



Checklist

For Determining FHWA and State C-List Blanket Categorical Exclusion (BCE) Projects

Control Section Job Number (CSJ): 0912-72-289

Facility Name: Bringham Pedestrian Bridge

County Name: Harris County

Project Description: Bringham Pedestrian Bridge over Union Pacific Railroad

Project Limits/From: Rawly Street

To: Noble Street

Letting Date: August 2013

Funding Source(s): FHWA State Local Other

Any requests for an exception must be made in writing to the appropriate FHWA representative. If one or more of the following conditions are not met and an exception is not approved, then the project must be classified at the appropriate NEPA level as determined by FHWA.

1. Does the project meet the following standards from the FHWA PA Regulatory Basis section and/or 43 TAC §2.81(c)?

All CE actions processed under this agreement shall be in accordance with the requirements of 23 CFR 771.117 or succeeding regulations. Also, these actions must be consistent with and ensure compliance with other applicable federal, state, and local laws.

The CE action directly, indirectly, or cumulatively shall not cause any significant environmental impacts, as described in 23 CFR 771.117(a) or in succeeding regulations, to:

- Planned growth or land use for the area;
- Relocate significant numbers of people;
- Any natural, cultural, recreational, historic, or other resource;
- Air, noise, or water quality; or
- Travel patterns.

The CE action shall not involve unusual circumstances, as described in 23 CFR 771.117(b) or in succeeding regulations, leading to:

- Significant environmental impacts;
- Substantial controversy on environmental grounds;
- Significant impacts on properties protected under Section 4(f) of the DOT Act or Section 106 of the NHP Act; or
- Inconsistencies with any appropriate federal, state, or local law; requirement; or administrative determination relating to the environmental aspects of the action.

Yes – Go to Step 2.

No – Stop. The project is not eligible as a BCE.



BCE Checklist for the Determination of FHWA and State C-List Projects

2. **Will the project involve the acquisition of new right-of-way (ROW) or displacements in excess of the limitations stipulated below?**
- The project shall not involve the acquisition of more than 30 acres of ROW for new land holdings for transportation related facilities (i.e. safety rest areas, intersections, maintenance yards, and border safety inspection facilities).
 - The action shall follow the requirements of the Uniform Relocation Act and shall not involve the acquisition of more than minor amounts of temporary or permanent, adjacent and/or ROW, or land holdings. These requirements shall be construed to mean an amount no more than:
 - a) 6 acres per linear mile or 30 acres (whichever is greater) within the project's limits and adjacent to existing ROW or
 - b) 20% of the existing land area or 30 acres (whichever is greater) of a transportation related facility (i.e. safety rest areas, intersections, maintenance yards, and border safety inspection facilities).
- Yes** – Stop. The project is not eligible as a BCE.
- No** – Go to Step 3.
3. **Will the project result in commercial or residential displacements?**
- Yes** – Stop. The project is not eligible as a BCE.
- No** – Go to Step 4.
4. **Will the work result in a change of access to any commercial or residential properties?**
- Yes** – Stop. Conduct public involvement then go to Step 5.
- No** – Go to Step 5.
5. **Will the project involve a “use” of properties protected by Section 4(f) of the Department of Transportation Act as defined in 49 U.S.C. 303, 23 CFR 774? De minimis actions do not qualify as a BCE (FHWA actions only). Or will the project involve a “use” of public land designated and used as a park, recreation area, wildlife or waterfowl refuge, historic site, or scientific area under Texas Parks and Wildlife Code, Chapter 26?**
- Yes** – Stop. The project is not eligible as a BCE.
- No** – Go to Step 6.
6. **Will the project have an “adverse effect” on properties eligible for or listed in the National Register of Historic Places as determined by the State Historic Preservation Officer?**
- Yes** – Stop. The project is not eligible as a BCE.
- No** – Go to Step 7.
7. **Will the project require an individual permit (IP) Section 408 or 404, and/or Section 10 permit, or Nationwide Permit 23 issued by the USACE?**
- Yes** – Stop. The project is not eligible as a BCE.
- No** – Go to Step 8.



- 8. Will the project require a Section 9 permit issued by the United States Coast Guard?**
- Yes** – Stop. The project is not eligible as a BCE.
- No** – Go to Step 9.
- 9. Will the project lead to a determination other than “no effect,” “may affect, not likely to adversely affect” for federally listed resources under regulations implementing the Endangered Species Act?**
- Yes** – Stop. The project is not eligible as a BCE.
- No** – Go to Step 10.
- 10. Will the project cause construction in, across, or adjacent to the specific section of the Rio Grande River designated as a component of the Rio Grande in the National System of Wild and Scenic Rivers?**
- Yes** – Stop. The project is not eligible as a BCE.
- No** – Go to Step 11.
- 11. Will the project involve any known hazardous materials impacts that are anticipated to adversely affect construction activities? Also, the project shall not involve the acquisition of any known unresolved contaminated site that TxDOT could reasonably expect to assume liability for any necessary corrective action upon acquisition, will it?**
- Yes** – Stop. The project is not eligible as a BCE.
- No** – Go to Step 12.
- 12. Will the project be consistent with the Coastal Zone Management Plan (CZMP) as determined by the appropriate federal and/or state agency(ies)? (This question is only applicable to coastal districts and projects within the CZMP boundary.)**
- Not Applicable** – Go to Step 13.
- Yes** – Go to Step 13.
- No** – Stop. The project is not eligible as a BCE.
- 13. Will the project conform to federal and state air quality requirements pursuant to the Federal and Texas Clean Air Acts?**
- Yes** – Go to Step 14.
- No** – Stop. The project is not eligible as a BCE.
- 14. Will project activities be confined to those activities listed and described in ONLY the List of Project Activities Recognized as BCE’s for FHWA and State C-List Projects?¹**
- Yes** – Go to Step 15.
- No** – Stop. The project is not eligible as a BCE.

¹ See attached list taken from the FHWA and TxDOT Programmatic Agreement Section D, Classification Criteria for BCEs and Title 43 Section 2.82(c) of the Texas Administrative Code.



BCE Checklist for the Determination of FHWA and State C-List Projects

15. Will an exception to the above conditions be requested of FHWA?

- Yes** – Stop. An exception may be considered and must be agreed to by the appropriate representatives of FHWA and TxDOT. Document the exception approval, and certify that the project can be classified as a BCE.*
- No** – Certify that the project can be classified as a BCE.
- Project is not a FHWA action.**

**For FHWA projects, if one or more of the conditions above have not been met and an exception is not approved, then the project must be classified at a higher NEPA level as determined by FHWA.*

Determination

I hereby certify that the above project can be classified as a Blanket Categorical Exclusion and meets all the requirements of 43 TAC §2.82 and, for FHWA projects, the 2011 FHWA Programmatic Agreement.

Signed  Date 5/22/13

Project notes and additional documentation: <Enter project notes and describe additional documentation here>



BCE Checklist for the Determination of FHWA and State C-List Projects

List of Project Activities Recognized as BCEs for FHWA and State C-List Projects

This checklist is for FHWA funded and State projects as defined by 43 TAC §2.82(c) only.

Please check every box that applies to your potential BCE project.

All items in a bulleted list do not need to apply to your project; if one item in a bulleted list applies to your project, please check the appropriate numbered box.

-
1. Activities that **do not** involve or lead directly to construction, such as:
- planning and technical studies
 - grants for training and research programs
 - research activities as defined in 23 USC 307
 - approval of a unified work program and any findings required in the planning process pursuant to 23 USC 134
 - approval of statewide programs under 23 CFR part 630
 - approval of project concepts under 23 CFR part 476
 - engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed
 - Federal-aid system revisions that establish classes of highways on the Federal-aid highway system
2. Approval of utility installations along or across a transportation facility
3. Construction of bicycle and pedestrian lanes, paths, and facilities
4. Activities included in the State's "highway safety plan" as defined by 23 USC 402
5. Transfer of Federal lands pursuant to 23 USC 317 when the subsequent action is not an FHWA action
6. The installation of noise barriers or alterations to existing publicly owned buildings to provide for noise reduction
7. Landscaping
8. Installation of fencing, signs, pavement markings, small passenger shelters, traffic signals, and railroad warning devices where no substantial land acquisition or traffic disruption will occur
9. Emergency repairs as defined under 23 USC § 125
10. Acquisition of scenic easements
11. Improvements to existing rest areas and truck weigh stations



BCE Checklist for the Determination of FHWA and State C-List Projects

- 12. Ridesharing activities
- 13. Bus and rail car rehabilitation
- 14. Alterations to facilities or vehicles in order to make them accessible for elderly and handicapped persons
- 15. Program administration, technical assistance activities, and operating assistance to transit authorities to continue existing service or increase service to meet routine changes in demand
- 16. The purchase of vehicles by the applicant where the use of these vehicles can be accommodated by existing facilities or by new facilities, which are themselves within a CE
- 17. Track and railbed maintenance and improvements when carried out within the existing right-of-way
- 18. Purchase and installation of operating or maintenance equipment that is to be located within the transit facility and with no significant impacts off the site
- 19. Projects consisting of work classified as a seal coat, overlay, resurfacing, rehabilitation, or restoration done within existing ROW, on an existing road, and completely within the footprint of existing base course , or within 10 feet of each side of existing edge of pavement within previously disturbed ROW, or within the flowlines of the ditches, whichever are greater are BCEs
- 20. Highway traffic operation improvement projects including the installation of ramp metering control devices and lighting
- 21. Approval for disposal of excess right-of-way or for joint or limited use of right-of-way, where the proposed use does not have significant adverse impacts



[Project Summary](#) ★ [Tasks](#) ★ [Forms](#) ★ [Coordination](#)
[EPICs](#) ★ [Documents](#) ★ [Journal](#)

[User Manual](#)

[Project Definition](#) ★ [DCIS Data](#)

Project Summary

Project Name:	Pedestrian Bridge @ Bringhurst			ENV Assistance Status:	Active
Anticipated Environmental Document Type:	BCE			CSJ:	091272289
Clearance Status					
Overall Environmental Clearance:	NEPA Cleared - 05/23/2013		Project Group:	NEPA Cleared - 05/23/2013	
Air:	NEPA Cleared - 05/23/2013		Archeology:	NEPA Cleared - 04/14/2013	
Biology:	NEPA Cleared - 05/23/2013		Environmental Justice and Community Impacts:	NEPA Cleared - 05/23/2013	
Hazmat:	NEPA Cleared - 02/01/2013		Historical Studies:	NEPA Cleared - 12/18/2012	
Indirect and Cumulative Impacts:	NEPA Cleared - 05/23/2013		Noise:	NEPA Cleared - 05/23/2013	
Public Involvement:	NEPA Cleared - 05/23/2013		Water:	NEPA Cleared - 05/23/2013	
Schedule Status					
Project					
	Tasks	Forms	Coordinations	EPICs	
Number of:	23	9	3	0	
Behind Schedule:	0	0	0	0	
Deadline Warning:	0	0	0	0	
On Schedule:	0	0	0	0	
Completed:	23	13	3	0	
Program Areas					
<u>Project Group Summary</u>					
Air Summary		Archeology Summary			
Biology Summary		Environmental Justice and Community Impacts Summary			
Hazmat Summary		Historical Studies Summary			
Indirect and Cumulative Impacts Summary			Noise Summary		
Public Involvement Summary			Water Summary		
Project Association					
	Project CSJ/Name/Number			Relationship Type	

[Click to Edit](#)

[Back To List](#)

Project Definition

Project Name: Pedestrian Bridge @ Bringhurst
Project Number: HSR 2012(195)
Highway: CS
Is this project on the P6 priority list? No
Charge Code: 120 [Find Charge Code Here](#)
Typical Depth of Impacts: 3 (Feet)
Region: REGIONAL SUPPORT CNTR EAST
District: HOUSTON
County: HARRIS
ENV Assistance Status: Active
CSJ: 0912 - 72 - 289
Project Priority: High
Is this project chargeable? Yes
Maximum Depth of Impacts: 40 (Feet)

Project Description:

2010-11 HSR AWARD; APPLIED BY GCRD/MAUREEN CROCKER; REF PREV

Layman's Description:

CONSTRUCTING A PEDESTRIAN BRIDGE AT BRINGHURST STREET IN

Letting Dates

District: 07/14
Approved:
Actual:
As of Date:
Ready To Let Date:

ENV Clearance Dates

Requested:
Anticipated:
ENV Clear For Letting Date:
NEPA Clear Date: 05/23/2013
ENV Document Type: BCE
Closed:
Archived:

Funding

Funding Type:
 Federal
 State
 Local
 Private
Federal Funding Source:
 FHWA
 FTA
 FAA

Project Evaluation

ENV Project Category:
Project Classification: MSC - MISCELLANEOUS CONSTRUCTION
Project Sub Classification:
Design Standard: 3R - Resurfacing, Restoration, or Rehabilitation
Roadway Functional Classification: 7 - Local road or street
Is this a 5R-Mobility Corridor project?
Is this project adding capacity? No

Anticipated Environmental Classification Determination

Project CSJ/Name/Number:

Project CSJ/Name/Number	Actions
NEPA Required? Yes Environmental Document Type: BCE	

Comments:

Right of Way

Easement Required: No
Amount Of Easement Required: (Acres)
ROW Acquisition Required: Yes
Is early ROW acquisition planned? No (If Yes, Please describe below)
Comments:

ROW Parcels: ROW Acreage:

Is there existing ROW?

Who acquired existing ROW?

TxDOT Local Government Private Other (Describe below)

Comments:

How was existing ROW acquired?

By Donation Protective Buy Hardship - Advance Acquisition

Through Subdivision Original Roadway Construction or Prior Roadway Project

Other (Describe Below)

Comments:

Was the ROW acquisition certified as Uniform Act compliant?

Comments:

Minute Order(s)

Have you uploaded the meeting minutes associated with this project??

Minute Order Number: Meeting Date:(MM) (YYYY)

[Find Meeting Minutes Here](#)

NOTE: You will need to manually load the meeting minutes into ECOS under the documents section.

Minute Order Number	Meeting Date	Actions
---------------------	--------------	---------

Project Location

Project Limit -- From:

Comments:

Project Limit -- To:

Comments:

Quad Sheets:

- 7 L RANCH - 2188
- A B C CREEK - 1092
- A BAR A RANCH - 3430
- ABBOTT - 1832
- ABELL - 242
- ABERNATHY - 654
- ABERNATHY SW - 653
- ABILENE EAST - 1437
- ABILENE WEST - 1436
- ABLES SPRINGS - 1273

Selected Quad Sheets:

Begin Latitude: + 29 77989932 Begin Longitude: - 95 33417612

End Latitude: + 29 77986440 End Longitude: - 95 33416539

Project Requirements

Have you attached the project location map?

Have you attached the need and purpose statement?

Need and Purpose Statement --OR-- Additional Comment:

Transportation Planning

Status of Transportation Planning: (Select all that apply)

- Project Description is consistent with the STIP/TIP (Or) STIP/TIP will be amended or revised [Find STIP/TIP Information Here](#)
 Project Description is consistent with MTP (Or) MTP will be amended or revised
 Grouped project CSJ is exempt Project is in UTP [Find UTP Information Here](#)

Does design year traffic volume meet or exceed 140,000 vehicles?

Urban or Rural Operation:

[Find Transportation Plan Conformity, MTP and TIP/STIP Dates and Nonattainment Counties Here](#)

The project is located in area. This status applies to:

- CO - Carbon Monoxide NO2 - Nitrogen Dioxide (annual) NO2 - Nitrogen Dioxide (1-hour)
 O3 - Ozone (8-hour) SO2 - Sulfur Dioxide PM2.5 - Particulate (>2.5 micrometers)
 PM10 - Particulate (>10 micrometers) PB - Lead O3 - Ozone (1-hour)

Project Contacts

Created By: Date Created:

Submitted By: Date Submitted:

District Project Manager: Pat Henry -

District Environmental Coordinator: Sarah M Wyckoff -

ENV Project Delivery Manager: Juan Valera -

TPD Contact: James W Koch -

Regional ENV Coordinator: ECOS TEST-X - ECOS TEST ACCOUNT

FHWA Contact:

Design Contact:

Other Contact:

Project Association(s)

Project CSJ/Name/Number:

Relationship Type:

Relationship Comments:

Project CSJ/Name/Number	Relationship Type	Actions
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Reviewer Comments

Reviewed By: Date Reviewed:

Returned By: Date Returned:

Activated By: Date Activated:

Comments:

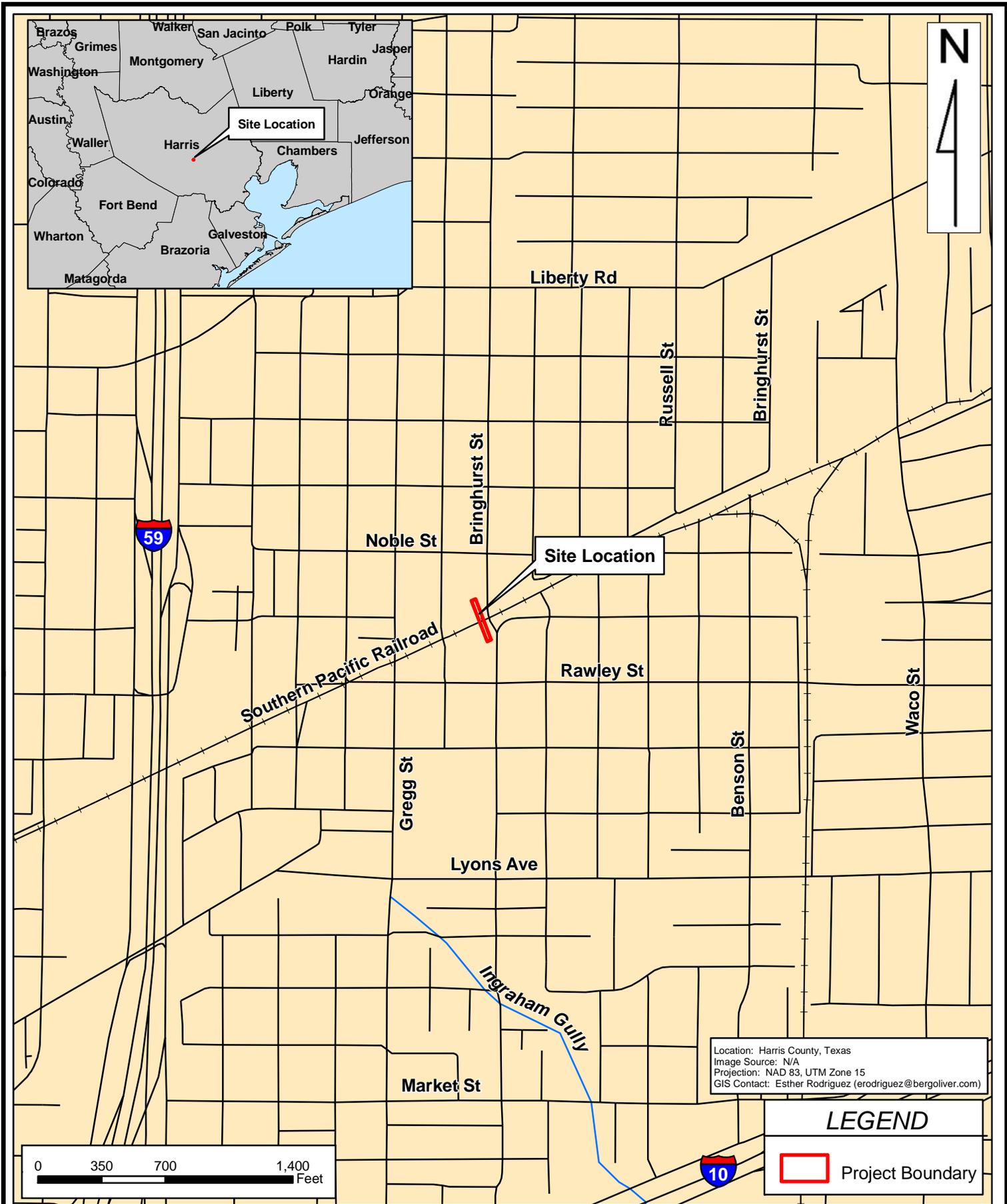


- [Project Summary](#) ★ [Tasks](#) ★ [Forms](#) ★ [Coordination](#)
- [EPICs](#) ★ [Documents](#) ★ [Journal](#)



! Behind Schedule
! Deadline Warning
On Schedule
✔ Complete

Name	Relationships	Planned Start Date	Actual Start Date	Planned End Date	Actual End Date	Assigned To	Actions
<ul style="list-style-type: none"> [-] Air <ul style="list-style-type: none"> Risk Assessment - 03/26/2013 ✔ T 03/26/2013 03/26/2013 03/29/2013 03/26/2013 Sarah M Wyckoff T C D [-] Archeology <ul style="list-style-type: none"> Risk Assessment - 11/06/2012 ✔ T 11/06/2012 02/19/2013 12/05/2012 02/19/2013 Sarah M Wyckoff, Allen C. Bettis, Sarah M Wyckoff T C F D 							
<ul style="list-style-type: none"> [-] Background Study - 03/01/2013 [-] Biology <ul style="list-style-type: none"> Biology Risk Assessment - 03/26/2013 ✔ T 03/26/2013 03/26/2013 03/29/2013 05/23/2013 Sarah M Wyckoff T C D [-] Project <ul style="list-style-type: none"> Environmental Document Preparation - 05/23/2013 ✔ T 11/06/2012 11/06/2012 05/31/2013 05/23/2013 Sarah M Wyckoff T C D BCE NEPA Document - 05/23/2013 ✔ T 11/26/2012 11/06/2012 05/31/2013 05/23/2013 Sarah M Wyckoff C R D [-] Hazmat <ul style="list-style-type: none"> Hazmat - Initial Site Assessment (ISA) - 12/04/2012 ✔ T 12/04/2012 12/04/2012 12/05/2012 12/04/2012 Sarah M Wyckoff, Sarah M Wyckoff, Sarah M Wyckoff T C D [-] Historical Studies <ul style="list-style-type: none"> Risk Assessment - 11/06/2012 ✔ T 11/06/2012 12/03/2012 11/06/2012 12/03/2012 Sarah M Wyckoff T C D [-] PCR - 11/06/2012 <ul style="list-style-type: none"> PCR Report - 11/06/2012 ✔ T 11/06/2012 11/06/2012 11/06/2012 11/06/2012 Sarah M Wyckoff C R D PCR Review - 11/06/2012 ✔ T 11/06/2012 11/29/2012 11/20/2012 11/29/2012 Shonda R Mace C D PCR Review - 12/03/2012 ✔ T 12/03/2012 12/10/2012 12/17/2012 12/10/2012 Shonda R Mace C D [-] Public Involvement <ul style="list-style-type: none"> Public Meeting (PM) - 05/21/2013 ✔ T 04/02/2013 04/22/2013 05/21/2013 05/21/2013 Sarah M Wyckoff T C D [-] Generic Deliverable Report - 05/21/2013 <ul style="list-style-type: none"> Generic Review - 05/21/2013 ✔ T 05/21/2013 05/21/2013 06/17/2013 05/23/2013 Sarah M Wyckoff C R D 							



Location: Harris County, Texas
 Image Source: N/A
 Projection: NAD 83, UTM Zone 15
 GIS Contact: Esther Rodriguez (erodriguez@bergoliver.com)

LEGEND

Project Boundary

PROJECT LOCATION AND VICINITY MAP

Project #: 8441
 For: SES Horizon Consulting Engineers, Inc.
 Location: Bringhurst Street at SPRR
Harris County, Texas

REVISIONS
Aug. 16, 2012 by MER

BERG•OLIVER ASSOCIATES, INC.
 ENVIRONMENTAL SCIENCE, ENGINEERING
 & LAND USE CONSULTANTS
 14701 ST. MARY'S LANE, SUITE 400
 HOUSTON, TEXAS 77079 PHONE (281)589-0898 <http://www.bergoliver.com>





Location: Harris County, Texas
 Image Source: NAIP (2010)
 Projection: NAD 83, UTM Zone 15
 GIS Contact: Esther Rodriguez (erodriguez@bergoliver.com)



LEGEND

Project Boundary

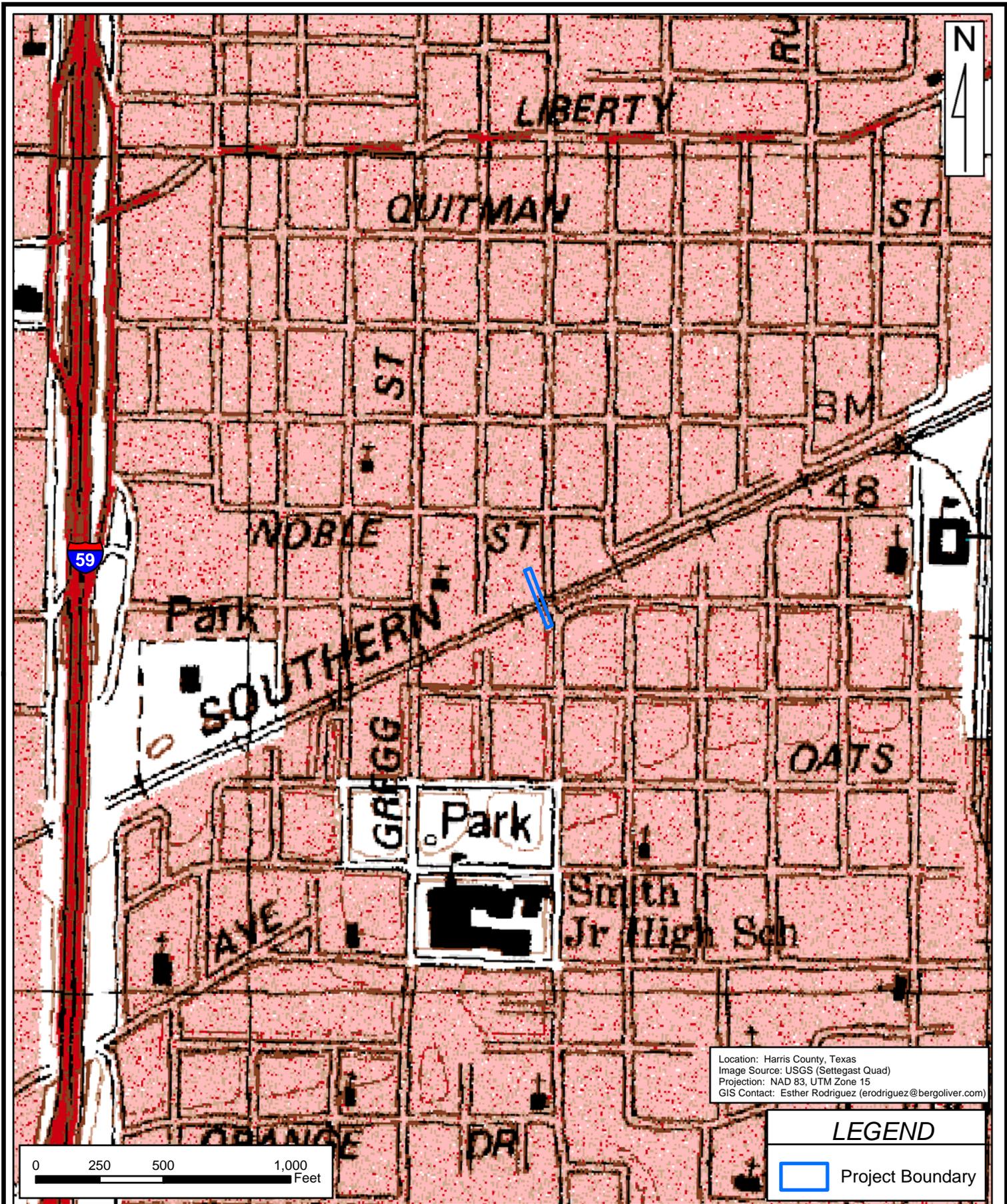
2010 NAIP AERIAL MAP

Project #: 8441
For: SES Horizon Consulting Engineers, Inc.
Location: Bringhurst Street at SPRR
 Harris County, Texas

