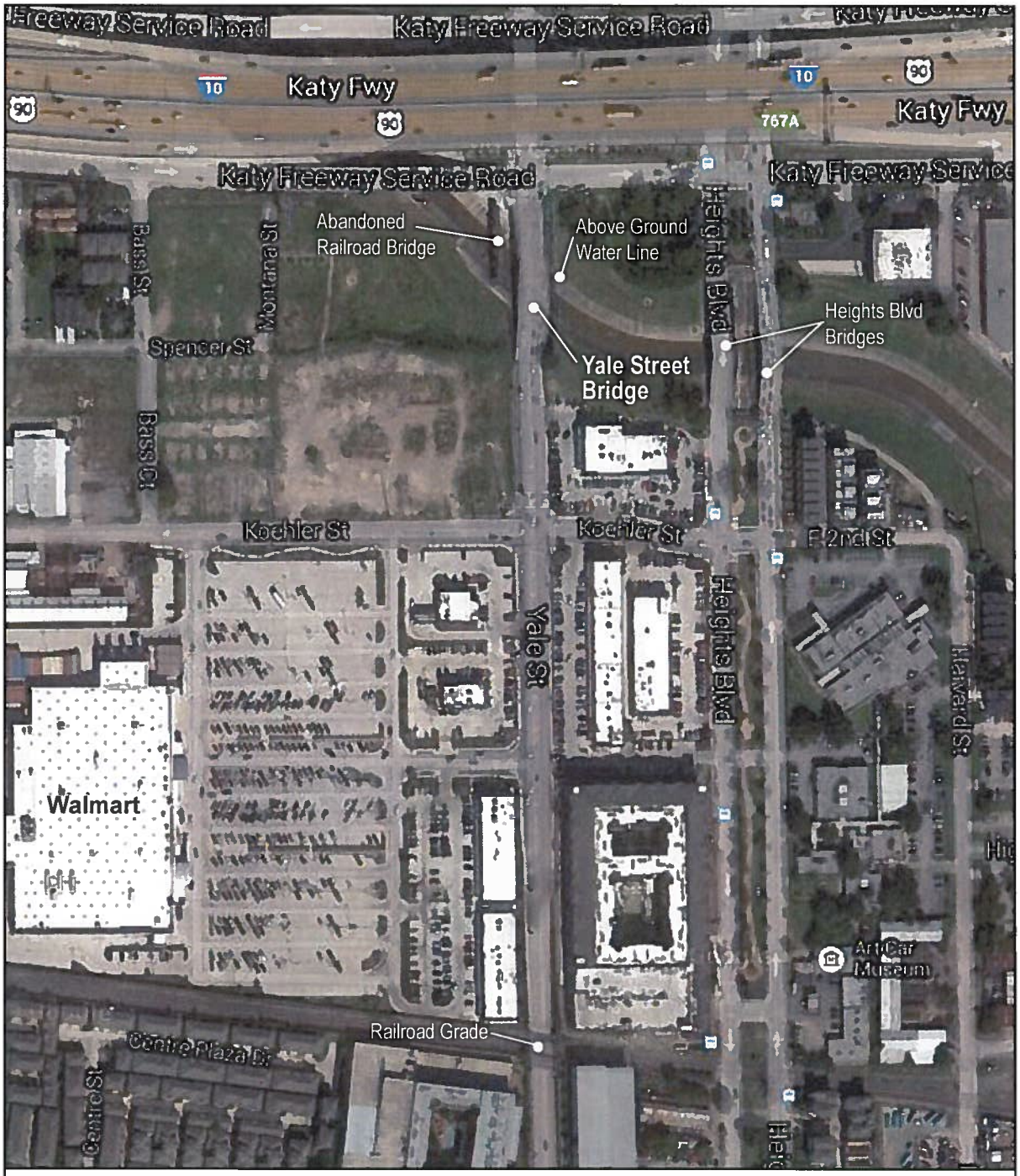

Figure 1: Project Location Map

Yale Street
Houston, Harris County, Texas

Texas Department of Transportation

HARDY·HECK·MOORE INC

Map Source: Google Maps

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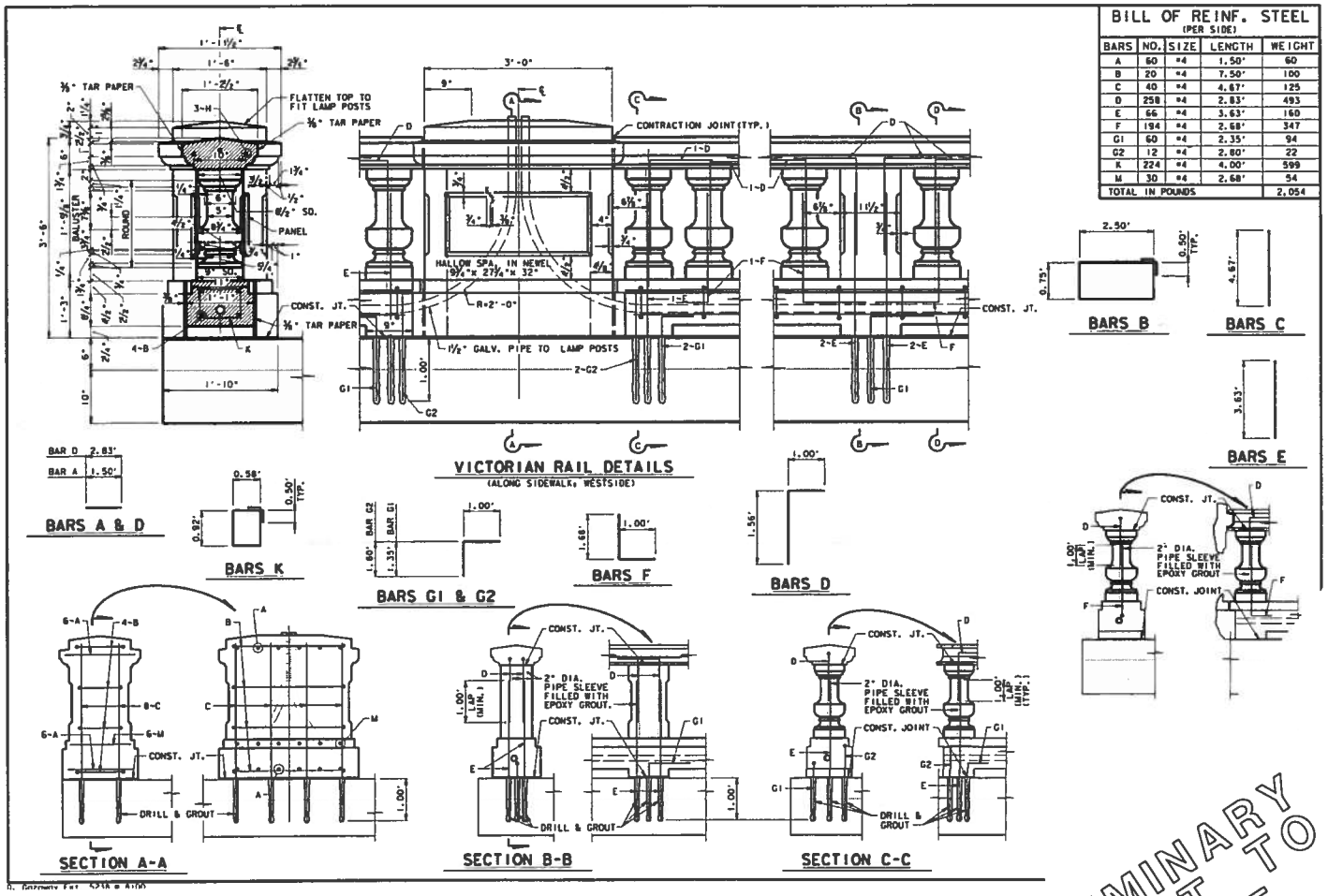
View of deck of Yale Street White Oak Bayou Bridge, looking north.

View of superstructure of Yale Street White Oak Bayou Bridge from south approach, looking northeast.



BILL OF REINF. STEEL (PER SIDE)				
BARS	NO.	SIZE	LENGTH	WEIGHT
A	60	#4	1.50'	60
B	20	#4	7.50'	100
C	40	#4	4.67'	125
D	258	#4	2.83'	493
E	66	#4	3.63'	160
F	194	#4	2.68'	347
G1	60	#4	2.35'	94
G2	12	#4	2.80'	22
K	224	#4	4.00'	599
M	30	#4	2.68'	54
TOTAL IN POUNDS				2,054

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PRELIMINARY SUBJECT TO CHANGE

TEXAS DEPARTMENT OF TRANSPORTATION

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YALE STREET C411 (MOD) RAIL DETAILS

N.T.S.

SHEET 7 OF 7

FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
6	BR 2013(801)		
STATE	DIST.	COUNTY	
TEXAS	HOU	HARRIS	
CONT.	SECT.	JOB	HIGHWAY NO.
0912	72	230	CS

DATE: 7/17/2014
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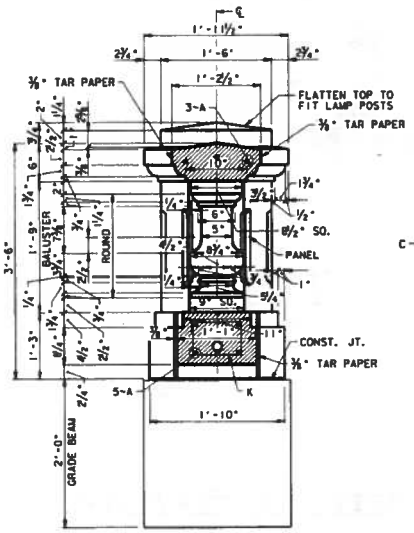

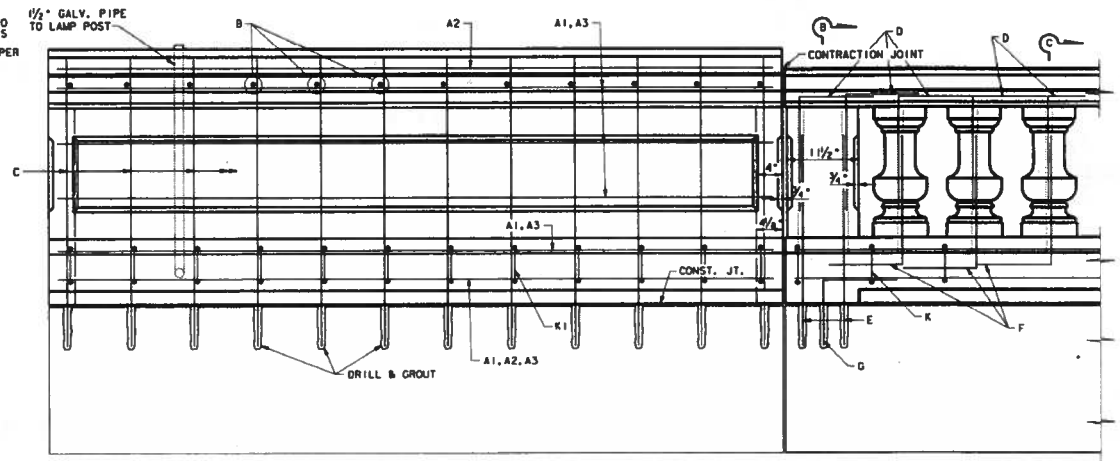

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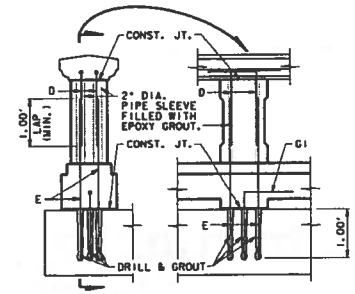
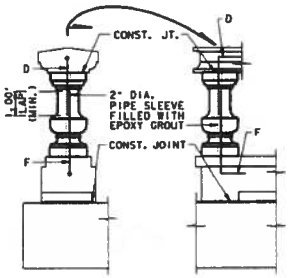


SECTION B-B



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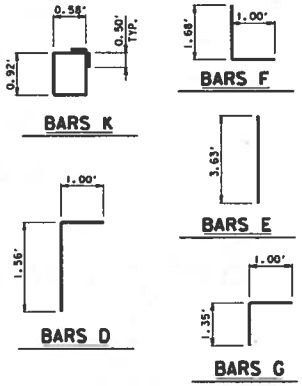

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YALE STREET C411 (MOD) RAIL DETAILS

N.T.S.

SHEET 1 OF 7

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D. Gormley Ext. 5218 @ A100

Texas Department of Transportation

July 18, 2014

SECTION 106: DETERMINATION OF ADVERSE EFFECT WITH MITIGATION

CSJ: 0912-72-230
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Houston
Harris County

Mr. Matt Bedingfield, President
Houston Heights Association, Inc.
[redacted]

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Rehabilitation for Vehicular Use for Continued Two-way Traffic Alternative
This alternative would leave the existing bridge in place and continue to allow two-way traffic on the structure. The bridge's original, now outdated structural design is the most substantial obstacle towards its long-term use. While widening the existing facility is structurally possible, such an improvement would lead to future maintenance issues and also necessitate structural changes to the bridge design that make the bridge significant for listing in the NRHP. Any alterations to its character-defining features would be an adverse effect to the NRHP-listed property.

To repair the bridge structurally, all of the existing floor beams would have to be removed and replaced. Since the slab and floor beams were constructed monolithically, the slab and stringers should be replaced at the same time. The girders would have to be reinforced with steel, which would add additional loading to the bridge and reduce its load carrying capacity. Once complete, the only remaining original parts of the bridge would be the main girders and the columns. The bridge would not meet the current AASHTO truck loading and truck configuration standards of 80,000 pounds and would have to remain load-posted. In 1931, when the bridge was originally constructed, standard truck weight was only 25,000 pounds and increased load-carrying capacity of modern-day trucks creates unsafe conditions and poses a public safety concern. The structural deficiencies cannot be reasonably corrected without large-scale alterations that would compromise the historical integrity of the bridge.

While feasible, this alternative is not prudent because it would not provide a safe and efficient structure for vehicular use consistent with transportation needs, safety, and load requirements, as well as altering the features that qualify the bridge for the National Register.

Rehabilitation for Continued Vehicular Use as a One-way Pair Alternative
This option consists of constructing a new bridge adjacent to the existing structure allowing each to carry one-way traffic in each direction. The new bridge would be designed to meet current AASHTO standards for new construction. The existing bridge would be left in place and would carry one-way traffic in the opposite direction.

Due to the existing street geometry and surrounding construction, the present bridge structure has already been located at the only feasible and prudent site. To build a new bridge at another site would result in extraordinary bridge and approach engineering and construction difficulty (the mainline geometrics, profile, and bridge at IH 10, which is located directly north of the Yale Street Bridge, would require redesign), added costs, major disruption to established traffic patterns, and the displacement of a significant number of businesses due to the need to acquire additional ROW south of the bridge. *Therefore, this alternative is not feasible or prudent.*

Rehabilitation for Use as a Pedestrian Structure Alternative
This alternative consists of leaving the existing bridge in place for non-vehicular use and redirects vehicular traffic to the nearby Houston Heights Boulevard Bridge as an alternate route. The existing bridge would remain in place and be adapted to pedestrian use.

Yale Street is classified as an Urban Minor Arterial roadway and is a major north-south street with an average daily traffic count of 15,552 vehicles per day. In addition, the area immediately surrounding the bridge has recently seen a surge in adjacent development that includes a new chain retail store (Walmart) and various shopping centers. Closing Yale Street at White Oak Bayou would force drivers to use the nearby Heights Boulevard Bridge, which would greatly increase that bridge's ADT, which is currently 11,000 VPD, and ultimately lead to traffic-flow problems.

Furthermore, immediately south of the bridge, Yale Street is grade-separated under the Southern Pacific Railroad tracks. Closing Yale Street to thru-traffic via the existing bridge is detrimental to emergency vehicles because the adjacent roadways are at-grade with the railroad crossing. The conversion of the Yale Street Bridge only to pedestrian use would require emergency vehicles to wait for trains to pass before crossing the railroad tracks. *For these reasons, this alternative, while feasible, is not prudent.*

Replace the Existing Structure Alternative
TxDOT proposes to replace the existing bridge on current alignment. The new structure would be designed in accordance to current loading standards and would have a non-crash tested ornamental rail compatible with the existing one to reference the historic appearance of the original bridge. To provide the required vehicular impact protection for a low-speed facility, a retrofitted crash-tested rail would be placed at the sidewalk curb.

This alternative meets the purpose and need for the project by eliminating existing structural deficiencies, eliminating functional deficiencies, and bringing the roadway into conformance with current design standards and criteria. It provides a safe and efficient new structure for vehicular use consistent with transportation needs, safety, and load requirements.

Efforts to Minimize Harm and Mitigation
Because the bridge was not determined to be a candidate for preservation in place, TxDOT complied with FHWA requirements to market the structure to a responsible party that would agree to preserve and maintain the bridge for another use. An advertisement was placed in the Houston Chronicle on July 1, 2014 announcing to the public that the bridge was available for relocation. At the expiration of the 15-day response period, no parties expressed interested in ownership of the bridge. Since the bridge could not be prudently retained for vehicular use and there was no public interest in its relocation, in accordance with 36 CFR 800.6, TxDOT proposes to mitigate the above mentioned adverse effects through the following measures:

–retaining the original bridge documentation file at the Environmental Affairs Division with medium format black and white photographs of the salient engineering features of the bridge, and a historical narrative on concrete bridges in the State of Texas.

–installation in the replacement bridge of a new ornamental rail compatible with the existing one to reference the historic appearance of the original bridge (see attached schematic sheet).

Determination of Effects
After applying the criteria of *Adverse Effects* as stipulated in 36 CFR 800.4, TxDOT determines the proposed action to remove the Yale Street Bridge will constitute an **adverse effect** to this National Register-listed property.

Conclusion
In closing, we remind you of the invitation previously extended to your organization to attend the Public Hearing for this project to be held on Tuesday, July 29th in the Auditorium of the TxDOT Houston District at 7600 Washington Ave. (Open House 5:30 PM, Presentation and Public Comment 6:30 PM).

You may sign in the space provided below to indicate your concurrence with this finding and proposed mitigation. If a response is not received within 30 days, TxDOT will assume your concurrence with the findings and proposal. Thank you for your cooperation in this federal review process. If you have any questions or comments, you may contact me at (512) 416-2770 or at mario.sanchez@txdot.gov.

Sincerely,

Mario L. Sanchez, Ph.D., R.A.
Historical Architect
Environmental Affairs Division

CONCUR
ADVERSE EFFECT WITH MITIGATION
YALE STREET BRIDGE AT WHITE OAK BAYOU
CSJ: 0912-72-230

NAME: _____ DATE: _____
Houston Heights Association, Inc.

cc. Ms. Linda Henderson, Texas Historical Commission
Mr. Bill Pellerin, Houston Heights Association
Mr. Mark Williamson, Houston Heights Association, Inc.

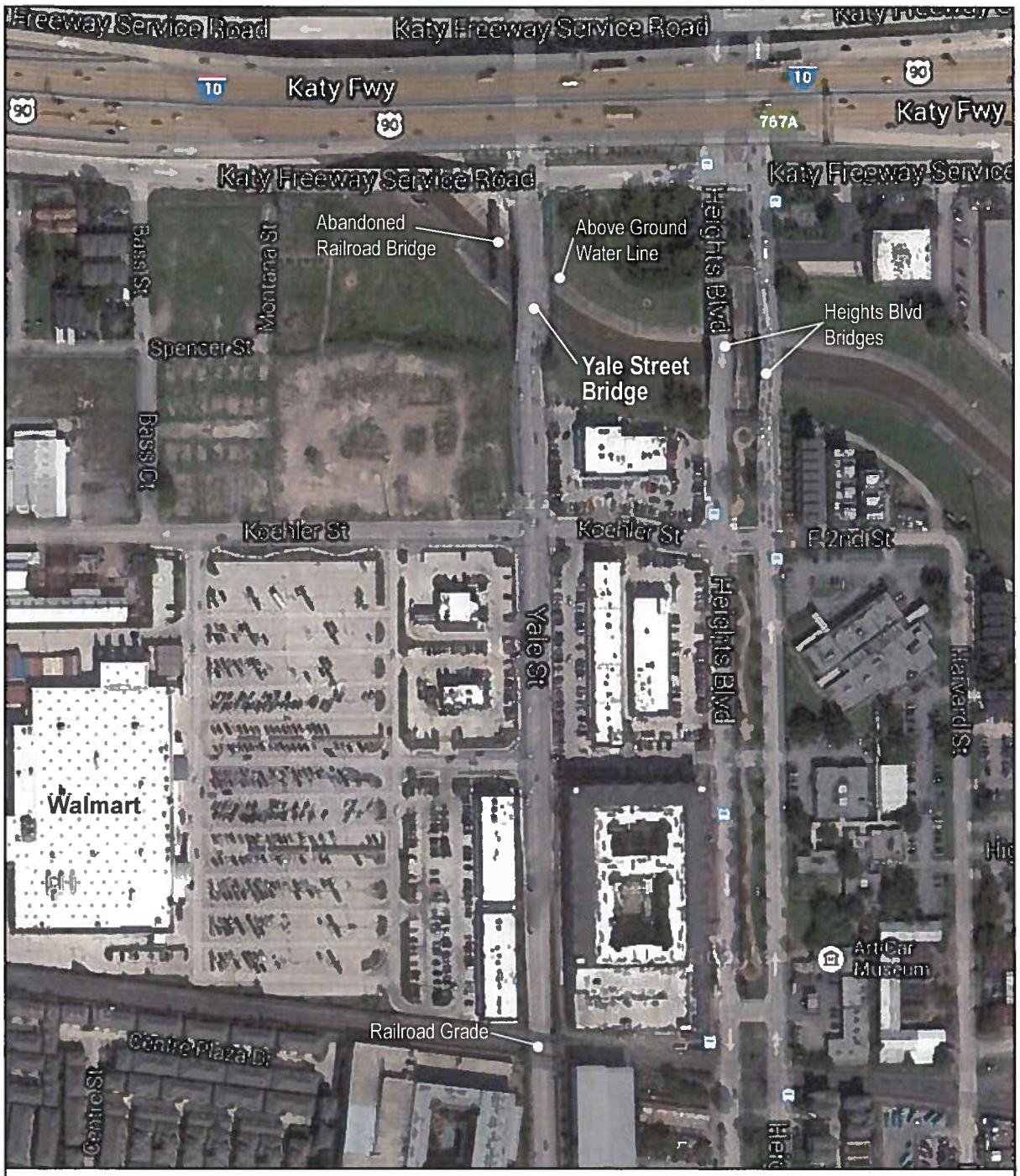

Figure 1: Project Location Map

Yale Street
Houston, Harris County, Texas

Texas Department of Transportation

HARDY·HECK·MOORE INC

Map Source: Google Maps

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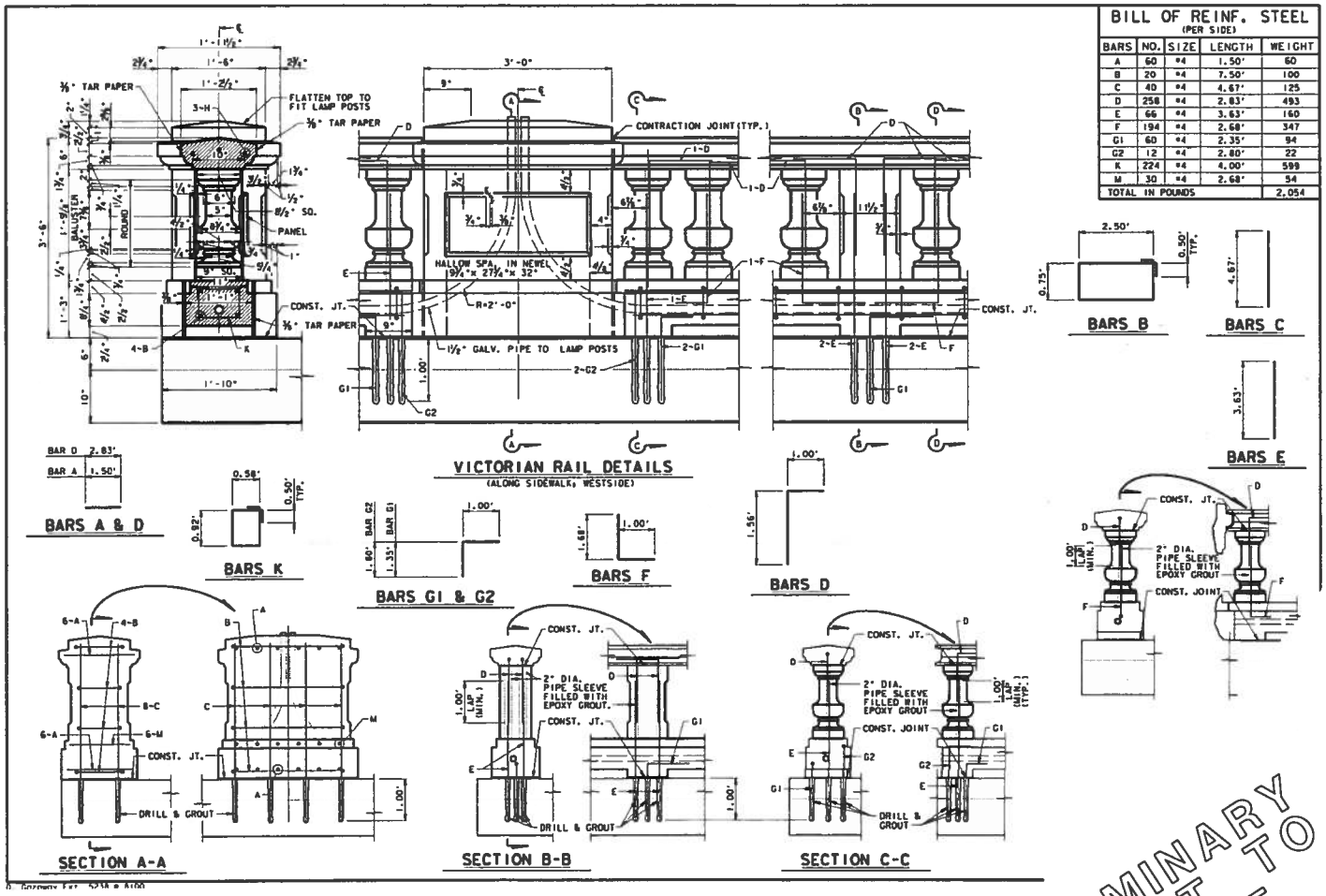
View of deck of Yale Street White Oak Bayou Bridge, looking north.

View of superstructure of Yale Street White Oak Bayou Bridge from south approach, looking northeast.



BILL OF REINF. STEEL
(PER SIDE)

BARS	NO.	SIZE	LENGTH	WEIGHT
A	60	#4	1.50'	60
B	20	#4	7.50'	100
C	40	#4	4.67'	125
D	258	#4	2.83'	493
E	66	#4	3.63'	160
F	194	#4	2.68'	347
G1	60	#4	2.35'	94
G2	12	#4	2.80'	22
K	224	#4	4.00'	599
M	30	#4	2.68'	54
TOTAL IN POUNDS				2,054

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on _____, 20__.
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PRELIMINARY SUBJECT TO CHANGE

TEXAS DEPARTMENT OF TRANSPORTATION
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YALE STREET C411 (MOD) RAIL DETAILS

N.T.S.

SHEET 7 OF 7

FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
6	BR 2013(801)		
STATE	DIST.	COUNTY	
TEXAS	HOU	HARRIS	
CONT.	SECT.	JOB	HIGHWAY NO.
0912	72	230	CS

DATE: 7/17/2014
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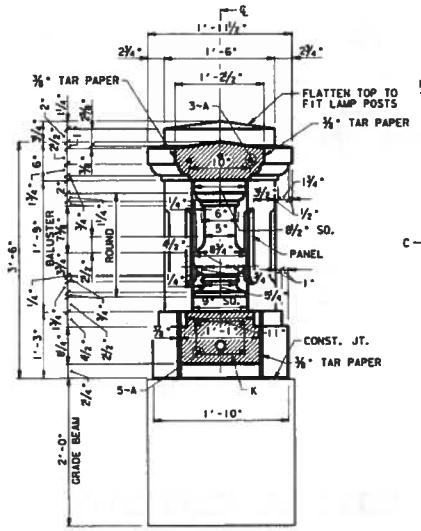
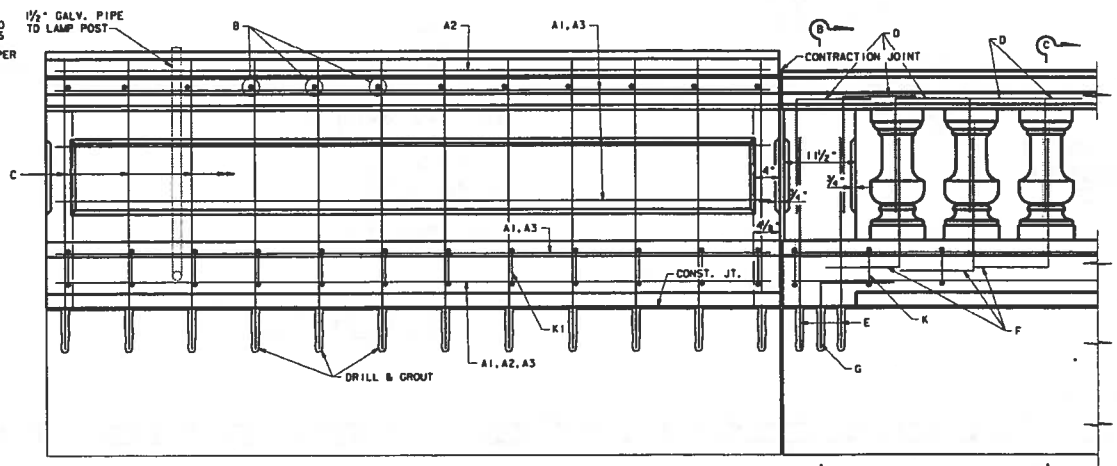
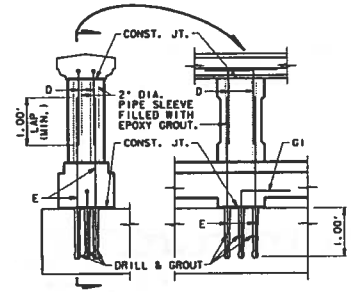




VICTORIAN END GUARDRAIL DETAILS

(ABUT. 1 & ABUT. 5 ENDS)



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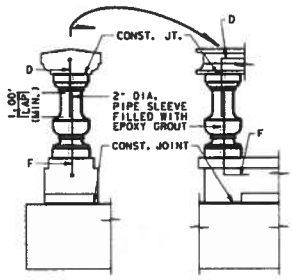

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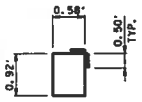

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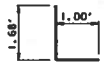

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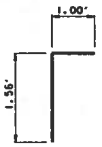

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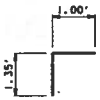

BARS G

PRELIMINARY SUBJECT TO CHANGE

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TEXAS DEPARTMENT OF TRANSPORTATION

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YALE STREET C411 (MOD) RAIL DETAILS

N. T. S.

SHEET 1 OF 7

FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
6	BR 2013(801)		
STATE	DIST.	COUNTY	
TEXAS	HOU	HARRIS	
CONT.	SECT.	JOB	HIGHWAY NO.
0912	72	230	CS

DATE: 7/17/2014
FILE: M:\cad\0912-72-230 yale street bridge replacement\bridge\str\BRDG RAIL DETS\230BRDG DET01.dgn

sdrb.dgn

Texas Department of Transportation

July 18, 2014

SECTION 106: DETERMINATION OF ADVERSE EFFECT WITH MITIGATION

CSJ: 0912-72-230
Yale Street at White Oak Bayou
Houston
Harris County

Ms. Janet K. Wagner, Chair
Harris County Historical Commission
[redacted]

Dear Ms. Wagner:

The referenced undertaking will be carried out with federal funding. Because the Harris County Historical Commission has been granted consulting party status, and in accordance with the first amended Programmatic Agreement for Transportation Undertakings (PA-TU) between the Texas Department of Transportation (TxDOT,) the Federal Highway Administration (FHWA,) the Advisory Council for Historic Preservation (ACHP,) and the Texas Historical Commission (THC,) this letter initiates Section 106 consultation on the effect the proposed undertaking will have on a National Register-listed property located within the project area of potential effects (APE).

Introduction

Constructed in 1931, the existing facility consists of four continuous and two simple concrete girder spans on concrete supports founded on timber piling. Each span has two main girders spaced at 36 feet with a concrete floor system consisting of floor beams spaced at 11 feet and two stringer beams parallel to the main girders. The deck is a two-way reinforced concrete slab integral with the girders and floor system. The deck is topped with paving bricks that have been overlaid with a four-inch asphaltic wearing surface.

The bridge has four travel lanes on a 40-foot roadway with no shoulders and six-foot pedestrian walkways at both sides. The sidewalks are bordered on the outside with a concrete urn balustrade railing. The balustrade is divided into sections by concrete posts incised with square panels and topped with capitals. Reproduction steel lamp standards are placed at irregular intervals along the bridge. The bridge is posted for a 10,000-pound Axle Weight Limit and 13,000-pound Tandem Axle Weight Limit (see attached location map).

Determination of National Register Eligibility

J.P. Miller & Company constructed this bridge for the City of Houston in 1931. Designed by city bridge engineer J. G. McKenzie, the bridge reveals the lingering influence of the City Beautiful Movement. To create this crossing, McKenzie selected a reinforced concrete girder configuration. A 1929 bond issue financed the bridge, which was constructed for approximately $43,580. To improve the appearance of the bridge and to mimic the adjacent Heights Boulevard Bridge constructed in 1922 (replaced 1999), the girders were cast with a shallow curve and placed on battered concrete bents topped with square capitals. Since the bridge's completion, sections of the urn balustrade railing have been damaged but replaced with sympathetic materials.

The Yale Street Bridge gains its significance for its special design and railing. It is one of a few remaining intact examples of a bayou crossing constructed during the early 1930s as part of Houston's street improvement bond issue program. The bridge retains the majority of its integrity of *design*, *materials*, *workmanship*, and *location*, and possesses sufficient integrity of *setting*, *feeling*, and *association* to convey its significance. It is listed in the National Register of Historic Places (NRHP) under Criterion C in the area of Engineering at the state level of significance (see attached photo).

Purpose and Need

The Yale Street Bridge exhibits a number of structural deficiencies that severely limit the structure's capacity to meet the needs of modern vehicular traffic on Yale Street. The bridge exhibits spalling and cracks in the concrete wingwalls and abutments; cracks, delaminations, spalls with exposed rebar in the floor beams supporting the sidewalks; cracks with efflorescence in the end floor beams; and flexural cracks in the concrete girders due to overstress from traffic loads, amongst other structural issues. Additionally, the concrete baluster railing is obsolete because it is not crash-tested.

The bridge also does not meet current load requirements and is considered "functionally deficient" due to its inherent design limitations coupled with the above-mentioned deterioration. The current roadway width does not allow for safe passage of large trucks in opposite directions, nor does it meet the current requirement for bicycle accommodations, which create hazardous traffic conditions. As a result, the functionality of the bridge is limited in two ways: the load carrying capacity and the geometry of the bridge are inadequate for today's transportation system users.

The purpose of this project is to provide a safe and efficient crossing over White Oak Bayou along Yale Street, which meets the current and future traffic needs.

Alternatives Analysis

Overview

The existing facility is in need of design upgrades to meet current roadway standards. In order to upgrade the facility to meet these standards it is proposed that the existing bridge at White Oak Bayou be replaced with a new structure.

The bridge has a Sufficiency Rating of 25.1 out of a possible score of 100. Any bridge with a rating below 50 is eligible for replacement. With an existing road width of 40 feet, the bridge is classified as "functionally obsolete" and does not meet current TxDOT design standard width of 60.5 feet for a four-lane bridge with an average daily traffic count (ADT) of 15,552 vehicles per day (VPD). Approximately 12 % of the current ADT is truck traffic, which does not include vans, pickup trucks, or other light delivery trucks. The heavy volume of truck traffic poses a hazardous situation for this load posted structure and places added stress on its members.

Recent rehabilitation of the concrete floor beams included the strengthening of intermediate and end floor beams with fiber wrap and carbon fiber laminate strips (FRP) bonded to the floor beam bottom and sides. This repair is considered to be a temporary fix with an uncertain life expectancy and unknown bonding durability. Flexural cracks from prior overstress remain visible on intermediate floor beams outside the repaired areas. The effectiveness of the wrapping is dependent upon the strength of the adhesive and the soundness of the surface to which it is applied. If the existing concrete is considerably degraded, the material being wrapped is inherently unsound.

Alternatives Analysis

In compliance with Section 4(f) of the DOT Act, TxDOT conducted an intensive alternatives analysis to determine the best course of action in regards to the NRHP-listed historic bridge. This review determined that there is no feasible or prudent alternative other than to remove the structure and build a new structure on the current alignment. Below is a summary of this analysis.

No-Build Alternative

The no-build option implies that no project using state and federal funds would be undertaken. The no-build alternative would essentially consist of continuing the 24-month inspection frequency and providing routine maintenance. Such maintenance cannot substantially improve the situation and would not remediate the deficiencies and progressive deterioration of the bridge. In addition, the bridge would remain load-posted. To date, numerous citations have been handed to drivers of over-loaded vehicles crossing the Yale Street Bridge since the structure was post loaded. It would not be prudent or feasible to provide 24-hour police surveillance of the bridge to enforce the load posting.

The functional deficiencies would not be resolved by this alternative. Repairing the serious deterioration to the bridge exhibited by the structurally significant concrete floor beams and girders due to overstress from traffic loads, delamination, efflorescence and honeycombing is beyond what can be considered routine maintenance. Because of these deficiencies, the bridge would ultimately pose serious and unacceptable safety hazards to the traveling public and places intolerable restrictions on transport and travel in an area experiencing renewed growth, activity, and commercial development.

While the no-build alternative would have the least impact on the historic integrity of the bridge in the short term, the distress to the floor beams and girders over time will inevitably harm or irreparably damage those character-defining features for which the bridge is listed

in the NRHP. *The no-build alternative would not meet the purpose and need because it would not provide a safe and efficient structure for vehicular use consistent with transportation needs, safety, and load requirements.*

Rehabilitation for Vehicular Use for Continued Two-way Traffic Alternative
This alternative would leave the existing bridge in place and continue to allow two-way traffic on the structure. The bridge's original, now outdated structural design is the most substantial obstacle towards its long-term use. While widening the existing facility is structurally possible, such an improvement would lead to future maintenance issues and also necessitate structural changes to the bridge design that make the bridge significant for listing in the NRHP. Any alterations to its character-defining features would be an adverse effect to the NRHP-listed property.

To repair the bridge structurally, all of the existing floor beams would have to be removed and replaced. Since the slab and floor beams were constructed monolithically, the slab and stringers should be replaced at the same time. The girders would have to be reinforced with steel, which would add additional loading to the bridge and reduce its load carrying capacity. Once complete, the only remaining original parts of the bridge would be the main girders and the columns. The bridge would not meet the current AASHTO truck loading and truck configuration standards of 80,000 pounds and would have to remain load-posted. In 1931, when the bridge was originally constructed, standard truck weight was only 25,000 pounds and increased load-carrying capacity of modern-day trucks creates unsafe conditions and poses a public safety concern. The structural deficiencies cannot be reasonably corrected without large-scale alterations that would compromise the historical integrity of the bridge.

While feasible, this alternative is not prudent because it would not provide a safe and efficient structure for vehicular use consistent with transportation needs, safety, and load requirements, as well as altering the features that qualify the bridge for the National Register.

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Determination of Effects
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Conclusion
In closing, we remind you of the invitation previously extended to your organization to attend the Public Hearing for this project to be held on Tuesday, July 29th in the Auditorium of the TxDOT Houston District at 7600 Washington Ave. (Open House 5:30 PM, Presentation and Public Comment 6:30 PM).

