



Draft Environmental Assessment

US 69 at Pine Island Bayou, Beaumont District

Project limits from Tram Road to Cooks Lake Road

CSJ Number(s) 0065-06-063 and 0065-07-060

Hardin and Jefferson Counties, Texas

March 2017

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List of Acronyms

ACS	American Community Survey
APE	Area of Potential Effect
ASTM	American Society for Testing and Materials
AT&SF	Atchison, Topeka and Santa Fe
BISD	Beaumont Independent School District
BMP	Best Management Practice
CBRA	Coastal Barrier Resources Act
CDC	Corridor Development Certificate
CGP	Construction General Permit
CMP	Congestion Management Process
EA	Environmental Assessment
EIS	Environmental Impact Statement
EJ	Environmental Justice
EMST	Ecological Mapping System of Texas
EO	Executive Order
EPA	Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
FPPA	Farmland Protection Policy Act
FWCA	Fish and Wildlife Coordination Act
GIS	Geographic Information Systems
IBWC	International Boundary Water Commission
ISA	Initial Site Assessment
JOHRTS	Jefferson-Orange-Hardin Regional Transportation Study
KAST	Kills and Spills Team
LEP	Limited English Proficiency
LNVA	Lower Neches Valley Authority
LPG	Liquid Petroleum Gas
LPST	Leaking Petroleum Storage Tank
MBTA	Migratory Bird Treaty Act
MOU	Memorandum of Understanding
MS4	Municipal Separate Storm Sewer System
MSAT	Mobile Source Air Toxics
MTP	Metropolitan Transportation Plan
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NHL	National Historic Landmarks
NHPA	National Historic Preservation Act
NOI	Notice of Intent
NRCS	National Resource Conservation Service

NRHP	National Register of Historic Places
NWI	National Wetland Inventory
NWP	Nationwide Permit
OHWM	Ordinary High Water Mark
OTHM	Official Texas Historical Markers
PA	Programmatic Agreement
PCN	Pre-construction Notification
PCR	Project Coordination Request
PM	Particulate Matter
PST	Petroleum Storage Tank
RHA	Rivers and Harbors Act
RTHL	Recorded Texas Historic Landmark
RRC	Railroad Commission of Texas
SALs	State Antiquities Landmarks
SEMSARCH	Superfund Enterprise Management System Archive
SETRPC-MPO	South East Texas Regional Planning Commission Metropolitan Planning Organization
SGCN	Species of Greatest Conservation Need
SHPO	State Historic Preservation Officer
SWPPP	Storm Water Pollution Prevention Plan
TAQA	Traffic Air Quality Analysis
TCEQ	Texas Commission on Environmental Quality
TCMP	Texas Coastal Management Program
TERP	Texas Emissions Reduction Plan
THC	Texas Historical Commission
TIP	Transportation Improvement Program
TPP	Transportation Planning and Programming
TPDES	Texas Pollutant Discharge Elimination System
TPWD	Texas Parks and Wildlife Department
TSS	Total Suspended Solids
TxDOT	Texas Department of Transportation
US	United States
USACE	United States Army Corps of Engineers
USCG	United States Coast Guard
USGS	United States Geological Survey
USFWS	United States Fish and Wildlife Service
VCP	Voluntary Cleanup Program
vpd	vehicles per day

1.0 INTRODUCTION

The Texas Department of Transportation (TxDOT) Beaumont District is proposing improvements to United States (US) 69 at Pine Island Bayou between the boundaries of the Big Thicket National Preserve in Hardin and Jefferson Counties, Texas. In accordance with 23 CFR §771.111(f), the logical termini of the project have been defined as the intersection of US 69 and Tram Road to the intersection of US 69 and Cooks Lake Road. The project is intended to improve hurricane evacuation route congestion and improve mobility. The proposed project would not predetermine or preclude future work on either side of Pine Island Bayou; therefore, it has been determined that the project has independent utility. The purpose of this Environmental Assessment (EA) is to study the potential environmental consequences of the proposed project and determine whether such consequences warrant preparation of an Environmental Impact Statement (EIS). The EA has been prepared to comply with TxDOT's environmental review rules and the National Environmental Policy Act (NEPA). This Draft EA will be made available for public review and, following the comment period, TxDOT will consider any comments submitted. If TxDOT determines there are no significant adverse effects, a finding of no significant impact (FONSI) will be issued and made available to the public. Project location maps are provided as **Figures 1 and 2** in **Appendix A**. Representative photographs of the project area are included in **Appendix B**. The current engineering schematic and layout of the proposed project is included in **Appendix C**. **Figures 3 and 4** provide existing and proposed typical sections in **Appendix D**. **Figures 5.1 through 5.7** provide a depiction of the proposed boat ramp plans in **Appendix D**. Resource specific maps showing environmental constraints are provided in **Appendix F**.

2.0 PROJECT DESCRIPTION

2.1 Existing Facility

Within the project limits, US 69 consists of two 12-foot-wide mainlanes in each direction with a 4-foot inside shoulder and 10-foot outside shoulder on the approaches. Where US 69 crosses Pine Island Bayou, the outside shoulders increase to 20 feet wide (**Photo 1**). The US 69 northbound and southbound one-way frontage roads consists of two 10-foot-wide lanes on either side of US 69 with 2-foot-wide inside and outside shoulders. The frontage roads are not continuous and both the northbound and southbound frontage road access loops become a U-turn under US 69 at Pine Island Bayou, consisting of two 10-foot-wide travel lanes with 2-foot-wide inside and outside shoulders (**Photos 2 and 3**). There is currently a boat ramp north of Pine Island Bayou west of the existing US 69 mainlane bridge (**Photo 4**). Existing typical sections are provided as **Figure 3** in **Appendix D**.

2.2 Proposed Project

TxDOT proposes to provide continuous northbound and southbound frontage roads along a 1.8-mile stretch of US 69 between Tram Road and Cooks Lake Road. The project would include new frontage road bridges over Pine Island Bayou that would be similar in design and elevation to the existing mainlane bridges. The project would maintain access to the existing U-turn north of Pine Island Bayou, while removing the existing U-turn located south of Pine Island Bayou under the mainlanes. The project would also relocate the existing boat ramp and its associated parking area located on the north side of Pine Island Bayou within the existing right-of-way on the same side (north) of the bayou. No work is proposed on the existing mainlane bridges. The proposed schematic layout is provided in **Appendix C**.

The proposed northbound and southbound frontage road approaches and bridges would consist of two 12-foot-wide lanes with 4-foot-wide inside shoulders and 10-foot-wide outside shoulders. The proposed access loop and U-turn north of Pine Island Bayou would consist of a 14-foot-wide lane with 5-foot-wide inside and outside shoulders. The proposed frontage road bridges would both be supported by eight standard three column bents with 36-inch round columns. Five of the bents on each bridge will be outside of the ordinary high water mark (OHWM) of Pine Island Bayou with columns founded on 36-inch drilled shafts. For the bents located inside of the OHWM of Pine Island Bayou, each column would be founded on 42-inch to 48-inch drilled shafts. Proposed typical sections are provided as **Figure 4** in **Appendix D**.

The relocation of the boat ramp would result in improvements to the ramp and its associated parking area. The proposed parking area would provide a total of 18 parking spaces, including two handicap accessible spaces that comply with the Americans with Disabilities Act of 1990. The proposed 20-foot-wide boat ramp would be constructed of concrete pavement with grooves, and would include a 10-foot-wide dock. The plans for the proposed boat ramp are included as **Figures 5.1** through **5.7** in **Appendix D**. In addition, the project would include removal of existing trash and debris located under the bridge.

The proposed project is consistent with the South East Texas Regional Planning Commission Metropolitan Planning Organization (SETRPC-MPO)’s Metropolitan Transportation Plan (MTP) 2040 for the Jefferson-Orange-Hardin Regional Transportation Study (JOHRTS) Area, adopted December 2015, and amended February 2016, and the Transportation Improvement Program (TIP) adopted May 26, 2016 (**Appendix E**). The proposed project would be funded with state funds for a total projected cost of \$10,625,330.

3.0 PURPOSE AND NEED

3.1 Need

The project is needed because US 69 lacks connectivity and sufficient hurricane evacuation capacity without continuous frontage roads between Tram Road and Cooks Lake Road. This lack of connectivity results in congestion and reduced mobility.

3.2 Supporting Facts and/or Data

Traffic projections from TxDOT’s Transportation Planning and Programming (TPP) Division indicate an increase in average daily traffic of approximately 55 percent between the years 2018 and 2048, from 56,600 vehicles per day (vpd) to 87,600 vpd (**Table 1**).

Table 1. Traffic Projections for US 69 From Tram Road to Cooks Lake Road

Year	Average Daily Traffic
2018	56,600
2038	77,300
2048	87,600

Source: TxDOT TPP, 2015

According to TxDOT’s Traffic Operations Division, the US 69 corridor (including the proposed project limits) is identified as both a “major evacuation route” and a “potential EvacuLane on major evacuation route” (<http://www.txdot.gov/inside-txdot/division/traffic/safety/weather/hurricane.html>).

3.3 Purpose

The purpose of the proposed project (the Build Alternative) is to improve mobility and relieve hurricane evacuation congestion.

4.0 ALTERNATIVES

4.1 Build Alternative

The Build Alternative, as described in **Section 2.2**, would provide continuous northbound and southbound frontage roads along US 69, as well as new frontage road bridges over Pine Island Bayou. The improved connectivity and extension of frontage road lanes would improve mobility and relieve hurricane evacuation congestion throughout the project area.

4.2 No-Build Alternative

Under the No-Build Alternative, the existing facility would operate as it currently does and normal maintenance activities would continue. There would be no substantial adverse environmental impacts associated with this alternative. However, the No-Build Alternative would not improve mobility or relieve hurricane evacuation congestion; therefore, it would not address the need and purpose of the proposed project. The Build Alternative is the preferred alternative; however, the No-Build Alternative is carried forward in this EA to provide a baseline for comparison to the Build Alternative.

4.3 Preliminary Alternatives Considered but Eliminated from Further Consideration

No other build alternatives were identified; however, various alignment and design alternatives were considered during project development.

5.0 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

In support of this EA, the following technical reports were prepared:

- Community Impacts Assessment Form
- Project Coordination Request (PCR) for Historical Studies Form
- Archeological Background Study
- Water Resources Technical Report
- Biological Evaluation Form
- Hazardous Materials Initial Site Assessment (ISA)

These technical reports, maps showing the project location and design, and other information regarding the project are on file and available for inspection Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m. at the TxDOT Beaumont District Office at 8350 Eastex Freeway, Beaumont, Texas 77708.

5.1 Right-of-Way/Displacements

The No-Build and Build Alternatives would not require any additional right-of-way or easements. No residential or commercial property displacements would occur as a result of this project.

5.2 Land Use

The project area is situated directly adjacent to the undeveloped, heavily wooded areas of the Big Thicket National Preserve and Pine Island Bayou. The northern end of the project area within Lumberton, Hardin County, Texas is a mix of undeveloped lands and limited residential and light commercial areas. The southern end of the project area within Beaumont, Jefferson County, Texas is developed with a mix of residential, commercial, and light industrial areas (**Photos 5 through 10**). **Figures 6.1 and 6.2** provide an overview of the proposed project and land use identified in the project area.

The proposed project area is located at the boundary between the Northern Humid Gulf Coastal Prairies sub-region of the Western Gulf Coastal Plain Ecoregion, and the Floodplains and Low Terraces and Flatwoods sub-regions of the South Central Plains Ecoregion. The vegetation in the region consists primarily of pine and mixed pine and hardwood forests in rolling uplands and hardwood forests and emergent and forested/shrub wetland complexes in bottomlands. The physiography of the project area is on the boundary of the flat Coastal Prairies to the south and the rolling uplands of the Interior Coastal Plains to the north.

The proposed project is an existing transportation corridor and the proposed improvements are limited to the existing right-of-way; therefore, the proposed project is not expected to result in direct or indirect changes to land use in the project area

5.3 Farmlands

Coordination with the National Resources Conservation Service (NRCS) for the Farmland Protection Policy Act (FPPA) would not be required because the proposed project would not require the acquisition of additional right-of-way or easements.

5.4 Utility/Emergency Services

The project area contains several surface and subsurface utilities (including waterlines and fiber optic lines) (**Photos 11 and 12**). However, the project would not require the relocation or reconfiguration of existing utilities in the project area. The No-Build Alternative would not impact existing utilities.

The proposed project is not expected to result in an increase in response time of emergency services in the project area. Temporary detours and changes in access would occur during construction; however, access to adjacent properties would be maintained. The southern U-turn at Pine Island Bayou would be removed as part of the project; therefore, traffic currently using the southern U-turn would proceed 0.7-mile north to the U-turn at Cooks Lake Road. Although the project would result in increased travel distances, it is expected that the proposed project would offset these effects by providing improved connectivity between

Tram Road and Cooks Lake Road, which would improve mobility throughout the project area. The No-Build Alternative would not impact access or response times of emergency services.

5.5 Bicycle and Pedestrian Facilities

The existing US 69 facility does not currently include sidewalks or bicycle lanes. The proposed project does not include the construction of sidewalks or bicycle lanes.

5.6 Community Impacts

The *Community Impacts Assessment Technical Report Form* dated March 2017 concluded that the proposed project is not expected to result in impacts to community cohesion, access, or travel patterns. The proposed project would be constructed within the existing right-of-way and would not require the relocation of any residential or commercial properties. Access to all adjacent businesses and residences would be maintained throughout the project area. The existing boat ramp north of Pine Island Bayou is a prominent community feature, utilized for recreation and access to the bayou. The boat ramp was originally proposed to be removed as part of the project; however, the community expressed their concerns about the boat ramp's removal. Based on public and stakeholder input, TxDOT made the decision to provide a newly constructed boat ramp within the project limits.

Although the removal of the southern U-turn at Pine Island Bayou would result in an increased travel distance of 0.7 mile north to access the U-turn at Cooks Lake Road, it is expected that the proposed project would offset these effects by providing improved connectivity between Tram Road and Cooks Lake Road. TxDOT coordinated with William Wajert, Route Supervisor for Beaumont Independent School District (BISD) Transportation Department on March 6, 2017. Mr. Wajert confirmed that the BISD school buses currently travel east on Tram Road, north on Sherwood Drive, and west onto Broadoak Street and then north to utilize the southern U-turn at Pine Island Bayou. The proposed project would not affect this year's bus route, and an alternative route was identified to avoid impacts to the BISD bus routes that will be implemented with the 2017-2018 school year. The alternative route will not increase travel distances or require traveling on different roads, and would essentially just reverse the existing bus route by turning east on Broadoak Street, south on Sherwood Drive, and east onto Tram Road. The proposed project would not affect school bus routes during or after construction as access to Broad Oak from the northbound US 69 frontage road would be maintained during the school year. Copies of this coordination and a revised bus route map are included in **Appendix G**.

5.6.1 Environmental Justice

Executive Order (EO) 12898 "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations" requires each federal agency to "make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations."

The U.S. Census Bureau classifies minority populations as Black/African-American; Hispanic; Asian or Pacific Islander; American Indian, Eskimo, or Aleut; or other non-white persons. Population, race, and

ethnicity data from the 2010 U.S. Census was obtained for the state of Texas, Hardin and Jefferson Counties, census tracts, block groups, and census blocks within the project area. The data is provided in the *Community Impacts Assessment Technical Report Form*. Of the 35 census blocks identified within the project study area, only four are populated, three of which are predominantly non-minority population. Block 1018, within Block Group 1 of Census Tract 1.02 has a make-up of 100 percent minority population.

The *Community Impacts Assessment Technical Report Form* also includes data from the 2011-2015 US Census American Community Survey (ACS) regarding median household income within the project area. According to the US Census Bureau, a low-income population is defined as a group of people and/or a community, which as a whole lives below the national poverty level. The 2017 poverty guideline in the 48 contiguous states and the District of Columbia is \$24,600 for a family of four (US Department of Health and Human Services 2017). Per the ACS, none of the block groups in the project area contain a low-income population.

5.6.2 Limited English Proficiency

EO 13166, “Improving Access to Service for Persons with Limited English Proficiency,” requires federal agencies to examine the services they provide, identify any need for services to those with “Limited English Proficiency” (LEP), and develop and implement a system to provide those services so that LEP persons can have meaningful access to them. The executive order also requires federal agencies to ensure that recipients of federal financial assistance provide meaningful access to their LEP applicants and beneficiaries. Failure to ensure that LEP persons can effectively participate in or benefit from federally assisted programs and activities may violate the prohibition under Title VI of the Civil Rights Restoration Act of 1987.

To determine if LEP populations may be affected by the proposed project, census data was collected from the 2011-2015 U.S. Census ACS regarding LEP populations, classified here as populations who speak a language other than English and who speak English “less than very well.” These data are also presented in the *Community Impacts Assessment Technical Report Form*. The percentage of Spanish-speaking LEP populations within the project area block groups ranges from 2.8 percent in Block Group 2 of Census Tract 1.01, 1.6 percent in Block Group 1 of Census Tract 1.02, and 0.0 percent in Block Group 5 of Census Tract 305.02. There were no LEP population speaking ‘Asian and Pacific Island languages,’ ‘other Indo-European languages,’ or any ‘other languages’ identified within the project area. Because very few people in the project area have LEP, no specific outreach in other languages has occurred; however, if individuals with LEP are encountered, TxDOT will provide language services as needed. Therefore, the requirements of EO 13166 will be met. Public involvement/outreach would be conducted in a manner such that all interested parties would be given an opportunity to provide both verbal and written comments concerning the proposed project.

5.7 Visual/Aesthetic Impacts

Using FHWA’s *Visual Impact Assessment for Highway Projects* guidance (FHWA-HI-88-054), an analysis of the potential visual impact of the proposed project was conducted. Visual impacts are defined as a change in the aesthetic value resulting from the introduction of modifications to the landscape. The project vicinity has been evaluated in terms of project impacts on visual character and scenic (visual) quality.

In an effort to determine the visual resource effects of the proposed project, an analysis of the landscape components affected by the proposed project was conducted. The regional landscape in the project area is relatively rural or undeveloped. No substantial changes to the vegetation surrounding the roadway corridor are anticipated as a direct result of the proposed project.

In order to determine the scale and dominance of the proposed project, the schematic and bridge layouts were used to evaluate changes in elevation and potential impacts to the current viewshed in the project vicinity. The scale and dominance of the proposed bridge structure were determined to be compatible with the project surroundings due in large part to the fact that a distinct transportation corridor within the project viewshed has already been established by the existing mainlane bridge and US 69 roadway, and that the proposed bridge structure would be constructed at the same elevation as the existing facility. The existing US 69 transportation corridor would not be substantially altered or realigned under the proposed design.

Due to the aesthetic compatibility of the proposed improvements to the existing transportation features, the construction of a visual barrier was determined to not be necessary. The No-Build Alternative would not result in visual impacts.

5.8 Cultural Resources

Cultural resources are structures, buildings, archeological sites, districts (a collection of related structures, buildings, and/or archeological sites), cemeteries, and objects. Both federal and state laws require consideration of cultural resources during project planning. At the federal level, NEPA and the National Historic Preservation Act (NHPA) of 1966, among others, apply to transportation projects such as this one. In addition, state laws such as the Antiquities Code of Texas apply to these projects. Compliance with these laws often requires consultation with the Texas Historical Commission (THC)/Texas State Historic Preservation Officer (SHPO) and/or federally-recognized tribes to determine the project's effects on cultural resources. Review and coordination of this project followed approved procedures for compliance with federal and state laws.

5.8.1 Archeology

Based on the results of an *Archeological Background Study* dated December 2016, it was determined that no surveys would be warranted for work done within the Area of Potential Effect (APE), identified as the existing right-of-way, due to topographic, geologic, and soil conditions as well as disturbance by previous roadway construction that has impacted the potential for intact archeological deposits in the area.

A search of the Atlas revealed that no previous surveys cross the APE, but that two previous archeological surveys have been conducted within 1 kilometer of the APE. The first archeological survey, conducted in 1999, did not identify any archeological sites. The second archeological survey recorded site 41JF72 and the remains of a large early twentieth-century historic sawmill just outside of the APE (**Photo 13**). The National Register of Historic Places (NRHP) eligibility status of this site remains undetermined.

Coordination with Native American tribes with an interest in the area was initiated on January 26, 2017 and completed on February 27, 2017. Copies of this coordination is included in **Appendix G**.

In the event that unanticipated archeological deposits are encountered during construction, work in the immediate area will cease, and TxDOT archeological staff will be contacted to initiate post-review discovery procedures.

5.8.2 Historic Properties

The results of the desktop study and overview field assessment in the project area to identify the potential for historic-age properties in the APE are detailed in the *PCR for Historic Studies Form* dated March 2017. Since the proposed project requires no new right-of-way, the APE for historic resources is recommended as the existing right-of-way. According to a review of the THC Texas Historic Sites Atlas there are no historic resources listed on the NRHP, designated as National Historic Landmarks (NHLs), buildings designated as Recorded Texas Historic Landmarks (RTHLs), standing structures designated as State Antiquities Landmarks (SALs), or Official Texas Historical Markers (OTHM) within the study area or the APE.

According to TxDOT's previously determined NRHP-eligible Historic Districts and Properties database, there are no additional historic resources within the APE. A review of TxDOT's Google Earth layer of historic bridges identified two historic-age and two non-historic-age bridges located within the APE. TxDOT determined that the two historic-age bridges were not eligible for the NRHP as part of TxDOT's survey of bridges built between 1945 and 1965. **Figure 7** provides the results of the search for historic resources within the study area on aerial base.

Per the Memorandum of Understanding (MOU) between TxDOT and the THC, TxDOT determined that under Appendix 4, the proposed action has minimal potential to cause effects on a historic property and that individual project coordination with the THC is not required.

The No-Build Alternative would have no impact on historic resources.

5.9 DOT Act Section 4(f), LWCF Act Section 6(f), and PWC Chapter 26

Coordination regarding Section 4(f), Section 6(f) or Chapter 26 properties is not required for this project. There will be no use of a Section 4(f) property, and no Section 4(f) property would be impacted by the proposed project. There were no properties identified in the project area that were acquired or developed, partially or wholly, with Land and Waters Conservation Fund assistance. Therefore, Section 6(f) does not apply. Although the boat ramp is owned and maintained by Texas Parks and Wildlife (TPWD), TxDOT has coordinated and consulted with TPWD on the relocation and improvements to the boat ramp. Therefore, TxDOT has determined that Chapter 26 does not apply.

5.10 Water Resources

The proposed project area is located within the lower Pine Island Bayou watershed and is almost entirely within the Federal Emergency Management Activity (FEMA) 100-year floodplain of Pine Island Bayou, a major regional drainage within the Lower Neches River Basin. A detailed description of the project area and water resources investigations are located in the *Water Resources Technical Report* dated December 2016.

Investigations to identify potential waters of the US included a review of pertinent background information including US Geological Survey (USGS) topographic maps, soil maps, and US Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI) maps, followed by a pedestrian survey of the entire study area in September 2016. Features were evaluated in accordance with the 1987 US Army Corps of Engineers (USACE) Wetland Delineation Manual and November 2010 Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Atlantic and Gulf Coastal Plain Region, 33 CFR 328.3(a) and joint USACE–Environmental Protection Agency (EPA) guidance on Clean Water Act jurisdiction following the US Supreme Court’s decision in *Rapanos v. United States* and *Carabell v. United States*. **Figure 8** provides an overview of the water resources identified in the project area and **Figure 9** provides the waters of the US delineated within the project boundaries. The only potential water of the US identified in the project area is Pine Island Bayou (**Photos 14** and **15**).

The proposed frontage road bridges would both be supported by eight standard three column bents with 36-inch round columns. For the bents located inside of the OHWM of Pine Island Bayou, each column would be founded on 42-inch to 48-inch drilled shafts. The proposed project would also relocate the existing boat ramp within the project area, including a ramp and dock within Pine Island Bayou. It is assumed that any work conducted below the OHWMs would involve temporary fills only, with the exception of the bridge columns, boat ramp, and dock pylons, which would be permanent. The proposed permanent fill within the OHWMs totals approximately 0.02 acre.

Appropriate measures would be taken to maintain normal downstream flows and to minimize flooding. Temporary fill would consist of materials and be placed in a manner that would not be eroded by expected high flows. Materials would be removed in their entirety and the affected area returned to preconstruction elevation, and revegetated as appropriate.

Because the No-Build Alternative would not involve roadway construction, it would not affect water resources.

5.10.1 Clean Water Act Section 404

The only water of the US identified in the project area is Pine Island Bayou, no wetlands or other special aquatic features were identified in the project area. The OHWM of Pine Island Bayou extends upstream into the ditch on the northwest side of US 69 for approximately 50 feet (**Photo 16** in **Appendix B** and **Figure 9** in **Appendix F**). It is anticipated that all work within waters of the US would be authorized by a Section 404 Nationwide Permit (NWP) 14 – *Linear Transportation Projects* and NWP 36 – *Boat Ramps*, and would not require a Pre-Construction Notification (PCN) or Individual Permit to the USACE.

5.10.2 Clean Water Act Section 401

The proposed construction within waters of the U.S. along US 69 would be authorized by a NWP 14 and NWP 36, without a PCN or Individual Permit. Therefore, compliance with Section 401 of the Clean Water Act would entail the implementation of at least one approved Best Management Practice (BMP) from each of the three categories identified in the Texas Commission on Environmental Quality (TCEQ)’s *401 Water Quality Certification Conditions for Nationwide Permits*. These categories include erosion control, sedimentation control, and post-construction total suspended solids (TSS) control. With the implementation

of temporary and permanent BMPs, no long-term impacts to water quality in the area are anticipated and no coordination with TCEQ would be required.

5.10.3 Executive Order 11990 Wetlands

No wetlands were identified within the existing right-of-way; therefore, EO 11990 on wetlands does not apply.

5.10.4 Rivers and Harbors Act

The only navigable water of the US identified in the project area is Pine Island Bayou, a perennial riverine system with a broad and active floodplain. The Section 10 activity within Pine Island Bayou would be covered under NWP 14 without a PCN.

Pursuant to compliance with Section 9 of the Rivers and Harbors Act (RHA), TxDOT sent a letter to the United States Coast Guard (USCG) on December 20, 2016, providing notification of the proposed project. On December 29, 2016, the USCG responded in a letter stating that the project meets the criteria for the Surface Transportation Authorization Act (STAA) and qualifies for exemption from USCG bridge permit requirements. This letter also requested additional information regarding nighttime navigation in order to determine navigational lighting requirements. In a February 21, 2017 response to a TxDOT letter dated that same day, the USCG determined that the proposed project was exempt from USCG navigational lighting requirements. Copies of these USCG letters are attached to this report in **Appendix G**.

5.10.5 Clean Water Act Section 303(d)

Runoff from this project would discharge directly into Assessment Units 0607_02 of Segment 0607 of Pine Island Bayou, which is listed as impaired for depressed dissolved oxygen on the *2014 Texas Integrated Report of Surface Water Quality for Clean Water Act, Sections 305(b) and 303(d)*. Per the current TxDOT-TCEQ MOU, work in waters within five miles of a Section 303(d) Segment requires notification to the TCEQ. Although this project is not expected to directly or indirectly contribute to the constituent of concern to the impaired water body, TxDOT completed formal MOU correspondence on March 15, 2017 to complete TCEQ coordination requirements. Copies of this coordination are attached in **Appendix G**.

TxDOT will take actions to prevent surface and groundwater contamination. To install pilings, a permanent pipe casing will be installed through the water column and into the river bottom below. The permanent casing will be dewatered then filled with reinforced concrete to the depth required to support the bridge loading. The casing will remain in place as a permanent part of the piling. All equipment and fuel storage areas will have spill containment BMPs. Fuel and hazardous material storage areas will have primary and secondary containment. Storm Water Pollution Prevention Plan (SWPPP) and TPWD BMPs for water quality protection will be implemented throughout the lifetime of the project.

5.10.6 Clean Water Act Section 402

The proposed project would include 5 or more acres of earth disturbance. TxDOT would comply with TCEQ's Texas Pollutant Discharge Elimination System (TPDES) Construction General Permit (CGP). A SWPPP would be implemented, and a construction site notice would be posted on the construction site. A Notice of Intent (NOI) would be required. The proposed project is located within the boundaries of a

regulated Municipal Separate Storm Sewer System (MS4) and would comply with the applicable MS4 requirements.

5.10.7 Floodplains

The majority of the project is located within a FEMA designated 100-year floodplain. The hydraulic design for this project would be in accordance with current FHWA and TxDOT design policies. In order to comply with EO 11988, the proposed project would avoid, to the extent possible, long and short-term impacts associated with the occupancy or modification of the floodplain. The proposed project would not result in adverse direct or indirect effects on the floodplain and would not encourage further development within the floodplain. The proposed frontage road bridges would be constructed at the same low chord elevation as the mainlane bridges to avoid flooding impacts upstream. The proposed project would not increase the base flood elevation to a level that would violate applicable floodplain regulations and ordinances. Coordination with the local Floodplain Administrator of Hardin and Jefferson Counties will be conducted.

5.10.8 Wild and Scenic Rivers

This project is not located in a county that contains resources regulated under the Wild and Scenic Rivers Act. This project is not along and does not affect any wild or scenic river; therefore, the Wild and Scenic Rivers Act is not applicable.

5.10.9 Trinity River Corridor Development Certification

The project is not within the Trinity River Corridor Development Regulatory Zone; therefore, a Corridor Development Certificate (CDC) permit would not be required.

5.10.10 Coastal Barrier Resources

The proposed project is located within Hardin and Jefferson Counties, but is not located within a designated Coastal Barrier Resources Act (CBRA) map unit. Coordination with the USFWS is not required.

5.10.11 Coastal Zone Management

The proposed project is located within Hardin and Jefferson Counties, but is not within the Texas Coastal Management Program (TCMP) boundary. Therefore, coordination with the Texas General Land Office and a consistency determination are not required.

5.10.12 Edwards Aquifer

This project is not located within the Edwards Aquifer Contributing or Recharge Zones; therefore, the Edwards Aquifer rules do not apply.

5.10.13 International Boundary and Water Commission

The proposed project would not require work within the floodplains of International Boundary Water Commission (IBWC) flood control projects or right-of-way; therefore, coordination with the IBWC is not required.

5.10.14 Drinking Water Systems

Field investigations and site surveys of the proposed project area did not identify water wells or source water protection areas within the project area.

5.11 Biological Resources

The *Biological Evaluation Form* dated December 2016 describes the TPWD Ecological Mapping System of Texas (EMST) (**Figures 10.1** through **10.2**) and field-verified vegetation (**Figures 11.1** through **11.2**), and lists the federal and state-listed threatened, endangered, and candidate species, as well as those considered species of greatest conservation need (SGCN) by the state, including their habitat requirements and the potential impacts of the proposed project.

5.11.1 Vegetation

The project area is located at the boundary between the Northern Humid Gulf Coastal Prairies sub-region of the Western Gulf Coastal Plain Ecoregion, and the Floodplains and Low Terraces and Flatwoods sub-regions of the South Central Plains Ecoregion. The soils in the region are generally sands and sandy loams in the uplands and clays and silty deposits in the lowlands (**Photo 17**) (**Figure 12**). The project area consists of the existing US 69 right-of-way, which includes the roadway facility mainlanes, access roads, the boat ramp, Pine Island Bayou, and natural and maintained vegetation.

Common plants identified in the maintained right-of-way include Johnsongrass (*Sorghum halepense*), King Ranch bluestem (*Bothriochloa ischaemum*), common bermudagrass (*Cynodon dactylon*), Dallisgrass (*Paspalum dilatatum*), Vaseygrass (*P. urvillei*), brownseed paspalum (*P. plicatulum*), and knotroot bristlegrass (*Setaria parviflora*) (**Photo 18**). Ornamental vegetation was identified on the bridge abutments at Cook's Lake Road in the right-of-way including planted loblolly pine (*Pinus taeda*), Chinese tallow (*Triadica sebiferum*), crepe myrtle (*Lagerstroemia sp.*), and pampas grass (*Cortaderia selloana*) (**Photo 19**). Dominant trees in the narrow riparian forest include green ash (*Fraxinus pennsylvanica*), black willow (*Salix nigra*), hackberry (*Celtis laevigata*), bald cypress (*Taxodium distichum*), pecan (*Carya illinoensis*), cherrybark oak (*Quercus pagoda*), sweetgum (*Liquidambar styraciflua*), American elm (*Ulmus americana*), Chinese tallow, and honey locust (*Gleditsia tricanthos*) (**Photo 20**). Trees in the surrounding bottomland hardwood forests are similar to the riparian forest trees minus bald cypress and willow (**Photo 21**). A few hydrophytes were identified along the OHWMs of the north side of Pine Island Bayou in the project area. These include buttonbush (*Cephalanthus occidentalis*), sumpweed (*Iva annua*), swamp panicgrass (*Phanopyrum gymnocarpon*), jungle rice (*Echinochloa colona*), smartweed (*Persicaria pensylvanica*), flat sedges (*Cyperus spp.*), and water hyssop (*Bacopa monniera*) (**Photo 22**).

Table 2 and **Figures 11.1** through **11.2** provide the field-verified EMST vegetation types identified in the proposed project area and the Ecological System Type according to TPWD's *Draft Descriptions of Systems, Mapping Subsystems, and Vegetation Types for Phase V*. Based on the Crosstab of the Threshold Programmatic Agreement (PA) for the MOU between TxDOT and TPWD (effective September 1, 2013), **Table 2** also provides the TxDOT TPWD MOU vegetation type that corresponds with each EMST vegetation type identified in the project right-of-way.

Table 2. Permanent Impacts to Field-verified MOU Vegetation

EMST Vegetation Type	Ecological System Type	TxDOT/TPWD MOU Vegetation Type	Ecoregion	Permanent Impacts (acres)	Other Areas of Disturbance (acres)	Total Impacted Area (acres)
Urban Low Intensity	Urban	Urban	South Central Plains	3.324	25.939	29.263
Urban High Intensity	Urban	Urban	South Central Plains	0	0.166	0.166
Total Potential Impacts to Urban MOU Vegetation						29.429
Pineywoods: Small Stream and Riparian Temporarily Flooded Hardwood Forest	West Gulf Coastal Plain Small Stream and River Forest	Riparian	South Central Plains	0.006	0.449	0.455
Pineywoods: Bottomlands Temporarily Flooded Hardwood Forest	West Gulf Coastal Plain Small Stream and River Forest	Riparian	South Central Plains	0	2.299	2.299
Open Water	Open Water	Riparian	South Central Plains	0.013	1.848	1.861
Total Potential Impacts to Riparian MOU Vegetation						4.615

According to the Threshold PA between TxDOT and TPWD, the coordination threshold for Riparian MOU vegetation is 0.1 acre. There is no threshold for Urban vegetation. Permanent impacts to riparian vegetation would be approximately 0.02 acre as a result of the proposed project; therefore, the project impacts would not exceed impact thresholds defined by TPWD/TxDOT. The proposed project is not anticipated to result in indirect impacts to vegetation.