REVISIONS
Aug. 16, 2012 by MER

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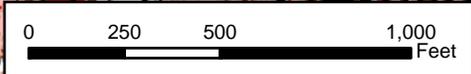




Location: Harris County, Texas
 Image Source: USGS (Settegast Quad)
 Projection: NAD 83, UTM Zone 15
 GIS Contact: Esther Rodriguez (erodriguez@bergoliver.com)

LEGEND

 Project Boundary



USGS TOPOGRAPHIC MAP

Project #: 8441
 For: SES Horizon Consulting Engineers, Inc.
 Location: Bringhurst Street at SPRR
 Harris County, Texas

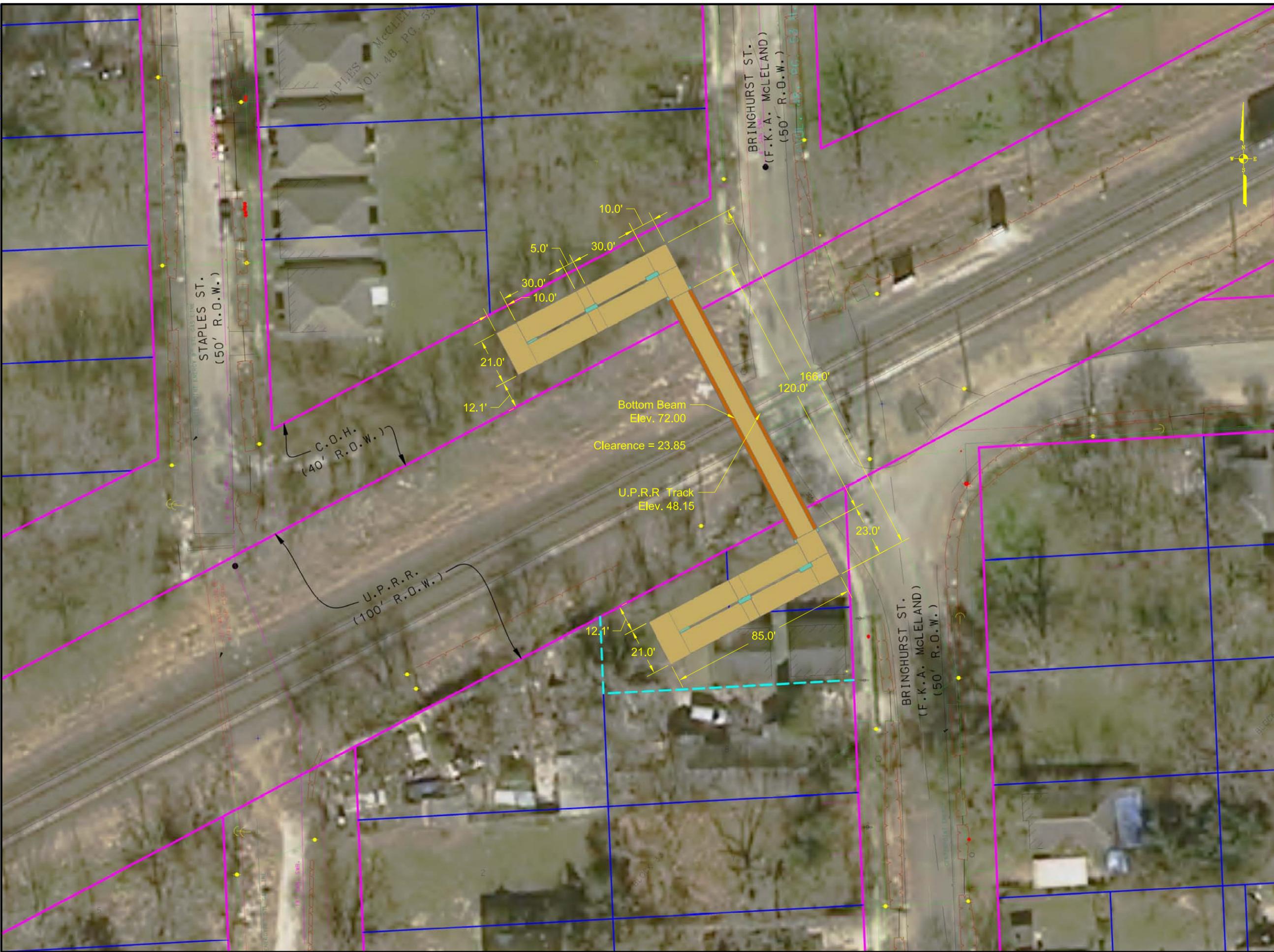
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FOR REDUCED PLANS
original scale in inches

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LEGEND

- R.O.W.
- PROPERTY LINE
- - - PROPOSED R.O.W.

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

Date: _____
CenterPoint Energy/ ELECTRIC FACILITIES
(LIMITED ONLY FOR LOCATING UNDERGROUND FACILITIES, UNLESS OTHERWISE NOTED)
Date: _____
CenterPoint Energy/ GAS FACILITIES
(SEE SERVICES LISTS ARE NOT SHOWN)
AT&T TEXAS/SMBT UTILITY LINES SHOWN
Date: _____
Approved for AT&T Texas/SMBT underground conduit facilities only.
Signature valid for one year.
Date: _____
CABLE: Approved for underground conduit facilities only.
Date: _____

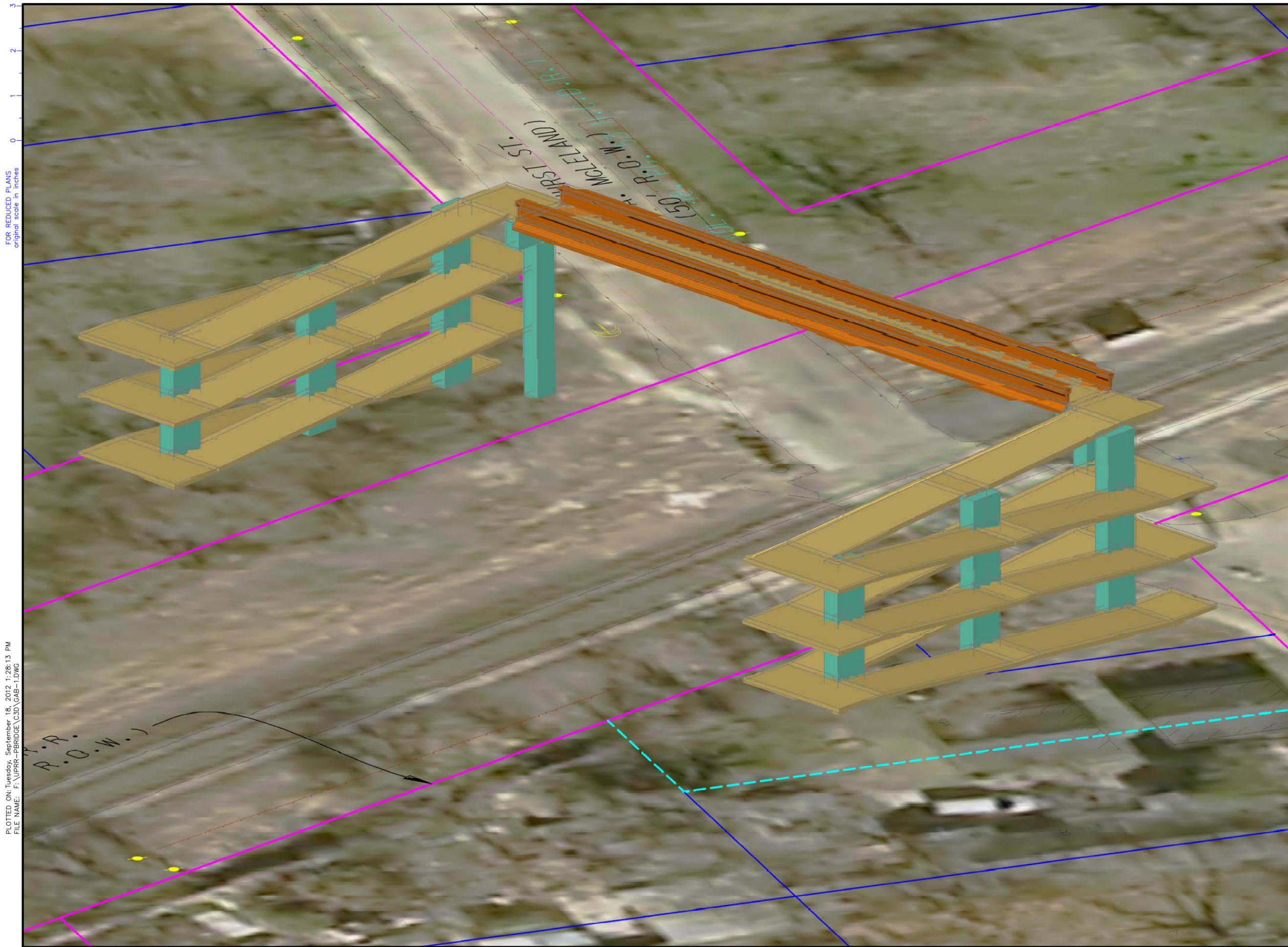
SES HORIZON
CONSULTING ENGINEERS, INC.
10101 Southwest Freeway, Suite 400 Houston, Texas 77074
(713) 988-5504, Fax: (713) 988-1441 www.seshorizon.com

Texas Department of Transportation
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SES HORIZON CONSULTING ENGINEERS, INC. TEXAS REGISTERED ENGINEERING FIRM F-003922	THIS DOCUMENT IS FOR INTERIM REVIEW AND NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES. EPIFANIO E. SALAZAR JR., P.E. TEXAS SERIAL NO. 67749 DATE: 09/18/2012
SURVEYED BY: LANDTECH CONSULTANTS, INC. FB. NO. P-5602	

CITY OF HOUSTON
DEPARTMENT OF PUBLIC WORKS AND ENGINEERING
BRINGHURST PEDESTRIAN BRIDGE OVER UPRR
ALTERNATIVE 1

WBS NO.: M-000420-0045-3	CITY DWG NO.:
TXDOT CSJ No. 0912-T2-289	
DRAWING SCALE	
1" = 20'	
CITY OF HOUSTON PM	
MAHER SAIED	
SHEET NO. 1 OF 6	



FOR REDUCED PLANS
original scale in inches

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FILE NAME: F:\UPRR-PBRIDGE\C3D\CAB-1.DWG

LEGEND

- R.O.W.
- PROPERTY LINE
- - - PROPOSED R.O.W.

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

Date: _____
CenterPoint Energy/ ELECTRIC FACILITIES
(LIMITED ONLY FOR EXISTING UNDERGROUND FACILITIES, UNLESS OTHERWISE NOTED)
VOID AT TIME OF REVIEW ONLY.

Date: _____
CenterPoint Energy/ GAS FACILITIES
(NO SERVICES LINES ARE NOT SHOWN)

AT&T TEXAS/SMBT UTILITY LINES SHOWN

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

Date: _____
CABLE: Approved for underground conduit facilities only.

SES HORIZON
CONSULTING ENGINEERS, INC.
10101 Southwest Freeway, Suite 400 Houston, Texas 77074
(713) 988-5504, Fax: (713) 988-1441 www.seshorizon.com

Texas Department of Transportation
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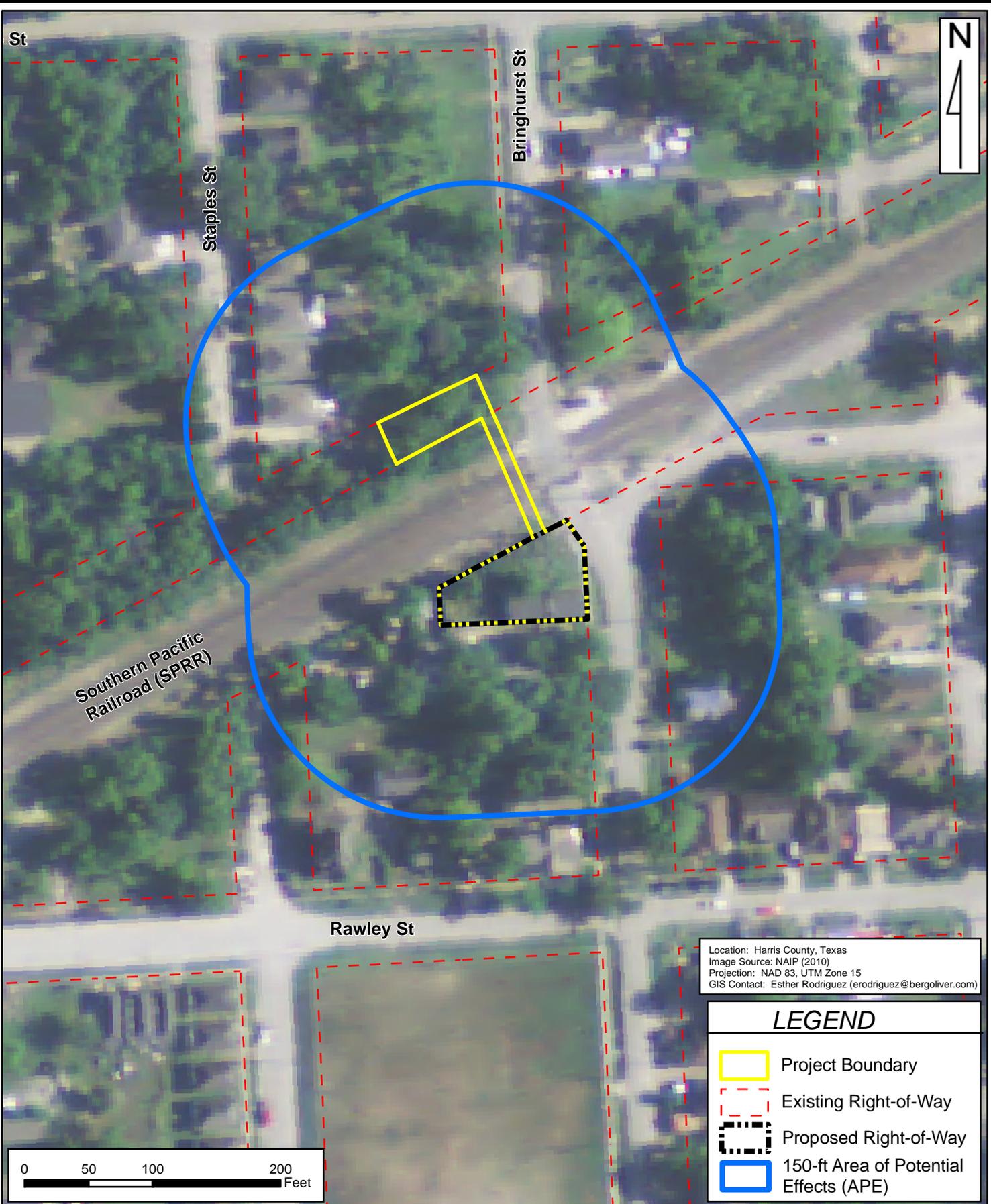
SES HORIZON CONSULTING ENGINEERS, INC. TEXAS REGISTERED ENGINEERING FIRM F-003922	THIS DOCUMENT IS FOR INTERIM REVIEW AND NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES. EPIFANIO E. SALAZAR, JR., P.E. TEXAS SERIAL NO. 67749 DATE: 09/18/2012
SURVEYED BY: LANDTECH CONSULTANTS, INC. FB. NO. P-5602	

CITY OF HOUSTON
DEPARTMENT OF PUBLIC WORKS AND ENGINEERING

BRINGHURST PEDESTRIAN BRIDGE OVER UPRR

ALTERNATIVE 1

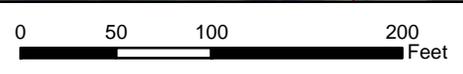
WBS NO.: M-000420-0045-3	CITY DWG NO.:
TXDOT CSJ No. 0912-T2-289	
DRAWING SCALE	
N.T.S.	
CITY OF HOUSTON PM	
MAHER SAIED	
SHEET NO. 2 OF 6	



Location: Harris County, Texas
 Image Source: NAIP (2010)
 Projection: NAD 83, UTM Zone 15
 GIS Contact: Esther Rodriguez (erodriguez@bergoliver.com)

LEGEND

-  Project Boundary
-  Existing Right-of-Way
-  Proposed Right-of-Way
-  150-ft Area of Potential Effects (APE)



RIGHT-OF-WAY MAP

Project #: 8441
 For: SES Horizon Consulting Engineers, Inc.
 Location: Bringhurst Street at SPRR
 Harris County, Texas

REVISIONS
Nov. 30, 2012 by MER

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APPENDIX J - STATEWIDE PROGRAMS (GROUPED CSJ PROJECTS)*

HOUSTON DISTRICT - HARRIS COUNTY

Current as of: January 9, 2012

CSJ SPONSOR	HWY FROM TO	DESCRIPTION	CURRENT FUNDING (\$M)				CAT/TOTALS
			FY 2013	FY 2014	FY 2015	FY 2016	
0912-71-079 TXDOT	CS MARKET STREET WEST BOUND AT HUNTING BAYOU	REPLACE BRIDGE AND APPROACHES	FED:			0.515	6-BRIDGE
			STATE:			0.129	
			LOCAL:				
			TOTAL:			0.644	
0912-72-050 TXDOT	CS SOUTH JENSEN DR AT BUFFALO BAYOU	REHABILITATE BRIDGE AND APPROACHES	FED:	1.082			6-BRIDGE
			STATE:	0.270			
			LOCAL:				
			TOTAL:	1.352			
0912-72-229	CS ALDINE WESTFIELD AT HCFC DITCH	REPLACE BRIDGE AND APPROACHES (NBI# 12102B02249004)	FED:	0.362			6-BRIDGE
			STATE:	0.090			
			LOCAL:				
			TOTAL:	0.452			
0912-72-289 CITY OF HOUSTON	CS AT BRINGHURST IN HOUSTON	CONSTRUCTING A PEDESTRIAN BRIDGE AT BRINGHURST STREET IN HOUSTON TO SEPARATE PEDESTRIAN AND RR TRAFFIC FROM AMTRAK	FED:	1.273			10-MISC
			STATE:				
			LOCAL:				
			TOTAL:	1.273			
0523-03-010 TXDOT	FM 1488 WALLER COUNTY LINE HARRIS COUNTY LINE	SEAL COAT, ASPHALT CONCRETE PAVEMENT OVERLAY AND PAVEMENT MARKINGS	FED:		0.135		1-PREV-M
			STATE:		0.034		
			LOCAL:				
			TOTAL:		0.169		
1685-01-095	FM 1960 US 290 SH 249	PAVEMENT MARKINGS	FED:	0.150			1-PREV-M
			STATE:	0.038			
			LOCAL:				
			TOTAL:	0.188			
1685-02-049	FM 1960 IH 45 6.5 MI E OF IH 45 (HUMBLE BYPASS)	PAVEMENT MARKINGS	FED:	0.259			1-PREV-M
			STATE:	0.065			
			LOCAL:				
			TOTAL:	0.323			
1685-03-087	FM 1960 6.5 MI E OF IH 45 (HUMBLE BYPASS) US 59	PAVEMENT MARKINGS	FED:	0.099			1-PREV-M
			STATE:	0.025			
			LOCAL:				
			TOTAL:	0.123			
1062-02-022 TXDOT	FM 2100 1.1 MILES S. OF MONTGOMERY CO LINE MONTGOMERY CO LINE	MILL AND ASPHALT CONCRETE PAVEMENT OVERLAY	FED:	0.166			1-PREV-M
			STATE:	0.042			
			LOCAL:				
			TOTAL:	0.208			

* Grouped CSJ projects have been determined to be "Not Regionally Significant" and are not listed individually in the H-GAC Transportation Improvement Program or subject to its amendment process or regional emissions analysis (conformity).



Mr. Allen Bettis
Archeologist III
TxDOT-ENV-CRM
Archeological Studies Program
125 E. 11th Street
Austin, Texas 78701

October 12, 2012

**Re: Archeological Background Study and Management Recommendations for the
Bringhurst Pedestrian Bridge Project in Harris County, Texas**

**Lead Agency: The Texas Department of Transportation (TxDOT), Houston District
CSJ: 0912-72-289**

Dear Mr. Bettis,

HRA Gray & Pape, LLC, (HRA Gray & Pape) of Houston, Texas was contracted by Berg Oliver Associates (Berg Oliver) to conduct a background study and a desktop archeological assessment of the effect that the above-referenced project would have on archeological sites in Harris County, Texas. Research activities, including a site file research and a review of available historic maps and aerial photographs, were initiated on September 5, 2012. This letter documents the results of these activities, along with our assessment regarding the potential for site identification within the project area.

Under the National Environmental Policy Act (NEPA) review process, a Categorical Exclusion (CE) is being prepared that discusses the potential environmental, social, and economic impacts of the proposed Bringhurst Pedestrian Bridge project (Figure 1). The project will received federal funding and is therefore subject to oversight by TxDOT. This project has been assigned TxDOT CSJ # 0912-72-289.

All research and reporting for this project was completed with reference to TxDOT's current *Standards of Uniformity (SOU) for Technical Reports* with regard to *Review Standards for Archaeological Background Studies (TxDOT May 31, 2011; version 3*

Cincinnati Ohio	Missoula Montana	Houston Texas	Richmond Virginia	Seattle Washington	Portland Oregon	Providence Rhode Island
1318 Main St. Cincinnati, OH 45202 513.287.7700 f 513.287.7703	125 Bank St. Fifth Floor Missoula, MT 59802 406.721.1958 f 406.721.1964	1428 West Alabama St. Houston, TX 77006 713.541.0473 f 713.541.0479	100 West Franklin St. Suite 102 Richmond, VA 23220 804.644.0656 f 804.643.8119	1904 Third Ave. Suite 240 Seattle, WA 98101 206.343.0226 f 206.343.0249	909 N. Beech St. Suite B Portland, OR 97227 503.247.1319 f 503.284.1161	60 Valley St. Suite 103 Providence, RI 02909 401.273.9900 f 401.273.9944

PROJECT AREA DESCRIPTION

The project area is located in north Harris County and is located on the *Settegast* (2995-311) 7.5-minute United States Geological Survey (USGS) topographic quadrangle map (Figure 1). The purpose of this project is to create a pedestrian bridge with ramps spanning over UPRR (Union Pacific Railroad) along the west side of Bringhurst Street. The proposed pedestrian bridge would be situated on the west side of Bringhurst Street between Rawly and Noble Streets. Currently, the project includes 3 alternative designs, each involving the acquisition of right-of-way (ROW) from the City of Houston (C.O.H.) and some measure of new proposed ROW taken from adjacent private properties by TxDOT.

Under Design Alternative 1, the project would involve a 120-foot x 10-foot pedestrian bridge constructed 72 feet high over the existing UPRR ROW, providing 23.85 feet of clearance. No taking from the UPRR ROW is planned under designed Alternative 1. For pedestrian ramps, Alternative 1 would require the acquisition of approximately 33.1 x 85 feet of ROW from the C.O.H. north of the UPRR ROW, for a total of 0.06-acre of acquired C.O.H. ROW. In addition, Alternative 1 proposes to take approximately 23 x 85 feet of new proposed ROW from 2 privately owned properties on the south side of the UPRR ROW, for a total of 0.04-acre of new proposed TxDOT ROW. The total acreage affected by construction of the proposed project (i.e., ground disturbance) under Alternative 1 would be approximately 0.10 acre. Project plans for Alternative 1 are provided as an attachment to the back of this letter. Based on information provided by engineers, Alternative 1 is the most likely design to be selected although Alternatives 2 and 3 are still being reviewed.

Under Design Alternative 2, the project would involve a 120-foot x 10-foot pedestrian bridge constructed 72 feet high over the existing UPRR ROW, providing 23.85 feet of clearance. No taking from the UPRR ROW is planned under designed Alternative 2. For pedestrian ramps, Alternative 2 would require the acquisition of approximately 21 x 40 feet of ROW from the C.O.H. north of the UPRR ROW, for a total of 0.01-acre of acquired C.O.H. ROW. In addition, Alternative 2 proposes to take approximately 21 x 60 feet of new proposed ROW from 2 privately owned properties on the north side of the UPRR ROW, for a total of 0.02-acre of new proposed TxDOT ROW. Likewise, Alternative 2 proposes to take approximately 21 x 120 feet of new proposed ROW from 3 privately owned properties on the south side of the UPRR ROW, for a total of 0.05-acre of new proposed TxDOT ROW. Combined, the total acreage affected by construction of the proposed project (i.e., ground disturbance) under Alternative 2 would be approximately 0.08 acre. Project plans for Alternative 2 are provided as an attachment to the back of this letter.