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Sincerely,

Mario L. Sanchez, Ph.D., R.A.
Historical Architect
Environmental Affairs Division

CONCUR
ADVERSE EFFECT WITH MITIGATION
YALE STREET BRIDGE AT WHITE OAK BAYOU
CSJ: 0912-72-230

NAME: _____ DATE: _____
Harris County Historical Commission

cc. Ms. Linda Henderson, Texas Historical Commission
Mr. Michael Graham, AIA, Harris County Historical Commission

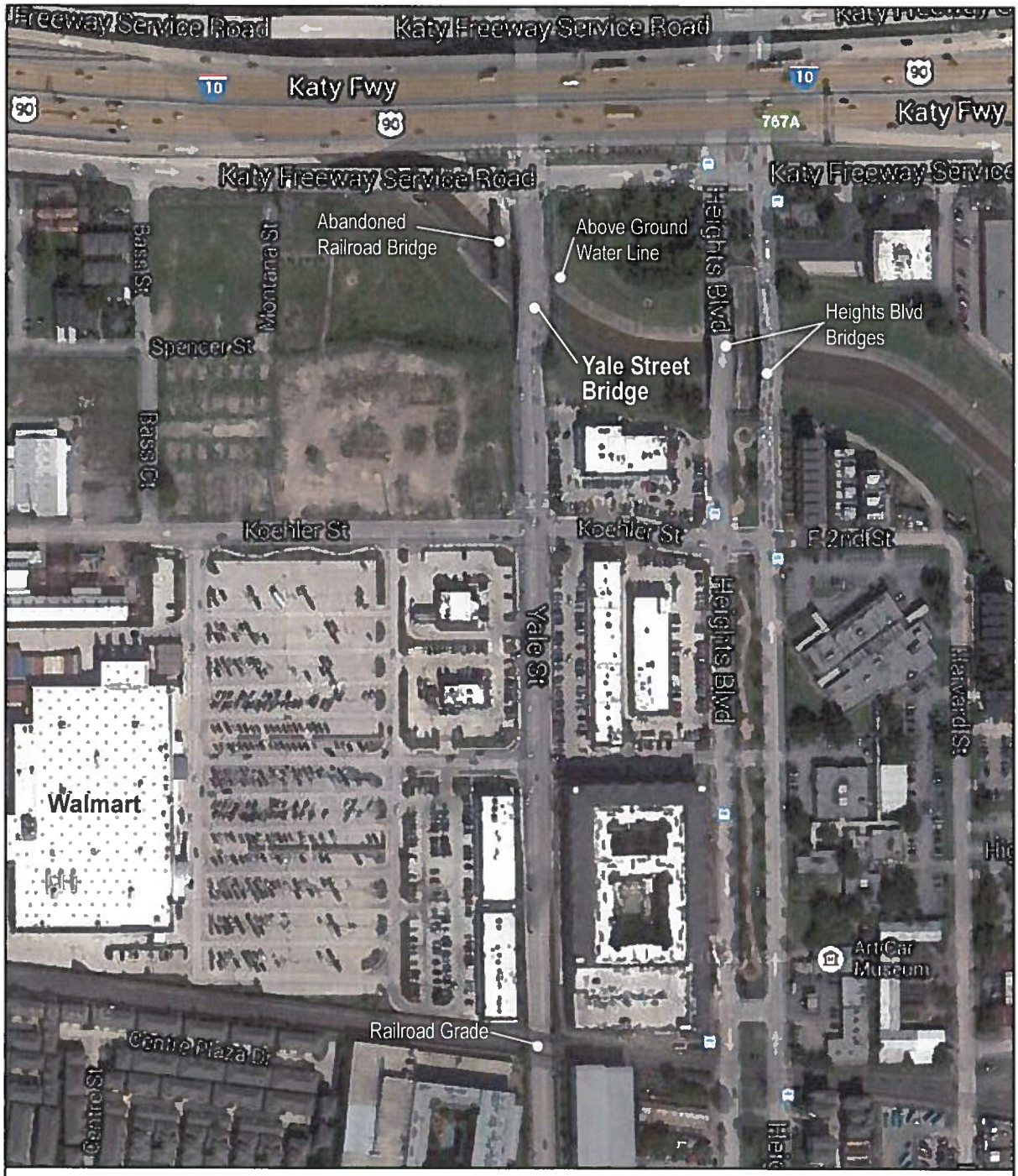

Figure 1: Project Location Map

Yale Street
Houston, Harris County, Texas

Texas Department of Transportation

HARDY·HECK·MOORE INC

Map Source: Google Maps

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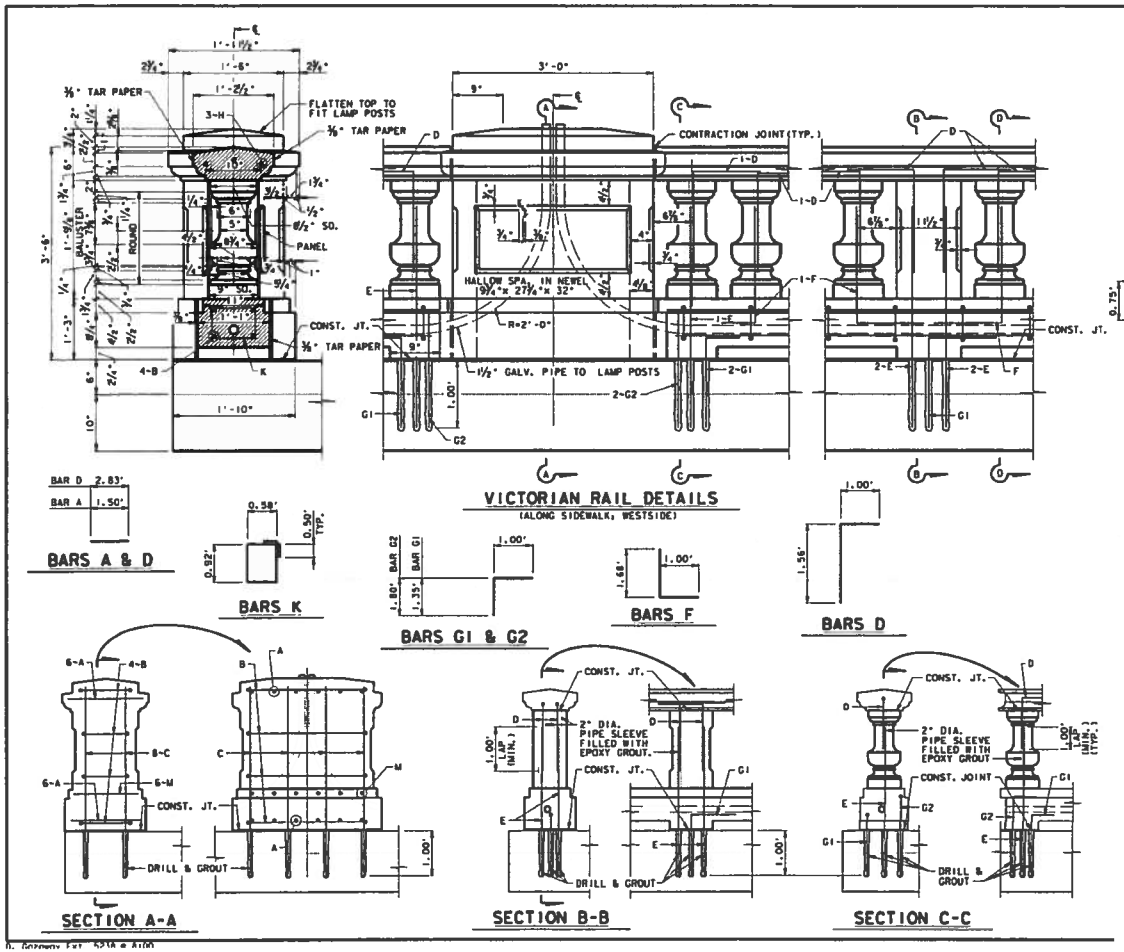
View of deck of Yale Street White Oak Bayou Bridge, looking north.

View of superstructure of Yale Street White Oak Bayou Bridge from south approach, looking northeast.



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PRELIMINARY SUBJECT TO CHANGE

TEXAS DEPARTMENT OF TRANSPORTATION

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YALE STREET C411 (MOD) RAIL DETAILS

N.T.S.

SHEET 7 OF 7

FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
6	BR 2013(801)		
STATE	DIST.	COUNTY	
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CONT.	SECT.	JOB	HIGHWAY NO.
0912	72	230	CS

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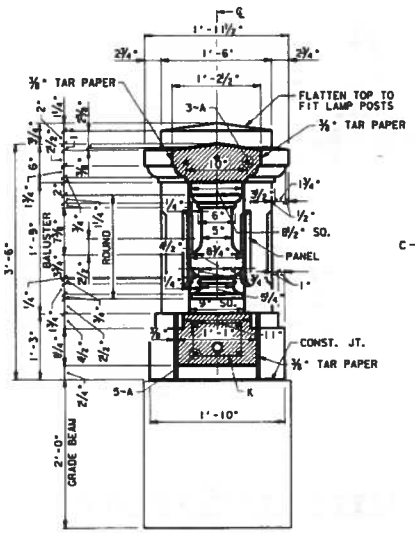
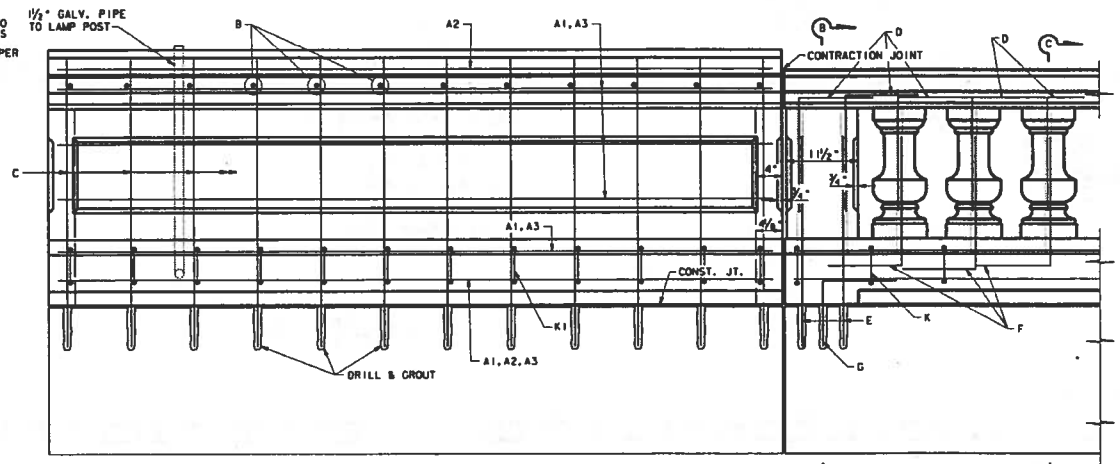
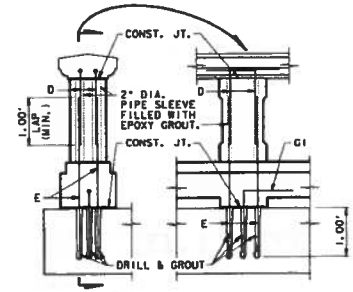




VICTORIAN END GUARDRAIL DETAILS

(ABUT. 1 & ABUT. 5 ENDS)



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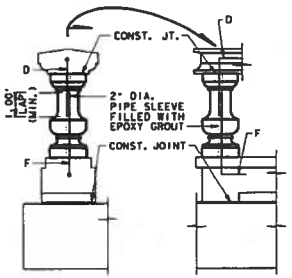

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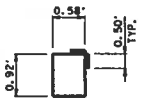

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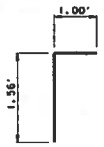

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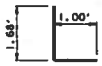

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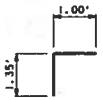

BARS G

PRELIMINARY SUBJECT TO CHANGE

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TEXAS DEPARTMENT OF TRANSPORTATION

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YALE STREET C411 (MOD) RAIL DETAILS

N.T.S.

SHEET 1 OF 7

FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
6	BR 2013(801)		
STATE	DIST.	COUNTY	
TEXAS	HOU	HARRIS	
CONT.	SECT.	JOB	HIGHWAY NO.
0912	72	230	CS

DATE: 7/17/2014
FILE: H:\cdb\0912-72-230 yale street bridge replacement\bridgestr\BRDG RAIL DETS\230BRDG DET01.dgn

Texas Department of Transportation

July 18, 2014

SECTION 106: DETERMINATION OF ADVERSE EFFECT WITH MITIGATION

CSJ: 0912-72-230
Yale Street at White Oak Bayou
Houston
Harris County

Mr. Kirk Farris
Art and Environmental Architecture, Inc.
[redacted]

Dear Mr. Farris:

The referenced undertaking will be carried out with federal funding. Because Art and Environmental Architecture, Inc. has been granted consulting party status, and in accordance with the first amended Programmatic Agreement for Transportation Undertakings (PA-TU) between the Texas Department of Transportation (TxDOT,) the Federal Highway Administration (FHWA,) the Advisory Council for Historic Preservation (ACHP,) and the Texas Historical Commission (THC,) this letter initiates Section 106 consultation on the effect the proposed undertaking will have on a National Register-listed property located within the project area of potential effects (APE).

Introduction

Constructed in 1931, the existing facility consists of four continuous and two simple concrete girder spans on concrete supports founded on timber piling. Each span has two main girders spaced at 36 feet with a concrete floor system consisting of floor beams spaced at 11 feet and two stringer beams parallel to the main girders. The deck is a two-way reinforced concrete slab integral with the girders and floor system. The deck is topped with paving bricks that have been overlaid with a four-inch asphaltic wearing surface.

The bridge has four travel lanes on a 40-foot roadway with no shoulders and six-foot pedestrian walkways at both sides. The sidewalks are bordered on the outside with a concrete urn balustrade railing. The balustrade is divided into sections by concrete posts incised with square panels and topped with capitals. Reproduction steel lamp standards are placed at irregular intervals along the bridge. The bridge is posted for a 10,000-pound Axle Weight Limit and 13,000-pound Tandem Axle Weight Limit (see attached location map).
.

Determination of National Register Eligibility

J.P. Miller & Company constructed this bridge for the City of Houston in 1931. Designed by city bridge engineer J. G. McKenzie, the bridge reveals the lingering influence of the City Beautiful Movement. To create this crossing, McKenzie selected a reinforced concrete girder configuration. A 1929 bond issue financed the bridge, which was constructed for approximately $43,580. To improve the appearance of the bridge and to mimic the adjacent Heights Boulevard Bridge constructed in 1922 (replaced 1999), the girders were cast with a shallow curve and placed on battered concrete bents topped with square capitals. Since the bridge's completion, sections of the urn balustrade railing have been damaged but replaced with sympathetic materials.

The Yale Street Bridge gains its significance for its special design and railing. It is one of a few remaining intact examples of a bayou crossing constructed during the early 1930s as part of Houston's street improvement bond issue program. The bridge retains the majority of its integrity of *design*, *materials*, *workmanship*, and *location*, and possesses sufficient integrity of *setting*, *feeling*, and *association* to convey its significance. It is listed in the National Register of Historic Places (NRHP) under Criterion C in the area of Engineering at the state level of significance (see attached photo).

Purpose and Need

The Yale Street Bridge exhibits a number of structural deficiencies that severely limit the structure's capacity to meet the needs of modern vehicular traffic on Yale Street. The bridge exhibits spalling and cracks in the concrete wingwalls and abutments; cracks, delaminations, spalls with exposed rebar in the floor beams supporting the sidewalks; cracks with efflorescence in the end floor beams; and flexural cracks in the concrete girders due to overstress from traffic loads, amongst other structural issues. Additionally, the concrete baluster railing is obsolete because it is not crash-tested.

The bridge also does not meet current load requirements and is considered "functionally deficient" due to its inherent design limitations coupled with the above-mentioned deterioration. The current roadway width does not allow for safe passage of large trucks in opposite directions, nor does it meet the current requirement for bicycle accommodations, which create hazardous traffic conditions. As a result, the functionality of the bridge is limited in two ways: the load carrying capacity and the geometry of the bridge are inadequate for today's transportation system users.

The purpose of this project is to provide a safe and efficient crossing over White Oak Bayou along Yale Street, which meets the current and future traffic needs.

Alternatives Analysis

Overview

The existing facility is in need of design upgrades to meet current roadway standards. In order to upgrade the facility to meet these standards it is proposed that the existing bridge at White Oak Bayou be replaced with a new structure.

The bridge has a Sufficiency Rating of 25.1 out of a possible score of 100. Any bridge with a rating below 50 is eligible for replacement. With an existing road width of 40 feet, the bridge is classified as "functionally obsolete" and does not meet current TxDOT design standard width of 60.5 feet for a four-lane bridge with an average daily traffic count (ADT) of 15,552 vehicles per day (VPD). Approximately 12 % of the current ADT is truck traffic, which does not include vans, pickup trucks, or other light delivery trucks. The heavy volume of truck traffic poses a hazardous situation for this load posted structure and places added stress on its members.

Recent rehabilitation of the concrete floor beams included the strengthening of intermediate and end floor beams with fiber wrap and carbon fiber laminate strips (FRP) bonded to the floor beam bottom and sides. This repair is considered to be a temporary fix with an uncertain life expectancy and unknown bonding durability. Flexural cracks from prior overstress remain visible on intermediate floor beams outside the repaired areas. The effectiveness of the wrapping is dependent upon the strength of the adhesive and the soundness of the surface to which it is applied. If the existing concrete is considerably degraded, the material being wrapped is inherently unsound.

Alternatives Analysis

In compliance with Section 4(f) of the DOT Act, TxDOT conducted an intensive alternatives analysis to determine the best course of action in regards to the NRHP-listed historic bridge. This review determined that there is no feasible or prudent alternative other than to remove the structure and build a new structure on the current alignment. Below is a summary of this analysis.

No-Build Alternative

The no-build option implies that no project using state and federal funds would be undertaken. The no-build alternative would essentially consist of continuing the 24-month inspection frequency and providing routine maintenance. Such maintenance cannot substantially improve the situation and would not remediate the deficiencies and progressive deterioration of the bridge. In addition, the bridge would remain load-posted. To date, numerous citations have been handed to drivers of over-loaded vehicles crossing the Yale Street Bridge since the structure was post loaded. It would not be prudent or feasible to provide 24-hour police surveillance of the bridge to enforce the load posting.

The functional deficiencies would not be resolved by this alternative. Repairing the serious deterioration to the bridge exhibited by the structurally significant concrete floor beams and girders due to overstress from traffic loads, delamination, efflorescence and honeycombing is beyond what can be considered routine maintenance. Because of these deficiencies, the bridge would ultimately pose serious and unacceptable safety hazards to the traveling public and places intolerable restrictions on transport and travel in an area experiencing renewed growth, activity, and commercial development.

While the no-build alternative would have the least impact on the historic integrity of the bridge in the short term, the distress to the floor beams and girders over time will inevitably harm or irreparably damage those character-defining features for which the bridge is listed

in the NRHP. *The no-build alternative would not meet the purpose and need because it would not provide a safe and efficient structure for vehicular use consistent with transportation needs, safety, and load requirements.*

Rehabilitation for Vehicular Use for Continued Two-way Traffic Alternative
This alternative would leave the existing bridge in place and continue to allow two-way traffic on the structure. The bridge's original, now outdated structural design is the most substantial obstacle towards its long-term use. While widening the existing facility is structurally possible, such an improvement would lead to future maintenance issues and also necessitate structural changes to the bridge design that make the bridge significant for listing in the NRHP. Any alterations to its character-defining features would be an adverse effect to the NRHP-listed property.

To repair the bridge structurally, all of the existing floor beams would have to be removed and replaced. Since the slab and floor beams were constructed monolithically, the slab and stringers should be replaced at the same time. The girders would have to be reinforced with steel, which would add additional loading to the bridge and reduce its load carrying capacity. Once complete, the only remaining original parts of the bridge would be the main girders and the columns. The bridge would not meet the current AASHTO truck loading and truck configuration standards of 80,000 pounds and would have to remain load-posted. In 1931, when the bridge was originally constructed, standard truck weight was only 25,000 pounds and increased load-carrying capacity of modern-day trucks creates unsafe conditions and poses a public safety concern. The structural deficiencies cannot be reasonably corrected without large-scale alterations that would compromise the historical integrity of the bridge.

While feasible, this alternative is not prudent because it would not provide a safe and efficient structure for vehicular use consistent with transportation needs, safety, and load requirements, as well as altering the features that qualify the bridge for the National Register.

Rehabilitation for Continued Vehicular Use as a One-way Pair Alternative
This option consists of constructing a new bridge adjacent to the existing structure allowing each to carry one-way traffic in each direction. The new bridge would be designed to meet current AASHTO standards for new construction. The existing bridge would be left in place and would carry one-way traffic in the opposite direction.

Due to the existing street geometry and surrounding construction, the present bridge structure has already been located at the only feasible and prudent site. To build a new bridge at another site would result in extraordinary bridge and approach engineering and construction difficulty (the mainline geometrics, profile, and bridge at IH 10, which is located directly north of the Yale Street Bridge, would require redesign), added costs, major disruption to established traffic patterns, and the displacement of a significant number of businesses due to the need to acquire additional ROW south of the bridge. *Therefore, this alternative is not feasible or prudent.*

Rehabilitation for Use as a Pedestrian Structure Alternative
This alternative consists of leaving the existing bridge in place for non-vehicular use and redirects vehicular traffic to the nearby Houston Heights Boulevard Bridge as an alternate route. The existing bridge would remain in place and be adapted to pedestrian use.

Yale Street is classified as an Urban Minor Arterial roadway and is a major north-south street with an average daily traffic count of 15,552 vehicles per day. In addition, the area immediately surrounding the bridge has recently seen a surge in adjacent development that includes a new chain retail store (Walmart) and various shopping centers. Closing Yale Street at White Oak Bayou would force drivers to use the nearby Heights Boulevard Bridge, which would greatly increase that bridge's ADT, which is currently 11,000 VPD, and ultimately lead to traffic-flow problems.

Furthermore, immediately south of the bridge, Yale Street is grade-separated under the Southern Pacific Railroad tracks. Closing Yale Street to thru-traffic via the existing bridge is detrimental to emergency vehicles because the adjacent roadways are at-grade with the railroad crossing. The conversion of the Yale Street Bridge only to pedestrian use would require emergency vehicles to wait for trains to pass before crossing the railroad tracks. *For these reasons, this alternative, while feasible, is not prudent.*

Replace the Existing Structure Alternative
TxDOT proposes to replace the existing bridge on current alignment. The new structure would be designed in accordance to current loading standards and would have a non-crash tested ornamental rail compatible with the existing one to reference the historic appearance of the original bridge. To provide the required vehicular impact protection for a low-speed facility, a retrofitted crash-tested rail would be placed at the sidewalk curb.

This alternative meets the purpose and need for the project by eliminating existing structural deficiencies, eliminating functional deficiencies, and bringing the roadway into conformance with current design standards and criteria. It provides a safe and efficient new structure for vehicular use consistent with transportation needs, safety, and load requirements.

Efforts to Minimize Harm and Mitigation
Because the bridge was not determined to be a candidate for preservation in place, TxDOT complied with FHWA requirements to market the structure to a responsible party that would agree to preserve and maintain the bridge for another use. An advertisement was placed in the Houston Chronicle on July 1, 2014 announcing to the public that the bridge was available for relocation. At the expiration of the 15-day response period, no parties expressed interested in ownership of the bridge. Since the bridge could not be prudently retained for vehicular use and there was no public interest in its relocation, in accordance with 36 CFR 800.6, TxDOT proposes to mitigate the above mentioned adverse effects through the following measures:

–retaining the original bridge documentation file at the Environmental Affairs Division with medium format black and white photographs of the salient engineering features of the bridge, and a historical narrative on concrete bridges in the State of Texas.

–installation in the replacement bridge of a new ornamental rail compatible with the existing one to reference the historic appearance of the original bridge (see attached schematic sheet).

Determination of Effects
After applying the criteria of *Adverse Effects* as stipulated in 36 CFR 800.4, TxDOT determines the proposed action to remove the Yale Street Bridge will constitute an **adverse effect** to this National Register-listed property.

Conclusion
In closing, we remind you of the invitation previously extended to your organization to attend the Public Hearing for this project to be held on Tuesday, July 29th in the Auditorium of the TxDOT Houston District at 7600 Washington Ave. (Open House 5:30 PM, Presentation and Public Comment 6:30 PM).

You may sign in the space provided below to indicate your concurrence with this finding and proposed mitigation. If a response is not received within 30 days, TxDOT will assume your concurrence with the findings and proposal. Thank you for your cooperation in this federal review process. If you have any questions or comments, you may contact me at (512) 416-2770 or at mario.sanchez@txdot.gov.

Sincerely,

Mario L. Sanchez, Ph.D., R.A.
Historical Architect
Environmental Affairs Division

CONCUR
ADVERSE EFFECT WITH MITIGATION
YALE STREET BRIDGE AT WHITE OAK BAYOU
CSJ: 0912-72-230

NAME: _____ DATE: _____
Art and Environmental Architecture, Inc.

cc. Ms. Linda Henderson, Texas Historical Commission

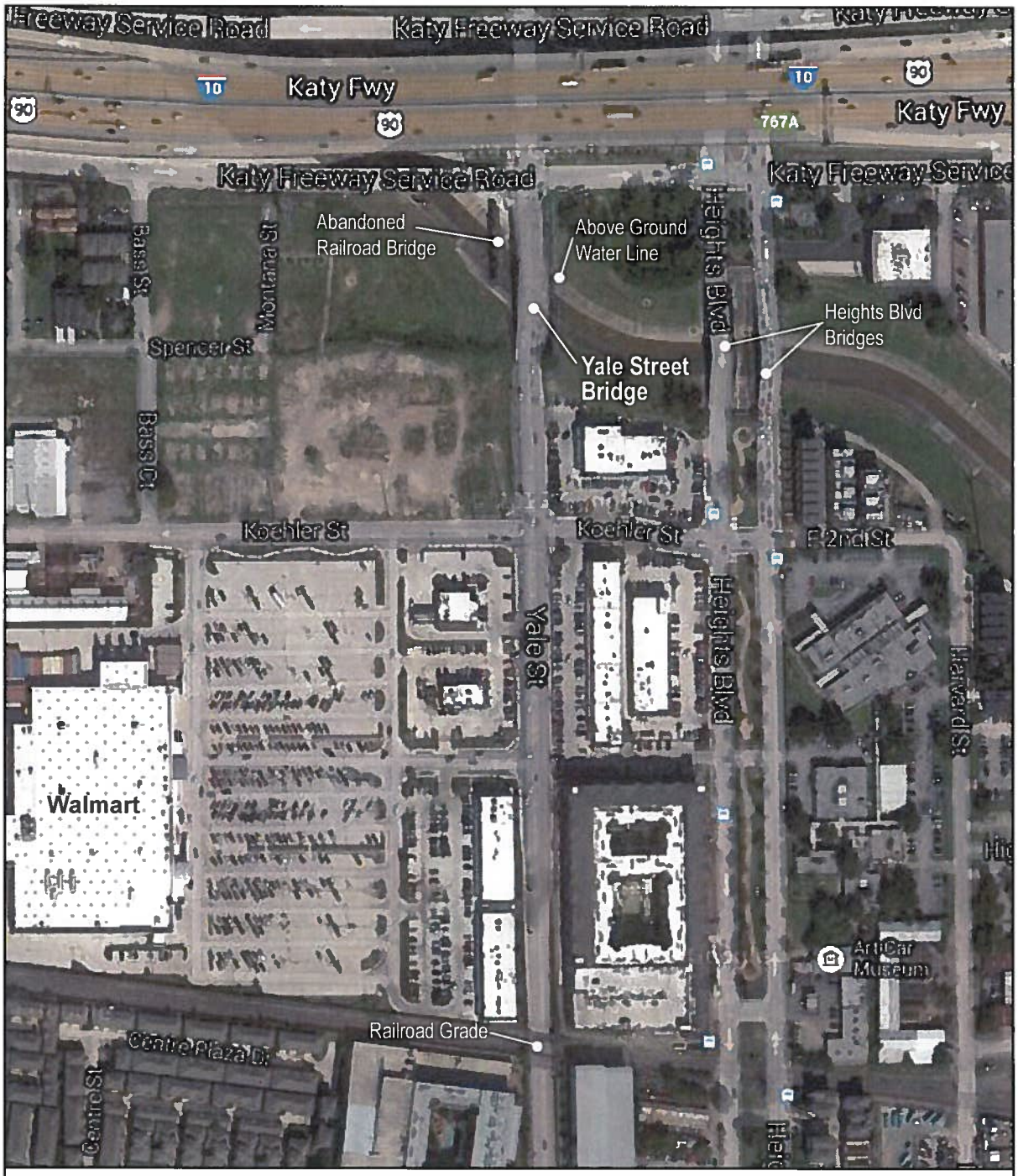


Figure 1: Project Location Map

Yale Street
Houston, Harris County, Texas

Texas Department of Transportation

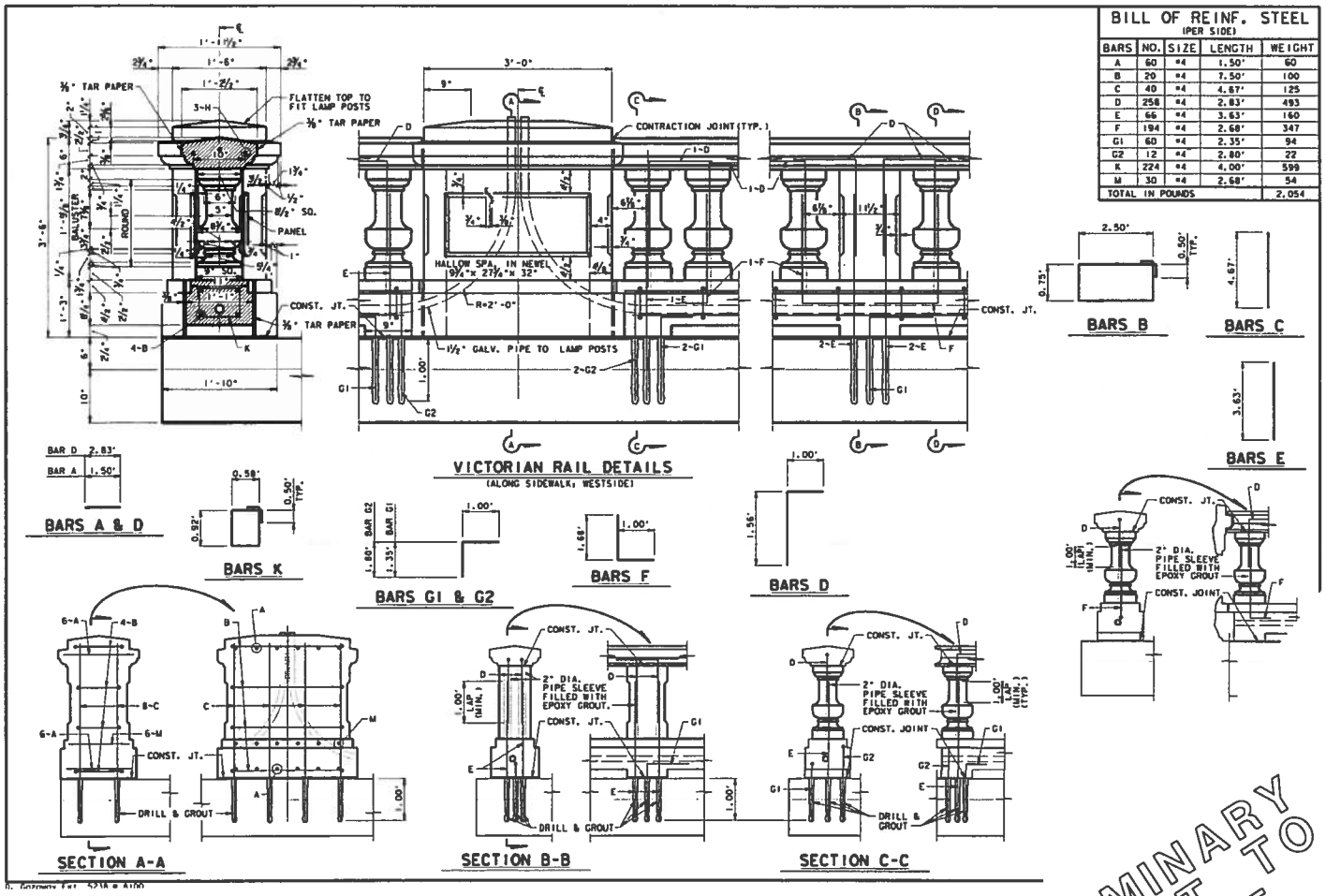
HARDY·HECK·MOORE INC

Map Source: Google Maps

N

View of deck of Yale Street White Oak Bayou Bridge, looking north.

View of superstructure of Yale Street White Oak Bayou Bridge from south approach, looking northeast.



BILL OF REINF. STEEL (PER SIDE)				
BARS	NO.	SIZE	LENGTH	WEIGHT
A	60	#4	1.50'	60
B	20	#4	7.50'	100
C	40	#4	4.67'	125
D	258	#4	2.83'	493
E	66	#4	3.63'	160
F	194	#4	2.68'	347
G1	60	#4	2.35'	94
G2	12	#4	2.80'	22
K	224	#4	4.00'	599
M	30	#4	2.68'	54
TOTAL IN POUNDS				2,054

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PRELIMINARY SUBJECT TO CHANGE

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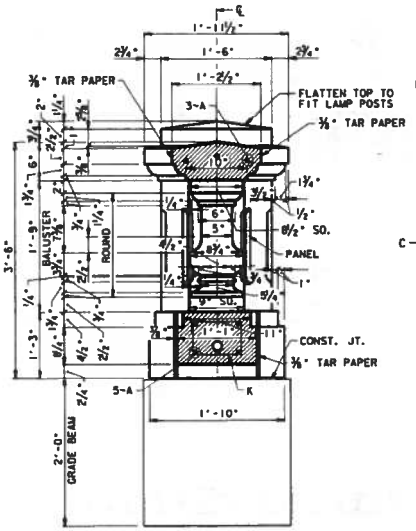
YALE STREET C411 (MOD) RAIL DETAILS

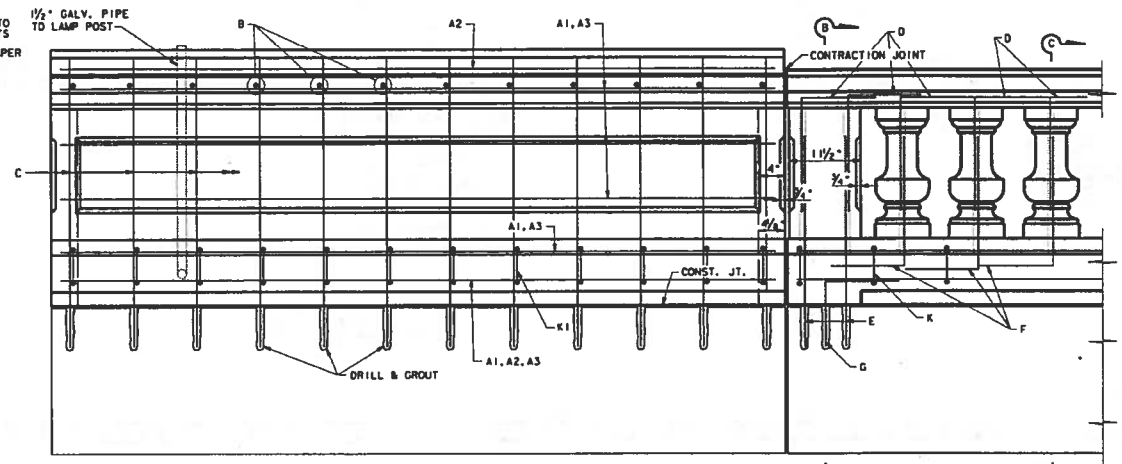
N. T. S.

SHEET 7 OF 7

FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
6	BR 2013(801)		
STATE	DIST.	COUNTY	
TEXAS	HOU	HARRIS	
CONT.	SECT.	JOB	HIGHWAY NO.
0912	72	230	CS

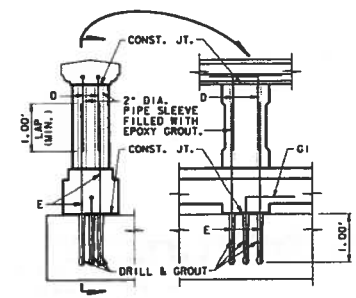
DATE: 7/17/2014
FILE: n:\cdb\0912-72-230 yale street bridge repalcement\bridge\str\BRDG RAIL DETS\230BRDG DET01.dgn



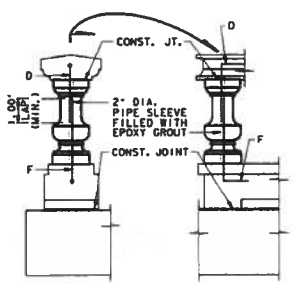


VICTORIAN END GUARDRAIL DETAILS

(ABUT. 1 & ABUT. 5 ENDS)



SECTION B-B



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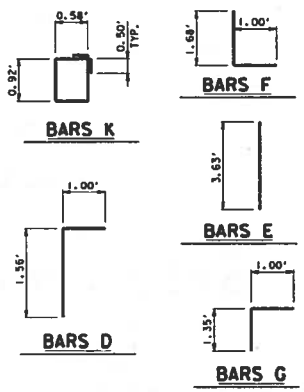

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YALE STREET C411 (MOD) RAIL DETAILS

N.T.S.

SHEET 1 OF 7

FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
6	BR 2013(801)		
STATE	DIST.	COUNTY	
TEXAS	HOU	HARRIS	
CONT.	SECT.	JOB	HIGHWAY NO.
0912	72	230	CS

DATE: 7/17/2014
FILE: h:\cdb\0912-72-230 yale street bridge replacement\bridge\str\BRDG RAIL DETS\230BRDG DET01.dgn

sgrad.dgn

D. Gorzowy Fat. 5238 @ 8100

Appendix D

Texas Department of Transportation

SIGN-IN SHEET/HOJA DE REGISTRO

PUBLIC HEARING: Yale Street Bridge Replacment At White Oak Bayou

July 29, 2014 (5:30 p.m.)

NO.	NAME/ NOMBRE (PLEASE PRINT/POR FAVOR IMPRIMA)	AFFILIATION/SUSTANTIVO	MAILING ADDRESS/DIRECCIÓN
1	Joh Treffen	Sels	[redacted]
2	AMAR MOHITE	COH-PDD	
3	MICHAEL GRAHAM	~~HCHC~~	
4	~~Char~~		
5	Ravi Kalyalooto	COH - PWE	
6	Robert Lee	White Oak Bayou Assoc.	
7	Kirk FARRIS	art & Envi. Arch Inc.	
8	Mark R Williamson	HHA / GHSNC	
9	AYARZAGOITIA	NORTHILL NEIGHBORH	
10	Ross MATTERN	WESTEND Civic Club	
11	BART DUCKWORTH	THE AENDER Co	
12	Harry Durham	The ARK Cast Stone	
13	Steve Hupp	Bayou Preservation Association	
14	Bill Pollerin	Houston Heights Assn	
15	Laura Thorp	Resident of the Heights	

Texas Department of Transportation

SIGN-IN SHEET/HOJA DE REGISTRO

PUBLIC HEARING: Yale Street Bridge Replacment At White Oak Bayou

July 29, 2014 (5:30 p.m.)

NO.	NAME/ NOMBRE (PLEASE PRINT/POR FAVOR IMPRIMA)	AFFILIATION/SUSTANTIVO	MAILING ADDRESS/DIRECCIÓN
1	Charles Cook		[redacted]
2	Mary Abshier	GHSNC	
3	JIM MACKEY	WOBA	
4	Julie Villanueva		
5	JACK VACYUSKI	CITY OF HOUSTON	
6	Crystal Ford	Rep. Alvarado	
7	Brooke Boyett	CM Ellen Cohen	
8	James Stelm		
9	James SCHRIVER	Old Sixth Ward	
10	Catherine Roberts	resident	
11			
12			
13			
14			
15			

Texas Department of Transportation

SIGN-IN SHEET/HOJA DE REGISTRO

PUBLIC HEARING: Yale Street Bridge Replacment At White Oak Bayou

July 29, 2014 (5:30 p.m.)

NO.	NAME/ NOMBRE (PLEASE PRINT/POR FAVOR IMPRIMA)	AFFILIATION/SUSTANTIVO	MAILING ADDRESS/DIRECCIÓN
1	IAN HUDSON	HCFCD	[redacted]
2	JOSE BERLANGA		
3	TOM GOLL	NOBA	
4	BOBS GASCARD	Sunset Heights Civic Club	
5			
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7			
8			
9			
10			
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14			
15			

Texas Department of Transportation

SIGN-IN SHEET/HOJA DE REGISTRO

PUBLIC HEARING: Yale Street Bridge Replacment At White Oak Bayou

July 29, 2014 (5:30 p.m.)

NO.	NAME/ NOMBRE (PLEASE PRINT/POR FAVOR IMPRIMA)	AFFILIATION/SUSTANTIVO	MAILING ADDRESS/DIRECCIÓN
1	Doug Villaescusa		[redacted]
2	DAVID BUSH	PRESERVATION HOUSTON	
3			
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Texas Department of Transportation

MEDIA SIGN-IN SHEET/HOJA DE REGISTRO

July 29, 2014 (5:30 p.m.)