Permanent soil erosion control features would be constructed as soon as feasible during the early stages of construction through proper sodding and/or seeding techniques. Disturbed areas would be restored and stabilized as soon as the construction schedule permits. Therefore, in accordance with the EO 13112 on Invasive Species and the Executive Memorandum on Beneficial Landscaping, seeding and replanting with TxDOT approved seeding specifications would be performed where possible. TPWD Clean, Drain, and Dry procedures will be followed for any equipment utilized in Pine Island Bayou.

Under the No-Build Alternative, the proposed project would have no effect on the existing vegetation and wildlife habitat in the project area.

5.11.2 Wildlife

Under the No-Build Alternative, the proposed project would have no effect on the existing wildlife in the project area. The following paragraphs discuss the potential impacts of the Build Alternative.

5.11.2.1 Migratory Bird Treaty Act

Under the Migratory Bird Treaty Act (MBTA), it is unlawful to kill, capture, collect possess, buy, sell, trade, or transport any migratory birds, nest, young, feather, or egg in part or in whole, without federal permit issued in accordance within the Act's policies and regulations. In the event that migratory birds are encountered on-site during project construction, every effort would be made to avoid protected birds, active nests, eggs, and/or young. Contractors would not collect, capture, relocate, or transport birds, eggs, young,

or active nests without a permit. The contractor would be prepared to prevent migratory birds from building nests on structures that are under construction. Pine Island Bayou and the forests surrounding the project area provide suitable foraging and nesting habitat; however, no nests were observed in or adjacent to the right-of-way during the September 2016 field visit, and impacts to migratory birds would be minimal.

5.11.2.2 Fish and Wildlife Coordination Act

The Fish and Wildlife Coordination Act (FWCA) of 1958 requires that federal agencies obtain comments from USFWS and TPWD. This coordination is required whenever a project involves impounding, diverting, or deepening a stream channel or other body of water. The proposed does not include any impoundment, stream diversion or channel modification. Work would be authorized under a USACE NWP. No coordination under FWCA is required.

5.11.2.3 Bald and Golden Eagle Protection Act of 1940

Within the United States or anywhere within its jurisdiction, bald eagles (*Haliaeetus leucocephalus*) and golden eagles (*Aquila chrysaetos*) are protected by the Bald and Golden Eagle Protection Act of 1940. No bald eagles or potential eagle nests were observed in or adjacent to the right-of-way during the September field visit. Based on the information available and observations made in the project area, the project does not have the potential to impact the bald eagle. More details regarding bald and golden eagles can be found in the *Biological Evaluation Form* dated December 2016.

5.11.2.4 Magnuson-Stevens Fishery Conservation Management Act

A permanent saltwater barrier was constructed on the Neches River below the confluence of Pine Island Bayou downstream of the project to manage flow and saltwater intrusion. Thus the rise and fall of the water surface of Pine Island Bayou is artificially controlled in the Lower Neches Valley Authority (LNVA) saltwater barrier and therefore does not meet the definition of “tidal waters” in 33 CFR Part 328, Definition of Waters of the United States, Section 328.3(f). Therefore, no essential fish habitat is present within the project area.

5.11.2.5 Marine Mammal Protection Act

Due to the LNVA saltwater barrier, the project area is determined to be a freshwater system and does not contain habitat for marine mammals.

5.11.3 State and Federal Threatened and Endangered Species

A review of the threatened and endangered species lists for Hardin and Jefferson Counties, Texas, maintained by the USFWS and the TPWD, identified federal and state-listed threatened, endangered, as well as those considered SGCN by the state. The *Biological Evaluation Form* dated December 2016 lists these species, describes their habitat requirements, and identifies whether habitat is present in the project area and the potential impacts of the project.

No suitable habitat for federally listed threatened, endangered, or proposed threatened or endangered species was identified in or adjacent to the project area. Therefore, the project does not have the potential to affect any federally listed species. The existing bridge over Pine Island Bayou was evaluated for bats by

conducting a habitat assessment for roost sites and for actual bat individuals or colonies. No bats or bat habitat were identified under the existing bridge structure or in the project area (**Photo 23**).

Suitable habitat was identified for the state-threatened swallow-tailed kite (*Elanoides forficatus*), six state threatened mussels [Louisiana pigtoe (*Pleurobema riddellii*), sandbank pocketbook (*Lampsilis satura*), southern hickorynut (*Obovaria jacksoniana*), Texas heelsplitter (*Potamilus amphichaerus*), Texas pigtoe (*Fusconaia askewi*), and triangle pigtoe (*Fusconaia lananensis*)], the blue sucker (*Cypleptus elongates*), the creek chubsucker (*Erimyzon oblongus*), the paddlefish (*Polyodon spathula*), the timber rattlesnake (*Crotalus horridus*), and the alligator snapping turtle (*Macrochelys temminckii*). In addition, suitable habitat was identified in the project area for the western sand darter (*Ammocrypta clara*) and plains spotted skunk (*Spilogale putorius*), both state species of greatest conservation need. However, it is not known if populations of these species are present in the project area. Because the project contains potential habitat for these species and the project includes work in the water, coordination with TPWD was initiated and completed on February 17, 2017. Copies of this coordination are included in **Appendix G**.

BMPs will be implemented to avoid impacts, where possible, including TPWD's Bird, Fish, Mussel, and Water Quality BMPs. Contractors will be advised of potential occurrence of the alligator snapping turtle in the project area, and to avoid harming the species if encountered, and efforts will be made to minimize impacts to wetland and riverine habitat. Contractors will be advised of potential occurrence of plains spotted skunk and timber rattlesnake in the project area, and to avoid harming the species if encountered.

Because the project contains potential habitat for state threatened mussels, a survey for freshwater mussels will be conducted within the project footprint prior to the commencement of construction activity, per the 2013 TxDOT-TPWD MOU and BMP PA. Any state-listed or SGCN species discovered will be relocated under a TPWD Kills and Spills Team (KAST) permit.

The proposed project is not anticipated to result in indirect impacts to threatened and endangered species. Under the No-Build Alternative, the proposed project would have no effect or impact on threatened or endangered species or their habitats.

5.12 Air Quality

5.12.1 Transportation Conformity

The project is located in an area in attainment or unclassifiable for all national ambient air quality standards (NAAQS); therefore, the transportation conformity rules do not apply.

5.12.2 Project-level Hot-spot Analysis Requirements

The project is not located within a carbon monoxide or particulate matter (PM) nonattainment or maintenance area; therefore, a project level hot-spot analysis is not required.

5.12.3 Carbon Monoxide Traffic Air Quality Analysis (TAQA)

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

5.12.4 Mobile Source Air Toxics (MSAT)

The purpose of this project is to improve mobility and alleviate hurricane evacuation congestion by constructing new northbound and southbound frontage road bridges to provide connectivity. This project has been determined to generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special MSAT concerns. As such, this project will not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause a meaningful increase in MSAT impacts of the project from that of the no-build alternative.

Moreover, EPA regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with EPA's MOVES2014 model forecasts a combined reduction of over 90 percent in the total annual emissions rate for the priority MSAT from 2010 to 2050 while vehicle-miles of travel are projected to increase by over 45 percent (Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents, Federal Highway Administration, October 12, 2016 http://www.fhwa.dot.gov/environment/air_quality/air_toxics/policy_and_guidance/msat/index.cfm). This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project.

5.12.5 Congestion Management Process (CMP)

This project is within an attainment or unclassifiable area for ozone and CO; therefore, a project-level CMP analysis not required.

5.12.6 Construction-related Emissions Reduction Strategies

During the construction phase of this project, temporary increases in PM and MSAT emissions may occur from construction activities. The primary construction-related emissions of PM are fugitive dust from site preparation, and the primary construction-related emissions of MSAT are diesel particulate matter from diesel powered construction equipment and vehicles.

The potential impacts of particulate matter emissions will be minimized by using fugitive dust control measures contained in standard specifications, as appropriate. The Texas Emissions Reduction Plan (TERP) provides financial incentives to reduce emissions from vehicles and equipment. TxDOT encourages construction contractors to use this and other local and federal incentive programs to the fullest extent possible to minimize diesel emissions. Information about the TERP program can be found at: <http://www.tceq.state.tx.us/implementation/air/terp/>.

However, considering the temporary and transient nature of construction-related emissions, the use of fugitive dust control measures, the encouragement of the use of TERP, and compliance with applicable regulatory requirements; it is not anticipated that emissions from construction of this project will have any significant impact on air quality in the area.

5.13 Hazardous Materials

An ISA was conducted to identify potential hazardous materials within the proposed project area. The ISA consisted of reviewing project design and right-of-way requirements, conducting a site survey, and reviewing existing and previous land use. A database search for potential hazardous materials was conducted in September 2016 in accordance with the American Society of Testing and Materials (ASTM) 1527 standards. An analysis of the ISA data indicates that most of the potential hazardous material sites are located outside of the TxDOT right-of-way. Contaminated soil, groundwater and surface water exceeding health-based benchmarks are not expected to be encountered in the proposed project area. A copy of the GeoSearch Database Radius Report is included as an appendix to the *Hazardous Materials ISA Report* dated January 2017.

The proposed project would not require any additional right-of-way or easements. No residential or commercial property displacements would occur as a result of this project, and no work is proposed on the existing US 69 mainline bridge. Therefore, there are no asbestos and/or lead in paint concerns. The project area contains several surface and subsurface utilities (including waterlines and fiber optic lines). However, the project is not anticipated to require relocation or reconfiguration of existing utilities in the project area.

During preliminary investigations, the Atchison, Topeka and Santa Fe (AT&SF) railway was identified east and west of the project roadway, as well as a pumping station southwest of Pine Island Bayou. There are four liquid petroleum gas (LPG) sites located near the intersection of US 69 and Tram Road that were identified on the Railroad Commission of Texas (RRC) Geographic Information Systems (GIS) Viewer. The Centana Intrastate Natural Gas Pipeline was identified east of the project area, as well as the Milagro Exploration Natural Gas and Sunoco Crude Oil Pipeline located southeast of the project area. There were nine plugged gas wells and one injection well identified adjacent to the project area. Each of these LPG sites, pipelines, and wells are located outside of the existing right-of-way. One plugged well is located within the existing right-of-way but outside of the proposed construction limits. No concerns are anticipated with these sites.

During the site visit, surface dumping of tires, furniture, trash and plastic debris was observed. (**Photos 24, 25, and 26**). A barbwire fence was present along the right-of-way between the project area and the Big Thicket National Preserve, and various dead animals were observed, including one bird and multiple fish. However, the presence of dead animals is not believed to be associated with hazard materials, and no concerns associated with construction are anticipated as a result of site survey observations.

Within the study area, there are seven petroleum storage tank (PST) facilities; however, only two facilities are located adjacent to the project area. One of the PST facilities, the Fastlane No. 15, is also listed as a leaking petroleum storage tank (LPST) facility. The Fastlane No. 15 is an active site with four underground storage tanks currently in use, and the assessment for this site was incomplete as no apparent receptors were impacted; the status entered by TCEQ in July 2013 was “Release Determination.” The database search identified two other LPST facilities, one Superfund Enterprise Management System Archive (SEMSARCH) site, and one Voluntary Cleanup Program (VCP) site. However, none of these sites are located adjacent to the project area. No work will occur at these sites, and additional right-of-way is not required; therefore, no concerns are anticipated. The site survey and research into historical land use did not reveal any other abandoned gasoline service station within the project limits. No surface evidence of contamination or possible sources of contamination were observed within the project limits.

Any unanticipated hazardous material and/or petroleum contamination encountered during construction of the proposed project would be handled according to applicable federal and state regulations per TxDOT Standard Specifications. The No-Build Alternative would not result in impacts associated with hazardous materials.

5.14 Traffic Noise

The proposed project would not be on new location, would not substantially alter either the horizontal or vertical alignment, and would not increase the number of through-traffic lanes or auxiliary lanes. Therefore, a traffic noise analysis is not required by 23 CFR 772 or TxDOT’s Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011).

5.15 Induced Growth

Utilizing TxDOT’s Induced Growth Indirect Impacts Decision Tree (2014), it was determined that an induced growth impacts analysis was not required because: 1) economic development and growth are not included as a purpose of the proposed project and the project is not intended to serve a specific development; 2) economic development and new opportunities for growth are not cited as benefits of the project; 3) although land is available for development in the project area, the project will not add capacity or substantially increase access or mobility in the project area.

5.16 Cumulative Impacts

Cumulative impacts result from individually minor, but collectively significant, actions taking place over a period of time (40 CFR §1508.7). They are defined as impacts on the environment that result from the incremental impacts of the action when added to other past, present, and reasonably foreseeable future actions, regardless of what agency (federal or non-federal) or person undertakes such other actions.

Utilizing TxDOT’s Cumulative Impacts Decision Tree (2014), it was determined that a cumulative impacts analysis was not required because: 1) the proposed project would not have substantial direct or indirect impacts on any resource; and 2) no resources in the project area are in poor or declining health.

5.17 Construction Phase Impacts

Construction of the proposed project may require temporary lane closures. However, these lane closures are expected to be of short duration with no substantial effect on traffic flow on the existing roadways. Construction of the proposed project would not prevent access to any adjacent property during construction.

Under the No-Build Alternative, no construction would occur, therefore, no lane closures would be required.

6.0 AGENCY COORDINATION

Over the course of project development, TxDOT has coordinated with numerous local, state, and federal agencies regarding the proposed project. TxDOT coordinated with BISD March 6, 2017 to discuss bus routes during the construction phase and after project completion. Coordination with Native American tribes with an interest in the area was initiated on January 26, 2017 and completed on February 27, 2017. Coordination with the USCG was initiated in December 2016 and completed in February 2017. TxDOT completed formal MOU correspondence on March 15, 2017 to complete TCEQ coordination requirements, and coordination with TPWD was initiated and completed on February 17, 2017. Copies of agency coordination documents are included in **Appendix G**.

7.0 PUBLIC INVOLVEMENT

On May 16, 2016, TxDOT held a Public Meeting at Guess Elementary School in Beaumont, Texas. The purpose of the meeting was to allow the public the opportunity to view and comment on the proposed improvements to US 69. Approximately 188 people attended the meeting, including members of the public, elected officials, and representatives from governmental agencies. A summary of the public meeting, all handouts and exhibits, and comments received is in the *Documentation of Public Meeting* dated November 2016. A total of 132 comments were received, a copy of the comment response matrix is included in **Appendix H**.

The original design presented at the public meeting proposed to remove the boat ramp; however, as a result of this public meeting and input received from the public, a stakeholder meeting was held to evaluate the option to relocate the boat ramp within the project area. This stakeholder meeting, held on October 6, 2016 at the TxDOT Beaumont District Office in Beaumont, Texas, was attended by TxDOT staff and project consultants, a representative from the Big Thicket Natural Heritage Trust, and State Representative James White. The result of the meeting was a decision by TxDOT to provide a newly constructed boat ramp within the project limits. The sign-in sheet from this meeting is included in **Appendix G**.

TxDOT will hold a public hearing once the Draft EA has been determined to be satisfactory.

8.0 ENVIRONMENTAL PERMITS, ISSUES AND COMMITMENTS

The Build Alternative would include 5 or more acres of earth disturbance. TxDOT would comply with TCEQ's TPDES Construction General Permit. An SWPPP would be prepared and implemented, and a construction site notice would be posted on the construction site. An NOI would be required.

The Build Alternative would be authorized by a NWP 14 and NWP 36 without a PCN or Individual Permit. The activity would comply with all general and regional conditions applicable to NWP 14 and NWP 36.

Compliance with Section 401 of the Clean Water Act would entail the implementation of at least one approved BMP from each of the three categories identified in the TCEQ's *401 Water Quality Certification Conditions for Nationwide Permits*. The categories include erosion control, sedimentation control, and post-construction total suspended solids control.

To install pilings, a permanent pipe casing will be installed through the water column and into the river bottom below. The permanent casing will be dewatered then filled with reinforced concrete to the depth required to support the bridge loading. The casing will remain in place as a permanent part of the piling.

All equipment and fuel storage areas will have spill containment BMPs. Fuel and hazardous material storage areas will have primary and secondary containment.

SWPPP and TPWD BMPs for water quality protection will be implemented throughout the lifetime of the project.

Access to Broad Oak from the northbound US 69 frontage road will be maintained during the school year through all stages of construction phasing.

In the event that unanticipated archeological deposits are encountered during construction, work in the immediate area would cease, and TxDOT archeological staff would be contacted to initiate post-review discovery procedures.

In the event that migratory birds are encountered on-site during project construction, every effort would be made to avoid protected birds, active nests, eggs, and/or young. Contractors would not collect, capture, relocate, or transport birds, eggs, young, or active nests without a permit.

The proposed project contains potential habitat for the alligator snapping turtle. Therefore, contractors will be advised of potential occurrence in the project area to avoid harming the species if encountered, and efforts will be made to minimize impacts to wetland and riverine habitats.

The proposed project contains potential habitat for plains spotted skunk and timber rattlesnake. Therefore, contractors will be advised of potential occurrence in the project area, and to avoid harming the species if encountered.

The project contains potential habitat for swallow-tailed kite; therefore, the following bird BMPs will be implemented:

Bird BMPs

- Not disturbing, destroying, or removing active nests, including ground nesting birds, during the nesting season;
- Avoiding the removal of unoccupied, inactive nests, as practicable;

- Preventing the establishment of active nests during the nesting season on TxDOT owned and operated facilities and structures proposed for replacement or repair;
- Not collecting, capturing, relocating, or transporting birds, eggs, young, or active nests without a permit.

The project contains potential habitat for blue sucker, creek chubsucker, paddlefish, and western sand darter; therefore, the following Fish FMPs will be implemented:

Fish BMPs

- For projects within the range of a SGCN or State-listed fish and work is adjacent to water: Water Quality BMPs for SWPPP and 401 water quality only. No TPWD Coordination required.
- For projects within the range of a SGCN or State-listed fish, and work is in the water: TPWD coordination required.

The project contains potential habitat for Louisiana pigtoe, sandbank pocketbook, southern hickorynut, Texas heelsplitter, Texas pigtoe, and triangle pigtoe; therefore, the following Mussel BMPs will be implemented:

Mussel BMPs

- When work is in the water, survey project footprints for state listed species where appropriate habitat exists.
- When work is in the water and mussels are discovered during surveys, relocate state listed and SGCN mussels under TPWD permit and implement Water Quality BMPs (see below)
- When work is adjacent to the water, Water Quality BMPs implemented as part of the SWPPP for a construction general permit or any conditions of the 401 water quality certification for the project will be implemented. No TPWD Coordination required.

Water Quality BMPs

- Once construction is complete and disturbed areas have been revegetated, remove silt fence and accumulated sediment to reduce wildlife barriers and hazards.
- Minimize the use of equipment in streams and riparian areas during construction. When possible, equipment access should be from banks, bridge decks, or barges.
- When temporary stream crossing are unavoidable, remove stream crossings once they are no longer needed and stabilize banks and soils around the crossing.
- Wet-Bottomed detention ponds are recommended to benefit wildlife and downstream water quality. Consider potential wildlife-vehicle interactions when siting detention ponds.
- Rubbish found near bridges on TxDOT right-of-way should be removed and disposed of properly to minimize the risk of pollution. Rubbish does not include brush piles or snags.

In accordance with the EO 13112 on Invasive Species and the Executive Memorandum on Beneficial Landscaping, seeding and replanting with TxDOT approved seeding specifications would be performed where possible. TPWD Clean, Drain, Dry procedures will be followed for any equipment utilized within Pine Island Bayou.

Construction of the proposed project may require temporary lane closures. However, these lane closures are expected to be of short duration with no substantial effect on traffic flow on the existing roadways. Construction of the proposed project would not prevent access to any adjacent property during construction.

9.0 CONCLUSION

The analysis of alternatives for the proposed project determined that improvements to the US 69 crossing at Pine Island Bayou proposed by the Build Alternative would meet the need and purpose of the project. Specifically, the Build Alternative would increase mobility within the project limits and reduce hurricane evacuation congestion.

The engineering, social, economic, and environmental studies conducted on the proposed improvements as proposed by the Build Alternative (Preferred Alternative) indicate that the project would result in no significant adverse impacts on the human or natural environment at a level that would warrant an Environmental Impact Statement, and a FONSI is recommended.

10.0 REFERENCES

U.S. Department of Health and Human Services. 2016. 2016 Poverty Guidelines for the 48 Contiguous States and the District of Columbia. Accessed December 2016

Appendix A

Project Location Maps

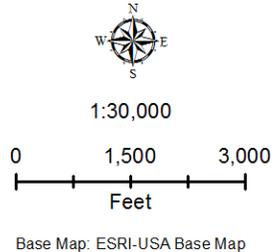
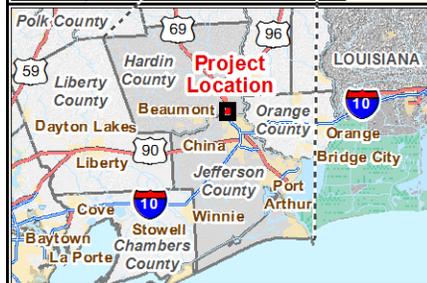
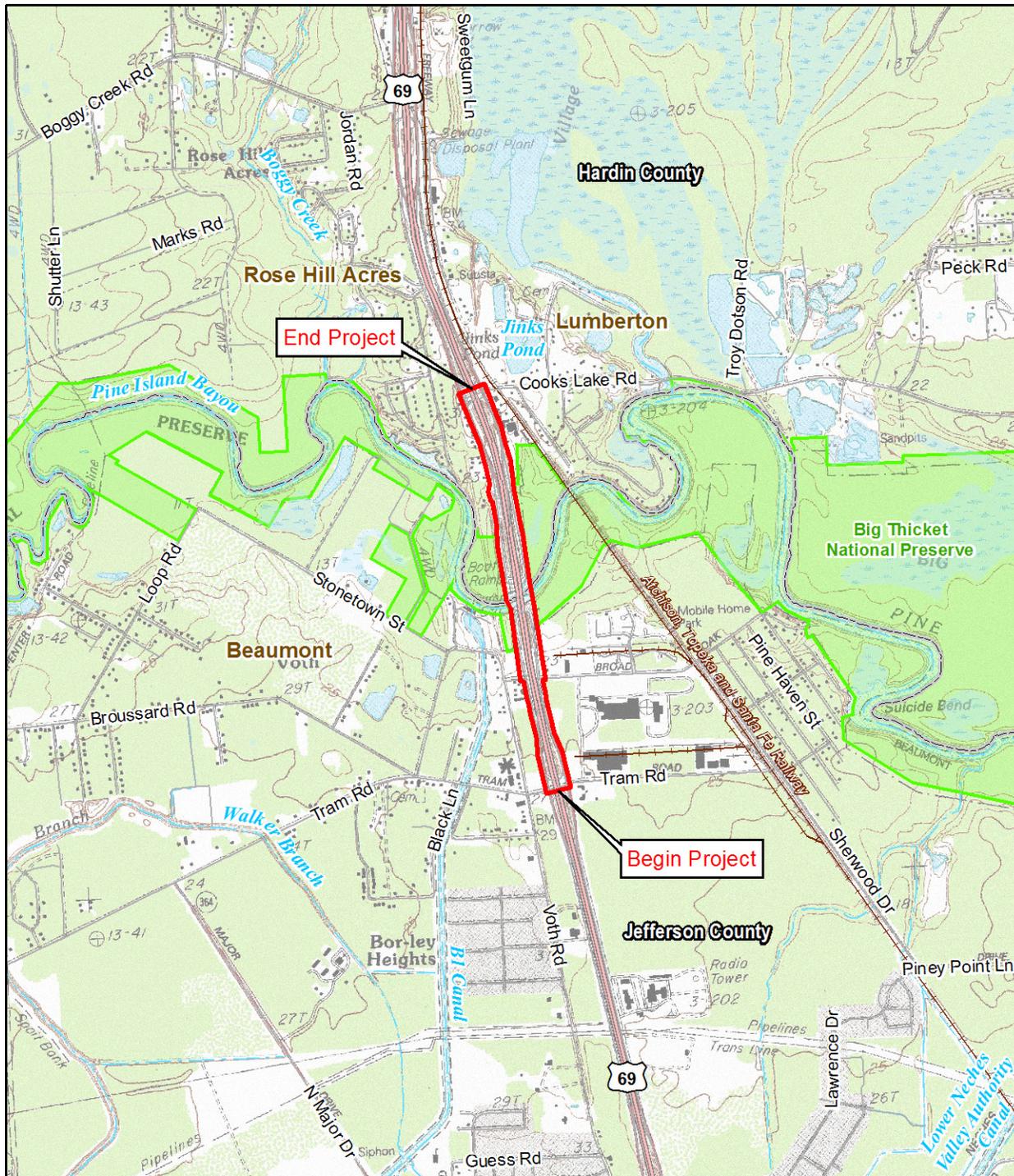


Figure 1
 Project Location on County Map Base
 US 69 at Pine Island Bayou
 Hardin and Jefferson Counties, Texas
 CSJs: 0065-06-063 and 0065-07-060

 Proposed Project Limits/
 Existing Right-of-way



Base Map: ESRI-USA Base Map;
 7.5' USGS Topographic Quadrangles:
 Voth, Texas (1960, Revised 1974,
 Map ID No. 30094-B2)



1:30,000

Proposed Project Limits/
 Existing Right-of-way

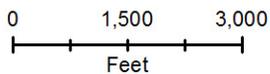


Figure 2
Project Location
 on Topographic Map Base
 US 69 at Pine Island Bayou
 Hardin and Jefferson Counties, Texas
 CSJs: 0065-06-063 and 0065-07-060

Appendix B

Project Photos

**US 69 at Pine Island Bayou from Tram Road to Cooks Lake Road
Site Photos, September 2016**



Photo 1. View of the Existing US 69 Mainlane Bridge over Pine Island Bayou, Facing Southwest



Photo 2. Representative View of Northbound Frontage Road of US 69, Facing North from North of Pine Island Bayou



Photo 3. View of Existing U-turn to be Removed South of Pine Island Bayou, Facing Southeast



Photo 4. Representative View of the Existing Boat Ramp to be Relocated Within the Project Limits at Pine Island Bayou, Facing Southeast



Photo 5. View of Freeway Baptist Church Southeast of Project Area, Facing Northeast



Photo 6. Representative View of Businesses Adjacent to US 69, Facing South



Photo 7. Fireworks Factory Outlet Business Adjacent to US 69, Facing East



Photo 8. View of Businesses Located at Intersection of US 69 and Cooks Lake Road, Facing West



Photo 9. Representative View of Residences at Forest Hollow Mobile Home Community, Facing Northwest



Photo 10. Representative View of Residences Adjacent to Project Area, Facing West



Photo 11. Representative View of Utility Markers Along the Project Area, Facing West



Photo 12. Representative View of Utility Warning Signs Along the Project Area, Facing East



Photo 13. View of Historic Sawmill Outside Project Area in the Big Thicket National Preserve



Photo 14. Moderately-sloped Banks of the North Side of Pine Island Bayou, Facing Northeast



Photo 15. Steep Bank Slopes of the South Side of Pine Island Bayou, Facing South



Photo 16. OHWM of Pine Island Bayou Extends Upstream on the Roadside Ditch on the Northwest Side of US 69, Facing North Upstream on the Ditch from Pine Island Bayou



Photo 17. View of Sand and Gravel Riverine Deposits Under the US 69 Mainlane Bridge on the North Side of Pine Island Bayou, Facing South



Photo 18. View of the US 69 Maintained Right-of-Way North of Pine Island Bayou, Facing West



Photo 19. Ornamental Vegetation Adjacent to the US 69 Mainlane Bridge, Facing West



Photo 20. Riparian Forest on the North Side of Pine Island Bayou, Facing Northwest



Photo 21. Bottomland Hardwood Forest East of US 69, Facing South



Photo 22. Hydrophytes Present along the OHRM North Pine Island Bayou, Facing Northwest



Photo 23. Existing Understructure of US 69 Mainlane Bridge over Pine Island Bayou with No Signs of Bats or Bat Habitat, Facing South



Photo 24. Representative View of Surface Dumping of Tires within Project Area, Facing North



Photo 25. Representative View of Surface Dumping Under Existing US 69 Bridge, Facing North



Photo 26. Representative View of Surface Dumping of Tires, Trash, and Debris Under the Existing US 69 Bridge, Facing Southeast

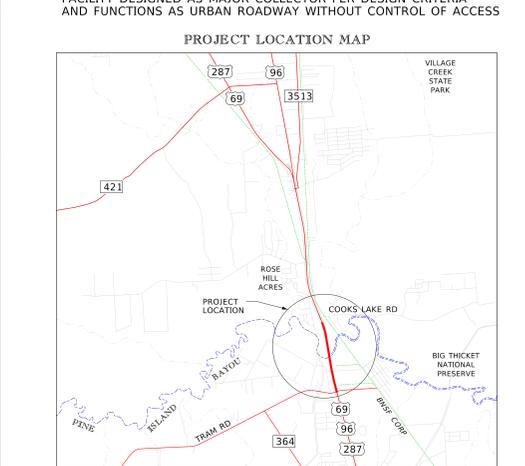
Appendix C

Schematic

Texas Department of Transportation
 SHEET LIMITS
 NBFR: 10+00-41+66
 SBFR: 10+00-44+59
 US 69 AT PINE ISLAND BAYOU FRONTAGE ROAD BRIDGES SCHEMATIC LAYOUT
 SCALE: 1"=10' V
 1"=10' H
 DATE:

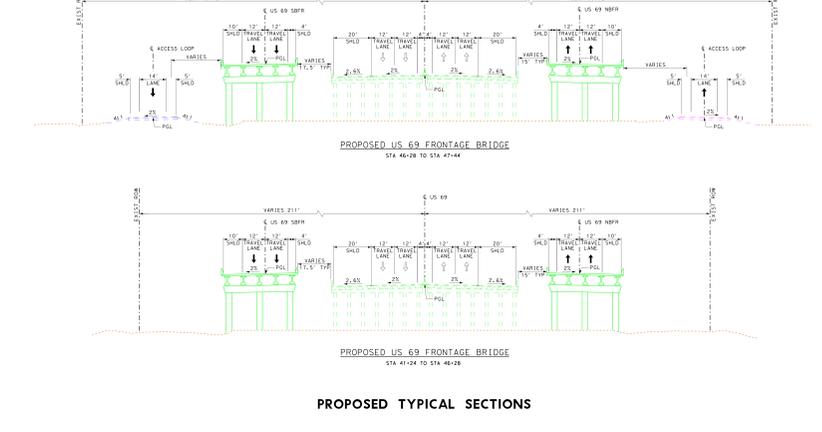
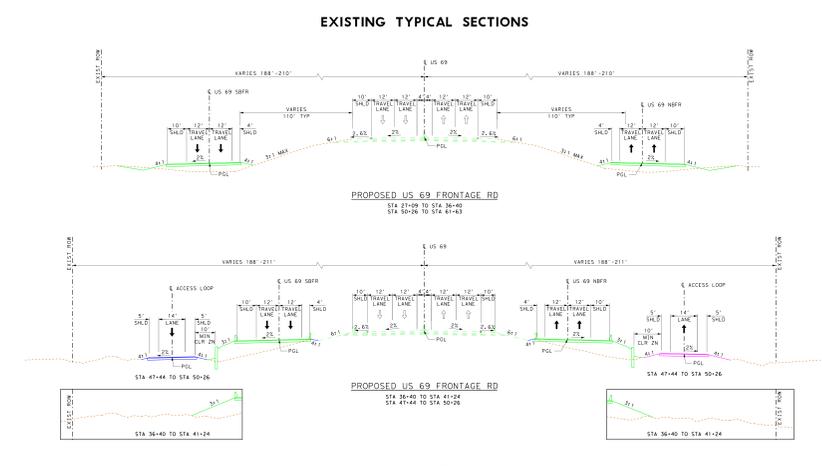
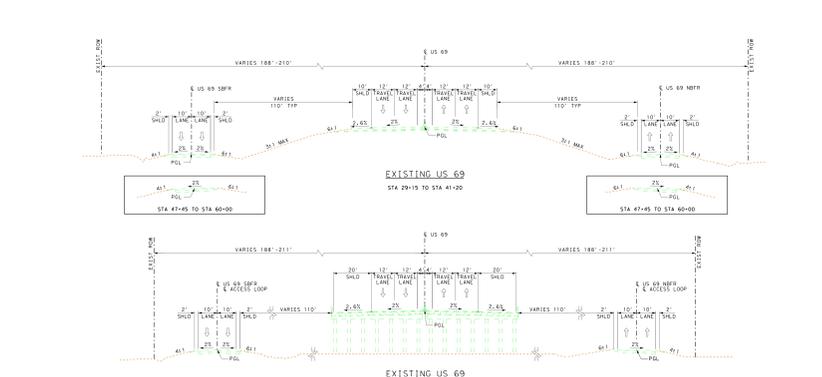
TEXAS DEPARTMENT OF TRANSPORTATION
 BEAUMONT DISTRICT
US 69 AT PINE ISLAND BAYOU FRONTAGE ROAD BRIDGES SCHEMATIC LAYOUT OPTION 2
 CSJ: 0065-06-063, 0067-07-060
 HARDIN COUNTY, TEXAS
 DATE: 02-17-2016 APPROVED:

2014 TRAFFIC (ADT) = 38,400
 2034 PROJECTED (ADT) = 59,400
 DESIGN SPEED FRONTAGE ROAD = 55 MPH
 DESIGN SPEED ACCESS ROAD = 15 MPH
 FUNCTIONAL CLASSIFICATION = MAJOR COLLECTOR
 FACILITY DESIGNED AS MAJOR COLLECTOR PER DESIGN CRITERIA AND FUNCTIONS AS URBAN ROADWAY WITHOUT CONTROL OF ACCESS