Under Design Alternative 3, the project would involve a 150-foot x 10-foot pedestrian bridge constructed 72 feet high over the existing UPRR ROW, providing 23.85 feet of clearance. No taking from the UPRR ROW is planned under designed Alternative 3. For pedestrian ramps, Alternative 3 would require the acquisition of approximately 34.6 x 165 feet of ROW from the C.O.H. north of the UPRR ROW, for a total of 0.13-acre of acquired C.O.H. ROW. No new ROW is proposed on the north side of the C.O.H. ROW. However, Alternative 3 proposes to

take approximately 50 x 130 feet of new proposed ROW from 3 privately owned properties on the south side of the UPRR ROW, for a total of 0.15-acre of new proposed TxDOT ROW. The total acreage affected by construction of the proposed project (i.e., ground disturbance) under Alternative 3 would be approximately 0.28 acre. Project plans for Alternative 3 are provided as an attachment to the back of this letter.

HRA Gray & Pape has not conducted any fieldwork associated with this project. Photographs of the non-archeological Area of Potential Effect (APE) were captured by Berg Oliver and provided to HRA Gray & Pape for review and use. Some photographs were also provided by Google Earth's Street View (2012). These photographs of the project area are provided on Figure 3 and Plate 1.

PHYSIOGRAPY AND GEOMORPHOLOGY OF THE REGION

The Texas Coastal Plain makes up part of the larger Gulf Coastal Plain, a low level to gently sloping region extending from Florida to Mexico. The Texas Coastal Plain reaches as far north as the Ouachita uplift in Oklahoma, and as far west as the Balcones escarpment in central Texas. The basic geomorphological characteristics of the Texas coast and associated inland areas, which includes Harris County, resulted from depositional conditions influenced by the combined action of sea level changes from glacial advance in the northern portions of the continent, and subsequent downcutting and variations in the sediment load capacity of the region's rivers. Locally, Harris County is underlain by relatively recent sedimentary rocks and unconsolidated sediments ranging in age from the Miocene to Holocene (Abbott 2001; Van Sicken 1991).

Although older geologic units have been identified in the region (Abbott 2001; Barnes 1982; Van Sicken 1991), units relevant to the study of long-term human occupation in modern-day Harris County include the Beaumont Formation, generally believed to predate human occupation in the region, the so-called "Deweyville Terraces", stratigraphically positioned between the Beaumont and Recent deposits. Quaternary Beaumont Formation underlies the project area (Barnes 1982). These deposits are made up of clay, silt, and sand. This includes stream channel, point bar, natural levee, back swamp, and mud flat deposits (Barnes 1982). Gilgale, a succession of microbasins and microknolls in generally level areas or microvalleys and microridges parallel to the slope are common microfeatures.

The date of deposition for the Deweyville Terraces is not known. However, Abbott (2001:16) among others believes the north-south oriented terraces aggraded during the Late Pleistocene from overbank deposition of rivers and streams prior to the beginning of the Holocene. Abbott suggests that aggradation ended by approximately 20,000 years before present (B.P.) (Abbott 2001:106). However, meanders of rivers cut valleys through these terraces regularly during the Holocene and then abandoned them. This process leaves large, flat, open, and well drained areas favored for campsites. While all depositional facies other than channels have the potential to preserve archeological sites, behaviorally, human activity favors well drained, sandy channel-proximal localities over floodbasin muds (Abbott 2001:126). Overlaying these deposits may be

relatively thick or thin Holocene deposits, laid down in the Harris County area by alluvial or eolian factors, or potentially, marshy environments. The project area is underlain by the Beaumont Formation (Abbot 2001; Barnes 1992). The Beaumont Formation is estimated to date to as early as the Phanerozoic and as recent as the Late Pleistocene.

SOILS

The soil mapped within the project area is Verland-Urban Land Complex (also known as Midland-Urban land complex) is composed of 20 to 75% of Verland (Midland) soils with Urban land making up 10 to 75% and Bernard, Lake Charles, Beaumont, Ozan, and Gessner soils combined making up 15% or less (Wheeler 1976). Verland-Urban Land Complex is a somewhat poorly drained soil has a parent material of loamy fluviomarine deposits of late Pleistocene age (Soil Survey Staff, National Cooperative Soil Survey, Web Soil Survey [SSS NCSS WSS]). Verland, or Midland, soil consists of a surface layer of firm and strongly acidic dark grayish brown silty clay loam to a depth of 18 centimeters (7 inches). Below this is a layer of gray silty clay 33 centimeters (13 inches) thick followed by a layer of dark gray to a depth of 127 centimeters (50 inches). A layer of mottled gray, olive yellow, and brownish yellow clay follows this to a depth of 183 centimeters (72 inches) (Wheeler 1976).

This soil generally has a low potential to produce intact deeply buried resources. According to Abbott (2001: table 2) this soil typically has a low geoarchaeological potential “or likelihood that the soil could contain buried cultural material in reasonable context” (Abbott 2001:20).

EXISTING DISTURBANCES

A review of historic topographic maps dating back to 1916 and aerial imagery dating back to 1944 show the project area as developed and urbanized (Google Earth 2012). The project area is located in the Greater Fifth Ward neighborhood near downtown Houston that was established prior to 1916. The proposed bridge is being constructed over the Southern Pacific Railroad which was built before 1916, probably built around the 1870s when Houston’s rail system was established. The railroad is still active and used daily.

PREHISTORIC OVERVIEW

Based on aspects of material culture, researchers have identified six archaeological time periods associated with Native Americans in southeast Texas; in general, these include the Paleoindian, Archaic (with Early, Middle, and Late subdivisions), Ceramic, Late Prehistoric, Protohistoric, and Historic Indian. Archaeologists within the region agree on the general framework of cultural time periods, while disagreeing on the temporal boundaries of these periods.

Patterson's (1995) chronology, for example, includes Early Paleoindian (10,000-8000 B.C.), Late Paleoindian (8000-5000 B.C.), Early Archaic (5000-3000 B.C.), Middle Archaic (3000-1500 B.C.), Late Archaic (1500 B.C.-A.D. 100), Early Ceramic (A.D. 100-A.D. 600), Late Prehistoric (A.D. 600-1500), Protohistoric (A.D. 1500-1700), and the Historic Indian (A.D. 1700-1800) periods. In contrast, Ensor (1990) offers a Southeast Texas chronology that includes Paleoindian (10,000-8000 B.C.), Early Archaic (8000-5000 B.C.), Middle Archaic (5000-1000 B.C.), Late Archaic (1000 B.C.-A.D. 400), Early Ceramic (A.D. 400-A.D. 800), and Late Ceramic (A.D. 800-A.D. 1750). Despite these differences, the chronologies developed by researchers are based primarily on changes in projectile point technologies within the region and the introduction of pottery. It is generally recognized that a broad-based hunting and gathering lifestyle was utilized throughout all time periods.

Prehistoric archaeological sites identified in the inland regions of the Gulf Coastal Plain tend to be composed of ephemeral, shallow deposits reflecting short-term occupation episodes. In general, these sites consist of temporally non-diagnostic lithic scatters, thin subsurface deposits, or suggest the presence of multiple cultural components within a mixed stratigraphic archaeological context. Historic sites near the project area typically consist of farm or homesteads dating to the late nineteenth or early twentieth centuries.

BRIEF HISTORY OF HARRIS COUNTY

Harris County was formed as Harrisburg County on December 22, 1836. The county was renamed Harris in December 1839 to honor John Richardson Harris, an early pioneer who had established Harrisburg in 1826, the first town site in the county. Harrisburg was established at the confluence of Buffalo Bayou and Brays Bayou and by the 1830s had become the major port of entry for the region and a transportation hub. Roads ran northwest to the Brazos communities of San Felipe and Washington, east to the ferry landing that crossed the San Jacinto, and west paralleling Brays Bayou to the Oyster Creek Community near present day Stafford in Fort Bend County.

Under Mexican rule, the area surrounding Harrisburg was known as the San Jacinto District. The district stretched east from Lynchburg on the San Jacinto River west to the location of present day Richmond, and from Clear Creek in the south to Spring Creek in the north. Harrisburg County encompassed this same territory with the addition of Galveston Island. The modern boundaries of Harris County were established in 1838 (Henson 2012).

The lands that would become Harris County comprised the southeastern border of Austin's Colony. In July of 1824, twenty-nine titles were granted to lands in future Harris County, with an additional twenty-three grants made between 1828 and 1833. These original grants concentrated mainly on the watercourses of the region (Henson 2012). The early settlers in the region were mostly from the southern United States who brought with them their African slaves. In the 1840s, large numbers of German and French immigrants settled in Harris County. The

Hispanic presence in the region was relatively sparse prior to an influx of immigrants following the Mexican Revolution reflecting the ephemeral nature of Spanish and Mexican colonization.

The founding of the city of Houston by Augustus and John Allen was announced in a newspaper advertisement in August 1836. The brothers managed to convince the delegates of the first Texas Congress to establish the yet-to-be-built Houston as the first, albeit temporary (1837-1840), capital of Texas. In 1837, Houston also became the seat of Harrisburg County. The town was laid out on a grid plan with streets running parallel and perpendicular to Buffalo Bayou near the confluence of White Oak Bayou. The town grew rapidly from 12 inhabitants and 1 log cabin in January of 1837 to 1500 people and 100 houses four months later (Henson 2012).

Initially the city was not segregated and slaves lived scattered throughout the city's neighborhoods. There was a separate social structure for the whites and subordinate blacks which continued beyond the Civil War and Emancipation. Schools, churches, and businesses continued to be segregated and by the end of the nineteenth century residential segregation was also present. Separate white, black, and later on Hispanic neighborhoods divided the city.

The immigrants that came to the area following the Civil War founded settlements along the rail lines that bisected the county. The Houston communities of Pasadena, Deer Park, Houston Heights, Bellaire, Webster, La Porte, South Houston, and Genoa developed in this manner and were eventually annexed into the city of Houston. By the 1930s, Harris County was the largest county and Houston was the largest city in Texas. By the mid-nineteenth century, Houston and Harris County had become a center of commerce. Products were imported into the Texas hinterland through Houston after being offloaded from ocean going ships in Galveston. Exports included agricultural products such as cotton, corn, and cow hides. The town became a railroad hub with 6 railways spreading from 80.5 to 160.9 kilometers (50 to 100 miles) to the northwest, east, west, south, and southeast. In 1873, Houston joined the national rail network when the Houston and Texas Central reached Denison (Henson 2012).

The expansion of Buffalo Bayou was essential to the commercial life of Houston and a number of private ventures were undertaken over the years to widen and deepen the channel. The Army Corp of Engineers took control of the project in 1881, eventually creating the 15.2-meter (50-foot) deep Houston Ship Channel from Galveston Bay to a turning basin above Brays Bayou. Additional public works projects included the creation of the Lake Houston reservoir in 1954 to reduce the dependence on subsurface water, the use of which had caused up to 3 meters (9 feet) of subsidence surrounding the confluence of Buffalo Bayou and the San Jacinto River. In 1935, the Harris County Flood Control District was established and infrastructures such as the Addicks and Barker dams in western Harris County were constructed. Since this time, channelization projects completed along Houston area bayous have disturbed any archaeological sites in their path. However, isolated and undisturbed areas along these watercourses may still contain intact deposits (Abbott 2001:101).

SITE FILE RESEARCH RESULTS

The site file research revealed that no previously recorded archeological sites, cemeteries, or National Register properties have been identified within the APE. There are also no archaeological sites within a 1.6-kilometer (1-mile) radius of the APE. Three Historical Markers are located within a 1.6-kilometer (1-mile) radius of the project area and are summarized in Table 1. Historical Marker (THC #10738) titled Mount Vernon United Methodist Church is located 0.86 kilometers (marks the church as one of the oldest in Houston, originating in 1865. The marker was erected in 1977. Historical Marker (THC #10779) was erected in 1981 and marks Sloan Memorial United Methodist Church. Historical Marker (THC #12921) was erected in 2002 and marks Mount Pleasant Baptist Church.

Table 1. Previously recorded cultural resources within 1.6 kilometers (1 mile) of the project area.

Resource Number/Name	Resource Type	USGS 7.5 Minute Quadrangle	Temporal Affiliation	Distance from Project Area
Mount Vernon United Methodist Church (THC #10738)	Historical Marker	Settegast	Late 19th-Early 20th Century	<1 mile
Sloan Memorial United Methodist Church (THC #10779)	Historical Marker	Settegast	Late 19th-Early 20th Century	<1 mile
Mount Pleasant Baptist Church (THC #12921)	Historical Marker	Settegast	Late 19 th -Early 20 th Century	<1 mile

PREVIOUS CULTURAL RESOURCE INVESTIGATIONS

There have been 2 linear surveys and 1 area survey conducted within a 1.6-kilometer (1-mile) radius of the APE. In 1996, the Texas Water Development Board (TWDB) had a linear survey conducted 2 streets west of the project area along Grigg Street and continued 4 and 5 streets northwest of the project area along Liberty Road. Another linear survey was also done in 1996 for the TWDB located approximately 1.6 kilometers (1 mile) southeast of the APE. In 2005, an area survey was done for TxDOT by PAI, Inc. approximately 1 kilometer (0.62 miles) west of the project area. This was a road improvement survey conducted along Elysian Street, Lorraine Street, and Noble Street and consisted of 14 backhoe trenches. The trenches revealed a cemetery, Urban House site, house foundation, piers, cisterns, and artifact scatters from the nineteenth and twentieth centuries. Future investigation is recommended (Boyd et. al 2005).

TxDOT PALM RECOMMENDATIONS

Based on a review of TxDOTs' Potential Archeological Liability Map (PALM) for this project, the proposed bridge designs are located within an area categorized as PALM Unit 4, which

recommends no survey due to its location within a highly urbanized and developed environment (PALM attached). While prehistoric sites are certain to lack depositional integrity, historical urban sites may be present nearby. However, the projects small footprint within railroad ROW is unlikely to produce intact buried urban archaeological sites.

RECOMMENDATIONS

Based on the results of archival research outlined in this letter, a review of recent aerial photography and the PALM of the area, as well as an analysis of previous development associated with the project area, it is highly unlikely that archeological fieldwork would be appropriate for the project.

The urbanized nature of the environment and narrow construction footprint within existing C.O.H. ROW adjacent to UPRR ROW and within various semi-developed to developed private properties suggest that the project is unlikely to produce intact and significant archaeological deposits of either prehistoric or historic origin. Therefore, HRA Gray & Pape recommends that an archeological field survey not be required within the project APE. HRA Gray & Pape request your concurrence with a recommendation for no field survey within the project APE.

Continuing consultation will result if there are modifications to the project APE. A letter regarding our assessment of the potential for non-archeological historic-age resources for this project has also been filed with TxDOT; additional historic-age resources survey is not recommended. If you have any questions or comments, or are in need of additional information, please do not hesitate to contact me at ksoltysiak@hragp.com or (713) 541-0473.

Sincerely,



Kristi Soltysiak
Principal Investigator
HRA Gray & Pape

Enc.
Cc: Cole Konopka- BOA#8441
HRAGP #770

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The University of Texas at Austin

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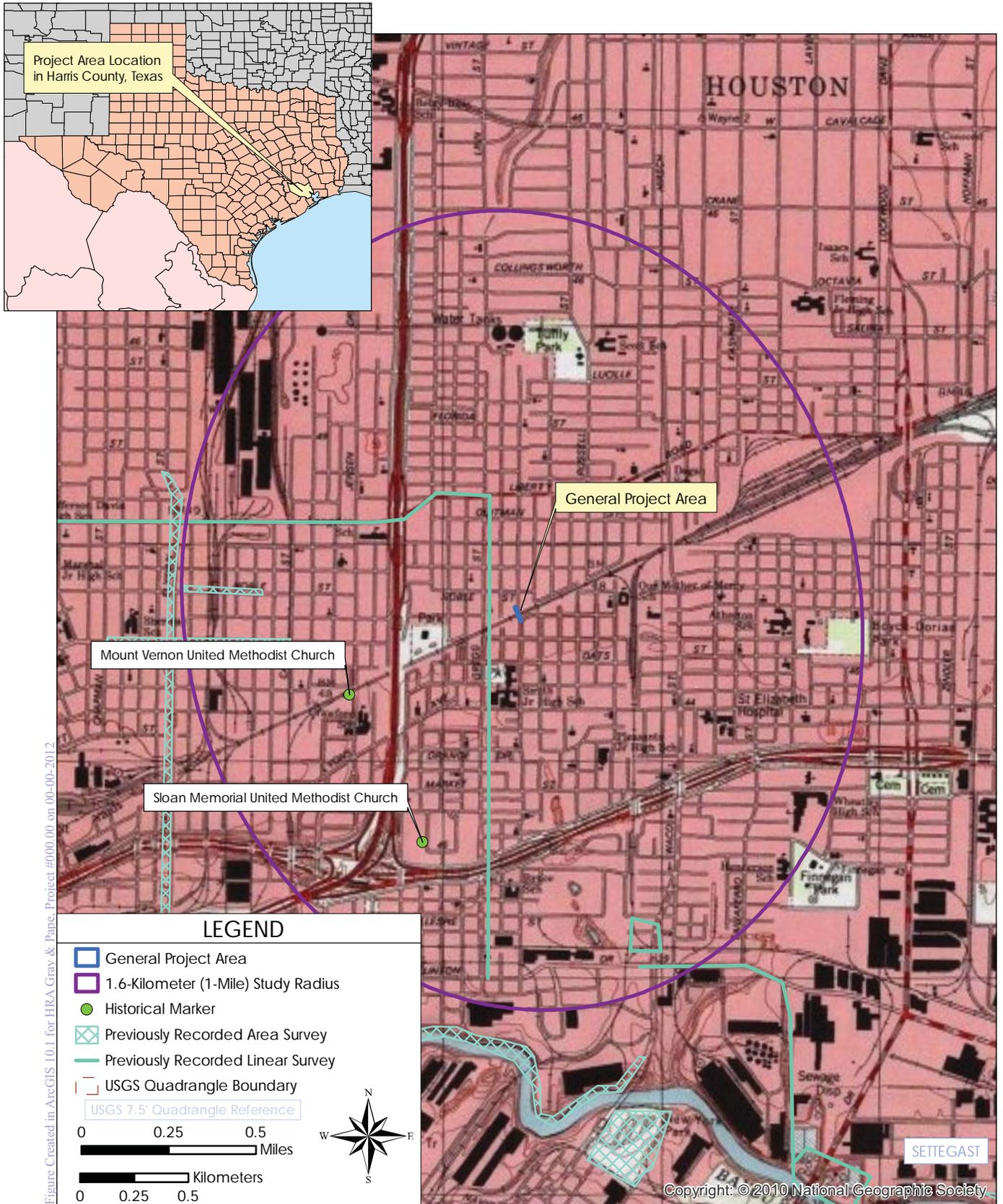
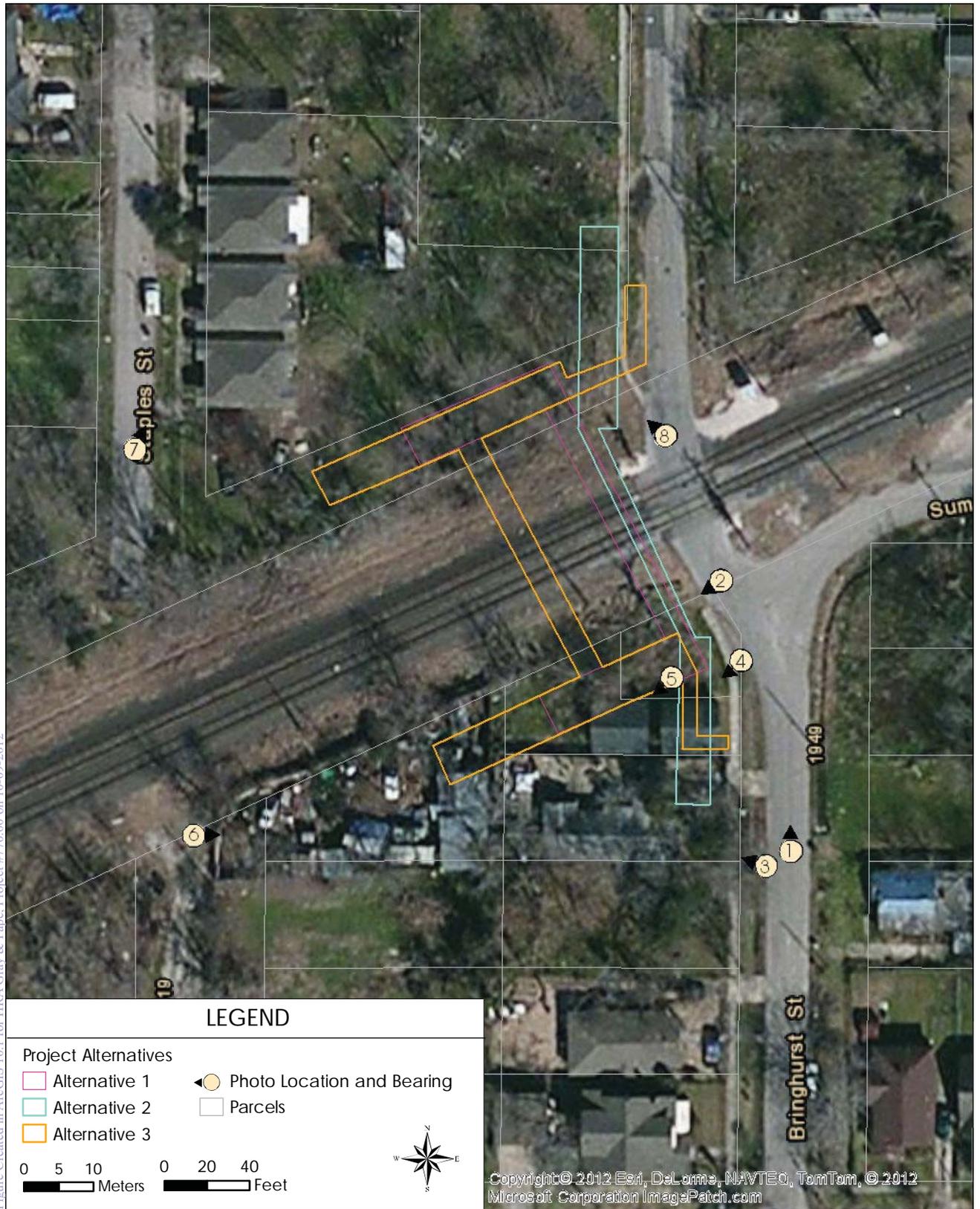


Figure Created in ArcGIS 10.1 for HRA Gray & Pape, Project #000.00 on 00-00-2012

Project Area Location in Harris County, Texas

Figure Created in ArcGIS 10.1 for HRA Gray & Pape, Project #770.00 on 10-09-2012



Proposed Project Alternatives and Locations of Representative Photographs



Plate 1. General overview of Bringhurst Street adjacent to the project area. View is to the north.



Plate 2. General overview U.P.R.R. ROW south of the tracks. View is to the southwest.



Plate 3. Structure at 1915 Bringhurst Street. View is to the west.



Plate 4. Structure at 1917 1/2 Bringhurst Street. View is to the west.

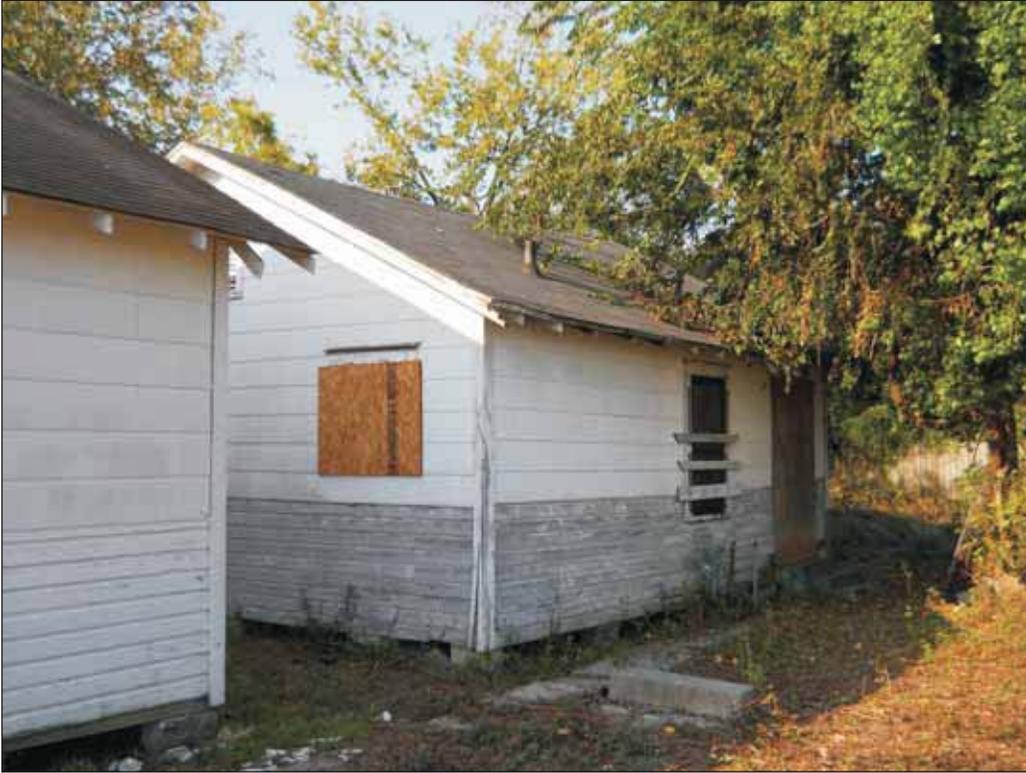


Plate 5. Structure at 1919 Bringhurst Street. View is to the east.