NO.	NAME/ NOMBRE (PLEASE PRINT/POR FAVOR IMPRIMA)	AFFILIATION/SUSTANTIVO	MAILING ADDRESS/DIRECCIÓN
1	Mike Rank	KPRC	
2	Kim Hogstron	The Leader	
3	JEN BAUER	KPRC	
4	Matt James	KPRC	
5			
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Appendix E

Section 106; Section 4(f) and TWPD Chapter 26 Public Hearing
July 29, 2014
Photos

Section 106
Consultation Table

CO

TEXAS DEPARTMENT OF TRANSPORTATION

Section 106; Section
4(f) and Chapter 26
Public Hearing

ORAL COMMENTS
2:54

TEXAS DEPARTMENT OF TRANSPORTATION
ORAL COMMENTS
Submit Speaker Registration Card
Limited to 3 minutes
Use microphone and face court reporter
State your name and whom you represent (if applicable)
Unused time may not be given to another speaker
2:41

Appendix F

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4 SECTION 106; SECTION 4(f) AND CHAPTER 26

5

6 PUBLIC HEARING

7

8 YALE STREET BRIDGE REPLACEMENT AT WHITE OAK BAYOU

9

10

11 .....

12

DATE: JULY 29, 2014 TIME: 6:30 to 7:05 P.M.

13

14

15 LOCATION: TxDOT Houston District Offices
7600 Washington Avenue
16 Houston, Texas 77007

17

18

REPORTED BY: Mary C. Dopico, CSR, RPR, CRR
19 Mary Dopico Reporting Services
2925 Gulf Freeway South, B-158
20 League City, Texas 77573
713/520-0084
21 E-mail: mdopico@sprynet.com

22

23

24

25

1 I N D E X

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5 Environmental Presentation by Mario Sanchez..... 6

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12 Kirk Farris..... 22

13 Julie Villaescusa..... 24

14 Jim Mackey..... 25

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16 Closing comments by Bill Brudnick..... 26

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18 Reporter's Certification..... 28

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1 P R O C E E D I N G S

2

3 BILL BRUDNICK: Well, good evening. I
4 guess we, if we could, go ahead and get started. I want
5 to start off by saying my name is Bill Brudnick, and I'm
6 the Director of Transportation Planning and Development
7 for the Texas Department of Transportation out of the
8 Houston District.
9 And before we start today's meeting, if I
10 could ask you all to go ahead and silence your -- any
11 kind of cell phones that you may have or electronic
12 devices.
13 Today is Tuesday July 29th, and the time
14 is approximately 6:30 -- 6:32. And on behalf of the
15 Federal Highway Administration and the Texas Department
16 of Transportation I would like to thank you for your
17 interest in participating in today's public hearing.
18 We welcome you to this public hearing at
19 the Texas Department of Transportation for the Section
20 106, the Section 4(f) and the Chapter 26 public hearing
21 for the proposed Yale Street Bridge replacement at White
22 Oak Bayou in the City of Houston, Harris County, Texas.
23 As you entered tonight, you were asked to
24 go ahead and register at one of our sign-in tables; and
25 if you haven't done so already, please register before

1 you leave tonight so we'll have a record of your
2 participation in this public hearing. By registering,
3 you will also be added to the mailing list for any
4 future project updates.
5 Also available at the sign-in table are
6 comment forms for your written comment. For those who
7 wish to make any oral comments during the formal public
8 comment session, speaker registration cards are also
9 available at the sign-in table.
10 Feel free to review the exhibits in the
11 open house area. They will be available until we
12 adjourn tonight.
13 The public comment session will follow --
14 will begin following the presentation. This public --
15 this official public hearing will adjourn after all
16 comments -- oral comments have been heard.
17 The purpose of tonight's public hearing
18 is to present the proposed impacts to the Yale Street
19 Bridge which is listed on the National Register of
20 Historical Places and to collect comments from the
21 public on this topic.
22 Section 106 of the National Historical
23 Preservation Act of 1966 and Section 4(f) of the
24 Department of Transportation's Act of 1966 both require
25 the public to be given an opportunity to comment when a

1 Section 106 or 4(f) resource is impacted by a proposed
2 project.
3 Chapter 26 of the Texas Parks and
4 Wildlife Code requires that a public hearing be held
5 when a TxDOT project proposes impact to any public lands
6 designated for use as a park, recreation area,
7 scientific area, wildlife refuge, or historical site.
8 This public hearing is being transcribed
9 by a certified court -- court reporter for the formal
10 public record.
11 Notice for this public hearing were
12 advertised in THE HOUSTON CHRONICLE, the LA VOZ, in
13 accordance with the FHWA and Chapter 26 of the park --
14 Texas Parks and Wildlife Code.
15 Notifications were e-mailed to the
16 elected officials, adjacent property owners, and
17 interested civic associations.
18 We would like to welcome and recognize
19 the elected officials who are in attendance. I don't
20 know if there are any. If I could, I would ask them to
21 please stand up tonight?
22 (No response.)
23 BILL BRUDNICK: Okay. Well, there are
24 several ways you may contact -- make comment on the
25 proposed project. At the end of the presentation, we

1 will be taking oral comments. Each commenter will be
2 given three minutes to make their remarks. We are
3 unable to answer questions during this time; however, we
4 will be able to answer any questions following the
5 comment period.
6 If you would like to comment, but do not
7 wish to comment orally tonight or if you wish to comment
8 in more detail, you may submit your comments in writing.
9 Written comments must be submitted or postmarked by
10 August 18th, 2014.
11 We have provided comment boxes if you
12 choose to leave your completed comment form tonight.
13 Your comments may also be sent electronically to the
14 e-mail address shown on the slides and provided to you
15 in your handout.
16 I will now turn the presentation over to
17 Mr. Mario Sanchez to further discuss the impacts to the
18 Yale Street Bridge.
19 MARIO SANCHEZ: Thank you, Mr. Brudnick.
20 I'm Mario Sanchez, a historian and an
21 architect at the Texas -- TxDOT Environmental Affairs
22 Division in Austin, Texas.
23 The proposed project would replace the
24 existing Yale Street Bridge crossing White Oak Bayou
25 which is listed in the National Register of Historic

1 Places in the City of Houston, Harris County, Texas.
2 The existing facility dates from 1931 and
3 has four 10-foot travel lanes, two in each direction, on
4 a 40-foot wide roadway with no shoulders and two 6-foot
5 sidewalks.
6 The bridge was constructed by J.P. Miller
7 & Company for the City of Houston in 1931. Designed by
8 city bridge engineer J.G. McKenzie, the bridge reveals
9 the lingering influence of the City Beautiful Movement
10 in Houston.
11 The Yale Street Bridge gained its
12 significance from its special design and railing. It is
13 one of the few remaining examples of a bayou crossing
14 constructed during the early 1930s as part of Houston's
15 Street Improvement Bond Issue Program. The bridge
16 retains the majority of its integrity of design,
17 materials, workmanship, and location, and possesses
18 sufficient integrity of setting, feeling, and
19 association to convey its engineering significance.
20 The Yale Street Bridge exhibits a number
21 of structural and geometrical deficiencies that severely
22 limit the structure's capacity to meet the needs of
23 modern vehicular traffic on Yale Street. Additionally,
24 the concrete baluster railing is obsolete because it is
25 not crash-tested.

1 The bridge does not meet current load
2 requirements due to its inherent design limitations and
3 the deterioration of the construction materials over
4 time. As a result, the functionality of the bridge is
5 limited by its load-carrying capacity, geometry and
6 declining structural integrity, all of which are
7 inadequate for today's transportation system users.
8 The purpose of this project is to provide
9 a safe and sufficient crossing over White Oak Bayou
10 along Yale Street, which will meet the current and
11 future traffic needs.
12 Due to impacts from the proposed project
13 to the historic bridge that is listed in the National
14 Register, certain state and federal regulations must be
15 followed to evaluate and document the impacts. These
16 regulations include Section 106 of the National Historic
17 Act of 1966, Section 4(f) of the Department of
18 Transportation Act, also of 1966, and Chapter 26 of the
19 Texas Parks and Wildlife Code. I will now provide you
20 with a brief definition of each of these regulations.
21 Section 106 of the National Historic
22 Preservation Act is a federal regulation that requires
23 federal projects to take into account the effect of
24 their undertakings on historic properties. Public
25 involvement is a key ingredient in a successful

1 Section 106 consultation process. That is part of the
2 reason why all of you are here.
3 Section 4(f) is a federal regulation
4 mandating a process that identifies impacts to parks,
5 recreational areas, wildlife and waterfowl refuges, and
6 historic sites for projects under development by the
7 United States Department of Transportation.
8 Before FHWA determines that a project may
9 use a Section 4(f) property, an alternatives analysis
10 must be completed to determine if there is a feasible
11 and prudent alternative that will avoid impact to the
12 Section 4(f) resource, and that the proposed action
13 includes all possible planning to minimize harm to the
14 property.
15 Chapter 26 of the Texas Parks and
16 Wildlife Code is a state regulation that applies
17 whenever TxDOT proposes to use or take any public land
18 designated and used as a park, recreation area,
19 scientific area, wildlife refuge, or historic site.
20 This regulation requires the determination that there is
21 no feasible and prudent alternative to the acquisition
22 or use of the site; and that all reasonable planning to
23 minimize harm to the site has taken place as a result of
24 the use or acquisition.
25 Since the structure is listed in the

1 National Register of Historic Places, various project
2 alternatives were examined to minimize harm to the
3 history bridge while meeting the needs and purpose of
4 the project.
5 The following alternatives were examined;
6 and since there are several alternatives, I will take a
7 sip of water.
8 The No Build Alternative: While the No
9 Build Alternative would have the least impact on the
10 historic integrity of the bridge in the short term, it
11 would not meet the need and purpose because it would not
12 provide a safe and efficient structure for vehicular use
13 consist with transportation needs, safety, and load
14 requirements.
15 Rehabilitation of the Historic Bridge:
16 The structural deficiencies cannot be corrected without
17 compromising the historical integrity of the bridge.
18 The bridge's original, now-outdated structural design is
19 the most substantial obstacle towards its preservation.
20 While widening the existing facility is
21 structurally possible, such an improvement would
22 necessitate structural changes to the bridge design that
23 make the bridge significant for listing in the National
24 Register of Historic Places. Any alterations to its
25 character-defining features would have a negative effect

1 on the National Register-listed property.
2 Constructing an Adjacent Bridge -- an
3 Adjacent Parallel Bridge: To build a new bridge at an
4 adjacent site would result in an extraordinary bridge
5 and approach engineering, construction difficulty,
6 added costs, major disruption to establish traffic
7 patterns, and the displacement of a significant
8 number of businesses due to the need to acquire
9 additional right-of-way south of the bridge; therefore,
10 this alternative was found not to be feasible or
11 prudent.
12 Rehabilitation for Pedestrian Use: Yale
13 Street is classified as an Urban Minor Arterial Roadway,
14 and is a major north-south street with a current Average
15 Daily Traffic, also called ADT, of 10,100 vehicles per
16 day.
17 In addition, the area immediately
18 surrounding the bridge has recently seen a surge in
19 adjacent development that includes a new chain retail
20 store and various shopping centers. Closing Yale Street
21 Bridge -- Closing the Yale Street Bridge at White Oak
22 Bayou would force drivers to use the nearby Heights
23 Boulevard Bridge, which would greatly increase that
24 bridge's ADT, currently 11,000 vehicles per day, and it
25 would ultimately lead to traffic flow problems.

1 Additionally, closing the Yale Street
2 Bridge to through traffic is detrimental to emergency
3 vehicles and emergency vehicle response time because the
4 adjacent roadways are at grade with the railroad
5 crossing. The conversion of the Yale Street Bridge to
6 pedestrian use then would require emergency vehicles to
7 wait for trains to pass before crossing the railroad
8 tracks. For these reasons the pedestrian use bridge
9 alternative, while feasible, was found not to be
10 prudent.
11 Removing or Replacement on Current
12 Alignment: Removing the existing bridge and replacing
13 it with a new one would eliminate -- would eliminate the
14 structural and functional deficiencies of the bridge and
15 bring the roadway into conformance with current design
16 standards and criteria. It provides a safe and
17 efficient use structure for vehicular use consistent
18 with transportation needs, safety, and load
19 requirements.
20 We recommend removing the existing bridge
21 and constructing a new bridge on the existing alignment.
22 The proposed new bridge would be designed
23 to have a 14-foot wide outside lane to accommodate
24 bicyclists, an 11-foot wide inside lane, and a 5-foot
25 wide side -- 5-foot wide sidewalks in each direction.

1 Please see our exhibit boards to view this typical
2 section in more detail.
3 The new railing would look similar to the
4 existing concrete baluster; however, in order to meet
5 federal and state crash testing requirements, a metal
6 railing would have to be installed between the proposed
7 roadway and both sidewalks.
8 Additionally, six stylistically-
9 appropriate light poles would be provided lighting for
10 the proposed bridge. These features would be designed
11 similar to the Heights Boulevard Bridge pictured on the
12 screen. The proposed bridge would then meet all current
13 Federal Highway Administration and TxDOT specifications
14 for a bridge of this type.
15 Section 106 of the National Historic
16 Preservation Act provides opportunities for the public
17 to comment on the projects that can affect historic
18 properties. These are properties that are listed or
19 are eligible to be listed in the National Register of
20 Historic Places such as the Yale Street Bridge. The
21 flow chart outlines the Section 106 process.
22 For more information or to view the chart
23 in detail, you can see me or Mr. David Moore, our
24 Section 106 consultant, at the Section 106 station over
25 there in that corner. (Indicating).

1 In the next steps of the environmental
2 process, all comments received tonight, as well as
3 written comments received during the comment period,
4 will be documented and included in the official public
5 hearing record. These comments will be addressed in the
6 Public Hearing Summary Report. Once this report is
7 complete, the document will be available for public and
8 agency review.
9 The approximate cost of construction is
10 $2,750,000. Funding is available and allocated for
11 construction to begin in the fall of 2016.
12 I thank you for your attention, and I
13 turn the program over now to Mr. Bill Brudnick.
14 BILL BRUDNICK: All right. Thank you,
15 Mr. Sanchez.
16 I guess I'll ask one more time -- I
17 guess we'll go ahead now and move on to the public
18 comment session.
19 Please raise your hand if you have not
20 already completed a speaker registration card and you
21 want to speak tonight. A member of the project team
22 will bring a speaker card to you.
23 I guess I'll go ahead and ask -- I know
24 some additional people have come in; but are there any
25 official -- elected officials here today that would like

1 to go ahead and make comment?
2 (No response.)
3 BILL BUDNICK: And I guess if not then
4 we'll go ahead and begin the public comment session.
5 You will have three minutes to make your
6 comments. When I announce your name, please come to the
7 microphone and clearly state your name and whom you may
8 represent.
9 A timer, located on the screen, will
10 indicate the beginning of your -- of your three minutes.
11 After your three minutes, you will be asked to be seated
12 so the next speaker can make his or her comment. If you
13 have not -- if you -- if you have additional comments,
14 please complete the written comment form provided to
15 you.
16 As mentioned before, we will not answer
17 questions during the public comment session; however, we
18 will be available to answer questions following the
19 close of the hearing.
20 And now I will go ahead and call, in the
21 order public speaker cards were received, and the names
22 of the people who asked to speak.
23 I will go ahead and start with commenter
24 number 1 followed by commenter number 2. So commenter
25 number 1 is John Trotter.

1 JOHN TROTTER: Trotter.
2 BILL BUDNICK: Trotter. Okay. And
3 commenter number 2 would be Robert Lee.
4 JOHN TROTTER: Is this working? The
5 basic thing for me is that I'm very tired of stuff in
6 Houston being torn down.
7 As near as I can tell, the only reason
8 for this bridge being destroyed is that Wal-Mart is now
9 on Yale; and we've got a lot of 18-wheelers going
10 across.
11 And I would like to see the bridge --
12 From what I've been told here, I've got the impression
13 that the bridge will look like it used to; but on the
14 other hand, I've seen too much stuff being
15 reconstructed, like the Sunset Coffee House down at
16 Allen's Landing. They were going to reconstruct it.
17 They've destroyed it. And all that's left is a couple
18 of -- a couple of bricks that they're using as gravel
19 for their truck -- for their trucks to drive on.
20 The -- But the basic point here running
21 is they're saying that they're going to make a bridge
22 that looks like the old bridge; and if so, if it looks
23 good and it holds up, fine.
24 But, actually, one of my questions that's
25 running through my head right now is: How soon after

1 this project is over are they going to rip out the
2 Heights Street Bridge -- the Heights Bridge?
3 Thank you. Who's the next victim?
4 ROBERT LEE: Thank you. My name is
5 Robert Lee, and I'm with the White Oak Bayou
6 Association. The White Oak Bayou Association
7 appreciates this opportunity to present our views on the
8 planned new bridge crossing White Oak Bayou at Yale
9 Street. We will comment on three aspects of the design,
10 namely the historical and aesthetic aspects, the
11 functionality to accommodate pedestrian and as well as
12 automobile traffic and the hydraulic design.
13 Our comments will focus this evening on
14 the third issue in particular, the bridge's effects on
15 stream flow, particularly during high flow events
16 following major storms.
17 With all due respect to the historic
18 value of the existing structure, it's critical to
19 recognize that the White Oak -- that White Oak Bayou
20 today is not the same stream that it was when the
21 current bridge was built in 1931.
22 With urbanization, impermeable surfaces,
23 including roads, parking lots and rooftops over
24 high-density developments cover more and more of the
25 White Oak Bayou Watershed. The result is an exponential

1 increase in volume and rate of stormwater runoff into
2 the bayou; and today as little as one inch of rain can
3 cause the water level to rise more than 10 feet in a
4 matter of a few hours. This trend will inevitable
5 continue.
6 As all that water flows downstream
7 towards Buffalo Bayou, obstructions including bridge
8 piers and the debris they trap causes the flow to back
9 up, contributing to flooding upstream, where thousands
10 of properties within the 100-year floodplain are at
11 risk.
12 The new bridge at Yale Street, and as we
13 continue to update our infrastructure, any additional
14 new bridges at other crossings present opportunities to
15 help reduce future flood risk.
16 It's a given that the bridge must freely
17 pass the 100-year storm with no rise in the base flood
18 elevation; but a merely flood neutral effect today will
19 be inadequate for the future.
20 It's critical that any and all bridge
21 replacements increase the hydraulic capacity of the
22 channel to the maximum extent feasible. This could be
23 accomplished by designing bridges to accommodate a wider
24 reconfigured channel, raising the height of the bridge
25 by elevating the approach ramps to the extent feasible,

1 and minimizing the cross-sectional area's support
2 columns.
3 Functionally, the bridge will be one of
4 only a few connections between the Houston Heights and
5 the Washington Avenue and Montrose neighborhoods. It's
6 immediately adjacent to a major interchange and will
7 need to accommodate bicycle and pedestrian traffic as
8 well as the increased flow of cars and trucks.
9 Finally, from a historical point of view,
10 the replacement bridge should be a structure that
11 acknowledges historical precedent but not merely
12 replicate it. Elements such as abutments, railings and
13 lights should reflect the aesthetics of the original
14 bridge and at-grade plazas could be constructed at
15 either with seating to provide views of the bayou and
16 interpretive signage.
17 Thanks again for the opportunity to
18 speak. We look forward to providing our written
19 comments.
20 MICROPHONE ASSISTANT: I believe this mic
21 is working now.
22 BILL BUDNICK: I guess speaker --
23 commenter number 3 will be Steve Hupp and followed by
24 Charles Cook.
25 STEVE HUPP: Hi. I'm Steve Hupp. I'm

1 the Water Quality Director for Bayou Preservation
2 Association. Our mission at the Bayou Preservation
3 Association is to protect and restore the richness and
4 diversity of our waterways through activism, advocacy,
5 collaboration and education.
6 To that end, I feel that what we should
7 do is enhance the enjoyment of White Oak Bayou with
8 this -- this bridge through allowing us to have better
9 access to it for pedestrian and bicycle traffic, both at
10 street grade and underneath, along the bayou, bayou
11 side, underneath the bridge.
12 One of the thoughts that I have is the
13 adjacent Heights Boulevard, it could also benefit from
14 having some of the same treatments to where we have
15 access with trails to Heights Boulevard, both at street
16 level and down at bayou level. So, if we can
17 accommodate those uses alongside and underneath the
18 bridge, that would help the enjoyment of the bayou.
19 Also, if we could work on the habitat --
20 I know we've got a highly-altered bayou in this area;
21 but if we are working at it and changing out some of
22 the -- the landscaping underneath, let's see if we can
23 do some improvements on the habitat that's underneath
24 there to try to restore some of the habitat That was
25 there. Thank you.

1 BILL BRUDNICK: Charles Cook.
2 CHARLES COOK: Charles Cook with
3 Descendants of Olivewood. That's one of the oldest
4 African-American cemeteries in the city, 1875
5 establishment, just east of here between Heights and
6 Studemont on the south side of buffalo -- of White Oak
7 Bayou.
8 So if I'm looking at the Yale Street
9 Bridge and I'm looking at the old system track, where
10 now the LA Fitness is coming in, that was an early
11 African-American -- that was the only colored member of
12 the Houston Light Guard, that was his residence. Then I
13 look at the Comb Park right there between Studemont and
14 Heights. And it was a swimming hole. And then I look
15 at Olivewood, and I have 21 years of helping restore
16 this historic property.
17 And someone said, "Mr. Cook, you still
18 out there?" Yes. This time of the year, that's a lot
19 of sweat equity, let me tell you. It is brutal out
20 there.
21 It's sitting on seven acres. And so we
22 have been involved with the hikers and the bikers in the
23 area and trying to bring some connectivity or more
24 walkability to the area.
25 So as I went Sunday and parked under the

1 freeway and got over there and looked at the Yale Street
2 Bridge, I said: Wow, wouldn't it be nice if they could
3 just move it over here to Olivewood and that would be
4 our connectivity, walkability for the new residents
5 that's coming to the 15 acres where Grocery Supply has
6 sold that abuts the cemetery?
7 So that's just one of my ideas of -- have
8 we thought about, you know, connecting it to the Heights
9 and Heights biking trail?
10 And we have some serious erosion problems
11 in the cemetery. We have actually had anthropologists
12 and archeologists out there three or four years ago. We
13 actually have had graves that have washed into the
14 bayou.
15 So we have a -- If anybody's here from
16 the Heights and Bayou Association, we need all the help
17 we can get to try and save this property. It is very
18 threatened. Again, thank you.
19 BILL BRUDNICK: Thank you, sir. I guess
20 moving to speaker or commenter number 5 and 6, it would
21 be Kirk Farris and Julie Villaescusa.
22 KIRK FARRIS: I find all the comments to
23 be quite lovely and all the ideas to be quite
24 substantial. My only primary concern is the shock of
25 the changing in the load limits of the bridge.

1 My question would be: How does the City
2 of Houston inspect a bridge every year since 1931 and
3 give it a rating of 50,000 or 40,000 pounds per axle or
4 tandem axle load, some significant load; and then
5 suddenly when the -- when it goes on the National
6 Register, the load limit is lowered because it has to be
7 lowered? That's part of the regulations. But it was
8 lowered significantly.
9 I got on the phone with a TxDOT
10 engineering about that time. He apparently was
11 unguarded against talking to me and he very plenty
12 suggested that there wasn't anything wrong with the Yale
13 Street Bridge. The only thing wrong with it was that
14 they had taken the new approach to the way they rated
15 the bridge.
16 He said the bridge didn't change. The
17 only thing that changed was the circumstances around the
18 bridge.
19 And so to me it's an interesting question
20 as to how did this load limit change so drastically, so
21 quickly, other than just its nomination to the National
22 Register? I don't really have much faith in all of it.
23 There is a story about the blueprints.
24 Oh, we found the blueprints; and now we have another
25 viewpoint. We didn't see this. We didn't see that.

1 Well, the blueprints were available up
2 until Tropical Storm Allison flooded the basement
3 property of the City of Houston where the blueprints
4 were stored. So they did have the blueprints for a
5 significant number of years in which they could analyze
6 these prints and come up with a load rating. So there's
7 a drastic change in the -- in the load rating.
8 And I'm not so completely confident that
9 the bridge itself in place cannot be modified and saved.
10 However, that doesn't mean that that's the best choice.
11 It just means that I'm not confident that it couldn't be
12 done.
13 I have been told that I'm not qualified
14 to speak on the subject that there are chemicals or
15 treatments of concrete that can improve the strength,
16 but I'm not qualified for that. I'm not qualified to
17 have a severe opinion about the load limit either. I'm
18 only really qualified to be interested to put the bridge
19 on the National Register from a design and engineering
20 standpoint. So in a sense, I put the bridge on the
21 register. I did the right thing. But I'm very -- I'm
22 overjoyed with the comments and the interest the public
23 has in maybe saving this bridge or coming up with a
24 solution or replacing it with an adequate new structure.
25 And so we'll just see how it all works

1 out, but my primary question would be the load limits.
2 BILL BRUDNICK: Okay. Speaker number 6,
3 Julie.
4 JULIE VILLAESCUSA: Hi, I'm Julie
5 Villaescusa. All of the bridge reports that I've seen,
6 the June 2012, the October 2012, and the October 2013
7 report all recommend that the bridge be rehabilitated,
8 not replaced. I don't see why we don't follow the
9 recommendations of the engineers and habilitate this
10 bridge. Thank you.
11 BILL BRUDNICK: All right. The last
12 speaker I have, commenter number 7, is Jim Mackey.
13 JIM MACKEY: Hello. I'm Jim Mackey. I'm
14 a resident of the -- the watershed a little ways
15 upstream. White Oak Bayou has a long history of
16 flooding; and a key contributing factor to that flooding
17 are the flow-obstructing structures such as the existing
18 White Oak Yale Street Bridge and the abandoned railroad
19 trestle just to the west.
20 I support TxDOT's replacement of the --
21 of the bridge because it will provide for improved
22 conveyance of storm water; but I do encourage TxDOT to
23 go further to raise or arch the bridge to allow for
24 additional conveyance to meet current and future flood
25 reduction needs of the watershed.

1 Secondly, I ask that TxDOT include in
2 this project the removal of the remaining steel sections
3 of the adjacent abandoned railroad trestle just to the
4 west of Yale. Removal of that trestle will provide for
5 additional stormwater conveyance and improve the
6 viewscape of the new bridge and the new bridge's
7 historical treatments and the surrounding area as a
8 whole.
9 My third point is the replacement bridge
10 design should include for wider sidewalks and
11 accommodations to lengthen the street level sidewalk
12 near the south bridge abutments to the currently
13 underdesigned and funded future bayou hike and bike
14 trail.
15 I would conclude with a question, after
16 being able to take a quick look at some of the plans.
17 The -- The most current FEMA floodplain maps which date
18 to June of 2014 indicate the base flood elevation for
19 White Oak Bayou at Yale is 45 feet; but TxDOT's plan
20 sheets for the replacement project indicate that base
21 flood elevation, the 1 percent flood, 100-year flood
22 level is at 47 feet. I ask that TxDOT rectify or
23 justify that discrepancy. Thank you.
24 BILL BRUDNICK: All right. Well, this --
25 this completes our oral comment -- comments.

1 We will close this public -- public
2 hearing. It is exactly 7:05 and -- and the hearing is
3 adjourned.
4 We want to thank you again for your
5 interest and participation. Thank you.
6 (The hearing concluded at 7:05 p.m.)
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1 THE STATE OF TEXAS:

2

COUNTY OF GALVESTON:

3

REPORTER'S CERTIFICATION

4

I, Mary C. Dopico, Certified Shorthand Reporter in
5 and for the State of Texas, do hereby certify that the facts stated by me in the caption hereto are true; that
6 the foregoing proceedings were taken by me in machine shorthand and later transcribed from my machine
7 shorthand notes to typewritten form by me.

8 I further certify that the above and foregoing proceedings, as set forth in typewriting, are a full,
9 true and correct transcript of the proceedings had at the time of taking said proceedings.

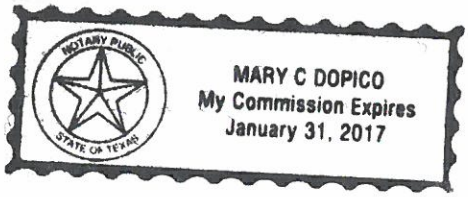
10

I further certify that I am neither attorney or
11 counsel for, nor related to or employed by any of the parties to the action in which these proceedings are
12 being taken, and further that I am not a relative or employee of any attorney or counsel employed by the
13 parties hereto, or financially interested in the action.

14 GIVEN UNDER MY HAND AND SEAL OF OFFICE this the 7th day of August, 2013.

15

16



17

Mary C. Dopico, CSR, RPR, CRR
18 CSR No. 463, Exp. 12-31-2014
Notary Public, State of Texas
19 Commission Expires 1-31-2017

20 Mary Dopico Reporting Services
Firm Registration No. 128
21 Expires 12-31-2014
2925 Gulf Freeway South, B-158
22 League City, Texas 77573
713/520-0084

23

24

25

Appendix G

Texas Department of Transportation

Section 106; Section 4(f) and Chapter 26 Public Hearing

Yale Street Bridge Replacement At White Oak Bayou

July 29, 2014

Welcome to the Section 106; Section 4(f) and Chapter 26 Public Hearing for the Yale Street Bridge Replacement at White Oak Bayou.
The purpose of this public hearing is to present the proposed impacts to the National Register of Historic Places-listed Yale Street Bridge by the proposed project, view project materials, and to collect comments from the public on this topic.

Tonight's Schedule

5:30 – 6:30 p.m. Open House
Review Exhibits

6:30 p.m. Hearing
Presentation followed by Public Comment Session

How to Comment

- Write comments on the form in your packet and place it in the comments box.
- Postmark written comments to the address provided on the comment form by August 18, 2014
- Email comments by August 18, 2014 to HOU-piowebmail@txdot.gov
- Sign up to speak at the registration table.
    - These guidelines will be used:
    - Speakers will be called in order cards are received.
    - Comments are limited to 3 minutes; unused time may not be yielded to another speaker.

Sección 106; Sección 4(f) Capitulo 26 Audiencia Pública

Reemplazo del Puente Yale Street en White Oak Bayou

29 de Julio 2014

Bienvenido a la Sección 106; Sección 4 (f) Capitulo 26 Audiencia Pública para el reemplazo del puente Yale Street Bridge en White Oak Bayou. El propósito de esta audiencia pública es presentar los impactos propuestos para el puente Yale Street, parte del Registro Nacional de Lugares Históricos, ver los materiales del proyecto, y para escuchar y recoger los comentarios del público sobre este tema.

Horario De Hoy

5:30 – 6:30 p.m. Foro Abierto
Revisar Exposiciones

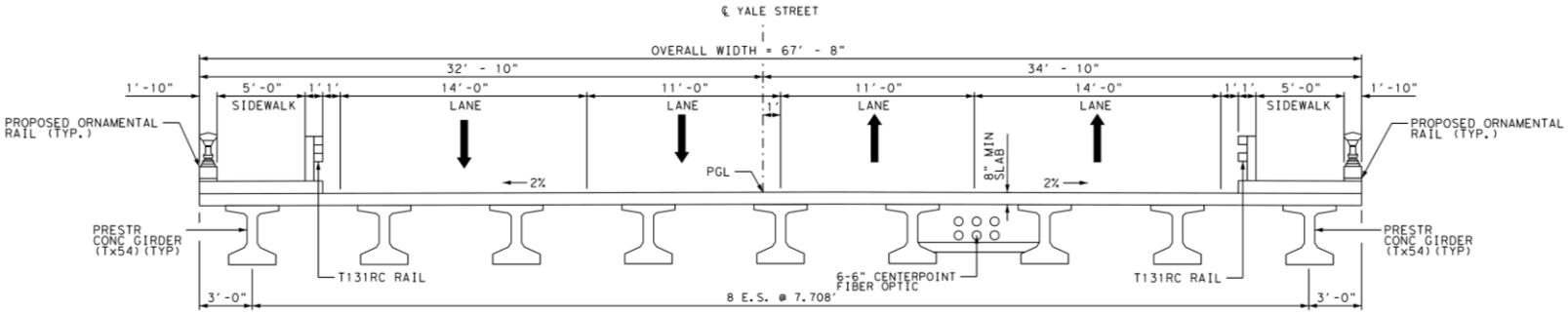
6:30 p.m. Audiencia
Presentación seguida por Sesión de Comentarios del Público

Cómo Comentar

- Escribir comentarios en el formulario en su paquete y colocar en la caja de comentarios.
- Comentarios escritos matasellarlos por correo a la dirección indicada en el formulario de comentario en o antes del 18 de Agosto 2014
- Envíe comentarios por correo electrónico a HOU-piowebmail@txdot.gov en o antes del 18 de Agosto 2014
- Inscribirse para hablar en la mesa de registro.
    - Se utilizarán las siguientes guías;
    - Los oradores serán llamados en el orden en que se recibieron las tarjetas.
    - Los comentarios están limitados a 3 minutos; tiempo no utilizado no podrá ser cedido a otro orador.

Texas Department of Transportation

Proposed Typical Section/ Sección Típica Propuesta



Representative Proposed Bridge Aesthetics/Puente Estética Propuesto

The proposed Yale Street Bridge would be designed similar to Heights Boulevard Bridge pictured below.

SECTION 106

INVOLVING THE PUBLIC

Proposed Yale Street Bridge Replacement Project

Yale Street Bridge *Photo Credit: TxDOT.*

WHY THE YALE STREET BRIDGE IS SIGNIFICANT

The Yale Street Bridge gains its significance for its special design and railing. It is one of a few remaining intact examples of a bayou crossing constructed during the early 1930s as part of Houston's street improvement bond issue program. It is listed in the National Register of Historic Places under Criterion C, in the area of Engineering.

The Yale Street Bridge crosses White Oak Bayou near the Houston Heights Neighborhood in Houston. The 264-foot long structure is composed of six spans of reinforced concrete continuous girder and floor beams placed 11-feet on center.

J.P. Miller & Company constructed this bridge for the City of Houston in 1931. Designed by city bridge engineer J.G. McKenzie, the bridge reveals the lingering influence of the City Beautiful Movement. To create this crossing, McKenzie selected a reinforced concrete girder configuration. A 1929 bond issue financed the bridge, which was constructed for approximately $43,580. To improve the appearance of the bridge and to mimic the adjacent Heights Boulevard Bridge constructed in 1922, the girders were cast with a shallow curve and placed on battered concrete bents topped with square capitals.

NATIONAL REGISTER OF HISTORIC PLACES

The National Register is a list of documented places that have been formally determined by the National Park Service to be significant in national, state, tribal, or local history. The list is maintained by the National Park Service, though the places included in it may be owned and managed by federal, state, and local government agencies, Native American tribes, Native Hawaiian groups, other organizations and institutions, and individuals. Places are listed on the National Register through a process of nomination, either by federal agencies or through State Historic Preservation Officers. Places are usually categorized as districts, sites, buildings, structures, or objects.

Advisory Council's "A Citizen's Guide to Section 106 Review": http://www.achp.gov/docs/CitizenGuide.pdf

National Register of Historic Places: http://www.nps.gov/nr/

Texas Historical Commission: http://www.thc.state.tx.us/

Sección 106

Participación del público

Propuesto Reemplazo del Puente de la Calle Yale (Yale Street)

Yale Street Bridge *Photo Credit: TxDOT.*

¿Por qué es significante el Puente de la Calle Yale?

El puente en la Calle Yale es significante por su diseño especial y su baranda. Es uno de los pocos ejemplos restantes intactos de un puente sobre un "bayou," o riachuelo pantanoso, que fue construido durante la década de 1930. El puente fue parte de una serie de bonos municipales para el mejoramiento de calles en la ciudad Houston. El puente está registrado en el Registro Nacional de Lugares Históricos (NRHP, por sus siglas en inglés) bajo el "Criterio C" por su ingeniería.

El puente de la Calle Yale cruza el "bayou" de White Oak cerca del barrio Houston Heights en la ciudad de Houston. La estructura tiene 264 pies de largo; seis tramos construidos de hormigón reforzado; y vigas continuas y vigas de piso situadas a 11 pies en centro. J.P. Miller & Company construyó este puente para la ciudad de Houston en 1931. Fue diseñado por el ingeniero municipal J.G. McKenzie y representa la influencia del movimiento "City Beautiful" (ciudad hermosa). En 1929, bonos municipales financiaron el puente que costó aproximadamente $43,580. Para mejorar la apariencia del puente y para imitar el puente cercano en Heights Boulevard construido en 1922, las vigas fueron hechas con una curva poco profunda y puesto sobre apoyos en concreto con tapas cuadradas.

Registro Nacional de Lugares Histórico

El Registro Nacional de Lugares Históricos [NRHP, por sus siglas en inglés]) es una lista de lugares documentados que se han determinado oficialmente por el Servicio de Parques Nacionales de ser significantes para la historia nacional, estatal, tribal, o local. La lista está mantenida por el Servicio de Parques Nacionales, aunque los lugares pueden ser propiedades de y administrados por agencias federales, estatales, o locales, tribus de Americanos Nativos, grupos de Hawaianos Nativos, y otras organizaciones o institutos, e individuos. Los lugares se registran en el Registro Nacional a través un proceso de nominación, ya sea por las agencias federales, tribales, u Oficinas Estatales de Conservación Histórica. Lugares incluidos en el NRHP generalmente son clasificados como distritos, sitios, edificios, estructuras, u objetos.

Concilio Consultivo para la Conservación Histórica (ACHP, por sus siglas en inglés), " A Citizens Guide to Section 106 Review," http://www.achp.gov/docs/CitizenGuide.pdf

Servicio de Parque Nacionales (NPS, por sus siglas en inglés), Registro Nacional de Lugares Históricos (NRHP) http://www.nps.gov/nr/

Comisión Histórica de Texas (THC, por sus siglas en inglés), "Project Review FAQs" http://

Proposed Yale Street Bridge Replacement Project

CONSIDERING ADVERSE EFFECTS

Section 106 of the National Historic Preservation Act requires TxDOT to consult with the public about adverse effects to significant historic properties.

The Yale Street Bridge has distinctive design qualities and physical attributes that make it significant and enabled it to be listed in the NRHP. Any federally funded project that has the potential to affect these features are subject to Section 106 and consideration of adverse effects. Photo Credit: TxDOT.

THE "CRITERIA OF ADVERSE EFFECT," FROM 36 CFR 800.5(A)

1. ***Criteria of adverse effect.*** An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register of Historic Places (NRHP) in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance, or be cumulative.

2. ***Examples of adverse effects.*** Adverse effects on historic properties include, but are not limited to:
   a. Physical destruction of or damage to all or part of the property;
   b. Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties for the treatment of historic properties (36 CFR part 68) and applicable guidelines;
   c. Removal of the property from its historic location;
   d. Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;
   e. Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features;
   f. Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Native American tribe or Native Hawaiian organization; and
   g. Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

Propuesto Reemplazo del Puente de la Calle Yale (Yale Street)

TENIENDO EN CUENTA LOS EFECTOS ADVERSOS

La Sección 106 de la Ley Nacional de Conservación Histórica de 1966 (National Historic Preservation Act of 1966) requiere que el Departamento de Transportes de Texas (TxDOT, por sus siglas en inglés) consulte con el público sobre los efectos adversos a propiedades históricas significantes.

El puente de la Calle Yale tiene cualidades de diseño y distintivos atributos físicos que lo hacen significante en la historia y que permiten su registro en la NRHP. Cualquier proyecto con fondos federales que tiene el potencial de afectar esos atributos es sujeto a la Sección 106 y la consideración de efectos adversos.

Photo Credit: TxDOT.

"Los Criterios de Efectos Adversos," de 36 CFR 800.5 (A)

1. ***Criterios de efectos adversos.*** Un efecto adverso se encuentra cuando una actividad (en el reglamento se ha utilizado el término "undertaking" para identificarla) altera, directamente o indirectamente, a cualquiera de las características de una propiedad histórica que la califican para su inclusión en el Registro Nacional de Lugares Históricos (NRHP, por sus siglas en inglés) de manera que disminuya su integridad de ubicación, diseño, entorno, materiales, mano de obra, sentimiento, o asociación. Todas las características que califican a una propiedad como histórica, incluyendo aquellas que sean identificadas después de su evaluación inicial de elegibilidad al Registro Nacional, deben ser consideradas. Los efectos adversos pueden incluir efectos razonablemente previstos causados por la actividad (undertaking) que pueden ocurrir más adelante en tiempo, ser más lejos en distancia, o ser acumulativos.