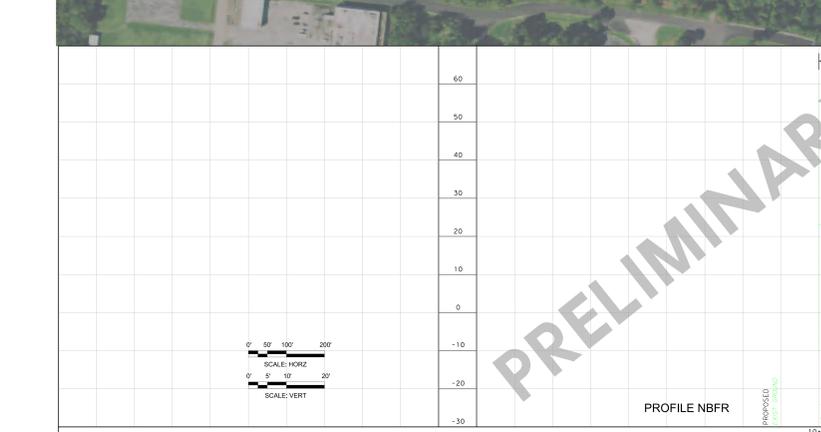
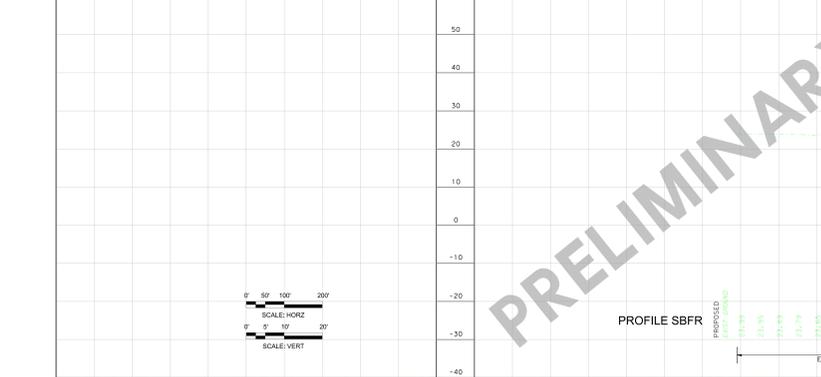


CORRECT: _____
 APPROVED: BY DESIGN DIVISION LETTER DATED _____
 TRANSPORTATION PLANNING DIRECTOR
 CORRECT: _____
 APPROVED: BY F.H.W.A. LETTER DATED _____
 DIRECTOR OF TRANSPORTATION PLANNING AND DEVELOPMENT
 CONCURRENCE: _____
 RECOMMENDED FOR APPROVAL: _____
 DISTRICT ENGINEER
 NOT A BIDDING DOCUMENT P.E.
 TEXAS SERIAL NO. _____
 02-17-2016
 DATE _____
 TEXAS REISTRATION NUMBER _____
 DATE _____

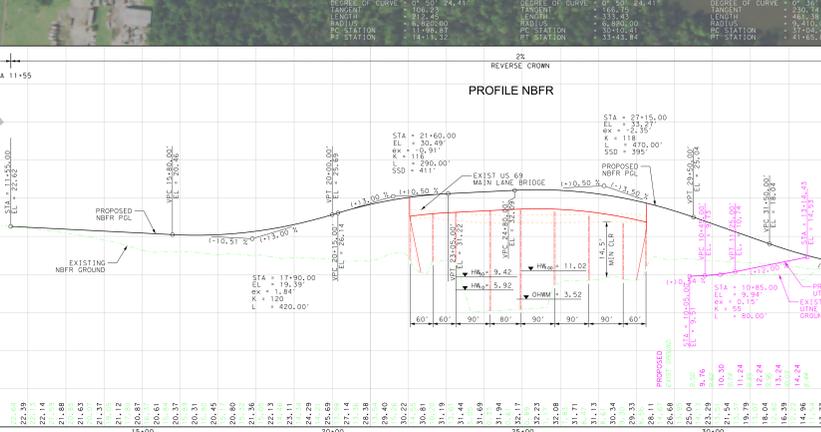
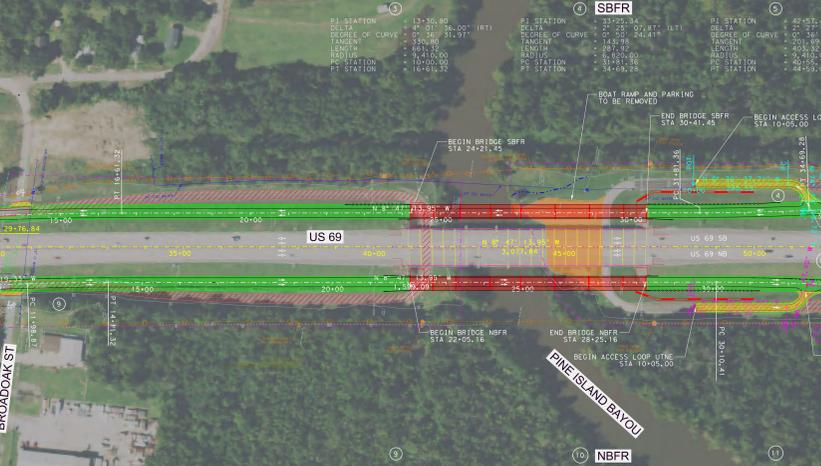
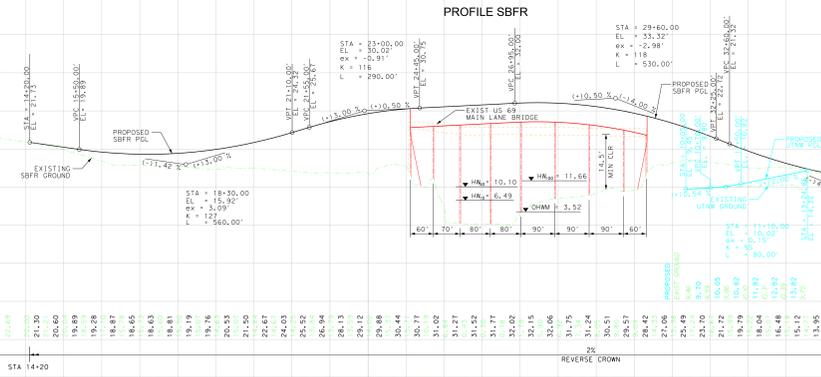
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LJA Engineering, Inc.
 FRN - F-1386



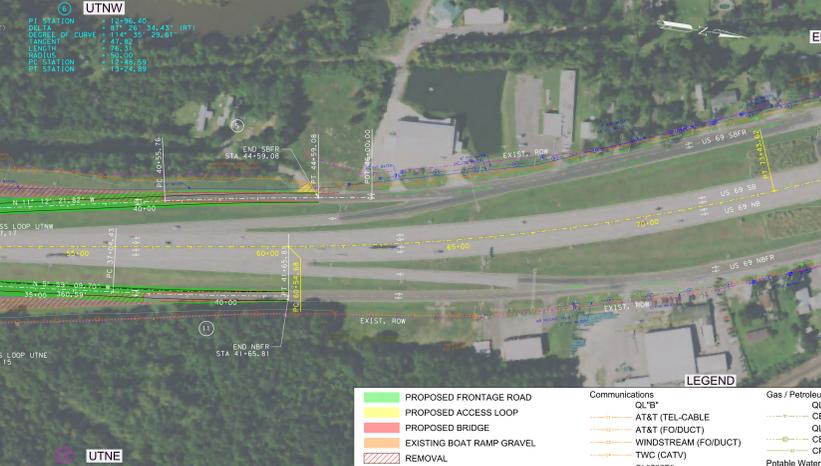
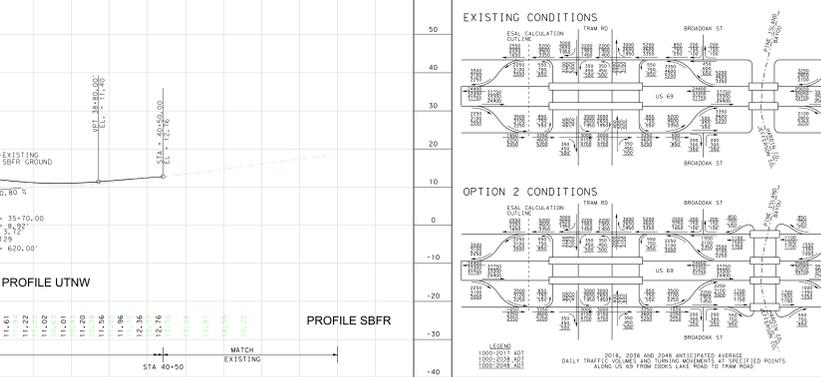
PROPOSED TYPICAL SECTIONS



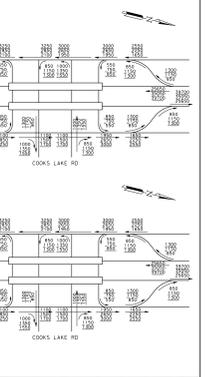
PROFILE NBFR



PROFILE NBFR

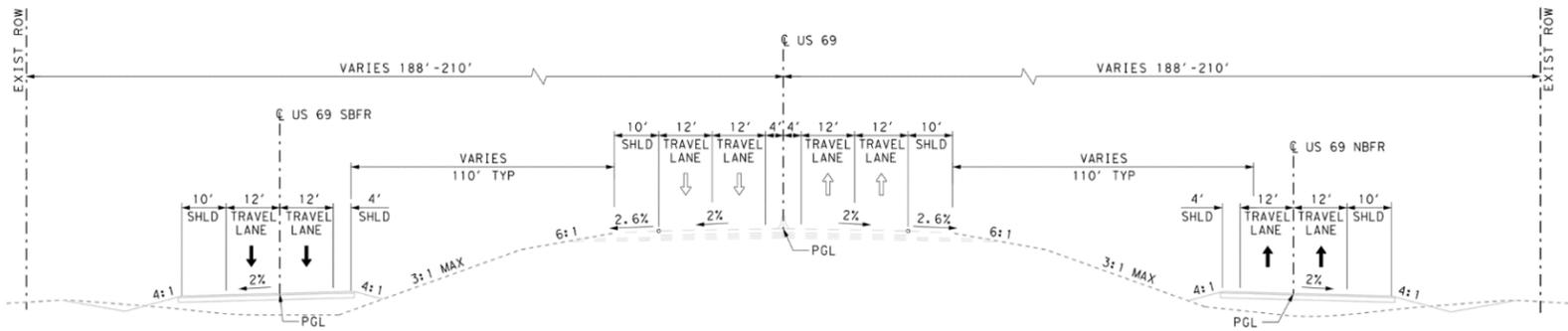


PROFILE NBFR

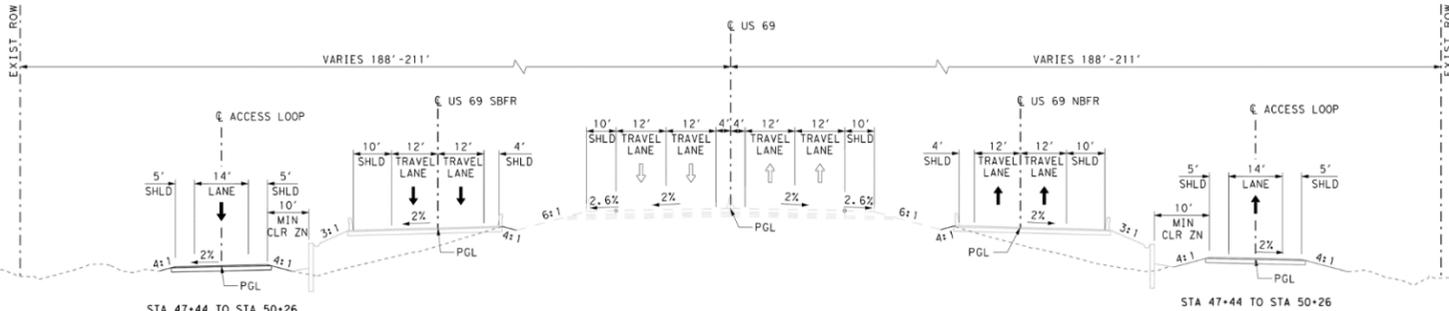


LEGEND

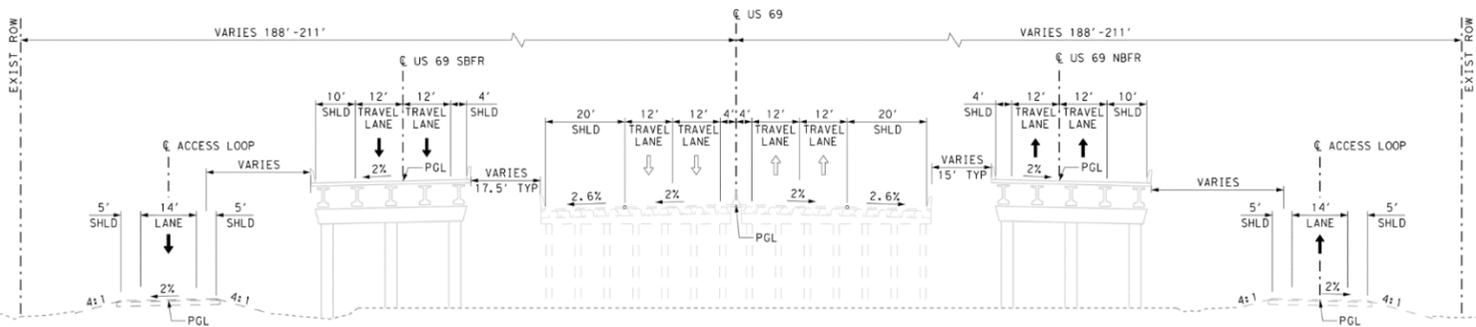
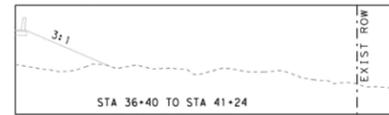
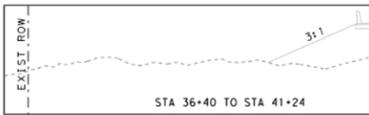
Appendix D
Typical Sections



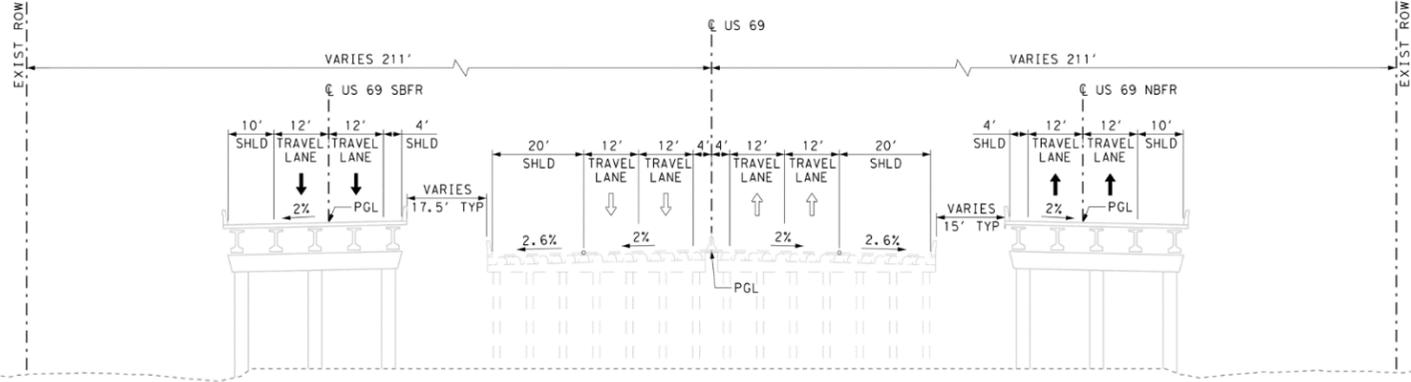
PROPOSED US 69 FRONTAGE RD
 STA 27+09 TO STA 36+40
 STA 50+26 TO STA 61+63



PROPOSED US 69 FRONTAGE RD
 STA 47+44 TO STA 50+26

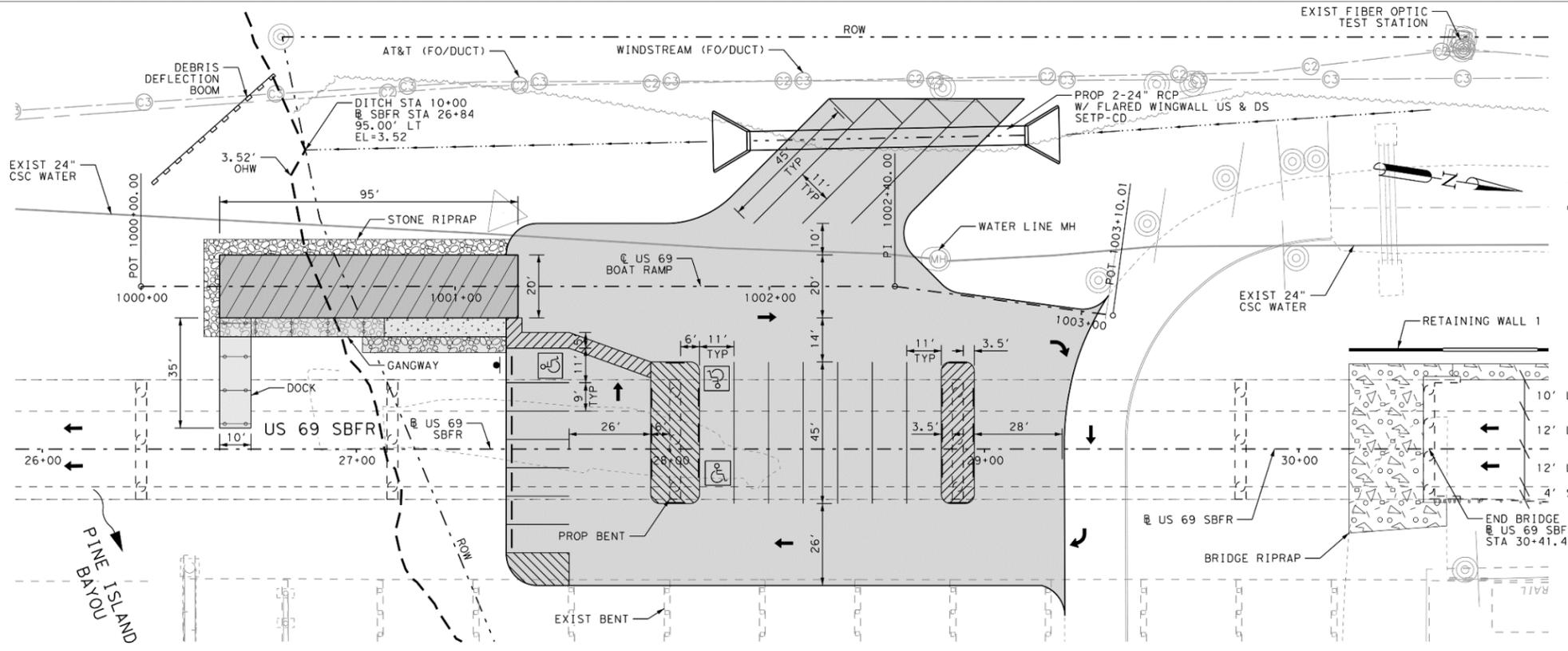


PROPOSED US 69 FRONTAGE BRIDGE
 STA 46+28 TO STA 47+44



PROPOSED US 69 FRONTAGE BRIDGE
 STA 41+24 TO STA 46+28

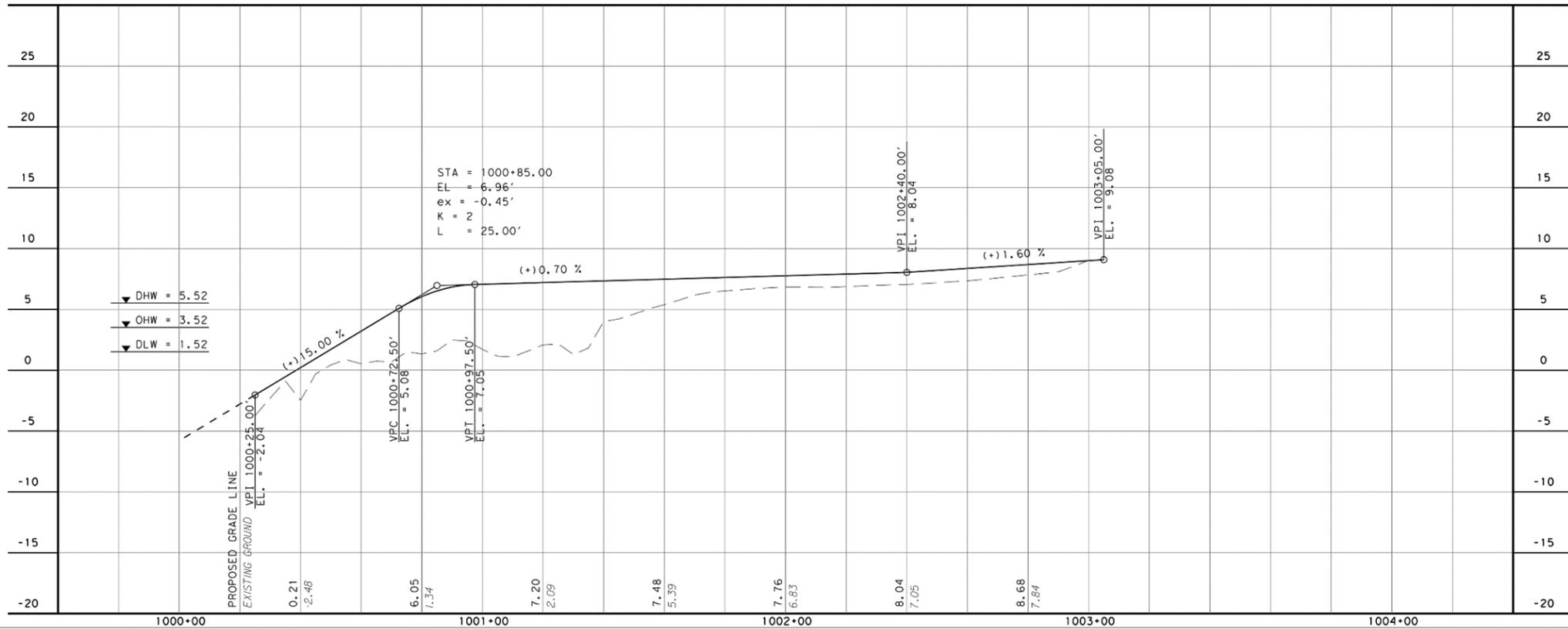
Figure 4
Proposed Typical Sections
US 69 at Pine Island Bayou from
Tram Road to Cooks Lake Road
Jefferson and Hardin Counties, Texas
CSJs: 0065-06-063 and 0065-07-060



LEGEND

- ➔ PROPOSED TRAFFIC DIRECTION ARROW
- ↔ EXISTING TRAFFIC DIRECTION ARROW
- ▨ PROPOSED 6" CONC PVMT
- ▩ PROPOSED 6" CONC PVMT W/ GROOVING
- ▭ PROPOSED DOCK
- ⋯ PROPOSED DITCH
- RETAINING WALL

- NOTES:**
- ALL CALLOUTS ARE TO EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
 - REFER TO DRAINAGE SHEETS FOR CROSS CULVERT INFORMATION.



DOCUMENT IS FOR INTERIM REVIEW AND NOT INTENDED FOR CONSTRUCTION BIDDING, OR PERMIT PURPOSES.
 MICHAEL C. COYLE, PE
 95634
 TEXAS SERIAL NO.
 1/25/2017
 DATE

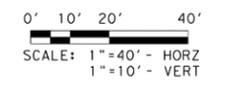
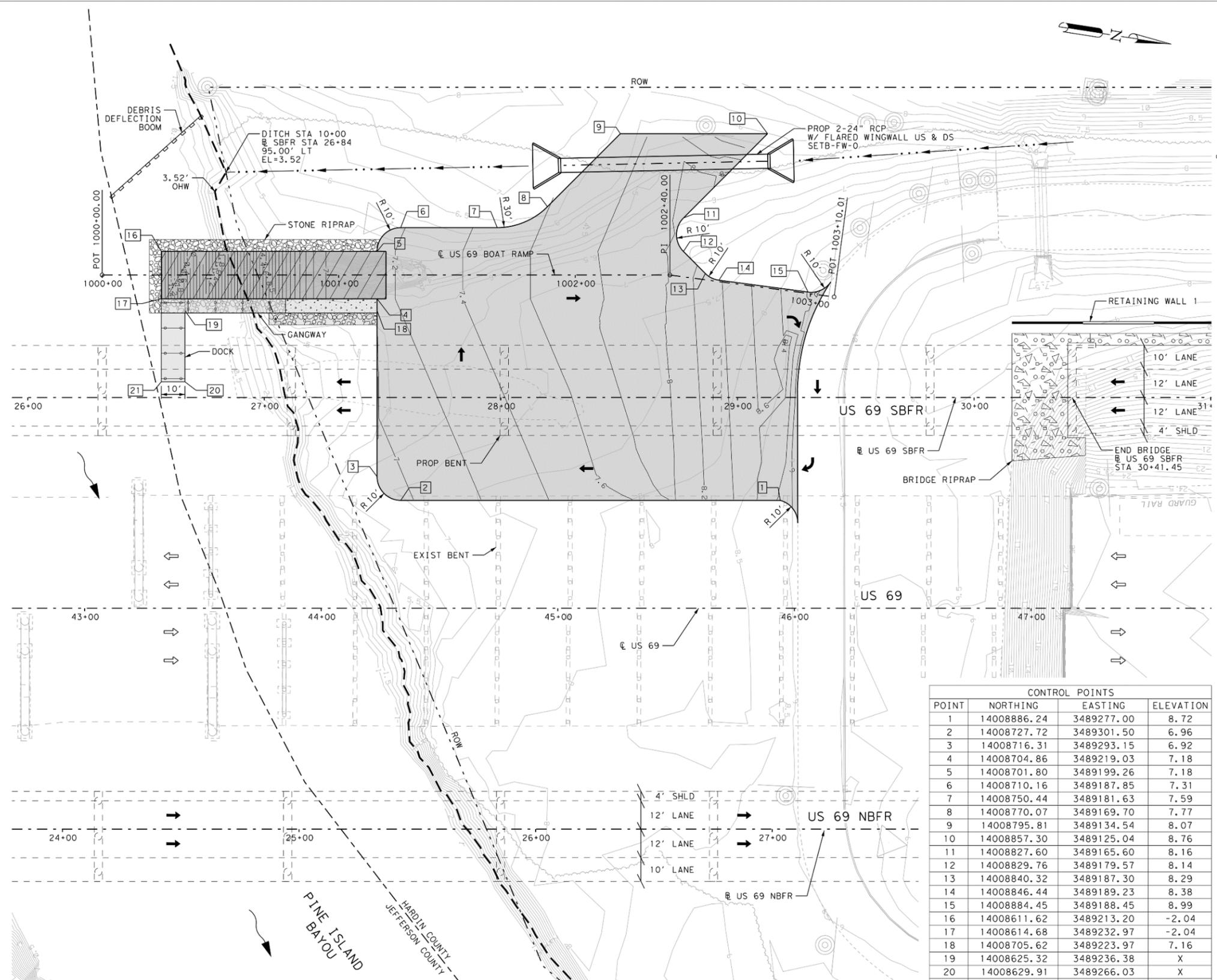


Figure 5.1
 Boat Ramp Plan and Profile
 US 69 at Pine Island Bayou
 Jefferson and
 Hardin Counties, Texas
 CSJs: 0065-06-063
 and 0065-07060



LEGEND

- ← PROPOSED TRAFFIC DIRECTION ARROW
- ⇌ EXISTING TRAFFIC DIRECTION ARROW
- ▭ PROPOSED 6" CONC PVMT
- ▨ PROPOSED 6" CONC PVMT W/ GROOVING
- ▭ PROPOSED DOCK
- PROPOSED DITCH
- RETAINING WALL

- NOTES:**
1. ALL CALLOUTS ARE TO EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
 2. REFER TO DRAINAGE SHEETS FOR CROSS CULVERT INFORMATION.

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 MICHAEL C. COYLE, PE
 95634
 TEXAS SERIAL NO.
 1/25/2017
 DATE



CONTROL POINTS			
POINT	NORTHING	EASTING	ELEVATION
1	14008886.24	3489277.00	8.72
2	14008727.72	3489301.50	6.96
3	14008716.31	3489293.15	6.92
4	14008704.86	3489219.03	7.18
5	14008701.80	3489199.26	7.18
6	14008710.16	3489187.85	7.31
7	14008750.44	3489181.63	7.59
8	14008770.07	3489169.70	7.77
9	14008795.81	3489134.54	8.07
10	14008857.30	3489125.04	8.76
11	14008827.60	3489165.60	8.16
12	14008829.76	3489179.57	8.14
13	14008840.32	3489187.30	8.29
14	14008846.44	3489189.23	8.38
15	14008884.45	3489188.45	8.99
16	14008611.62	3489213.20	-2.04
17	14008614.68	3489232.97	-2.04
18	14008705.62	3489223.97	7.16
19	14008625.32	3489236.38	X
20	14008629.91	3489266.03	X
21	14008620.02	3489267.56	X

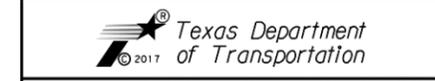
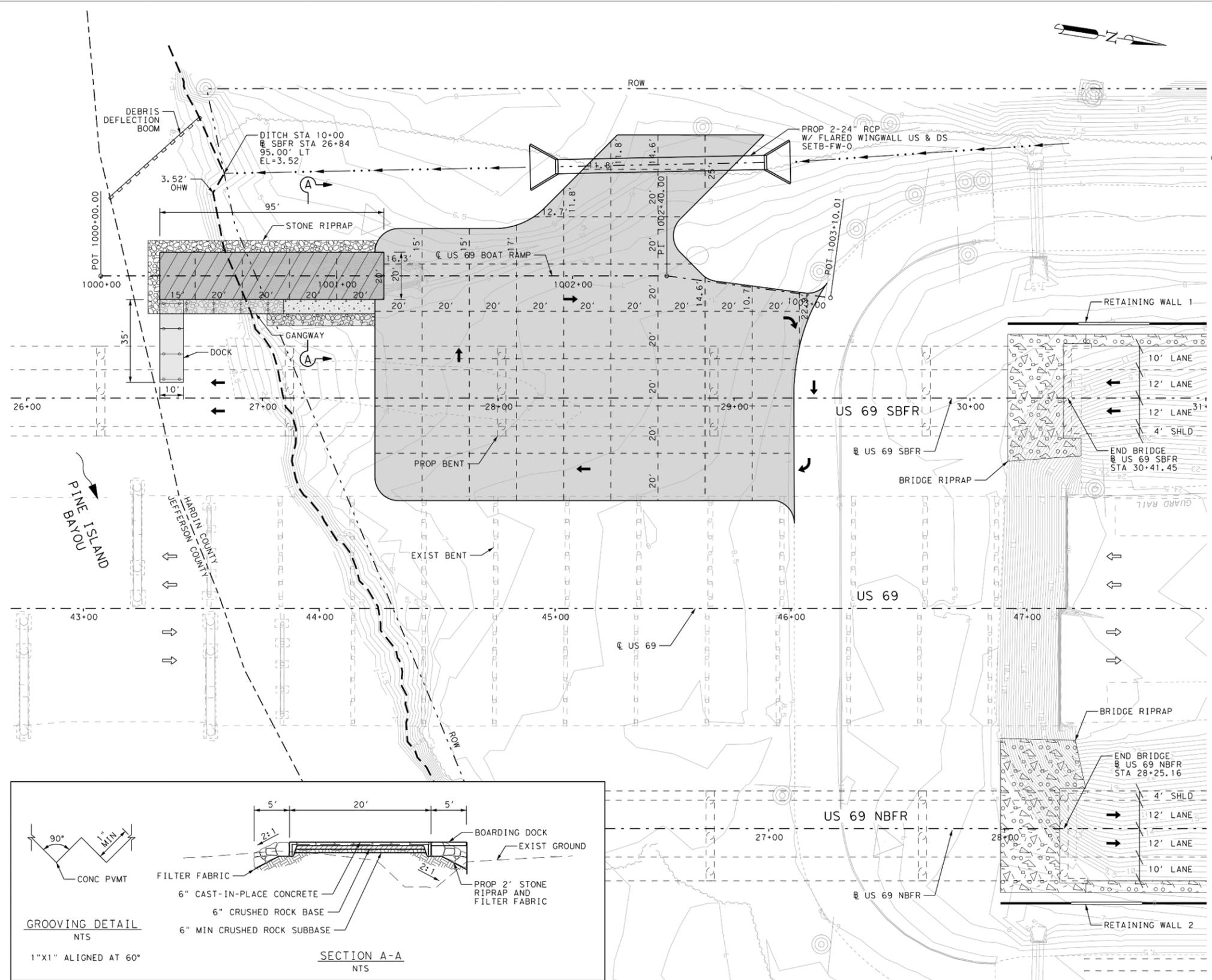


Figure 5.2
 Boat Ramp Grading Plan
 US 69 at Pine Island Bayou
 Jefferson and
 Hardin Counties, Texas
 CSJs: 0065-06-063 and
 0065-07-060



LEGEND

	PROPOSED TRAFFIC DIRECTION ARROW
	EXISTING TRAFFIC DIRECTION ARROW
	PROPOSED 6" CONC PVMT
	PROPOSED 6" CONC PVMT W/ GROOVING
	PROPOSED DOCK
	PROPOSED DITCH
	RETAINING WALL

- NOTES:**
1. ALL CALLOUTS ARE TO EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
 2. REFER TO DRAINAGE SHEETS FOR CROSS CULVERT INFORMATION.