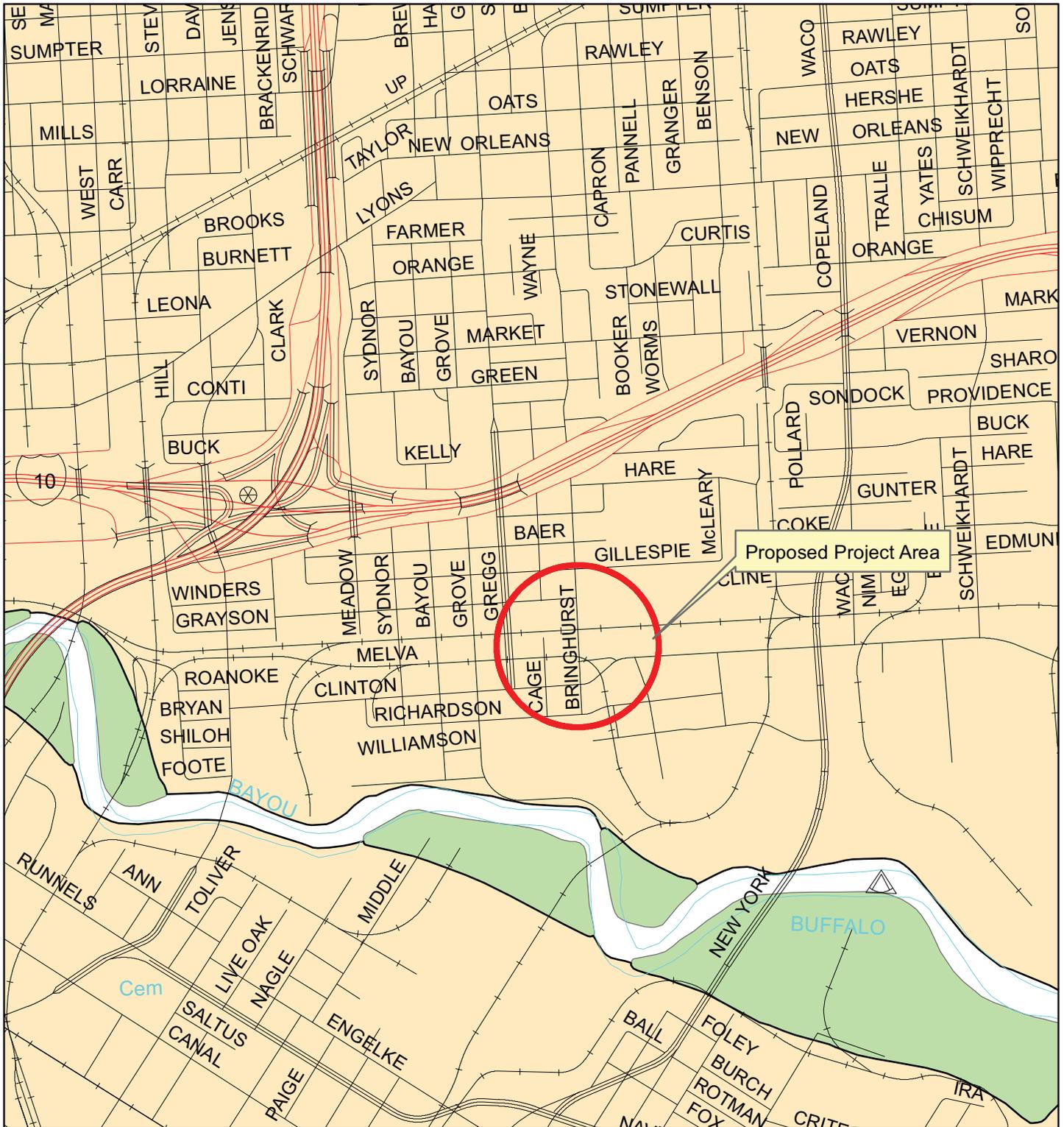
Plate 6. Structure(s) at 1918 Staples Street.. View is to the east.



Plate 7. Group of structures between 2002 and 2004 Staples Street. View is to the northeast. Image adapted from GoogleEarth, October 8, 2012.



Plate 8. Overview of the wooded property north of the tracks at 2003 Bringhurst Street. View is to the northwest. Image adapted from GoogleEarth, October 8, 2012.



PALM Map

AREA VALUE

- 0 - Water. No survey recommended.
- 1 - Surface Survey Recommended, Deep Reconnaissance Recommended if Deep Impacts are Anticipated.
- 2 - Surface Survey Recommended, No Deep Reconnaissance Recommended.
- 2a - Surface Survey of Mounds Only; No Deep Reconnaissance Recommended.
- 3 - No Surface Survey Recommended, Deep Reconnaissance Recommended if Deep Impacts are Anticipated.
- 3a - No Surface Survey Recommended, Deep Reconnaissance Recommended only if Severe Deep Impacts are Anticipated.
- 4 - No Survey Recommended.

Bringhurst Pedestrian Bridge
 Harris County Texas
 0912-72-289



FOR REDUCED PLANS
original scale in inches

PLOTTED ON: Tuesday, September 18, 2012 1:27:59 PM
FILE NAME: F:\UPRR-PBRIDGE\C3D\CAB-1.DWG



LEGEND

- R.O.W.
- PROPERTY LINE
- PROPOSED R.O.W.

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

CenterPoint Energy/ ELECTRIC FACILITIES
(LIMITED ONLY FOR LOCATIONS AND/OR DEPT. UNLESS OTHERWISE NOTED)
Date: _____

CenterPoint Energy/ GAS FACILITIES
(SEE SERVICES LISTS ARE NOT SHOWN)
Date: _____

AT&T TEXAS/SMBT UTILITY LINES SHOWN
Date: _____

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

CABLE: Approved for underground conduit facilities only.
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TEXAS SERIAL NO. 67749
DATE: 09/18/2012

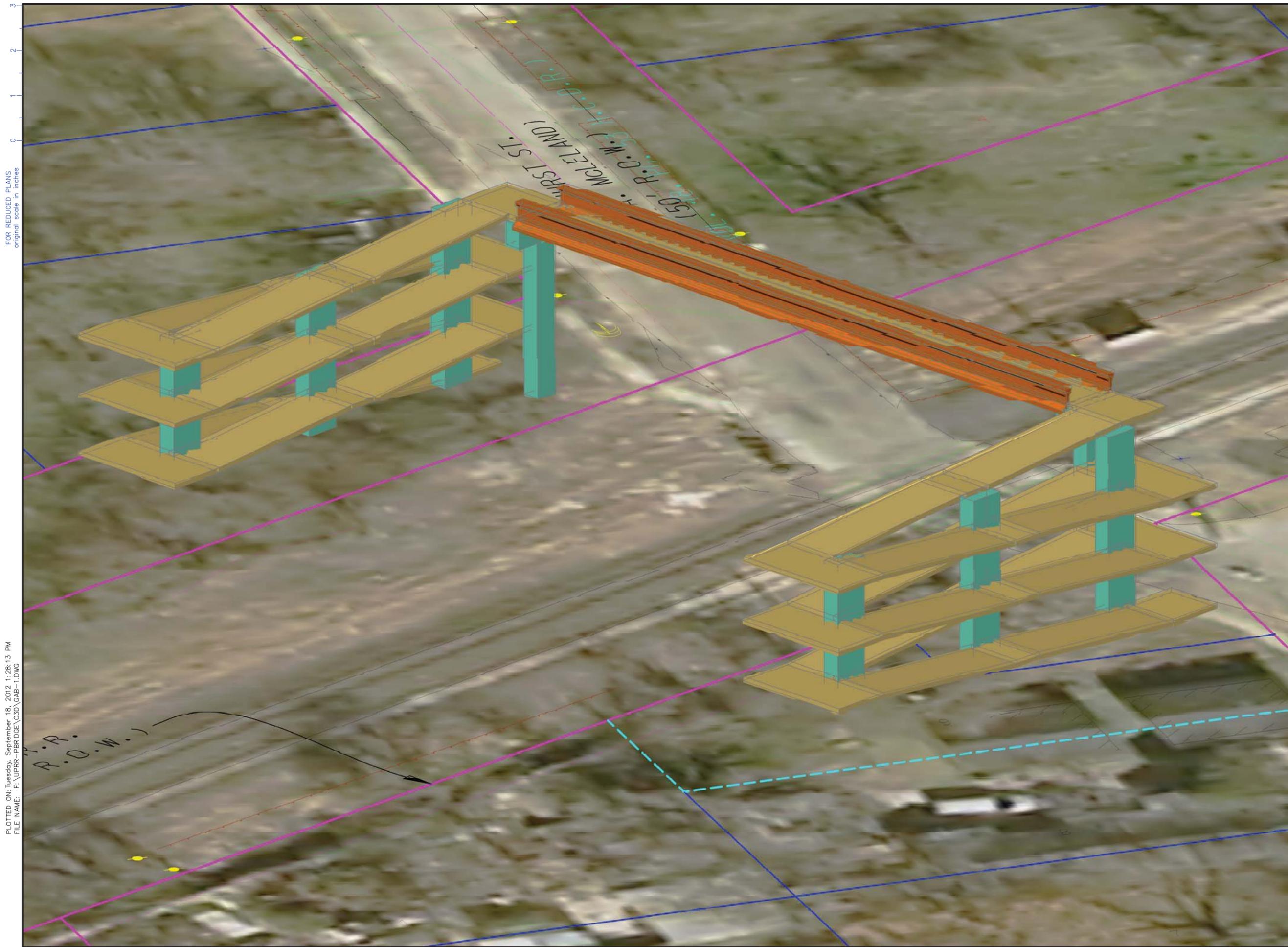
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LANDTECH CONSULTANTS, INC.
FB. NO. P-5602

CITY OF HOUSTON
DEPARTMENT OF PUBLIC WORKS AND ENGINEERING

BRINGHURST PEDESTRIAN BRIDGE OVER UPRR

ALTERNATIVE 1

WBS NO.: M-000420-0045-3	CITY DWG NO.:
TXDOT CSJ No. 0912-T2-289	
DRAWING SCALE	
1" = 20'	
CITY OF HOUSTON PM	
MAHER SAIED	
SHEET NO. 1 OF 6	



FOR REDUCED PLANS
original scale in inches

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CITY OF HOUSTON
DEPARTMENT OF PUBLIC WORKS AND ENGINEERING

BRINGHURST PEDESTRIAN BRIDGE OVER UPRR

ALTERNATIVE 1

WBS NO.: M-000420-0045-3	CITY DWG NO.:
TXDOT CSJ No. 0912-T2-289	
DRAWING SCALE	
N.T.S.	
CITY OF HOUSTON PM	
MAHER SAIED	
SHEET NO. 2 OF 6	

FOR REDUCED PLANS
original scale in inches

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TEXAS SERIAL NO. 67749
DATE: 09/18/2012

SURVEYED BY:
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FB. NO. P-5602

CITY OF HOUSTON
DEPARTMENT OF PUBLIC WORKS AND ENGINEERING

BRINGHURST PEDESTRIAN BRIDGE OVER UPRR

ALTERNATIVE 2

WBS NO.: M-000420-0045-3 CITY DWG NO.:

TXDOT CSJ No. 0912-T2-289

DRAWING SCALE

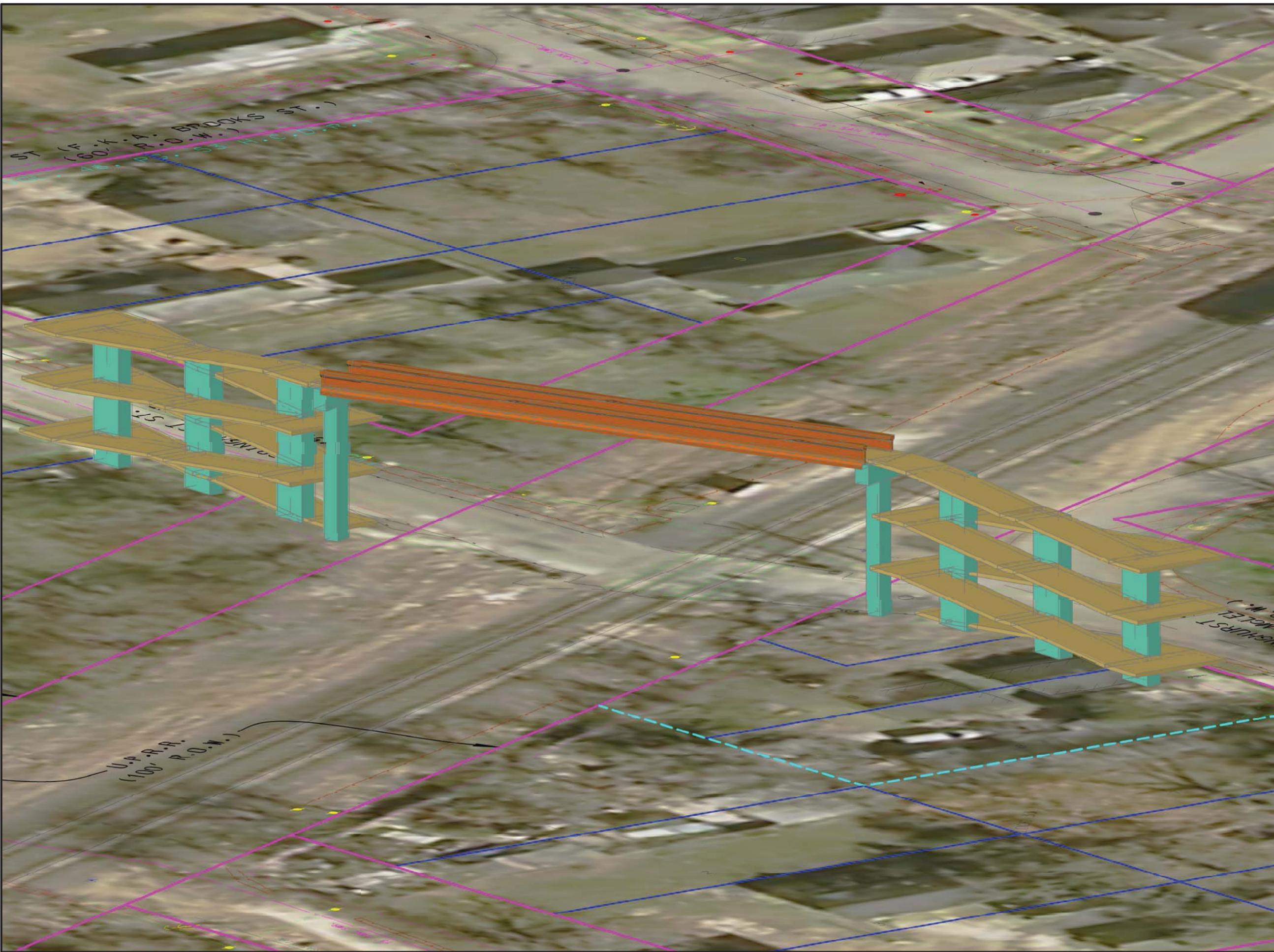
1" = 20'

CITY OF HOUSTON PM

MAHER SAIED

SHEET NO. 3 OF 6

FOR REDUCED PLANS
original scale in inches



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CITY OF HOUSTON
DEPARTMENT OF PUBLIC WORKS AND ENGINEERING

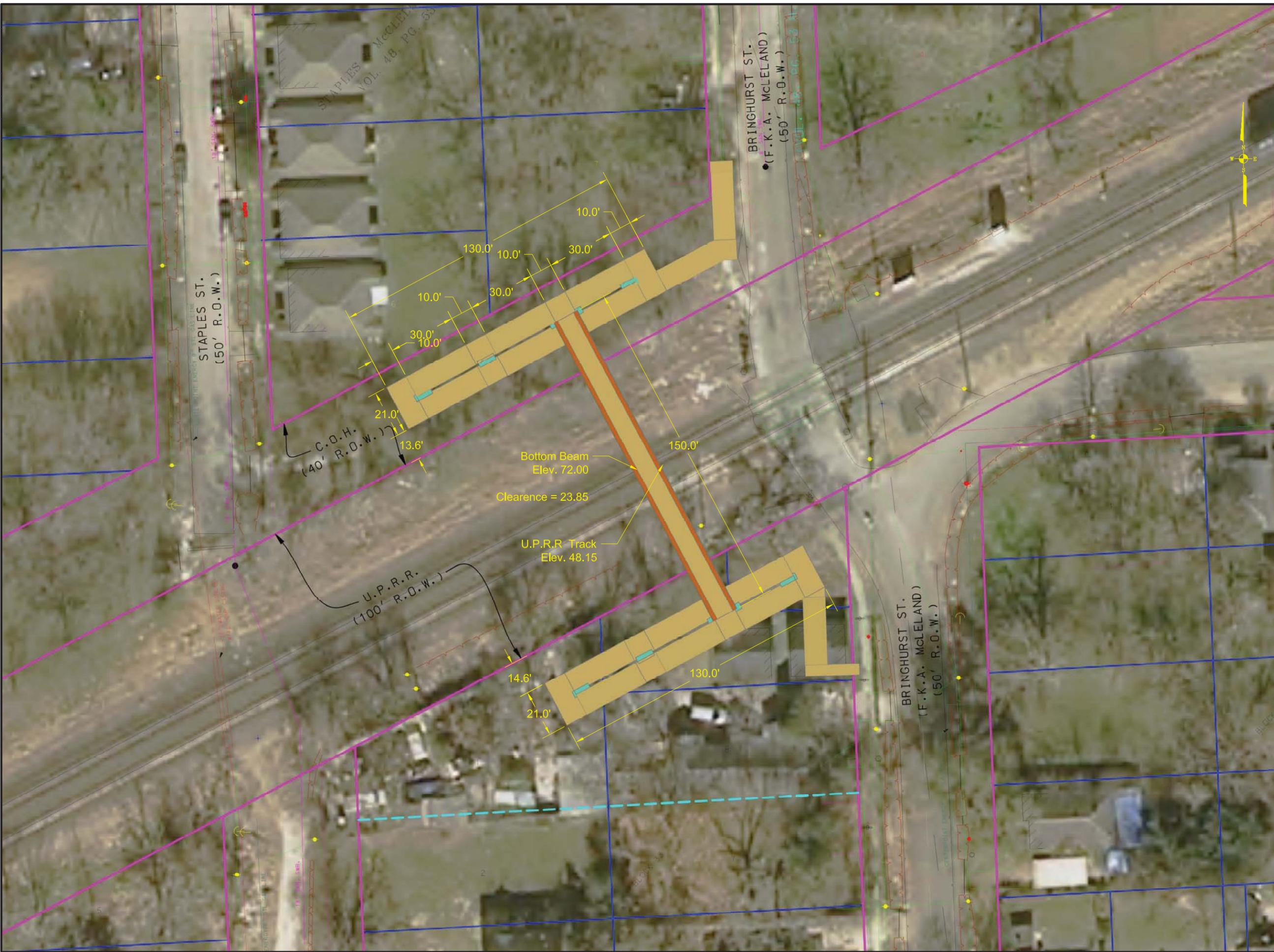
BRINGHURST PEDESTRIAN BRIDGE OVER UPRR

ALTERNATIVE 2

WBS NO.: M-000420-0045-3	CITY DWG NO.:
TXDOT CSJ No. 0912-T2-289	
DRAWING SCALE	
N.T.S.	
CITY OF HOUSTON PM	
MAHER SAIED	
SHEET NO. 4 OF 6	

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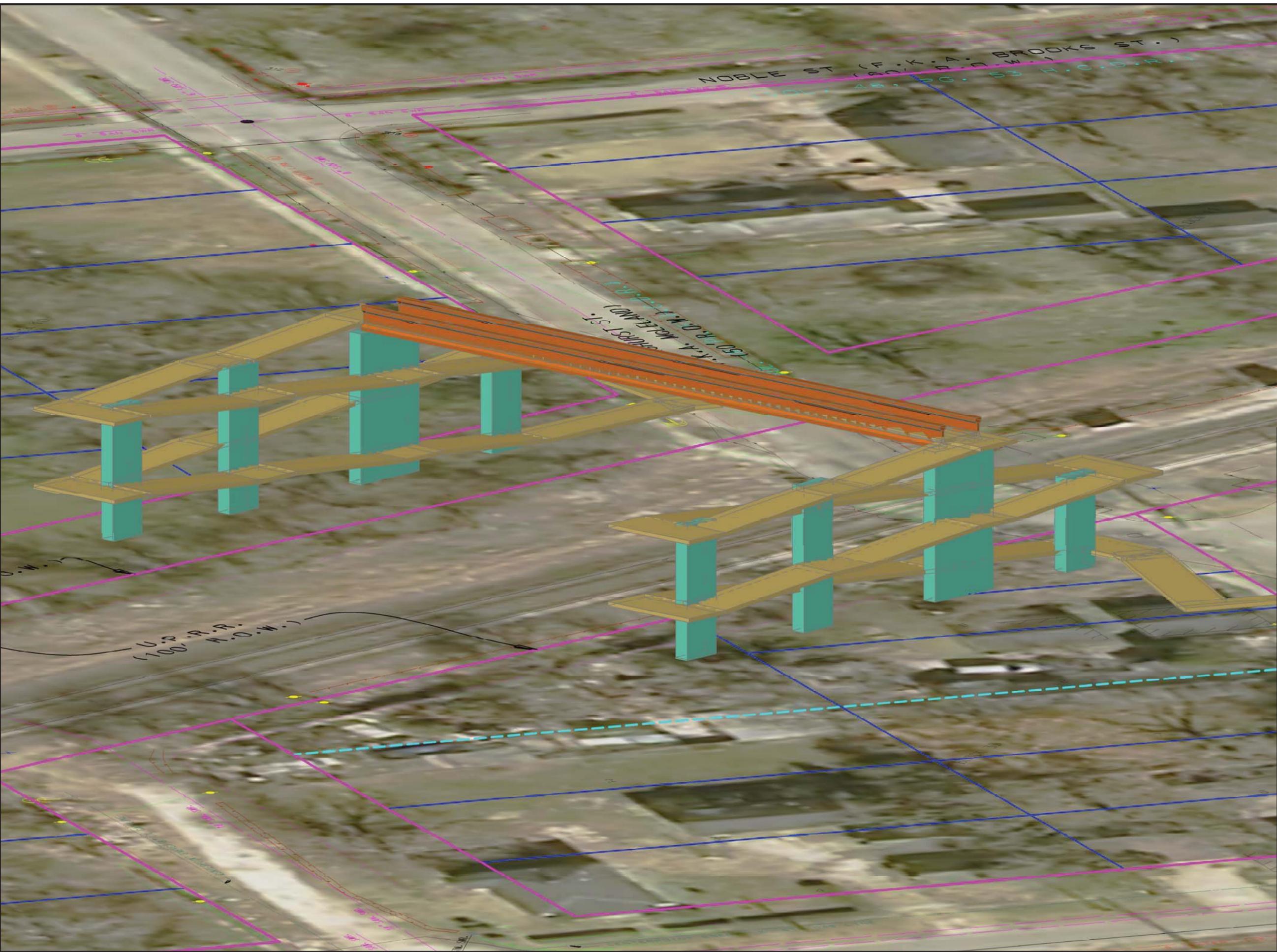
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BRINGHURST PEDESTRIAN BRIDGE OVER UPRR

ALTERNATIVE 3

WBS NO.: M-000420-0045-3	CITY DWG NO.:
TXDOT CSJ No. 0912-T2-289	
DRAWING SCALE	
1" = 20'	
CITY OF HOUSTON PM	
MAHER SAIED	
SHEET NO. 5 OF 6	

FOR REDUCED PLANS
original scale in inches



LEGEND

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CITY OF HOUSTON
DEPARTMENT OF PUBLIC WORKS AND ENGINEERING
BRINGHURST PEDESTRIAN BRIDGE OVER UPRR
ALTERNATIVE 3

WBS NO.: M-000420-0045-3	CITY DWG NO.:
TXDOT CSJ No. 0912-T2-289	
DRAWING SCALE	
N.T.S.	
CITY OF HOUSTON PM	
MAHER SAIED	
SHEET NO. 6 OF 6	

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Dr. Mario Sanchez, Architect
TxDOT-ENV-CRM
125 E. 11th Street
Austin, Texas 78701

October 16, 2012

Re: Assessment of Non-Archeological Historic-Age Resources and Management Recommendations for the Bringhurst Pedestrian Bridge Project in Harris County, Texas

**Lead Agency: The Texas Department of Transportation (TxDOT), Houston District
CSJ: 0912-72-289**

Dear Dr. Sanchez,

HRA Gray & Pape, LLC, (HRA Gray & Pape) of Houston, Texas was contracted by Berg Oliver Associates, Inc. (Berg Oliver) to conduct a background study and a non-archeological historic-age resources assessment of the effect that the above-referenced project would have on historic-age resources in Harris County, Texas. Research activities, including a background research and a review of available historic maps and aerial photographs, were initiated on September 5, 2012. This letter documents the results of these activities, along with our assessment regarding the potential for historic property identification within the project area.

Under the National Environmental Policy Act (NEPA) review process, a Categorical Exclusion (CE) is being prepared that discusses the potential environmental, social, and economic impacts of the proposed Bringhurst Pedestrian Bridge project (Figure 1). The project will received federal funding and is therefore subject to oversight by TxDOT. This project has been assigned TxDOT CSJ # 0912-72-289. The project letting date is May 2013. Therefore, anything constructed prior to May of 1968 is considered historic-age.

All research and reporting for this project was completed with reference to TxDOT's current *Standards of Uniformity (SOU) for Categorical Exclusions* with regard to *Windshield Survey of Non-Archeological Historic-Age Resources Review Checklist (TxDOT 10/27/2009)*.