2. ***Ejemplos de efectos adversos.*** Efectos adversos a las propiedades históricas incluyen, pero no se limitan a:
   a. La destrucción física o daño a la totalidad o parte de una propiedad;
   b. La modificación de una propiedad. Esto incluye la restauración, rehabilitación, reparación, mantenimiento, estabilización, recuperación de materiales peligrosos, o la adición de acceso para discapacitados, que no son compatibles con los estándares del Secretario del Interior para el Tratamiento de Propiedades Históricas (36 CFR parte 86) y directrices aplicables;
   c. La eliminación de la propiedad de su ubicación histórica;
   d. Cambio al carácter de la propiedad, su uso, o a características físicas dentro de la propiedad que contribuyen a su significancia histórica;
   e. Introducción de elementos visuales, atmosféricos o audibles que disminuyen la integridad de las características históricas significantes de la propiedad;
   f. El descuido de una propiedad que causa su deterioración, excepto cuando el descuido o la deterioración son cualidades reconocidas en una propiedad de importancia religiosa o cultural para una tribu de Americanos Nativos, o para una organización de Hawaianos Nativos;
   g. Transferencia, arrendamiento o venta de una propiedad federal sin restricciones adecuadas para cumplir con la ley o condiciones para asegurar la conservación de la importancia histórica de la propiedad a largo plazo.

THE SECTION 106 PROCESS

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that all agencies using federal monies or requiring a federal permit take into account the effects of their projects and other actions on historic properties (places eligible for or included in the National Register of Historic Places [NRHP]). This process seeks ways to accommodate public interests in preserving such places, while carrying out agency missions.

TxDOT and other agencies fulfill their responsibilities under Section 106 by following regulations issued by the Advisory Council on Historic Preservation (ACHP). These regulations lay out a standard process for determining whether a project may affect historic properties, what the effects are, and what alternatives there may be for resolving any effects that are adverse, or damaging. The regulations are at 36 CFR 800—that is, Title 36, Part 800, of the Code of Federal Regulations. They have the force of law, and must be complied with by federal agencies.

The typical Section 106 steps include:

- ***Initiate review:*** Identifying, contacting and consulting with the State Historic Preservation Officer (SHPO) and other interested (consulting) parties.
- ***Identify historic properties:*** Locating, documenting, evaluating historic buildings, landscapes, archeological sites, and other kinds of historic properties that are listed in or eligible for inclusion in the NRHP.
- ***Determine effects:*** Applying criteria found in the regulations, decide whether identified historic properties will be affected by the project, and if so, whether the effects will be adverse.
- ***Resolve adverse effect:*** Consulting further to explore alternatives and ways to mitigate any adverse effects of the project. This consultation leads to either a memorandum of agreement or to a final advisory comment to the Secretary of the Interior by the ACHP.

Historic properties subject to the Section 106 process include a diverse range of buildings, structures, sites, objects, and districts. The above examples from around the state are representative of the kinds of historic properties that may be part of Section 106 consultations for projects using federal funding or permits.

(Photo Credits: Top-left - Gulf Building, Houston, http://www.houstondeco.org/1920s/gulf.html; Top-right - Ellis County Courthouse, Waxahachie (HHM); Middle - Metal Truss Bridge, Colorado City vicinity (HHM); Bottom - Bedford Historic District, Georgetown (HHM).

El proceso de la Sección 106

La Sección 106 de la Ley Nacional de Conservación de 1966 (National Historic Preservation Act of 1966), como enmendado, requiere que todas las agencias Federales que usen fondos federales o requieren un permiso federal tengan en cuenta el efecto que tienen sus proyectos sobre propiedades históricas (propiedades registradas o que cumplen con los criterios de elegibilidad para ser registradas en el Registro Nacional de Lugares Históricos [NRHP, por sus siglas en inglés]). Este proceso busca la manera de acomodar intereses públicos en la conservación de propiedades, mientras de llevar a cabo las misiones de agencias públicas.

TxDOT y otras agencias públicas cumplen con sus responsabilidades bajo la Sección 106 siguiendo reglamentos publicados por el Concilio Consultivo para la Conservación Histórica (ACHP, por sus siglas en inglés). Estos reglamentos establecen un proceso estándar para determinar si un proyecto puede afectar propiedades históricas, cuáles son sus efectos, y qué alternativas pueden resolver efectos adversos. Estos reglamentos se encuentran en el título 36, parte 800, del Código de Regulaciones Federales (36 CFR 800). Los reglamentos tienen la fuerza de la ley, y las agencies públicas tienen que obedecerlos.

Los pasos típicos de la Sección 106

- **Inicio del proceso:** Identificar, contactar, y consultar con la Oficina Estatal de Conservación Histórica (SHPO, por sus siglas en inglés) y otras partes interesadas.
- **Identificación de propiedades históricas:** Localizar, documentar, evaluar los edificios históricos, paisajes, sitios arqueológicos, y otros tipos de propiedades históricas que son registradas o son elegibles para su inclusión en el NRHP.
- **Determinación de efectos:** Utilizando los criterios en los reglamentos, decidir si las propiedades históricas identificadas se verán afectadas por el proyecto. Si serán afectadas, decidir si los efectos serán adversos.
- **Resolución de efectos adversos:** Consultar para explorar alternativas y maneras de mitigar los efectos adversos del proyecto. El proceso de consulta resulta típicamente en un Memorándum de Acuerdo ("Memorandum of Agreement," MOA), o de un comentario final por el ACHP al Secretario del Interior.

Las propiedades históricas sujetas al proceso de la Sección 106 incluyen una amplia variedad de edificios, estructuras, sitios, objetos y distritos. Los ejemplos anteriores de todo el estado son representativos de los tipos de propiedades históricas que pueden tomar parte en el proceso consultivo de la sección 106 para proyectos que utilizan fondos o permisos federales.

(Photo Credits: Top-left - Gulf Building, Houston, http://www.houstondeco.org/1920s/gulf.html; Top-right - Ellis County Courthouse, Waxahachie (HHM); Middle - Metal Truss Bridge, Colorado City vicinity (HHM); Bottom - Bedford Historic District, Georgetown (HHM).

Proposed Yale Street Bridge Replacement Project

CONSULTING PARTIES

- **What is a consulting party?**
  - Section 106 of the National Historic Preservation Act (36 CFR 800) defines a "consulting party" as "certain individuals and organizations with a demonstrated interest in the undertaking…[who] may participate as consulting parties due to the nature of their legal or economic relation to the undertaking or affected properties."
- **What is an undertaking?**
  - An "undertaking" is a federally funded or permitted project that has the potential to affect historic properties, i.e., those that are listed in or eligible for the National Register of Historic Places.
- **Why are consulting parties included in the process?**
  - This federal regulation states that the "views of the public are essential to informed Federal decision-making in the section 106 process." Consulting parties provide important information that enable agencies to make informed decisions.
- **Who can be a consulting party?**
  - The following are among the groups entitled to participate as consulting parties: Advisory Council on Historic Preservation; State Historic Preservation Officers; Federally Recognized Native American Tribes; Local Governments; and
  - Other individuals and organizations with a demonstrated interest in historic preservation.
- **What are the responsibilities of a consulting party?**
  - Consulting party status enables the individual/organization to share their views and ideas, receive and review project information, and offer possible solutions within a specified (30-day) time frame.
- **How much participation is required?**
  - Participation level completely depends on the individual/organization. There is no minimum participation amount required.

Please note that consultation does not mandate or require a particular outcome. Consultation is the "process of seeking, discussing, and considering the views" of consulting parties about how a project's negative effects to a historic resource should be handled.

FOR MORE INFORMATION, PLEASE SEE THE FOLLOWING WEBSITES:

Advisory Council for Historic Preservation (ACHP), "A Citizen's Guide to Section 106 Review"
http://www.achp.gov/docs/CitizenGuide.pdf

Texas Historical Commission (THC), "Project Review FAQ's"
http://www.thc.state.tx.us/project-review/project-review-faq

Federal Highway Administration (FHWA) - http://www.environment.fhwa.dot.gov/histpres/section1.asp

National Park Service (NPS), National Register of Historic Places (NRHP) - http://www.nps.gov/nr/

Propuesto Reemplazo del Puente de la Calle Yale (Yale Street)

Partidos Consultivos

- **¿Que es un partido consultivo?**
  - La Sección 106 de la Ley Nacional de Conservación Histórica (36 CF 800) define "partido consultivo" como "individuos y organizaciones con un interés demostrado en la actividad federal (en el reglamento se ha utilizado el término "undertaking" para identificarla) que podrán participar como partidos consultivos debido a su relación jurídica o económica a la actividad o propiedades afectadas."
- **¿Que es una actividad (undertaking)?**
  - Una actividad (undertaking) es un proyecto que recibe fondos federales o requiere un permiso federal y que tiene el potencial de afectar propiedades históricas. Propiedades históricas son las que están registradas, o se consideran elegibles para el Registro Nacional de Lugares Históricos (NRHP, por sus siglas en inglés).
- **¿Por qué están los partidos consultivos incluidos en el proceso?**
  - o Este reglamento federal declara que "las opiniones del público son esenciales para ayudar al gobierno federal a tomar decisiones informadas durante el proceso de la Sección 106." Partidos consultivos proporcionan información importante que permite a las agencias públicas tomar decisiones informadas.
- **¿Quiénes pueden ser partidos consultivos?**
  - Los siguientes son los grupos que tienen derecho a participar como partidos consultivos: Concilio Consultivo para la Conservación Histórica (ACHP, por sus siglas en inglés); Oficinas Estatales de Conservación Histórica (SHPO, por sus siglas en inglés); tribus de Americanos Nativos reconocidos por el gobierno federal; los gobiernos locales; y
  - Otros individuos y organizaciones con un interés demostrado en la conservación histórica.
- **¿Cuáles son las responsabilidades de un partido consultivo?**
  - Ser un partido consultivo permite al individuo o a la organización compartir sus ideas y opiniones, recibir y revisar la información sobre el proyecto, y ofrecer soluciones posibles dentro de un marco de tiempo específico (30 días).
- **¿Cuánta participación es necesaria?**
  - El nivel de participación depende completamente de la persona u organización. No hay ninguna cantidad mínima de participación necesaria.

Por favor, tenga en cuenta que el proceso de consulta no manda o requiere un resultado particular. La consulta es el "proceso de búsqueda, discusión, y teniendo en cuenta la opinión" de los partidos consultivos sobre cómo los efectos negativos a propiedades históricas causados por un proyecto se deberían manejar.

Para obtener más información, favor visitar los siguientes sitios web:

Concilio Consultivo para la Conservación Histórica (ACHP, por sus siglas en inglés), "A Citizens Guide to Section 106 Review," - http://www.achp.gov/docs/CitizenGuide.pdf

Comisión Histórica de Texas (THC, por sus siglas en inglés), "Project Review FAQs" - http://www.thc.state.tx.us/project-review/project-review-faq

Administración Federal de Carreteras (FHWA, por sus siglas en inglés) - http://www.environment.fhwa.dot.gov/histpres/section1.asp

Servicio de Parques Nacionales (NPS, por sus siglas en inglés), Registro Nacional de Lugares Históricos (NRHP) - http://www.nps.gov/nr/

Appendix H

WELCOME

Section 106; Section 4(f) and Chapter 26 Public Hearing

For

Proposed Yale Street Bridge Replacement at White Oak Bayou

July 29, 2014

PURPOSE OF THE PUBLIC HEARING

- Discuss Impacts to the National Register of Historic Places Listed Yale Street Bridge by the proposed project.
- Provide the opportunity for comment from the public on the proposed project.
- Comply with public involvement and meet Section 106 consultation requirements.

NEED AND PURPOSE

Need:

- A safe structure that meets the needs of modern vehicular traffic on Yale Street
- A structure that meets current load requirements

Purpose:

- Provide a safe and efficient crossing that meets all current TxDOT and FHWA bridge design and safety requirements

FEDERAL AND STATE REGULATORY REQUIREMENTS

Section 106 of the National Historic Preservation Act of 1966

Federal regulation requiring federal projects to take into account the effect of their undertakings on historic properties, and provide the Advisory Council on Historic Preservation a reasonable opportunity to comment.

Section 4(f) of the Department of Transportation Act of 1966

Federal regulation (23 CFR Part 774) mandating a process that identifies impacts to parks, recreational areas, wildlife and waterfowl refuges, and historic sites for projects under development by the US DOT.

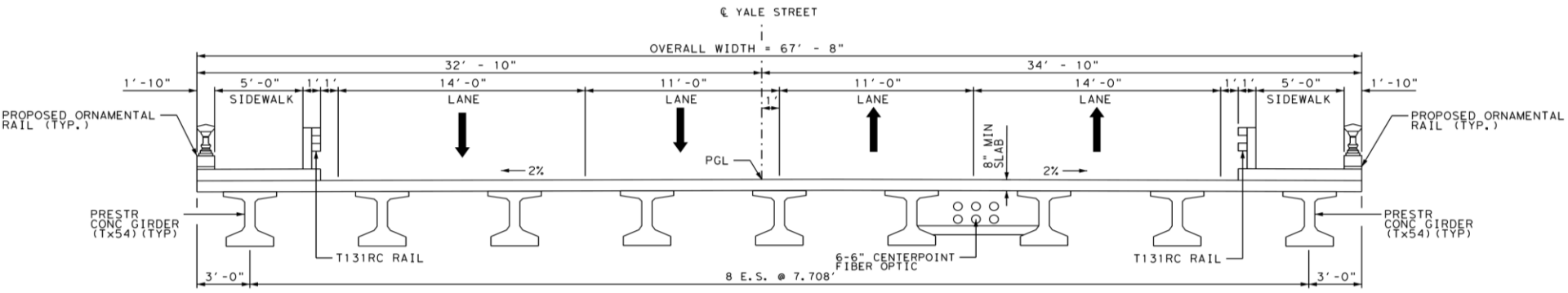
Chapter 26 of Texas Parks and Wildlife Code

State regulation requiring the determination that (1) no feasible and prudent alternative to the acquisition or use of public lands or historic sites and (2) all reasonable planning to minimize harm to public lands or historic sites as a result of the use or acquisition.

ALTERNATIVES COMPARISON MATRIX

Alternatives Considered	Meets Need and Purpose	Correct Structural and/or Functional Deficiencies?	Does the Alternative Negatively Affect the Historic Bridge?	Negative Impacts or Safety and Design Issues
"No Build" (Do Nothing)	NO	NO	NO	Does not address load-posting; narrow roadway width; or remediate structural deficiencies
Rehabilitate Historic Bridge	NO	NO	YES	Reduced load carrying capacity; bridge would remain load-posted; would compromise historic integrity of the bridge
Construct Adjacent Parallel Bridge	NO	NO	YES	Not feasible due to the existing street geometry; minimum repairs to existing bridge would not address structural deficiencies
Rehabilitate for Pedestrians	NO	NO	NO	Bridge closure would result in added congestion to Heights Boulevard Bridge and emergency vehicles would be forced to use at-grade railroad crossing
Remove/ Replace on Current Alignment	YES	YES	YES	Removal of historic bridge is an adverse effect

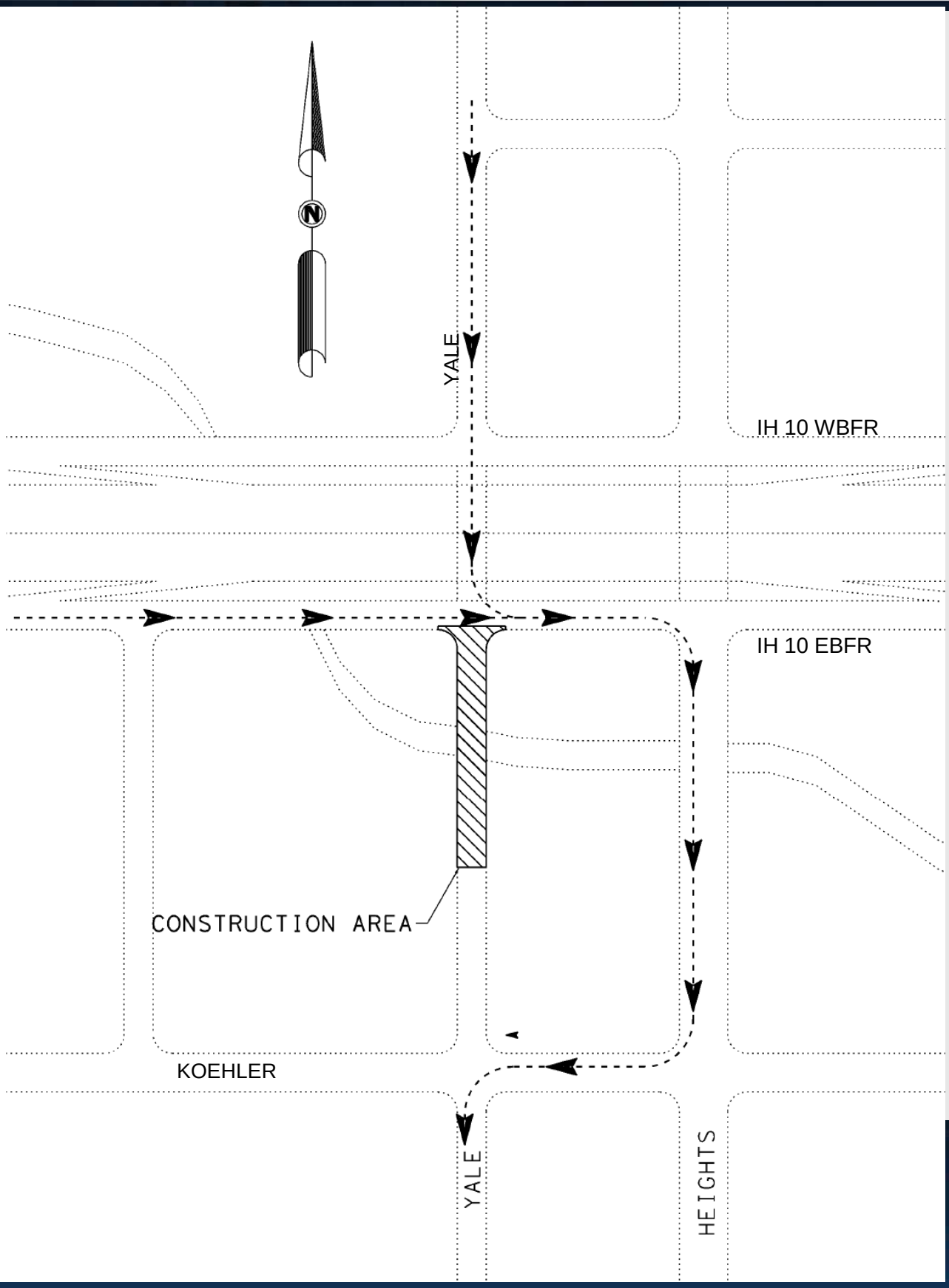
Proposed Typical Section



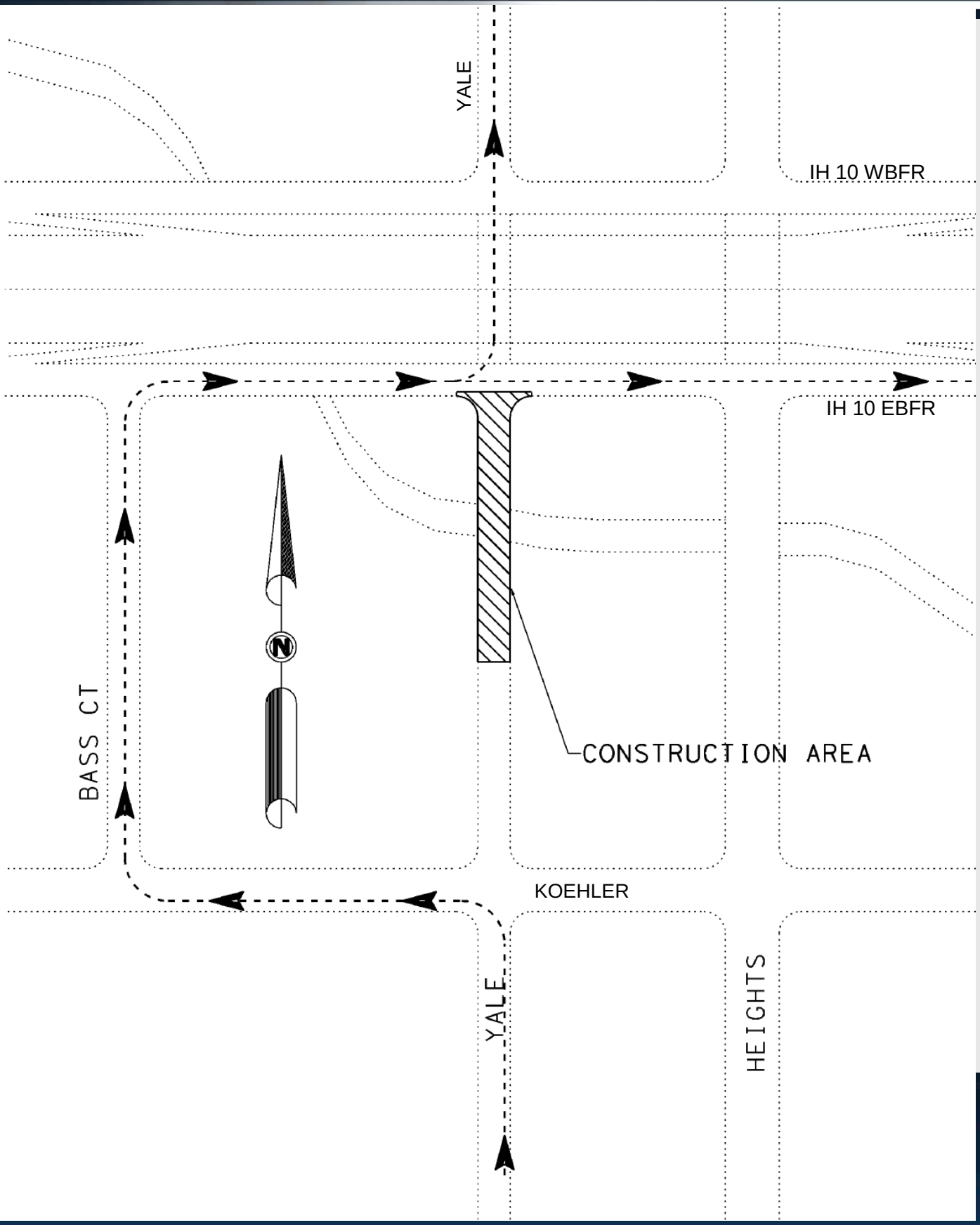
PROPOSED TYPICAL BRIDGE SECTION

REPRESENTATIVE PROPOSED BRIDGE AESTHETICS: HEIGHTS BLVD. BRIDGE

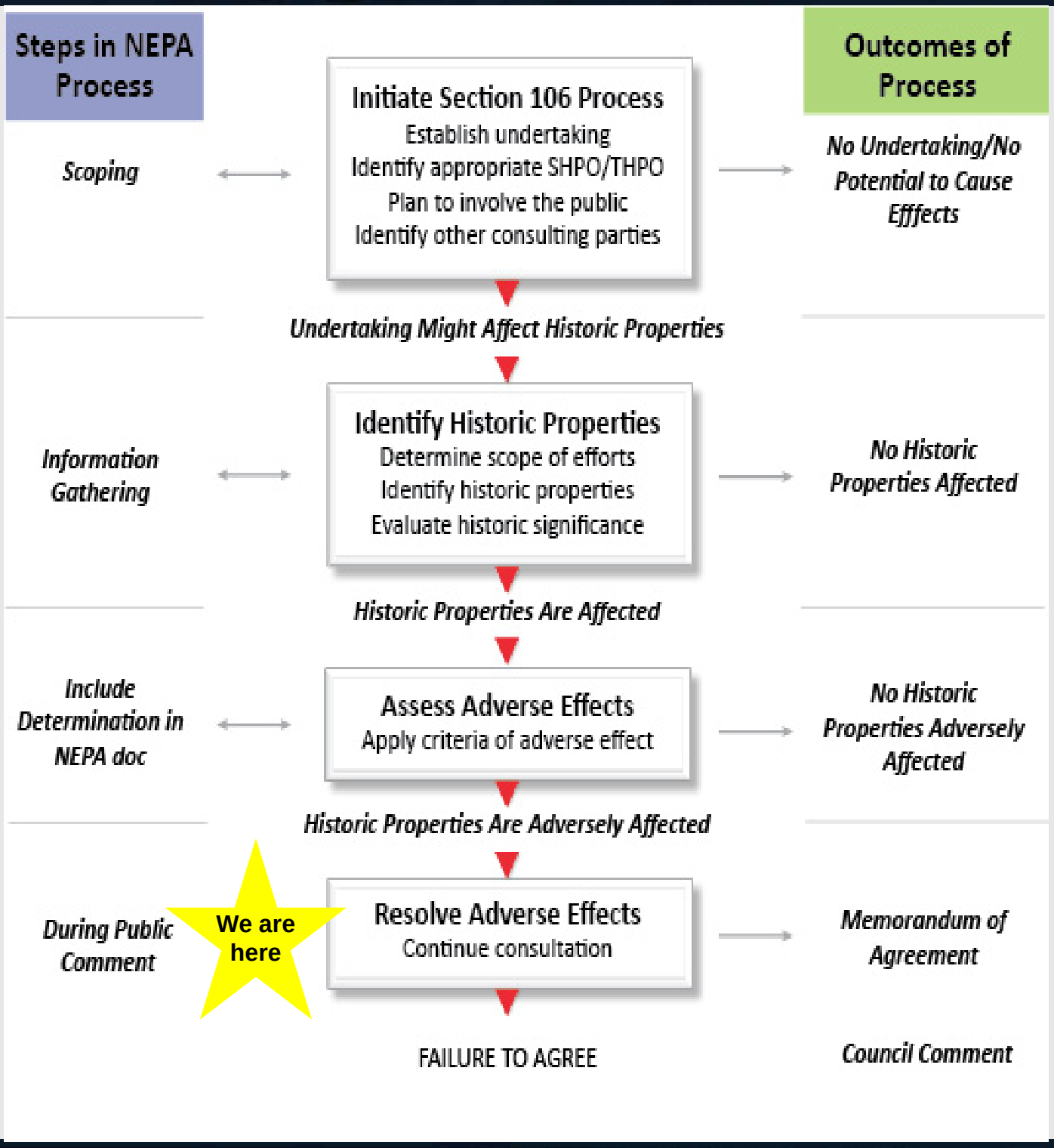
CONSTRUCTION DETOURS



CONSTRUCTION DETOURS



SECTION 106 PROCESS



Public Hearing Comments

- Oral Comments
  - Complete a speaker card to speak during the Public Hearing
- Written Comments
  - Submit/Postmark by August 18, 2014

    TxDOT Houston District, Attention:

    Director of Project Development
    P.O. Box 1386,

    Houston, TX 77251-1386
  - Email by August 18, 2014 to: HOU-piowebmail@txdot.gov

We welcome your comments.

In order to include your comments in the public record of the Public Hearing Summary Report, please submit your comments by <u>August 18, 2014</u>

Thank you for attending.

Appendix I

Freedmen's Town Preservation Coalition

1314 Andrews St. Houston, TX 77019

July 29, 2014

Texas Department of Transportation (TxDOT

To Whom it May Concern:

This communication is a request from the Freedmen's Town Preservation Coalition asking you to assure that the regulatory standards of the National Historical Preservation Act requiring your oversight be completed.

This request is in regards to the brick street preservation in the Freedmen's Town Historic District in Houston, TX. Our understanding of your action seems to view the current plans to not be in compliance with Section 106 Process of the Act.

We are therefore asking you to answer the two listed below questions:

1. "So where was the Environmental Impact study?

2. How could TexDot and THC say that the City plan will have "no adverse effect"?

Thank you for your time and consideration and I can be reached at 713-443-9774 or dellis@houstonsun.com

Sincerely,

Dorris Ellis Robinson
President

Catherine Roberts
Rutherford Yates Museum
Yates Museum C. Roberts <cathiscott@hotmail.com>;

COMMENT FORM (FORMA DE COMENTARIOS)
PUBLIC HEARING - YALE STREET BRIDGE REPLACEMENT AT WHITE OAK BAYOU
(AUDIENCIA PÚBLICA - REEMPLAZO DEL PUENTE DE YALE STREET EN WHITE OAK BAYOU)
SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT; SECTION 4(F) AND CHAPTER 26 OF THE TEXAS PARKS AND WILDLIFE CODE PROPOSED IMPACTS
(Sección 106 de la Ley Nacional de Preservación Histórica; Sección 4(f) y capítulo 26 del Código Parques y Vida Silvestre de Texas Impactos Propuestos)
HARRIS COUNTY, TEXAS
(CONDADO DE HARRIS, TEXAS)
CSJ: 0912-72-230
JULY 29, 2014
(29 de Julio 2014)

___ I am a Public Official (Yo soy un funcionario público)

Name and Mailing Address (Optional) (Nombre Y Dirección de Correo) (Opcional)

Name (Nombre): Mark R Williamson
Address (Dirección): 1433 Columbia 77008
E-mail (correo electrónico): markwmsn@markwmsn.com Phone (Numero de teléfono): 713-864-4230

PLEASE COMPLETE THE APPROPRIATE ITEMS BELOW:
Completa por favor los artículos apropiados abajo:

I am primarily interested in the project from the standpoint of a:
Soy interesado principalmente en el proyecto desde el punto de vista de un:

- ☑ Residential property owner or renter / Dueño o rentador de propiedad residencial
- ☐ Highway user / Usuario de carretera
- ☐ Business property owner or lessee / Dueño o rentador de negocio
- ☑ Other (please explain) / Otro (Explique por favor) Neighborhood association official

(Per Texas Transportation Code, §201.811(a)(5). Check each of the following boxes that may apply to you:
(Por Código de Transporte de Texas §201.811)(a)(5). (cheque cada una de las siguientes casillas que se apliquen a usted:)
- ☐ I am employed by TxDOT (Soy empleado por TXDOT)
- ☐ I do business with TxDOT (Hago negocios con TXDOT)
- ☐ I could benefit monetarily from the project or other item about which I am commenting on (Que podría yo beneficiar monetariamente con el proyecto o el otro artículo que estoy comentando)

COMMENTS (COMENTARIOS):

Alternatives during the bridge to traffic would not force emergency vehicles to use grade-level crossings. They could choose to jog to the underpass.
Understructure appearance (tapered square columns, caps, subtly arched spans) should be maintained/emulated, not round columns and flat spans.
Can the old bricks (under the asphalt) be salvaged and reused?
The adverse impact is insufficiently mitigated as proposed.

PLEASE PLACE THIS FORM IN ONE OF THE ORANGE COMMENT BOXES AT THE MEETING OR FOLD AND SUBMIT IT BY MAIL TO THE ADDRESS ON THE REVERSE SIDE. WRITTEN COMMENTS MAY ALSO BE SUBMITTED ELECTRONICALLY TO: HOU-PIOWEBMAIL@TXDOT.GOV. ALL COMMENTS MUST BE POSTMARKED OR EMAILED BY August 18, 2014.

PONGA POR FAVOR ESTA FORMA EN UNAS DE LAS CAJAS ANARANJADAS PARA COMENTARIOS EN LA REUNION O DOBLE PARA ENVIARLA POR CORREO A LA DIRECCIÓN QUE ESTA AL OTRO LADO. LOS COMENTARIOS ESCRITOS TAMBIÉN PUEDEN SER SOMETIDOS ELECTRÓNICAMENTE A: HOU-PIOWEBMAIL@TXDOT.GOV. TODOS LOS COMENTARIOS DEBEN SER MATASELLADOS POR CORREO O ENVIADOS POR CORREO ELECTRÓNICO EN O ANTES DEL 18 DE AGOSTO 2014.

HOUSTON PARKS BOARD
PARKS BY YOU!

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Nina O'Leary Zilkha
President
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Joe Turner
Ex-Officio

Roksan Okan-Vick, FAIA
Executive Director

August 15, 2014

Director of Project Development
Texas Department of Transportation Houston District
PO Box 1386
Houston, Texas 77251-1386

Dear Director,

The Houston Parks Board writes to specifically request that the Yale Street Bridge Replacement at White Oak Bayou be designed to reflect and accommodate the greenspace and park known as the White Oak Bayou Greenway and the shared use path that will run beneath it. In particular, the Texas Department of Transportation's (TXDOT) design standard of a 5 foot shoulder for pedestrian access is inconsistent with modern standards and poses a significant safety risk as does a potential "sharrow" on a slightly wider 14' foot second lane of traffic. We ask that TXDOT revise its plan in line with our comments below and commit to ensuring multi-modal opportunities in all of its projects. The Houston Parks Board requests that this change be implemented and that an additional public review of a design be provided.

As you know, in November of 2012, the citizens of Houston voted overwhelmingly in favor of a bond measure to create continuous greenways and trails along Houston's bayous, a project now known as Bayou Greenways 2020. Once these trails are complete, over 50% of the City's population will be within one and half miles of a bayou. Once on the bayous, anyone – pedestrians, runners, or cyclists – will be able to use these new paths for both recreation and transportation by commuting to work, reaching other parts of the city, or simply exercising and enjoying the natural beauty of our City. To make the trails fully accessible to adjacent neighborhoods, individual pedestrian and bicycle connections from neighborhoods to the bayou trails must be made. These connections will ensure that the bayou trails fully function and support not only alternative modes of transportation but greater use and enjoyment for the surrounding community.

This bridge is in the heart of an increasingly dense inner city neighborhood rich with heavy pedestrian traffic. The bridge connects a residential neighborhood with a large concentration of new retail, restaurant and other commercial businesses and the bridge spans the White Oak Bayou which will be the first bayou within the Bayou Greenways 2020 project to be completely connected from its northern most terminus within city limits to its confluence with Buffalo Bayou. The bridge should accommodate both current and future needs as there are limited points of connection between the Houston Heights and Washington Avenue neighborhoods. Specifically:

1. The bridge should provide 8' wide raised sidewalks on each side to safely accommodate the high levels of pedestrian and bicycle traffic that currently occur and can be expected to increase once this bridge is replaced. Design speeds on this roadway and bridge should allow for a standard 6" high curb to protect pedestrians. Currently, we do not believe that these additional widths would present any additional problem for TXDOT right of way.
2. The bridge should accommodate current and future plans for trail connections, especially the White Oak Bayou Greenway trail that will go underneath this bridge. This should also include consideration of low cord elevations, column placement and profiles, utilities and lighting. The bridge design should specifically accommodate:
    a. A currently planned trail on the south bank of the bayou passing below the street level (see Exhibit A);
    b. A future trail on the north bank of the bayou passing below the street level;
    c. Connections from the main bayou trail below the bridge to the street sidewalk on the south bank;

Houston Parks Board
300 North Post Oak Lane
Houston, Texas 77024
713.942.8500
Fax 713.942.7664
www.houstonparksboard.org

3. Should any of these trail connections be completed prior to the bridge development, TXDOT should replace and restore any disrupted access pieces.
4. Stormwater outfalls under the roadway should be designed to discharge near the flowline of the channel in order to not conflict with current and future trail profiles. Manholes should also be located out of way of the trails.
5. And with respect to stormwater, TXDOT should use its best efforts to implement green infrastructure improvements that could alleviate any additional impervious groundcover created by expanding the bridge.
6. Finally, the bridge should be expanded to include a protected bike lane (i.e., one that puts a physical barrier between cyclists and moving traffic), also known as a cycle track or grade-separated bike lane.

The Houston Parks Board has attached preliminary drawings related to the trail along White Oak Bayou for consideration and coordination with TXDOT. (Exhibit A). In addition, HPB specially asks that TXDOT coordinate with the on-going design work through HPB's project manager, Richard McNamara.

Finally, Yale Street Bridge has been designated a historic structure. The new replacement bridge should be a structure that acknowledges its historic precedent, but does not try to mimic the existing bridge, especially because of the hydraulic channel conveyance design parameters that the new bridge needs to meet. Specifically, multiple organizations, including Harris County Flood Control District, are examining the possibility of stream restoration and a more natural channel design (assuming the concrete could be eliminated). The proposed bridge span should be wide enough to accommodate that possible eventuality since a new bridge has at least a 50 year life span.

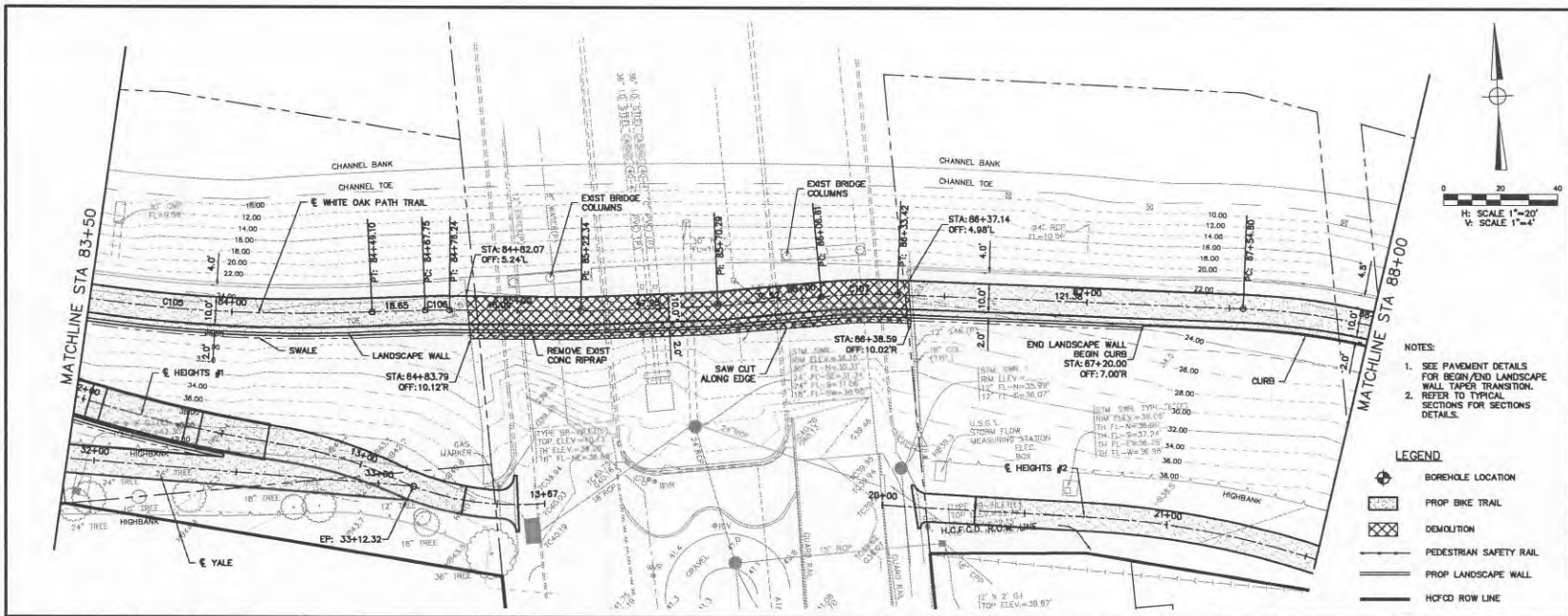
Again, the Houston Parks Board requests that TXDOT provides for additional bicycle and pedestrian access in order to link the residential community to retail and the Bayou Greenway trail to both. We beg TXDOT not to do what is cheapest today, but to design and build a bridge that will favor tomorrow's most likely conditions—conditions that include the Bayou Greenways 2020 park along the entire White Oak Bayou corridor.