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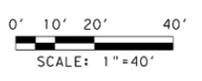
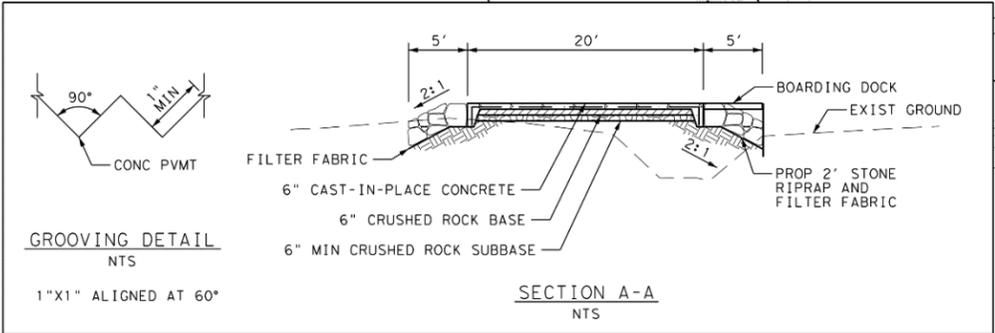
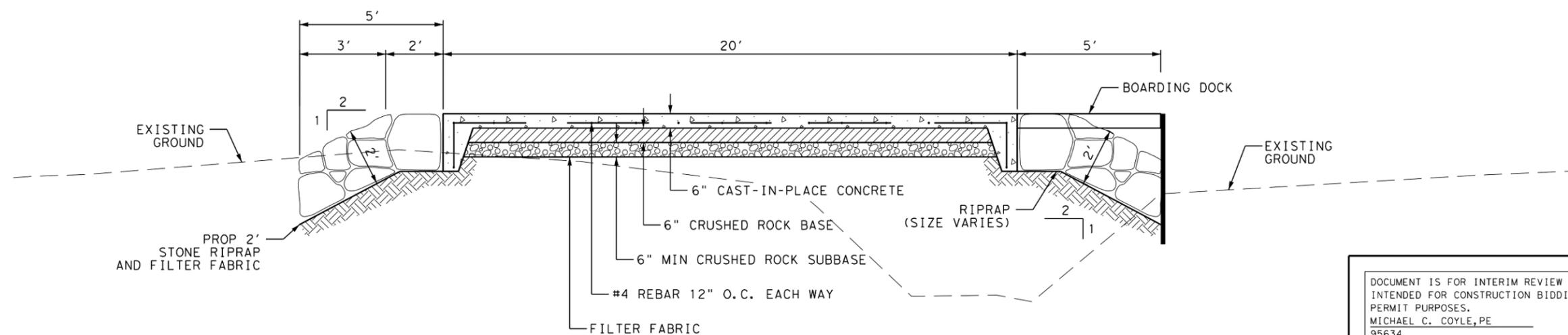


Figure 5.3
Boat Ramp Paving Plan
US 69 at Pine Island Bayou
Jefferson and
Hardin Counties, Texas
CSJs: 0065-06-063 and
0065-07-060



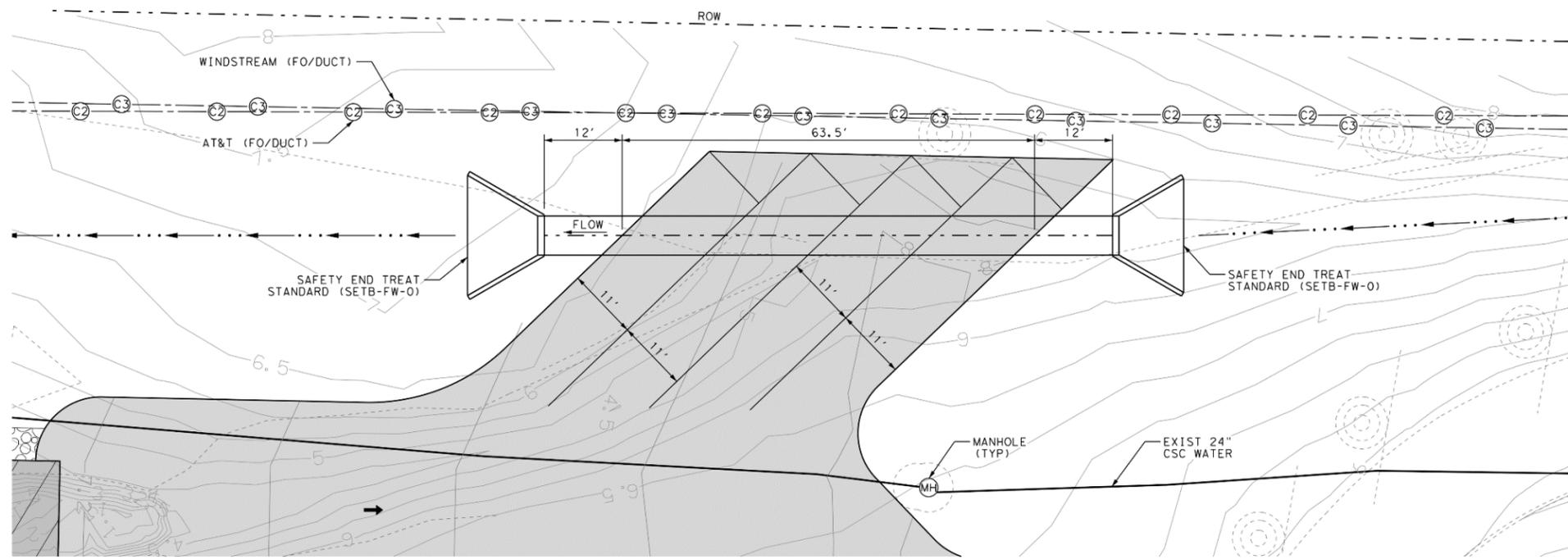


CAST-IN-PLACE RAMP SECTION AT GRADE

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 95634
 TEXAS SERIAL NO.
 1/25/2017
 DATE



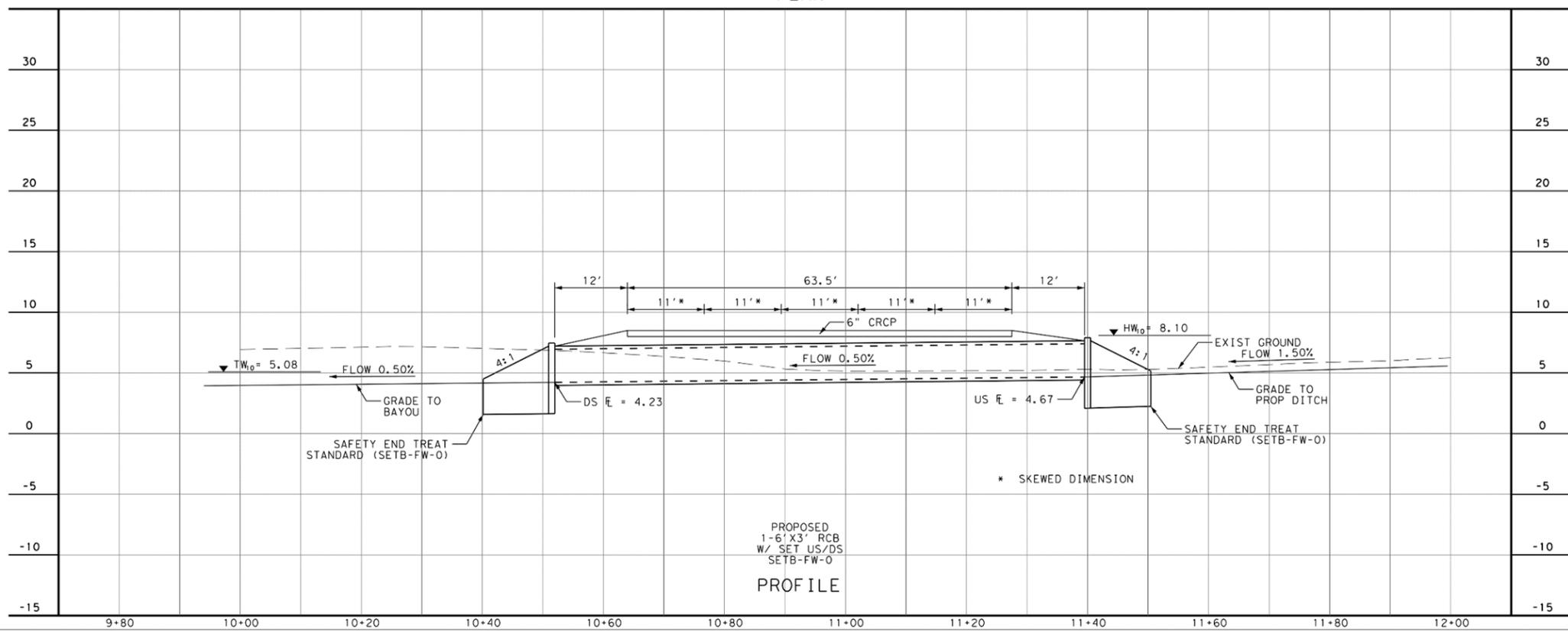
Figure 5.4
 Boat Ramp Typical Sections
 US 69 at Pine Island Bayou
 Jefferson and
 Hardin Counties, Texas
 CSJs: 0065-06-063 and
 0065-07-060



PROPOSED
1-6'x3' RCB
W/ SET US/DS
SETB-FW-0
PLAN

Frequency	Proposed	
	10 YR	100 YR
D. A. =	0.00	0.00
Q =	96.51	147.88
TW =	5.08	5.22
HW =	8.10	9.16

NOTES:
1. REFER TO DRAINAGE AREA MAP SHEETS FOR MORE INFORMATION.



PROPOSED
1-6'x3' RCB
W/ SET US/DS
SETB-FW-0
PROFILE

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MICHAEL C. COYLE, PE
95634
TEXAS SERIAL NO.
1/25/2017
DATE

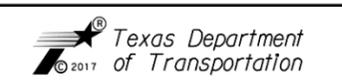
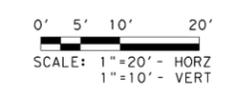
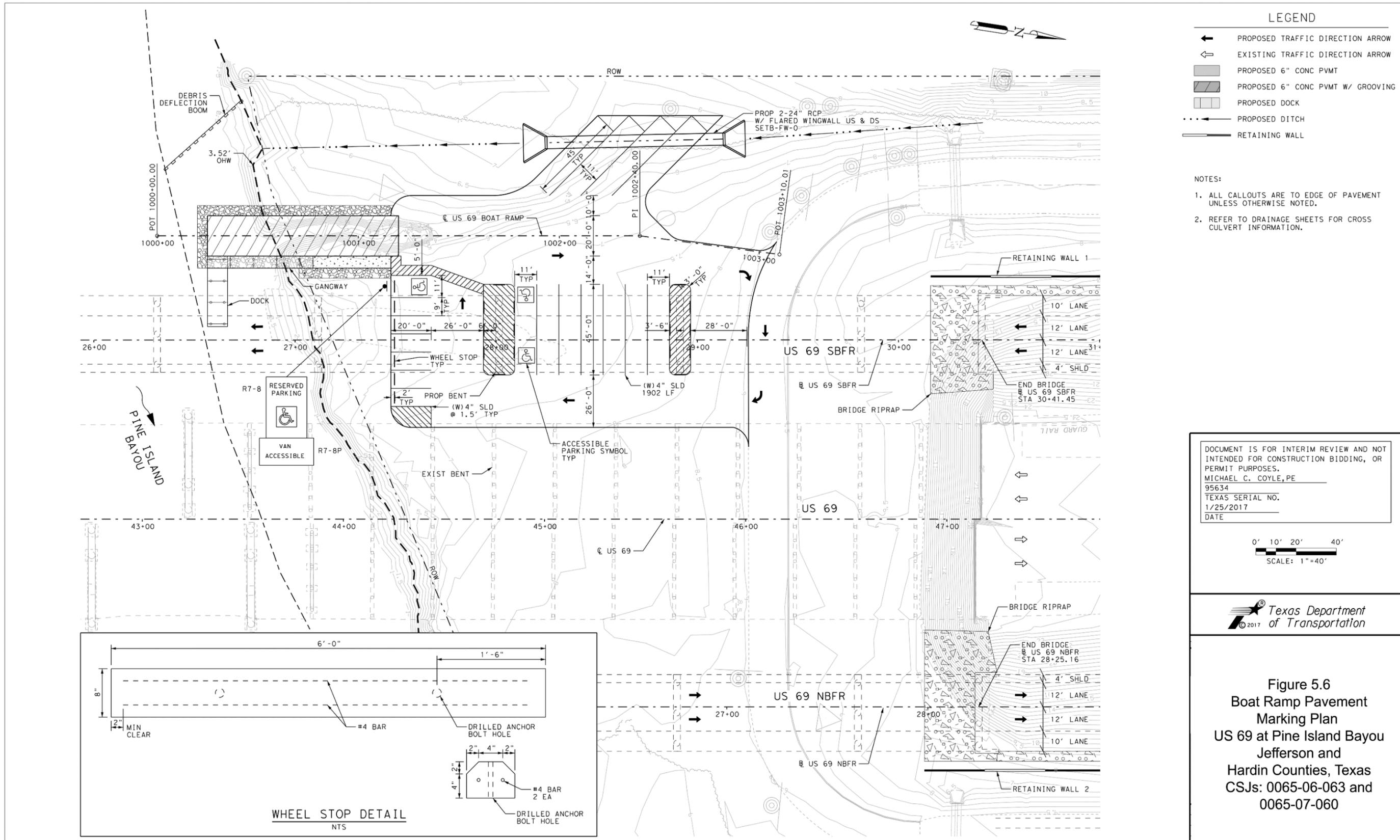


Figure 5.5
Boat Ramp Culvert Layout
US 69 at Pine Island Bayou
Jefferson and
Hardin Counties, Texas
CSJs: 0065-06-063 and
0065-07-060



DOCUMENT IS FOR INTERIM REVIEW AND NOT INTENDED FOR CONSTRUCTION BIDDING, OR PERMIT PURPOSES.
 MICHAEL C. COYLE, PE
 95634
 TEXAS SERIAL NO. 1/25/2017
 DATE

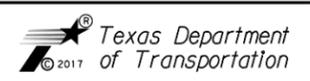
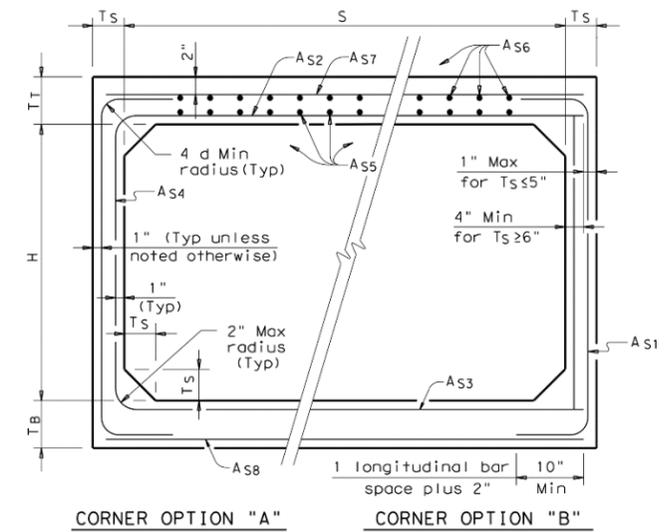
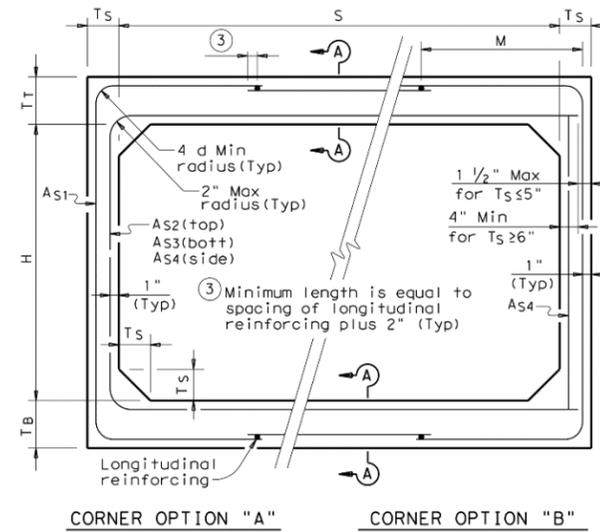


Figure 5.6
Boat Ramp Pavement Marking Plan
 US 69 at Pine Island Bayou
 Jefferson and Hardin Counties, Texas
 CSJs: 0065-06-063 and 0065-07-060

BOX DATA															
SECTION DIMENSIONS					Fill Height (ft)	M (in)	REINFORCING (in ² /ft) ^②								Lift Weight (Tons) ^①
S (ft)	H (ft)	T _T (in)	T _B (in)	T _S (in)			A _{S1}	A _{S2}	A _{S3}	A _{S4}	A _{S5}	A _{S6}	A _{S7}	A _{S8}	
6	3	8	7	7	<2	-	0.20	0.31	0.22	0.17	0.19	0.19	0.17	7.9	
6	3	7	7	7	2<3	43	0.21	0.24	0.19	0.17	-	-	-	7.5	
6	3	7	7	7	3-5	39	0.17	0.18	0.17	0.17	-	-	-	7.5	
6	3	7	7	7	10	39	0.17	0.18	0.19	0.17	-	-	-	7.5	
6	3	7	7	7	15	38	0.22	0.24	0.24	0.17	-	-	-	7.5	
6	3	7	7	7	20	38	0.28	0.31	0.31	0.17	-	-	-	7.5	
6	3	7	7	7	25	38	0.35	0.38	0.39	0.17	-	-	-	7.5	
6	3	7	7	7	30	38	0.42	0.46	0.46	0.17	-	-	-	7.5	
6	4	8	7	7	<2	-	0.19	0.34	0.25	0.17	0.19	0.19	0.17	8.6	
6	4	7	7	7	2<3	43	0.19	0.27	0.21	0.17	-	-	-	8.2	
6	4	7	7	7	3-5	39	0.17	0.21	0.19	0.17	-	-	-	8.2	
6	4	7	7	7	10	39	0.17	0.20	0.21	0.17	-	-	-	8.2	
6	4	7	7	7	15	38	0.18	0.27	0.27	0.17	-	-	-	8.2	
6	4	7	7	7	20	38	0.24	0.34	0.35	0.17	-	-	-	8.2	
6	4	7	7	7	25	38	0.29	0.43	0.42	0.17	-	-	-	8.2	
6	4	7	7	7	30	38	0.35	0.51	0.52	0.17	-	-	-	8.2	
6	5	8	7	7	<2	-	0.19	0.37	0.28	0.17	0.19	0.19	0.17	9.3	
6	5	7	7	7	2<3	43	0.17	0.30	0.24	0.17	-	-	-	8.9	
6	5	7	7	7	3-5	43	0.17	0.23	0.21	0.17	-	-	-	8.9	
6	5	7	7	7	10	39	0.17	0.22	0.23	0.17	-	-	-	8.9	
6	5	7	7	7	15	38	0.17	0.28	0.29	0.17	-	-	-	8.9	
6	5	7	7	7	20	38	0.20	0.37	0.38	0.17	-	-	-	8.9	
6	5	7	7	7	25	38	0.25	0.45	0.46	0.17	-	-	-	8.9	
6	5	7	7	7	30	38	0.30	0.54	0.55	0.17	-	-	-	8.9	
6	6	8	7	7	<2	-	0.19	0.38	0.30	0.17	0.19	0.19	0.17	10.0	
6	6	7	7	7	2<3	52	0.17	0.32	0.26	0.17	-	-	-	9.6	
6	6	7	7	7	3-5	52	0.17	0.24	0.22	0.17	-	-	-	9.6	
6	6	7	7	7	10	43	0.17	0.23	0.24	0.17	-	-	-	9.6	
6	6	7	7	7	15	39	0.17	0.29	0.31	0.17	-	-	-	9.6	
6	6	7	7	7	20	39	0.18	0.38	0.39	0.17	-	-	-	9.6	
6	6	7	7	7	25	38	0.23	0.46	0.48	0.17	-	-	-	9.6	
6	6	7	7	7	30	38	0.27	0.55	0.57	0.17	-	-	-	9.6	

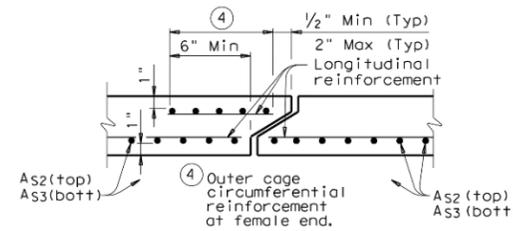
① For Box Length = 8'-0"

② A_{S1} thru A_{S4}, A_{S7} and A_{S8} are minimum required areas of reinforcement per linear foot of box length. A_{S6} and A_{S5} are minimum required areas of reinforcement per linear foot of box width.



FILL HEIGHT 2 FT AND GREATER

FILL HEIGHT LESS THAN 2 FT



SECTION A-A

(TOP AND BOTTOM SLAB JOINT REINFORCEMENT)

GENERAL NOTES:

Designs shown conform to ASTM C1577. Refer to ASTM C1577 for information or details not shown. All concrete shall be Class "H" Concrete with a minimum compressive strength of 5,000 psi. See SCP-MD standard sheet for miscellaneous details and notes not shown. In lieu of furnishing the designs shown on this sheet, the contractor may furnish an alternate design that is equal to or exceeds the box design for the design fill height in the table. Shop plans for alternate designs shall be submitted in accordance with Item "Precast Concrete Structural Members (Fabrication)".

HL93 LOADING

<p>Figure 5.7 Single Box Culverts US 69 at Pine Island Bayou Jefferson and Hardin Counties, Texas CSJs: 0065-06-063 and 0065-07-060</p>			
<p>SINGLE BOX CULVERTS PRECAST 6'-0" SPAN</p>			
FILE: scp06sts.dgn	DN: GAF	CR: LMW	DN: BWH/TxDOT
©TxDOT February 2010	CONT	SECT	JOB
	0065	06	063, ETC
	DIST	COUNTY	HIGHWAY
SCP-6	20	HARDIN, ETC	US 69
			SHEET NO.
			2071

Appendix E

Plan and Program Excerpts

Planned Improvements

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
BEAUMONT	Hardin	0065-06-063	US 69	C		TXDOT	\$6,862,111
LIMITS FROM:	Cooks LaKe Rd						
LIMITS TO:	Jefferson County Line					MPO PROJECT ID:	15005-F40N
DESCRIPTION:	Construct Frontage Roads over Pine Island Bayou					FUNDING CATEGORY:	1, 2U

REMARKS:

AIR QUALITY
BENEFIT EMISSIONS
REDUCTION:

PROJECT HISTORY:

		Authorized Funding by Category/Share:						
				Federal	State	Local	Local Contribution	FUNDING BY CATEGORY
PRELIMINARY ENGINEERING:	\$358,863							
ROW PURCHASE:	\$0							
CONSTRUCTION ENGINEERING:	\$358,863							
CONSTRUCTION COST:	\$6,862,111	2U			\$6,862,110	\$0	\$0	\$6,862,110
CONTINGENCIES:	\$91,547	1	\$1					\$1
INDIRECT COSTS:	\$0							
BOND FINANCING:	\$0		FUNDING					
TOTAL PROJECT COST:	\$7,671,384		BY SHARE:	\$1	\$6,862,110	\$0	\$0	\$6,862,111

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
BEAUMONT	Jefferson	0065-07-060	US 69	C		TXDOT	\$4,227,797
LIMITS FROM:	Hardin County Line						
LIMITS TO:	Tram Road					MPO PROJECT ID:	15006-F40N
DESCRIPTION:	Construct Frontage Roads over Pine Island Bayou					FUNDING CATEGORY:	1, 2U

REMARKS:

AIR QUALITY
BENEFIT EMISSIONS
REDUCTION:

PROJECT HISTORY:

		Authorized Funding by Category/Share:						
				Federal	State	Local	Local Contribution	FUNDING BY CATEGORY
PRELIMINARY ENGINEERING:	\$221,098							
ROW PURCHASE:	\$0							
CONSTRUCTION ENGINEERING:	\$221,098							
CONSTRUCTION COST:	\$4,227,797	2U			\$4,227,796	\$0	\$0	\$4,227,796
CONTINGENCIES:	\$56,403	1	\$1					\$1
INDIRECT COSTS:	\$0							
BOND FINANCING:	\$0		FUNDING					
TOTAL PROJECT COST:	\$4,726,396		BY SHARE:	\$1	\$4,227,796	\$0	\$0	\$4,227,797

PHASE: C=CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

**FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED HIGHWAY PROJECTS
FY 2017**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
BEAUMONT	Jefferson	0739-02-161	IH 10	C		TXDOT	\$61,338,557
LIMITS FROM:	Hamshire Rd, east					REVISION DATE:	07/2016
LIMITS TO:	FM 365					MPO PROJECT ID:	14010-F40N
DESCRIPTION:	Widen freeway from 4 to 6 lanes					FUNDING CATEGORY:	12
REMARKS:	Minute Order – 114027, August 2014						

PROJECT HISTORY:

PRELIMINARY ENGINEERING:		\$3,005,589	Authorized Funding by Category/Share:					
ROW PURCHASE:	\$0		FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY	
CONSTRUCTION ENGINEERING:	\$2,637,558							
CONSTRUCTION COST:	\$58,700,999	12-SP	\$49,070,846	\$12,267,711	\$0	\$0	\$61,338,557	
CONTINGENCIES:	\$110,409							
INDIRECT COSTS:	\$2,962,652							
BOND FINANCING:	\$0							
TOTAL PROJECT COST:	\$67,417,207	FUNDING BY SHARE:	\$49,070,846	\$12,267,711	\$0	\$0	\$61,338,557	

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
BEAUMONT	Hardin	0065-06-063	US 69	C		TXDOT	\$6,862,110
LIMITS FROM:	Cooks Lake Rd					REVISION DATE:	07/2016
LIMITS TO:	Jefferson County Line					MPO PROJECT ID:	15005-F40N
DESCRIPTION:	Construct Frontage Roads over Pine Island Bayou					FUNDING CATEGORY:	2U, 4
REMARKS:							

PROJECT HISTORY:

PRELIMINARY ENGINEERING:		\$358,863	Authorized Funding by Category/Share:					
ROW PURCHASE:	\$0		FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY	
CONSTRUCTION ENGINEERING:	\$358,863							
CONSTRUCTION COST:	\$6,503,248	2U	\$0	\$3,125,000		\$0	\$3,125,000	
CONTINGENCIES:	\$91,547	4	\$0	\$3,737,110			\$3,737,110	
INDIRECT COSTS:	\$0							
BOND FINANCING:	\$0							
TOTAL PROJECT COST:	\$7,312,521	FUNDING BY SHARE:	\$0	\$6,862,110	\$0	\$0	\$6,862,110	

PHASE: C=CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

**FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED HIGHWAY PROJECTS
FY 2017**

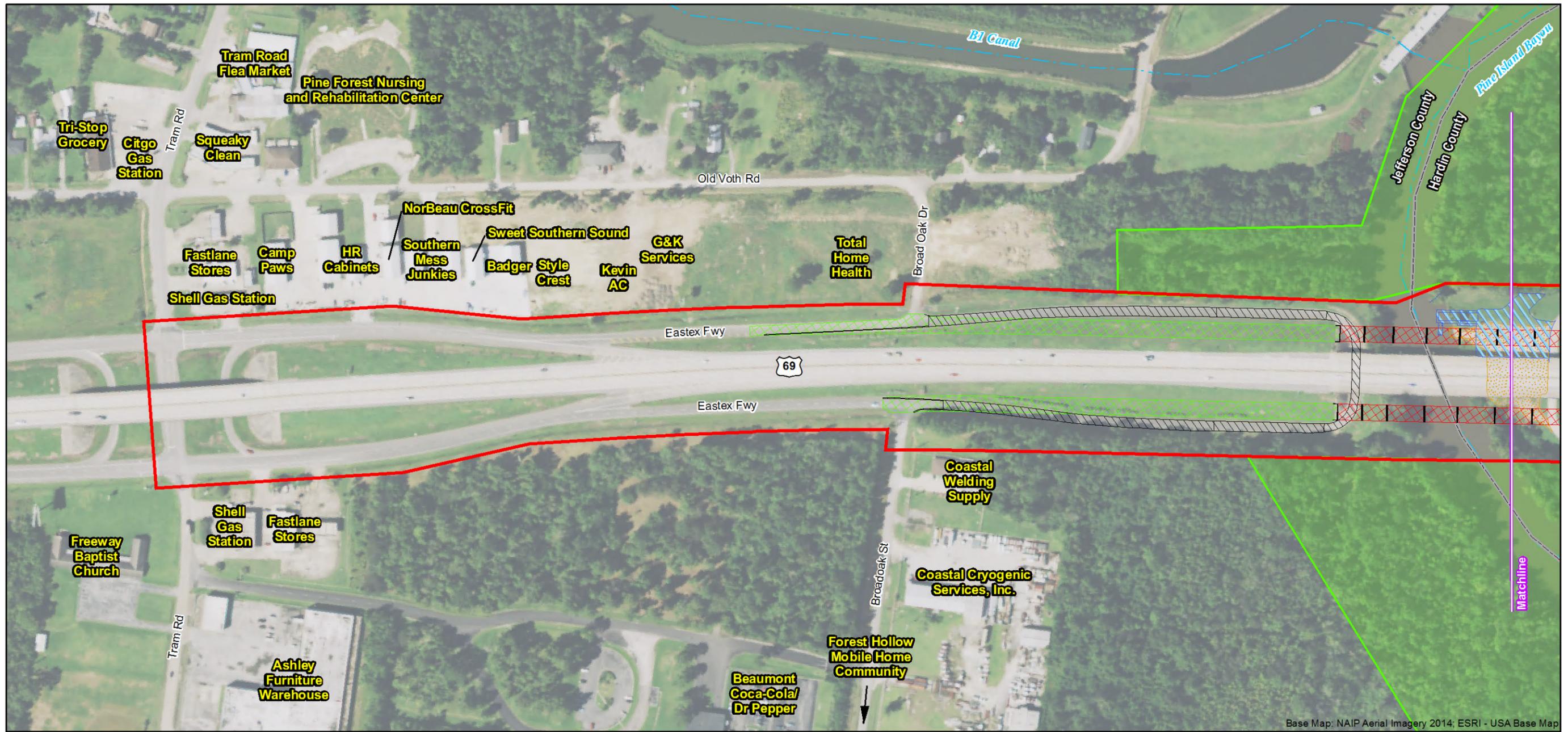
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
BEAUMONT	Jefferson	0065-07-060	US 69	C		TXDOT	\$4,227,796
LIMITS FROM:	Hardin County Line					REVISION DATE:	07/2016
LIMITS TO:	Tram Road					MPO PROJECT ID:	15006-F40N
DESCRIPTION:	Construct Frontage Roads over Pine Island Bayou					FUNDING CATEGORY:	2U, 4
REMARKS:	PROJECT HISTORY:						
PRELIMINARY ENGINEERING:	\$221,098	Authorized Funding by Category/Share:					
ROW PURCHASE:	\$0					LOCAL CONTRIBUTION	FUNDING BY CATEGORY
CONSTRUCTION ENGINEERING:	\$221,098			FEDERAL	STATE	LOCAL	
CONSTRUCTION COST:	\$4,006,699		2U		\$3,125,000		\$3,125,000
CONTINGENCIES:	\$56,403		4		\$1,102,796		\$1,102,796
INDIRECT COSTS:	\$0						
BOND FINANCING:	\$0						
TOTAL PROJECT COST:	\$4,505,298		FUNDING BY SHARE:	\$0	\$4,227,796	\$0	\$0

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
BEAUMONT	Orange	0028-11-179	IH 10	C		TXDOT	\$10,000,001
LIMITS FROM:	FM 1442, east					REVISION DATE:	07/2016
LIMITS TO:	UP Railroad					MPO PROJECT ID:	15003-F40N
DESCRIPTION:	Widen existing mainlanes from 4 to 6 lanes					FUNDING CATEGORY:	1, 2U
REMARKS:	PROJECT HISTORY:						
PRELIMINARY ENGINEERING:	\$504,628	Authorized Funding by Category/Share:					
ROW PURCHASE:	\$0					LOCAL CONTRIBUTION	FUNDING BY CATEGORY
CONSTRUCTION ENGINEERING:	\$442,837			FEDERAL	STATE	LOCAL	
CONSTRUCTION COST:	\$9,557,164		1		\$813,203	\$0	\$0
CONTINGENCIES:	\$18,537		2U		\$9,186,797		\$9,186,797
INDIRECT COSTS:	\$0						
BOND FINANCING:	\$0						
TOTAL PROJECT COST:	\$10,523,166		FUNDING BY SHARE:	\$0	\$10,000,000	\$0	\$0

PHASE: C=CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

Appendix F

Resource-specific Maps



Base Map: NAIP Aerial Imagery 2014; ESRI - USA Base Map

- Proposed Project Limits/Existing Right-of-way
- Proposed Frontage Road
- Proposed Access Loop
- Proposed Bridge
- Proposed Bridge Abutment
- Removal of Existing Pavement
- Existing Boat Ramp to be Relocated
- Proposed Boat Ramp
- Big Thicket National Preserve Boundary



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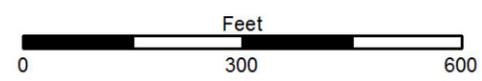
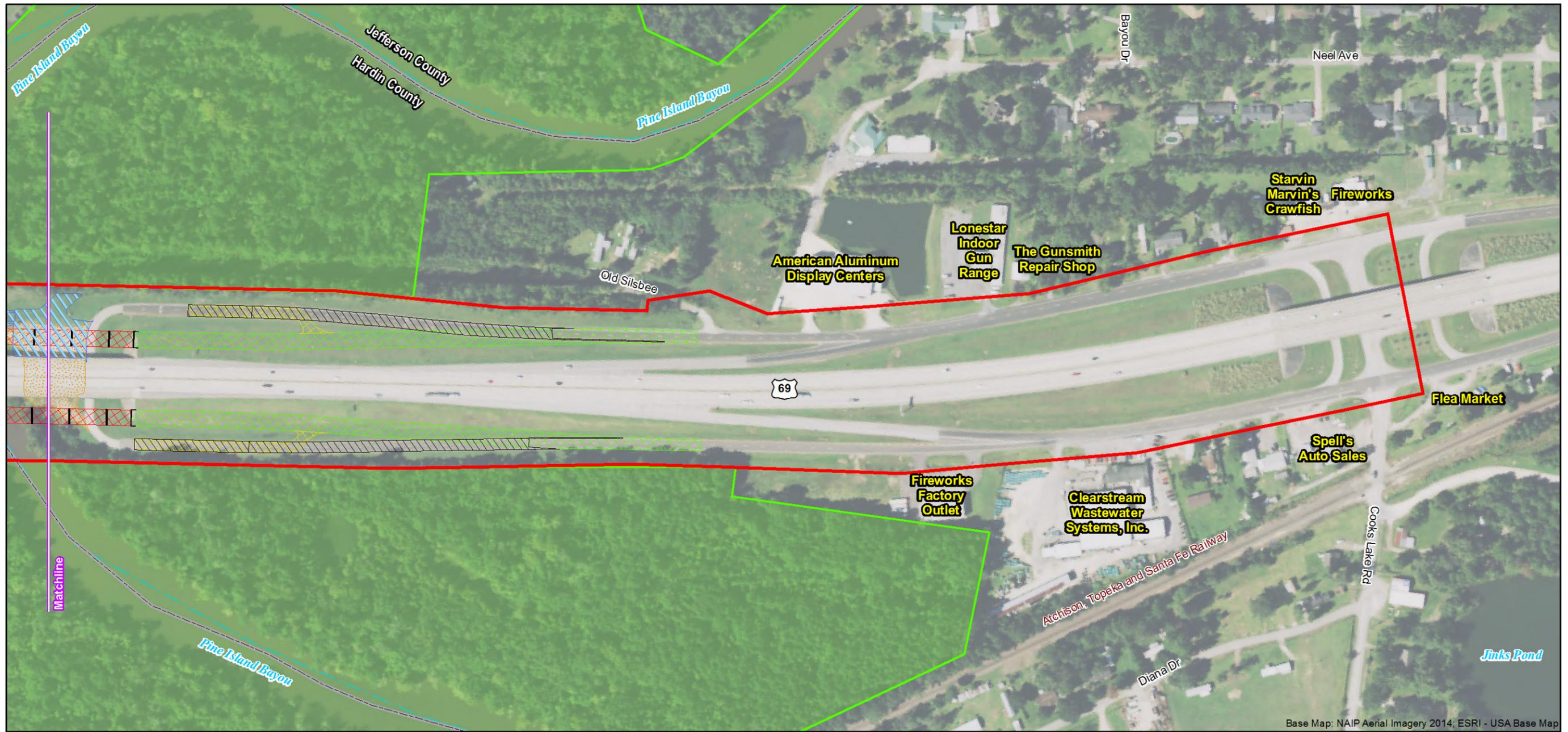