Cincinnati Ohio 1318 Main St. Cincinnati, OH 45202 513.287.7700 f 513.287.7703	Missoula Montana 125 Bank St. Fifth Floor Missoula, MT 59802 406.721.1958 f 406.721.1964	Houston Texas 1428 West Alabama St. Houston, TX 77006 713.541.0473 f 713.541.0479	Richmond Virginia 100 West Franklin St. Suite 102 Richmond, VA 23220 804.644.0656 f 804.643.8119	Seattle Washington 1904 Third Ave. Suite 240 Seattle, WA 98101 206.343.0226 f 206.343.0249	Portland Oregon 909 N. Beech St. Suite B Portland, OR 97227 503.247.1319 f 503.284.1161	Providence Rhode Island 60 Valley St. Suite 103 Providence, RI 02909 401.273.9900 f 401.273.9944
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PROJECT AREA DESCRIPTION

The project area is located in north Harris County and is located on the Settegast (2995-311) 7.5-minute United States Geological Survey (USGS) topographic quadrangle map (Figure 1). The purpose of this project is to create a pedestrian bridge with ramps spanning over UPRR (Union Pacific Railroad) along the west side of Bringhurst Street. The proposed pedestrian bridge would be situated on the west side of Bringhurst Street between Rawly and Noble Streets. Currently, the project includes 3 alternative designs, each involving the acquisition of right-of-way (ROW) from the City of Houston (C.O.H.) and some measure of new proposed ROW taken from adjacent private properties by TxDOT.

Under Design Alternative 1, the project would involve a 120-foot x 10-foot pedestrian bridge constructed 72 feet high over the existing UPRR ROW, providing 23.85 feet of clearance. No taking from the UPRR ROW is planned under designed Alternative 1. For pedestrian ramps, Alternative 1 would require the acquisition of approximately 33.1 x 85 feet of ROW from the C.O.H. north of the UPRR ROW, for a total of 0.06-acre of acquired C.O.H. ROW. In addition, Alternative 1 proposes to take approximately 23 x 85 feet of new proposed ROW from 2 privately owned properties on the south side of the UPRR ROW, for a total of 0.04-acre of new proposed TxDOT ROW. The total acreage affected by construction of the proposed project (i.e., ground disturbance) under Alternative 1 would be approximately 0.10 acre. Project plans for Alternative 1 are provided as an attachment to the back of this letter.

Under Design Alternative 2, the project would involve a 120-foot x 10-foot pedestrian bridge constructed 72 feet high over the existing UPRR ROW, providing 23.85 feet of clearance. No taking from the UPRR ROW is planned under designed Alternative 2. For pedestrian ramps, Alternative 2 would require the acquisition of approximately 21 x 40 feet of ROW from the C.O.H. north of the UPRR ROW, for a total of 0.01-acre of acquired C.O.H. ROW. In addition, Alternative 2 proposes to take approximately 21 x 60 feet of new proposed ROW from 2 privately owned properties on the north side of the UPRR ROW, for a total of 0.02-acre of new proposed TxDOT ROW. Likewise, Alternative 2 proposes to take approximately 21 x 120 feet of new proposed ROW from 3 privately owned properties on the south side of the UPRR ROW, for a total of 0.05-acre of new proposed TxDOT ROW. Combined, the total acreage affected by construction of the proposed project (i.e., ground disturbance) under Alternative 2 would be approximately 0.08 acre. Project plans for Alternative 2 are provided as an attachment to the back of this letter.

Under Design Alternative 3, the project would involve a 150-foot x 10-foot pedestrian bridge constructed 72 feet high over the existing UPRR ROW, providing 23.85 feet of clearance. No taking from the UPRR ROW is planned under designed Alternative 3. For pedestrian ramps, Alternative 3 would require the acquisition of approximately 34.6 x 165 feet of ROW from the C.O.H. north of the UPRR ROW, for a total of 0.13-acre of acquired C.O.H. ROW. No new ROW is proposed on the north side of the C.O.H. ROW. However, Alternative 3 proposes to take approximately 50 x 130 feet of new proposed ROW from 3 privately owned properties on the south side of the UPRR ROW, for a total of 0.15-acre of new proposed TxDOT ROW. The

total acreage affected by construction of the proposed project (i.e., ground disturbance) under Alternative 3 would be approximately 0.28 acre. Project plans for Alternative 3 are provided as an attachment to the back of this letter.

HRA Gray & Pape has not conducted any fieldwork associated with this project. Photographs of the non-archeological APE were captured by Berg Oliver and provided to HRA Gray & Pape for review and use. Some photographs were also provided by Google Earth's Street View (2012). These photographs of the project area are provided on Figure 3 and Plate 1.

EXISTING DISTURBANCES

A review of historic topographic maps dating back to 1916 and aerial imagery dating back to 1944 show the project area as developed and urbanized (Google Earth 2012). The project area is located in the Greater Fifth Ward neighborhood near downtown Houston that was established prior to 1916. The proposed bridge is being constructed over a pair mainline railroad tracks that are currently part of Union Pacific Railroad's Terminal Subdivision. The railroad alignment dates to the early 1860s. The railroad remains in daily use.

BRIEF HISTORY OF HARRIS COUNTY

Harris County was formed as Harrisburg County on December 22, 1836. The county was renamed Harris in December 1839 to honor John Richardson Harris, an early pioneer who had established Harrisburg in 1826, the first town site in the county. Harrisburg was established at the confluence of Buffalo Bayou and Brays Bayou and by the 1830s had become the major port of entry for the region and a transportation hub. Roads ran northwest to the Brazos communities of San Felipe and Washington, east to the ferry landing that crossed the San Jacinto, and west paralleling Brays Bayou to the Oyster Creek Community near present day Stafford in Fort Bend County.

Under Mexican rule, the area surrounding Harrisburg was known as the San Jacinto District. The district stretched east from Lynchburg on the San Jacinto River west to the location of present day Richmond, and from Clear Creek in the south to Spring Creek in the north. Harrisburg County encompassed this same territory with the addition of Galveston Island. The modern boundaries of Harris County were established in 1838 (Henson 2012).

The lands that would become Harris County comprised the southeastern border of Austin's Colony. In July of 1824, twenty-nine titles were granted to lands in future Harris County, with an additional twenty-three grants made between 1828 and 1833. These original grants concentrated mainly on the watercourses of the region (Henson 2012). The early settlers in the region were mostly from the southern United States who brought with them their African slaves. In the 1840s, large numbers of German and French immigrants settled in Harris County. The

Hispanic presence in the region was relatively sparse prior to an influx of immigrants following the Mexican Revolution reflecting the ephemeral nature of Spanish and Mexican colonization.

The founding of the city of Houston by Augustus and John Allen was announced in a newspaper advertisement in August 1836. The brothers managed to convince the delegates of the first Texas Congress to establish the yet-to-be-built Houston as the first, albeit temporary (1837-1840), capital of Texas. In 1837, Houston also became the seat of Harrisburg County. The town was laid out on a grid plan with streets running parallel and perpendicular to Buffalo Bayou near the confluence of White Oak Bayou. The town grew rapidly from 12 inhabitants and 1 log cabin in January of 1837 to 1500 people and 100 houses four months later (Henson 2012).

Initially the city was not segregated and slaves lived scattered throughout the city's neighborhoods. There was a separate social structure for the whites and subordinate blacks which continued beyond the Civil War and Emancipation. Schools, churches, and businesses continued to be segregated and by the end of the nineteenth century residential segregation was also present. Separate white, black, and later on Hispanic neighborhoods divided the city.

The immigrants that came to the area following the Civil War founded settlements along the rail lines that bisected the county. The Houston communities of Pasadena, Deer Park, Houston Heights, Bellaire, Webster, La Porte, South Houston, and Genoa developed in this manner and were eventually annexed into the city of Houston. By the 1930s, Harris County was the largest county and Houston was the largest city in Texas.

By the mid-nineteenth century, Houston and Harris County had become a center of commerce. Products were imported into the Texas hinterland through Houston after being offloaded from ocean going ships in Galveston. Exports included agricultural products such as cotton, corn, and cow hides. The town became a railroad hub with 6 railways spreading from 80.5 to 160.9 kilometers (50 to 100 miles) to the northwest, east, west, south, and southeast. In 1873, Houston joined the national rail network when the Houston and Texas Central reached Denison (Henson 2012).

The expansion of Buffalo Bayou was essential to the commercial life of Houston and a number of private ventures were undertaken over the years to widen and deepen the channel. The Army Corp of Engineers took control of the project in 1881, eventually creating the 15.2-meter (50-foot) deep Houston Ship Channel from Galveston Bay to a turning basin above Brays Bayou. Additional public works projects included the creation of the Lake Houston reservoir in 1954 to reduce the dependence on subsurface water, the use of which had caused up to 3 meters (9 feet) of subsidence surrounding the confluence of Buffalo Bayou and the San Jacinto River. In 1935, the Harris County Flood Control District was established and infrastructures such as the Addicks and Barker dams in western Harris County were constructed. Since this time, channelization projects completed along Houston area bayous have disturbed any archaeological sites in their path. However, isolated and undisturbed areas along these watercourses may still contain intact deposits (Abbott 2001:101).

ARCHIVAL RESEARCH RESULTS

Historical aerial images dating between 1944 and 2011, and Sanborn maps dating from 1924 to 1950, were evaluated to look for the presence of historic-age structures and to understand the history of land use associated with the proposed project (Google Earth 2012). Historical topographic maps were also evaluated dating back to 1916 and three buildings located just north of the project area were visible, but no buildings were visible inside the project area (The University of Texas at Austin 2012). Post 1916 topographic maps just characterize the project area as urban (The University of Texas at Austin 2012). A comparison of historical aerial images, Sanborn maps and recent Google Earth images reveals that the neighborhood has experienced considerable demolition since the 1970s. Indeed, at least 14 of the 22 historic-age houses located along Bringhurst Street between Noble and Rawley avenues have been demolished. Historical maps and aerials reveal that considerable demolition has occurred elsewhere along Bringhurst, particularly between Rawley and Oats Avenue, where the entire block between Bringhurst and Staples avenues has been demolished.

Within the project area, 14 historic-age buildings were located on the 1950 Sanborn map and the 1944, 1953, and 1957 historical aerial images. Two of the noted buildings, formerly located north of the railroad tracks at 2001 Bringhurst Street, remained visible on historical aerial images until 2008. These buildings, which included a house and its detached garage, have since been demolished. An additional 4 historic-age buildings are located north of the railroad tracks at 1994-1996, 1998-2000, 2002-2004, and 2006-2008 Staples Street. These buildings do not appear on historical aerial images until 1957. These duplex houses are the only standing buildings in the project area, north of the railroad tracks. South of the tracks, another eight historic-age buildings occupied the project area through the 1950s. However, only 4 of these buildings remained standing at the time of the survey. They include a house and its detached garage at 1915 Bringhurst Street and a pair of small Ranch houses at 1917 and 1917½ Bringhurst Street. The house at 1915 Bringhurst Street also includes an outbuilding of unknown age.

Alternative 2 requires the taking of a portion of the lot at 1915 Bringhurst Street. The extant building on the lot is a ca.1935, vernacular, cross-gabled bungalow. The building stands one-story tall and features an asphalt shingle roof and wooden drop siding (Plate 3). A fence and a dense shroud of foliage make it difficult to determine what the rear of the building looks like. However, aerial imagery indicates that the house follows a long, rectangular plan with cross gables at the east, center, and west ends of the north side of the building. The 1950 Sanborn map shows that the property included a detached garage at the west end of the house. Aerial images indicate that the garage may now be an enclosed extension of the house. In this event, the 2 buildings will in effect have become 1 resource.

Research in local libraries and other repositories revealed no indication that 1915 Bringhurst Street is associated with any significant events or persons. The building therefore is recommended not eligible for inclusion in the NRHP under Criterion A or B. As an undistinguished, vernacular residential building, the house is not representative of a distinctive type, period, or method of construction. The house at 1915 Bringhurst Street, therefore, is

recommended not eligible under NRHP Criterion C. Consequently, the resource at 1915 Bringhurst Street is recommended not eligible for the National Register of Historic Places.

Google Earth and Bing maps imagery show what appears to be a shed-roof outbuilding at the rear of the lot at 1915 Bringhurst Street. Alternative 3 requires the taking of this building. The building is obscured by a tall fence and dense brush (Plate 6) making it difficult to determine exactly what the building looks like. The 1950 Sanborn map shows a 2-story dwelling at this location. However, the extant building does not appear tall enough to include two stories. The large number of junk cars sitting around the building might indicate that the building is or was being used as a garage or workshop. The former two-story dwelling might have been converted to a garage or was possibly demolished to make way for the extant building. The resolution of available historical aerial images is not sufficient to help determine when this outbuilding first appears on the property. The building, therefore, could be more or less than 50 years of age.

Research in local libraries and other repositories revealed no indication that the outbuilding at 1915 Bringhurst Street is associated with any significant events or persons. The building, therefore, is recommended not eligible for inclusion in the NRHP under Criterion A or B. The building is not representative of a distinctive type, period, or method of construction. The house at 1915 Bringhurst Street, therefore, is recommended not eligible under NRHP Criterion C. Consequently, the outbuilding at 1915 Bringhurst Street is recommended not eligible for the National Register of Historic Places.

The buildings at 1917 and 1917½ Bringhurst Street, include a pair of nearly identical, ca.1940, side-gabled ranch houses (Plates 4 and 5). The gables are oriented east to west with the dwelling at 1917½ Bringhurst Street located directly behind (west of) 1917 Bringhurst Street. These small dwellings stand 1-story tall and follow a simple, rectangular plan. A single door is located in the north and south sides of each of the buildings. Fenestration consists of 6/6 and 1/1 double-hung windows, with 3 windows located in each of the gabled ends and 1 window located in the north and south sides of the houses. The roofs are covered with asphalt shingles and the exterior walls are clad with wooden drop siding. The siding at the upper halves of the houses has been covered with asbestos shingles. The houses rest atop concrete footers. Modest in design, neither building exhibits anything in the way of stylistic details.

Research in local libraries and other repositories revealed no indication that either 1917 or 1917½ Bringhurst Street is associated with any significant events or persons. The buildings therefore are recommended not eligible for inclusion in the NRHP under Criterion A or B. Nor are either of the buildings representative of a distinctive type, period, or method of construction. Furthermore, installation of asbestos siding over the top halves of the buildings has compromised the integrity of workmanship, design, feeling, and materials. As vernacular buildings that have lost historic integrity, the buildings are recommended not eligible under NRHP Criterion C. Consequently, the resources at 1917 and 1917 ½ Bringhurst Street are recommended not eligible for the National Register of Historic Places.

Alternative 2 requires the taking of a small portion of a lot that includes buildings at 1994-1996, 1998-2000, 2002-2004, and 2006-2008 Staples Street. The buildings comprise a series of four, nearly identical, duplex bungalows. The Harris County Assessor's site provides a build date of 1935 for three of the buildings and 1960 for one. Given their nearly identical appearance, the buildings most certainly all date to the same, 1930s time period. However, historical aerial images show that the lot upon which they rest remained vacant until ca.1957. Quite likely, someone moved these buildings from the impending Eastex Freeway alignment, which was built during the mid-1950s.

The duplex buildings each measure approximately 30 x 40 feet and feature a hipped roof and wooden drop siding (Plate 7). Front and rear entrances are located at the north and south ends of the façades and rear sides of each building. Cast concrete steps with a small landing at the top provide access to each entrance. Three of the four duplexes feature gabled porch covers over each entrance. The northern-most duplex of the four features hipped porch covers. Fenestration consists of original 2/2, double-hung windows, with a pair of windows located between the front and rear entrances, and a series of three windows located down the sides of each building. All but one of the duplexes rests atop concrete footers. Curiously, the second duplex from the north rests atop a poured concrete foundation. Aside from the hipped roofs and knee braces that support each of the porch covers, the buildings exhibit no distinguishing stylistic details.

Research in local libraries and other repositories revealed no indication that 1996, 2000, 2004, or 2008 Staples Street are associated with any significant events or persons. The buildings therefore are recommended not eligible for inclusion in the NRHP under Criterion A or B. And although the buildings retain good architectural integrity, they are not representatives of a distinctive type, period, or method of construction. Furthermore, these buildings have most certainly been moved from their original location. As undistinguished, vernacular buildings that have been relocated, these dwellings are recommended not eligible under NRHP Criterion C. Consequently, the resources at 1994-1996, 1998-2000, 2002-2004, and 2006-2008 Staples Street are recommended not eligible for the National Register of Historic Places.

The site file research revealed that no previously recorded archeological sites, cemeteries, or National Register properties have been identified within the APE. There are also no archaeological sites within a 1.6-kilometer (1-mile) radius of the APE. Three Historical Markers are located within a 1.6-kilometer (1-mile) radius of the project area and are summarized in Table 1. Historical Marker (THC #10738) titled Mount Vernon United Methodist Church is located 0.86 kilometers away (marks the church as one of the oldest in Houston, originating in 1865. The marker was erected in 1977. Historical Marker (THC #10779) was erected in 1981 and marks Sloan Memorial United Methodist Church. Historical Marker (THC #12921) was erected in 2002 and marks Mount Pleasant Baptist Church.

Table 1. Previously recorded cultural resources within 1.6 kilometers (1 mile) of the project area.

Resource Number/Name	Resource Type	USGS 7.5 Minute Quadrangle	Temporal Affiliation	Distance from Project Area
Mount Vernon United Methodist Church (THC #10738)	Historical Marker	Settegast	Late 19th-Early 20th Century	<1 mile
Sloan Memorial United Methodist Church (THC #10779)	Historical Marker	Settegast	Late 19th-Early 20th Century	<1 mile
Mount Pleasant Baptist Church (THC #12921)	Historical Marker	Settegast	Late 19 th -Early 20 th Century	<1 mile

RECOMMENDATIONS

The proposed project design includes the construction of a pedestrian bridge over the top of the UPRR Terminal Subdivision railroad tracks at the Bringhurst Street grade crossing. Each design requires TxDOT to acquire ROW from the C.O.H. and some new proposed ROW taken from adjacent private properties. The desktop assessment for this project identified no previously recorded historic-age structures, National Register-listed properties, Registered Texas Landmarks, or State Historical Markers within the APE. A review of recent aerial imagery on Google Earth and Bing confirmed that between seven and nine historic-age resources are located within the project area.

Following a background study and a non-archeological historic-age resources assessment within the project APE, HRA Gray & Pape determined that the resources do not meet the criteria for inclusion in the National Register of Historic Places. HRA Gray & Pape is requesting concurrence with the opinions outlined in this letter. A letter regarding our archeological assessment for this project has also been filed with TxDOT; archeological survey is not recommended. If you have any questions or comments regarding the methods or results associated with our research, or are in need of additional information, please contact me at (713) 541-0473.

Sincerely,



Donald R. Burden
Principal Investigator – History/Architecture
HRA Gray & Pape

Enc.

Cc: Cole Konopka- BOA#8441
HRAGP #770

REFERENCES

Abbott, James T.

2001 *Houston Area Geoarcheology: A Framework for Archeological Investigation, Interpretation, and Cultural Resource Management in the Houston Highway District*. Texas Department of Transportation, Environmental Affairs Division.

Henson, Margaret

2012 The Handbook of Texas Online. HARRIS COUNTY.
<http://www.tsha.utexas.edu/handbook/online/articles/HH/hch7.html>. [Accessed September 5, 2012].

Google Earth Inc.

2012 1944, 1978, 2008 Historic Aerial Imagery. Texas General Land Office Image.

2012a Google Earth Street View.

Texas Department of Transportation (TxDOT)

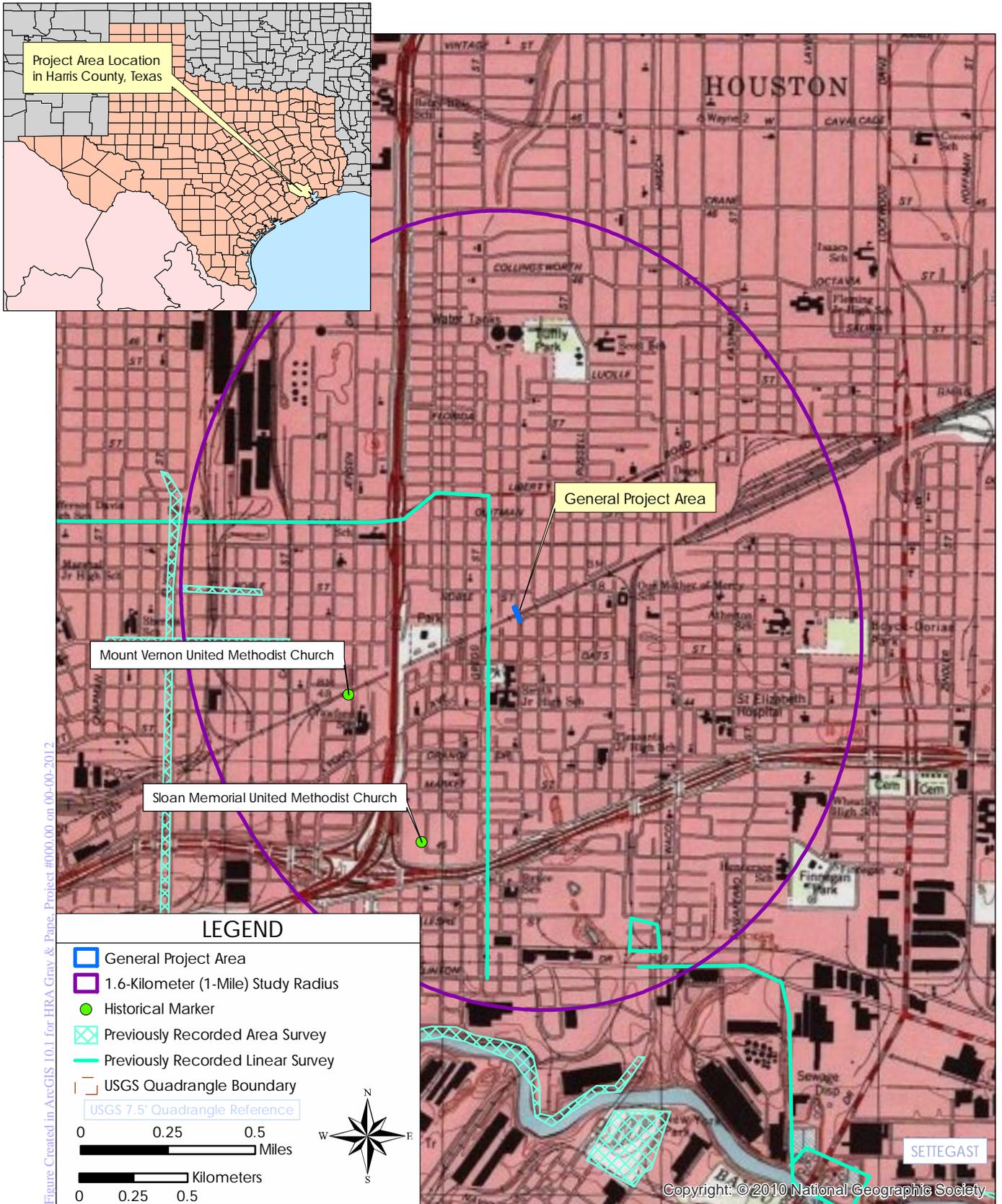
2011 *Standards of Uniformity (SOU) for Technical Reports with regard to Review Standards for Archaeological Background Studies*. TxDOT May 31, 2011; version 3.

The University of Texas at Austin

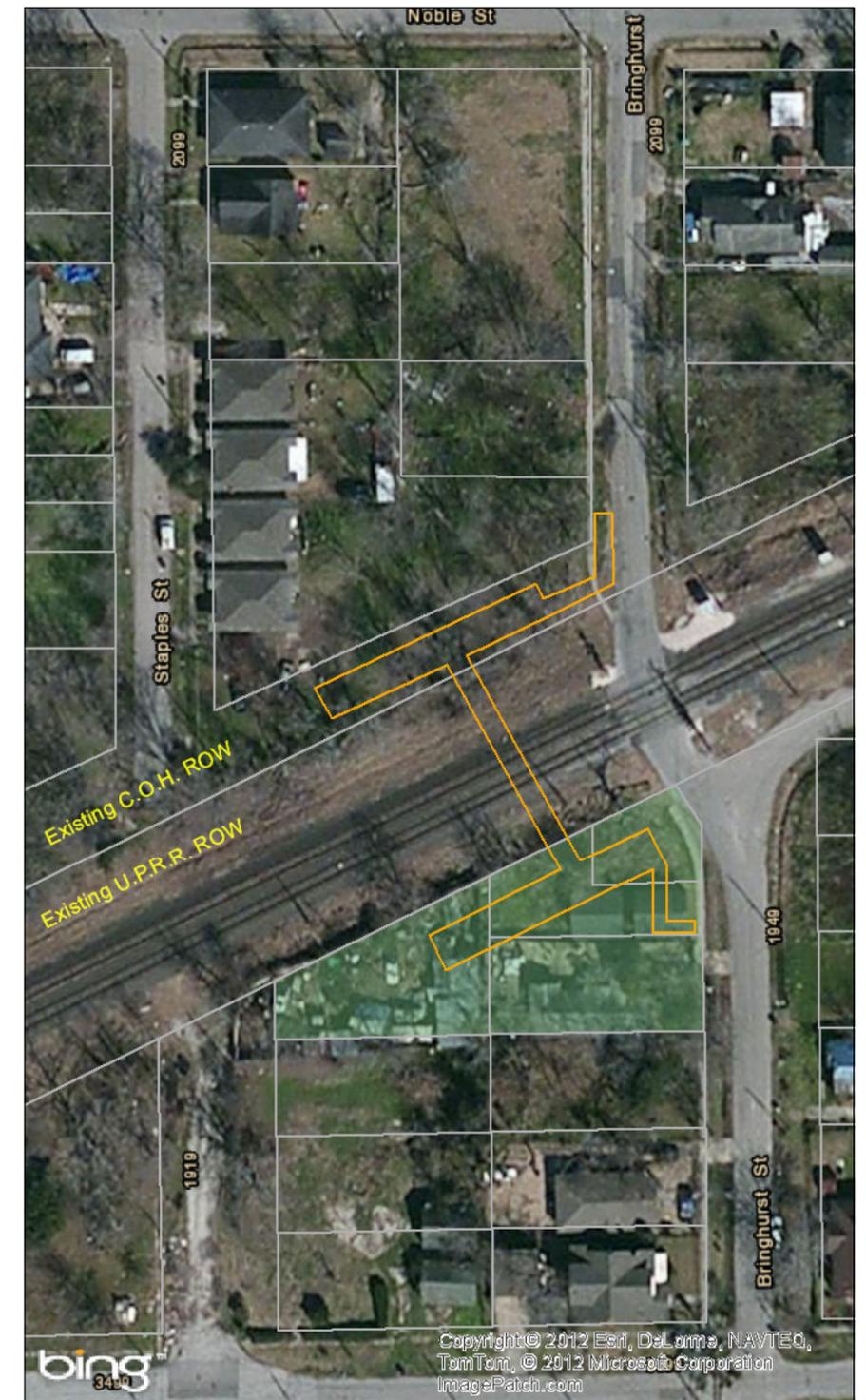
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<http://www.lib.utexas.edu/maps/topo/texas/s.html>. Accessed September 7, 2012.