Sincerely,

Roksan Okan-Vick, FAIA
Executive Director

Copies: Joe Turner, City of Houston Parks and Recreation Department
Tom Bacon, Board Chair
Ann Lents, Advocacy Committee Chair
David Fitch, Parks & Trails Committee Chair

Exhibit A

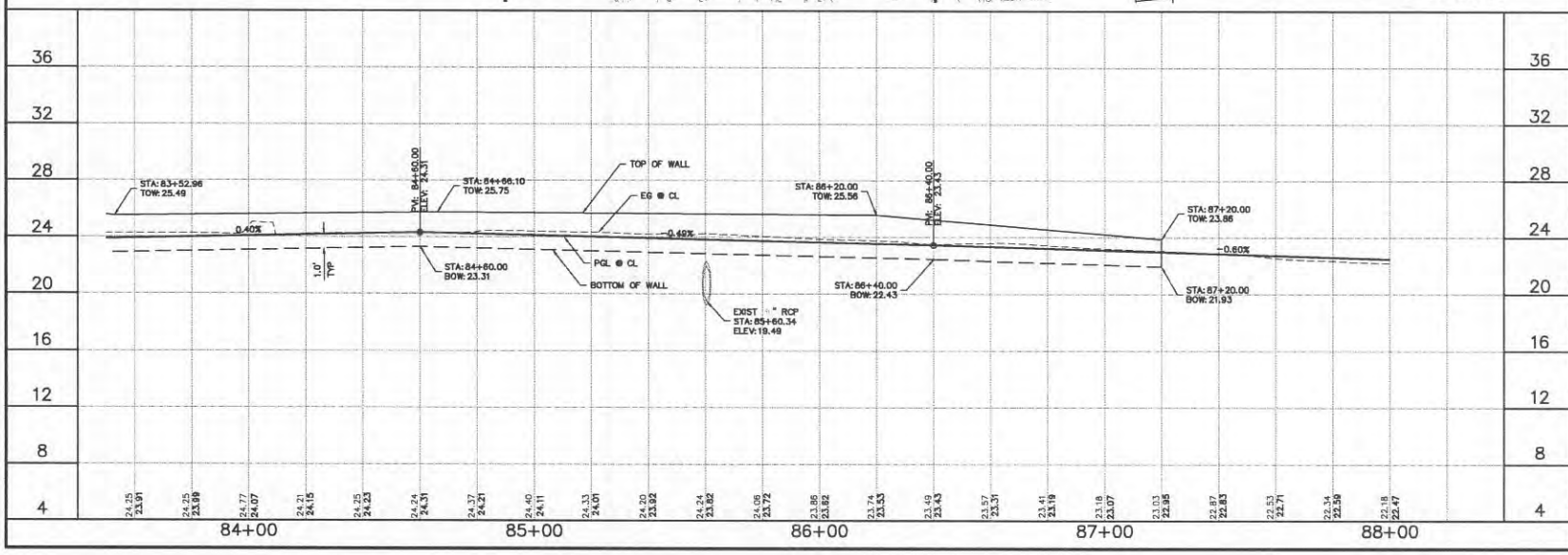


NOTES:

1. SEE PAVEMENT DETAILS FOR BEGIN/END LANDSCAPE WALL TAPER TRANSITION.
2. REFER TO TYPICAL SECTIONS FOR SECTIONS DETAILS.

LEGEND

- BOREHOLE LOCATION
- PROP BIKE TRAIL
- DEMOLITION
- PEDESTRIAN SAFETY RAIL
- PROP LANDSCAPE WALL
- HCFCD ROW LINE



Houston PARKS Board

CONSTRUCTION OF WHITE OAK PATH TRAIL SEGMENT A

FROM YALE RD TO MKT TRAIL NEAR STUDEMONT, CITY OF HOUSTON, TEXAS

klotz associates
1180 Dairy Ashford, Suite 500
Houston, Texas 77079
T 281.589.7287 F 281.589.7308
Texas PE Firm Reg. # F-229

BENCHMARK:

FLOODPLAIN REFERENCE MARK NUMBER 050025 IS A TXDOT DISK ON BRIDGE AT HEIGHTS BLVD AND WHITE OAK BAYOU LOCATED ON UPSTREAM CONCRETE WALK, ON SW CORNER OF S-BOUND BRIDGE, S. OF STREAM CENTER IN KEYMAP 493E IN THE WHITE OAK WATERSHED NEAR STREAM E100-00-00 ELEV. 38.93 FEET NAVD 1988, 2001 ADJUSTED.

FLOODPLAIN REFERENCE MARK NUMBER 050035 IS A BRASS DISK ON BRIDGE AT SHEPHERD AND WHITE OAK BAYOU LOCATED ON UPSTREAM CONCRETE SIDEWALK,ON W. SIDE OF S-BOUND BRIDGE, AT CENTERLINE OF BAYOU IN KEYMAP 492D IN THE WHITE OAK WATERSHED NEAR STREAM E100-00-00 ELEV. 50.55 FEET NAVD 1988, 2001 ADJUSTED.

REV	DESCRIPTION	BY	DATE

NOTICE:

AT LEAST 48 HOURS BEFORE EXCAVATING IN STREET R.O.W. OR EASEMENTS CALL THE LONE STAR NOTIFICATION 713-223-4567.

PRIVATE UTILITY LINES SHOWN

Date:
CenterPoint Energy/Electric Facilities
Approved only for crossing underground ductlines, unless noted. Valid at time of review only.

Date:
Approved for AT&T Texas/SWBT underground conduit facilities only. Signature valid for one year.

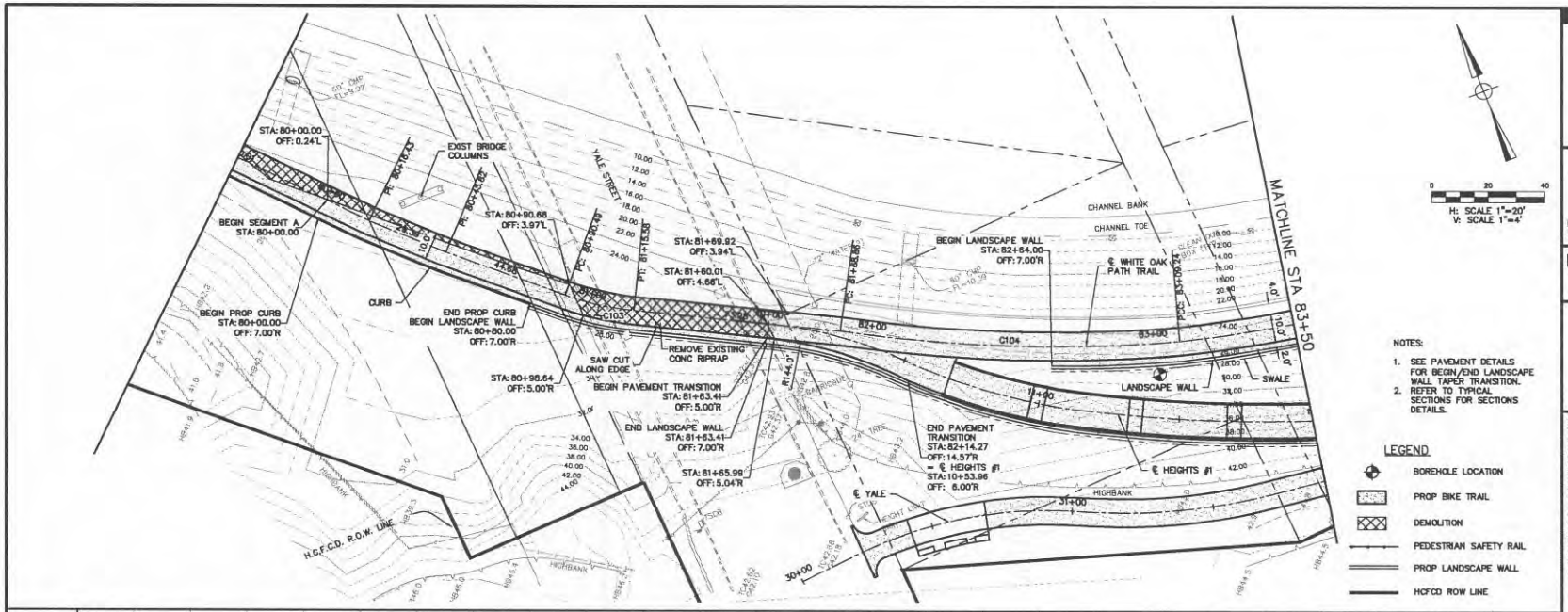
Date:
CenterPoint Energy/Gas Facilities
(Gas service lines are not shown.)

FOR REVIEW ONLY
DO NOT USE FOR PERMITTING, BIDDING, OR CONSTRUCTION.
ENGINEER: SHERI E. HOLLAWAY
ENGR. REG. No.: 70133
DATE: AUGUST 2013

PLAN AND PROFILE STA 83+50 TO STA 88+00

Klotz Project No	1081.001.000		
Drawn By	NAC	Checked By	LV
Scale	NOTED	Date	AUGUST 2013
DWG No	14	Sheet	14 Of 54

J:\1081.001.000\07.00 CADD\White Oak Bayou\02-Construction Drawings\Segment A\1081.001.000.SCC-A.PP02.dwg Aug 06 2013



NOTES:

1. SEE PAVEMENT DETAILS FOR BEGIN/END LANDSCAPE WALL TAPER TRANSITION.
2. REFER TO TYPICAL SECTIONS FOR SECTIONS DETAILS.

LEGEND

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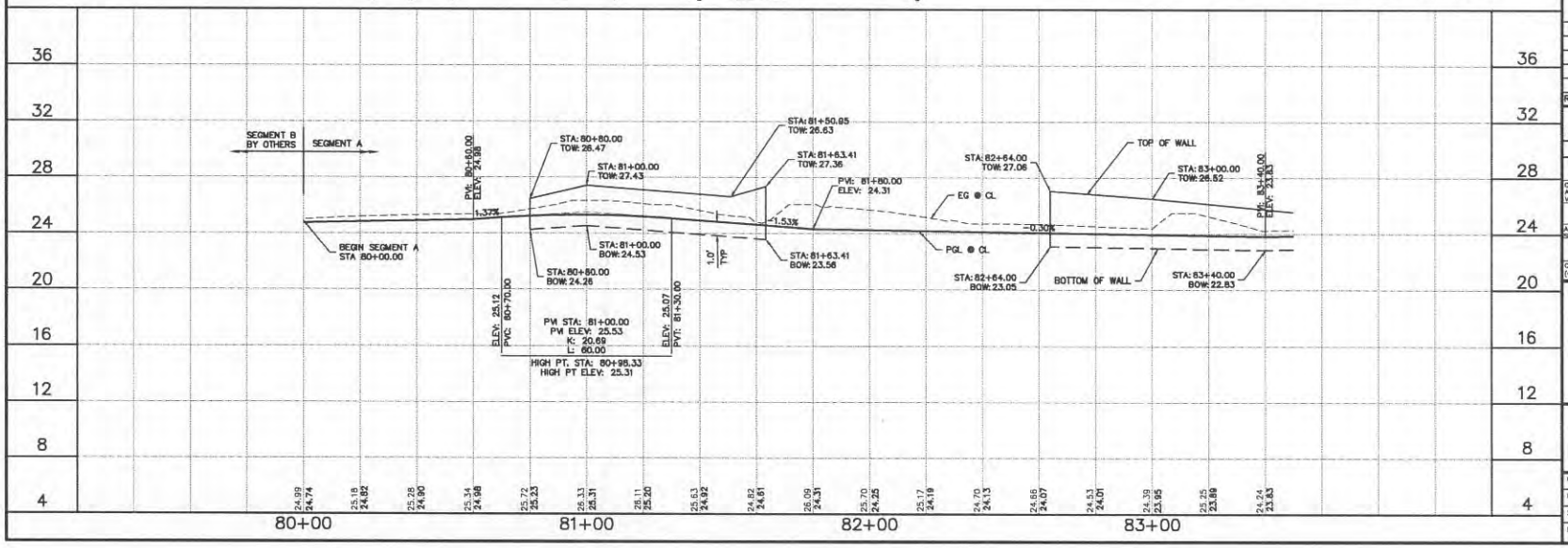
- PEDESTRIAN SAFETY RAIL
- PROP LANDSCAPE WALL
- HCFCD ROW LINE



Houston PARKS Board

CONSTRUCTION OF WHITE OAK PATH TRAIL SEGMENT A

FROM YALE RD TO MKT TRAIL NEAR STUDEMONT, CITY OF HOUSTON, TEXAS

klotz associates
1160 Dairy Ashford, Suite 500
Houston, Texas 77079
T 281.596.7237 F 281.596.7308
Texas PE Firm Reg. # F-929

BENCHMARK:

FLOODPLAIN REFERENCE MARK NUMBER 050025 IS A TXDOT DISK ON BRIDGE AT HEIGHTS BLVD AND WHITE OAK BAYOU LOCATED ON UPSTREAM, CONCRETE WALK, ON SW CORNER OF S-BOUND BRIDGE, S. OF STREAM CENTER IN KEYMAP 493E IN THE WHITE OAK WATERSHED NEAR STREAM E100-00-00 ELEV. 38.93 FEET NAVD 1988, 2001 ADJUSTED.

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REV	DESCRIPTION	BY	DATE

NOTICE:

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PRIVATE UTILITY LINES SHOWN

Date:
CenterPoint Energy/Electric Facilities
Approved only for crossing underground ductlines, unless noted. Valid at time of review only.

Date:
Approved for AT&T Texas/SWBT underground conduit facilities only. Signature valid for one year.

Date:
CenterPoint Energy/Gas Facilities
(Gas service lines are not shown.)

FOR REVIEW ONLY
DO NOT USE FOR PERMITTING, BIDDING, OR CONSTRUCTION.
ENGINEER: SHERI E. HOLLAWAY
ENGR. REG. No.: 70133
DATE: AUGUST 2013

PLAN AND PROFILE
STA 80+00 TO STA 83+50

Klotz Project No	1081.001.000		
Drawn By	NAC	Checked By	LV
Scale	NOTED	Date	AUGUST 2013
DWG No	13	Sheet	13 of 54

z:\1081.001.000\07.00 CADD\White Oak Bayou\02-Construction Drawings\Segment A\1081.001.000.SEG-A.PP01.dwg Aug 07 2013

Julie Villaescusa
1314 Dart St
Houston, TX 77007

August 17, 2014

To: TxDOT

Re: Yale Street Bridge Replacement

There are two main points I would like to make about the proposed replacement of the Yale Street Bridge: 1) **ALL** of the inspection reports recommend rehabilitation, not replacement and 2) the state of the carbon fiber repairs in the letter to Kirk Farris is either grossly misrepresented (and the repairs are in fact good) or the bridge should be closed in September of 2014.

All Inspection Reports Recommend Rehabilitation

The June 2012 Entech report commissioned by the City of Houston recommends rehabilitation, and outlines several steps, with the carbon fiber repairs that have been made as a first step. The October 2012 report commissioned by TxDOT also recommends rehabilitation. TxDOT's Pontex Detail report from the October 2013 inspection has item 75 coded as 381, which indicates rehabilitation is recommended, not replacement. All of the inspection reports recommend rehabilitation, not replacement.

Recent Rehabilitation of the Bridge is Good OR the Bridge Should Be Closed in September 2014

TxDOT's letter to Kirk Farris dated July 18, 2014 has the following to say about the recent repairs to the bridge:

> Recent rehabilitation of the concrete floor beams included the strengthening of intermediate and end floor beams with fiber wrap and carbon fiber laminate strips (FRP) bonded to the floor beam bottom and sides. This repair is considered to be a temporary fix with an uncertain life expectancy and unknown bonding durability. Flexural cracks from prior overstress remain visible on intermediate floor beams outside the repaired areas. The effectiveness of the wrapping is dependent upon the strength of the adhesive and the soundness of the surface to which it is applied. If the existing concrete is considerably degraded, the material being wrapped is inherently unsound.

This description of the recent repairs to the bridge cannot be true.

In September of 2012, TxDOT sent the City of Houston a letter saying that the Inventory Rating of the bridge must be raised above 3.0 within 24 months or the bridge will be closed.

The letter to Kirk Farris, which says the bridge will be replaced, says that the recent repairs are *temporary*. However, TxDOT's own manual says (section 5.1) "Consider only permanently installed repairs when assigning condition ratings." And : "Do not consider temporary repairs in determining

condition ratings because they directly affect the calculations of the sufficiency ratings described in Chapter 7."

http://onlinemanuals.txdot.gov/txdotmanuals/ins/ratings_and_load_posting.htm#CACDBHBI

TxDOT did not consider these repairs temporary when rating the bridge and TxDOT should not consider these repairs temporary when deciding to replace the bridge. Since the repairs did raise the rating of the bridge, they cannot be temporary.

The letter to Kirk Farris says "If the existing concrete is considerably degraded, the material being wrapped is inherently unsound". However, the latest inspection of the bridge – in October 2013 – raised the load limit on the bridge to 10,000 lbs. per axle (from 3,000 lbs. per axle), which is even higher than the 7,500 lbs. per axle that the engineering company that did the carbon fiber repairs recommended. Since the inspection after the repairs were made found the load limit to be 10,000 lbs. per axle the concrete must not be "considerably degraded" or TxDOT would not have increased the load limit.

The letter to Kirk Farris also says that the repairs have "an uncertain life expectancy and unknown bonding durability". However, the inspection frequency of the bridge increased to 24 months from six months as a direct result of these repairs. TxDOT would not increase the inspection frequency of the bridge if these repairs could fail at any minute. The next inspection of the bridge isn't due until October 2015.

Either:

a) the recent repairs to the bridge are actually good and have been grossly misrepresented, and the bridge should be rehabilitated as all of the Inspection Reports recommend ;
b) OR the recent repairs were temporary and could fail at any moment and the bridge should be closed in September 2014.

Sincerely,

Julie Villaescusa

Attachments:

September 26, 2012 TxDOT letter to COH
July 18, 2014 TxDOT letter to Kirk Farris
July 25, 2013 Entech letter to COH

Texas Department of Transportation
PO BOX 1386 • HOUSTON, TEXAS 77251-1386 • (713) 802-5000

September 26, 2012

CONTACT DOD

Harris County
Yale Street Bridge at White Oak Bayou
12-102-B714-57-079

Mr. Daniel W. Krueger, P.E.,
Deputy Director
Engineering and Construction Division – 15th Floor
City of Houston
611 Walker
Houston, Texas 77002

Dear Mr. Krueger:

We have reviewed the bridge inspection and assessment report that was completed by Entech Engineers. The report commissioned by the City of Houston contains several recommendations to raise the load rating. Based upon the attached flow chart, you have 24 months to implement the recommendation of your choice. Corrective actions must be completed within 24 months and must raise the inventory rating above a HS-3, or else the bridge will be closed. At this time, the bridge load posting signs should be changed to single or tandem axle of 3000 Lbs and the inspection frequency will be every six months until the corrective action is completed. Our initial inspection for the six month period will be after September 28, 2012. Once corrective actions have been completed, the bridge can remain open to posted traffic with inspections on a two-year cycle, until reconstruction begins.

Please advise us once corrective measures are completed so we may log this in our bridge inspection files.

Should you have any questions concerning this matter, please contact me at (713) 802-5002.

Sincerely,

Michael W. Alford, P.E.
District Engineer
Houston District

Attachment
cc: Mr. James W. Koch, P.E.

Texas Department of Transportation

July 18, 2014

SECTION 106: DETERMINATION OF ADVERSE EFFECT WITH MITIGATION

CSJ: 0912-72-230
Yale Street at White Oak Bayou
Houston
Harris County

Mr. Kirk Farris
Art and Environmental Architecture, Inc.
1654 Bonnie Brae
Houston, TX 77006

Dear Mr. Farris:

The referenced undertaking will be carried out with federal funding. Because Art and Environmental Architecture, Inc. has been granted consulting party status, and in accordance with the first amended Programmatic Agreement for Transportation Undertakings (PA-TU) between the Texas Department of Transportation (TxDOT,) the Federal Highway Administration (FHWA,) the Advisory Council for Historic Preservation (ACHP,) and the Texas Historical Commission (THC,) this letter initiates Section 106 consultation on the effect the proposed undertaking will have on a National Register-listed property located within the project area of potential effects (APE).

Introduction

Constructed in 1931, the existing facility consists of four continuous and two simple concrete girder spans on concrete supports founded on timber piling. Each span has two main girders spaced at 36 feet with a concrete floor system consisting of floor beams spaced at 11 feet and two stringer beams parallel to the main girders. The deck is a two-way reinforced concrete slab integral with the girders and floor system. The deck is topped with paving bricks that have been overlaid with a four-inch asphaltic wearing surface.

The bridge has four travel lanes on a 40-foot roadway with no shoulders and six-foot pedestrian walkways at both sides. The sidewalks are bordered on the outside with a concrete urn balustrade railing. The balustrade is divided into sections by concrete posts incised with square panels and topped with capitals. Reproduction steel lamp standards are placed at irregular intervals along the bridge. The bridge is posted for a 10,000-pound Axle Weight Limit and 13,000-pound Tandem Axle Weight Limit (see attached location map).
.

Determination of National Register Eligibility

J.P. Miller & Company constructed this bridge for the City of Houston in 1931. Designed by city bridge engineer J. G. McKenzie, the bridge reveals the lingering influence of the City Beautiful Movement. To create this crossing, McKenzie selected a reinforced concrete girder configuration. A 1929 bond issue financed the bridge, which was constructed for approximately $43,580. To improve the appearance of the bridge and to mimic the adjacent Heights Boulevard Bridge constructed in 1922 (replaced 1999), the girders were cast with a shallow curve and placed on battered concrete bents topped with square capitals. Since the bridge's completion, sections of the urn balustrade railing have been damaged but replaced with sympathetic materials.

The Yale Street Bridge gains its significance for its special design and railing. It is one of a few remaining intact examples of a bayou crossing constructed during the early 1930s as part of Houston's street improvement bond issue program. The bridge retains the majority of its integrity of *design*, *materials*, *workmanship*, and *location*, and possesses sufficient integrity of *setting*, *feeling*, and *association* to convey its significance. It is listed in the National Register of Historic Places (NRHP) under Criterion C in the area of Engineering at the state level of significance (see attached photo).

Purpose and Need

The Yale Street Bridge exhibits a number of structural deficiencies that severely limit the structure's capacity to meet the needs of modern vehicular traffic on Yale Street. The bridge exhibits spalling and cracks in the concrete wingwalls and abutments; cracks, delaminations, spalls with exposed rebar in the floor beams supporting the sidewalks; cracks with efflorescence in the end floor beams; and flexural cracks in the concrete girders due to overstress from traffic loads, amongst other structural issues. Additionally, the concrete baluster railing is obsolete because it is not crash-tested.

The bridge also does not meet current load requirements and is considered "functionally deficient" due to its inherent design limitations coupled with the above-mentioned deterioration. The current roadway width does not allow for safe passage of large trucks in opposite directions, nor does it meet the current requirement for bicycle accommodations, which create hazardous traffic conditions. As a result, the functionality of the bridge is limited in two ways: the load carrying capacity and the geometry of the bridge are inadequate for today's transportation system users.

The purpose of this project is to provide a safe and efficient crossing over White Oak Bayou along Yale Street, which meets the current and future traffic needs.

Alternatives Analysis

Overview

The existing facility is in need of design upgrades to meet current roadway standards. In order to upgrade the facility to meet these standards it is proposed that the existing bridge at White Oak Bayou be replaced with a new structure.

The bridge has a Sufficiency Rating of 25.1 out of a possible score of 100. Any bridge with a rating below 50 is eligible for replacement. With an existing road width of 40 feet, the bridge is classified as "functionally obsolete" and does not meet current TxDOT design standard width of 60.5 feet for a four-lane bridge with an average daily traffic count (ADT) of 15,552 vehicles per day (VPD). Approximately 12 % of the current ADT is truck traffic, which does not include vans, pickup trucks, or other light delivery trucks. The heavy volume of truck traffic poses a hazardous situation for this load posted structure and places added stress on its members.

Recent rehabilitation of the concrete floor beams included the strengthening of intermediate and end floor beams with fiber wrap and carbon fiber laminate strips (FRP) bonded to the floor beam bottom and sides. This repair is considered to be a temporary fix with an uncertain life expectancy and unknown bonding durability. Flexural cracks from prior overstress remain visible on intermediate floor beams outside the repaired areas. The effectiveness of the wrapping is dependent upon the strength of the adhesive and the soundness of the surface to which it is applied. If the existing concrete is considerably degraded, the material being wrapped is inherently unsound.

Alternatives Analysis

In compliance with Section 4(f) of the DOT Act, TxDOT conducted an intensive alternatives analysis to determine the best course of action in regards to the NRHP-listed historic bridge. This review determined that there is no feasible or prudent alternative other than to remove the structure and build a new structure on the current alignment. Below is a summary of this analysis.

No-Build Alternative

The no-build option implies that no project using state and federal funds would be undertaken. The no-build alternative would essentially consist of continuing the 24-month inspection frequency and providing routine maintenance. Such maintenance cannot substantially improve the situation and would not remediate the deficiencies and progressive deterioration of the bridge. In addition, the bridge would remain load-posted. To date, numerous citations have been handed to drivers of over-loaded vehicles crossing the Yale Street Bridge since the structure was post loaded. It would not be prudent or feasible to provide 24-hour police surveillance of the bridge to enforce the load posting.

The functional deficiencies would not be resolved by this alternative. Repairing the serious deterioration to the bridge exhibited by the structurally significant concrete floor beams and girders due to overstress from traffic loads, delamination, efflorescence and honeycombing is beyond what can be considered routine maintenance. Because of these deficiencies, the bridge would ultimately pose serious and unacceptable safety hazards to the traveling public and places intolerable restrictions on transport and travel in an area experiencing renewed growth, activity, and commercial development.

While the no-build alternative would have the least impact on the historic integrity of the bridge in the short term, the distress to the floor beams and girders over time will inevitably harm or irreparably damage those character-defining features for which the bridge is listed

in the NRHP. *The no-build alternative would not meet the purpose and need because it would not provide a safe and efficient structure for vehicular use consistent with transportation needs, safety, and load requirements.*

Rehabilitation for Vehicular Use for Continued Two-way Traffic Alternative
This alternative would leave the existing bridge in place and continue to allow two-way traffic on the structure. The bridge's original, now outdated structural design is the most substantial obstacle towards its long-term use. While widening the existing facility is structurally possible, such an improvement would lead to future maintenance issues and also necessitate structural changes to the bridge design that make the bridge significant for listing in the NRHP. Any alterations to its character-defining features would be an adverse effect to the NRHP-listed property.

To repair the bridge structurally, all of the existing floor beams would have to be removed and replaced. Since the slab and floor beams were constructed monolithically, the slab and stringers should be replaced at the same time. The girders would have to be reinforced with steel, which would add additional loading to the bridge and reduce its load carrying capacity. Once complete, the only remaining original parts of the bridge would be the main girders and the columns. The bridge would not meet the current AASHTO truck loading and truck configuration standards of 80,000 pounds and would have to remain load-posted. In 1931, when the bridge was originally constructed, standard truck weight was only 25,000 pounds and increased load-carrying capacity of modern-day trucks creates unsafe conditions and poses a public safety concern. The structural deficiencies cannot be reasonably corrected without large-scale alterations that would compromise the historical integrity of the bridge.

While feasible, this alternative is not prudent because it would not provide a safe and efficient structure for vehicular use consistent with transportation needs, safety, and load requirements, as well as altering the features that qualify the bridge for the National Register.

Rehabilitation for Continued Vehicular Use as a One-way Pair Alternative
This option consists of constructing a new bridge adjacent to the existing structure allowing each to carry one-way traffic in each direction. The new bridge would be designed to meet current AASHTO standards for new construction. The existing bridge would be left in place and would carry one-way traffic in the opposite direction.

Due to the existing street geometry and surrounding construction, the present bridge structure has already been located at the only feasible and prudent site. To build a new bridge at another site would result in extraordinary bridge and approach engineering and construction difficulty (the mainline geometrics, profile, and bridge at IH 10, which is located directly north of the Yale Street Bridge, would require redesign), added costs, major disruption to established traffic patterns, and the displacement of a significant number of businesses due to the need to acquire additional ROW south of the bridge. *Therefore, this alternative is not feasible or prudent.*

Rehabilitation for Use as a Pedestrian Structure Alternative
This alternative consists of leaving the existing bridge in place for non-vehicular use and redirects vehicular traffic to the nearby Houston Heights Boulevard Bridge as an alternate route. The existing bridge would remain in place and be adapted to pedestrian use.

Yale Street is classified as an Urban Minor Arterial roadway and is a major north-south street with an average daily traffic count of 15,552 vehicles per day. In addition, the area immediately surrounding the bridge has recently seen a surge in adjacent development that includes a new chain retail store (Walmart) and various shopping centers. Closing Yale Street at White Oak Bayou would force drivers to use the nearby Heights Boulevard Bridge, which would greatly increase that bridge's ADT, which is currently 11,000 VPD, and ultimately lead to traffic-flow problems.

Furthermore, immediately south of the bridge, Yale Street is grade-separated under the Southern Pacific Railroad tracks. Closing Yale Street to thru-traffic via the existing bridge is detrimental to emergency vehicles because the adjacent roadways are at-grade with the railroad crossing. The conversion of the Yale Street Bridge only to pedestrian use would require emergency vehicles to wait for trains to pass before crossing the railroad tracks. *For these reasons, this alternative, while feasible, is not prudent.*

Replace the Existing Structure Alternative
TxDOT proposes to replace the existing bridge on current alignment. The new structure would be designed in accordance to current loading standards and would have a non-crash tested ornamental rail compatible with the existing one to reference the historic appearance of the original bridge. To provide the required vehicular impact protection for a low-speed facility, a retrofitted crash-tested rail would be placed at the sidewalk curb.

This alternative meets the purpose and need for the project by eliminating existing structural deficiencies, eliminating functional deficiencies, and bringing the roadway into conformance with current design standards and criteria. It provides a safe and efficient new structure for vehicular use consistent with transportation needs, safety, and load requirements.

Efforts to Minimize Harm and Mitigation
Because the bridge was not determined to be a candidate for preservation in place, TxDOT complied with FHWA requirements to market the structure to a responsible party that would agree to preserve and maintain the bridge for another use. An advertisement was placed in the Houston Chronicle on July 1, 2014 announcing to the public that the bridge was available for relocation. At the expiration of the 15-day response period, no parties expressed interested in ownership of the bridge. Since the bridge could not be prudently retained for vehicular use and there was no public interest in its relocation, in accordance with 36 CFR 800.6, TxDOT proposes to mitigate the above mentioned adverse effects through the following measures:

–retaining the original bridge documentation file at the Environmental Affairs Division with medium format black and white photographs of the salient engineering features of the bridge, and a historical narrative on concrete bridges in the State of Texas.

–installation in the replacement bridge of a new ornamental rail compatible with the existing one to reference the historic appearance of the original bridge (see attached schematic sheet).

Determination of Effects
After applying the criteria of *Adverse Effects* as stipulated in 36 CFR 800.4, TxDOT determines the proposed action to remove the Yale Street Bridge will constitute an **adverse effect** to this National Register-listed property.

Conclusion
In closing, we remind you of the invitation previously extended to your organization to attend the Public Hearing for this project to be held on Tuesday, July 29th in the Auditorium of the TxDOT Houston District at 7600 Washington Ave. (Open House 5:30 PM, Presentation and Public Comment 6:30 PM).

You may sign in the space provided below to indicate your concurrence with this finding and proposed mitigation. If a response is not received within 30 days, TxDOT will assume your concurrence with the findings and proposal. Thank you for your cooperation in this federal review process. If you have any questions or comments, you may contact me at (512) 416-2770 or at mario.sanchez@txdot.gov.

Sincerely,

Mario L. Sanchez, Ph.D., R.A.
Historical Architect
Environmental Affairs Division

CONCUR
ADVERSE EFFECT WITH MITIGATION
YALE STREET BRIDGE AT WHITE OAK BAYOU
CSJ: 0912-72-230

NAME: _____ DATE: _____
Art and Environmental Architecture, Inc.

cc. Ms. Linda Henderson, Texas Historical Commission

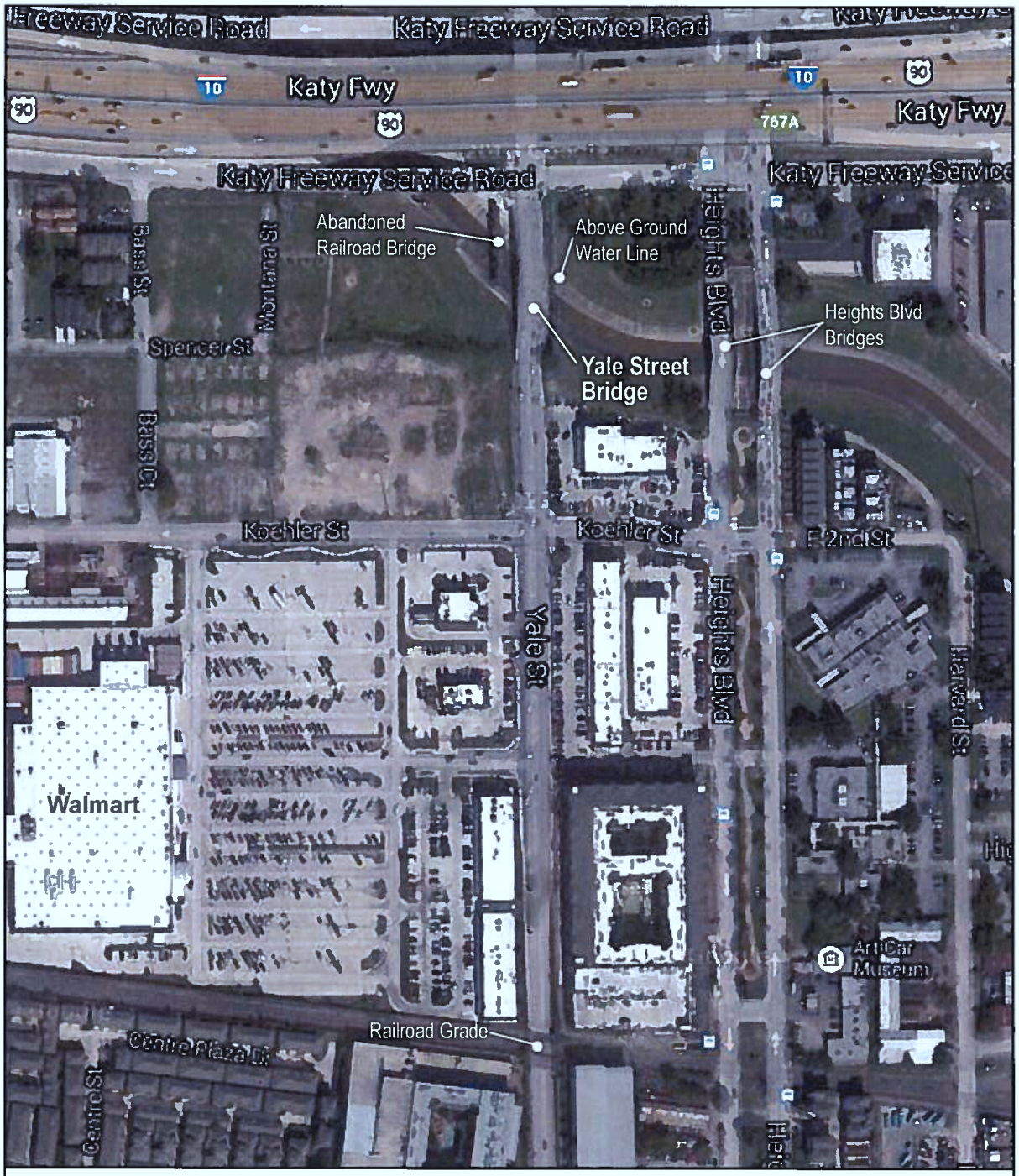


Figure 1: Project Location Map

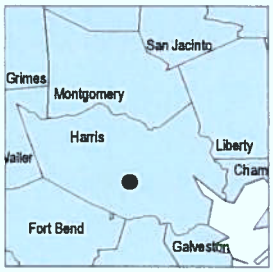
Yale Street
Houston, Harris County, Texas

Texas Department of Transportation

HARDY·HECK·MOORE INC

Map Source: Google Maps

N

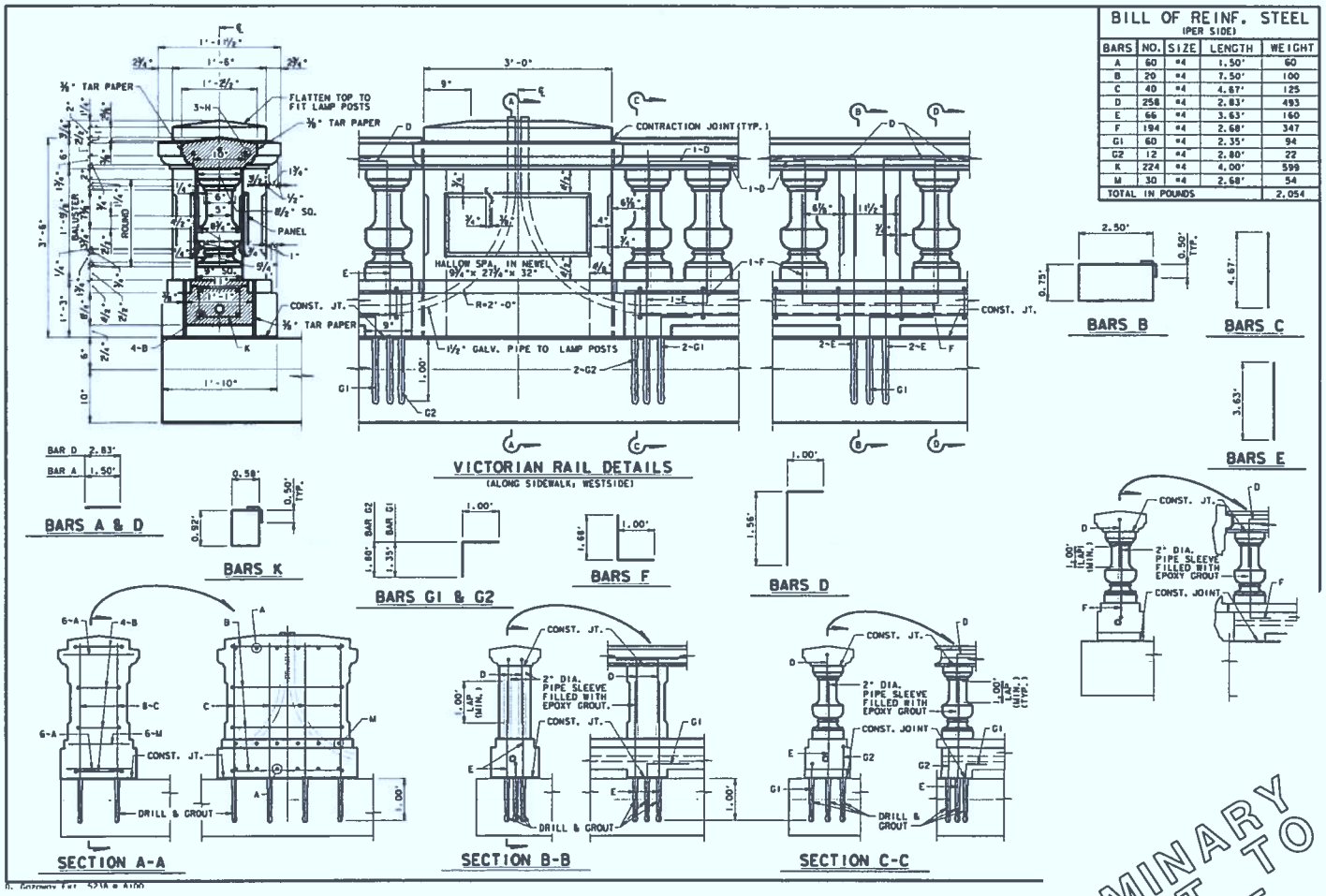


View of deck of Yale Street White Oak Bayou Bridge, looking north.

View of superstructure of Yale Street White Oak Bayou Bridge from south approach, looking northeast.

BILL OF REINF. STEEL
(PER SIDE)

BARS	NO.	SIZE	LENGTH	WEIGHT
A	60	#4	1.50'	60
B	20	#4	7.50'	100
C	40	#4	4.67'	125
D	258	#4	2.83'	493
E	66	#4	3.63'	160
F	194	#4	2.68'	347
G1	60	#4	2.35'	94
G2	12	#4	2.80'	22
K	224	#4	4.00'	599
M	30	#4	2.68'	54
TOTAL IN POUNDS				2,054



PRELIMINARY SUBJECT TO CHANGE

This document is released for the purpose of interim review under the authority of Glenn C. Lozaro, P.E. 113746

on _____, 20__.
It is not to be used for construction, bidding or permit purposes.

TEXAS DEPARTMENT OF TRANSPORTATION
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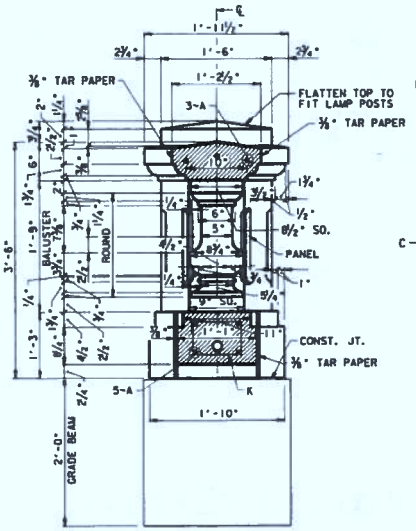
YALE STREET C411 (MOD) RAIL DETAILS

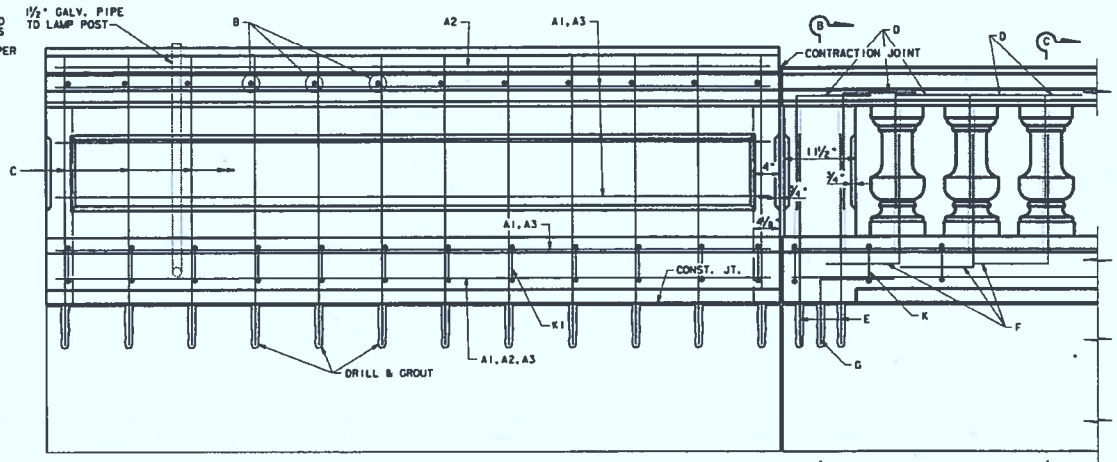
N. T. S.