Figure 6.1
 Proposed Project and Land Use
 US 69 at Pine Island Bayou
 Hardin and Jefferson Counties, Texas
 CSJs: 0065-06-063 and 0065-07-060



Base Map: NAIP Aerial Imagery 2014; ESRI - USA Base Map

- | | |
|---|--|
|  Proposed Project Limits/Existing Right-of-way |  Removal of Existing Pavement |
|  Proposed Frontage Road |  Existing Boat Ramp to be Relocated |
|  Proposed Access Loop |  Proposed Boat Ramp |
|  Proposed Bridge |  Big Thicket National Preserve Boundary |
|  Proposed Bridge Abutment | |



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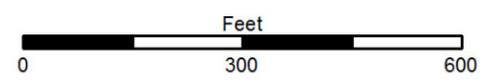
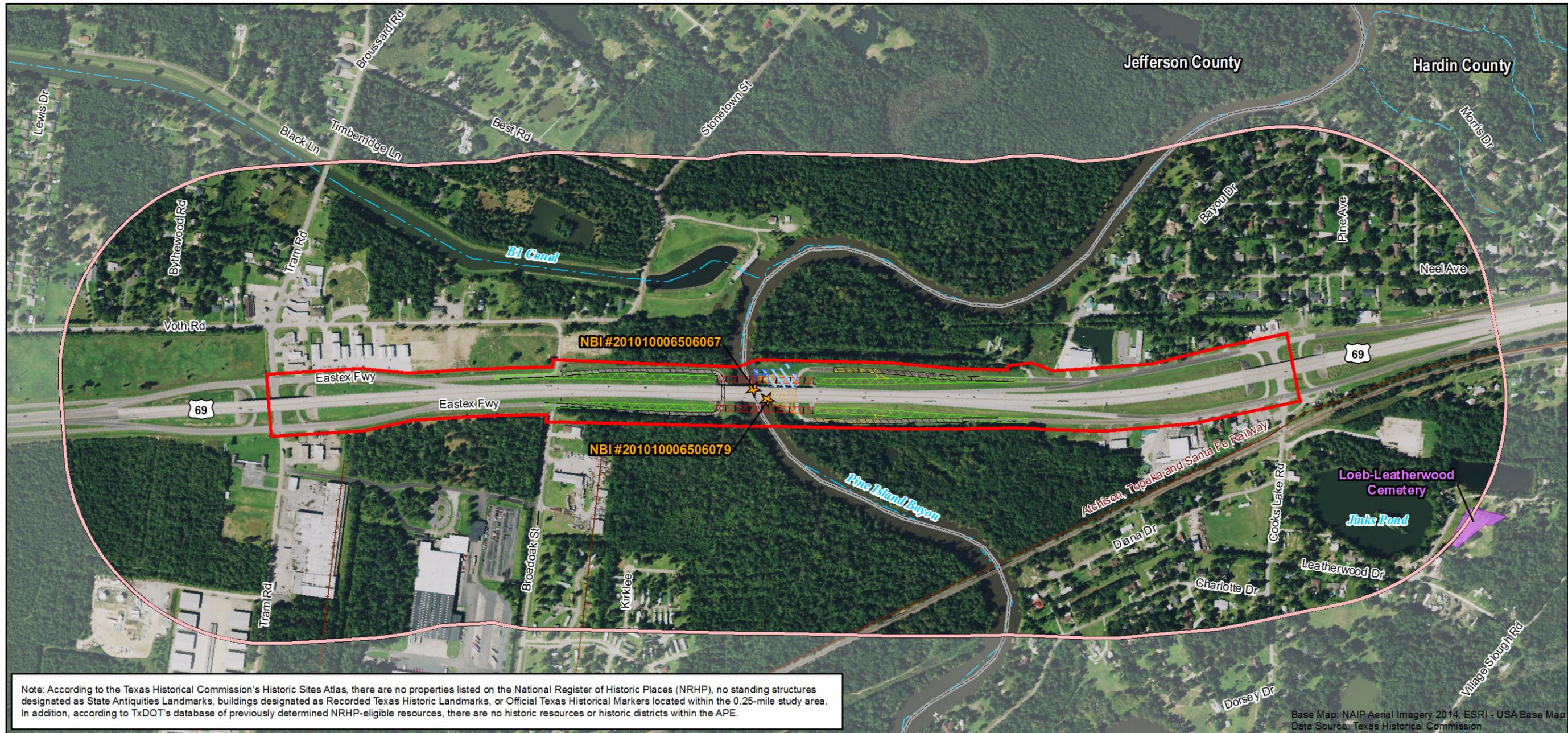


Figure 6.2
Proposed Project and Land Use
US 69 at Pine Island Bayou
Hardin and Jefferson Counties, Texas
CSJs: 0065-06-063 and 0065-07-060



Note: According to the Texas Historical Commission's Historic Sites Atlas, there are no properties listed on the National Register of Historic Places (NRHP), no standing structures designated as State Antiquities Landmarks, buildings designated as Recorded Texas Historic Landmarks, or Official Texas Historical Markers located within the 0.25-mile study area. In addition, according to TxDOT's database of previously determined NRHP-eligible resources, there are no historic resources or historic districts within the APE.

Base Map: NAIP Aerial Imagery 2014; ESRI - USA Base Map
Data Source: Texas Historical Commission

- | | |
|--|--|
|  Existing Right-of-way (Area of Potential Effect) |  Existing Boat Ramp to be Relocated |
|  Proposed Frontage Road |  Proposed Boat Ramp |
|  Proposed Access Loop |  Historic-age Bridge |
|  Proposed Bridge |  Cemetery |
|  Proposed Bridge Abutment |  Study Area (0.25-mile) |
|  Removal of Existing Pavement | |



1:8,000

Feet

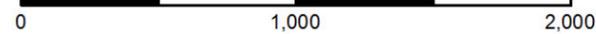
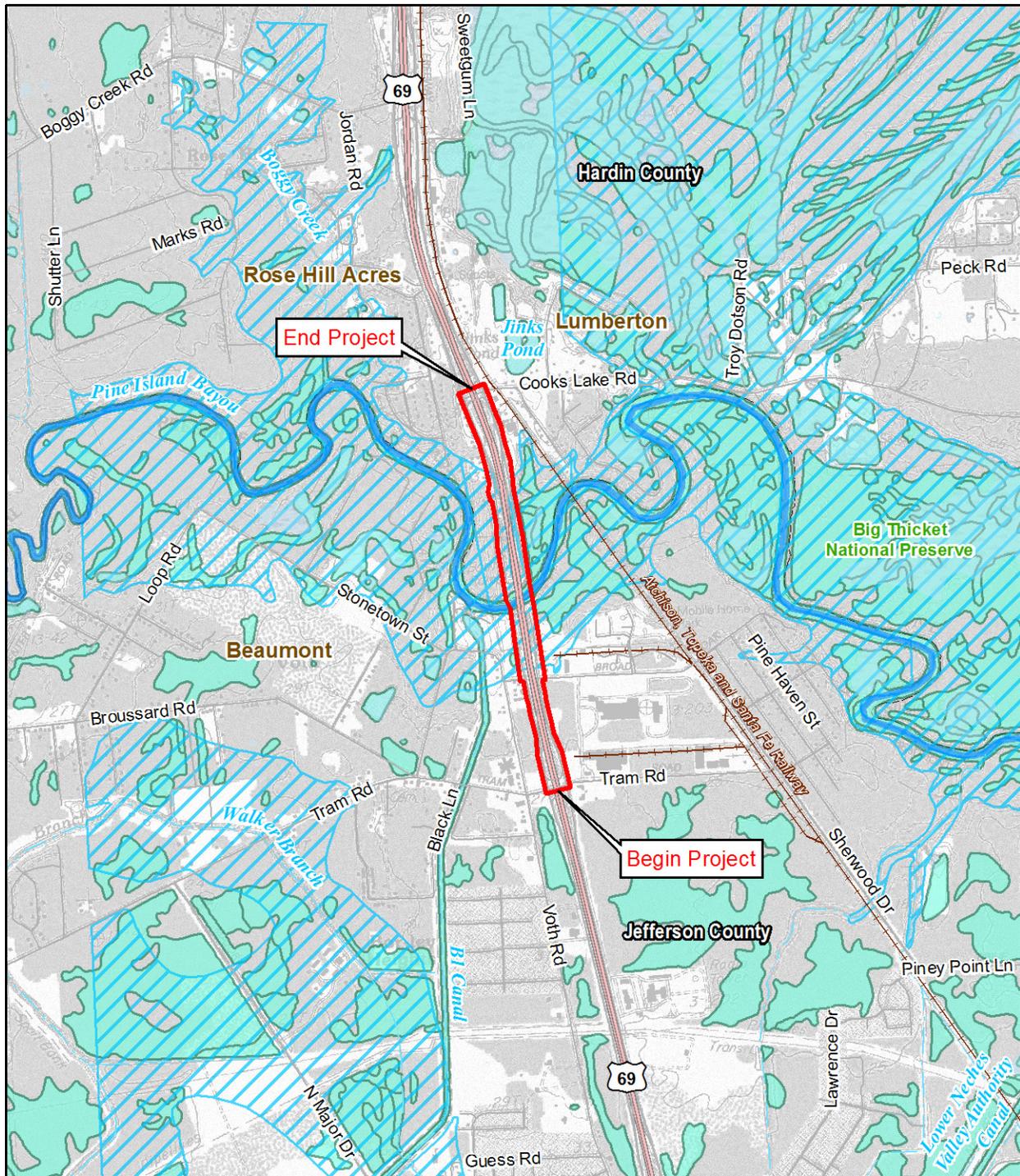


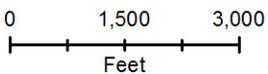
Figure 7
Project Location on Aerial Base
US 69 at Pine Island Bayou
Hardin and Jefferson Counties, Texas
CSJs: 0065-06-063 and 0065-07-060



Base Map: ESRI-USA Base Map;
 7.5' USGS Topographic Quadrangles:
 Voth, Texas (1960, Revised 1974, Map ID No. 30094-B2)
 Data Source: US Fish and Wildlife Service;
 Federal Emergency Management Agency

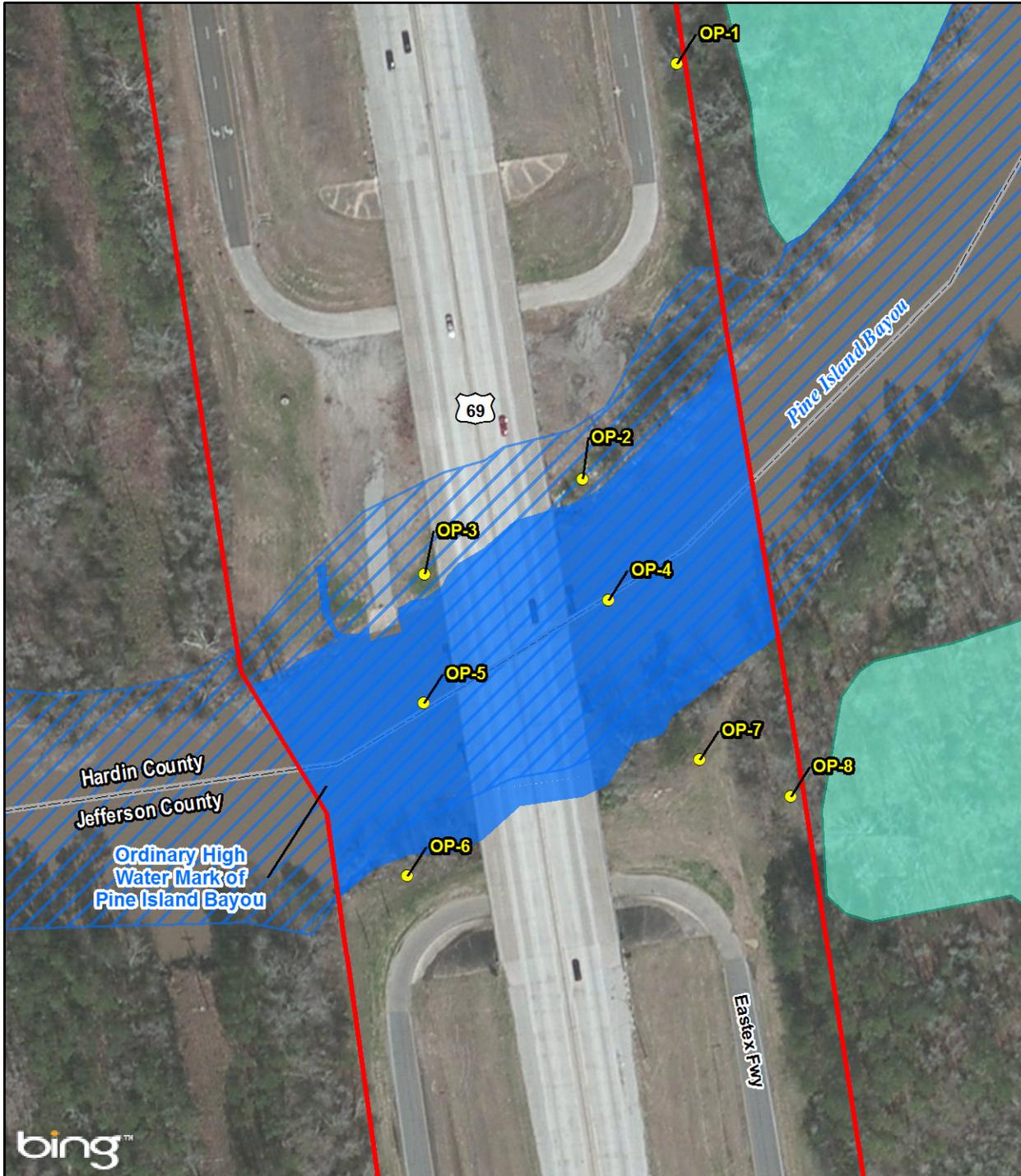


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- Proposed Project Limits/
Existing Right-of-way
- 100-year Floodplain
- National Wetlands Inventory
Feature

Figure 8
Overview of Water Resources
US 69 at Pine Island Bayou
Hardin and Jefferson Counties, Texas
CSJs: 0065-06-063 and 0065-07-060



Base Map: ESRI-USA Base Map; NAIP Aerial Imagery 2014

- Proposed Project Limits/
Existing Right-of-way
- Wetland Determination
Observation Points (OP-#)
- Ordinary High Water Mark
- National Wetlands Inventory Feature**
- Freshwater Forested/Shrub Wetland
- Riverine Lower Perennial



1:1,500

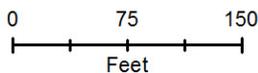
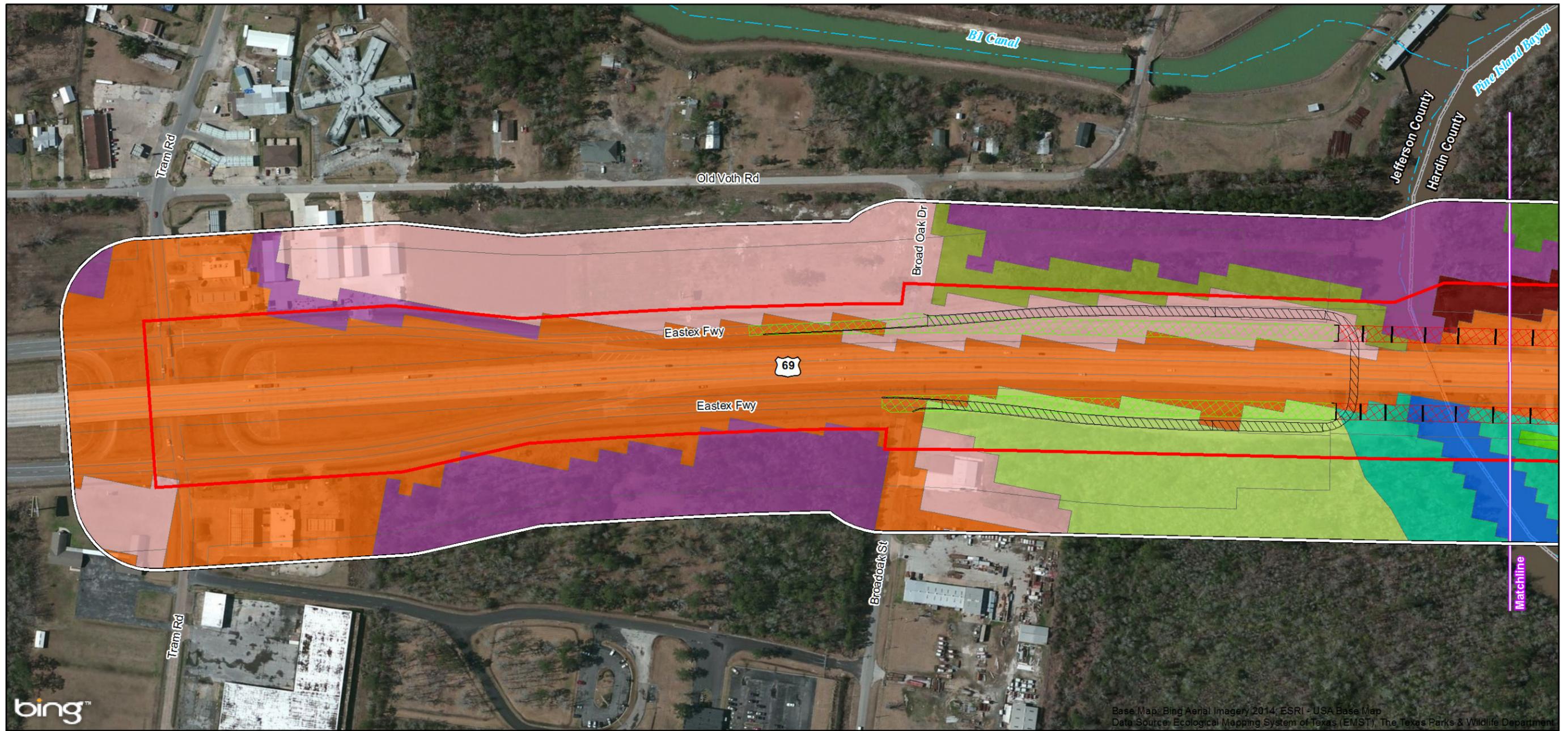


Figure 9
Waters of the U.S.
Identified at
Pine Island Bayou
US 69 at Pine Island Bayou
Hardin and Jefferson Counties, Texas
CSJs: 0065-06-063 and 0065-07-060



Proposed Project Limits/Existing Right-of-way	EMST Mapped Vegetation Types	Pineywoods: Pine - Hardwood Forest or Plantation
Proposed Frontage Road	Gulf Coast: Coastal Prairie	Pineywoods: Pine Forest or Plantation
Proposed Access Loop	Non-Native Invasive: Chinese Tallow Forest, Woodland, or Shrubland	Pineywoods: Small Stream and Riparian
Proposed Bridge	Open Water	Temporarily Flooded Hardwood Forest
Proposed Bridge Abutment	Pine Plantation > 3 meters Tall	Pineywoods: Upland Hardwood Forest
Removal of Existing Pavement	Pineywoods: Bottomland Temporarily Flooded Hardwood Forest	Urban High Intensity
200-foot Buffer	Pineywoods: Bottomland Temporarily Flooded Mixed Pine - Hardwood Forest	Urban Low Intensity

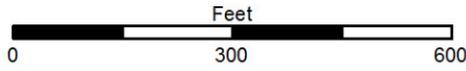
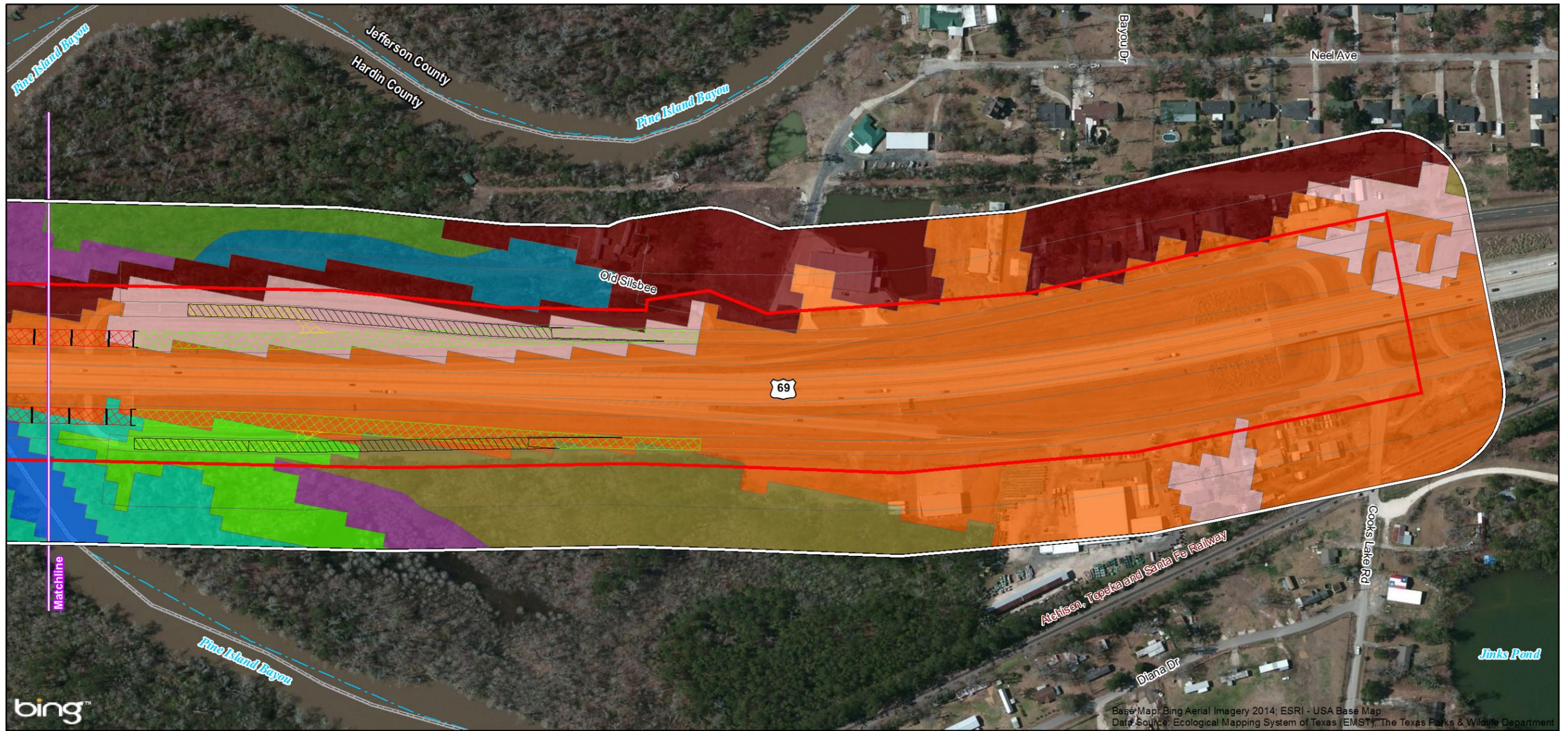
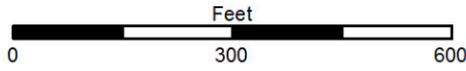

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 0 300 600 Feet

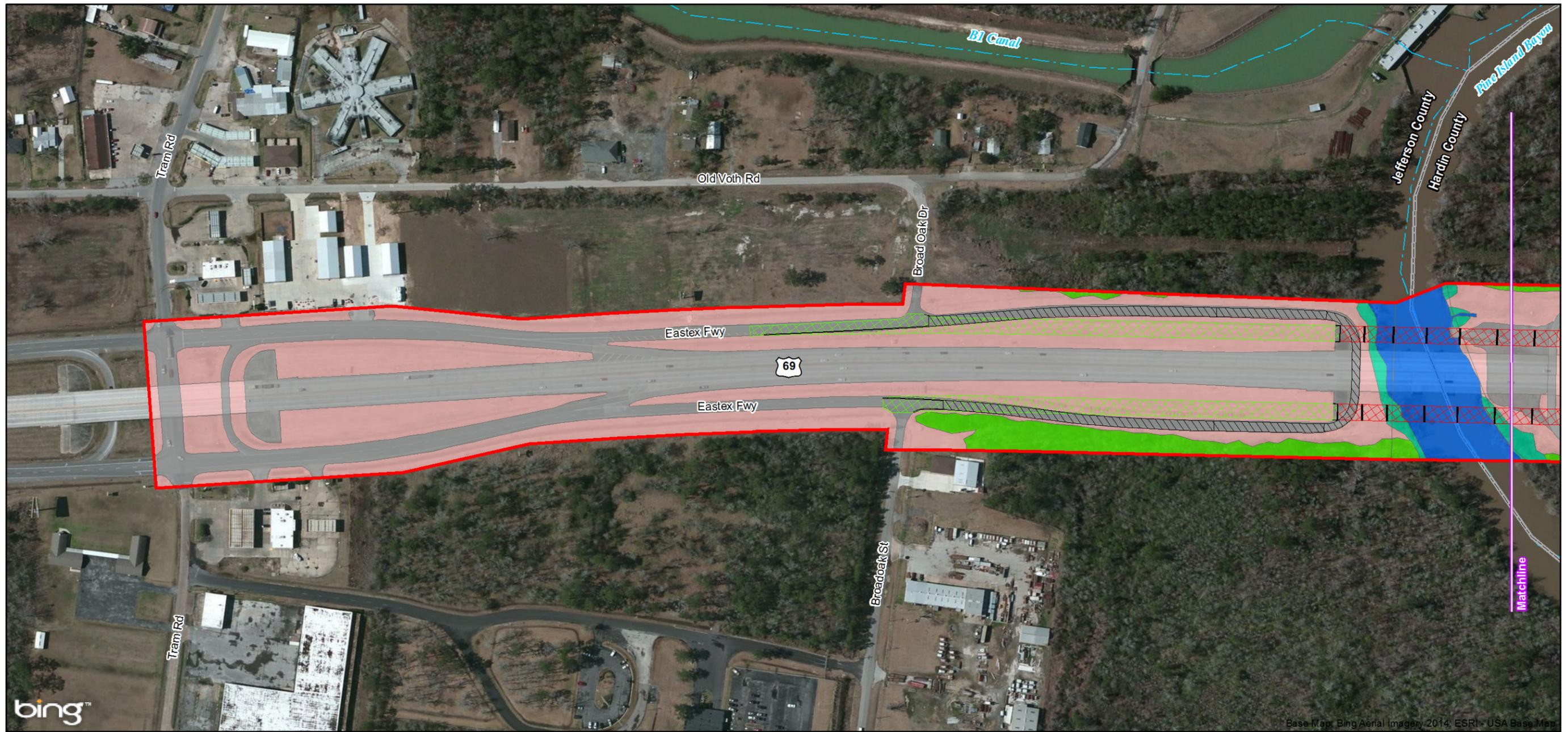
Figure 10.1
 EMST Mapped Vegetation Types
 US 69 at Pine Island Bayou
 Hardin and Jefferson Counties, Texas
 CSJs: 0065-06-063 and 0065-07-060



bing™

Base Map: Bing Aerial Imagery 2014; ESRI - USA Base Map
 Data Source: Ecological Mapping System of Texas (EMST), The Texas Parks & Wildlife Department

<ul style="list-style-type: none">  Proposed Project Limits/Existing Right-of-way  Proposed Frontage Road  Proposed Access Loop  Proposed Bridge  Proposed Bridge Abutment  Removal of Existing Pavement  200-foot Buffer 	<p>EMST Mapped Vegetation Types</p> <ul style="list-style-type: none">  Gulf Coast: Coastal Prairie  Non-Native Invasive: Chinese Tallow Forest, Woodland, or Shrubland  Open Water  Pine Plantation > 3 meters Tall  Pineywoods: Bottomland Temporarily Flooded Hardwood Forest  Pineywoods: Bottomland Temporarily Flooded Mixed Pine - Hardwood Forest 	<ul style="list-style-type: none">  Pineywoods: Pine - Hardwood Forest or Plantation  Pineywoods: Pine Forest or Plantation  Pineywoods: Small Stream and Riparian Temporarily Flooded Hardwood Forest  Pineywoods: Upland Hardwood Forest  Urban High Intensity  Urban Low Intensity 	<div style="text-align: center;">  <p>1:3,000</p>  <p>0 300 600</p> </div>	<p style="text-align: center;">Figure 10.2 EMST Mapped Vegetation Types US 69 at Pine Island Bayou Hardin and Jefferson Counties, Texas CSJs: 0065-06-063 and 0065-07-060</p>
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Base Map: Bing Aerial Imagery, 2014, ESRI - USA Base Map

- Proposed Project Limits/Existing Right-of-way
- Proposed Frontage Road
- Proposed Access Loop
- Proposed Bridge
- Proposed Bridge Abutment
- Removal of Existing Pavement

- Field-Verified Vegetation Types**
- Existing Transportation
 - Open Water
 - Pinewoods: Bottomland Temporarily Flooded Hardwood Forest
 - Pinewoods: Small Stream and Riparian Temporarily Flooded Hardwood Forest
 - Urban High Intensity
 - Urban Low Intensity



1:3,000

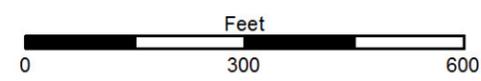
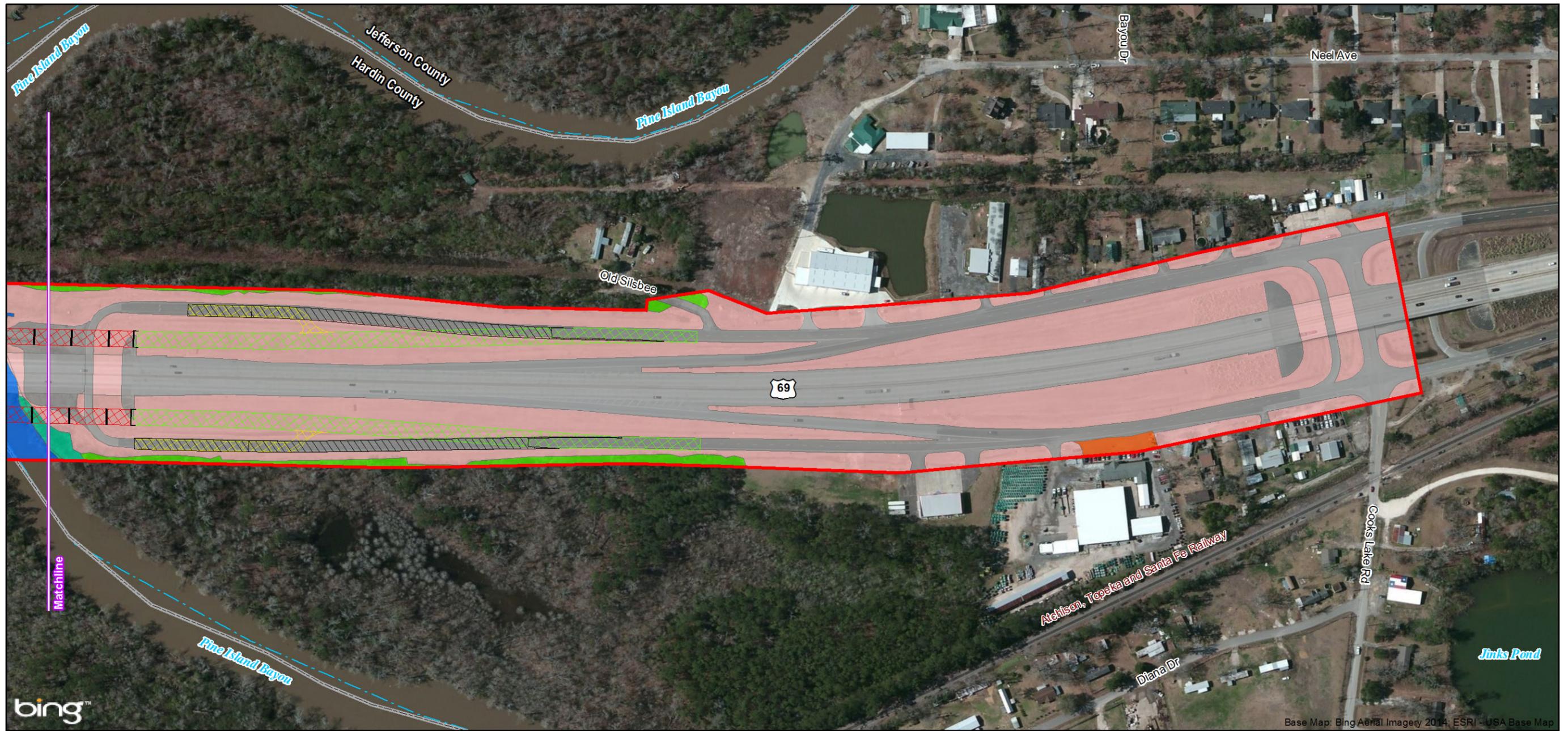


Figure 11.1
 Field-Verified Vegetation Types in the Project Area
 US 69 at Pine Island Bayou
 Hardin and Jefferson Counties, Texas
 CSJs: 0065-06-063 and 0065-07-060



bing™

Base Map: Bing Aerial Imagery 2014; ESRI - USA Base Map

- | | |
|---|---|
|  Proposed Project Limits/Existing Right-of-way | Field-Verified Vegetation Types |
|  Proposed Frontage Road |  Existing Transportation |
|  Proposed Access Loop |  Open Water |
|  Proposed Bridge |  Pineywoods: Bottomland Temporarily Flooded Hardwood Forest |
|  Proposed Bridge Abutment |  Pineywoods: Small Stream and Riparian Temporarily Flooded Hardwood Forest |
|  Removal of Existing Pavement |  Urban High Intensity |
| |  Urban Low Intensity |