Williams, Howard C.

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<http://www.tshaonline.org/handbook/online/articles/eqt06.html>. [Accessed October 11, 2012]



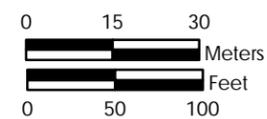
Project Area Location in Harris County, Texas



LEGEND

Project Alternatives

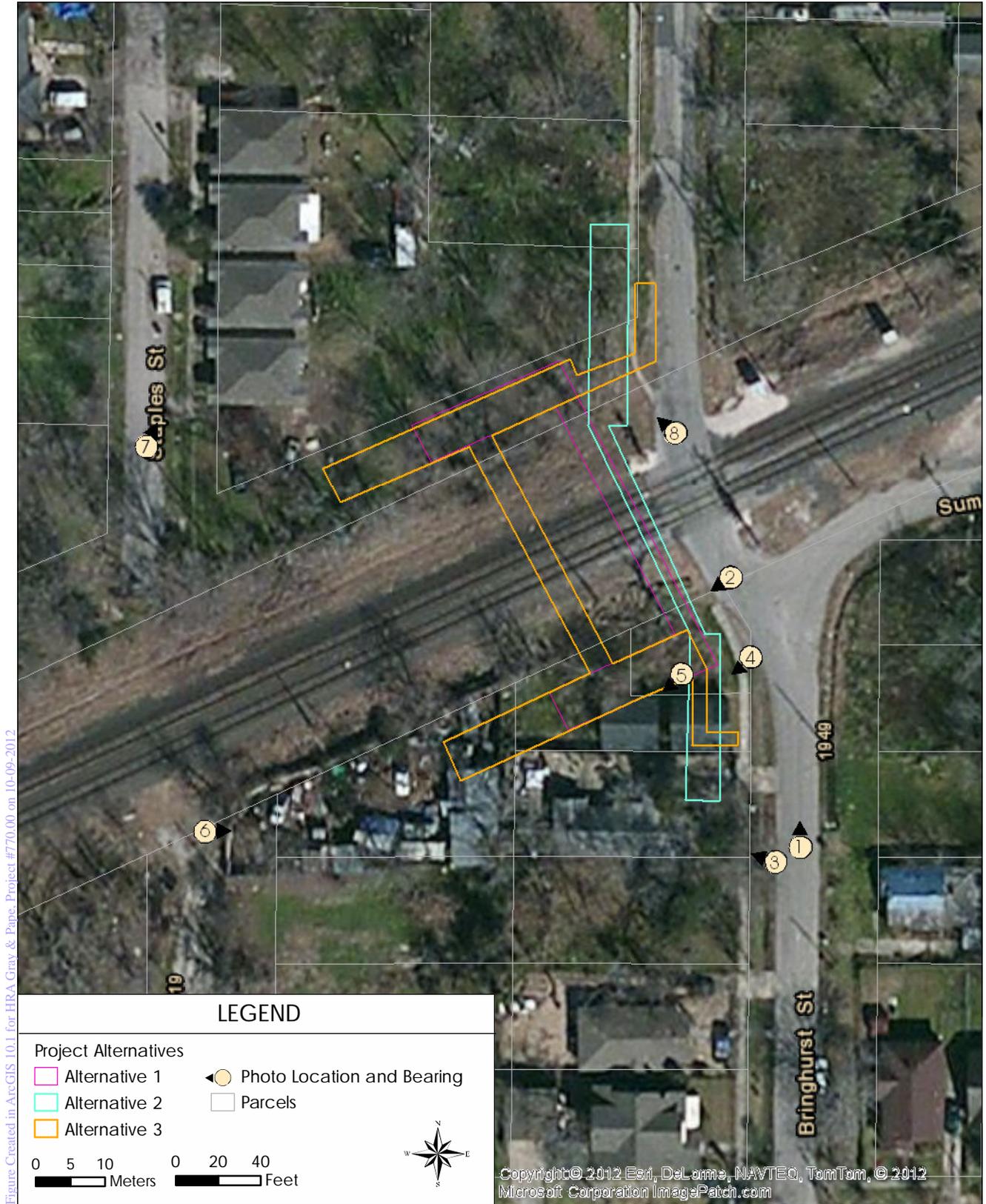
- Alternative 1
- Alternative 2
- Alternative 3
- Parcel Boundaries
- Parcels from which New ROW will be Taken



Overview of the Bringhurst Pedestrian Bridge Project Alternatives and Parcels from which New ROW will be Taken



Figure 3



Proposed Project Alternatives and Locations of Representative Photographs



Plate 1. General overview of Bringhurst Street adjacent to the project area. View is to the north.



Plate 2. General overview U.P.R.R. ROW south of the tracks. View is to the southwest.



Plate 3. Structure at 1915 Bringhurst Street. View is to the west.



Plate 4. Structure at 1917 1/2 Bringhurst Street. View is to the west.

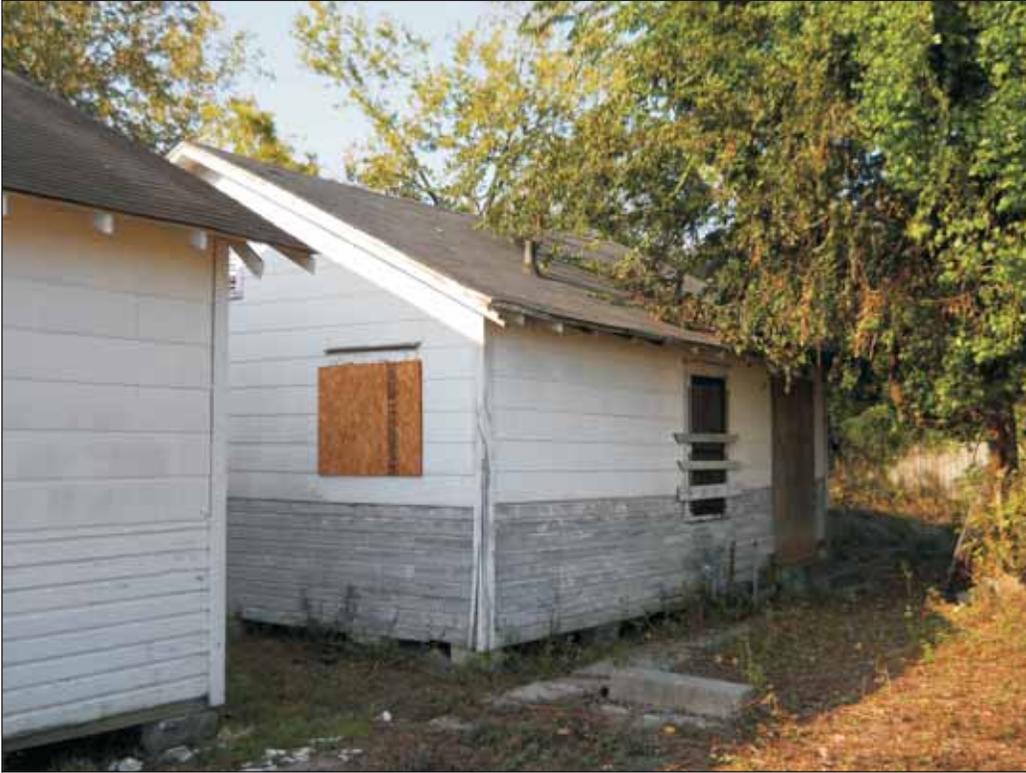


Plate 5. Structure at 1919 Bringhurst Street. View is to the east.



Plate 6. Structure(s) at 1918 Staples Street.. View is to the east.



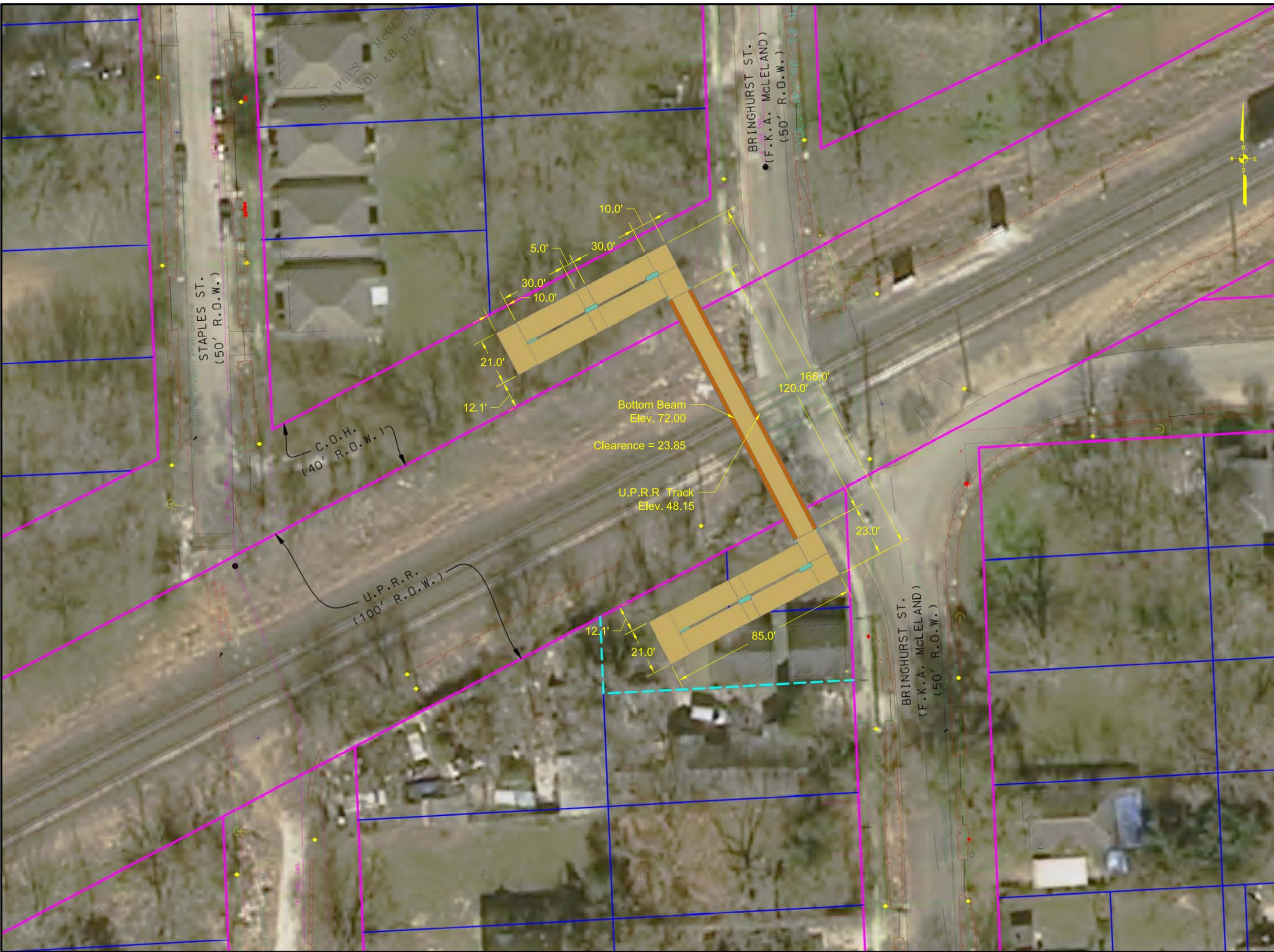
Plate 7. Group of structures between 2002 and 2004 Staples Street. View is to the northeast. Image adapted from GoogleEarth, October 8, 2012.



Plate 8. Overview of the wooded property north of the tracks at 2003 Bringhurst Street. View is to the northwest. Image adapted from GoogleEarth, October 8, 2012.

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original scale in inches

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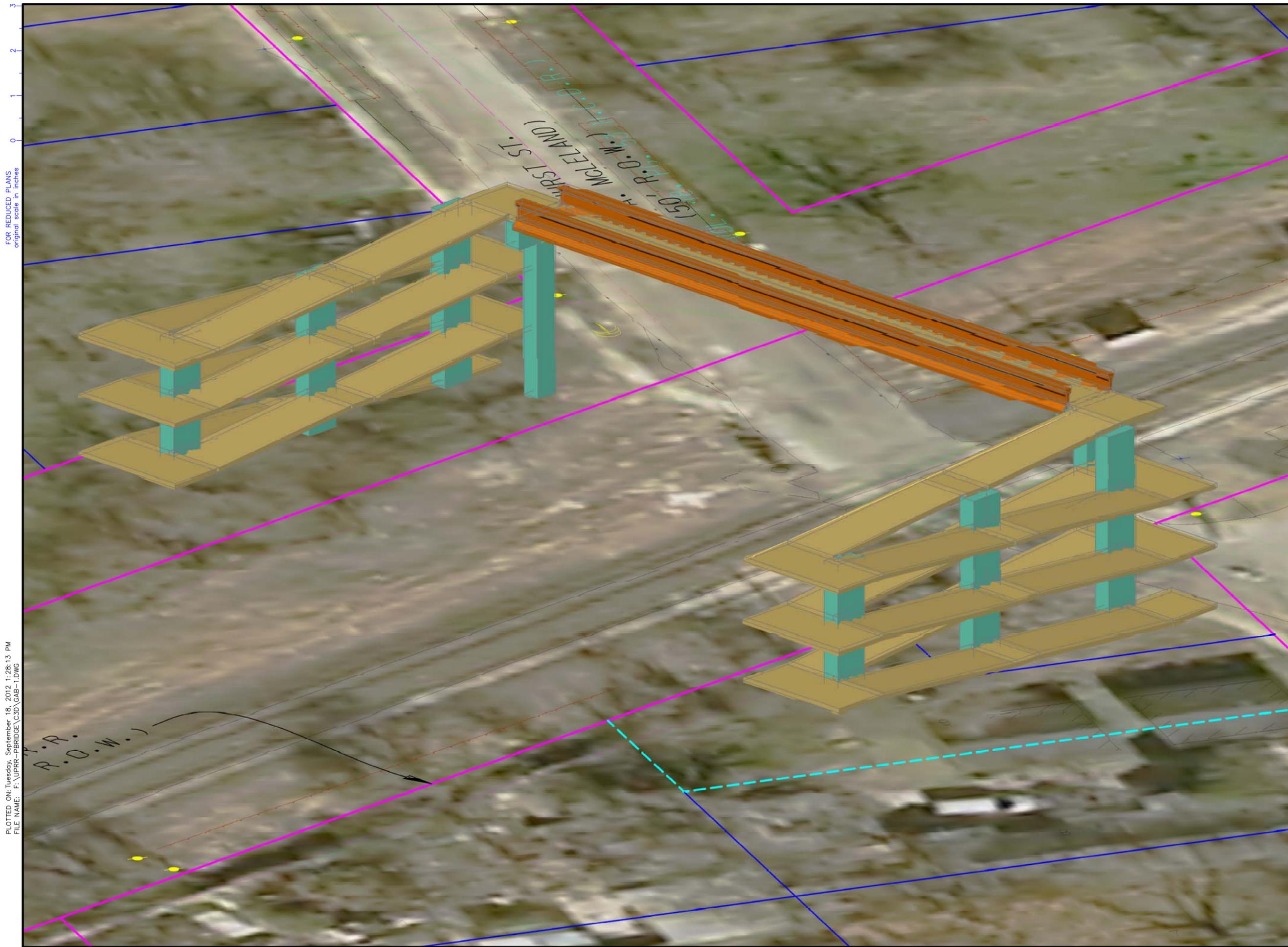
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TEXAS SERIAL NO. 67749
DATE: 09/18/2012

CITY OF HOUSTON
DEPARTMENT OF PUBLIC WORKS AND ENGINEERING

BRINGHURST PEDESTRIAN BRIDGE OVER UPRR

ALTERNATIVE 1

WBS NO.: M-000420-0045-3	CITY DWG NO.:
TXDOT CSJ No. 0912-T2-289	
DRAWING SCALE	
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CITY OF HOUSTON PM	
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SHEET NO. 1 OF 6	



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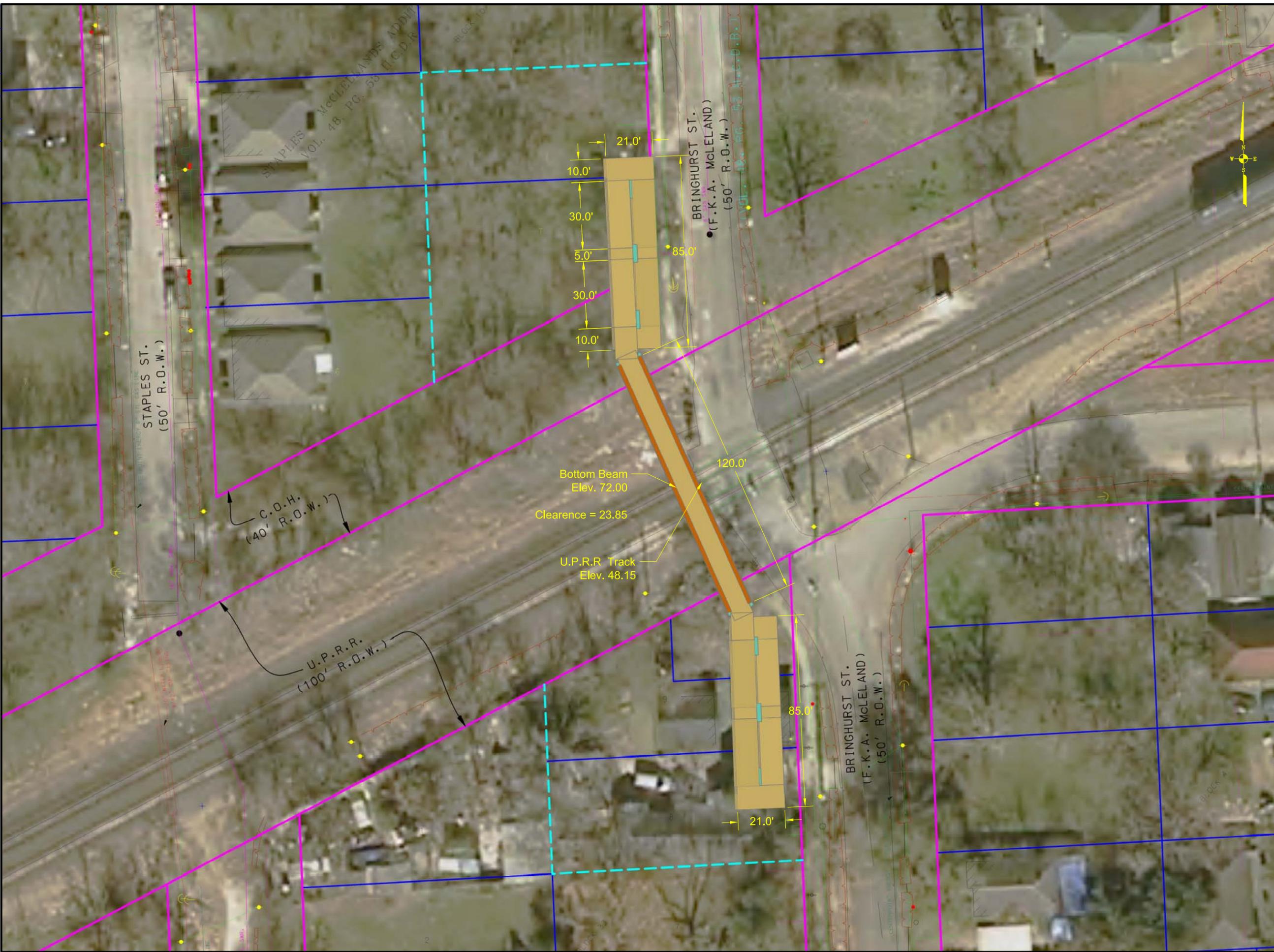
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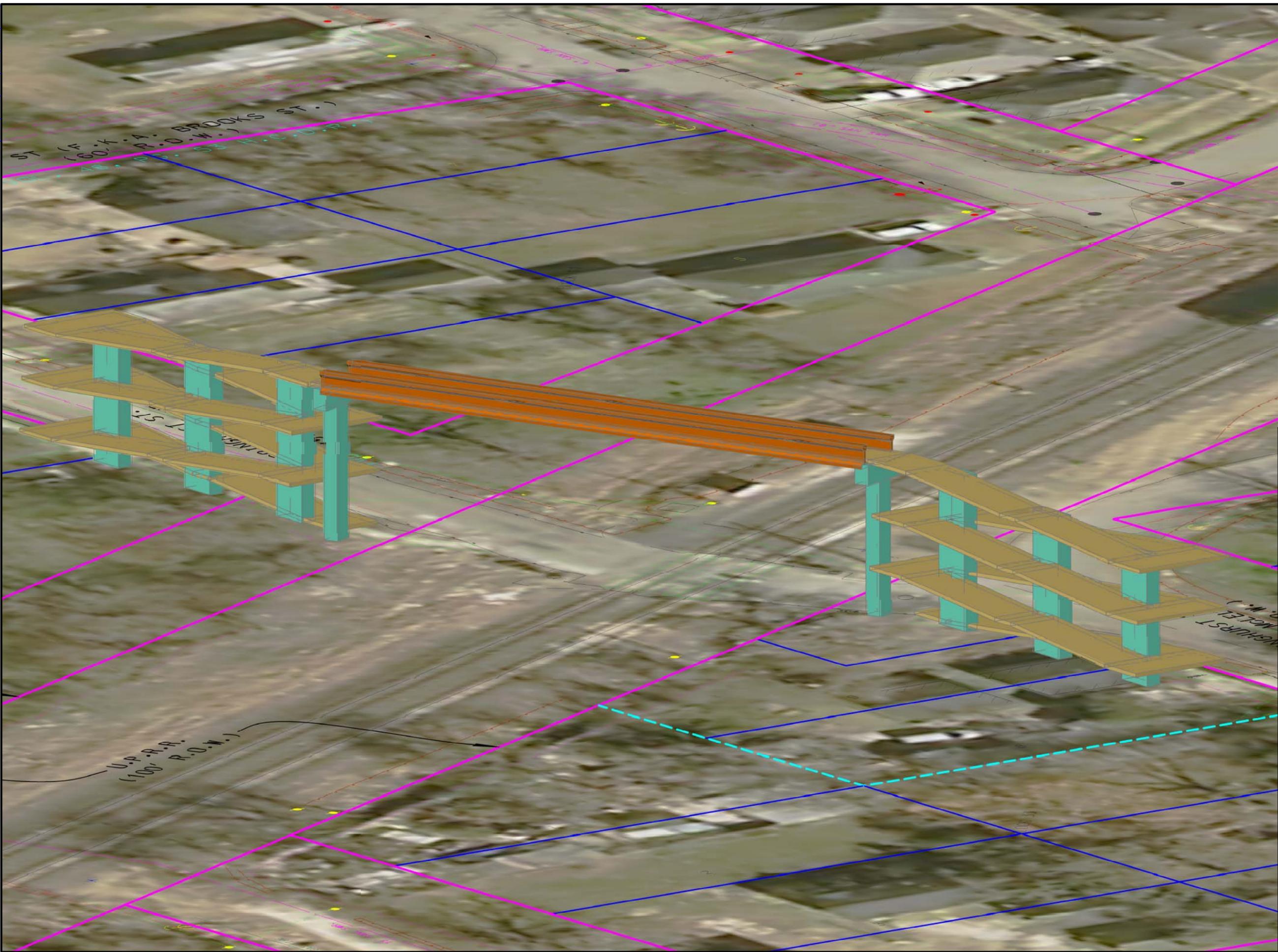
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TXDOT CSJ No. 0912-T2-289

DRAWING SCALE

N.T.S.