SHEET 7 OF 7

FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
6	BR 2013(801)		
STATE	DIST.	COUNTY	
TEXAS	HOU	HARRIS	
CONT.	SECT.	JOB	HIGHWAY NO.
0912	72	230	CS

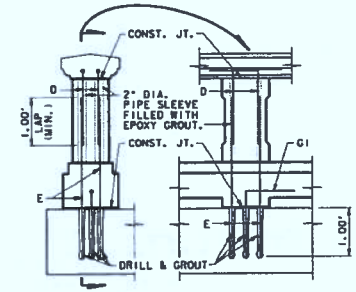
DATE: 7/17/2014
FILE: n:\cdb\0912-72-230 yale street bridge replacement\bridge\str\BRDG RAIL DETS\230BRDG DET#01.dgn



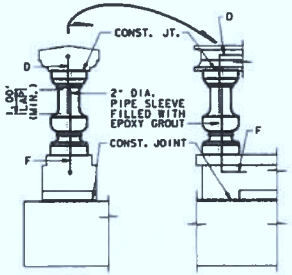


VICTORIAN END GUARDRAIL DETAILS

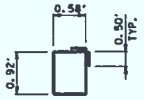
(ABUT. 1 & ABUT. 5 ENDS)



SECTION B-B



SECTION D-D



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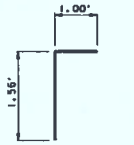

BARS D

BARS F

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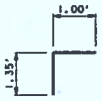

BARS G

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PRELIMINARY SUBJECT TO CHANGE

TEXAS DEPARTMENT OF TRANSPORTATION

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YALE STREET C411 (MOD) RAIL DETAILS

N.T.S.

SHEET 1 OF 7

FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
6	BR 2013(801)		
STATE	DIST.	COUNTY	
TEXAS	HOU	HARRIS	
CONT.	SECT.	JOB	HIGHWAY NO.
0912	72	230	CS

DATE: 7/17/2014
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sgnp.dgn

D. Gorzowy Fat. 523A @ A100

ENTECH CIVIL ENGINEERS, INC.
CONSULTING ENGINEERS • PROJECT MANAGERS

July 25, 2013

John H. Kuo, P.E.
Assistant Director
PWE Street & Bridge Department
City of Houston
611 Walker, 14th Floor
Houston, TX 77002

Re: On-Call City Wide Rehabilitation and Replacement of Bridge Structures/Roadways
WBS-N-00445N – 0032-4 Yale Street Bridge Rehabilitation over White Oak Bayou

Attn: Sudarshan Gouni, P.E.:

Attached are the calculations for the Yale Street Bridge with the carbon FRP strips reinforcement.

As indicated in the report, the new ratings are:

Inventory Rating : HS 4.59
Operating Rating: HS 7.66

The recommended load posting per axle will be = Inventory Rating x Rating Multiplier

Inventory rating = HS 4.59 Rating Multiplier = 1,450 lbs

Therefore the raw posting per axle would be 4.59 x 1450 = 6,656 lbs

However, TxDOT signs rounds rates to the nearest 2500 lbs. Thus the posting can be 5,000 lbs or 7,500 lbs per axle for the bridge. We recommend that it be posted at 7,500 lbs per axle given that the operating rating is HS 7.66.

Should you have any questions or comments, please do not hesitate to contact me.

Sincerely,

Mike Spiegel, PE

Mike Spiegel
Project Manager
Attach: Structural Report

16360 Park Ten Place, Suite 230 • Houston, Texas 77084 • Tel: (281) 945-0069 • Fax: (281) 945-0081
Email: info@entechhou.com

ENTECH CIVIL ENGINEERS, INC.

INSPECTION AND ASSESSMENT OF THE YALE STREET BRIDGE OVER WHITE OAK BAYOU SOUTH OF THE KATY FREEWAY

FINAL REPORT - REVISED

June 1, 2012

INSPECTION AND ASSESSMENT REPORT
YALE STREET BRIDGE OVER WHITE OAK BAYOU

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4. ANALYSIS AND CALCULATIONS	17
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B. FLOORBEAM ANALYSIS
C. GIRDER ANALYSIS

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2. LOCATION MAP OF BRIDGE
3. VIEW OF BRIDGE LOOKING NORTH
4. NOMINATION REPORT
5. JOINT AT SOUTH ABUTMENT
6. EAST SIDE WING WALL
7. WEST WING WALL
8. WEST WING WALL
9. WEST WING WALL
9a. NEW WEST WING WALL
10. RAILING UNDER REPAIR
11. FOOTING AND COLUMN
12. EXPOSED STEEL AND MINOR CRACKS IN BEAM
13. EXPOSED STEEL IN COLUMN AND BEAM
14. EXPOSED STEEL AND MISSING CONCRETE
15. EXPOSED STEEL AND MISSING CONCRETE
16. BROKEN CONCRETE
17. EXPOSED STEEL IN BEAM
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19. CORING ON BRIDGE
20. CORING ON BRIDGE
21. NEW CONCRETE PAVEMENT BETWEEN FEEDER ROAD AND BRIDGE

INSPECTION AND ASSESSMENT REPORT
YALE STREET BRIDGE OVER WHITE OAK BAYOU

Figure 1 – Plaque with Construction Date of Bridge

1. GENERAL

The bridge is a reinforced concrete structure built in 1931. (See Figure 1). It consists of 6 spans with a total length of 250 feet. It is built on spread footings constructed on 30-foot deep untreated piles. The footings and columns are staggered to allow for White Oak Bayou, concrete lined, that crosses Yale Street at a skew angle .

It is located in Houston Heights, on Yale Street, just south of the Katy Freeway (IH-10). It is in Key Map grid 492H. (See Figure 2 overleaf)

The bridge was originally designed for a dead load equivalent to the actual dead load of the bridge. The live load for the floor system was calculated based on a 2-axle 20-ton truck. The live load for the main girders was assumed as 100# per square foot over the entire structure

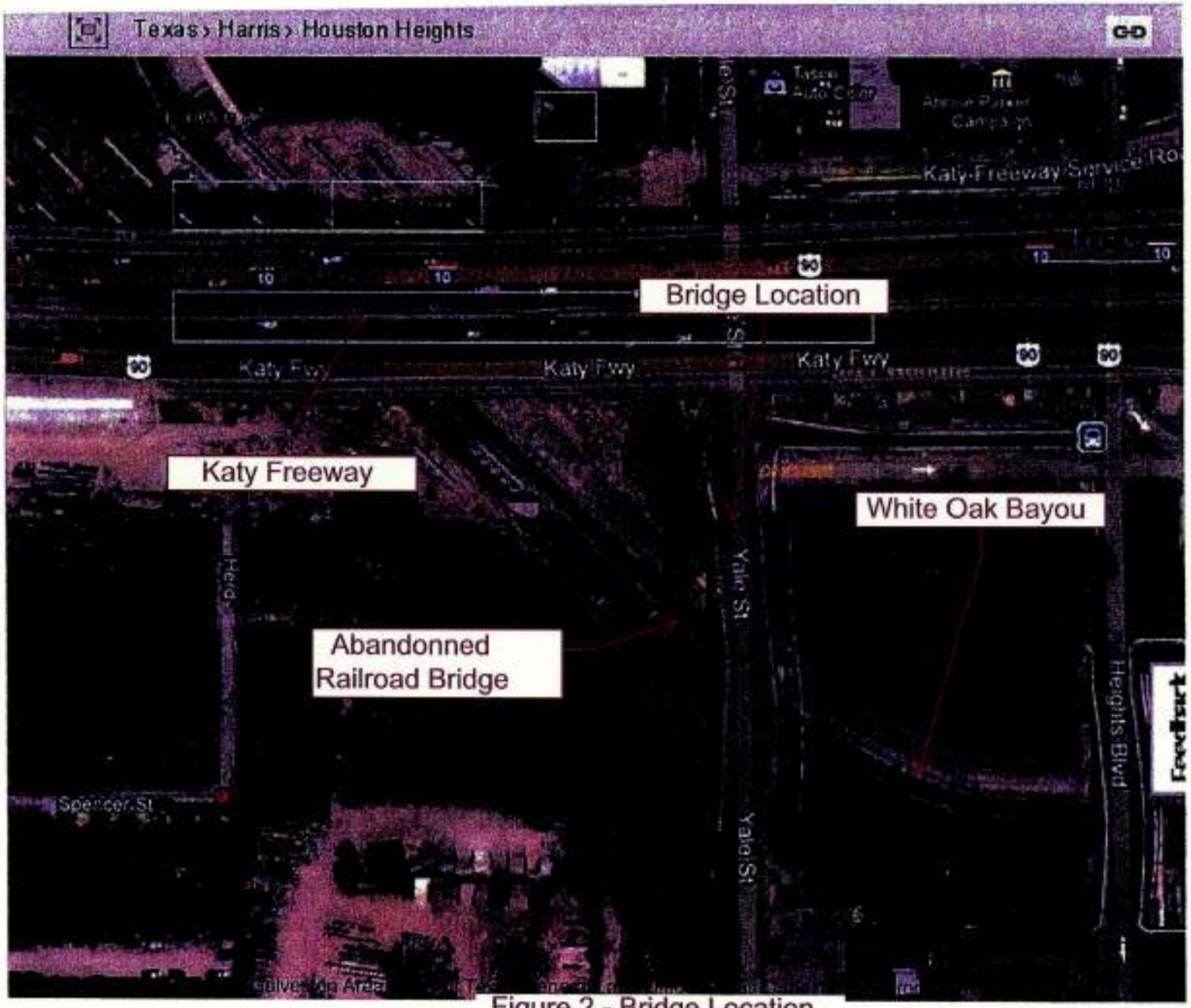


Figure 2 - Bridge Location

The bridge was designed with four 11-foot lanes of traffic and 2 5-foot sidewalks for a total width 55 feet. It has baluster railings and originally had lighting built into the railing.

This lighting has since been removed and replaced with COH lighting standards. (See Figure 3)

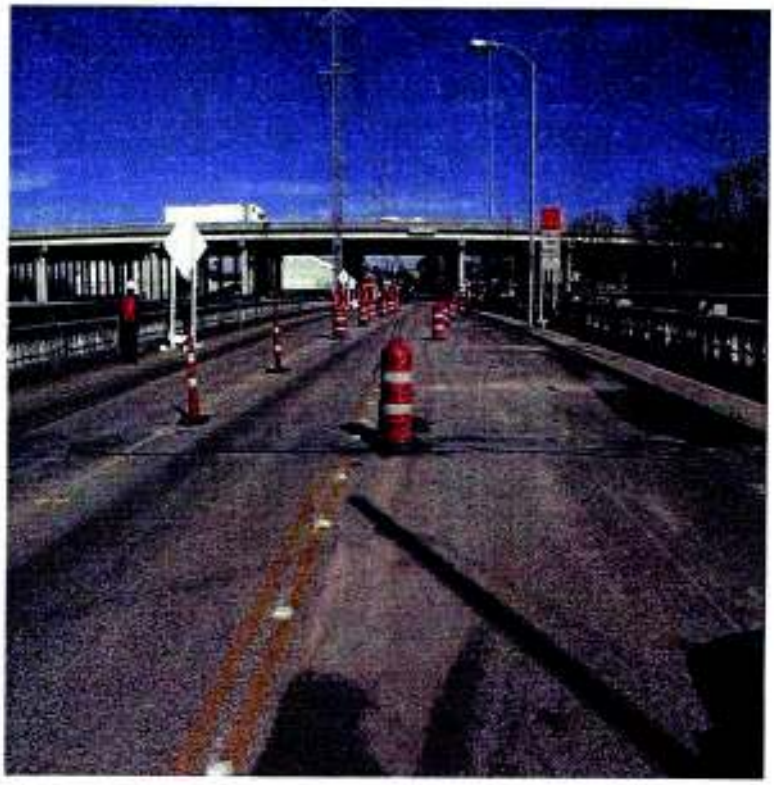


Figure 3 – View of Bridge Looking North

2. BACKGROUND

The City of Houston Bridge Maintenance Department nominated this bridge for an assessment and report on December 7, 2011. This was done as a result of the bridge load capacity being downgraded by TxDOT due to the typical tensile strength of the steel in use at the time of construction. (See Figure 4)

CITY OF HOUSTON
Public Works and Engineering Department

LOCAL ON-CALL BRIDGE PROJECT
Nomination Form

Tracking Number::	
Problem Description: Downgraded load bearing capacity by TxDot. Some concrete spalding detected.	
Location: 200 Yale Street over White Oak Bayou (just south of IH10)	Key Map grid: 492H
Owner of Bridge : City of Houston	Phone #: 713-641-8695
Contact Person: Roberto C. Gomez, P.E., COH Bridge Maintenance Phone #: Office 713-6417914, Cell 281-630-0260	
Address: 2701 Dalton Houston Texas. Zip Code: 77017	
BRINSAP Report Number: 12-102-B714-57 079	Council District: H
Type of Bridge: 100% steel reinforced concrete bridge for vehicles with sidewalk on each side, built in 1931	
Nature of Problem: Bridge load capacity has been downgraded by TxDot due to typical tensile strength of steel reinforcement used in that time period. Some reinforcing steel seen due to spalding of existing concrete.	
What has been done thus far: Nothing	
Who has conducted initial site visit: COH/Roberto C. Gomez, P.E., TxDot/Kenneth L. Ozuna, P.E.	
What is a possible solution? (attach GIS map with existing system for reference, annotate as needed) Refer to engineering Consultant for assessment.	
Additional Comments: See Attached Drawings and Brinsap Report	

12/7/2011

Request From Roberto C. Gomez, P.E. COH

Request Date 12-07-2011

Reviewed By:

Approved By:

Figure 4 – Nomination Form

The bridge was visually inspected by Clear Span Engineering in January 2010, and a BRINSAP Report Issued (12-102-B714-57 079). The report ratings were based on HS 15 standard for the bridge. At that time, the report recommended that the posted load limits of 40,000 lbs gross and 21,000 lbs tandem axle be maintained for the bridge.

The report also recommended that signs be posted at the approaches to the bridge with these limits.

In late 2010, these limits were downgraded by TxDOT based on the typical tensile strength of steel used at that time.

As a result of this downgrade, a "No Trucks Allowed" sign has been posted at the southbound approach to the bridge.

As a result of the nomination, Entech Civil Engineers, joined by Aguirre & Fields, were tasked to inspect, analyze and prepare an assessment report for the bridge.

The bridge site was visited twice in December, 2011 and once in March 2012. The bridge site was again visited, as a result of meetings at the COH, in April and May 2012. Work in progress by TxDOT as a result of the construction for the IH-10 feeder road were noted.

3. OBSERVATIONS

Figure 5 – Joint at South End of Bridge

The asphalt pavement has failed at the south joint between the abutment and the bridge. (See Figure 5)

It appears that, at some point in the past, there has been some work done at this joint, with an asphalt overlay and repair on the surface of the bridge.

There is no apparent damage to the bridge at this point.

The north abutment was built with a staggered section to allow for the skew of the bayou passing under the bridge. The abutment itself is in good condition.

The abutment is flanked by wing walls to the east and west. These wing walls were built by with planks supported by driven 1-foot diameter wooden piles. (See Figure 6)

Figure 6 – East Wing Wall

The planks on the East wing wall, are weathered but are in fairly good condition. The piling is showing effects of their age and the constant pressure of the soil. The piling is showing some vertical splitting.

Our observations in 2011 and March 2012 showed that the west wing wall, on the other hand, has been completely washed out. The embankment has slipped and there is undermining of the roadway and the rear of the concrete abutment itself. (See Figure 7,8 &9)

Figure 7 – West Wing Wall

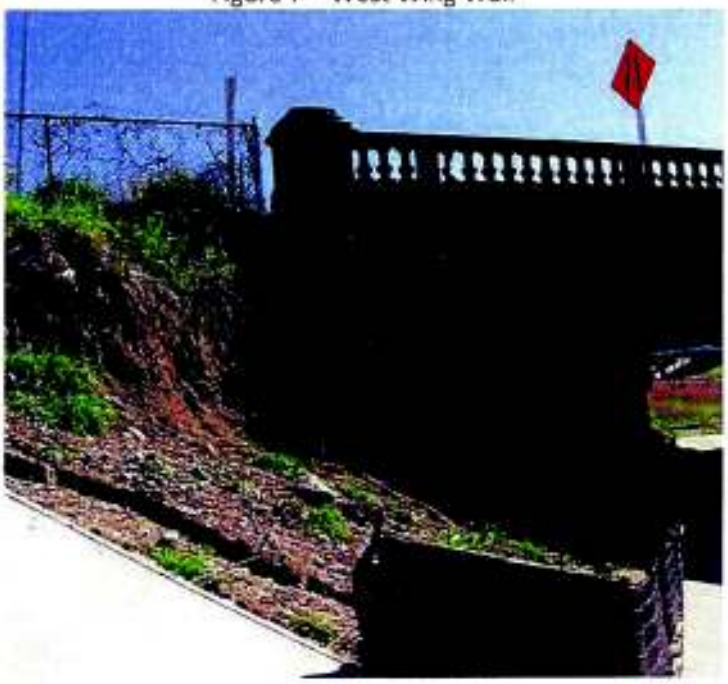


Figure 8 – West Wing Wall

Figure 9 – West Wing Wall

As is evident in Figures 7 and 8, a temporary fence has been erected to keep the soil from washing out into the bayou. It is also evident from these 3 figures that the road itself has voids under it. This could lead to road failure at this location. The loss of material in back of the abutment will have no significant effect on the bridge itself, but will cause settlement of the roadway approach to the bridge.

TxDOT has been in the process of extending the frontage road to the Katy Freeway (IH-10). The frontage road also passes over White Oak Bayou in the vicinity of Yale Street. As part of the construction, TxDOT has extended the retaining wall at the feeder road to the west side of the abutment for the Yale Street Bridge, thus repairing this wing wall. (See Figure 9a)

Figure 9a – New West Wing Wall Extending to Feeder Road

The railing on this bridge, originally built in 1931, has had some damage and is in the process of being repaired. (See Figure 10). Although of a design that is no longer being used, it is an integral part of this bridge and does fulfill its function. The original lighting and conduits within the bridge are no longer being used.

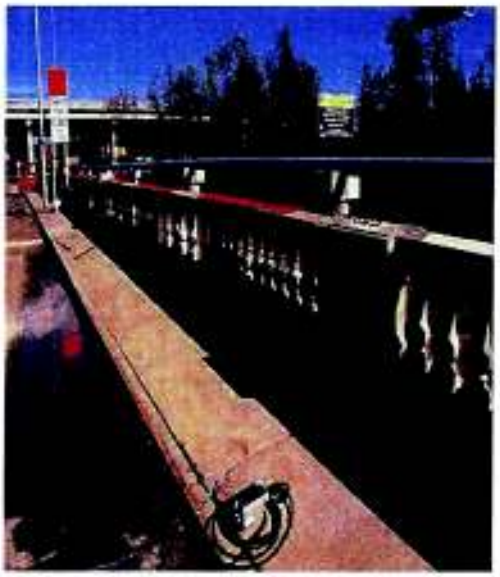


Figure 10 – Railing on East Side of Bridge Under Repair

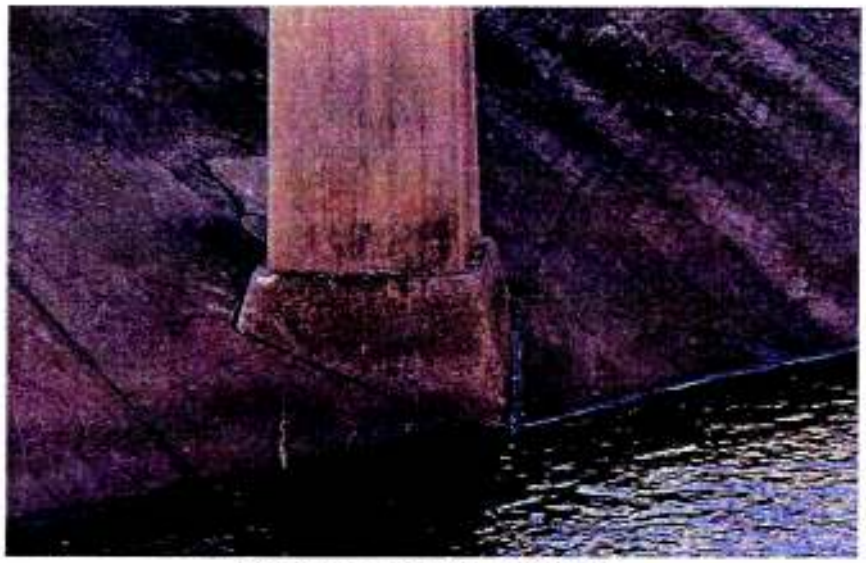


Figure 11 – Footing and Column

The columns and exposed footings of the bridge were inspected. The columns, although showing water discoloration, show no evidence of damage. The footings appear in very good condition. (See Figure 11)

The original design of this bridge specified the following minimum cover for the steel reinforcement:

Slab Steel : ¾ "
Slab Beams and Floor Beams : 1-1/2"
Girders : 2" bottom
Stirrups : 1" on slab beams and floor beams
1-1/2" on girders

There are several locations where the concrete is spalling and where the reinforcing steel has been exposed. There are also some locations where the concrete has minor cracks. (See Figures 12 through 17)

Figure 12 – Exposed Steel and Minor Cracks in Beam

Note the minor cracking in the concrete on the left side of the beam. The exposed steel shows no significant loss due to corrosion.

Figure 13 - Exposed Steel in Column and Beam

The concrete cover of the steel has disappeared at this junction. There are no evident cracks at this point. It can be surmised that the concrete spalling is due strictly to the age of this bridge.

Figure 14 – Exposed Steel and Missing Concrete

Figure 15 – Exposed Steel and Missing Concrete

The exposed steel and missing concrete was caused by the drilling of holes through the bridge for the evacuation of water from the bridge surface, and not by age or structural deficiencies of the bridge. The exposed steel bar shows no significant loss due to corrosion.

Figure 16 – Broken Concrete

On the west side of the bridge, there is some broken concrete at the junction of one of the girders and a column. The loss of the concrete does not appear to have a significant effect on the stability or integrity of the bridge. Note the small piece of concrete ready to be dislodged on the left side of the column.

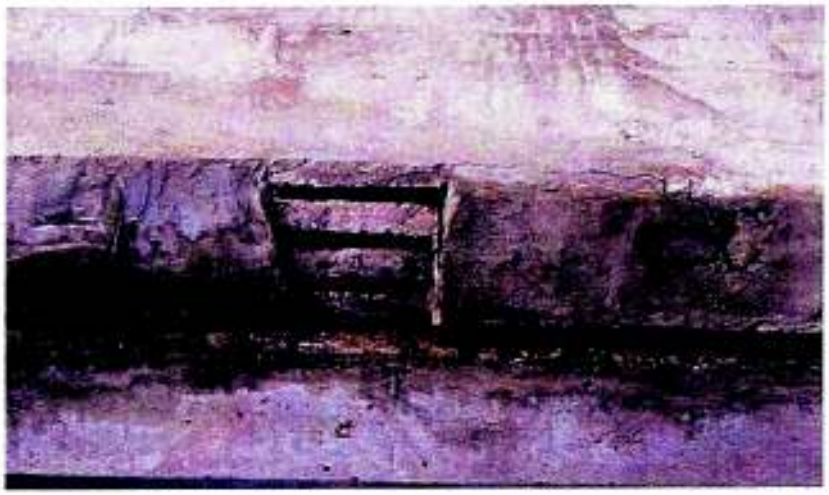


Figure 17 – Exposed Steel In Beam

The exposed steel in this instance was not due to any structural defect or spalling. It is apparent that the concrete was sawed and removed to expose the steel. This section indicates that the 2" of cover specified in the plans was actually placed on the steel. Despite its age, the steel appears in very good condition.

There is some cracking in the concrete. Given that it is so localized, this could have been caused when the concrete was sawed. It does not appear structural in origin.

Figure 18 – View Under Bridge Looking South

Generally speaking the condition of the bridge is in very good condition, especially in regard to its age. The bridge originally was built to support utilities on its underside. However only the eastern stirrups are actually in use.

On April 2, 2012, the subject bridge was discussed at the bi-monthly meeting for the city-wide rehabilitation projects at the COH. Several methods of refurbishing this bridge were discussed.

The following points (based on the original analysis) were raised and answered:

1. **What effect would reducing the asphalt overlay thickness have on the load rating of the bridge?**

The load rating would increase slightly if the overall thickness of the pavement was reduced. For example, a 2" reduction in the overlay thickness would increase the load rating from HS 2.8 to HS 3.6 (a 2,900 lb increase in allowable vehicle weight)

2. **How much can the bridge load rating be increased with carbon strips?**

Typically, the deficient members are strengthened to achieve the highest rated member. For this bridge, the girders, with a load rating of HS 7.3 have the highest rating. We recommend strengthening the flexure capacity of the floor beams (that have the lowest rating) to achieve this rating for the entire bridge. A load rating of HS 7.3 is equivalent to a 26,280 lb vehicle weight.

3. **Can a load rating higher than 7.3 be obtained for this bridge?**

Yes. This would require strengthening the main girders for shear capacity and strengthening the floor beams further for both shear and flexural capacity. The practical limit of how much the load rating can be increased will depend on the following:

- The adequacy of the existing concrete surface for epoxy bonding with the carbon strips. This can be determined by testing.
- The amount and location of shear strengthening required. Shear strengthening is more difficult since it requires anchoring the ends of the composite wrap at the top of the member.

We believe that the practical limit for this bridge will be close to HS 10 (equivalent to a 36,000 lb vehicle)

As a result of this meeting, the COH took two core samples on the bridge to ascertain the thickness and type of material comprising the bridge deck. (See Figures 19 and 20)

Figure 19 – Coring on Bridge

Figure 20 – Coring on bridge

Two cuts on the bridge were performed at the locations shown below. Both of the cores showed 4" of asphalt , 3 inch paving brick on 1" sand cushion. The cuts were done on both the south and north bound lanes. Since the contractor had the traffic diverted to the center lanes the cuts were done on the exterior lanes.

The locations are as follows:

- South bound lane: 78 feet from beginning of bridge and 7 ½ feet from the curb (Figure 19)
- North bound lane : 32 feet from beginning of bridge and 12 ½ feet from curb (Figure 20)

Thus the thickness of the existing deck is 7.5" concrete slab + 1" sand cushion + 3" Paving brick + 4" asphalt concrete = 15.5 inches

On May 23rd, 2012, an additional meeting was held at the COH to discuss this report and the following questions were raised:

1. **What would the load rating be if the existing pavement, bricks and sand layer are removed and replaced with the City of Houston's standard 1-1/2 inch hot mix asphaltic concrete pavement?**

The load rating, without any other remedial work, would increase from HS 2.0 (7,200 lb vehicle) to HS 4.7 (16,900 lb vehicle). If this work was combined with the other recommended work, i.e., the reinforcement of the beams with carbon strips, the load rating would be close to HS 10 (36,000 lb vehicle).

However, it must be noted that the brick and sand layers help distribute the wheel loads and prevent reflective cracking from any surface defects that may exist in the concrete deck. Removal of these layers will increase the dynamic impact on the bridge. The condition of the deck would have to be evaluated after removal of the brick and sand layers to determine if the deck was suitable and adequate for paving. If it is not adequate, the surface would need a concrete overlay before the placement of the asphalt. This would reduce the benefit available from the removal of the bricks and sand.

Additionally, lowering the surface of the bridge will require regrading the approaches to the bridge to prevent a "bump" when entering or leaving the bridge. Such a "bump" would increase the dynamic impacts on the bridge.

2. What is the current load postings at the bridge approaches?

The southbound approach is posted with a "No Trucks Allowed". The northbound approach is posted with an 8,000 lb single axle or a 10,000 lb tandem axle limit.

3. What will happen if the bridge is posted for a lower load and the capacity is continuously exceeded?

The girders and floorbeams, if continuously overloaded, will experience flexural cracking and significant deflections. This will significantly reduce the load carrying capacity of the bridge.

The amount of load path redundancy in the system will determine the probability of a catastrophic collapse in the event of continuous overloading. The floorbeams have moderate redundancy since loads on a deficient floorbeam will be redistributed to adjacent floorbeams through the intermediate stringers.

The main girders have low redundancy, since a two-girder system is normally considered non-redundant. However, the offset locations of the columns do provide some load path redundancy since high stress locations in one girder are opposite to a lower stress locations in the facing girder. Additionally, if one girder is severely overloaded, some of the bridge load can be redistributed to the other girders through the cantilever action of the floorbeams, which may prevent catastrophic failure.

If overloading does occur on the bridge, regular inspection by the COH under the bridge will reveal if there are stress fractures in the beams or girders.

It is our opinion that, due to the age of the bridge, we will not be able to achieve the full increase in loading to HS 10.

This discussion is based on the assumption that the concrete and steel in the bridge are still performing as intended. In the following recommendations, we have requested that thorough testing of the concrete and steel be done to ascertain that they are still sound.

It must also be noted that the usual design life of a concrete bridge, with normal maintenance, is 50 years. Rehabilitation after 50 years usually can extend the useful life of the bridge by about 10 years.

Thus, if the testing shows no defects in the steel and concrete, we would expect the recommended remedial work to extend the useful life of this bridge by another 10 years.

4. ANALYSIS AND CALCULATIONS

Aguirre & Fields performed an initial analysis of this bridge to determine the existing actual load rating of this bridge. The calculations were performed based on the AASHTO Manual for Condition Evaluation of Bridges, 1994, 1995-2003 Interims (MCEB) and the AASHTO Standard Specifications for Highway Bridges, 17th Edition (AASHTO).

The calculations took into account the condition of the bridge as heretofore described. Strength reduction factors of .85 for shear and .900 for flexure were taken as per AASHTO 8.16.2.2. Since the floor beam condition at the girders was considered good, no reductions were assumed for concrete area or shear reinforcement. Based upon the as-built plans and field observations, A 6" overlay, equivalent to 3" brick + 1" sand + 2" asphalt (140 lbs/sq ft) were assumed for these calculations.

Considering the areas of spalling and the amount of exposed steel, a conservative 10% loss was assumed in the reinforcing steel section.

These calculations indicate a rating of HS 2.8 for the floor beams.

The girders were analyzed based on an HS 20 truck load and an HS 20 lane load. The girder inventory rating summary is as follows:

Rating (shear) = 7.3

Rating (flex-neg)	= 18.3
Rating (flex-pos)	= 16
Rating (girder)	= 7.3

The rating of the bridge is the lowest rating achieved, or HS 2.8.

However, as a result of the corings performed by the COH, it was found that the overlay on the bridge was actually 8" (4" asphalt, 3" bricks and 1" sand cushion). Using that value for the cover, which increases the dead load on the bridge, the calculations were redone.

As a result of these revised calculations, the rating for the floor beams dropped to HS 2.0.

The girder values changed to the following:

Rating (shear)	= 6.3
Rating (flex-neg)	= 16.1
Rating (flex-pos)	= 15.1
Rating (girder)	= 6.3

Thus the rating for the bridge is HS 2.0. (7,200 lb vehicle)

The calculations are in Appendix A. Appendices B & C contain the actual computer printouts for the analysis.

5. CONCLUSIONS

The bridge, except for the east wing wall at the north abutment and a few areas of exposed steel and spalling of concrete, appears to be in good condition. There are no signs of flexural cracking or any displacement at the footing and columns.

The floor slab, as viewed from underneath, is in good condition.

However, considering that this bridge was built in 1931, and the design loads for today's vehicles are significantly different and higher than in 1931, and since the minimum allowable rating for trucks is HS 3.0, the down grading by TxDOT and the "No Trucks Allowed" sign posted for this bridge appears justified.

6. RECOMMENDATIONS

The following items of work can be done to preserve and strengthen this bridge:

1. Wingwall Repair

The west wing wall at the north abutment has been repaired as part of the TxDOT work on the feeder road for IH-10. However, the east wing wall is also showing signs of deterioration and should be repaired. This must be done to prevent its eventual failure.

Estimate for Repair of East Wing Wall				
	Unit	Est Quant	Unit Pr	Total
Mobilization	LS	1	$ 3,279.75	$ 3,279.75
Traffic Control	LS	1	$ 5,000.00	$ 5,000.00
Remove Misc Concrete	CY	1	$ 90.00	$ 90.00
Excavation	CY	50	$ 10.00	$ 500.00
Embankment	CY	100	$ 10.00	$ 1,000.00
Abutment Concrete	CY	20	$ 650.00	$ 13,000.00
Footing Concrete	CY	4	$ 650.00	$ 2,600.00
Sidewalk	SY	6	$ 8.00	$ 48.00
SWPPP	LS	1	$ 4,000.00	$ 4,000.00
Contingencies	LS	1	$ 6,559.50	$ 6,559.50
Total				**$ 36,077.25**

The work includes the excavation of the existing material, constructing concrete footings and concrete wing walls and backfilling the material behind the wall.

2. Repair the Northbound Approach at the Southern End of the Bridge

The failed area of asphalt at the south end of the bridge should be replaced as quickly as possible. This could be done by COH maintenance forces. This would require the removal of the failed asphalt and the placement of a new section of approximately 100 SY of asphalt pavement.

If not done by COH forces it can easily be combined with the other repair work on the bridge

3. Upgrade the load capacity of the bridge

A. Ultimate Solution

The ultimate permanent solution would be to reconstruct the bridge to modern day standards. This would allow modern trucks to traverse the bridge. The cost

for this solution would range in the $2.2 to $3.0 million dollars and would necessitate the closure of the road for approximately one year. The construction also might require temporary channel work to allow the construction of new foundations. This might lengthen the construction time by 3-4 months and increase the construction cost by approximately $200 thousand.

The design of the structure would also be restricted and the time frame lengthened to allow for the necessary approvals since the bridge crosses an HCFCD channel.

We do not recommend the ultimate solution at this time. More research as to the historical value of the bridge and appurtenances would have to be made given its age. Moreover, given the good condition of the bridge and the present traffic situation, with an alternate bridge available on paralleling streets, we do not believe this cost to be warranted.

A. Adding Live Load Capacity

a. Milling of bridge surface

The live load capacity of the existing bridge can be increased by several methods, either individually or in conjunction with one another. The existing overlay on the bridge is 8 inches – 4 inches of asphalt over paving bricks and a 1" sand cushion. The existing asphalt could be completely removed by milling and replaced by a 1-1/2 inch overlay. This would reduce the dead load on the bridge by approximately 35-40 lbs/sq ft. This would allow a greater live load on the bridge and bring the rating back to HS 2.8.

Estimate for Asphalt Milling Solution				
	Unit	Est Quant	Unit Pr	Total
Mobilization	LS	1	$ 10,620.00	$ 10,620.00
Traffic Control	LS	1	$ 15,000.00	$ 15,000.00
Mill Asphalt Pavement	SY	1600	$ 7.00	$ 11,200.00
Asphalt Pavement	SY	1600	$ 50.00	$ 80,000.00
Contingencies	LS	1	$ 26,550.00	$ 26,550.00
Total				**$ 143,370.00**

This work includes the closing of two lanes of traffic at one time, milling off the existing asphalt pavement, placing a 1-1/2" asphalt pavement and restoring the striping and signing on the bridge. The north side of the bridge would have the pavement ramp down from the concrete frontage road at 4" thickness to 1-1/2" thickness. It is to be noted that this solution can only be used in conjunction with strengthening of the girders due to the weight of the milling equipment.

b. Removal of bricks and sand and resurfacing of bridge surface

As requested at the May 23rd meeting, then possible removal of the brick and sand layer and replacement with an asphalt layer has been investigated. Aspreviously mentioned, if the existing concrete deck does not need an overlay, the HS rating could be raised from 2.0 to 4.7. The work includes the removal of asphalt surfacing on the bridge and the approaches, removal of the concrete pavement between the frontage road and the bridge, removal of the bricks and sand, excavation on the roadway at the approaches and placing a 1-1/2" asphalt pavement.

Estimate for Resurfacing Bridge Solution				
	Unit	Est Quant	Unit Pr	Total
Mobilization	LS	1	$ 20,800.00	$ 20,800.00
Traffic Control	LS	1	$ 30,000.00	$ 30,000.00
Remove Exist Asphalt Pavement	SY	2400	$ 5.00	$ 12,000.00
Remove Bricks & Sand	SY	1600	$ 10.00	$ 16,000.00
Remove Exist Concrete Pavement	SY	500	$ 10.00	$ 5,000.00
Asphalt Pavement	SY	2900	$ 50.00	$ 145,000.00
Excavation	CY	100	$ 10.00	$ 1,000.00
Contingencies	LS	1	$ 52,000.00	$ 52,000.00
Total				**$ 281,800.00**

However, it must be noted that this solution has severe issues.

As shown in Figure 21, following, TxDOT has recently placed concrete pavement between the feeder road and the north abutment of the bridge. As the north abutment is in very close proximity to the feeder road (less than 40 feet), lowering the profile of the bridge by removing the bricks and sand would necessitate modifications to the intersection of Yale Street and the feeder road.

The new profile would have to be adjusted to prevent a "bump" at the approach to the bridge as heretofore discussed. If there is a "bump", it will increase the dynamic impacts on the bridge that would negate any benefit from the decrease in dead load.

Replacing the bricks and sand with an asphalt surface that keeps the same profile will not significantly decrease the dead load, thus there would be no benefit to this work.

Furthermore, the northbound approach is presently being reconstructed. This solution would require that the newly placed asphalt pavement be removed.

Moreover, if the concrete deck is not suitable for paving, the benefits of this solution will be greatly diminished.

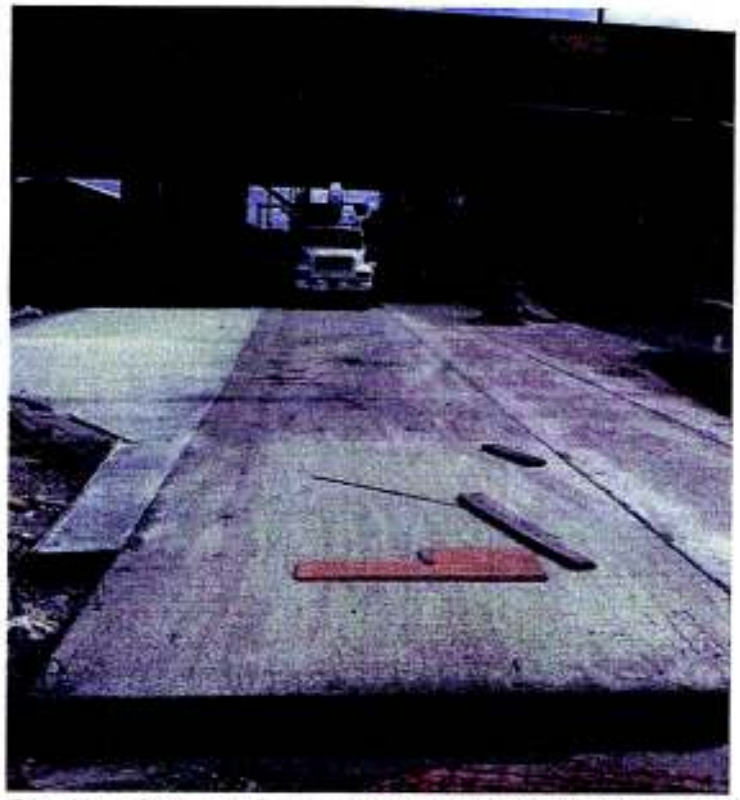


Figure 21 – New Concrete Pavement Between Feeder Road and Bridge

c. Adding reinforcing carbon strips

Structural carbon strips can also be added to the floor beams to increase theload capacity to equal that of the girders. This method has been used in the past to strengthen bridges. Further testing would have to be done during design to verify the suitability of the concrete for this type of reinforcement.