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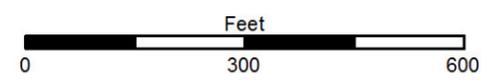
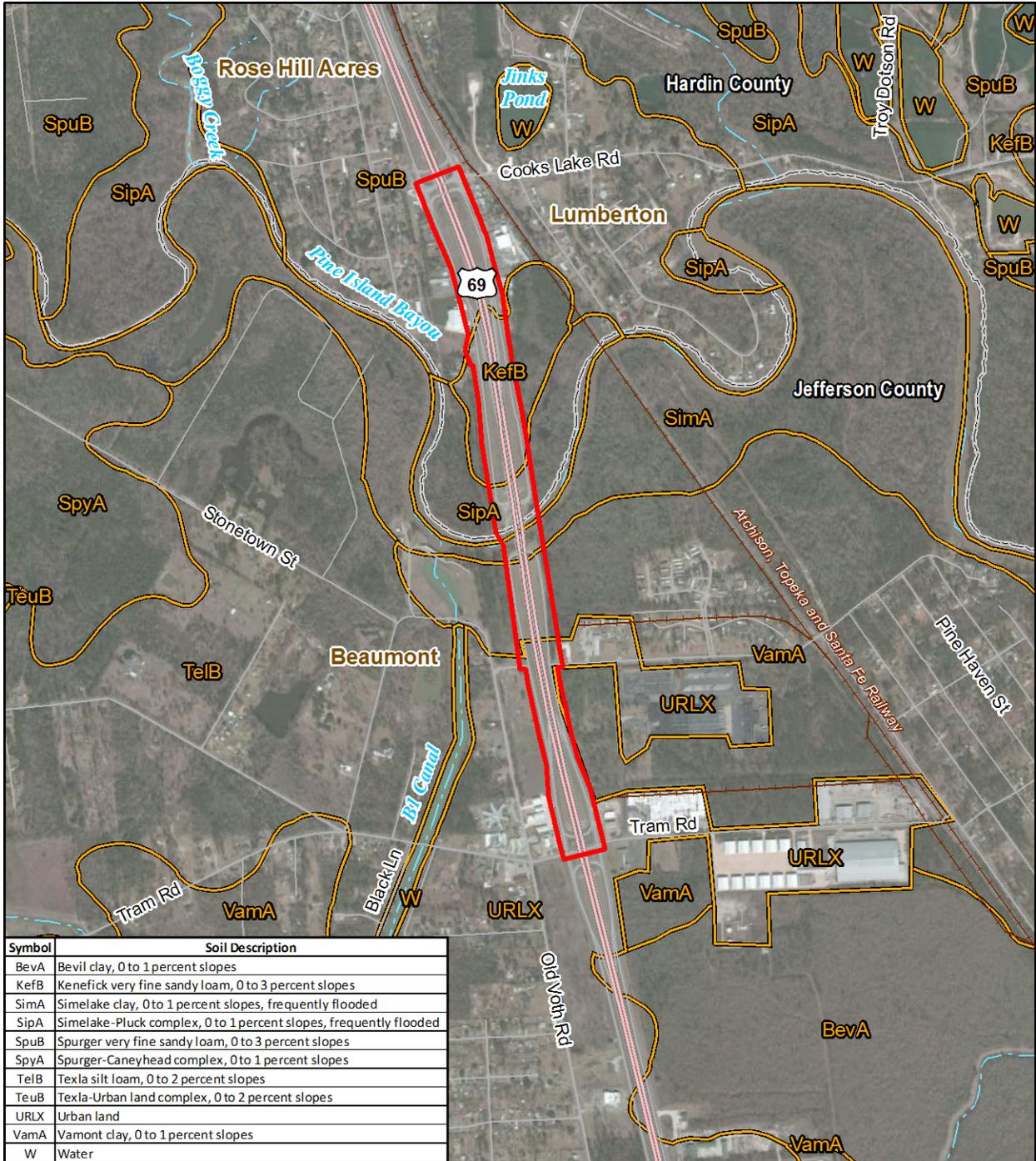


Figure 11.2
 Field-Verified Vegetation Types in the Project Area
 US 69 at Pine Island Bayou
 Hardin and Jefferson Counties, Texas
 CSJs: 0065-06-063 and 0065-07-060



Symbol	Soil Description
BevA	Bevil clay, 0 to 1 percent slopes
KefB	Kenefick very fine sandy loam, 0 to 3 percent slopes
SimA	Simelake clay, 0 to 1 percent slopes, frequently flooded
SipA	Simelake-Pluck complex, 0 to 1 percent slopes, frequently flooded
SpuB	Spurger very fine sandy loam, 0 to 3 percent slopes
SpyA	Spurger-Caneyhead complex, 0 to 1 percent slopes
TelB	Texla silt loam, 0 to 2 percent slopes
TeuB	Texla-Urban land complex, 0 to 2 percent slopes
URLX	Urban land
VamA	Vamont clay, 0 to 1 percent slopes
W	Water

Base Map: ESRI-USA Base Map;
 7.5' USGS Topographic Quadrangles:
 Voth, Texas (1960, Revised 1974,
 Map ID No. 30094-B2)
 Data Source: Soil Survey Geographic (SSURGO)
 Database, USDA NRCS 2002



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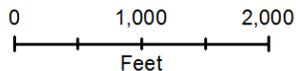


Figure 12
Soils
 US 69 at Pine Island Bayou
 Hardin and Jefferson Counties, Texas
 CSJs: 0065-06-063 and 0065-07-060

Appendix G

Resource Agency Coordination

Samantha Melito

From: Diana Griffith <Diana.Griffith@txdot.gov>
Sent: Tuesday, March 7, 2017 7:22 AM
To: Jasmine Gardner; Kim Johnson; Samantha Melito
Subject: RE: US 69 at Pine Island Bayou, CSJ 006506063

Jasmine, can you add the following information to what you sent and resubmit it today? I will get a push on getting the report approved so we can then submit the draft EA. Then I will push to get the approved for circulation ASAP!

Thanks!

Per Mr. William Wajert, Route Supervisor
Beaumont Independent School District
Transportation Department
Telephone Conversation March 6th, 2017 1:45 p.m. between Mr. Wajert and Diana Griffith, ENV Coordinator
TxDOT Beaumont District

The BISD school bus does use the south frontage road turnaround that currently exists at US 69 and Pine Island Bayou. The bus turns down Tram Rd, left on Sherwood, left on Broad Oak and right onto the frontage road to return to Tram Road. Mr. Wajert said that there would be no problem reversing the route to take the frontage road to Broad Oak, right on Sherwood, and right onto Tram Road. I assured Mr. Wajert this would not affect this year's bus route. Mr. Wajert will implement the change with the 2017-2018 school year, so the impending work will not affect school bus routes as long as access to Broad Oak from the US 69 frontage road is maintained during the school year. This will be an EPIC that will be implemented during construction.

Diana Griffith
Environmental Coordinator
Desk: 409-898-5792
Mobile: 409-791-8462

TxDOT- Beaumont District
8350 Eastex Fwy
Beaumont, TX 77708

Beaumont Independent School District Bus Route



Sarah Stroman

From: Sarah Stroman
Sent: Thursday, January 26, 2017 9:16 AM
To: jcrowford@coushattatribela.org; llangley@mcneese.edu; kokua.aina57@gmail.com
Subject: Section 106 Consultation, Texas Department of Transportation, CSJ 006506063
Attachments: 006506063_Consultation_Request_01-26-2017.pdf

Good morning,

We kindly request your comments on a proposed undertaking. Please see the attached letter for project details and information. Thank you in advance for your consideration.

Regards,
Sarah Stroman
Information Specialist

Sarah G. Stroman

Texas Department of Transportation
Environmental Affairs Division
118 E. Riverside Drive
Austin, TX 78704

512/416-2608 Office
512/550-9306 Mobile
512/416-2746 Fax

Mailing Address:
125 E. 11th Street
Austin, TX 78701

Sarah.Stroman@txdot.gov

January 26, 2017

RE: CSJ: 0065-06-063; US 69 at Pine Island Bayou, Bridge Construction, Section 106 Consultation; Hardin and Jefferson Counties, Beaumont District

To: Representatives of Federally-recognized Tribes with Interest in this Project Area

The above referenced transportation project is being considered for construction by the Federal Highway Administration (FHWA) and the Texas Department of Transportation (TxDOT). Environmental studies are in the process of being conducted for this project. The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

The purpose of this letter is to contact you in order to consult with your Tribe pursuant to stipulations of the Programmatic Agreement among the Federal Highway Administration, the Texas Department of Transportation, the Texas State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding the Implementation of Transportation Undertakings (PA-TU). The project is located in an area that is of interest to your Tribe.

Undertaking Description

TxDOT's Beaumont District is proposing to construct frontage road bridges along US 69 at Pine Island Bayou in Hardin and Jefferson Counties, Texas (Exhibit A).

The proposed project would connect frontage roads north and south of Pine Island Bayou along US 69 by constructing two new bridges (Exhibit B). No new ROW, easements, or utility locations outside of the existing TxDOT ROW are anticipated.

Area of Potential Effects

The project's area of potential effects (APE) comprises the following area.

- The project limits extend from 1421.45-feet south of the 620-foot bridge to 4880.82-feet north of the bridge along US 69. The total project length is thus 6,922.27 feet.
- The existing right of way varies between 188 feet and 211 feet in width.
- The latitude and longitude for the end points of the project are:
 - Begin latitude: +30.17025278 Begin longitude: -94.18450833

- End latitude: +30.18900278 End longitude: -94.18834444

- The existing right of way comprises an area estimated at 31 acres.
- The estimated depth of impacts is typically up to three feet along the roadway, approaches, and frontage roads, with a maximum depth of impacts of over 20 feet at locations where bridge support piers will be emplaced.
- For the purposes of this cultural resources review, the APE also includes an additional 50-foot area around the previously-described horizontal dimensions to account for potential alterations to the proposed APE included in the final project design. Consultation would be continued if potential impacts extend beyond this additional area, based on the final design

Identification Efforts

For this project, TxDOT has conducted a desktop-based study of available background information. The study reached the following conclusions:

- The APE lies entirely within existing ROW where previous impacts from roadway and bridge construction, utility installations, vegetation removal, urban and industrial development, and terrain modification are certain to have impacted the integrity of subsurface deposits. Given the extent of previous disturbance, there is no reasonable potential for intact cultural deposits to be identified in the APE.
- Given the nature of existing impacts across the APE, more fragile archeological materials would have destroyed and more durable materials would have moved from their original location. Any sites that may occur within the APE would likely lack sufficient integrity of location, association, and materials to be able to address important questions of history and prehistory (36 CFR 60.4).
- The majority of the APE (over 80%) is characterized by either ancient soils that would not harbor deeply buried archeological deposits, or by wetland and/or frequently flooded terrain on which the discovery of archeological sites is atypical.
- No previously recorded archeological sites have been identified within the APE. The only recorded site within one kilometer of the APE is site 41JF72, an early twentieth-century sawmill established in 1902. The remnants of one structure associated with the sawmill complex is located 20-meters east of the APE, just south of Pine Island Bayou.
- Based on the foregoing factors, there is little to no reason to expect archeological historic properties (36 CFR 800.16(I)) to be located within the APE.

Findings and Recommendations

Based on the above, TxDOT proposes the following findings and recommendations:

- a desktop review has found that no archeological historic properties (36 CFR 800.16(I)) would be affected by this proposed undertaking and the proposed project may proceed to construction;

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- that a zone of 50 feet beyond the horizontal project limits be considered as part of the cultural resources evaluation; and
- if any future changes to the project APE extend beyond the additional 50-foot zone or if archeological deposits are discovered, your Tribe would then be contacted for further consultation.

According to our procedures and agreements currently in place regarding consultation under Section 106 of the National Historic Preservation Act, we are writing to request your comments on historic properties of cultural or religious significance to your Tribe that may be affected by the proposed project APE and the area within the above defined buffer. Any comments you may have on the TxDOT findings and recommendations should also be provided. Please provide your comments within 30 days of receipt of this letter. Any comments provided after that time will be addressed to the fullest extent possible. If you do not object that the proposed findings and recommendations are appropriate, please sign below to indicate your concurrence. In the event that further work discloses the presence of archeological deposits, we will contact your Tribe to continue consultation.

Thank you for your attention to this matter. If you have questions, please contact Jason W. Barrett (TxDOT Archeologist) at 713/802-5804 (email: Jason.Barrett@txdot.gov) or Sarah Stroman at 512/416-2608 (email: Sarah.Stroman@txdot.gov). When replying to this correspondence by US Mail, please ensure that the envelope address includes reference to the Archeological Studies Branch, Environmental Affairs Division.

Sincerely,



Scott Pletka, Deputy Section Director
Environmental Affairs Division

Concurrence by:

Date:

Enclosure

cc w/ enclosure: ENV-ARCH ECOS

Exhibit A

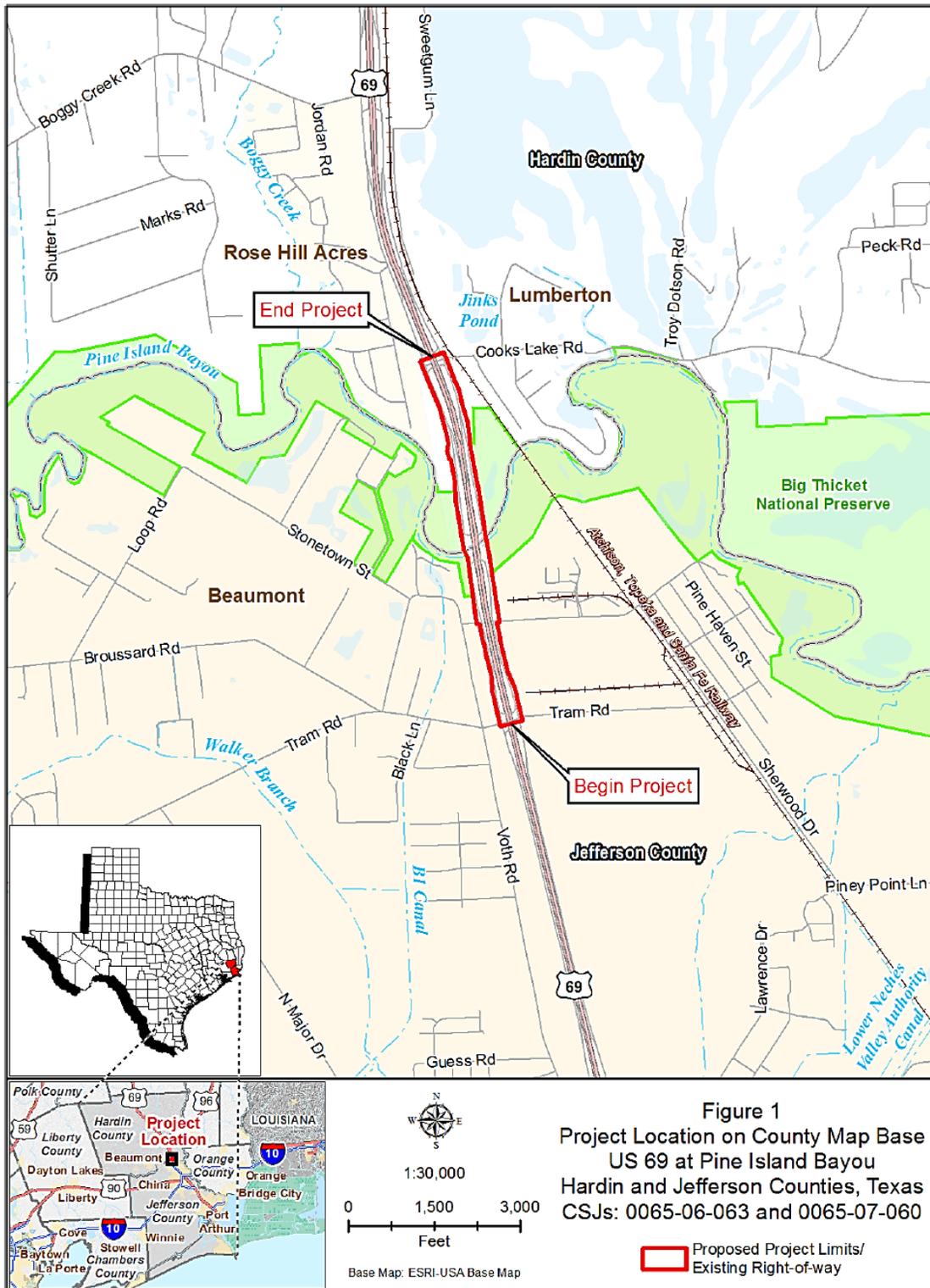


Figure 1: Map showing the location of the project area inside Hardin and Jefferson Counties, Texas.



16591C
December 29, 2016

MEMORANDUM

From: David M. Frank 
CGD EIGHT (dpb)

To: Hector Garcia, Assistant Bridge Engineer
Federal Highway Administration

Subj: Surface Transportation Authorization Act Concurrence



- 1) We have received your letter dated December 20, 2016, proposing to build two new frontage road bridges crossing Pine Island Bayou on US 69, in Jefferson County, Texas. This project meets the criteria for the Surface Transportation Authorization Act (STAA) and qualifies for exemption from Coast Guard bridge permit requirements.
- 2) Section 144(c) of Title 23 U.S. Code was enacted in 1978 to reduce paperwork and related cost in the executive of the Coast Guard's bridge permit programs. This section has been amended by the Act of April 2, 1987 (Public Law 100-17), to further reduce paperwork and related costs in the permitting of bridges funded by this Act. By reason of this provision, certain bridges which are constructed, reconstructed, rehabilitated, or replace with federal assistance imposed under Title 23 U.S. Code – are no longer subject to the permitting requirements imposed under 33 U.S.C. 401 and 525(b). The bridges which fall into this excluded category are those that cross waterways:
 - (1) which are not used and are not susceptible to use in their natural condition or by reasonable improvement as a means to transport interstate or foreign commerce; and
 - (2) which are nontidal; or if tidal, used by vessels less than 21 feet in length.
- 3) Since FHWA has the responsibility for the STAA and based on the information provided by the Texas Department of Transportation (TXDOT), the Coast Guard accepts your determination that this bridge project meets the criteria for the STAA and is exempted from Coast Guard Bridge Administration purposes.
- 4) Though exempt under STAA, this bridge is not exempt from the Coast Guard required lights and other signals as the subject Act which amended Title 23 U.S. Code, to include 23 U.S.C. 144(c), did not exclude this category of bridges from the application of 14 U.S.C. 85. The later statute requires the establishment, maintenance, and operation of Coast Guard required lights and signals on fixed structures, including bridges. The owner, TXDOT must request the lighting exemption and provide the reason, the only exemption being Title 33 CFR 118.40(b). The statement of the reason for these exemptions must fulfill the requirements of this section. Specifically, if it is determined that no significant nighttime navigation occurs at these bridge sites a statement to this effect is required before a decision can be made. Once we receive the required information from the owner of the bridges, we will evaluate the specified conditions and respond accordingly.

#

Copy: Texas Department of Transportation

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
Eighth Coast Guard District
Hale Boggs Federal Building

500 Poydras Street, Room 1313
New Orleans, LA 70130-3310
Staff Symbol: dpb
Phone: 504-671-2128
Fax: 504-671-2133
D8DBPALL@uscg.mil

16591E
February 21, 2017

Texas Department of Transportation
Attn: Ms. Diana K. Griffith
8350 Eastex Freeway
Beaumont, Texas 77708

Dear Ms. Griffith:

We received your letter dated February 21, 2017, requesting an exemption from navigational lighting requirements for the proposed two new frontage road bridges crossing Pine Island Bayou on US 69, in Jefferson County, Texas.

Based on your statement that no significant nighttime navigation occurs at these bridge sites and pursuant to Title 33 of the Code of Federal Regulations, Part 118.40, the proposed bridge projects are hereby exempt from Coast Guard navigational lighting requirements. This exemption is subject to review and revocation in the future provided conditions change or are found to differ significantly from those indicated in your request.

If we can be of any further assistance, please contact this office.

Sincerely,

A handwritten signature in blue ink, appearing to read "Eric A. Washburn".

Eric A. Washburn
Chief, Bridge Administration Branch
U.S. Coast Guard
By direction



From: [NEPA](#)
To: [Michelle Lueck](#)
Subject: RE: EA Review - US 69 at Pine Island Bayou - Hardin and Jefferson Co. (CSJ 0065-06-063)
Date: Wednesday, March 15, 2017 2:42:29 PM
Attachments: [TxDOT_Response_17-03.docx](#)

Ms. Lueck:

Attached is the response to your request. If you are in need of further assistance, please feel free to contact me.

Thank you,

Chikaodi Agumadu
NEPA Coordinator
Texas Commission on Environmental Quality Intergovernmental Relations
12100 Park 35 Circle Bldg. F | Mail Code 119 | Austin, TX 78753
(512) 239-3500

From: Michelle Lueck [mailto:Michelle.Lueck@txdot.gov]
Sent: Tuesday, March 14, 2017 8:24 AM
To: NEPA <NEPA@tceq.texas.gov>
Subject: EA Review - US 69 at Pine Island Bayou - Hardin and Jefferson Co. (CSJ 0065-06-063)

TxDOT requests the TCEQ review the US 69 project per 43 TAC 2.305. The proposed project would provide continuous northbound and southbound frontage roads along US 69 between Tram Road and Cooks Lake Road in Hardin and Jefferson Counties, Texas. We are requesting TCEQ review since the project meets MOU triggers related to water impairment.

An electronic version of the Draft Environmental Assessment will be transmitted to your office using our FTP system. Let me know if you have any questions.

Michelle Lueck
TxDOT-Environmental Affairs Division
Project Delivery Section
512-416-2644

Re: Response to Request for TCEQ Environmental Review

The Texas Commission on Environmental Quality (TCEQ) received a request from the Texas Department of Transportation (TxDOT) regarding the following project: EA Review - US 69 at Pine Island Bayou - Hardin and Jefferson Co. (CSJ 0065-06-063)

In accordance with the Memorandum of Understanding between TxDOT and TCEQ addressing environmental reviews, which is codified in Chapter 43, Subchapter I of the Texas Administrative Code (TAC) and 30 TAC § 7.119, TCEQ is responding to your request for review by providing the below comments:

We recommend the environmental assessment address actions that will be taken to prevent surface and groundwater contamination.

TxDOT will still need to follow all other applicable laws related to this project, including applying for applicable permits.

If you have any questions, please feel free to contact the NEPA Coordinator at (512) 239-3500 or NEPA@tceq.texas.gov.

Chikaodi Agumadu
NEPA Coordinator
TCEQ, MC-119
NEPA@tceq.texas.gov
512-239-3500

From: [Sue Reilly](#)
To: [Diana Griffith](#)
Subject: RE: Tier I Early Coordination CSJ 0065-06-063
Date: Friday, February 17, 2017 11:16:36 AM

Diana,

I do not have any comments on this project.

Thank you for submitting the following project for early coordination: US 69 new frontage road bridges at Pine Island Bayou (CSJ 0065-06-063). TPWD appreciates TxDOT's commitment to implement the practices listed in the Biological Evaluation Form submitted on January 17, 2017. Based on a review of the documentation, the avoidance and mitigation efforts described, and provided that project plans do not change, TPWD considers coordination to be complete. However, please note it is the responsibility of the project proponent to comply with all federal, state, and local laws that protect plants, fish, and wildlife.

Thank you,

Sue Reilly
Transportation Assessment Liaison
TPWD Wildlife Division
512-389-8021

From: WHAB_TxDOT
Sent: Thursday, January 19, 2017 10:48 AM
To: Diana Griffith
Cc: Sue Reilly
Subject: RE: Tier I Early Coordination CSJ 0065-06-063

The TPWD Wildlife Habitat Assessment Program has received your request and has assigned it project ID # 37521. The Habitat Assessment Biologist who will complete your project review is copied on this email.

Thank you,

John Ney
Administrative Assistant
Texas Parks & Wildlife Department
Wildlife Diversity Program ~ Habitat Assessment Program
4200 Smith School Road

Austin, TX 78744
Office: (512) 389-4571

From: Diana Griffith [<mailto:Diana.Griffith@txdot.gov>]
Sent: Tuesday, January 17, 2017 5:07 PM
To: WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>
Cc: Sue Reilly <Sue.Reilly@tpwd.texas.gov>
Subject: Tier I Early Coordination CSJ 0065-06-063

Please find attached the documentation for early coordination of CSJ 0065-06-063. The proposed project is to install frontage road bridges across Pine Island Bayou on US 69 at the Jefferson-Hardin County line. If you need further information, please contact me.

Thank you,

Diana Griffith
Environmental Coordinator
Desk: 409-898-5792
Mobile: 409-791-8462

TxDOT- Beaumont District
8350 Eastex Fwy
Beaumont, TX 77708



US 69 @ Pine Island Bayou Boat Ramp Stakeholder Sign-In Sheet

<u>Name</u>	<u>Organization</u>	<u>Contact Email and/or phone</u>
Andrew Lee	TxDOT	Andrew.Lee@txdot.gov/898-5741
Adam Jack	TxDOT	adam.jack@txdot.gov/898-5740
Chris Cotter	LJA	ccotter@ljaengineering.com 713-953-5088
Scott Ayres	TxDOT	scottayres@txdot.gov
Ellen Buchanan	BigThicketNHT	ellenbuchanan@stakejobcd.net
Diana Griffith STATE	TxDOT-ENV	diana.griffith@txdot.gov
Rep. JAMES WHITE	Tx House of Rep.	409 283-3700
Sarah Ayres	TxDOT	4098985745 sarah.ayres@txdot.gov

Appendix H

Comment Response Matrix from Public Meeting

US 69 at Pine Island Bayou
Hardin and Jefferson Counties, CSJs: 0065-06-063 and 0065-07-060
Public Meeting Summary Comment Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
1	NA	May 16, 2016	Comment Card at Meeting	Frontage road bridges are needed to allow additional options to cross Pine Island Bayou during traffic incident on main lanes. Boat ramp not to be rebuilt, no need to have turnarounds.	Comment noted.
2	NA	May 16, 2016	Comment Card at Meeting	Construction not to impede access and ingress and egress to Clearstream Wastewater Systems, Inc. 4899 HWY 69 South Lumberton, TX.	Construction would be conducted in a manner that would maintain access to adjacent properties to the extent possible. The project ends prior to this property. Existing access would remain as it is today, and would not be negatively impacted. Modifying access beyond the limits of construction is outside of the scope of this project.
2	NA	May 16, 2016	Comment Card at Meeting	Assure adequate turning radius for 18-wheeler to exit southbound to utilize existing turnaround and reenter access road heading northbound.	The southern U-turn at Pine Island Bayou would be removed as part of the project. Removal of the southern U-turn has been evaluated considering a number of factors including safety, cost, and maintenance of the facility. Traffic currently using the southern U-Turn would proceed 0.7-mile north to the U-turn at Cooks Lake Road. Traffic currently using the northern U-turn would be able to resume normal use of the turnaround after construction activities are completed; however, it is anticipated that most traffic would remain on US 69 and utilize the U-turn at Tram Road. Existing curve radii and clearances would remain the same. The connections to the access road would satisfy turning movements for semi-trailer trucks of a wheel base of 62-feet (WB-62). The design of the access road connection to the frontage road is nearly perpendicular to allow better sight distance and increased safety.
2	NA	May 16, 2016	Comment Card at Meeting	Please install traffic lights at Tram Rd and HWY 69 access road intersection.	The intersection of Tram Road and US 69 is outside of the proposed project construction limits. Additional projects along the US 69 corridor may be evaluated and undertaken in the future if warranted.
3	Jim Allen	May 16, 2016	Comment Card at Meeting	Put boat ramp under new southbound bridge.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
4	Mr. and Mrs. Dickerson	May 16, 2016	Comment Card at Meeting	Commenter supports the project.	Comment noted.
5	Sandy Elms	May 16, 2016	Comment Card at Meeting	Please do it. A problem at Pine Is. Bayou bridge can turn a 30 min drive home into a 2 hr. drive home I understand the opinion of others about the boat ramp, but please do this project and move the boat ramp. Thank you.	Comment noted.
5	Sandy Elms	May 16, 2016	Comment Card at Meeting	Evacuation from our business in Bmt is also a problem.	The proposed project is intended to provide additional emergency evacuation capacity within the project limits.
6	Edward Ferguson	May 16, 2016	Comment Card at Meeting	Need a boat ramp.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
7	Duane Gordy	May 16, 2016	Comment Card at Meeting	Great Project!	Comment noted.
8	Charles Griffin	May 16, 2016	Comment Card at Meeting	Additional bridges should have been built years ago.	Comment noted.
8	Charles Griffin	May 16, 2016	Comment Card at Meeting	I would like to see a boat ramp built somewhere else on Pine Island.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
9	Frances Griffin	May 16, 2016	Comment Card at Meeting	We live on Hardin County side in Artesian Acres. My back yard backs up to 69. We see all the traffic stoppage on almost a daily basis. These bridges have been needed for years.	Comment noted.
9	Frances Griffin	May 16, 2016	Comment Card at Meeting	I think a boat ramp should be built somewhere else.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
10	Brady Grubbs	May 16, 2016	Comment Card at Meeting	Please maintain viable access to Clearstream Wastewater Systems, Inc.	The proposed project construction limits end prior to this property. Existing access would remain as it is today, and would not be negatively impacted. Modifying access beyond the limits of construction is outside of the scope of this project.
10	Brady Grubbs	May 16, 2016	Comment Card at Meeting	We have trucks (large trucks) using the north turnaround at Pine Island and South turnaround at Cooks Lake Road that will need to keep turning radius.	The southern U-turn at Pine Island Bayou would be removed as part of the project. Removal of the southern U-turn has been evaluated considering a number of factors including safety, cost, and maintenance of the facility. Traffic currently using the southern U-Turn would proceed 0.7-mile north to the U-turn at Cooks Lake Road. Traffic currently using the northern U-turn would be able to resume normal use of the turnaround after construction activities are completed; however, it is anticipated that most traffic would remain on US 69 and utilize the U-turn at Tram Road. Existing curve radii and clearances would remain the same. The connections to the access road would satisfy turning movements for semi-trailer trucks of a wheel base of 62-feet (WB-62). The design of the access road connection to the frontage road is nearly perpendicular to allow better sight distance and increased safety. Cooks Lake Road is outside of the proposed project construction limits and would remain unchanged.
10	Brady Grubbs	May 16, 2016	Comment Card at Meeting	We would also like to keep the Cooks Lake Road off-ramp open between the hours of 7 AM to 6 PM M-F during construction.	The Cooks Lake Road off-ramp is located outside of the proposed project construction limits. Traffic would be able to exit Northbound US 69 for Cooks Lake Road during all phases of construction.
11	Claude Guidroz	May 16, 2016	Comment Card at Meeting	If you take the boat ramp out get together with parks and get new ramp in place! With boat ramp put back in!	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
12	Samantha Harris	May 16, 2016	Comment Card at Meeting	I support the project, having a separate bridge to shift traffic to in the event of accidents/road work will improve safety for everyone	Comment noted.

US 69 at Pine Island Bayou
Hardin and Jefferson Counties, CSJs: 0065-06-063 and 0065-07-060
Public Meeting Summary Comment Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
12	Samantha Harris	May 16, 2016	Comment Card at Meeting	Points of concern: the boat ramp.	Comment noted.
12	Samantha Harris	May 16, 2016	Comment Card at Meeting	Points of concern: local homes in low spots (flooding).	A hydraulic analysis was completed and the results show that the project would have no impact on historic flood events in the project area. Drainage impact analysis shows that for a 100-year rainfall event, the water surface elevation would remain at or below existing levels. This is due to carefully selected bridge spans and bent configurations. Columns would be located in-line with existing pilings to preserve existing clearance conditions and facilitate the natural flow pattern of the bayou as much as possible.
13	Butch Henderson	May 16, 2016	Comment Card at Meeting	I do support the project, since it will help traffic flow and allow for more businesses on either side of Pine Island Bayou.	Comment noted.
13	Butch Henderson	May 16, 2016	Comment Card at Meeting	I would like to see the boat ramp stay. Relocate as needed, but it is frequently used.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
14	Calvin Jorden	May 16, 2016	Comment Card at Meeting	Make sure construction does not close access to Clearstream from north and south.	Construction would be conducted in a manner that would maintain access to adjacent properties to the extent possible. The project ends prior to this property. Existing access would remain as it is today, and would not be negatively impacted. Modifying access beyond the limits of construction is outside of the scope of this project.
14	Calvin Jorden	May 16, 2016	Comment Card at Meeting	Turnaround must be useable by 18-wheelers (turn-radius, grade, acceleration-deceleration lane).	The southern U-turn at Pine Island Bayou would be removed as part of the project. Removal of the southern U-turn has been evaluated considering a number of factors including safety, cost, and maintenance of the facility. Traffic currently using the southern U-Turn would proceed 0.7-mile north to the U-turn at Cooks Lake Road. Traffic currently using the northern U-turn would be able to resume normal use of the turnaround after construction activities are completed; however, it is anticipated that most traffic would remain on US 69 and utilize the U-turn at Tram Road. Existing curve radii and clearances would remain the same. The connections to the access road would satisfy turning movements for semi-trailer trucks of a wheel base of 62-feet (WB-62). The design of the access road connection to the frontage road is nearly perpendicular to allow better sight distance and increased safety. The maximum grade on the frontage road is 4% and the maximum grade on the access turnaround is 2.5%.
14	Calvin Jorden	May 16, 2016	Comment Card at Meeting	Traffic signals at Tram Road, please.	Traffic signals are not part of this project. Both Cooks Lake Road and Tram Road are outside of the proposed project construction limits. Additional projects along the US 69 corridor may be evaluated and undertaken in the future if warranted.
15	Larry Langston	May 16, 2016	Comment Card at Meeting	Keep the boat ramp where it is or 20 feet.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
16	Brenda Lee	May 16, 2016	Comment Card at Meeting	Commenter supports the project	Comment noted.
17	Lindsey S. Lee	May 16, 2016	Comment Card at Meeting	Great! Need to spend a ton of money to get our roads back in good condition.	Comment noted.
18	Donna Rash	May 16, 2016	Comment Card at Meeting	I have used the boat ramp for years and have fed my family off the bayou. We need a boat ramp on this end of town for family.	Comment noted.
19	Randy Rash	May 16, 2016	Comment Card at Meeting	I have used the boat ramp for 60 years and have fed my family off the bayou this is the only access to Pine Island.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
19	Randy Rash	May 16, 2016	Comment Card at Meeting	I am concerned of speeding on service road. I see people going 80 everyday on service road need to add stop signs to slow traffic.	Traffic signalization is beyond the scope of this project. All design components meet or exceed safety regulations specified by TxDOT. A stop sign would be included where the access road ties into US 69 Northbound Frontage Road.
20	C. S. Sinclair	May 16, 2016	Comment Card at Meeting	Feeder roads are OK.	Comment noted.
20	C. S. Sinclair	May 16, 2016	Comment Card at Meeting	Boat Ramp, Boat Ramp, Boat Ramp. Do not want to lose the boat ramp.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
21	Steven Stafford	May 16, 2016	Comment Card at Meeting	I love the project	Comment noted.
21	Steven Stafford	May 16, 2016	Comment Card at Meeting	There is a lot of concern about the removal of the boat ramp. I think you should keep it.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
21	Steven Stafford	May 16, 2016	Comment Card at Meeting	I also think you should keep both turnarounds if the funding will allow it.	The southern U-turn at Pine Island Bayou would be removed as part of the project. Removal of the southern U-turn has been evaluated considering a number of factors including safety, cost, and maintenance of the facility. Access patterns for areas south of Pine Island Bayou have been considered and it was determined that the removal of the southern U-turn would not eliminate access to adjacent neighborhoods. Traffic currently using the southern U-Turn would proceed 0.7-mile north to the U-turn at Cooks Lake Road. Traffic currently using the northern U-turn would be able to resume normal use of the turnaround after construction activities are completed; however, it is anticipated that most traffic would remain on US 69 and utilize the U-turn at Tram Road.