CITY OF HOUSTON PM

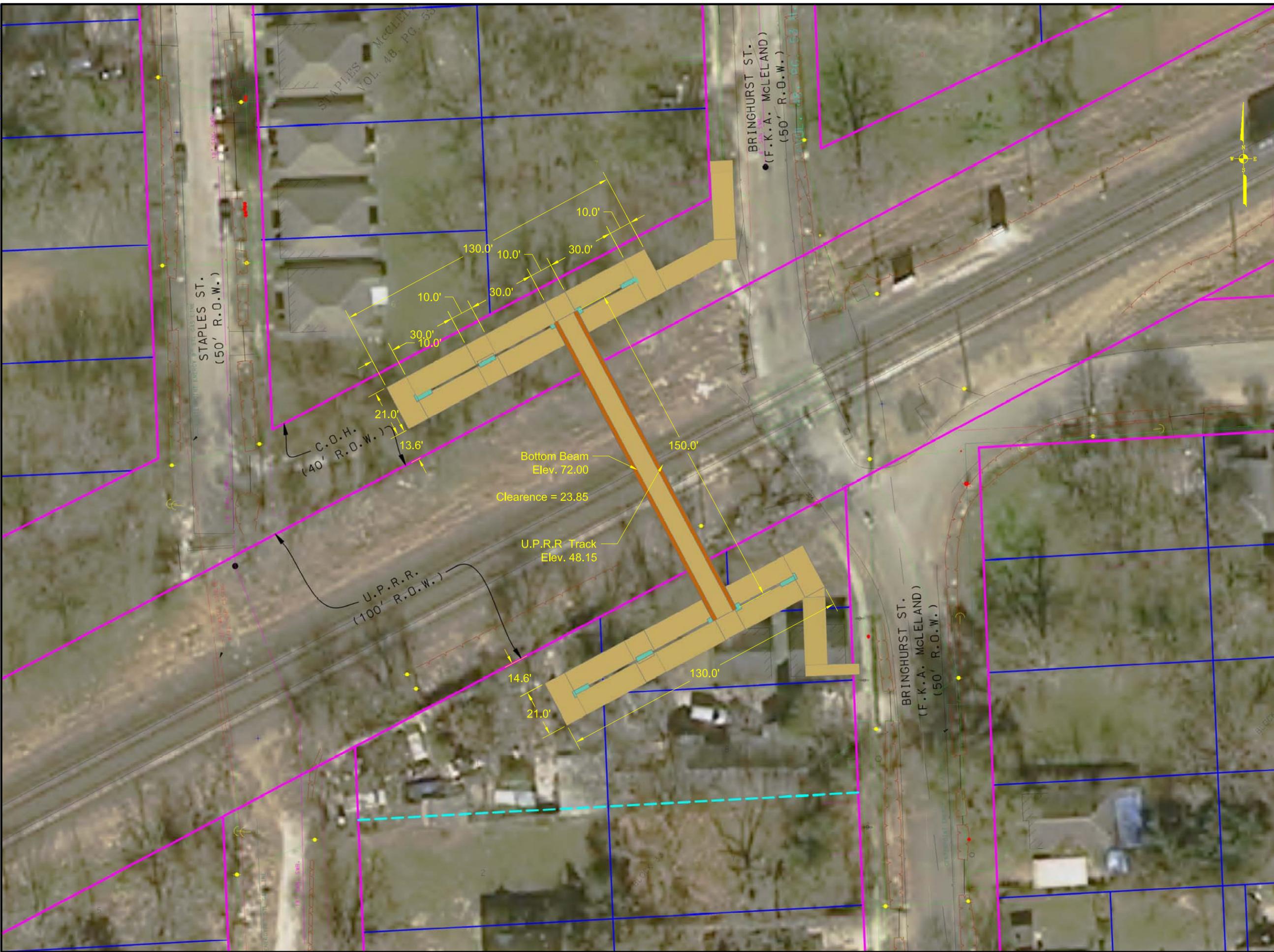
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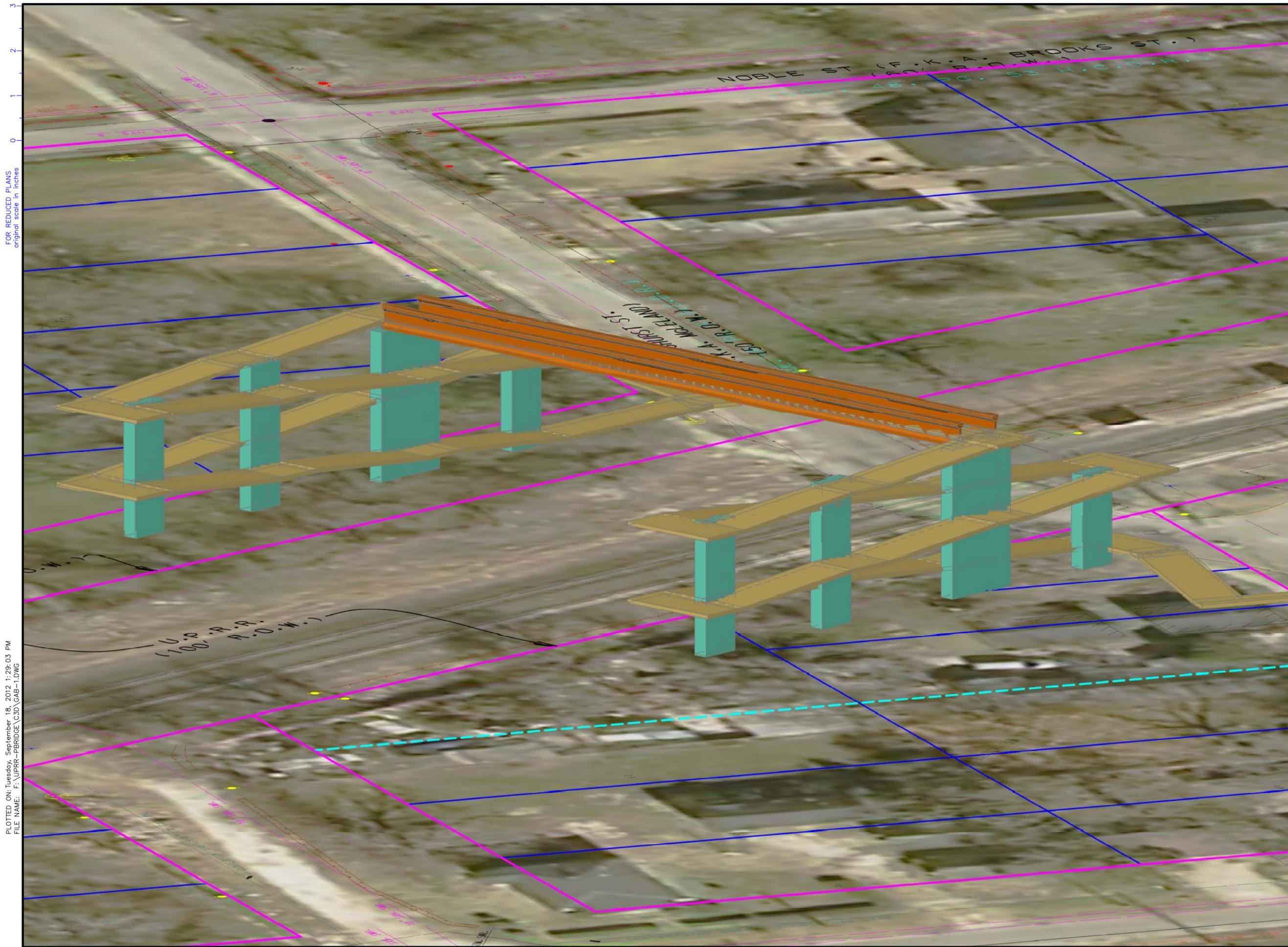
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ALTERNATIVE 3

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TXDOT CSJ No. 0912-T2-289	
DRAWING SCALE	
1" = 20'	
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ALTERNATIVE 3

WBS NO.: M-000420-0045-3	CITY DWG NO.:
TXDOT CSJ No. 0912-T2-289	
DRAWING SCALE	
N.T.S.	
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SHEET NO. 6 OF 6	



Hazardous Materials Initial Site Assessment Standard of Uniformity

Complete this form for all projects to document completion of the Hazardous Materials Initial Site Assessment (ISA). Maintain a copy of the completed ISA with applicable attachments in the project file.

Completion of the ISA complies with the FHWA's policy dealing with hazardous materials discussed in FHWA's *Supplemental Hazardous Waste Guidance* (January 16, 1997) located at <http://www.environment.fhwa.dot.gov/guidebook/vol1/doc7b.pdf>.

This FHWA policy emphasizes three objectives: 1) the need to identify and assess potentially contaminated sites early in project development, 2) to coordinate early with federal/ state/ local agencies to assess the contamination and the cleanup needed; and 3) to determine and implement measures early to avoid or minimize involvement with substantially contaminated properties.

In addition, completion of the ISA will reduce construction delays that result from unexpected hazardous material discoveries and reduce the department's liability associated with the purchase of contaminated right of way.

NOTE: If the project does not consist of any work activities other than overlay, seal coat, resurfacing, rehabilitation, or restoration done within the existing ROW on an existing road and completely within the footprint of existing base course, no further hazardous materials action is required and the project is eligible for a PCE or lesser classification pending review of other environmental conditions.

For additional information, refer to TxDOT's online manual: *Hazardous Materials in Project Development*: <http://onlinemanuals.txdot.gov/txdotmanuals/haz/index.htm>

Abbreviations and Acronyms

ASTs	aboveground storage tanks	LPST	leaking petroleum storage tank
ASTM	American Society for Testing and Materials	RCRA	Resource Conservation and Recovery Act
CERCLIS	Comprehensive Environmental Response Compensation and Liability Information System	RPST	registered petroleum storage tank
COG	Council of Government	TCEQ	Texas Commission on Environmental Quality
ERNS	Emergency Response Notification System	TRC	Texas Railroad Commission
MSWLF	municipal solid waste landfill	TSD	treatment storage and disposal facility
NPL	National Priorities List	USGS	United States Geological Survey

TxDOT Hazardous Materials Initial Site Assessment (ISA)

Project Information

CSJ No: 0912-72-289	City: Houston	Zip Code: 77020	County: Harris
HWY/OTHER: Bringhurst Pedestrian Bridge	Limits: From Rawly Street to Noble Street		

ISA Exclusion/Screening

- The project does not consist of any work activities other than overlay, seal coat, resurfacing, rehabilitation, or restoration done within the existing ROW on an existing road and completely within the footprint of existing base course. Therefore, no further hazardous materials action is required and the project is eligible for a PCE or lesser classification pending review of other environmental conditions.
- The project does **not** meet the conditions listed above and, therefore, the ISA form must be completed. Proceed with the following Preliminary Project Design and Right-of-Way questions.

Section 1: Identify Previously Known Hazmat Conditions and Preliminary Project Design and Right-of-Way Requirements

Yes/No	Obtain information/comments from design (DES), right of way (ROW), and/or environmental (ENV) staff. Attach maps and/or details as appropriate.
<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown	Are there any previous environmental assessments, testing or studies performed within the proposed project area related to contamination issues? If yes, explain here if there are any concerns to the proposed project:
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Are preliminary plans detailed enough to show excavation, ROW features, pipelines, utilities and storm sewer details?

Section 2: Identify Potential Hazardous Material Issues

Yes/No	Using the preliminary design and ROW information for this project, determine if the project includes any of the activities listed below. These activities are known to increase the chance of encountering a contamination issue. (Indicate all that apply)
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Are there proposed structure demolition operations or structure modifications (include all ROW structures and bridges). If yes, provide structure locations, anticipated demolitions and/or renovations here: <i>The project involves the construction of a new bridge only, spanning the UPRR tracks on the west side of Bringhurst Street.</i>
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Are there proposed excavations exceeding three feet below the surface, to include: tunneling, underpass construction, vertical alignment changes, trenching, drilled shafts or storm sewers. If yes, provide location and depth information here: <i>Foundation drilled shafts will be about 40' in depth and the remainder of the excavations will be less than 5'. The location is on the west side of Bringhurst Street, spanning the UPRR tracks.</i>
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Are there proposed pipeline and underground utility installation or adjustments. If yes, provide type, location and depth information here:

<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Are there proposed de-watering operations. If yes, what is the estimated depth to groundwater? Provide location and depth of excavation information here:
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Are there known encroachments into the project area? If yes, provide location and type here:
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Is there a purchase of new ROW or easement? If yes, provide location and approximate acreage/dimensions here: <i>Approximately 0.1451 acres of new ROW will be purchased on the northwest side of Bringham, just south of the UPRR tracks.</i>

Complete the appropriate box below:

- The project includes one or more of the activities listed above. Please proceed to Section 3.
- The project does not include any of the activities listed above. Please perform a site survey and document the results in Section 6 and then mark the appropriate box below.
 - The site survey did not identify evidence of any environmental concerns listed in Section 6; consequently, the project meets the outlined conditions and the ISA is complete. Sign the ISA and file it in the project file. See Appendix A, Table 2 for suggested NEPA documentation language
 - The site survey identified evidence of environmental concerns listed in Section 6. Continue with **Section 3** below to determine additional data collections required.

Section 3: Identification of Data Collection Actions

Note: Using the information listed on **Table 1, Appendix A**, determine the level 1 data collection actions for the ISA.

Required? Yes /No	Required Level 1 Data Collection Action	Corresponding Section of the ISA Form to Complete
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Conduct Current & Historic Land Use Review	Section 4
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Review existing project geotechnical boring logs to identify potential environmental concerns	Section 4.6
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Conduct ASTM E1527 Level or Equivalent Regulatory Database Search	Section 5
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Conduct Site Survey	Section 6
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Conduct Interviews	Section 7
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Conduct ASTM E1527-05 Phase 1 ESA	No Corresponding Section (This requires the completion of a separate document. Call ENV for assistance)

Note: Based on the data collection actions indicated above (Section 3), complete the required corresponding sections of the ISA form below. Use best professional judgment to determine whether to collect other data that is not required (Contact ENV for assistance or guidance). Place an "NA" in non-required sections.

Section 4: Current and Past Land Use Information			
Reviewed?	Document and attach sources reviewed. Review and assess current and past land use (up to 50 years) in the project area. Document and attach sources that were reviewed.		
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Available <input type="checkbox"/> Not Applicable	4.1 Review Current and if possible Past USGS 7.5 Minute Topographic Maps of the project area: Look for oil & gas pipelines, tanks, landfills or other industrial features. Describe any concerns: No Concerns		
	List Topo Maps Reviewed:	Dates:	Comments:
	Settegast	1995	None
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Available <input type="checkbox"/> Not Applicable	4.2 Review Current Aerial Photographs and if possible Past Aerial Photographs of the project area: Look for oil & gas pipelines, tanks, landfills or other industrial features. Describe any concerns: No Concerns		
	List All Aerial Photos Reviewed	Photo Dates:	Comments
	ASCS USGS USGS USGS TxDOT USGS NAIP	1944 1953 1962 1976 1989 1995 2010	None None None None None None None
<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Available <input checked="" type="checkbox"/> Not Applicable	4.3 Review Current and Past Right-of-Way Maps/Files: Look for oil & gas pipelines, tanks, landfills or other industrial features. Describe any concerns: No Concerns		
	List Maps/ Files & Dates Reviewed:	Comments	
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Available <input type="checkbox"/> Not Applicable	4.5 Review TxDOT As-Built Plans: Any concerns identified during previous work within the project limits? <input type="checkbox"/> Yes <input type="checkbox"/> No If yes, explain: No Concerns		
	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Not Available <input type="checkbox"/> Not Applicable	4.6 Review TxDOT Geotechnical Soil Boring Logs: Any concerns noted on the boring logs such as unusual odors, visible contamination, trash, waste or debris? <input type="checkbox"/> Yes <input type="checkbox"/> No If yes explain:	
<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Available <input checked="" type="checkbox"/> Not Applicable		4.7 Review TxDOT Temporary Use ROW Agreements: Any concerns such as monitor wells or treatment systems within the ROW? <input type="checkbox"/> Yes <input type="checkbox"/> No If yes, explain:	

<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Available <input checked="" type="checkbox"/> Not Applicable	4.8 Review Notifications of Contamination to TxDOT (These are typically letters from TCEQ or third parties explaining the presence of contamination on TxDOT ROW): Any concerns regarding contamination of ROW from off-site sources? <input type="checkbox"/> Yes <input type="checkbox"/> No If yes, explain:
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Section 5: Complete a Regulatory Records Review (Database Search)

Note: The purpose of the regulatory records review (database search) is to obtain and review standard sources of environmental information from government agency records that will help identify potential hazardous material issues within the project limits and surrounding properties. A list of standard databases of environmental information from government agency records is included in Section 5.1.

To enhance and supplement the standard sources of environmental information, other information such as local records and/or additional state records should be reviewed when, in the judgment of the environmental professional, such additional records (1) are reasonably ascertainable, and (2) are sufficiently useful, accurate, and complete in light of the objective of the regulatory records review

Standard database source information or other record information from government agencies may be obtained directly from appropriate government agencies or from commercial services.

Mark the appropriate box below:

Database search was conducted through contracted services. Indicate in Section 5.1 and if applicable Section 5.2 the regulatory records searched and indicate whether a database included a potential environmental concern. A complete copy of the database search findings should be attached to this ISA.

Database search was conducted in-house. Include in Section 5.1 the regulatory records searched and indicate whether a database included a potential environmental concern. A complete copy of the database search findings should be attached to this ISA. Federal EPA databases link: <http://www.epa.gov/enviro/> . For Texas databases, links are included for each database.

Section 5.1 Standard Database Sources of Environmental Information from Government Agency Records

Regulatory Record Source	Reviewed	Recommended Minimum Search Distance from Site (miles)	Environmental Concerns (If Yes describe)
Federal National Priorities (NPL) list	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	1.0	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Federal Delisted NPL list	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	0.5	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Federal CERCLIS list- Comprehensive Environmental Response, Compensation, and Liability Information System	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	0.5	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Federal CERCLIS No Further Remedial Action Planned (NFRAP) site list	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	0.5	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Federal RCRA Corrective Action (CORRACTS) list	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	1.0	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Federal RCRA non-CORRACTS Transfer Storage Disposal (TSD) facilities list	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	0.5	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Federal RCRA generators	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<i>property and adjoining properties</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

Federal ERNS	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<i>property only</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
TCEQ Industrial Hazardous Waste (IHW) Corrective Action sites http://www.tceq.state.tx.us/mediation/corrective_action/ihwcentralregistry.html	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	1.0	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
TCEQ Superfund sites http://www.tceq.state.tx.us/gis/metadata/suprfund_met.html	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	1.0	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Texas COG closed and abandoned municipal solid waste landfill site http://www.tceq.state.tx.us/permitting/waste_permits/waste_planning/wp_closed_lf_inv.html	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	0.5	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
TCEQ leaking storage tank lists http://www.tceq.state.tx.us/mediation/pst_rp/pstquery.html	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	0.5	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
TCEQ registered storage tank lists http://www.tceq.state.tx.us/permitting/registration/pst/pst_query.html	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<i>property and adjoining properties</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
TCEQ voluntary cleanup program (VCP) sites http://www.tceq.texas.gov/mediation/vcp/vcp.html#Database	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	0.5	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
TCEQ Innocent Owner/Operator (IOP) sites http://www.tceq.texas.gov/mediation/iop/iop.html#database	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	0.5	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

Texas Railroad Commission VCP sites http://www.rrc.state.tx.us/environmental/environsupport/VCPlist.php	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	0.5	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
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Section 5.2 List below other records reviewed such as local records and/or additional state records

Record source	Environmental Concerns (If Yes describe)
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Section 6: Complete a Project Site Survey

Note: Document site survey and findings. Describe location, size of concern. Attach site maps and photographs as appropriate.

Site Survey Date(s): August 20, 2012

Current Land use type: Undeveloped to light commercial (agricultural, residential, offices, retail, light commercial)
 Developed/commercial (automotive repair, gas stations, manufacturing, dry cleaners, military base, waste collection and handling facilities, other industrial sites)

Describe: *UP Railroad Easement and Railway (formerly Southern Pacific) and Residential*

Evidence? (Yes/No)	6.1 Specific Concerns Identified
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<ul style="list-style-type: none"> underground storage tanks
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<ul style="list-style-type: none"> vent pipes, fill pipes, or access ways indicating a fill pipe protruding from the ground
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<ul style="list-style-type: none"> aboveground storage tanks
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<ul style="list-style-type: none"> electrical and transformer equipment
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<ul style="list-style-type: none"> injection wells, cisterns, sumps, dry wells flooring, drains, or walls stained by substances other than water or emitting foul odors
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<ul style="list-style-type: none"> vats, 55-gallon drums (labeled/unlabeled), canisters, barrels, bottles, etc.
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<ul style="list-style-type: none"> stockpiling, storage of material, Describe:
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<ul style="list-style-type: none"> evidence of liquid spills, Describe:
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<ul style="list-style-type: none"> surface dumping of trash, garbage, refuse, rubbish, debris half exposed/buried, etc.
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<ul style="list-style-type: none"> damaged or discarded automotive or industrial batteries
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<ul style="list-style-type: none"> stained, discolored, barren, exposed or foreign (fill) soil
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<ul style="list-style-type: none"> dead, damaged or stressed vegetation
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<ul style="list-style-type: none"> oil sheen or films on surface water, seeps, lagoons, ponds, or drainage basins
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<ul style="list-style-type: none"> pits, ponds, or lagoons associated with waste treatment or waste disposal
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<ul style="list-style-type: none"> changes in drainage patterns from possible fill areas
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<ul style="list-style-type: none"> security fencing, protected areas, placards, warning signs
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<ul style="list-style-type: none"> dead animals possibly due to contamination

<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<ul style="list-style-type: none"> • other concerns (<i>Describe</i>):
---------------------------------------------------------------------	---------------------------------------------------------------------------------------

6.2 Describe adjoining properties and any visible hazardous material concerns. (List adjacent businesses, factories, abandoned sites, etc. that may be the source of hazardous materials concerns)

Pesticides and herbicides have been utilized along RR easement for vegetation control, but are typically at relic concentrations. PCBs (former oil extender for locomotives) and metals may also be present at the immediate track area, but is not anticipated to be a concern to a project of this nature. Piers shall be situated away from this area.

6.3 Description of Site Survey Evidence (Indicate whether the concern is associated with existing ROW, proposed ROW acquisition or easement. As necessary, provide additional information about the evidence identified; include photographs as an attachment):

Section 7: Conduct Interviews: Not Applicable to project needs

Interviewed?	Attach record of communications.		
<input type="checkbox"/> Yes <input type="checkbox"/> No	Local Residents including TxDOT Staff		
	Name:	Title:	Date:
	Describe any potential concerns:		
<input type="checkbox"/> Yes <input type="checkbox"/> No	City Fire Departments		
	Name:	Title:	Date:
<input type="checkbox"/> Yes <input type="checkbox"/> No	City or County Department of Health/Environmental Division		
	Name:	Title:	Date:
	Describe any potential concerns:		
<input type="checkbox"/> Yes <input type="checkbox"/> No	City or County Planning Department		
	Name:	Title:	Date:
	Describe any potential concerns:		
<input type="checkbox"/> Yes <input type="checkbox"/> No	Local Electric Utility Companies (PCBs)		
	Name:	Title:	Date:
	Describe any potential concerns:		
<input type="checkbox"/> Yes <input type="checkbox"/> No	Regional TCEQ		
	Name:	Title:	Date:
	Describe any potential concerns:		
<input type="checkbox"/> Yes <input type="checkbox"/> No	District RRC		
	Name:	Title:	Date:
	Describe any potential concerns:		
<input type="checkbox"/> Yes <input type="checkbox"/> No	Current or Former Property Owners or Operators:		

	Name:	Title:	Date:
	Name:	Title:	Date:

Describe any potential concerns:

Section 8: Document Conclusions

No hazardous materials concerns were identified for the proposed activities based on the ISA performed for the proposed action, (Proceed to section 9)

The initial site assessment identified the following identified or potential hazardous materials concerns for this project. (Select all issues/ concerns below that apply).

<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Asbestos Containing Materials (Describe any concerns if yes)
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Petroleum Storage Tank (Describe any concerns if yes)
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Leaking Petroleum Storage Tank (Describe any concerns if yes)
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Oil & Gas Wells (Describe any concerns if yes)
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Pipelines (Describe any concerns if yes)
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Landfills/ Waste pits/ Dump sites (Describe any concerns if yes)
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Lead Based Paint (Describe any concerns if yes)
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Non-LPST Source Contaminated Soil (Describe any concerns if yes)
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Non-LPST Source Contaminated Groundwater (Describe any concerns if yes)

Section 9: Determine the Need for Further Investigation

No further hazardous material investigations are required for this project. (Go to Section 10.)

Additional information is needed to determine project impacts as a result of known or possible hazardous materials concerns for this project. Contact ENV.

Note: If there is a need for further investigation as indicated in Sections 9, contact ENV as early as possible for assistance. ENV will initiate actions to resolve the hazardous materials issues.

Section 10: Special Considerations or Actions Needed

<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes <input type="checkbox"/> To Be Determined	Are special considerations or actions needed during the right-of-way acquisition process or property management as a result of known or potential contamination/ hazardous materials? If yes explain:
<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes <input type="checkbox"/> To Be Determined	Are special considerations or actions needed during plans, specification and estimate (PS&E) development as a result of known or potential contamination/ hazardous materials? If yes explain:

<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes <input type="checkbox"/> To Be Determined	Are special considerations or actions needed during future maintenance operations as a result of known or potential contamination/ hazardous materials? If yes explain:		
<p>Note: If there is a need for special considerations as indicated 10, contact ENV as early as possible for assistance. ENV will initiate actions to resolve the hazardous materials issues.</p>			
Refer to ENV-PPA's online Summary Guidance for Resolving Hazardous Materials Issues - Scheduling Considerations; Internal/ External Coordination and Recommended Practices and TxDOT's online manual Hazardous Materials in Project Development for additional information . Contact ENV as early as possible for assistance with resolving the hazardous materials issues.			
Section 11: NEPA Programmatic Categorical Exclusion Determination			
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Will the project involve the acquisition of known unresolved contamination where TxDOT could reasonably expect to assume liability for corrective action upon acquisition?		
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Will project activities involve known hazardous materials impacts that could be anticipated to adversely affect construction (e.g. cannot resolve before letting or during construction)?		
If the answer is Yes to one or both of the above two questions in Section 11, the project is not eligible for a PCE determination.			
<p>Refer to Table 3 in Appendix A for recommended NEPA documentation and EPIC language for hazardous materials management.</p>			
Section 12: Attachments			
Circle (i.e. Yes, No or as specified)	Project Map (Required): Yes	USGS Topographic Maps (Required): Yes	Aerial Photographs: Yes
	ROW Maps/Files: <i>Unknown</i>	Sanborn Fire Insurance Maps: No	Temporary Use Agreements: <i>Unknown</i>
	TxDOT As-Built Plans: Yes	Notifications: <i>Unknown</i>	Photographs: Yes
	Record of Communications: <i>No</i>	Regulatory Database: Yes	Other:
Section 13: Contact/Completed by			
Name:	Ben Price	Tel: 281-589-0898	
Title:	Senior Project Manager		
Firm (District Section):	Berg-Oliver Associates, Inc.		
Address:	14701 St. Mary's Lane, Ste. 400, Houston, TX 77079		
Signature:			Date: November 16, 2012

Hazardous Materials Initial Site Assessment

Appendix A

Table 1

Data Collection for Identification of Hazardous Materials Issues That Impact the Project

Table 1
Data Collection for Identification of Hazardous Materials Issues That Impact the Project

Data Collection Action ¹ <i>(Read all foot notes on page 3 for complete clarification of data collection actions)</i>		Project Activity and Data Collection Requirements						
		Project requires new ROW or easement with or without structures	Project requires tunneling, trenching, drilled shafts or other excavations exceeding three feet and/ or vertical alignment changes, dewatering, confined spaces	Project has identified potential encroachments or other concerns	Proposed structure demolition or structure modifications	Project requires relocation of utilities	Land parcels purchased for construction of new TxDOT Buildings (i.e. offices, maintenance sections)	For all other projects that do not have one or more of the activities listed in the previous columns
Level 1 Data Collection	Determine Project Design & ROW Requirements	Required	Required	Required	Required	Required	Required	Required
	Conduct Site Survey	Required	Required	Required	Required	Required	Required	Required
	Conduct Land Use Review (Existing & Previous)	Required	Required	Required	Required	Required	Required	Required ^{5,9}
	Conduct ASTM E1527 Level or Equivalent Regulatory Database Search	Required ⁷	Required	Required	Required ⁸	Required	Required	Recommended ⁶
	Review existing project geotechnical boring logs to identify potential environmental concerns	Recommended if logs available	Required if logs available	Recommended if logs available	Not Required	Required if logs available	Required if logs available	Recommended if logs available ⁵
	Conduct Interviews	Recommended if other collected data indicates a need	Recommended if other collected data indicates a need	Recommended if other collected data indicates a need	Not Required	Recommended if other collected data indicates a need	Recommended if other collected data indicates a need	Recommended if other collected data indicates a need ⁵
	Conduct ASTM E1527-05 Phase	Optional ⁶	Optional ⁶	Optional ⁶	Optional ⁶	Optional ⁶	Optional ⁶	Recommended

Data Collection Action ¹ <i>(Read all foot notes on page 3 for complete clarification of data collection actions)</i>	Project Activity and Data Collection Requirements						
	Project requires new ROW or easement with or without structures	Project requires tunneling, trenching, drilled shafts or other excavations exceeding three feet and/ or vertical alignment changes, dewatering, confined spaces	Project has identified potential encroachments or other concerns	Proposed structure demolition or structure modifications	Project requires relocation of utilities	Land parcels purchased for construction of new TxDOT Buildings (i.e. offices, maintenance sections)	For all other projects that do not have one or more of the activities listed in the previous columns
Review Level 1 data to determine project impacts	Required	Required	Required	Required	Required	Required	Required⁵
If the review of Level 1 Data indicates potential project impacts, collect Level 2 data If no impact, hazardous material review completed. Document ² for project file Level 1 data findings and conclusions.							