Estimate for Carbon Strips Bonding				
	Unit	Est Quant	Unit Pr	Total
Mobilization	LS	1	$ 10,100.00	$ 10,100.00
Traffic Control	LS	1	$ 5,000.00	$ 5,000.00
Install Carbon Strips	LF	1200	$ 75.00	$ 90,000.00
Asphalt Pavmt	SY	120	$ 50.00	$ 6,000.00
Contingencies	LS	1	$ 25,250.00	$ 25,250.00
Total				**$ 136,350.00**

Thus, taking all factors into account, **we recommend the following:**

I. If an increase in the loading capacity of the bridge is decided on at this time:

1. **East Wing Wall Repair**
2. **Milling of the bridge surface to remove approximately 2 ½ inches of asphalt surfacing**
3. **Repair work at the northbound approach to the bridge**
4. **Carbon strip reinforcement bonding**

We do not recommend that the bricks and sand be removed at this time due to the complexities and impractibility of the work.

The combination of the work recommended (milling and carbon strips) would bring the bridge to a rating of approximately HS 6.3 (a 22,600 lb vehicle)

Following is the combined construction cost estimate for this work:

Combined Estimate(Milling, Wing Wall, Carbon Strips) for Repair of Bridge				
	Unit	Estimated Quantity	Unit Price	Total
Mobilization	LS	1	$ 26,767.25	$ 26,767.25
Traffic Control	LS	1	$ 10,000.00	$ 10,000.00
Mill Asphalt Pavement	SY	1700	$ 7.00	$ 11,900.00
Remove Misc Concrete	CY	1	$ 90.00	$ 90.00
Excavation	CY	50	$ 10.00	$ 500.00
Embankment	CY	100	$ 10.00	$ 1,000.00
Abutment Concrete	CY	20	$ 650.00	$ 13,000.00
Footing Concrete	CY	4	$ 650.00	$ 2,600.00
Asphalt Pavement	SY	1600	$ 50.00	$ 80,000.00
Sidewalk	SY	6	$ 8.00	$ 48.00
Install Carbon Strips	LF	1200	$ 75.00	$ 90,000.00
SWPPP	LS	1	$ 5,000.00	$ 5,000.00
Contingencies	LS	1	$ 53,534.50	$ 53,534.50
Total				**$ 294,439.75**

Please note that this estimate is based on the positive results of the testing of the existing concrete and steel of the bridge. It is foreseen that the order of work would be to add the carbon strips to the girders before the milling was done on the bridge, given the weight of the milling equipment.

II If no increase in the loading capacity of the bridge is decided on at this time:

1. **East Wing Wall Repair**
2. **Repair work at the northbound approach to the bridge (To be done by COH)**

Estimate for Repair of East Wing Wall				
	Unit	Est Quant	Unit Pr	Total
Mobilization	LS	1	$ 3,279.75	$ 3,279.75
Traffic Control	LS	1	$ 5,000.00	$ 5,000.00
Remove Misc Concrete	CY	1	$ 90.00	$ 90.00
Excavation	CY	50	$ 10.00	$ 500.00
Embankment	CY	100	$ 10.00	$ 1,000.00
Abutment Concrete	CY	20	$ 650.00	$ 13,000.00
Footing Concrete	CY	4	$ 650.00	$ 2,600.00
Sidewalk	SY	6	$ 8.00	$ 48.00
SWPPP	LS	1	$ 4,000.00	$ 4,000.00
Contingencies	LS	1	$ 6,559.50	$ 6,559.50
Total				**$ 36,077.25**

The above repair work could also be undertaken by COH forces.

APPENDIX A

YALE STREET BRIDGE

RATING

CALCULATIONS

Project: YALE ST BRIDGE LOAD RATING
Job No: 13411-3
Dgn: DRA Date: 4/12/2012
Chk: ___ Date: _____

References: AASHTO Manual for Condition Evaluation of Bridges, 1994, 1995-2003 Interims (MCEB)
AASHTO Standard Specifications for Highway Bridges, 17th Edition (AASHTO)

Material Porperties:

$F_y := 33 \cdot ksi$ (MCEB 6.6.2.3)

$f'_c := 2.5 \cdot ksi$ (from plan notes)

Strength Reduction Factors (AASHTO 8.16.2.2):

$\phi_{shear} := 0.85$

$\phi_{flexure} := 0.90$

Load Factors for Inventory Rating (MCEB 6.5.3):

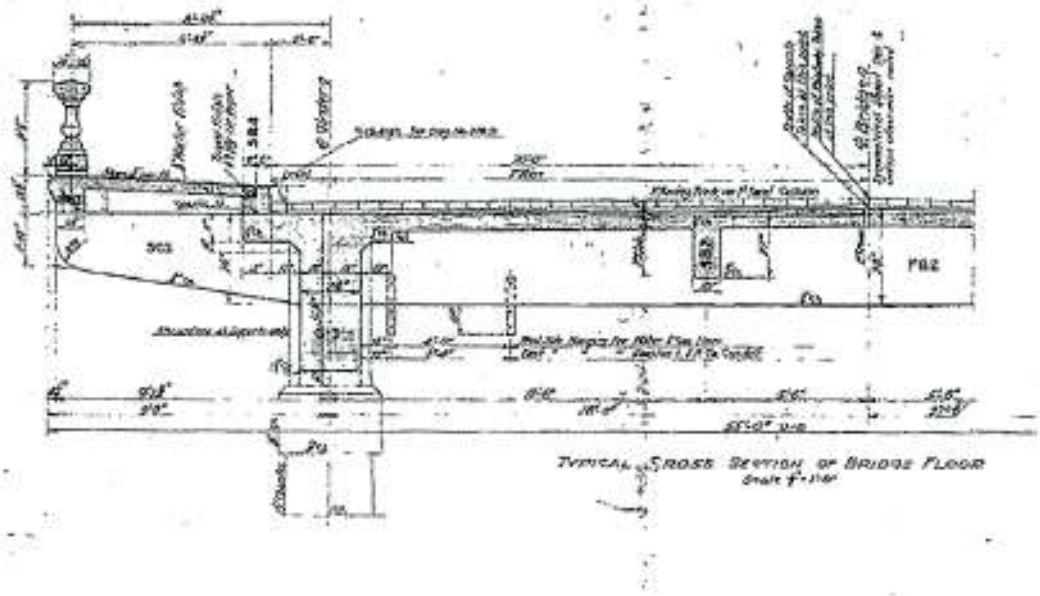
$LF_{DL} := 1.3$

$LF_{LL} := 2.17$

STATE OF TEXAS
OSCAR R AGUIRRE
80138
REGISTERED PROFESSIONAL ENGINEER

AGUIRRE & FIELDS LP
FIRM NO. 739

4/12/12

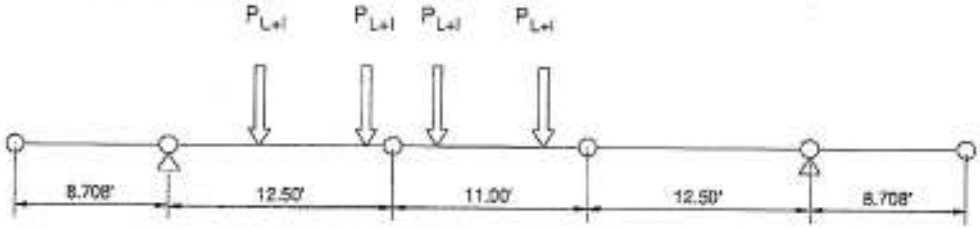


TYPICAL HALF-SECTION

Girder Span Arrangement:

Girder 1: 44' Simple Span, 33'-44'-55'-44' Continuous Spans, 7' Simple Span
Girder 2: 44' Simple Span, 44'-55'-44'-33' Continuous Spans, 11' Simple Span

FLOORBEAM RATING



FLOORBEAM DIAGRAM - TWO LANES LOADED

DATA:

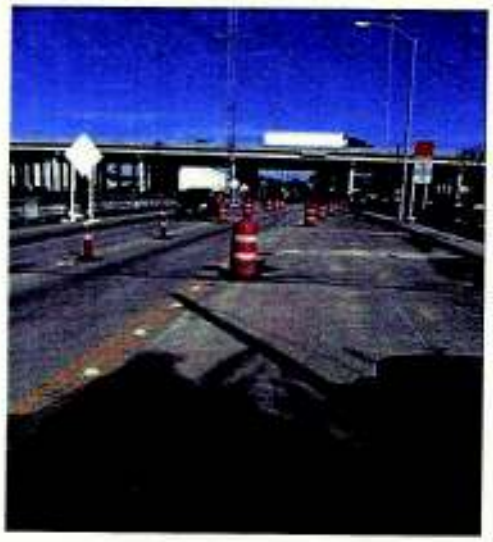
$\gamma_{conc} := 150 \cdot pcf$	Unit weight of concrete
$\gamma_{asphalt} := 140 \cdot pcf$	Unit weight of overlay
$\gamma_{sand} := 125 \cdot pcf$	Unit weight of sand
$\gamma_{brick} := 140 \cdot pcf$	Unit weight of bricks
$b_{fb} := 12 \cdot in$	Floorbeam width
$b_{cant} := 10 \cdot in$	Floorbeam cantilever width
$H_{fb\_end} := 36 \cdot in$	Floorbeam height at support
$H_{fb\_avg} := 37 \cdot in$	Floorbeam average height
$H_{cant} := 29 \cdot in$	Floorbeam cantilever average height
$L_{fb} := 34 \cdot ft$	Floorbeam Length (face to face of Girders)
$t_{slab} := 7 \cdot in$	Concrete Slab Thickness
$t_{brick} := 3 \cdot in$	Brick Thickness
$t_{sand} := 1 \cdot in$	Sand Thickness
$t_{asphalt} := 4 \cdot in$	Asphalt Thickness
$w_{rail} := 0.35 \cdot klf$	Rail weight
$w_{swlk} := 0.38 \cdot klf$	4" Thick x 7'-6" Sidewalk weight
$s_{fb} := 11 \cdot ft$	Floor beam spacing
$A_{lb} := 1.39 \cdot ft^2$	Cross section area of long beam (10" x 20")
$A_v := 2 \cdot 0.20 \cdot in^2$	Area of two legs of 1/2" diameter stirrups
$s_{end} := 6 \cdot in$	Stirrup spacing at end of floorbeam (from plans)

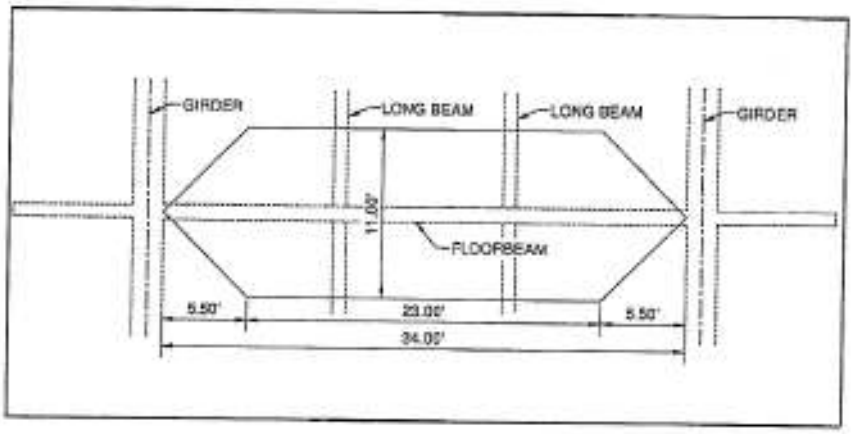
APPENDIX B

YALE STREET BRIDGE

FLOORBEAM

ANALYSIS





FLOOR BEAM TRIBUTARY AREA FOR SLAB DDEAD LOAD

Dead Loads

$DL_{slab} := (S_{fb} - b_{fb}) \cdot t_{slab} \cdot \gamma_{conc}$ $DL_{slab} = 0.875 \cdot klf$

$DL_{asphalt} := S_{fb} \cdot t_{asphalt} \cdot \gamma_{asphalt}$ $DL_{asphalt} = 0.513 \cdot klf$

$DL_{sand} := S_{fb} \cdot t_{sand} \cdot \gamma_{sand}$ $DL_{sand} = 0.115 klf$

$DL_{brick} := S_{fb} \cdot t_{brick} \cdot \gamma_{brick}$ $DL_{brick} = 0.385 klf$

$DL_{fb} := b_{fb} \cdot H_{fb\_avg} \cdot \gamma_{conc}$ $DL_{fb} = 0.462 \cdot klf$

$DL_{trib} := DL_{slab} + DL_{asphalt} + DL_{sand} + DL_{brick}$ $DL_{trib} = 1.888 \cdot klf$

$P_{DL\_fb} := A_{fb} \cdot (S_{fb} - b_{fb}) \cdot \gamma_{conc}$ $P_{DL\_fb} = 2.085 \cdot kip$

$DL_{cant} := b_{cant} \cdot H_{cant} \cdot \gamma_{conc}$ $DL_{cant} = 0.302 \cdot klf$

$P_{DL\_cant} := \left(w_{rail} + \frac{1}{2} w_{swlk}\right) \cdot S_{fb}$ $P_{DL\_cant} = 5.94 \cdot kip$

Live Load

$I := 30\%$

$P_{L\_I} := 16 \cdot kip \cdot (1 + I)$ $P_{L\_I} = 20.8 \cdot kip$

M-STRUDL ANALYSIS RESULTS (SEE APPENDIX A):

$V_{DL} := 38.83 \cdot kip$

$V_{L\_I} := 63.62 \cdot kip$

$V_u := LF_{DL} \cdot V_{DL} + LF_{L\_I} \cdot V_{L\_I}$ $V_u = 188.534 \cdot kip$

AT SUPPORT:

$M_{DL\_neg} := 63.11 \cdot kip \cdot ft$

$M_{L\_I\_neg} := 107.67 \cdot kip \cdot ft$

$M_{u\_neg} := LF_{DL} \cdot M_{DL\_neg} + LF_{L\_I} \cdot M_{L\_I\_neg}$ $M_{u\_neg} = 316 \cdot kip \cdot ft$

AT MIDSPAN:

$M_{DL\_pos} := 287.81 \cdot kip \cdot ft$

$M_{L\_I\_pos} := 499.2 \cdot kip \cdot ft$

$M_{u\_pos} := LF_{DL} \cdot M_{DL\_pos} + LF_{L\_I} \cdot M_{L\_I\_pos}$ $\qquad M_{u\_pos} = 1457 \cdot kip \cdot ft$

SHEAR RATING

Floorbeam condition at girders is good; no reductions assumed for concrete area or shear reinforcement

$A_{s\_end} := 2 \cdot (1.125 \cdot in)^2$ $\qquad A_{s\_end} = 2.531 \cdot in^2$

$d_{end} := H_{fb\_end} - 1 \cdot in - \frac{1.125 \cdot in}{2}$ $\qquad d_{end} = 34.438 \cdot in$

$\rho_w := \frac{A_{s\_end}}{b_{fb} \cdot d_{end}}$ $\qquad \rho_w = 0.0061$

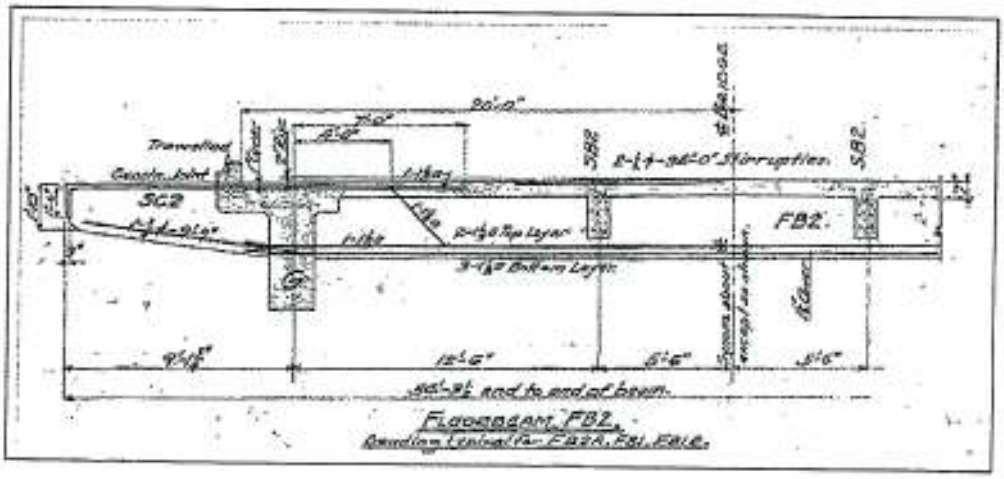
$V_c := \left(1.9 \cdot \sqrt{F_c \cdot psi} + 2500 \cdot psi \cdot \rho_w \cdot \frac{V_u \cdot d_{end}}{M_{u\_neg}}\right) \cdot b_{fb} \cdot d_{end}$ $\qquad V_c = 50.104 \cdot kip$

$V_s := \frac{A_v \cdot F_y \cdot d_{end}}{s_{end}}$

$V_s := \min\left(V_s, 3 \cdot \sqrt{F_c \cdot psi} \cdot b_{fb} \cdot d_{end}\right)$ $\qquad V_s = 61.987 \cdot kip$

$\phi V_n := \phi_{shear} \cdot (V_c + V_s)$ $\qquad \phi V_n = 95.278 \cdot kip$

$Rating_{shear} := \frac{\phi V_n - LF_{DL} \cdot V_{DL}}{LF_{L\_I} \cdot V_{L\_I}} \cdot 20$ $\qquad Rating_{shear} = 6.5$



FLEXURE RATING - AT SUPPORT (NEG)

Negative Moment Capacity:

$$\phi M_n := \phi_{flexure} \cdot A_{s\_end} \cdot F_y \cdot \left(d_{end} - \frac{A_{s\_end} \cdot F_y}{1.7 \cdot f'_c \cdot b_{fb}}\right) \qquad \phi M_n = 205.485 \cdot kip \cdot ft$$

$$Rating_{flex\_neg} := \frac{\phi M_n - LF_{DL} \cdot M_{DL\_neg}}{LF_{L\_I} \cdot M_{L\_I\_neg}} \cdot 20 \qquad Rating_{flex\_neg} = 10.6$$

FLEXURE RATING - AT MIDSPAN (POS)

Effective Width of Compression Zone (AASHTO 8.10.1):

$$b_{pos} := 12 \cdot t_{slab} + b_{fb}$$

$$b_{pos} := \min\left(b_{pos}, \frac{L_{fb}}{4}, s_{fb}\right) \qquad b_{pos} = 96 \cdot in$$

Spalling observed in bottom of one floorbeam; assume a 10% loss of reinforcing steel section

$$Loss := 10\%$$

$$A_{s\_top\_layer} := 2 \cdot (1.125 \cdot in)^2 \qquad A_{s\_top\_layer} = 2.531 \cdot in^2$$

$$A_{s\_bott\_layer} := (1 - Loss) \cdot 3 \cdot (1.125 \cdot in)^2 \qquad A_{s\_bott\_layer} = 3.417 \cdot in^2$$

$$A_{s\_pos} := A_{s\_top\_layer} + A_{s\_bott\_layer} \qquad A_{s\_pos} = 5.948 \cdot in^2$$

$$d_{top\_layer} := H_{fb\_avg} - 1.5 \cdot in - \frac{1.125 \cdot in}{2} - 4 \cdot in \qquad d_{top\_layer} = 30.937 \cdot in$$

$$d_{bott\_layer} := H_{fb\_avg} - 1.5 \cdot in - \frac{1.125 \cdot in}{2} \qquad d_{bott\_layer} = 34.938 \cdot in$$

$$d_{pos} := \frac{A_{s\_top\_layer} \cdot d_{top\_layer} + A_{s\_bott\_layer} \cdot d_{bott\_layer}}{A_{s\_pos}} \qquad d_{pos} = 33.235 \cdot in$$

Positive Moment Capacity:

Check depth of compression stress block, a:

$$a_{comp} := \frac{A_{s\_pos} \cdot F_y}{0.85 \cdot f'_c \cdot b_{pos}} \qquad a_{comp} = 0.962 \cdot in$$

Since t_{slab} is greater than a_{comp}, then:

$$\phi M_{n\_pos} := \phi_{flexure} \cdot A_{s\_pos} \cdot F_y \cdot \left(d_{pos} - \frac{a_{comp}}{2}\right) \qquad \phi M_{n\_pos} = 482.221 \cdot kip \cdot ft$$

$$Rating_{flex\_pos} := \frac{\phi M_{n\_pos} - LF_{DL} \cdot M_{DL\_pos}}{LF_{L\_I} \cdot M_{L\_I\_pos}} \cdot 20 \qquad Rating_{flex\_pos} = 2$$

FLOORBEAM RATING SUMMARY

Rating for positive moment is conservative since girder torsional resistance, not accounted in analysis, would reduce positive moment.

$Rating_{shear} = 6.5$

$Rating_{flex\_neg} = 10.6$

$Rating_{flex\_pos} = 2$

$Rating_{floorbeam} := \min(Rating_{shear}, Rating_{flex\_neg}, Rating_{flex\_pos})$ $\boxed{Rating_{floorbeam} = 2.00}$

GIRDER RATING

$S_{girder} := 36 \cdot ft$

$DeckWidth := 42 \cdot ft$

$RdwyWidth := 40 \cdot ft$

$H_{gird\_end} := 69 \cdot in$

$H_{gird} := 63 \cdot in$

$b_{gird} := 24 \cdot in$

Dead Loads:

$DL_{deck} := \frac{DeckWidth \cdot t_{slab} \cdot \gamma_{conc}}{2}$ $DL_{deck} = 1.838 \cdot klf$

$DL_{asphalt} := \frac{DeckWidth \cdot t_{asphalt} \cdot \gamma_{asphalt}}{2}$ $DL_{asphalt} = 0.98 klf$

$DL_{brick} := \frac{DeckWidth \cdot t_{brick} \cdot \gamma_{brick}}{2}$ $DL_{brick} = 0.735 klf$

$DL_{sand} := \frac{DeckWidth \cdot t_{sand} \cdot \gamma_{sand}}{2}$ $DL_{sand} = 0.219 klf$

$DL_{olay} := DL_{asphalt} + DL_{brick} + DL_{sand}$ $DL_{olay} = 1.934 \cdot klf$

$DL_{fb} := \frac{A_{fb} \cdot (S_{fb} - b_{fb}) \cdot \gamma_{conc}}{S_{fb}}$ $DL_{fb} = 0.19 \cdot klf$

$DL_{fb} := \frac{(H_{fb\_avg} - t_{slab}) \cdot b_{fb} \cdot t_{fb} \cdot \gamma_{conc}}{2 \cdot S_{fb}}$ $DL_{fb} = 0.58 \cdot klf$

$DL_{cant} := \frac{H_{cant} \cdot b_{cant} \cdot 8.15 \cdot ft \cdot \gamma_{conc}}{S_{fb}}$ $DL_{cant} = 0.224 \cdot klf$

$DL_{rail} := w_{rail}$ $DL_{rail} = 0.35 \cdot klf$

$DL_{swlk} := w_{swlk} + 2 \cdot ft \cdot 7 \cdot in \cdot \gamma_{conc}$ $DL_{swlk} = 0.555 \cdot klf$

$DL_{gird} := \left[(H_{gird} - t_{slab}) \cdot b_{gird} + 3 \cdot ft \cdot 4 \cdot in + 6 \cdot in \cdot b_{fb} \cdot 0.1875\right] \cdot \gamma_{conc}$ $DL_{gird} = 1.564 \cdot klf$

$DL_{total} := DL_{deck} + DL_{olay} + DL_{fb} + DL_{fb} + DL_{cant} + DL_{rail} + DL_{swlk} + DL_{gird}$ $DL_{total} = 7.233 \cdot klf$

Live Load

$P_{wheel} := 16 \cdot kip$

$I := 30\%$

Assuming one wheel load is located directly over the girder (2' from face of curb) and three lanes are loaded, the distribution factor is as follows:

$$DF := \frac{P_{wheel} \cdot (36 \cdot ft + 30 \cdot ft + 24 \cdot ft + 18 \cdot ft + 12 \cdot ft + 6 \cdot ft)}{S_{girder} \cdot 2 \cdot P_{wheel}} \qquad DF = 1.75$$

The girder is analyzed for HS-20 Truck Load and HS-20 Lane Load

M-STRUDL ANALYSIS RESULTS (SEE APPENDIX B):

SHEAR AT FACE OF SUPPORT

$V_{DL} := 201.47 \cdot kip$

$V_{LL} := 135.45 \cdot kip$

$V_u := LF_{DL} \cdot V_{DL} + LF_{L\_I} \cdot V_{L\_I}$ $\qquad V_u = 555.837 \cdot kip$

AT MAX NEGATIVE MOMENT:

$M_{DL\_neg} := 1863.21 \cdot kip \cdot ft$

$M_{LL\_neg} := 737.40 \cdot kip \cdot ft$

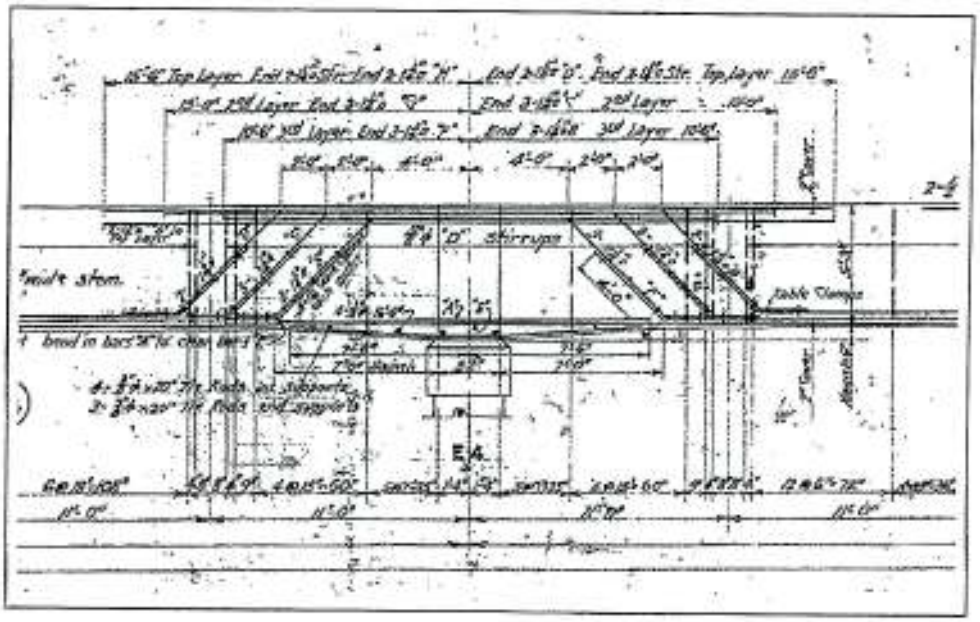
$M_{u\_neg} := LF_{DL} \cdot M_{DL\_neg} + LF_{L\_I} \cdot M_{L\_I\_neg}$ $\qquad M_{u\_neg} = 4022 \cdot kip \cdot ft$

AT MAX POSITIVE MOMENT:

$M_{DL\_pos} := 1023.69 \cdot kip \cdot ft$

$M_{LL\_pos} := 973.97 \cdot kip \cdot ft$

$M_{u\_pos} := LF_{DL} \cdot M_{DL\_pos} + LF_{L\_I} \cdot M_{L\_I\_pos}$ $\qquad M_{u\_pos} = 3444 \cdot kip \cdot ft$



GIRDER REINFORCEMENT AT MAXIMUM SHEAR AND NEGATIVE MOMENT

SHEAR RATING

Girder condition at supports is good; no reductions assumed for concrete area or shear reinforcement

$A_{s\_top\_layer} := 6 \cdot (1.25 \cdot in)^2$ $\qquad A_{s\_top\_layer} = 9.375 \cdot in^2$

$A_{s\_mid\_layer} := 6 \cdot (1.25 \cdot in)^2$ $\qquad A_{s\_mid\_layer} = 9.375 \cdot in^2$

$A_{s\_bott\_layer} := 6 \cdot (1.25 \cdot in)^2$ $\qquad A_{s\_bott\_layer} = 9.375 \cdot in^2$

$A_{s\_neg} := A_{s\_top\_layer} + A_{s\_mid\_layer} + A_{s\_bott\_layer}$ $\qquad A_{s\_neg} = 28.125 \cdot in^2$

$d_{neg} := H_{gird\_end} - 2 \cdot in - \frac{1.25 \cdot in}{2} = 4 \cdot in$ $\qquad d_{neg} = 62.375 \cdot in$

$\rho_w := \frac{A_{s\_neg}}{b_{gird} \cdot d_{neg}}$ $\qquad \rho_w = 0.0188$

$V_c := \left(1.9 \cdot \sqrt{f'_c \cdot psi} + 2500 \cdot psi \cdot \rho_w \frac{V_u \cdot d_{neg}}{M_{u\_neg}}\right) \cdot b_{gird} \cdot d_{neg}$ $\qquad V_c = 192.72 \cdot kip$

$A_v := 4 \cdot 0.31 \cdot in^2$ $\qquad A_v = 1.24 \cdot in^2$

$s_{end} := 7 \cdot in$

$V_s := \frac{A_v \cdot F_y \cdot d_{neg}}{s_{end}}$

$V_s := \min\left(V_s, 3 \cdot \sqrt{f'_c \cdot psi} \cdot b_{gird} \cdot d_{neg}\right)$ $\qquad V_s = 224.55 \cdot kip$

$\phi V_n := \phi_{shear} \cdot (V_c + V_s)$ $\qquad \phi V_n = 354.679 \cdot kip$

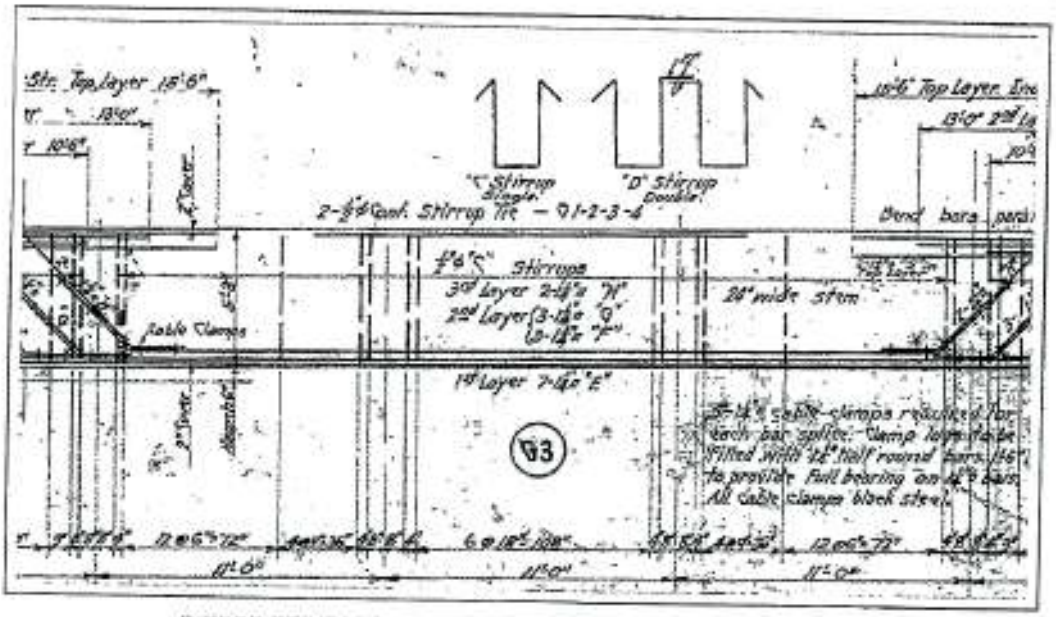
$Rating_{shear} := \frac{\phi V_n - LF_{DL} \cdot V_{DL}}{LF_{L\_I} \cdot V_{L\_I}} \cdot 20$ $\qquad Rating_{shear} = 6.3$

FLEXURE RATING - AT SUPPORT (NEG)

Negative Moment Capacity:

$\phi M_n := \phi_{flexure} \cdot A_{s\_neg} \cdot f_y \cdot \left(d_{neg} - \frac{A_{s\_neg} \cdot F_y}{1.7 \cdot f'_c \cdot b_{gird}}\right)$ $\qquad \phi M_n = 3.708 \times 10^3 \cdot kip \cdot ft$

$Rating_{flex\_neg} := \frac{\phi M_n - LF_{DL} \cdot M_{DL\_neg}}{LF_{L\_I} \cdot M_{L\_I\_neg}} \cdot 20$ $\qquad Rating_{flex\_neg} = 16.1$



GIRDER REINFORCEMENT AT MAXIMUM POSITIVE MOMENT

FLEXURE RATING - AT MAX POSITIVE MOMENT

Effective Width of Compression Zone (AASHTO 8.10.1):

$b_{pos} := 24 \cdot in + b_{gird} + 6 \cdot t_{slab}$

$b_{pos} := \min\left(b_{pos}, \frac{44 \cdot ft}{4}\right)$ $\qquad b_{pos} = 90 \cdot in$

Spalling observed in bottom of one girder; assume a 20% loss of reinforcing steel section

$loss := 20\%$

$A_{s\_top\_layer} := 2 \cdot (1.25 \cdot in)^2$ $\qquad A_{s\_top\_layer} = 3.125 \cdot in^2$

$A_{s\_mid\_layer} := 6 \cdot (1.25 \cdot in)^2$ $\qquad A_{s\_mid\_layer} = 9.375 \cdot in^2$

$A_{s\_bott\_layer} := (1 - loss) \cdot 7 \cdot (1.25 \cdot in)^2$ $\qquad A_{s\_bott\_layer} = 8.75 \cdot in^2$

$A_{s\_pos} := A_{s\_top\_layer} + A_{s\_mid\_layer} + A_{s\_bott\_layer}$ $\qquad A_{s\_pos} = 21.25 \cdot in^2$

$d_{top} := H_{gird} - 2 \cdot in - \frac{1.25 \cdot in}{2} - 8 \cdot in$ $\qquad d_{top} = 52.375 \cdot in$

$d_{mid} := H_{gird} - 2 \cdot in - \frac{1.25 \cdot in}{2} - 4 \cdot in$ $\qquad d_{mid} = 56.375 \cdot in$

$d_{bott} := H_{gird} - 2 \cdot in - \frac{1.25 \cdot in}{2}$ $\qquad d_{bott} = 60.375 \cdot in$

$$d_{pos} := \frac{A_{s\_top\_layer} \cdot d_{top} + A_{s\_mid\_layer} \cdot d_{mid} + A_{s\_bott\_layer} \cdot d_{bott}}{A_{s\_pos}}$$ $d_{pos} = 57.434 \cdot in$

Positive Moment Capacity:

Check depth of compression stress block, a:

$$a_{comp} := \frac{A_{s\_pos} \cdot F_y}{0.85 \cdot f'_c \cdot b_{pos}}$$ $a_{comp} = 3.667 \cdot in$

Since t_{slab} is greater than a_{comp}, then:

$$\phi M_{n\_pos} := \phi_{flexure} \cdot A_{s\_pos} \cdot F_y \cdot \left(d_{pos} - \frac{a_{comp}}{2}\right)$$ $\phi M_{n\_pos} = 2924 \cdot kip \cdot ft$

$$Rating_{flex\_pos} := \frac{\phi M_{n\_pos} - LF_{DL} \cdot M_{DL\_pos}}{LF_{L\_I} \cdot M_{L\_I\_pos}} \cdot 20$$ $Rating_{flex\_pos} = 15.079$

GIRDER INVENTORY RATING SUMMARY

$Rating_{shear} = 6.3$

$Rating_{flex\_neg} = 16.1$

$Rating_{flex\_pos} = 15.1$

$Rating_{girder} := \min(Rating_{shear}, Rating_{flex\_neg}, Rating_{flex\_pos})$ $\boxed{Rating_{girder} = 6.3}$

BRIDGE INVENTORY RATING

$HS20\_Rating := \min(Rating_{floorbeam}, Rating_{girder})$ $\boxed{HS20\_Rating = 2}$

Texas Department of Transportation

Modified (12-6-2000)

Bridge Summary Sheet

District: 12 County: 102 Cont-Sec: B714-57 Structure: 079 Route: Yale St.

Feature Crossed: White Oak Bayou Inspector: Mark J. Baldazo, P.E. Date: 10/5/12

Company Name: *MJB Engineering* (F-10578) Owner: City of Houston

STATE OF TEXAS
MARK J. BALDAZO
90074
LICENSED PROFESSIONAL ENGINEER

10/10/12

Selected Component Description and Rating:

	Inspection Rating (1085)	Inventory Rating H	Inventory Rating HS	Operating Rating H	Operating Rating HS
Concrete Floorbeams	5	--	2.0	--	3.33
Concrete Girders	5	--	6.31	--	10.54

Comments and/or Upgrade Recommendations (if applicable):

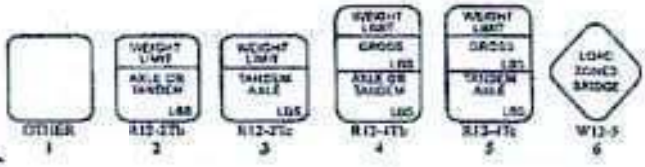
Bridge is currently being scheduled for replacement with a tentative placement in the near future. In the meantime, inspection frequency of bridge has been increased to a 6-month cycle, per TxDOT Bridge Inspection Manual Figure 5-4 Off-System Load Posting Guidelines. If an increase in load capacity is desired, it is the opinion of the Engineer that more testing done on floorbeams tensile steel (in overhang areas) to determine the actual yield strength of the steel. If new calculations based on these tests do not result in a higher load capacity, the following actions can also be taken:

1.) Pending traffic impact study, number of lanes on bridge be reduced from 4 to 2, with traffic shifted to outer lanes.

2.) Asphalt, brick & sand overlay be removed & new 1" to 1.5" overlay placed, with approaches adjusted accordingly.

Load Posting Limits for Present Condition (if applicable):

Inventory		Operating	
	lbs Gross		lbs Gross
	lbs Tandem Axle		lbs Tandem Axle
3,000	lbs Axle or Tandem	3,000	lbs Axle or Tandem
1	Sign Code	1	Sign Code →



Posting Recommendation: Maintain posted load limit of 3,000 lbs. Axle / 3,000 lbs. Tandem

Previous Load Posting Recommendations:

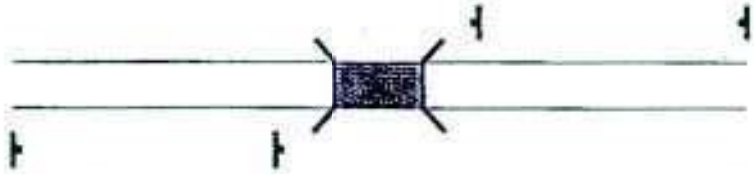
X	R12-2Tb		None
	R12-2Tc		lbs Gross
	R12-4Tb		lbs Tandem Axle
	R12-4Tc	10,000	lbs Axle or Tandem

Observed Load Posting at Bridge:

	R12-2Tb		None
	R12-2Tc		lbs Gross
	R12-4Tb		lbs Tandem Axle
	R12-4Tc		lbs Axle or Tandem
X	Other (desc.):	3,000 lbs. Axle / 3,000 lbs. Tandem	

Material Needed

- R12-2Tb
- R12-2Tc
- R12-4Tb
- R12-4Tc
- W12-5
- Posts
- Hardware Sets
- Decals



	Advanced Warning (optional)		Bridge Approach	Bridge Approach	Advanced Warning (optional)	
Sign Code			I	I		
Condition Code			A	A		
Maintenance Need			N	N		

A. Visible & Legible
B. Obscured by Vegetation
C. Sign Needs Cleaning
D. Improper Position
E. Damaged Beyond Repair
F. Sign Down
G. Sign Missing
H. Sign & Post Missing
J. Clear Vegetation
K. Clean Sign
L. Reposition Sign
M. Reposition Sign & Post
N. None

Bridge Inspection Record

Form 1005-R

District: 12 County: 102 Cont-Sec: B714-57 Structure: 079 Route: Yale St Maint Sect:

Description: 6 Span (2 Simple & 4 Continuous) Concrete Girder Bridge with Concrete Floor Beam System on Concrete Supports

Feature Crossed: White Oak Bayou Inspector's Signature: Date: 10/1/2012

Company Name: MJB Engineering [10578] Inspector: Mark J. Baldazo, P.E.