US 69 at Pine Island Bayou
Hardin and Jefferson Counties, CSJs: 0065-06-063 and 0065-07-060
Public Meeting Summary Comment Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
22	Martha Standley	May 16, 2016	Comment Card at Meeting	I am worried about flooding in Borley Heights if Tram Rd is built up.	Tram Road would not be modified as part of this project. A hydraulic analysis was completed and the results show that the project would have no impact on historic flood events in the project area. Drainage impact analysis shows that for a 100-year rainfall event, the water surface elevation would remain at or below existing levels. This is due to carefully selected bridge spans and bent configurations. Columns would be located in-line with existing pilings to preserve existing clearance conditions and facilitate the natural flow pattern of the bayou as much as possible.
23	Larry Williams	May 16, 2016	Comment Card at Meeting	This project is 40 years past due. I support it 100%. My issue is the boat ramp. There is no good reason for the boat ramp to be sacrificed. This should not be a either or circumstance. The public has been misled about the accessibility of other ramps north of the bayou ramp either deliberately or through ignorance. Either circumstance is inexcusable. I want my boat ramp, there is plenty of area to just move it to the west.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
24	W. Kelly Wood	May 16, 2016	Comment Card at Meeting	Yes the proposed project is needed and will greatly aid in evacuation.	Comment noted.
24	W. Kelly Wood	May 16, 2016	Comment Card at Meeting	The boat ramp on the other hand needs to be protected or if nothing else a new one built along the new roadway. DO NOT give up our access to Pine Island Bayou. We have lost too much of our access to nature. Don't let this be another give away.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
25	NA	May 16, 2016	Comment Card at Meeting	<u>Save</u> the boat ramp.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
26	NA	May 16, 2016	Comment Card at Meeting	NO.	Comment noted.
27	NA	May 16, 2016	Comment Card at Meeting	Why?	Comment noted.
28	NA	May 16, 2016	Comment Card at Meeting	We need to keep the boat ramp.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
29	NA	May 16, 2016	Comment Card at Meeting	We need this ramp.	Comment noted.
30	NA	May 16, 2016	Comment Card at Meeting	Stupidest idea I ever heard! Why? Who's idea?	Comment noted.
31	Henry E. Adams	May 16, 2016	Comment Card at Meeting	I don't see why we can't have both	Comment noted.
32	Michelle Atwood	May 16, 2016	Comment Card at Meeting	I am opposed to the project. We use the boat ramp frequently. It is the only one on the Pine Island Bayou. The other boat ramps you mention are not feasible!! Please do not get rid of the boat ramps.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
32	Michelle Atwood	May 16, 2016	Comment Card at Meeting	Or the U-turns	The southern U-turn at Pine Island Bayou would be removed as part of the project. Removal of the southern U-turn has been evaluated considering a number of factors including safety, cost, and maintenance of the facility. Access patterns for areas south of Pine Island Bayou have been considered and it was determined that the removal of the southern U-turn would not eliminate access to adjacent neighborhoods. Traffic currently using the southern U-Turn would proceed 0.7-mile north to the U-turn at Cooks Lake Road. Traffic currently using the northern U-turn would be able to resume normal use of the turnaround after construction activities are completed; however, it is anticipated that most traffic would remain on US 69 and utilize the U-turn at Tram Road.
32	Michelle Atwood	May 16, 2016	Comment Card at Meeting	Also, fix HWY 124 and HWY 87 on the Bolivar Peninsula first - it is a "911" situation!!!	This intersection is outside of the project limits. Additional projects in the project corridor may be evaluated and undertaken in the future if warranted.
33	Robert Boucher	May 16, 2016	Comment Card at Meeting	I see no point in the project there's hardly any traffic once you get out of Jefferson County.	Comment noted.
33	Robert Boucher	May 16, 2016	Comment Card at Meeting	I have to agree with it being shut down during construction, but it needs to be re-opened after it's complete. Make a temporary one close by say at the park down Cooks Lake Road. Plus me and my son love fishing and that boat ramp.	Comment noted.
34	S. Brackin	May 16, 2016	Comment Card at Meeting	The idea of added evac. lanes is a benefit, but the boat ramp is a valuable access point for us residents on the bayou. Village Creek has no ramp (state ramp) and Salt-Water Barrier ramp is a 35-45 minute trip to the bayou and the ramp is not secure. Leaving your vehicle there is less than desirable. There has to be an alternative to closing this ramp.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
35	Tanner Caplen	May 16, 2016	Comment Card at Meeting	The ramp should not be closed down. Its where I grew up and it keeps kids on the water and off the street!!!	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
36	James R. Chiles	May 16, 2016	Comment Card at Meeting	No previous information given as to need for project.	Comment noted. The proposed project is needed due to existing and projected traffic demands along US 69, lack of adequate hurricane evacuation, and improve mobility. The proposed project would provide extra connectivity between Tram Road and Cooks Lake Road which would help meet these needs.

US 69 at Pine Island Bayou
Hardin and Jefferson Counties, CSJs: 0065-06-063 and 0065-07-060
Public Meeting Summary Comment Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
37	Jacob Craeen	May 16, 2016	Comment Card at Meeting	I think it is dumb to remove the boat ramp when everyone uses it on a daily basis and it's the best boat ramp around.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
38	David L. Desormeaux	May 16, 2016	Comment Card at Meeting	I saw the evacuation for Hurricane Rita and the problem was not this bridge, it was Lumberton.	Comment noted.
38	David L. Desormeaux	May 16, 2016	Comment Card at Meeting	I do not want to see (1) more piling obstruction in this bayou further obstructing drainage water flow. I was told that TxDOT was sued before on the flooding issue and pilings in the bayou was to be eliminated.	A hydraulic analysis was completed and the results show that the project would have no impact on historic flood events in the project area. Drainage impact analysis shows that for a 100-year rainfall event, the water surface elevation would remain at or below existing levels. This is due to carefully selected bridge spans and bent configurations. Columns would be located in-line with existing pilings to preserve existing clearance conditions and facilitate the natural flow pattern of the bayou as much as possible.
39	Joey Domingue	May 16, 2016	Comment Card at Meeting	An access bridge will increase traffic at 4way! I have already lost one loved one at the Tram/287 intersection. I now have parents, wife, and child using the same "STOP SIGN ONLY" protected stop. I want NO BRIDGE over Pine Island except what exist now for the safety of the already damaged intersections "pot hole" and for the safety of my family.	Comment noted. The proposed project would provide extra connectivity between Tram Road and Cooks Lake Road which would help meet projected traffic demands, improve mobility, and provide adequate hurricane evacuation. The addition of frontage roads would separate high-speed freeway traffic from slower moving frontage road traffic. Safety is always a primary design consideration.
40	Reese Forse Ms. Forse Errt.	May 16, 2016	Comment Card at Meeting	You make my business un-accessible. All my customers will have to exit Tram Rd. going north to access my fireworks building. The construction alone will put me out of business.	The southern U-turn at Pine Island Bayou would be removed as part of the project. Removal of the southern U-turn has been evaluated considering a number of factors including safety, cost, and maintenance of the facility. Access patterns for areas south of Pine Island Bayou have been considered and it was determined that the removal of the southern U-turn would not eliminate access to adjacent neighborhoods. Traffic currently using the southern U-Turn would proceed 0.7-mile north to the U-turn at Cooks Lake Road. Traffic currently using the northern U-turn would be able to resume normal use of the turnaround after construction activities are completed; however, it is anticipated that most traffic would remain on US 69 and utilize the U-turn at Tram Road. Access to private property and businesses would remain during and after construction.
41	Michael Getz	May 16, 2016	Comment Card at Meeting	I am not convinced the benefit of the proposed project is justified by the cost.	Comment noted.
41	Michael Getz	May 16, 2016	Comment Card at Meeting	But I would consider supporting the project if there is a guarantee that a new boat ramp would be constructed to replace the one that will be removed.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
42	Jared Goebel	May 16, 2016	Comment Card at Meeting	The expanding of US 96 and 69 should not affect the Pine Island boat ramp! The boat ramp is great and very convenient for nearby families to have a good time on the water. The boat ramp does need a little work but that can be fixed while the construction is going on. The boat ramp shall not close!!	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
43	Stephen Grohn	May 16, 2016	Comment Card at Meeting	It is ludicrous to remove the boat ramp and not provide another ramp nearby. All 3 of your alternative ramps do not work. You cannot launch a motor boat in Village Creek as it's too shallow and too far. The Neches River ramp is too far and the river splits many times making the path to Pine Island long and arduous to navigate. DO NOT REMOVE THE BOAT RAMP ACCESS!!	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
44	Hunter Haley	May 16, 2016	Comment Card at Meeting	Do not agree with Pine Island Bayou boat ramp removal.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
45	ConRoy Hughes III	May 16, 2016	Comment Card at Meeting	My family and friends all use the boat ramp for fishing. Keep the ramp, many people use it you will force us to go into Beaumont to use these ramps that are not the best places to put in at (rest of comment illegible.)	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
46	Chase Jaureshi	May 16, 2016	Comment Card at Meeting	There is really no reason to, a lot of people use the boat ramp. I'm always there on a regular basis.	Comment noted.
47	John LaFlamme	May 16, 2016	Comment Card at Meeting	I use the boat ramp and do not want it taken away. The access at this point is outstanding and is a very easy and free put in location. Please do not take away public access to a public waterway.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
48	Lemm	May 16, 2016	Comment Card at Meeting	This was NOT a meeting. This was just telling what will be done! So sad.	Comment noted.
49	Madison Lueth	May 16, 2016	Comment Card at Meeting	It's stupid and there is no need for it.	Comment noted.
50	Cheryl Nelson	May 16, 2016	Comment Card at Meeting	Do NOT take our boat ramp!	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
51	Steve Nelson	May 16, 2016	Comment Card at Meeting	I feel that it is a waste of tax dollars. It will increase traffic on the feeder road causing problems in crossing it. Since the feeder road only goes to the Y it will cause traffic issues where they will merge. More so if they are going to the Kountze side.	The proposed project would provide extra connectivity between Tram Road and Cooks Lake Road which would help meet projected traffic demands, improve mobility, and provide adequate hurricane evacuation. All design components meet or exceed safety regulations specified by TxDOT, and would allow future expansion of the facility to meet projected traffic demands.

*Blue shading indicates comments received before the Public Meeting
*Orange shading indicates comments received after the public comment deadline

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Public Meeting Summary Comment Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
51	Steve Nelson	May 16, 2016	Comment Card at Meeting	I also do not like the idea of losing the existing boat ramp.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
52	Ann O'Bannion	May 16, 2016	Comment Card at Meeting	Concerned with flooding. Our community already floods and this will further impact our flooding.	A hydraulic analysis was completed and the results show that the project would have no impact on historic flood events in the project area. Drainage impact analysis shows that for a 100-year rainfall event, the water surface elevation would remain at or below existing levels. This is due to carefully selected bridge spans and bent configurations. Columns would be located in-line with existing pilings to preserve existing clearance conditions and facilitate the natural flow pattern of the bayou as much as possible.
52	Ann O'Bannion	May 16, 2016	Comment Card at Meeting	Concerned with traffic speed.	Comment noted.
52	Ann O'Bannion	May 16, 2016	Comment Card at Meeting	Concerned with accidents.	Comment noted.
52	Ann O'Bannion	May 16, 2016	Comment Card at Meeting	Concerned with no boat ramp.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
53	Curtis Ann Okun	May 16, 2016	Comment Card at Meeting	Would like to keep the boat ramp as is.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
54	Monty Poe	May 16, 2016	Comment Card at Meeting	There is no need to get rid of the boat ramp. I go there on a regular bases with friends. It keeps us out of trouble as well.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
54	Monty Poe	May 16, 2016	Comment Card at Meeting	There is also no problem with traffic whatsoever.	Comment noted.
55	Paula Poe	May 16, 2016	Comment Card at Meeting	We have used that boat ramp for generations. My son now uses it. You cannot put in on Village Creek to get to where we fish.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
56	Harold Reese	May 16, 2016	Comment Card at Meeting	We need to figure out a way to <u>keep boat ramp</u> .	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
57	Sue Xanna Reid	May 16, 2016	Comment Card at Meeting	Save (or make a new!) boat ramp. Please.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
58	Hunter Richmond	May 16, 2016	Comment Card at Meeting	Getting rid of Pine Island boat ramp would leave many citizens and boat owners upset.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
58	Hunter Richmond	May 16, 2016	Comment Card at Meeting	Building the bridges would raise taxes for our parents and would cause more problems on the roads causing traffic.	Comment noted. The proposed project would provide extra connectivity between Tram Road and Cooks Lake Road which would help meet projected traffic demands, improve mobility, and provide adequate hurricane evacuation. This project has been funded through state and possibly federal funds, and is not part of a future tax-based bond package.
58	Hunter Richmond	May 16, 2016	Comment Card at Meeting	Also the roads would flood during high waters.	A hydraulic analysis was completed and the results show that the project would have no impact on historic flood events in the project area. Drainage impact analysis shows that for a 100-year rainfall event, the water surface elevation would remain at or below existing levels. This is due to carefully selected bridge spans and bent configurations. Columns would be located in-line with existing pilings to preserve existing clearance conditions and facilitate the natural flow pattern of the bayou as much as possible.
59	Phil Rogers	May 16, 2016	Comment Card at Meeting	You need to build an alternative boat ramp in the location. Saying you have access at the Salt Water Barrier is meaningless. No one is going to paddle upstream from there to 69 and back again. You are destroying a recreational opportunity. Also Village Creek is not Pine Island Bayou.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
60	Justin Shaver	May 16, 2016	Comment Card at Meeting	Do not take the only public boat ramp on Pine Island Bayou.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
61	Kemilee Shavers	May 16, 2016	Comment Card at Meeting	There are <u>NO</u> public ramps on the bayou other than this one. I would have to drive an additional 20 min. to access the next ramp and then have to drive the boat about 45 min via Neches River to get back to the bayou. Please consider opening another ramp!	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
62	Robert D. Sims	May 16, 2016	Comment Card at Meeting	I think we should keep boat ramp. A lot of people need it. It's all a lot of retired people have.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
63	Shannon Sims	May 16, 2016	Comment Card at Meeting	I, my family, and many friends use the boat ramp and have my entire life. It would be a sad loss for this community. This boat ramp is a nearby location for families and children.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
64	James Smith	May 16, 2016	Comment Card at Meeting	Game Wardens may need boat ramp for emergency services.	Comment noted.

US 69 at Pine Island Bayou
Hardin and Jefferson Counties, CSJs: 0065-06-063 and 0065-07-060
Public Meeting Summary Comment Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
65	James Kyle Smith	May 16, 2016	Comment Card at Meeting	This project should not happen unless a new boat ramp replaces the one being removed. Think about this - no boat ramp = insufficient emergency response time for local officials to perform rescue in the event of a possible drowning.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
66	Sheila Smith	May 16, 2016	Comment Card at Meeting	Our boat ramp has been there for years no need to change.	Comment noted.
67	Curtis W. Spears	May 16, 2016	Comment Card at Meeting	I understand the need for the project and I support everything EXCEPT the elimination of the boat ramp. I understand that other ramps are available <u>BUT</u> none of the other ramps provide easy access for my family to utilize our non-motorized recreation. Each of the other ramps have specific issues that make them much less desirable for my family.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
67	Curtis W. Spears	May 16, 2016	Comment Card at Meeting	I also doubt anyone will actually read this or care about my opinion.	All comments received within the official comment period have been documented, reviewed, and considered.
68	Stacie Swearingen	May 16, 2016	Comment Card at Meeting	Without the boat ramp there will be no access for emergency crews to enter the water in a timely manner. How will you explain to a frantic mother that it will take an hour or more before emergency teams can get to her child who has possibly drowned because they have to launch a boat at the Salt Water Barrier to reach a point in Hardin County?	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
68	Stacie Swearingen	May 16, 2016	Comment Card at Meeting	The cost of this project is too much when a boat ramp is not included.	Comment noted.
68	Stacie Swearingen	May 16, 2016	Comment Card at Meeting	Widening such a small area for evacuation routes is pointless if you are not going to build additional access over the LNVA Canal.	Improving hurricane evacuation is being undertaken in phases along this corridor. The proposed project would provide extra connectivity between Tram Road and Cooks Lake Road which would help meet projected traffic demands, improve mobility, and provide adequate hurricane evacuation. All design components meet or exceed safety regulations specified by TxDOT, and would allow future expansion of the facility to meet projected traffic demands.
69	Norm Tolpo	May 16, 2016	Comment Card at Meeting	The project does nothing to relieve congestion on HW 69. Why? There should be more traffic lanes to move this increase in automobile traffic. Please hurry before more people get killed.	The proposed project would provide extra connectivity between Tram Road and Cooks Lake Road which would help meet projected traffic demands, improve mobility, and provide adequate hurricane evacuation. Adding capacity to US 69 is beyond the scope of this project. All design components meet or exceed safety regulations specified by TxDOT, and would allow future expansion of the facility to meet projected traffic demands. Additional projects may be evaluated and undertaken in the future if warranted.
69	Norm Tolpo	May 16, 2016	Comment Card at Meeting	P.S. this proposed \$11 million project appears to be a waste of money as far as I know now.	Comment noted.
70	Joe Wells	May 16, 2016	Comment Card at Meeting	This project should not go forward. This is the only place most people can put a boat in to enjoy. Fishing without having to drive extra miles.	Comment noted.
70	Joe Wells	May 16, 2016	Comment Card at Meeting	I don't believe adding lanes will supplement traffic flow as predicted.	Comment noted.
71	Winston Woodard	May 16, 2016	Comment Card at Meeting	I am 73 and me and my dog hand fish, trotline, and boat ride. I would appreciate if you would not close the boat ramp.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
72	Jay Woods	May 16, 2016	Comment Card at Meeting	Do not remove boat ramp! Proposed alternatives do NOT make sense! Should be able to accommodate existing/revised improved boat ramp.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
73	Jordan Woosley	May 16, 2016	Comment Card at Meeting	I do not agree with getting rid of the ONLY boat ramp that Pine Island has. From what I can tell by the proposal map of TxDOTs plans there is plenty of room on the north west side of 69 to keep a boat launch. I believe the community of Hardin County will be devastated by the removal of this ramp and ask you to please reconsider.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
74	Terrell Woosley	May 16, 2016	Comment Card at Meeting	I am opposed to the elimination of the only boat ramp on Pine Island Bayou.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
75	NA	May 16, 2016	Comment Card at Meeting	I see the need for the bridge improvement, but as a lifelong resident and business owner, I also see the need to keep the boat ramp. Your study is flawed, if the boat ramp is removed we will not have access without traveling several mile out of the way to Pine Island Bayou.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
76	NA	May 16, 2016	Comment Card at Meeting	This project is only necessary for hurricane traffic which is a large sum of money to spend for evacuation when contraflow would decrease the need for the project.	Comment noted.
76	NA	May 16, 2016	Comment Card at Meeting	I understand the need as this is the only way to get access and should the current bridges ever develop problems, it may be a need.	Comment noted.
76	NA	May 16, 2016	Comment Card at Meeting	If you could find a way to leave the boat ramp, many people would be ok with the project. The boat ramp the project is proposing use of when the feeder road boat ramp has been removed are much too far away! Thank you.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.

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Public Meeting Summary Comment Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
77	John Atwood	May 16, 2016	Comment Card at Meeting	Need to keep turnarounds	The southern U-turn at Pine Island Bayou would be removed as part of the project. Removal of the southern U-turn has been evaluated considering a number of factors including safety, cost, and maintenance of the facility. Access patterns for areas south of Pine Island Bayou have been considered and it was determined that the removal of the southern U-turn would not eliminate access to adjacent neighborhoods. Traffic currently using the southern U-Turn would proceed 0.7-mile north to the U-turn at Cooks Lake Road. Traffic currently using the northern U-turn would be able to resume normal use of the turnaround after construction activities are completed; however, it is anticipated that most traffic would remain on US 69 and utilize the U-turn at Tram Road.
77	John Atwood	May 16, 2016	Comment Card at Meeting	and build new boat ramp. I live on the water and this is an important part to our area and history. I also own two houses on the feeder road.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
78	Curtis Bloodworth	May 16, 2016	Comment Card at Meeting	Boat ramp missing will impact our lives. From Village Creek to current boat launch by road is 9 miles by water - creek - to river - to Pine Island is 34 miles. I support the TX-DOT project, but do not agree with removal of the boat launch completely. Why not relocate it?	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
79	Codi Burgess	May 16, 2016	Comment Card at Meeting	I <u>do not</u> support the removal of the boat ramp. To remove it will mean the need of all fun on the Pine Island. Neither Creek ramp is deep enough and it is an hour boat ride and very stumpy from Bigner. Our family enjoys fishing close to home. A new feeder is fine but <u>please</u> at least re-locate and re-build the ramp. We need it.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
80	Bill Ehrhart	May 16, 2016	Comment Card at Meeting	I have used the existing boat ramp for 40 years or more. I feel there is room for a new boat ramp. Don't do the project and take our recreation away.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
80	Bill Ehrhart	May 16, 2016	Comment Card at Meeting	I agree that more lanes are needed on the highway.	Comment noted.
81	Craig Logan	May 16, 2016	Comment Card at Meeting	There are 2 major concerns: 1) Keep the boat ramp. There is plenty of room allocated west of its current location. a - one for safety reasons. Drowning in the bayou will make it extremely time consuming to find a place to dock. b - simple fact of recreation for decades. Nearest way to bayou would be to drive 30-40 minutes or row for 2 days.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
81	Craig Logan	May 16, 2016	Comment Card at Meeting	2) keep southbound existing turnaround. Also for emergencies and added convenience for residential and property owners in the neighborhood. Not to mention the cost would be minimal to add ramps to turnaround in the grand scheme of \$11 million	The southern U-turn at Pine Island Bayou would be removed as part of the project. Removal of the southern U-turn has been evaluated considering a number of factors including safety, cost, and maintenance of the facility. Access patterns for areas south of Pine Island Bayou have been considered and it was determined that the removal of the southern U-turn would not eliminate access to adjacent neighborhoods. Traffic currently using the southern U-Turn would proceed 0.7-mile north to the U-turn at Cooks Lake Road. Traffic currently using the northern U-turn would be able to resume normal use of the turnaround after construction activities are completed; however, it is anticipated that most traffic would remain on US 69 and utilize the U-turn at Tram Road.
81	Craig Logan	May 16, 2016	Comment Card at Meeting	Please email me confirmation that my comments have been read, received, and taken into serious consideration.	All comments received within the official comment period have been documented, reviewed, and considered.
82	Stephen Melvin	May 16, 2016	Comment Card at Meeting	The increase in traffic is only moving a bottle neck 2 miles closer to Lumberton.	The project is intended to address existing and projected traffic demands along US 69. All design components meet or exceed safety regulations specified by TxDOT, and would allow future expansion of the facility to meet projected traffic demands. Additional projects in the project corridor may be evaluated and undertaken in the future if warranted. A long-term corridor improvement plan is being developed that includes the area of concern.
82	Stephen Melvin	May 16, 2016	Comment Card at Meeting	The boat ramp is very important to the community. There is plenty of room on the west side of the proposed plan to add a ramp that you propose to remove.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
83	Dan Runnels	May 16, 2016	Comment Card at Meeting	The lose of boat ramp does away with reasonable access to Bayou. Could land on north side east or west of bridge be obtained for a boat ramp?	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
84	Charles E. Taggart	May 16, 2016	Comment Card at Meeting	Hope you can save the boat ramp because it is long run to go to Beaumont to launch boat and a long expense boat ride to get to that part of Pine Island Bayou. I use the ramp 6 to 8 times a year. Been using it since 1960. Also, if someone drowns in the Bayou the first responders need to get their boats in the Bayou.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
85	Erik Tolpo	May 16, 2016	Comment Card at Meeting	Turnaround on Hardin County side should remain	The southern U-turn at Pine Island Bayou would be removed as part of the project. Removal of the southern U-turn has been evaluated considering a number of factors including safety, cost, and maintenance of the facility. Access patterns for areas south of Pine Island Bayou have been considered and it was determined that the removal of the southern U-turn would not eliminate access to adjacent neighborhoods. Traffic currently using the southern U-Turn would proceed 0.7-mile north to the U-turn at Cooks Lake Road. Traffic currently using the northern U-turn would be able to resume normal use of the turnaround after construction activities are completed; however, it is anticipated that most traffic would remain on US 69 and utilize the U-turn at Tram Road.

US 69 at Pine Island Bayou
Hardin and Jefferson Counties, CSJs: 0065-06-063 and 0065-07-060
Public Meeting Summary Comment Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
85	Erik Tolpo	May 16, 2016	Comment Card at Meeting	TxDOT and TPWD should get together as state agencies and keep boat ramp	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
85	Erik Tolpo	May 16, 2016	Comment Card at Meeting	Install traffic control devices at Cooks Lake Rd and Keith Road to limit speed and accidents at those intersections due to new access road.	Traffic signals are not part of this project. The intersection of Cooks Lake Road and Keith Road is outside of the proposed project construction limits. Additional projects along the US 69 corridor may be evaluated and undertaken in the future if warranted. Traffic control during construction would meet or exceed TxDOT design and safety standards.
86	Robert J. Wood	May 16, 2016	Comment Card at Meeting	Do we need this?	Comment noted.
87	Lemm	May 16, 2016	Comment Card at Meeting	Don't need turnaround.	Comment noted.
87	Lemm	May 16, 2016	Comment Card at Meeting	Want to keep boat ramp. No other boat ramp available.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
88	Kenneth Lemm	May 16, 2016	Comment Card at Meeting	The Pine Island Bayou boat ramp needs to stay in place. There is no other boat ramp for use on Pine Island Bayou.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
89	Terry Denson	May 16, 2016	Comment Card at Meeting	Please fund the boat ramp! I realize that the state has a certain status of construction concerning the boat ramp, but it does not have to be a large project, just access is all we need. Minimal amount; low buck it! I know the state will always do top shelf work on all projects. The boat ramp will be no acception. But I am pleading with you to find a way to keep the boat ramp open! It doesn't have to be a great; wonderful ramp we don't have that now. Just use wash out to build it! We just need access to that part of the bayou.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
89	Terry Denson	May 16, 2016	Comment Card at Meeting	Please account for neighborhoods close to project concerning noise and access. Please consider the people in the adjoining neighborhoods when doing this work. Thanks.	A traffic noise analysis will be conducted as part of the environmental compliance process. Access to adjacent residential areas would be maintained throughout construction through the use of construction phasing and detours.
89	Terry Denson	May 16, 2016	Comment Card at Meeting	Thank you for the opportunity for comments.	Comment noted.
89	Terry Denson	May 16, 2016	Comment Card at Meeting	Emergency services needs access to that part of the bayou.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
90	Mark Mathias Brackin IV	May 16, 2016	Comment Card at Meeting	I have lived on Pine Island Bayou my entire life. In the summers, my truck can be seen at the ramp almost every day after work. The ramp is close to my house and very convenient. To take away this ramp would almost completely prevent me from accessing the bayou on a regular basis. From the proposed plans, there seems to be enough room for a ramp west of the new bridge. Your spokesperson says that the project has yet to be funded. He also says that the 11 million dollar project does not include enough to replace the ramp. He also says once the environmental stuff gets approved that they will "find a way to get the project funded." Find a way to include a ramp and save our local access to our natural resources.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
91	David Martin	May 16, 2016	Comment Card at Meeting	There are many false statements. There is one boat ramp on Pine Island the next closes on Pine Island is 30 miles. 8 from PI - 8 miles to Village Creek 10 miles to Neches River the rest down stream on the Neches. I have many more comments but not tonight.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
92	Dave McCulman	May 16, 2016	Comment Card at Meeting	My primary concern is the boat launch. This project should be viewed as an opportunity to improve the boat launch not remove it. The boat launch is used by hundreds of people primarily on weekends, but myself and others also use it on the weekdays. The proposed alternatives are not practical at all. live on the water and removal of this boat ramp would mean that I would lose boating access to my property (backyard) 30-40% of the time. There is plenty of real-estate to look at moving the boat ramp temporarily while the project is in process, or permanently. The LNVA pump station at the end of Helbig Rd in Beaumont for instance could possibly be a solution. I think that the project officials should consider this boat launch a public fixture that has been in operation for more than 50 years. You can't just remove it.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
93	Rod L. Ousley	May 16, 2016	Comment Card at Meeting	There will be no boat ramp access to respond to emergency situations and flooding in Artesian Acres. Village Creek at 96 and the state park are not realistic options.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
93	Rod L. Ousley	May 16, 2016	Comment Card at Meeting	Adding additional pilings by the bayou will impede water and increase flooding.	A hydraulic analysis was completed and the results show that the project would have no impact on historic flood events in the project area. Drainage impact analysis shows that for a 100-year rainfall event, the water surface elevation would remain at or below existing levels. This is due to carefully selected bridge spans and bent configurations. Columns would be located in-line with existing pilings to preserve existing clearance conditions and facilitate the natural flow pattern of the bayou as much as possible.
93	Rod L. Ousley	May 16, 2016	Comment Card at Meeting	Public safety and the protection of life and property should be more important than adding additional lanes to a service road that will bottle up and make traffic worse to the north in Lumberton and will do the same to the south at the Lawrence Drive area.	Comment noted.

US 69 at Pine Island Bayou
Hardin and Jefferson Counties, CSJs: 0065-06-063 and 0065-07-060
Public Meeting Summary Comment Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
93	Rod L. Ousley	May 16, 2016	Comment Card at Meeting	Every morning Monday-Friday individuals exit HWY 69, 96 at Tram Road and travel the service road to the south until they get to the Lawrence Drive area, then tie up traffic re-entering the highway due to the fact they can't cross the LNVA Canal. Why build a service road over Pine Island Bayou and not the LNVA Canal?	The proposed project would provide extra connectivity between Tram Road and Cooks Lake Road which would help meet projected traffic demands, improve mobility, and provide adequate hurricane evacuation. Improvements North of Cooks Lake Road and South of Tram Road are outside the limits and scope of this project. Additional projects along the US 69 corridor may be evaluated and undertaken in the future if warranted.
94	Leon Wilcox	May 16, 2016	Comment Card at Meeting	Where I live the train tracks are blocked sometimes because they are waiting to clear train at the calder sub station or quilty mat bring car into their railhead. If you close the turnaround on the Beaumont side we would haft to go down Helbig to get to the Eastex freeway. The fire and rescue go down Broad Oak to get to our addition because GPSs that send them that way. Your wanting to put the cart before the horse finish work from Lucas move the excess rd over on both sides of the bayou leave the turn around please on both sides.	The entrance to East Broad Oak would be minimally impacted during construction. Vehicles exiting would have to take Helbig Road during construction. Once construction is complete, access to the U-turn at Cooks Lake Road would be established for those wishing to exit towards US 69.
95	Jerome Vogel	May 16, 2016	Comment Card at Meeting	I live on the Beaumont side of Pine Island Bayou. I live on the water one mile from the project.	Comment noted.
95	Jerome Vogel	May 16, 2016	Comment Card at Meeting	Don't close the underpass, I use it daily. Lamar Institute of Technology uses the underpass for 18-wheeler driver training. Keep it. It's educational!	The southern U-turn at Pine Island Bayou would be removed as part of the project. Removal of the southern U-turn has been evaluated considering a number of factors including safety, cost, and maintenance of the facility. Access patterns for areas south of Pine Island Bayou have been considered and it was determined that the removal of the southern U-turn would not eliminate access to adjacent neighborhoods. Traffic currently using the southern U-Turn would proceed 0.7-mile north to the U-turn at Cooks Lake Road. Traffic currently using the northern U-turn would be able to resume normal use of the turnaround after construction activities are completed; however, it is anticipated that most traffic would remain on US 69 and utilize the U-turn at Tram Road.
95	Jerome Vogel	May 16, 2016	Comment Card at Meeting	Keep the boat ramp.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
95	Jerome Vogel	May 16, 2016	Comment Card at Meeting	I work with the Big Thicket National Preserve. Don't mess up the hydraulics of the Bayou.	Comment noted. A hydraulic analysis was completed and the results show that the project would have no impact on historic flood events in the project area. Drainage impact analysis shows that for a 100-year rainfall event, the water surface elevation would remain at or below existing levels. This is due to carefully selected bridge spans and bent configurations. Columns would be located in-line with existing pilings to preserve existing clearance conditions and facilitate the natural flow pattern of the bayou as much as possible.
95	Jerome Vogel	May 16, 2016	Comment Card at Meeting	Yes, I want the extra lanes (with 45 mph speed limit).	Comment noted. TxDOT would establish the posted speed limit in accordance with local ordinances and/or an 85th percentile speed analysis.
95	Jerome Vogel	May 16, 2016	Comment Card at Meeting	The closing of the south side underpass can affect emergency services in Beaumont.	The southern U-turn at Pine Island Bayou would be removed as part of the project. Removal of the southern U-turn has been evaluated considering a number of factors including safety, cost, and maintenance of the facility. Access patterns for areas south of Pine Island Bayou have been considered and it was determined that the removal of the southern U-turn would not eliminate access to adjacent neighborhoods. Traffic currently using the southern U-Turn would proceed 0.7-mile north to the U-turn at Cooks Lake Road. Traffic currently using the northern U-turn would be able to resume normal use of the turnaround after construction activities are completed; however, it is anticipated that most traffic would remain on US 69 and utilize the U-turn at Tram Road.
96	Vicki Wilcox	May 16, 2016	Comment Card at Meeting	1st - If y'all do this Broad Oak and Sherwood would need to be improved for all the excess traffic to our neighborhood and the RR tracks on Sherwood would not be able to sit and switch for long periods of time. 18-wheelers <u>MUST</u> be stopped from coming into our addition. They run through our yard all the time. Tram at Eastex stop sign, road needs to be improved to support all the extra heavy traffic that will be going that way, Blacktop is not an option!!!	The project scope is limited to the US 69 corridor within the ROW. Impact due to construction activities may be analyzed to mitigate negative impact on the local facilities. TxDOT is considering current conditions, and the pavement structure would be evaluated to determine optimal life-cycle and maintenance costs and safety. Signs may be posted indicating that cross streets would be closed to through traffic. Enforcement of this restriction would be carried out by the local police department.
96	Vicki Wilcox	May 16, 2016	Comment Card at Meeting	Our addition would only have one way in and out, prevents emergency response vehicles from accessing our addition.	The southern U-turn at Pine Island Bayou would be removed as part of the project. Removal of the southern U-turn has been evaluated considering a number of factors including safety, cost, and maintenance of the facility. Access patterns for areas south of Pine Island Bayou have been considered and it was determined that the removal of the southern U-turn would not eliminate access to adjacent neighborhoods. Traffic currently using the southern U-Turn would proceed 0.7-mile north to the U-turn at Cooks Lake Road. Traffic currently using the northern U-turn would be able to resume normal use of the turnaround after construction activities are completed; however, it is anticipated that most traffic would remain on US 69 and utilize the U-turn at Tram Road.
97	John Weikel	May 16, 2016	Comment Card at Meeting	My primary concern regards loss of boat access. The proposed alternative launch points are not reasonable. The two on Village Creek require navigation through shallow, winding waters with underwater obstructions (suitable for a canoe) down to the Neches River and then back up to Pine Island Bayou. This is a long and potentially dangerous route, especially in low visibility or low water. The launch at Salt Water Barrier poses security concerns for vehicles parked there. This actually presents an opportunity to improve a public fixture (the boat ramp) for all to benefit. A reasonable alternative can be had by either temporarily (during construction) or permanently by allowing the public access/use of the ramp located at the LNVA pump station a little over a mile down stream of the current ramp. This is near Helbig Rd and Voth cut-off. Thank you for considering and addressing these reasonable concerns.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.