		Project Activity and Data Collection Requirements						
		Project requires new ROW or easement with or without structures	Project requires tunneling, trenching, drilled shafts or other excavations exceeding three feet and/or vertical alignment changes, dewatering, confined spaces	Project has identified potential encroachments or other concerns	Proposed structure demolition or structure modifications	Project requires relocation of utilities	Land parcels purchased for construction of new TxDOT Buildings (i.e. offices, maintenance sections)	For all other projects that do not have one or more of the activities listed in the previous columns
Level 2 Data Collection	Conduct Regulatory File Reviews ^{1,10}	Required when available if issue will impact project	Required when available if issue will impact project	Required when available if issue will impact project	Optional	Required when available if issue will impact project	Required when available if issue will impact project	Required when available if issue will impact project
	Conduct Additional Investigation/testing ^{1,3,10}	Project Dependent. Contact ENV for assistance⁴	Project Dependent. Contact ENV for assistance⁴	Project Dependent. Contact ENV for assistance⁴	Required - Contact ENV for assistance⁴	Project Dependent. Contact ENV for assistance⁴	Project Dependent. Contact ENV for assistance⁴	Project Dependent. Contact ENV for assistance⁴
	Conduct Project Impact Review using additional investigation/testing data ¹	Required	Required	Required	Required	Required	Recommended	Required
	Review Level 2 data to determine project impacts	Required	Required	Required	Required	Required	Recommended	Required
If the review of Level 2 data indicates project impacts, document for project file Level 1 and 2 data findings and conclusions and contact ENV Pollution Prevention and Abatement staff to begin issue resolution process. Refer to ENV-PPA's online Summary Guidance for Resolving Hazardous Materials Issues - Scheduling Considerations; Internal/ External Coordination and Recommended Practices and TxDOT's online manual Hazardous Materials in Project Development for additional information . If no impact, hazardous material review completed. Document ² for project file Level 1 and 2 data findings and conclusions.								

Notes:

1. The [Hazardous Materials in Project Development Manual](#) describes in more detail the data collection procedures.
2. A copy of the completed TxDOT Initial Site Assessment checklist or the ASTM Phase I report are suitable forms of Level 1 data collection documentation for the project file.
3. Examples of additional investigation/ testing include Phase II site assessment and ACM inspections.
4. District is responsible for initiating contact with ENV.
5. Not necessary for projects that fall within this column that do not include any of the following activities: Structure demolition operations or structure modifications; Tunneling exceeding three feet below the surface; Underpass construction; Pipeline and underground utility installation or adjustments; Confined spaces; De-watering; Vertical alignment changes; Purchase of ROW or easement with or without structures; Trenching; drilled shafts; Cuts or other excavations exceeding three feet in depth.
6. An ASTM E1527-05 Phase I ESA may be conducted in lieu of the other listed Level 1 data collection actions. However, an ASTM E1527-05 Phase I is more practically used as a documentation tool for an individual parcel of concern where right of entry is obtained.
7. A limited database search is acceptable for undeveloped/agricultural areas where excavations are less than three feet and the project includes no relocations.
8. A limit database search is acceptable for bridge replacement/ modifications in undeveloped/agricultural areas.
9. A historical review (i.e. Sanborn Maps) recommended for ADA/ sidewalk reconstruction, in commercial or city downtown areas.
10. Internal and contracted technical experts will utilize ENV's Standard Operating Procedures for Technical Experts when conducting pollution prevention and abatement services. Contact ENV for assistance.

Hazardous Materials Initial Site Assessment

Appendix A

Table 2

Suggested NEPA Documentation Language Based on the Hazardous Material Concern

Table 2
**Suggested NEPA Documentation Language Based on the Hazardous
 Material Concern**

Hazardous Material Concern	Potential Impacts	Suggested Language for the Environmental Document	Suggested EPIC Language
No Concerns Identified	NA	<p>The project does not consist of any work activities other than overlay, seal coat, resurfacing, rehabilitation, or restoration done within the existing ROW on an existing road and completely within the footprint of existing base course. Consequently, hazardous materials impacts are not anticipated, and further investigation is not required.</p> <p><i>(For PCE documents add the following statement: This project will not involve the acquisition of known unresolved contamination where TxDOT could reasonably expect to assume liability for corrective action upon acquisition. In addition, this project does not involve known hazardous materials impacts that could be anticipated to adversely affect construction (e.g. cannot resolve before letting or during construction).</i></p>	<p>Include on the PS&E SW3P any applicable storage and management requirements for liquid oil products, liquid petroleum products and other chemical liquids as per 40 CFR 112 (a.k.a. SPCC) and/ or the TCEQ Construction General Permit for storm water management.</p>
	NA	<p>Based on the following project activities (<i>list relevant project construction activities</i>) an Initial Site Assessment (ISA) was conducted to identify potential hazardous materials in the project area. The ISA consisted of the following actions (<i>list the ISA actions</i>). An analysis of the ISA data indicates hazardous materials impacts are not anticipated, and further investigation is not required.</p> <p><i>(For PCE documents add the following statement:)</i> This project will not involve the acquisition of known unresolved contamination where TxDOT could reasonably expect to assume liability for corrective action upon acquisition. In addition, this project does not involve known hazardous materials impacts that could be anticipated to adversely affect construction (e.g. cannot resolve before letting or during construction).</p>	<p>Include on the PS&E SW3P any applicable storage and management requirements for liquid oil products, liquid petroleum products and other chemical liquids as per 40 CFR 112 (a.k.a. SPCC) and/ or the TCEQ Construction General Permit for storm water management.</p>
Asbestos Containing Materials (ACM)	ROW Structures	<p>The proposed project includes the [demolition and/or relocation] of building structures. The buildings may contain asbestos containing materials. Asbestos inspections, specification, notification, license, accreditation, abatement and disposal, as applicable, should comply with federal and state regulations. Asbestos issues should be addressed during the right-of-way process prior to construction.</p>	<p>Pre-Construction - Prior to project letting, an asbestos inspection and subsequent abatement must be conducted on all public buildings purchased for this project. Additionally, the Department of State Health and Human Service (DSHS) shall be notified (10-day notification) prior to ACM abatement and/or the demolition of a bridge structure.</p>

Hazardous Material Concern	Potential Impacts	Suggested Language for the Environmental Document	Suggested EPIC Language
	Bridges	The proposed project includes the (demolition and/or renovation) of (# of bridges to be demolished) bridge(s). The bridge(s) may contain asbestos containing materials (ACM) and shall be inspected to verify the presence or absence of ACM. At least <u>10 working days</u> prior to the bridge demolition(s), a 10-Day Notification shall be submitted to the Texas Department of State Health Services (DSHS).	Pre-Construction - Prior to the renovation and/or demolition of a bridge structure, an asbestos inspection must be conducted to verify the presence or absence of asbestos containing materials (ACM). Additionally, the Department of State Health and Human Service (DSHS) shall be notified (10-day notification) prior to ACM abatement and/or the demolition of a bridge structure.
	Underground Asbestos Piping (Transite, Coated Pipes)	The proposed project includes the (relocation, disturbance) of pipelines (give location as well as possible) that are suspected to contain asbestos. Removal/disturbance of asbestos containing pipelines would be accomplished in accordance with OSHA and applicable Asbestos NESHAP standards, including the use of trained personnel working under the supervision of an asbestos competent person.	Pre-Letting - Develop procedures / specifications to address ACM piping prior to disturbance.
	Enhancement Projects	Due to the age of the public building structure, there is the potential for asbestos-containing materials. However, the proposed project does not include utility work, renovation, dismantling, demolition or disposal of building materials. Therefore, no further coordination or compliance with applicable asbestos regulations is required.	No EPIC produced for this situation.
		The project improvements include [partial] renovation of a public building. [At this time, no asbestos surveys are known to have been performed / Preliminary asbestos surveys have been performed].	No suggested language. Develop EPIC language appropriate for the situation.
		An Asbestos Containing Materials (ACM) and Lead Based Paint (LBP) Survey was performed by [Consultant Name] for the City of [Name]. The document is also available for review through the [X] District of TxDOT. On [date], an asbestos inspection of the existing building was performed by a Texas Department of Health licensed asbestos inspector. [Number (X)] bulk samples of suspected asbestos containing material (ACM) were collected from the building. Polarized Light Microscopy (PLM) analysis revealed that [none of the bulk samples contain greater than 1 % asbestos fibers. The suspected materials consisted of [painted plaster and floor tiles]. The asbestos survey did not include sampling of such materials as [concrete flooring, wooden or metal doors, concrete block walls, or hidden/inaccessible components]. [Further testing / no further testing for ACM] appears required. The proposed improvements would comply with applicable federal and state regulations, including the Texas Asbestos Health Protection Act (TAHPA), the National Emissions Standards for Hazardous Air Pollutants (NESHAP), and disposal regulations of the Texas Commission on Environmental Quality (TCEQ) and Environmental Protection Agency (EPA).	No suggested language. Develop EPIC language appropriate for the situation.

Hazardous Material Concern	Potential Impacts	Suggested Language for the Environmental Document	Suggested EPIC Language
		<p>On [date], a Lead Based Paint (LBP) survey was also performed on the building. The survey was performed by [testing interior and exterior painted surfaces of the building using EPA testing method [insert test method name]. The survey was performed by a Certified Inspector for Lead Hazards and LBP Risk Assessor. A limited number of painted surfaces exhibited XRF readings indicating that the painted surface contains lead. The positive LBP readings were found on the [exterior window headers, door arches, upper trim, windowsill and sash and porch ceiling]. Positive LBP readings were also found on the interior [window stools and stops, wall baseboard, support columns, ceiling, window sash, door and door jamb, cabinet door, door plinth and casing].</p> <p>Applicable regulations do not require hiring a Certified Lead Abatement Contractor for component or paint removal during remodeling. However, the waste materials and construction debris containing LBP are required to be disposed according to current disposal regulations of the TCEQ and EPA.</p>	<p>No suggested language. Develop EPIC language appropriate for the situation.</p>
		<p>Prior to [partial] renovation, the [work area and all immediately surrounding areas / building] would be surveyed by a licensed asbestos inspector. If asbestos is confirmed, then asbestos-related activities and the renovation would need to be performed in accordance with the Texas Asbestos Health Protection Act (TAHPA) and the National Emissions Standards for Hazardous Air Pollutants (NESHAP).</p>	<p>No suggested language. Develop EPIC language appropriate for the situation.</p>
		<p>The project's plans, specifications and estimates (PS&E) would disclose areas of asbestos and lead-based paint which could be disturbed. Special provisions would be developed in the PS&E for asbestos-related activities, notifications, required licenses, and monitoring in accordance with NESHAPS and TAHPA.</p>	<p>No suggested language. Develop EPIC language appropriate for the situation.</p>
PST	No Concern to Project	<p>Within the project limits, there are [X] registered petroleum storage tanks (RPST) facilities. [None] of the registered facilities are listed as leaking petroleum storage tanks (LPST) sites. The site survey and research into the historical land use [revealed / did not reveal] any other abandoned and/or active gasoline service stations. [As previously stated, right-of-way acquisition or easements are not required for this project. / No significant excavation is anticipated.] A summary table and map showing the location of the sites is [attached to this documentation / provided in Appendix X].</p>	<p>No EPIC produced for this situation.</p>
	ROW Take	<p>Within the project limits, there are (X) (registered/ abandoned) petroleum storage tanks (RPST) facilities. (None) of the PST facilities are listed as leaking petroleum storage tanks (LPST) sites. (X) of the (RPST/ abandoned) sites will be (will not be) acquired as part of the ROW requirements of the project. District ROW will be notified of the PST regulatory status and exact location.</p>	<p>Pre-ROW – It is recommended that the district ROW section be notified of the petroleum storage tanks identified within the areas identified for tanking.</p>

Hazardous Material Concern	Potential Impacts	Suggested Language for the Environmental Document	Suggested EPIC Language
	Unregistered PST	<p>During the site survey, (X) potential undisclosed Petroleum Storage Tanks (PST) sites were identified immediately adjacent (close proximity) to the proposed project. These sites were not identified on the Texas Commission on Environmental (TCEQ) petroleum storage tank (PST) database nor on the leaking petroleum storage tank (LPST) database. No information is currently known about sites, including if a release has occurred or not.</p>	<p>Prior to PS&E Completion – Prior to PS&E completion, it is recommended that a more detailed investigation be conducted for the sites identified as undisclosed petroleum storage tanks. The project requirements adjacent to the undisclosed sites should be reviewed for ROW acquisition requirements and any excavations greater than 3 feet (or to estimated groundwater). If a determination cannot be made on the likelihood potential impacts, then a Phase II investigation is recommended.</p>
LPST	No Concern to Project	<p>A review of TCEQ’s leaking petroleum storage tank (LPST) on-line database query indicated [X] LPST sites adjacent to the proposed project. According to the priority and status indicated in the list search, only minor soil contamination was indicated in [X] of the [X] adjacent LPST listings. TCEQ issued the final concurrence for [X] of these [X] listings and the cases are closed.</p> <p>[As previously stated, right-of-way acquisition or easements are not required for this project.] [No significant excavation is anticipated. / In this area of the proposed project, only rehabilitation of the existing roadway with no significant lowering of the vertical alignment is required. / The vertical alignment would need to be raised.] Therefore, it is not anticipated that petroleum contamination would be encountered during construction. A summary table and map showing the location of the sites is [attached to this documentation / provided in Appendix X].</p>	No EPIC produced for this situation.
	Potential Impacts	<p>Since [displacements / tank system removal would be required / excavation greater than three feet, storm sewers or utility adjustments would be required], the LPST and RPST files for facilities adjacent or within X feet to the project limits were reviewed by [TxDOT district staff / TxDOT division staff / Consultant Name / Environmental Consultant]. Additionally, the sites were discussed with the [TCEQ project case manager / staff of TCEQ’s Region X office.]</p> <p>LPST No. XXXXXX is located near the [X] of the project. The status and priority of the site indicates that groundwater is impacted and quarterly monitoring is in progress. [According to the file review, the static water level in the monitoring wells is approximately X meters (XX feet) below the ground surface. In this area, a stormwater drainage structure would be installed approximately X meters (X feet) below the ground surface. Although contaminated groundwater may exist within the project limits, it is not anticipated that contaminated groundwater or soil would be encountered during construction.]</p>	<p>Advance Planning – Phase II Recommended – A Phase II (Subsurface Investigation) is recommended (for LPST#xxxxx) to assess the potential impacts to the proposed project.</p> <p>Advance Planning – Additional Research (File Search) – It is recommended that a regulatory file search be conducted for the following sites (list the locations). Please assess whether the potential contamination (soil, groundwater, and vapors) from the affected parcels will impact the proposed project</p>

Hazardous Material Concern	Potential Impacts	Suggested Language for the Environmental Document	Suggested EPIC Language
	Known Impacts	<p>Follow above example for LPST potential except replace the second paragraph with the following:</p> <p>LPST No XXXXX is located at (give a good location). Contamination associated with this LPST will impact the proposed project. The (insert the affected improvements) will be installed within an area known to have soil and groundwater contamination. A Soil and Groundwater Management Plan (SGMP) will be prepared to direct the installation of all improvements for this project within the affected zone.</p>	<p>Advance Planning – Preparation of a SGMP – A Soil and Groundwater Management Plan (SGMP) shall be prepared for the installation of improvements affected by LPST XXXXX.</p>
Oil & Gas Wells	Identification of Well(s)	<p>XXX Oil Well(s) and X Gas well(s) were identified within the project study area. The well locations are depicted on (show the well locations on a map).</p> <p>(Assess each well as much as possible. Try to determine the regulatory standing of the well, its depth and size, production rates, possible visual contamination, etc.)</p>	<p>Prior to PS&E Completion – Prior to PS&E completion it is recommended that each well observed within the project study area be investigated further to determine its possible location within the chosen alignment. If the identified wells will be acquired as part of the project, contact for assistance in this matter.</p>
	Well Acquisition(s)	<p>XXX Oil Well(s) and X Gas well(s) were identified within the project study area and XXX will be acquired as part of the ROW process. The well locations are depicted on (show the well locations on a map).</p> <p>(Assess each well as much as possible. Try to determine the regulatory standing of the well, its depth and size, production rates, possible visual contamination, etc.)</p>	<p>Prior to PS&E Completion – Prior to PS&E completion, it is recommended that each well observed within the project limits be investigated further to determine its possible impact to the project; contact ENV-PPA for assistance in this matter.</p>
Pipelines		<p>During the preliminary investigations, multiple pipelines were found to bisect the proposed project. The locations of the pipeline can be found in Section XX (show the locations on a map within the document) of this document. Negotiations will be conducted with the pipeline owners to properly relocate or deepen the affected pipelines.</p>	<p>No EPIC produced for this situation.</p>
	Active Pipelines	<p>During the preliminary investigations, multiple pipelines were found to bisect the proposed project. The locations of the pipeline can be found in Section XX (show the locations on a map within the document) of this document. Potential environmental impacts (e.g. dead vegetation, soil staining, etc.) were observed in the proposed construction area. Negotiations will be conducted with the pipeline owners to investigate the potentially impacted area from the presence of contamination.</p>	<p>Prior to PS&E Completion – Known Pipelines - Prior to the completion of the PS&E, all known active pipelines with suspected releases shall be investigated by the current owners and negotiations shall be initiated to facilitate the investigation of the potentially impacted areas. If owners will not or cannot conduct the investigation TxDOT will conduct the investigation and initiate cost recovery actions from the pipeline owner.</p>

Hazardous Material Concern	Potential Impacts	Suggested Language for the Environmental Document	Suggested EPIC Language
	<p>Abandoned Pipelines</p>	<p>During the preliminary investigations, abandoned pipelines were found (or have the potential) to bisect the proposed project. The locations of the known pipeline(s) (the area potentially affected by abandoned pipelines) can be found in Section XX (show the locations on a map within the document) of this document. Efforts will be made to locate the owners of the known abandoned pipelines to negotiate for their removal(s). If owners of the pipelines cannot be located, then TxDOT will “hot tap” and remove the pipelines prior to construction or prepare a pipeline removal plan to facilitate their removal.</p>	<p>Prior to PS&E Completion – Known Pipelines - Prior to the completion of the PS&E, all known abandon pipelines shall be investigated for current owners and negotiations shall be initiated to facilitate their removal. If owners cannot be found for the abandoned pipelines, then TxDOT will assume responsibility for their “hot tap” and removal.</p> <p>Prior to PS&E Completion – Designated Areas – Prior to the completion of the PS&E, the affected area thought to contain abandoned pipelines shall be investigated thoroughly (RRC file searched, field surveys, etc.). Pipeline Removal Plans shall be prepared to facilitate the “hot tap” and removal of any abandoned pipelines discovered during construction. This Pipeline Removal Plan should be incorporated into the PS&E to be included in the work performed by the Prime Contractor. Please contact PPA-ENV to complete this function.</p>
<p>Landfills</p>	<p>Identified Landfills</p>	<p>During the preliminary investigation, (multiple) landfill(s) were identified within the search area. (Assess and discuss <u>each</u> Landfill as much as possible. Try to determine the regulatory standing of the landfill, its size and potential impacts to the proposed project to include contamination issues as well.)</p>	<p>Prior to PS&E Completion – Needs more Research – Prior to PS&E completion, more research/ regulatory file review shall be conducted on (give the landfill identification number (s) or other distinguishing identification).</p> <p>Revised Document – If impacts are likely – Please revise the document to include the following information. Additional research shall be conducted on (give the landfill identification number(s) or other distinguishing identification) to verify the likelihood of the proposed project intersecting waste material (or cells), known groundwater and/or soil contamination.</p>

Hazardous Material Concern	Potential Impacts	Suggested Language for the Environmental Document	Suggested EPIC Language
	Known Impacts	<p>During the preliminary investigation, (multiple) landfill(s) were identified within the search area. Gather sufficient information to compare potential impacts among project alternatives and support selection of the preferred alternative. Try to determine the regulatory standing of the landfill, its size and potential impacts to the proposed project to include contamination issues as well. If impacts to the proposed project are likely, use the following paragraph.)</p> <p>The (give the name of the landfill along with the address or a method of identifying its location) was found to intersect the proposed project. (Give a summary of the issues and potential problems that might be felt by the landfill - volume of waste, soil and/or groundwater contamination, regulatory issues, etc.)</p>	<p>Prior to PS&E Completion – Prior to PS&E development, investigations will be conducted to determine the impacts to the proposed project, contact ENV-PPA for assistance in this matter.</p>
Lead Based Paint (LBP)	Bridge Span/Girders (demolition)	<p>(Number of bridges) bridges will be demolished as part of this project, which will include the removal of steel beam(s) that may have the potential to contain Lead Based Paint (LBP). Prior to project letting, the steel coatings on the bridge(s) to be demolished will be analyzed for the presence or absence of LBP. If LBP is discovered, contingencies would be developed to address worker safety, material recycling and proper management of any paint related wastes, as necessary.</p>	<p>Pre-Letting - Prior to project letting, the presence or absence Lead Based Paint (LBP) should be determined through testing or process knowledge. If LBP is confirmed, coordinate w/ BRG and ENV for current procedures/specifications addressing lead based paint.</p>
	Enhancement Projects	<p>On [date], a Lead Based Paint (LBP) survey was also performed on the building. The survey was performed by [testing interior and exterior painted surfaces of the building using a XRF Spectrum Analyzer]. The survey was performed by a Certified Inspector for Lead Hazards and LBP Risk Assessor. A limited number of painted surfaces exhibited XRF readings indicating that the painted surface contains lead. The positive LBP readings were found on the [exterior window headers, door arches, upper trim, windowsill and sash and porch ceiling]. Positive LBP readings were also found on the interior [window stools and stops, wall baseboard, support columns, ceiling, window sash, door and door jamb, cabinet door, door plinth and casing].</p> <p>Applicable regulations do not require hiring a Certified Lead Abatement Contractor for component or paint removal during remodeling. However, the waste materials and construction debris containing LBP are required to be disposed according to current disposal regulations of the TCEQ and EPA.</p>	<p>Pre-Letting –When paints applied prior to 1978 might be disturbed, coordinate with the project sponsor conduct a Lead-Based Paint (LBP) inspection. If LBP will be disturbed by the enhancement project, project specifications must consider worker health and safety requirements and proper waste management/ disposal. All LBP that will not be disturbed by the construction that is in good working condition can remain as is and will not require abatement.</p>
	Bridge Cleaning and Painting Projects (Cleaning and Painting Steel) Requiring Paint Removal	<p>Paint removal activities would be in accordance with appropriate specifications addressing environmental concerns including containment, waste management, and safety considerations.</p>	<p>Coordinate with designers/BRG to assure proper specifications.</p>
CERCLA	Identified CERCLA Sites	<p>During the preliminary investigation, (multiple) CERCLA Sites(s) were identified within the search area. Gather sufficient information to compare potential impacts among project alternatives and support selection of the preferred alternative. Try to determine the regulatory</p>	<p>Prior to PS&E Completion – Needs more Research – Prior to PS&E development, more research/ regulatory file review shall be conducted on (give</p>

Hazardous Material Concern	Potential Impacts	Suggested Language for the Environmental Document	Suggested EPIC Language
		<p>standing of the site, its size and potential impacts to the proposed project to include contamination issues as well. If impacts to the proposed project are likely, use the following paragraph.)</p> <p>The (give the name and regulatory number of the CERCLA site along with the address or a method of identifying its location) has the potential to impact the proposed project. (Give a summary of the issues and potential problems that might be felt by the CERCLA site – potential impacts, soil and/or groundwater contamination, regulatory issues, etc.)</p>	<p>the CERCLA identification number (s) or other distinguishing identification).</p> <p>Revised Document – If impacts are likely – Please revise the document to include the following information. Additional research shall be conducted on (give the CERCLA identification number(s) or other distinguishing identification) to verify the likelihood of the proposed project impacting known contaminated media.</p>