Rating	Description
-	- Not Applicable
9	- Excellent condition
8	- Very good condition
7	- Good condition - some minor problems
6	- Satisfactory condition - minor deterioration of structural elements (limited)
5	- Fair condition - minor deterioration of structural elements (extensive)
4	- Poor condition - deterioration significantly affects structural capacity
3	- Serious condition - deterioration seriously affects structural capacity
2	- Critical condition - bridge should be closed until repaired
1	- Failing condition - bridge closed but repairable
0	- Failed condition - bridge closed but beyond repair

STATE OF TEXAS
MARK J. BALDAZO
90074
LICENSED
PROFESSIONAL ENGINEER

General Comment:

S to N: Spans 44' - (44' - 55' - 44' - 33') - 44'

Deck (Item 58)

Min.				Rating
1	Deck - Rating		(1)	6
6	Wearing - Surface	Asph. (2)	(2)	6
6	Joints, Expansion, Open		(3)	6
6	Joints, Expansion, Sealed			-
6	Joints, Other			-
6	Drainage System		(4)	7
6	Curbs, Sidewalks & Parapets	(1)	(5)	7
6	Median Barrier			-
6	Railings	Obs. Concrete Baluster	(6)	7
7	Railing Protective Coating			-
7	Delineation (curve markers)			-
	Other			-

Comments:

(1) Widespread delamination & spalling with exposed steel on bottom of deck below both sidewalk overhangs. Spalling worse along deck edges & below drain holes, where condition has been accelerated due to past deck drainage over time. Minor cracking with some efflor. on bottom of deck in all areas as well (see photos).

(2) Asphalt overlay is worn, cracked & rutted (< 1") (see photo).

(3) Joints have been paved over with asphalt overlay. Overlay has up-heaved & cracked transversely, with cracks filling with dirt & vegetation. Joints show signs of past leakage below (see photo).

(4) Debris & sediment in drainage areas along both curblines & in deck drains in process of being cleared at time of inspection.

(5) Minor cracking & spalling of concrete curbs & sidewalks.

(6) Concrete baluster railing has been patched & re-painted since 1/14/2012 inspection. While cracking is still present, repairs are in good condition.

DO NOT DISCLOSE - INFORMATION CONFIDENTIAL UNDER THE TEXAS HOMELAND SECURITY ACT
AND 23 USC SECTION 409, SAFETY SENSITIVE INFORMATION

District: 12 County: 102 Cont-Sec: B714-57 Structure: 079 Route: Yale St Maint Sect:

Superstructure (Item 59)

Min.			Rating
0	Main Members - Steel		-
0	Main Members - Concrete	(1,2)	5
0	Main Members - Timber		-
0	Main Members - Connections		-
1	Floor System Members	(2) (3)	5
1	Floor System Connections		-
5	Secondary Members		-
5	Secondary Member Connections		-
6	Expansion Bearings	(4)	6
6	Fixed Bearings	(4)	7
6	Steel Protective Coating		-
	Other		-
	Component rating		5

Comments:

(1) Widespread delamination & spalling with exposed & corroded steel stirrup on bottom of concrete girders, primarily due to insufficient cover. Est. up to 10% section loss on exposed sections of steel stirrup (see photo).

(2) A number of minor cracks (flexural, < 1/32"), & areas of honeycombing on concrete girders, stringers & floorbeams.

(3) Moderate to minor delamination & spalling with exposed & corroded steel on ends of floorbeams used as cantilevered supports for sidewalk/deck overhangs. Minor flexural cracking (typical) in floorbeams in these overhang sections as well (see photo).

(4) Steel bearing plates have moderate rust and pitting. Some areas near the bearing plates have minor cracks and spalls.

Substructure (Item 60)

Min.			Rating
0	Abutment Caps		-
0	Above Ground	(1)	7
0	Below Ground or Foundation		8
0	Backwalls & Wingwalls	(2,3)	7
0	Intermediate Supports		
	Caps - Concrete		-
	Caps - Steel		-
	Caps - Timber		-
	Above Ground - Concrete	(4)	6
	Above Ground - Steel		-
	Above Ground - Timber		-
	Above Ground - Masonry		-
	Below Ground or Foundation		8
5	Collision Protection System		-
6	Steel Protective Coating		-
	Component rating		6

Comments:

(1) Minor diagonal cracking on west end of south abutment wall. Minor cracking with efflor. on north abutment wall.

(2) Minor vertical cracking on west end of south abutment backwall. Minor vertical cracking with efflor. on SW wingwall.

(3) Moderate to minor weathering & decay of NE & SE timber wingwalls.

(4) Moderate section (< 2' height) of spalling & honeycombing near base of west column at Bent 2 (from north) (see photo). Minor impact spalling on south column at Bent 2 (from south). Minor cracking, scaling & spalling (impact) on remaining columns.

Channel (Item 61)

Min.			Rating
0	Channel Banks	(1)	7
0	Channel Bed	(2)	7
5	Rip Rap, Toe Walls & Apron	(3)	7
5	Dikes		-
5	Jetties		-
	Other		-
	Component rating		7

Comments:

(1) See Note (1) in "Approaches (Item 65)".

(2) Minor amount of drift caught along bridge superstructure.

(3) Minor cracking & spalling on concrete riprap & channel lining. Spalling worse in riprap at base of column connections along main channel.

DO NOT DISCLOSE - INFORMATION CONFIDENTIAL UNDER THE TEXAS HOMELAND SECURITY ACT AND 23 USC SECTION 409, SAFETY SENSITIVE INFORMATION

District: 12 County: 102 Cont-Sec: B714-57 Structure: 079 Route: Yale St Maint Sect:

Culverts (Item 62)

Min.		Rating
0	Top Slabs	-
0	Bottom Slab or Footing	-
0	Abutments & Intermediate Supports	-
5	Headwalls & Wingwalls	-
	Other	-
	Component rating	N

Approaches (Item 65)

Min.			Rating
0	Embankments	(1,2)	6
4	Embankment Retaining Walls	(2)	7
5	Slope Protection	(1,2)	7
5	Roadway	(3,4)	7
6	Relief Joints		-
6	Drainage		8
6	Guardfence		-
7	Delineation		-
7	Sight Distance		8
	Other		-
	Component rating		6

Comments:

(1) Minor embankment erosion due to runoff along SW wingwall has cut a 2.5' deep erosion trench at end of abutmet backwall. Erosion extends into channel bank below, exposing < 1' of west edge of south riprap under bridge (see photo). Erosion due to runoff has exposed < 1' of east edge of south riprap as well.

(2) Moderate to minor embankment erosion due to runoff at SE & NE bridge corners. Timber wingwalls placed to stabilize & protect abotments at these locations are effective for now.

(3) New asphalt overlay placed at south approach.

(4) New concrete pavement placed at north approach, with new curb & sidewalk cast at NW bridge corner. Minor wear & cracking of remaining north approach asphalt surface along bridge end.

Miscellaneous

Min.			Rating
7	Signs	(1)	7
7	Illumination		8
7	Warning Devices		-
7	Utility Lines		6
	Other		-

Comments:

(1) See Bridge Summary Sheet.

Traffic Safety (Item 36)

		Rating	Comments:
Traffic Safety Bridge Railings	(036.1)	0	Obsolete Concrete Baluster Rail
Traffic Safety Transitions	(036.2)	0	No Guardfence
Traffic Safety Approach Guardrail	(036.3)	0	
Traffic Safety Approach Guardrail Ends	(036.4)	0	

Appraisal Ratings

		Rating	Comments:
Waterway Adequacy	(071)	7	Bridge deck overflooding every 11 to 100 years.
Approach Roadway Alignment	(072)	8	

DO NOT DISCLOSE - INFORMATION CONFIDENTIAL UNDER THE TEXAS HOMELAND SECURITY ACT
AND 23 USC SECTION 409. SAFETY SENSITIVE INFORMATION

Bridge Appraisal Worksheet

Texas Department of Transportation

District: 12 County: 102 Cont-Sec: B714 - 57 Structure: 079 Route: Yale St.

Description: 6 Span (2 Simple & 4 Continuous) Concrete Girder Bridge with Concrete Floor Beam System on Concrete Supports

Feat-Xed: White Oak Bayou Inspector's Signature: [signature] Date: 10/5/12

Firm Name: MJB Engineering (F-10578) Inspector: Mark J. Baldazo, P.E.

TRAFFIC SAFETY FEATURES (ITEM 36)

Bridge Railing (1st Digit)
Obsolete Concrete Baluster Railing
Rating: 0

Transition (2nd Digit)
Rating: 0

Approach Guardrail (3rd Digit)
No Guardfence
Rating: 0

Guardrail Terminal (4th Digit)
Rating: 0

STRUCTURAL EVALUATION (ITEM 67)

Non-Culvert:
(Item 59) Superstructure = 5
(Item 60) Substructure = 6

Culvert Only:
(Item 62) Culvert = N

5

ADT = 15552

Inventory Rating = HS 2
Rehabilitation Recommended

3

Rating: 3

DECK GEOMETRY (ITEM 68)

4 Lanes 2-Way Traffic
Roadway Width (Item 51) = 40.0 FT (Table 2C)

2

Designated Level of Service (Item 5.3) = 1

Functional Classification (Item 26) = 46
Minor Collector, Local, Frontage Road

Vertical Clearance (Item 53) = 99' - 99" (Table 2E)

9

Rating: 2

UNDERCLEARANCES (ITEM 69)

Minimum Vertical Underclearance (Item 54) = N/A

N

Underpass Lat. Clearance (Table 3B):
Right Lateral (Item 55) = N/A
Left Lateral (Item 56) = N/A

N

Rating: N

BRIDGE POSTING (ITEM 70)

Operating Rating = HS 3.3
Rating: 0

WATERWAY ADEQUACY (ITEM 71)

Bridge deck overflooding every 11 to 100 years.
Rating: 7

APPROACH ROADWAY ALIGN. (ITEM 72)

Regulatory Speed: 30 mph
Rating: 8

Item 5.3
Designated Level of Service

Code	Description
0	None of the Below
1	Mainline
2	Alternate
3	Bypass
4	Spur
5	Toll Road
6	Business
7	Ramp, Connector, etc.
8	Service and/or Unclassified Frontage Road
9	Truck Route

Item 26
Functional Classification

	Urban Code			Functional System	Rural Code
Population (X 1000)	5-50	50-199	200+		
	11	21	41	Interstate	01
	12	22	42	Other Freeway & Expressway	-
	13	23	43	Other Principal Arterial	02
	14	24	44	Arterial	03
	15	25	45	Collector	
	-	-	-	Major	04
	-	-	-	Minor	05
	16	26	46	Local	06

District: 12 County: 102 Cont-Sec: B714 - 57 Structure: 079 Route: Yale St.

Description: 6 Span (2 Simple & 4 Continuous) Concrete Girder Bridge with Concrete Floor Beam System on Concrete Supports

Feature Crossed: White Oak Bayou Inspector's Signature: [signature] Date: October 5, 2012

Company Name: *MJB Engineering* Maintenance Section: City of Houston

Engineer's Comments:

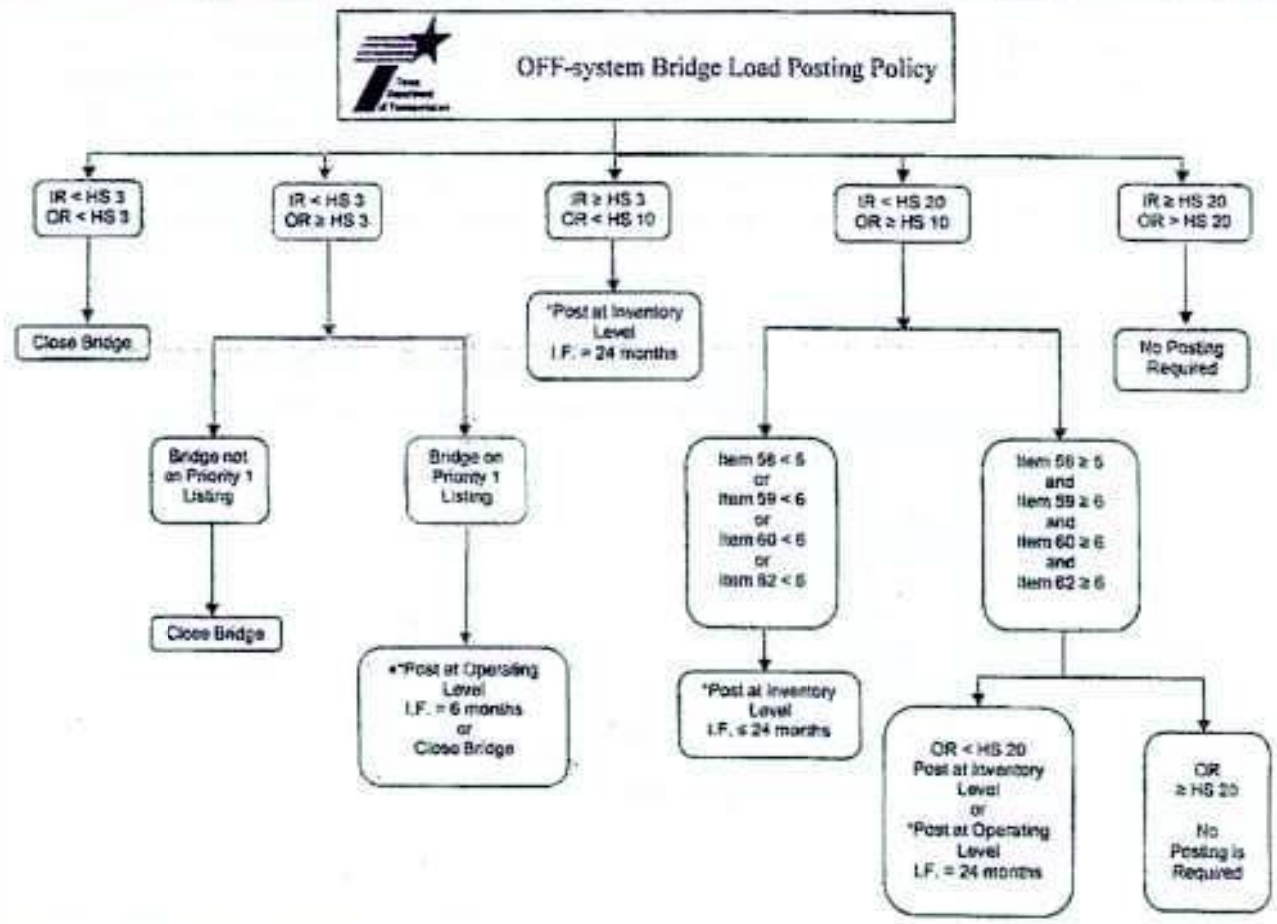


Figure 5-4: Off-System Load Posting Guidelines

** Permit Loads will not be allowed on bridges that are load posted .*

♦ If the bridge has not been rehabilitated or replaced in 24 months then the structure shall be closed .

I.F. – Inspection Frequency .

OR – Operating Rating (Item 64)

IR – Inventory Rating (Item 66)

MJB Engineering

Texas Department of Transportation

LOAD RATING STATEMENT

Bridge I.D.:	12-102-B714-57-079
Facility:	Yale St.
Feature Crossed:	White Oak Bayou
Prime Consultant:	*MJB Engineering (F-10578)*

We have reviewed and verified the attached load rating calculations for this structure.

The calculations performed by Aquirre & Fields for Entech Civil Engineers, Inc. dated 9/20/12 on page 6 of the calculation package are the controlling calculations that the load ratings & posting are based on for this structure. The calculations performed by XR Structural dated 9/18/12 act as an independent check of the controlling ratings.

Based on our routine visual inspection of the bridge dated 10/1/12, we concur with the findings of these previous calculations as presented within this report, which results in the following load ratings:

IR = HS2.0 **Item 66 Coding = 204**

OR = HS3.33 **Item 64 Coding = 206**

STATE OF TEXAS
MARK J. BALDAZO
90074
LICENSED
PROFESSIONAL ENGINEER

By: _____

Date: 10/5/12

12-102-0-B714-57-079 0012 RT
BRIDGE STATUS: Active
INSPECTION STATUS: Approved

Texas Department of Transportation
PonTex Detail Bridge Report

Run Date: 1/13/2014

DI	CO	CNTL	SC	STR	DUP	STR-F	(006.1) Feature Crossed	(007.0 Facility)	(009.0 Location)
12	102	B714	57	079	0	1	White Oak Bayou	Yale St	0.1 MI S OF IH 10

(002.0 District):	12
(003.0 County):	102
(008.4 Control:)	B714
(008.5 Section):	57
(008.6 Str No):	079
(008.3 Dup Rt. Over):	0
(005.1 Inv Str Fun Cd):	1
(004.0 Place Code):	19750
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29 July 2014

Comments for Public Meeting on Yale Street Bridge
Texas Dept. of Transportation, 7600 Washington Ave., Houston Texas.
Comments provided by:

White Oak Bayou Association. Contact: Robert Lee rslee@gsi-net.com 713-775-7330

The White Oak Bayou Association appreciates this opportunity to present our views on the planned new bridge crossing White Oak Bayou at Yale Street. We will comment on three aspects of the design, namely, the historical and aesthetic aspects; the functionality to accommodate pedestrian as well as automobile traffic; and the hydraulic design.

Our comments this evening emphasize the third issue, in particular, the bridge's effect on stream flow, especially during high flow events following major storms. With all due respect to the historical value of the existing structure, it is critical to recognize that White Oak Bayou today is not the same stream it was when the current bridge was built in 1931.

With urbanization, impermeable surfaces, including roads, parking lots and acres of rooftops over high density developments, cover more and more of the White Oak Bayou watershed. The result is an exponential increase in the volume and rate of stormwater runoff into the bayou. Today, as little as one inch of rain can raise the water level 10 feet or more in a matter of a few hours. This trend will inevitably continue.

As all that water flows toward Buffalo Bayou, obstructions, including bridge piers and the debris they trap, cause the flow to back up, contributing to flooding upstream, where thousands of properties within the 100-year flood plain are at risk. The new bridge at Yale Street and, as we continue to update our infrastructure, any additional new bridges at other crossings, present opportunities to help reduce future flood risk.

It is a given that the bridge must freely pass the 100 year storm event with no rise in the Base Flood Elevation. But a merely flood-neutral effect today will be inadequate for the future. It is critical that any and all bridge replacements increase the hydraulic capacity of the channel to the maximum extent feasible. This can be accomplished by designing bridges to accommodate a wider, reconfigured channel; raising the height of the bridge by elevating the approach ramps to the extent feasible; and minimizing the cross-sectional area of support columns.

Functionally, the bridge will be one of only a few connections between the Houston Heights and Washington Avenue and Montrose neighborhoods. It is immediately adjacent to a major interchange on Interstate 10 and to a large, newly developed retail and commercial center. It must be designed to safely accommodate current and future pedestrian and bicycle traffic, as well as the increasing flow of automobiles and heavy trucks. Raised and protected, 8-foot wide sidewalks should run along either side of the bridge with a connections to sidewalks and bike lanes at either end, and ramps and stairways should connect to existing and planned hike and bike trails below the bridge.

The new replacement bridge should be a structure that acknowledges the historic precedent of the existing bridge, but should not attempt to merely replicate it. Elements such as abutments, railings and lights should reflect the aesthetics of the original bridge. At grade plazas could be constructed at either end with seating to provide views of the bayou and interpretive historical signage.

Again, thank you for this opportunity to present our views. We look forward to providing more specific design considerations in our written comments.

Mailing Address:
White Oak Bayou Association
% Tom J. Gall
1640 E. TC Jester Blvd
#712
Houston, Texas 77008

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Timbergrove Manor Neighborhood Association
Woodland Heights Civic Association

Association Founder
Lynda Mifsud

16 August 2014

Director of Project Development
Texas Department of Transportation, Houston District
P.O. Box 1386
Houston, TX 77251-1386

Via email: HOU-piowebmai@txdot.gov

Re: Proposed Replacement of Yale Street Bridge over White Oak Bayou

Dear Director:

The White Oak Bayou Association (WOBA) appreciates this opportunity to supplement the oral comments we provided at the Public Meeting on 29 July 2014 regarding the proposed replacement of the Yale Street bridge over White Oak Bayou. As stated during the public meeting, while we recognize the historical and aesthetic value of the existing bridge, we also recognize that a new bridge may be needed to adequately convey the increased flow of traffic.

However, if the Yale Street bridge is to be replaced, it is imperative that the design of this vital piece of infrastructure adequately accounts for factors other than the increased numbers and weights of cars and trucks. We therefore urge the Texas Department of Transportation to modify its preliminary design of the Yale Street bridge in accordance with the recommendations provided in this letter. We also urge that as we continue to update our infrastructure in the future, any additional new bridges at other bayou crossings should also be designed with these same considerations in mind.
Specifically, any new bridge must safely accommodate not only increased motor vehicle traffic, but equally, the increasing flow of pedestrian and bicycle traffic over the bridge and it must provide connectivity to current and future trails along the north and south banks of the bayou. Of equal importance, the bridge must adequately accommodate the current and future flows of water beneath the bridge.

With respect to the latter point, it is important to recognize that the White Oak Bayou of today is not the same stream over which the current bridge was built in 1931, even apart from the obvious straightening and paving of the channel. As a result of urbanization, impermeable surfaces, such as roads, parking lots and acres of rooftops over high density developments, cover more and more of the White Oak Bayou watershed. The result has been an exponential increase in the volume and rate of stormwater runoff into the bayou. In the past, much more of our stormwater was retained by vegetated areas that gradually released water to the bayou and its tributaries. Today, as little as one inch of rain can raise the water level 10 feet or more in a matter of a few hours.

As this increased flow travels downstream toward downtown and the confluence with Buffalo Bayou, bridge piers and the debris they trap obstruct the flow in the channel causing it to back up. This contributes to flooding upstream, where thousands of properties within the 100-year flood plain are at risk. High flow events such as Tropical Storm Allison can even result in flood waters passing over the bridge.

This trend of increasing flood risk from major storm events will inevitably continue. However, it is a major priority for WOBA, among many other civic and environmental organizations and numerous like-minded individuals, to mitigate and eventually reverse this trend. This will entail a multi-faceted approach, a major component of which will be replacement of bridges and other infrastructure that impede stream flow. It should be a given that any new bridge must freely pass the 100-year storm event with no rise in the Base Flood Elevation. But a merely flood-neutral effect today will not be adequate for the future. It is essential that any and all bridge replacements provide a net increase the hydraulic capacity of the channel to the maximum extent feasible.

We strongly encourage the Texas Department of Transportation to design the Yale Street bridge and any future bridges with due consideration to hydraulics and hydrology in order better convey increased stream flow. This can be accomplished by designing bridges that will accommodate a wider, reconfigured channel; by raising the minimum cord height of the bridge and elevating the approach ramps to the maximum extent feasible; and by minimizing the cross-sectional area of support columns.

Replacing the bridge at Yale Street presents an opportunity to not only help reduce future flood risk; it also provides an opportunity to facilitate the restoration of White Oak Bayou to a more natural and ecologically healthy state, another of WOBA's major priorities. We view removal of the concrete liner from the channel and revitalization of the bayou as not only a potential aesthetic and quality of life enhancement for our Bayou City communities, but as an element in maintaining the long-term viability of the Galveston Bay fisheries, which has economic as well as environmental importance.

We have initiated discussions with the Harris County Flood Control District to explore the concept of concrete removal and channel restoration in White Oak Bayou, and HCFCD has indicated a willingness to consider the possibility, assuming, at a minimum, that flood risk is not exacerbated. This will necessitate a larger channel, and it is clear that the constriction of flow by existing bridges is a major impediment to moving this process forward. The Texas Department of Transportation can do its part to improve our city's waterways by building a bridge that accommodates a larger channel.

We also request that the preliminary bridge design be modified to better accommodate bicycle and pedestrian traffic and to maximize connectivity with current and future trails along the bayou. This bridge is one of only a few connections between the Houston Heights and Washington Avenue and Montrose neighborhoods. It is also immediately adjacent to a major interchange on Interstate 10 and to a large, newly developed retail and commercial center. It must be designed to safely accommodate current and future pedestrian and bicycle traffic, as well as the increasing flow of automobiles and heavy trucks. Raised and protected, 8-foot wide sidewalks should run along either side of the bridge with a connections to sidewalks and bike lanes at either end. Ramps and stairways should connect to existing and planned hike and bike trails below the bridge. Due consideration should be given to appropriately locating drainage outlets manholes, and the like so as not to impact the trails beneath the bridge. Improving safety and accessibility will not only enhance recreational use of the trails by walkers, runners and cyclists, but will encourage more Houstonians commute by bicycle and help reduce automobile traffic.

We recognize that some members of our community oppose replacement of the bridge and would advocate for rehabilitation of the existing structure. With all due respect to the historical value of the existing structure, we support the plan to replace the bridge with one that more adequately meets current needs based on the increased flow of pedestrian (including bicycles) as well as motorized traffic and the increased flow in the bayou. The new replacement bridge should be a structure that acknowledges the historic precedent of the existing bridge, but should not attempt to merely replicate it. Elements such as abutments, railings and lights should reflect the aesthetics of the original bridge. At grade plazas could be constructed at either end with seating to provide views of the bayou and interpretive historical signage.

We also recommend that the removal of the abandoned rail trestle immediately upstream be incorporated into the construction project. This would enhance the aesthetic appreciation of the new bridge, since the trestle currently blocks the upstream view of the existing bridge. It would also be beneficial in removing another impediment to stream flow and would possibly be more cost effective than removing is as a separate future project.

In summary, while removal of a beautiful historic structure such as the 1931 Yale Street bridge is always regrettable, changing conditions of motor traffic, pedestrian use and stream flow, along with the structural weakening of the aging bridge combine to create the need for its replacement. It also provides an opportunity to improve our community in a number of different ways. While modifying the preliminary design to better accommodate pedestrian, bicycles and stream flow may result in some additional cost to the project, we believe the value of these improvements is worth the investment and represents an opportunity that should not be missed.

Again, on behalf of the White Oak Bayou Association, we thank you for this opportunity to present our views. We look forward to the next opportunity to review the design as it evolves.

Sincerely,

Robert S. Lee
Vice President
White Oak Bayou Association

CITY OF HOUSTON

Planning and Development

Annise D. Parker

Mayor

Patrick Walsh, P.E.
Director
P.O. Box 1562
Houston, Texas 77251-1562

T. 713.837.7701
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www.houstontx.gov

August 18, 2014

Pat Henry, P.E
Director of Project Development
Texas Department of Transportation, Houston District
P.O. Box 1386
Houston, Texas 77251-1386

Dear Mr. Henry:

The City of Houston's Planning and Development Department (PDD) has reviewed the Texas Department of Transportation's (TxDOT) preliminary schematic design for the Yale Street bridge replacement at White Oak Bayou and offers the following comments.

We support TxDOT's plan to allow for a future bicycle facility to be extended across Yale Street. However, we encourage the following modification as a means to increase safety of the user:

- Provide an eight-foot wide shared use path along both sides of Yale Street. To accomplish this design within the currently proposed bridge width, TxDOT may reduce width of the 14 foot outer lane and eliminate the proposed share-the-road or sharrow bike facility.

The recommended change does not require additional right-of-way nor does it change the proposed width of the bridge. By promoting a safer shared use path, the adjustment is in line with the existing and future context of the area. This area has experienced significant redevelopment with higher density mixed-use development patterns accompanied by increased bike and pedestrian traffic.

TxDOT should continue to coordinate the design of the Yale Street bridge with the Houston Parks Board. The Board is in the process of designing the White Oak Bayou Greenway along the south side of White Oak Bayou, and the City fully supports this proposal. TxDOT should ensure that stormwater outfalls under the roadway do not impact existing trails underneath the bridge. We encourage further coordination between TxDOT and the Harris County Flood Control District (HCFCD) to ensure the proposed design does not impact future improvements to White Oak Bayou.

Sincerely,

Patrick Walsh, P.E.
Director

PW:AM/ah
cc: Andy Icken, Chief Development Officer, Mayor's Office
Daniel R. Menendez, Acting Director, Public Works & Engineering Department
Joe Turner, Director, Parks & Recreation Department

Council Members: Brenda Stardig Jerry Davis Ellen R. Cohen Dwight A. Boykins David Martin Richard Nguyen Oliver Pennington Edward Gonzalez Robert Gallegos Mike Laster Larry V. Green Stephen C. Costello David Robinson Michael Kubosh C.O. "Brad" Bradford Jack Christie Controller: Ronald C. Green

HARRIS COUNTY, TEXAS

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September 22, 2014
Yale Street Bridge Project

To whom it may concern,

Thank you for engaging the Harris County Historical Commission (HCHC) regarding consulting status on the Yale Street Bridge Project. The HCHC would like to see the bridge saved as it is on the National Register and represents a significant piece of Houston History as a connection to the Historic Houston Heights. The public came forward with concerns about the suspicious changing of the bridges ratings. The commission would like to see additional information regarding the rating system and the reasons for the degrading of the Yale Street Bridge. The HCHC will likely support any option that keeps the bridge intact and maintains it as a key piece of Houston Heights History.

Thank you again for engaging the Harris County Historical Commission.

Michael Graham, AIA, LEED AP
Architect and Preservation Chair
Harris County Historical Commission

710 North Post Oak Road Suite 400 Houston, Texas 77024
HCHC.janet@gmail.com• www.historicalcommission.hctx.net

1 JOHN TROTTER: Trotter.
2 BILL BUDNICK: Trotter. Okay. And
3 commenter number 2 would be Robert Lee.
4 JOHN TROTTER: Is this working? The
5 basic thing for me is that I'm very tired of stuff in
6 Houston being torn down.
7 As near as I can tell, the only reason
8 for this bridge being destroyed is that Wal-Mart is now
9 on Yale; and we've got a lot of 18-wheelers going
10 across.
11 And I would like to see the bridge --
12 From what I've been told here, I've got the impression
13 that the bridge will look like it used to; but on the
14 other hand, I've seen too much stuff being
15 reconstructed, like the Sunset Coffee House down at
16 Allen's Landing. They were going to reconstruct it.
17 They've destroyed it. And all that's left is a couple
18 of -- a couple of bricks that they're using as gravel
19 for their truck -- for their trucks to drive on.
20 The -- But the basic point here running
21 is they're saying that they're going to make a bridge
22 that looks like the old bridge; and if so, if it looks
23 good and it holds up, fine.
24 But, actually, one of my questions that's
25 running through my head right now is: How soon after

1 this project is over are they going to rip out the
2 Heights Street Bridge -- the Heights Bridge?
3 Thank you. Who's the next victim?
4 ROBERT LEE: Thank you. My name is
5 Robert Lee, and I'm with the White Oak Bayou
6 Association. The White Oak Bayou Association
7 appreciates this opportunity to present our views on the
8 planned new bridge crossing White Oak Bayou at Yale
9 Street. We will comment on three aspects of the design,
10 namely the historical and aesthetic aspects, the
11 functionality to accommodate pedestrian and as well as
12 automobile traffic and the hydraulic design.
13 Our comments will focus this evening on
14 the third issue in particular, the bridge's effects on
15 stream flow, particularly during high flow events
16 following major storms.
17 With all due respect to the historic
18 value of the existing structure, it's critical to
19 recognize that the White Oak -- that White Oak Bayou
20 today is not the same stream that it was when the
21 current bridge was built in 1931.
22 With urbanization, impermeable surfaces,
23 including roads, parking lots and rooftops over
24 high-density developments cover more and more of the
25 White Oak Bayou Watershed. The result is an exponential

1 increase in volume and rate of stormwater runoff into
2 the bayou; and today as little as one inch of rain can
3 cause the water level to rise more than 10 feet in a
4 matter of a few hours. This trend will inevitable
5 continue.
6 As all that water flows downstream
7 towards Buffalo Bayou, obstructions including bridge
8 piers and the debris they trap causes the flow to back
9 up, contributing to flooding upstream, where thousands
10 of properties within the 100-year floodplain are at
11 risk.
12 The new bridge at Yale Street, and as we
13 continue to update our infrastructure, any additional
14 new bridges at other crossings present opportunities to
15 help reduce future flood risk.
16 It's a given that the bridge must freely
17 pass the 100-year storm with no rise in the base flood
18 elevation; but a merely flood neutral effect today will
19 be inadequate for the future.
20 It's critical that any and all bridge
21 replacements increase the hydraulic capacity of the
22 channel to the maximum extent feasible. This could be
23 accomplished by designing bridges to accommodate a wider
24 reconfigured channel, raising the height of the bridge
25 by elevating the approach ramps to the extent feasible,

1 and minimizing the cross-sectional area's support
2 columns.
3 Functionally, the bridge will be one of
4 only a few connections between the Houston Heights and
5 the Washington Avenue and Montrose neighborhoods. It's
6 immediately adjacent to a major interchange and will
7 need to accommodate bicycle and pedestrian traffic as
8 well as the increased flow of cars and trucks.
9 Finally, from a historical point of view,
10 the replacement bridge should be a structure that
11 acknowledges historical precedent but not merely
12 replicate it. Elements such as abutments, railings and
13 lights should reflect the aesthetics of the original
14 bridge and at-grade plazas could be constructed at
15 either with seating to provide views of the bayou and
16 interpretive signage.
17 Thanks again for the opportunity to
18 speak. We look forward to providing our written
19 comments.
20 MICROPHONE ASSISTANT: I believe this mic
21 is working now.
22 BILL BUDNICK: I guess speaker --
23 commenter number 3 will be Steve Hupp and followed by
24 Charles Cook.
25 STEVE HUPP: Hi. I'm Steve Hupp. I'm

1 the Water Quality Director for Bayou Preservation
2 Association. Our mission at the Bayou Preservation
3 Association is to protect and restore the richness and
4 diversity of our waterways through activism, advocacy,
5 collaboration and education.
6 To that end, I feel that what we should
7 do is enhance the enjoyment of White Oak Bayou with
8 this -- this bridge through allowing us to have better
9 access to it for pedestrian and bicycle traffic, both at
10 street grade and underneath, along the bayou, bayou
11 side, underneath the bridge.
12 One of the thoughts that I have is the
13 adjacent Heights Boulevard, it could also benefit from
14 having some of the same treatments to where we have
15 access with trails to Heights Boulevard, both at street
16 level and down at bayou level. So, if we can
17 accommodate those uses alongside and underneath the
18 bridge, that would help the enjoyment of the bayou.
19 Also, if we could work on the habitat --
20 I know we've got a highly-altered bayou in this area;
21 but if we are working at it and changing out some of
22 the -- the landscaping underneath, let's see if we can
23 do some improvements on the habitat that's underneath
24 there to try to restore some of the habitat That was
25 there. Thank you.

1 BILL BRUDNICK: Charles Cook.
2 CHARLES COOK: Charles Cook with
3 Descendants of Olivewood. That's one of the oldest
4 African-American cemeteries in the city, 1875
5 establishment, just east of here between Heights and
6 Studemont on the south side of buffalo -- of White Oak
7 Bayou.
8 So if I'm looking at the Yale Street
9 Bridge and I'm looking at the old system track, where
10 now the LA Fitness is coming in, that was an early
11 African-American -- that was the only colored member of
12 the Houston Light Guard, that was his residence. Then I
13 look at the Comb Park right there between Studemont and
14 Heights. And it was a swimming hole. And then I look
15 at Olivewood, and I have 21 years of helping restore
16 this historic property.
17 And someone said, "Mr. Cook, you still
18 out there?" Yes. This time of the year, that's a lot
19 of sweat equity, let me tell you. It is brutal out
20 there.
21 It's sitting on seven acres. And so we
22 have been involved with the hikers and the bikers in the
23 area and trying to bring some connectivity or more
24 walkability to the area.
25 So as I went Sunday and parked under the

1 freeway and got over there and looked at the Yale Street
2 Bridge, I said: Wow, wouldn't it be nice if they could
3 just move it over here to Olivewood and that would be
4 our connectivity, walkability for the new residents
5 that's coming to the 15 acres where Grocery Supply has
6 sold that abuts the cemetery?
7 So that's just one of my ideas of -- have
8 we thought about, you know, connecting it to the Heights
9 and Heights biking trail?
10 And we have some serious erosion problems
11 in the cemetery. We have actually had anthropologists
12 and archeologists out there three or four years ago. We
13 actually have had graves that have washed into the
14 bayou.
15 So we have a -- If anybody's here from
16 the Heights and Bayou Association, we need all the help
17 we can get to try and save this property. It is very
18 threatened. Again, thank you.
19 BILL BRUDNICK: Thank you, sir. I guess
20 moving to speaker or commenter number 5 and 6, it would
21 be Kirk Farris and Julie Villaescusa.
22 KIRK FARRIS: I find all the comments to
23 be quite lovely and all the ideas to be quite
24 substantial. My only primary concern is the shock of
25 the changing in the load limits of the bridge.

1 My question would be: How does the City
2 of Houston inspect a bridge every year since 1931 and
3 give it a rating of 50,000 or 40,000 pounds per axle or
4 tandem axle load, some significant load; and then
5 suddenly when the -- when it goes on the National
6 Register, the load limit is lowered because it has to be
7 lowered? That's part of the regulations. But it was
8 lowered significantly.
9 I got on the phone with a TxDOT
10 engineering about that time. He apparently was
11 unguarded against talking to me and he very plenty
12 suggested that there wasn't anything wrong with the Yale
13 Street Bridge. The only thing wrong with it was that
14 they had taken the new approach to the way they rated
15 the bridge.
16 He said the bridge didn't change. The
17 only thing that changed was the circumstances around the
18 bridge.
19 And so to me it's an interesting question
20 as to how did this load limit change so drastically, so
21 quickly, other than just its nomination to the National
22 Register? I don't really have much faith in all of it.
23 There is a story about the blueprints.
24 Oh, we found the blueprints; and now we have another
25 viewpoint. We didn't see this. We didn't see that.

1 Well, the blueprints were available up
2 until Tropical Storm Allison flooded the basement
3 property of the City of Houston where the blueprints
4 were stored. So they did have the blueprints for a
5 significant number of years in which they could analyze
6 these prints and come up with a load rating. So there's
7 a drastic change in the -- in the load rating.
8 And I'm not so completely confident that
9 the bridge itself in place cannot be modified and saved.
10 However, that doesn't mean that that's the best choice.
11 It just means that I'm not confident that it couldn't be
12 done.
13 I have been told that I'm not qualified
14 to speak on the subject that there are chemicals or
15 treatments of concrete that can improve the strength,
16 but I'm not qualified for that. I'm not qualified to
17 have a severe opinion about the load limit either. I'm
18 only really qualified to be interested to put the bridge
19 on the National Register from a design and engineering
20 standpoint. So in a sense, I put the bridge on the
21 register. I did the right thing. But I'm very -- I'm
22 overjoyed with the comments and the interest the public
23 has in maybe saving this bridge or coming up with a
24 solution or replacing it with an adequate new structure.
25 And so we'll just see how it all works

1 out, but my primary question would be the load limits.
2 BILL BRUDNICK: Okay. Speaker number 6,
3 Julie.
4 JULIE VILLAESCUSA: Hi, I'm Julie
5 Villaescusa. All of the bridge reports that I've seen,
6 the June 2012, the October 2012, and the October 2013
7 report all recommend that the bridge be rehabilitated,
8 not replaced. I don't see why we don't follow the
9 recommendations of the engineers and habilitate this
10 bridge. Thank you.
11 BILL BRUDNICK: All right. The last
12 speaker I have, commenter number 7, is Jim Mackey.
13 JIM MACKEY: Hello. I'm Jim Mackey. I'm
14 a resident of the -- the watershed a little ways
15 upstream. White Oak Bayou has a long history of
16 flooding; and a key contributing factor to that flooding
17 are the flow-obstructing structures such as the existing
18 White Oak Yale Street Bridge and the abandoned railroad
19 trestle just to the west.
20 I support TxDOT's replacement of the --
21 of the bridge because it will provide for improved
22 conveyance of storm water; but I do encourage TxDOT to
23 go further to raise or arch the bridge to allow for
24 additional conveyance to meet current and future flood
25 reduction needs of the watershed.

1 Secondly, I ask that TxDOT include in
2 this project the removal of the remaining steel sections
3 of the adjacent abandoned railroad trestle just to the
4 west of Yale. Removal of that trestle will provide for
5 additional stormwater conveyance and improve the
6 viewscape of the new bridge and the new bridge's
7 historical treatments and the surrounding area as a
8 whole.
9 My third point is the replacement bridge
10 design should include for wider sidewalks and
11 accommodations to lengthen the street level sidewalk
12 near the south bridge abutments to the currently
13 underdesigned and funded future bayou hike and bike
14 trail.
15 I would conclude with a question, after
16 being able to take a quick look at some of the plans.
17 The -- The most current FEMA floodplain maps which date
18 to June of 2014 indicate the base flood elevation for
19 White Oak Bayou at Yale is 45 feet; but TxDOT's plan
20 sheets for the replacement project indicate that base
21 flood elevation, the 1 percent flood, 100-year flood
22 level is at 47 feet. I ask that TxDOT rectify or
23 justify that discrepancy. Thank you.
24 BILL BRUDNICK: All right. Well, this --
25 this completes our oral comment -- comments.