US 69 at Pine Island Bayou
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Public Meeting Summary Comment Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
98	Terry Denson	May 4, 2016	Email Record	I live in Rose Hill Acres; which is the neighborhood on the west side of 69 right by Pine Island Bayou. Some of our houses back up to the Bayou. When building this bridge are you going temporarily block the bayou Will we incur more water than we currently have; when we have rain. Can you reconsider closing the boat ramp; it is very important to both Cooks Lake and Rose Hill Acres residents. If you will not reconsider ; can you build a ramp at Cooks Lake Road Park ? Will we have a turn around under the north side of the bridge ?	Response from Andrew Lee, May 5, 2016: There will be no need to block the bayou for construction. We will also be placing the proposed bridges at the same low chord elevations as the main lanes to ensure no negative impacts in regards to flooding upstream. The boat ramp is not being replaced because the available funding for this project is designated specifically for roads and bridges. However, I encourage you to attend the public meeting where written comments can be submitted for the record and consideration. Currently, the proposed design would only remove the Beaumont U-turn, leaving the north U-turn in place. We'll also have numerous exhibits and people familiar with the project at the meeting to answer any follow up questions you may have. Update: The bayou would not be blocked such that the water surface level increases and causes flooding. A hydraulic analysis was completed and the results show that the project will have no impact on historic flood events in the project area. The northern turnaround will remain. All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
99	Emily Clisby	May 12, 2016	Email Record	Please see attached letter from Brandt Mannchen, Chairman of Big Thicket Committee, to Andrew Lee, TxDOT Beaumont District Bridge Engineer, containing comments on the proposed improvement to US 69 at Pine Island Bayou, from Tram Road to Cooks Lake Road, in Jefferson and Hardin Counties. Each Commissioner was sent a copy of this letter. (Commenter has attached a copy of the Sierra Club Letter; comments include concerns about environmental documentation, potential, direct, indirect, and cumulative impacts to Big Thicket National Preserve and coordination with the National Park Service.	Response from Tucker Ferguson, May 12, 2016: Emily, this letter was received as part of our public outreach and public meeting this coming Monday. It will be entered into the public record for the project. We will evaluate as part of the environmental process and respond accordingly.
100	Irl Zuber	May 16, 2016	Email Record	I have no objection to adding frontage road bridges across Pine Island Bayou at 69/96/287 bridge. I expect they will flood every few years but they should offer traffic relief in the event of an accident at the bridge.	Response from Andrew Lee, May 16, 2016: Thank you for the positive feedback! We're placing the proposed bridges at the same elevation as the existing mainlane bridge, so no flooding is anticipated.
101	JoAnn Cook	May 16, 2016	Email Record	If you build the bridges over Pine Island what will happen to our boat ramp. There are a lot of people that use that boat ramp, any other place to launch a boat is too far away. It will cost more in gas to go to any other ramp and is more dangerous , we have been using this more than 40 years.	Response from Andrew Lee, May 17, 2016: Thank you for your comments. They have been added to the project record. All comments will be considered and addressed. A Public Meeting Summary will be made available at a later date once the public comment period has concluded (May 26, 2016). Please encourage anyone you know with an interest in this project to provide feedback. Thank you. All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
102	Mark Brannon	May 17, 2016	Email Record	Widen the bridge is needed, but to lose the boat ramp is not acceptable. Boating and fishing in the Pine Island Bayou is a major recreational resource for all and is heavily used. There is also a need for police, Wildlife & Fisheries, and the River Authorities to access the Bayou. What the heck are they thinking, just not acceptable. There will be much public uprising over this.	Response from Andrew Lee, May 17, 2016: Thank you for your comments. They have been added to the project record. All comments will be considered and addressed. A Public Meeting Summary will be made available at a later date once the public comment period has concluded (May 26, 2016). Please encourage anyone you know with an interest in this project to provide feedback. Thank you. All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
103	Chuck Zabish	May 18, 2016	Email Record	There are plenty of bridges in Hardin Co. that need repaired. 11 million dollars would go a long way. We are talking 11 million. Every year the federal state and local governments take from the working people and this is another example of that. Once you give something up you never get it back.	Response from Andrew Lee, May 18, 2016: Thank you for your comments. They have been added to the project record. All comments will be considered and addressed. A Public Meeting Summary will be made available at a later date once the public comment period has concluded (May 26, 2016). Please encourage anyone you know with an interest in this project to provide feedback. Thank you. Comment noted.

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Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
103	Chuck Zabish	May 18, 2016	Email Record	In the summer you can't get down Village Creek in a canoe it is so shallow. The Bigner Road boat ramp is in the hood, I would not leave my truck parked there for the day. If your engineers can't figure out how to build the bridges and a boat ramp you might want to get some new engineers.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
104	Jerry Anderson	May 18, 2016	Email Record	Dear sir I have been fishing the pine island bayou for about 20 plus years. I will be very disappointed if the boat ramp is removed. I mainly fish the west side of the bridge on hwy 69. If you remove the ramp it will take me a good hour to get to where I fish. I would have to go to salt water barrier and back up the bayou. Now it takes me about 10 minutes to get to my fishing spot. Over the years I bet I have put in close to thousand times at the old ramp. I love to fish so please keep our boat ramp.	Response from Andrew Lee, May 18, 2016: Thank you for your comments. They have been added to the project record. All comments will be considered and addressed. A Public Meeting Summary will be made available at a later date once the public comment period has concluded (May 26, 2016). Please encourage anyone you know with an interest in this project to provide feedback. Thank you.
					All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
104	Jerry Anderson	May 18, 2016	Email Record	One of my concerns is that more and more people will be speeding down the feeder road to get ahead of traffic. I see that happen now, I can imagine what it be like when you open the feeder road up.	Comment noted. It is anticipated that most traffic would remain on US 69 because traffic moving along the frontage roads would be slowed at the intersections of Cooks Lake Road and Tram Road. Furthermore, the frontage roads have a lower design speed and would have a slower posted speed compared to the freeway. The existing ramp configuration would remain as it is today. Enforcement of local speed limits is outside of TxDOT's purview and will be carried out by the local police department.
105	Chris Wolfe	May 18, 2016	Email Record	Don't see the need to spend 11 million dollars for 2 feeder road bridges. The boat ramp is a valuable commodity to the area, it needs to be improved not removed! You people decide we don't need a boat ramp, you must not live around here to fish. The Village Creek is too shallow to float a bigger boat in, only leaving the ramp on Bigner for us to use. We "the taxpayers" need a good ramp in south Hardin County. SAVE THE RAMP.	Response from Andrew Lee, May 18, 2016: Thank you for your comments. They have been added to the project record. All comments will be considered and addressed. A Public Meeting Summary will be made available at a later date once the public comment period has concluded (May 26, 2016). Please encourage anyone you know with an interest in this project to provide feedback. Thank you.
					All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
106	Earl Hines	May 18, 2016	Email Record	Thank you for inviting public comment regarding TxDOT's proposal to widen US Hwy 69 at Pine Island Bayou. I applaud and support alleviating traffic congestion that can occur at this location, but not if it destroys a vital and strategically-located boat ramp.	Response from Andrew Lee, May 18, 2016: Thank you for your comments. They have been added to the project record. All comments will be considered and addressed. A Public Meeting Summary will be made available at a later date once the public comment period has concluded (May 26, 2016). Please encourage anyone you know with an interest in this project to provide feedback. Thank you.
		May 23, 2016	Mail Record		Comment noted.
106	Earl Hines	May 18, 2016	Email Record	State Representative James White and citizens who attended your May 16 public information meeting at Roy Guess Elementary School articulated numerous and solid reasons why boat access at that location must be maintained. I won't regurgitate those, except to emphasize that alternative ramps identified by TxDOT are so impractical as to indicate that any suggestion that they would suffice surely was made tongue-in-cheek. My opinion is that the existing boat ramp and parking area should be improved and expanded as part of the overall TxDOT project. Additional costs will be inevitable, but I suspect that supplemental funding can be secured from Texas Parks & Wildlife, National Park Service, Jefferson County, Hardin County, City of Beaumont, City of Lumberton, Big Thicket Association, etc., because the end result would be an important benefit for all.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW. The parking area would be considered in the detailed design of the project to include turning movements and improved surface.
		May 23, 2016	Mail Record		
106	Earl Hines	May 18, 2016	Email Record	I do not understand the U-Turn issue well enough to comment intelligently. Common sense, however, suggests that both north and south bound traffic would benefit therefrom, and most freeways are so designed.	The southern U-turn at Pine Island Bayou would be removed as part of the project. Removal of the southern U-turn has been evaluated considering a number of factors including safety, cost, and maintenance of the facility. Access patterns for areas south of Pine Island Bayou have been considered and it was determined that the removal of the southern U-turn would not eliminate access to adjacent neighborhoods. Traffic currently using the southern U-Turn would proceed 0.7-mile north to the U-turn at Cooks Lake Road. Traffic currently using the northern U-turn would be able to resume normal use of the turnaround after construction activities are completed; however, it is anticipated that most traffic would remain on US 69 and utilize the U-turn at Tram Road.
		May 23, 2016	Mail Record		

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Public Meeting Summary Comment Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
107	Keli McCalman	May 18, 2016	Email Record	Dear sir, I am writing to ask you to reconsider the destruction of the existing boat ramp at Cooks Lake Road. It is used by hundreds of boaters every month, including my family and I, and it is one of the things we love to do in Beaumont. I have young children, who enjoy the 10 min boat ride to our house, but would not enjoy the 45 min boat ride from the ramp at the salt water barrier. This would severely limit our boating activity, and may mean relocation of our family to another area should we lose access. We love living on Pine Island Bayou, please preserve our ability to fish these pristine waters. I am in full support of the bridge project if the boat ramp is maintained or re-located. We use it regularly, as do hundreds of other boaters and the ramp at the Salt Water barrier is a full 45 min boat ride from current ramp. Please maintain access to beautiful Pine Island Bayou.	Response from Andrew Lee, May 19, 2016: Thank you for your comments. They have been added to the project record. All comments will be considered and addressed. A Public Meeting Summary will be made available at a later date once the public comment period has concluded (May 26, 2016). Please encourage anyone you know with an interest in this project to provide feedback. Thank you.
					All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
108	Mark Okun	May 18, 2016	Email Record	I've been using that boat ramp for 40 years. I feed my family from the trotline catfish and white perch. It's a way of life and living.	Comment noted.
109	Joey Campbell	May 18, 2016	Email Record	My dad brought me there when I was a kid and I brought my kids there the same and I'm sure they will bring their kids one day the same. Thank you.	Comment noted.
110	Amber Davis	May 18, 2016	Email Record	Me and my sons and family have used this ramp for decades. It's been a tradition. It would so be out of the way to use any other ramp.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
111	Addie Okun	May 18, 2016	Email Record	My family uses the boat ramp all the time. Please leave our boat ramp.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
112	Jamie Pitts	May 20, 2016	Email Record	Keep boat ramp.	Response from Andrew Lee, May 20, 2016: Thank you for your comments. They have been added to the project record. All comments will be considered and addressed. A Public Meeting Summary will be made available at a later date once the public comment period has concluded (May 26, 2016). Please encourage anyone you know with an interest in this project to provide feedback. Thank you.
		May 23, 2016	Mail Record		All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
113	Jill Modlin	May 20, 2016	Email Record	While I realize the need for rapid emergency evacuation routes in our hurricane prone area, I feel the removal of the boat ramp at the Pine Island Bayou would adversely affect property values in our area. We live directly on the water, but boat access is through this ramp. Most, if not all, of my neighbors own boats because of our ease of access. Without the Pine Island boat ramp, all current users of the boat ramp would need to go to the Salt Water Barrier to put in. This is a considerable distance from our homes and the increased traffic would make the Salt Water Barrier ramp extremely busy. When putting in at Pine Island, most times there are at least 6 vehicles at any given time putting in or taking out. There is almost continuous use of the ramp and it would be a shame to so limit our cities enjoyment of Big Thicket National Forest and Pine Island Bayou. Conversely, the businesses directly related to the fishing in Beaumont such as bait and tackle shops in the area would go out of business as citizens elect to go to the Gulf, Port Arthur, or Lake Charles because they have no convenient entry. Please maintain our access to the beautiful Pine Island Bayou.	Response from Andrew Lee, May 20, 2016: Thank you for your comments. They have been added to the project record. All comments will be considered and addressed. A Public Meeting Summary will be made available at a later date once the public comment period has concluded (May 26, 2016). Please encourage anyone you know with an interest in this project to provide feedback. Thank you.
					All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
114	Brian Wolfe	May 25, 2016	Email Record	I would like to cast my vote to keep the boat ramp. It is a valuable asset to the area. We should improve it rather than get rid of it. Thank you.	Response from Andrew Lee, May 25, 2016: Thank you for your comments. They have been added to the project record. All comments will be considered and addressed. A Public Meeting Summary will be made available at a later date once the public comment period has concluded (May 26, 2016). Please encourage anyone you know with an interest in this project to provide feedback. Thank you.
					All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
115	Cindy Wolfe	May 25, 2016	Email Record	We need to have a boat ramp in south Hardin County. It should be improved, not removed.	Response from Andrew Lee, May 25, 2016: Added to the project record. Thanks again.
					All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.

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116	Judy Brown	May 28, 2016	Email Record	There is talk about widen the bridge over Pine Island Bayou. I think we need another alternative to get out of Beaumont. I would suggest looking at extending Major Drive north, construct another bridge over Pine Island Bayou, and connecting with Hwy 421. This would send people north and connect with Hwy 69. This would give mid county a way out.	Response from Andrew Lee, June 2, 2016: Thank you for you comments. They have been added to the project record. All comments will be considered and addressed. A Public Meeting Summary will be made available at a later date once the public comment period has concluded. Thanks again. The proposed project would provide extra connectivity between Tram Road and Cooks Lake Road which would help meet projected traffic demands, improve mobility, and provide adequate hurricane evacuation. Improvements North of Cooks Lake Road and South of Tram Road are outside the limits and scope of this project. Additional projects along the US 69 corridor may be evaluated and undertaken in the future if warranted.
117	Chuck Zabish	August 21, 2016	Email Record	I don't know why you can't redo the north bound side witch could help in an evacuation but few people head south.	The proposed project is intended to provide additional emergency evacuation capacity within the existing ROW.
117	Chuck Zabish	August 21, 2016	Email Record	The other thing if your going to spend 12 million of tax payers money what's another 200,000 for a boat ramp either way it's on us.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
118	Gerald Jannise Linda Jannise Paul Alew Jannise Mickey Jannise	May 13, 2016	Mail Record	Mr. Andrew Lee, I live in Silsbee and without the boat ramp I will not be fishing Pine Island. There are a lot of people who use the boat ramp. Village Creek boat ramp will not do most boaters any good because the water gets so low and most boats can't run without hitting bottom. You have room on the bridge to make a running lane across both sides. Yes, the new road and bridge would be nice if you go to Beaumont, but we need our boat ramp. Without Pine Island boat ramp I (we) say NO!! Add a \$1.00 to Hunting & Fishing License to build new ramp and we'll all be happy!	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
118	Gerald Jannise Linda Jannise Paul Alew Jannise Mickey Jannise	May 13, 2016	Mail Record	A bridge is really need over LNVA. The on-ramp needs to be done away with, this is a death trap. People will not let you in. I've seen vehicles almost hit the bridge.	The proposed project would provide extra connectivity between Tram Road and Cooks Lake Road which would help meet projected traffic demands, improve mobility, and provide adequate hurricane evacuation. Improvements North of Cooks Lake Road and South of Tram Road are outside the limits and scope of this project. Additional projects along the US 69 corridor may be evaluated and undertaken in the future if warranted.
119	Steve Langston	May 19, 2016	Mail Record	Without the boat ramp and slower traffic the business I lease to will suffer. Also, myself and my two sons learned to swim, boat and fish here and would like my grandchildren to do the same. Thanks for your time concerning this matter.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
120	Lynette Banks	May 19, 2016	Mail Record	We want boat ramp. What about a rescue in water.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
121	Bobby Flanagan	May 19, 2016	Mail Record	I think the feeder road bridges are a "Great" idea! Pine Island has always been a bottle neck.	Comment noted.
121	Bobby Flanagan	May 19, 2016	Mail Record	I don't like the idea of losing our boat ramp. That small boat ramp has a lot of usage. Village Creek is useless unless it's flooded or you have a canoe. Salt Water Barrier is so remote. There is always thugs hanging out down there. I had 2 tires cut on my truck parked there. I don't feel safe parking and using that ramp. We need a ramp at Pine Island!	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
122	David L. Desormeaux	May 19, 2016	Mail Record	I want to see the current bridge and any future ones span the Pine Island Bayou at this location and not block it! Pilings in the water there get damned up with trees and debris in some major water events when drainage is most needed.	A hydraulic analysis was completed and the results show that the project would have no impact on historic flood events in the project area. Drainage impact analysis shows that for a 100-year rainfall event, the water surface elevation would remain at or below existing levels. This is due to carefully selected bridge spans and bent configurations. Columns would be located in-line with existing pilings to preserve existing clearance conditions and facilitate the natural flow pattern of the bayou as much as possible.
123	John W. Paul	May 19, 2016	Mail Record	Dear Mr. Lee: I am in receipt of TXDOT notice concerning the May 16 meeting to discuss the Highway 69 Pine Island bridge project. I am unable to make the meeting; however I wish to express opposition to the removal of the boat launch under the bridge at Highway 69. If a new boat launch cannot be built at approximately the same location, then I believe the bridge part of the project should be cancelled.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
123	John W. Paul	May 19, 2016	Mail Record	Frankly, I don't see the need for a second (service road) bridge at that location anyway. Such a project will incur enormous expense and have significant negative impact on the Pine Island Big Thicket corridor unit.	Comment noted. The proposed project would provide extra connectivity between Tram Road and Cooks Lake Road which would help meet projected traffic demands, improve mobility, and provide adequate hurricane evacuation. All improvements are located within existing TxDOT ROW.
123	John W. Paul	May 19, 2016	Mail Record	If you folks are looking to spend our taxpayer money, how ABOUT FIXING HIGHWAY 87 AT 124, so we property owners on Bolivar Peninsula don't have to wait for low tide to access our property.	This intersection is outside of the project limits. Additional projects in the project corridor may be evaluated and undertaken in the future if warranted. Comment has been forwarded to the TxDOT Houston District, P.O. Box 1386, Houston, Texas 77251.

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124	Emile Landry	May 23, 2016	Mail Record	Due to the loss of the boat ramp in this project, I'm opposed to this project. This is a greater loss than TxDOT understands. Lack of access to the Bayou at this point is a loss for the community, first responders to help on the bayou, some peoples living, water access to homes, and many more! A new boat ramp should be put in place before work even begins. Loss of access to the bayou for even one day effects many peoples lives and livelihood! Please fix this for state, community, safety, and access to the nature we love to enjoy in southeast TX.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
125	Kenny Sims	May 24, 2016	Mail Record	I am "for" the construction of the new feeder road bridges. I really want the boat ramp to be moved 200 feet west of the existing boat ramp. This boat ramp plays a vital role in many people's outdoor activities.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
126	Kathryne Colligan	May 25, 2016	Mail Record	Closing U-turn will delay medical emergency vehicles responding time. Removing boat ramp eliminates first rescues from bayou. Removing boat ramp will eliminate flood evacuation from bayou.	The southern U-turn at Pine Island Bayou would be removed as part of the project. Removal of the southern U-turn has been evaluated considering a number of factors including safety, cost, and maintenance of the facility. Access patterns for areas south of Pine Island Bayou have been considered and it was determined that the removal of the southern U-turn would not eliminate access to adjacent neighborhoods. Traffic currently using the southern U-Turn would proceed 0.7-mile north to the U-turn at Cooks Lake Road. Traffic currently using the northern U-turn would be able to resume normal use of the turnaround after construction activities are completed; however, it is anticipated that most traffic would remain on US 69 and utilize the U-turn at Tram Road.
126	Kathryne Colligan	May 25, 2016	Mail Record	Removing boat ramp eliminates recreational boat from enjoying bayou.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
127	Allie Joyce Baker	June 2, 2016	Mail Record	Our biggest concern is about flooding worsin after bridge is built when lots of rain.	A hydraulic analysis was completed and the results show that the project would have no impact on historic flood events in the project area. Drainage impact analysis shows that for a 100-year rainfall event, the water surface elevation would remain at or below existing levels. This is due to carefully selected bridge spans and bent configurations. Columns would be located in-line with existing pilings to preserve existing clearance conditions and facilitate the natural flow pattern of the bayou as much as possible.
127	Allie Joyce Baker	June 2, 2016	Mail Record	But you are probably right about helping to control traffic.	Comment noted.
128	Regina M. Walker	June 2, 2016	Mail Record	I have many concerns beginning with flooding for our home as well as the flooding on Cooks Lake Rd. Some of us have already lost property to Pine Island Bayou and the rest stand to lose some of ours and we all stand to lose everything we have. I personally live in a land pit where every piece of property around me is higher then us except the back side of our property meaning water has one way to come in and one way out rite now the docks collect some of the water and the feeder does as well. due to y'all building up the land on the feeder for the new feeder, the water will have no choice but to come into our properties which means we get flooded out every time the water rises 3 or more inches and we lose everything. My request is that the portion of the feeder that is being removed and the existing ditches be dug deeper for more water storage when the water rises.	A hydraulic analysis was completed and the results show that the project would have no impact on historic flood events in the project area. Drainage impact analysis shows that for a 100-year rainfall event, the water surface elevation would remain at or below existing levels. This is due to carefully selected bridge spans and bent configurations. Columns would be located in-line with existing pilings to preserve existing clearance conditions and facilitate the natural flow pattern of the bayou as much as possible. There would be no net increase in fill within the 100-year floodplain.
128	Regina M. Walker	June 2, 2016	Mail Record	My second concern is the safety of drivers leaving the feeder entering the turnaround due to the degree of the turns. Especially for commercial drivers whom drive tractor trailers and big rigs the decrease in speed required as well as the sharp turns.	The southern U-turn at Pine Island Bayou would be removed as part of the project. Traffic currently using the southern U-turn would proceed 0.7-mile north to the U-turn at Cooks Lake Road. Traffic currently using the northern U-turn would be able to resume normal use of the turnaround after construction activities are completed; however, it is anticipated that most traffic would remain on US 69 and utilize the U-turn at Tram Road. Existing curve radii and clearances would remain the same on the remaining U-turn, and the connections to the access road would satisfy turning movements for semi-trailer trucks of a wheel base of 62 feet (WB-62). The design of the access road connection to the frontage road is nearly perpendicular to allow better sight distance and increased safety.
128	Regina M. Walker	June 2, 2016	Mail Record	My 3rd concern is the recreation standpoint. A lot of people use these docks for recreation such as boating, fishing, swimming, jogging, walking, a place to go relax and meditate, etc. If you are going to have to take our docks, why not replace them off to the side of the existing or find a way to leave enough space for us to still utilize some of the space between the bridges.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
128	Regina M. Walker	June 2, 2016	Mail Record	4th concern is bicycle riders and walkers and their safety. We are going to want to use the feeder rather than the highway to get to Beaumont as a safer way but at the same time there is no bike lane there is no shoulder to walk on there will be no spicified space which will ensure our safely from traffic, or traffic throwing someone off of these bridges.	A 10-foot-wide shoulder would be provided on both Northbound and Southbound frontage roads to allow bike and pedestrian traffic.
128	Regina M. Walker	June 2, 2016	Mail Record	My last concern is that there are already a climbing number of accidents at the Cooks Lake Rd/69 intersection with more traffic will be a dramatic increase in those wrecks. We need there to be a traffic light to be put there to control the traffic at said intersection.	Traffic signals are not part of this project. Both Cooks Lake Road and Tram Road are outside of the proposed project construction limits. Additional projects along the US 69 corridor may be evaluated and undertaken in the future if warranted.
128	Regina M. Walker	June 2, 2016	Mail Record	One more concern which is that y'all have the construction to begin at the end of our entry roadway to our property which already needs repairs. Is it possible for y'all to repair that entry way to the road leading to us and move construction to just passed our driveway in order for us to have a way to get in and out of our property for everyday commute and access to the turn around during construction.	The specific limits of the project tie-in locations are currently under detailed design. During this design process, driveways improvements and refined construction limits are evaluated. Access during construction would be maintained throughout the project.

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128	Regina M. Walker	June 2, 2016	Mail Record	Due to where we are located (last homes before the docks) we have to use the turn around for all commute, we have no way to get on the freeway or get to Lumberton if there is no access to the turnaround unless we are allowed to use the feeder on both sides of the hwy as a 2-way because some of us work at Clearstream Wastewater which is on the other side of the highway from us. Needless to say we will be the ones to get the Biggest impact from this change and aren't (rest of sentence illegible).	The southern U-turn at Pine Island Bayou would be removed as part of the project. Removal of the southern U-turn has been evaluated considering a number of factors including safety, cost, and maintenance of the facility. Access patterns for areas south of Pine Island Bayou have been considered and it was determined that the removal of the southern U-turn would not eliminate access to adjacent neighborhoods. Traffic currently using the southern U-Turn would proceed 0.7-mile north to the U-turn at Cooks Lake Road. Traffic currently using the northern U-turn would be able to resume normal use of the turnaround after construction activities are completed; however, it is anticipated that most traffic would remain on US 69 and utilize the U-turn at Tram Road. The addition of continuous frontage roads would increase northbound and southbound connectivity.
128	Regina M. Walker	June 2, 2016	Mail Record	Now that I am done with my concerns I was asked to also write about the benefits I see to this project. The Number 1 benefit I see to this will be the ease of access to Beaumont. The second would be the ease in some of the traffic durin Evacuations because we will be able to have more lanes to use for evacuation. If yall dig deeper ditches and the land where the feeder will be removed be dug as deep and the same be done on both sides to allow some flood relief for us as well as for the residents on Cooks Lake Road. This will also allow alternat access to Beaumont and Lumberton where there are accidents on the Hihgway, and this could possibly bring more businesses here in Rose Hill Acres due to the increase in trafic on the feeder roads. Thank you for you time in reading what I had to say about this project I appologise that I had so much for you to read but this is all my grandmother has and if changes are not made she will loose what little bit she has, she is elderly (75) she would not be able to replace what she as therefore I am very pationate about all of these issues. Please keep us up to date on what's going on with this projectbecause we are all worried about us basically bieng sitting ducks waiting for the water so to speak and would appreciate some relief to our worries. Again Thank you for your time.	Comment noted.
129	Dorothy Burk	October 17, 2016	Mail Record	Letter: Concerning Pine Island Bayou Boat Ramp on Hardin County side and U-turn on Jefferson County Side When Pine Island Bayoud Bridge was built, they made it wide enough for three lanes on each side. There is a wide outside shoulder in both directions. Has anyone thought of turning the shoulders into a third lane? This would alleviate having to build the new bridges and would leave the boat ramp and U-turn intact. Redo the entrance ramp on the Hardin County side to come up and enter the extra lane, and let that lane merge with the existing exit ramp to Tram Road. Redo the entrance ramp on the Jefferson County side to come up and enter the extra lane, and let that lane merge with the existing exit ramp to Cooks Lake Road. We will still have our boat ramp and U-turn which we need. This would also save construction costs.	The existing bridge approaches are not currently wide enough to accommodate three lanes in each direction with shoulders, according to design criteria. However, there is a long-term plan to add capacity to the mainlines resulting in an ultimate 6-lane facility between Beaumont and the US 69/96 split. The currently proposed project is intended to provide extra connectivity between Tram Road and Cooks Lake Road which would help meet projected traffic demands, improve mobility, and provide adequate hurricane evacuation in the short-term. The southern U-turn at Pine Island Bayou would be removed as part of the project. Traffic currently using the southern U-Turn would proceed 0.7-mile north to the U-turn at Cooks Lake Road. Traffic currently using the northern U-turn would be able to resume normal use of the turnaround after construction activities are completed; however, it is anticipated that most traffic would remain on US 69 and utilize the U-turn at Tram Road.
129	Dorothy Burk	October 17, 2016	Mail Record	I saw an ambulance using the U-turn last week, and I thought they sure need to keep that because he would have had to go quite far to make a turn around. To me it looks like it wouldn't take much to redo the entrance and exit ramps since the lanes are already there.	Removal of the southern u-turn has been evaluated considering a number of factors including safety, cost, and maintenance of the facility. Access patterns for areas south of Pine Island Bayou have been considered and it was determined that the removal of the southern U-turn would not eliminate access to adjacent neighborhoods.
130	Lone Star Chapter of the Sierra Club	May 9, 2016	MULTIPLE	See Attachment D for the entire comment. Comments include concerns about environmental documentation, potential, direct, indirect, and cumulative impacts to Big Thicket National Preserve and coordination with the National Park Service.	Comments noted. TxDOT will perform environmental investigations and comply with NEPA requirements in accordance with state and federal regulations. The proposed project is located entirely within existing TxDOT right-of-way and would not result in direct impacts to Big Thicket National Preserve.
131	PETITION: Signed by 307 Individuals	May 16, 2016	Copy Received at Meeting	This petition is against the proposed construction of northbound and southbound continuous frontage roads between Cooks Lake Road and Tram Road on US 69. By signing this petition it states you are against closing a boat ramp that is vital to our community and constructing the road opens the possibility of flooding issues. The frontage road is not needed, puts many at risk, and eliminates a highly used boat ramp. For the benefit of our community and our neighbors we ask that this proposal be dismissed as a whole and the funds be allocated to something else more useful in our community.	The proposed project would provide extra connectivity between Tram Road and Cooks Lake Road which would help meet projected traffic demands, improve mobility, and provide adequate hurricane evacuation. All improvements are located within existing TxDOT ROW. Drainage analysis shows no adverse affect to flooding due to this project. Concerns are acknowledged, and would be evaluated during the detailed design of the project. The boat ramp would be relocated in the vicinity of its current location within the existing TxDOT ROW.
132	Brenda A Barrow	May 16, 2016	Petition	I see more negatives than positives from the bridge situation i.e. No ramp, possible flooding of neighborhood, and increased feeder road traffic.	The proposed project would provide extra connectivity between Tram Road and Cooks Lake Road which would help meet projected traffic demands, improve mobility, and provide adequate hurricane evacuation. All improvements are located within existing TxDOT ROW. Drainage analysis shows no adverse affect to flooding due to this project. Concerns are acknowledged, and would be evaluated during the detailed design of the project.

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133	William Lambert Jr	May 16, 2016	Petition	Will increase risk to persons crossing the feeder roads from side roads due to increased traffic flow of usually higher than designated speeds.	Comment noted. The proposed project would provide extra connectivity between Tram Road and Cooks Lake Road which would help meet projected traffic demands, improve mobility, and provide adequate hurricane evacuation. The addition of frontage roads would separate high-speed freeway traffic from slower moving frontage road traffic. Safety is always a primary design consideration.
134	Deborah Rice	May 16, 2016	Petition	I believe this could be done in a way that would both have the boat ramp intact or moved and still provide the needed bridges at the same time. I don't believe we should have to choose between the two for our community.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
135	Michael Sonnier	May 16, 2016	Petition	Why not just add lanes to the overpass instead of doing away with a favorite boat ramp.	Increasing capacity to US 69 is beyond the scope of this project. The proposed project would increase northbound and southbound connectivity by adding continuous frontage roads between Tram Road and Cooks Lake Road which would help meet projected traffic demands, improve mobility, and provide adequate hurricane evacuation. Additional projects in the corridor may be evaluated and undertaken in the future if warranted. The boat ramp would be relocated in the vicinity of its current location within the existing TxDOT ROW.
136	Donnita Gardiner	May 16, 2016	Petition	I don't give a damn what bridge they build. Just build it around our ramp.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
137	Tammy Melvin	May 16, 2016	Petition	Build the feeder road but leave the boat ramp	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
138	Bill Ehrhart	May 16, 2016	Petition	I understand the need for more lanes. Especially in an evacuation situation. What I don't understand why a boat ramp can't be engineered into the project.	All comments received within the official comment period have been documented, reviewed, and considered. As a result, a stakeholder meeting was held on October 6, 2016 to evaluate options to relocate the boat ramp within the project area. Based on the outcome of this meeting, the boat ramp would be relocated within TxDOT's existing ROW.
139	Glenn Smith	May 16, 2016	Petition	Use the money to improve the boat ramp and parking!!	Comment noted.
140	Jay T Loller	May 16, 2016	Petition	Quit wasting the tax payers money	Comment noted.
141	Ryan Rutledge	May 16, 2016	Petition	Why don't you worry about finishing road construction in Beaumont before you try shutting down a recreational boat ramp. Use the money on streets in Beaumont that need repair like Broussard Rd off Tram Rd.	Comment noted. The project scope is limited to the proposed construction limits along the US 69 corridor within TxDOT ROW. Broussard Road is not within TxDOT ROW, and would fall under the jurisdiction of the City of Beaumont.