



January 24, 2013

PUBLIC NOTICE (02-13)

All interested parties are notified that a permit amendment application from Premcor Refining Group, Inc. – A Valero Company, of Port Arthur, Texas, has been received by the Commander, Eighth Coast Guard District to modify the construction plans of the new bridge that is to replace an existing temporary bridge over a navigable waterway of the United States.

WATERWAY AND LOCATION: Taylor Bayou Outfall Canal (also known as the Joint Outfall Canal) at mile 2.44 on a privately owned road in West Port Arthur, Jefferson County, Texas.

CHARACTER OF WORK: The Coast Guard previously issued Bridge Permit P(01-12-8) dated February 22, 2011 for the construction of a swing span bridge to replace a removable span temporary bridge so that proper emergency and maintenance procedures can be utilized in the operation of the refining facility. As the date of commencement for the project approached, it became clear to Valero that the permitted bridge as designed was not sufficient for their needs. The Coast Guard was then contacted by Valero with an application to modify the previously approved plans for the bridge. The bridge will still be constructed in the permitted location. Valero is requesting to modify the permitted design from a swing span bridge to a pontoon-supported swing span bridge. This design will increase the vertical clearance and the horizontal clearance in the open-to navigation position. It will, however, reduce the horizontal clearance in the closed-to-navigation position. The bridge will be maintained in the open position and will only be closed two to four times every three months. The bridge will be supported by a ballasted pontoon when in operation. When the bridge is either fully open or fully closed, the pontoon will be ballasted with water until the bridge is physically resting and secured on the receiving support pier. When the bridge needs to change position, the water will be removed and the pontoon filled with air until the bridge floats free. The reason for the redesign is to make the bridge more affordable and to improve the navigation and safety for vessels utilizing the bridge. Upon completion of the new bridge, the existing bridge will be removed from the waterway by the Chevron Environmental Management Company.

MINIMUM NAVIGATIONAL CLEARANCES:

PERMITTED (not built)

Mile Mark: 2.44

Horizontal: 70 feet
between fenders

PROPOSED MODIFICATION

Mile Mark: 2.44

Horizontal: 75 feet fender-to-fender
open-to-navigation position

Horizontal: 52 feet pontoon-to-fender

closed-to-navigation position

Vertical: 6.62 feet above Mean High Water (MHW) in the Closed-to-Navigation position (Low Steel)

Vertical: 12.13 feet above Mean High Water (MHW) in the Closed-to-Navigation position (Low Steel)

Vertical clearance is unlimited in the open-to-navigation position

Vertical clearance is unlimited in the open-to-navigation position

ENVIRONMENTAL CONSIDERATIONS:

The Coast Guard is the lead federal agency for the purposes of the National Environmental Policy Act (NEPA). The applicant has submitted or applied for the required environmental documentation. The Coast Guard has previously reviewed the documentation that has been provided and determined that this permit action was Categorical Excluded (CE) by determination letter signed January 30, 2012. The original environmental documents and the Coast Guard CE have not been modified, reevaluated, supplemented or rescinded. Unless significant impacts are revealed by this public notice process, a new CE will be prepared as the final environmental document for this bridge permit amendment action. The bridge project is located in the floodplain. The 100-year flood level is 12.0 feet (NAVD 88). The low steel elevation of the bridge is 12.13 feet (NAVD 88). Both approaches will flood at water levels above 4 feet above MHW. Drainage District 7 has been consulted during the design process, with respect to the flood plain, and has no issues at this time. The bridge owners have a Hurricane/Storm Response Plan (HRP) which is implemented when a storm is eminent. Actions to secure the bridge during storm events have been incorporated into the HRP. Local, State and Federal waterway users and authorities have been consulted during the redesign process. There are no unresolved issues at this time.

Texas Water Quality Certification (WQC) is required in accordance with Section 401 of the Clean Water Act. The applicant has applied to the Texas Council of Environmental Quality (TCEQ) for certification that the original Water Quality Certification remains valid and to TCEQ, Air Quality Planning Division, for certification that the bridge project continues to meet the requirements of the State Implementation Plan on Air Quality. The State of Texas has a Coastal Zone Management Program (CMP) and the existing bridge is located within the Texas CMP area. The applicant has reviewed the entire project for consistency with the CMP goals and policies and has stated that this bridge project is consistent with the CMP. The Texas Coastal Coordination Council is expected to concur with the consistency statement and issue CMP Consistency Certification that this action remains consistent with the CMP policies and goals.

No relocations of businesses or residences are required by this action. No cultural resources or archaeological sites, prime and unique farmland, parklands, recreational areas, wildlife refuges, wild and scenic rivers or wildlife management areas exist at the bridge site. No significant effects on public utilities, fire protection, or other emergency services are anticipated as a result of this bridge permit amendment action.

This notice initiates the Essential Fish Habitat (EFH) consultation requirements of the Magnuson-Stevens Fishery Conservation and Management Act. It is not anticipated that this bridge permit amendment action will have an impact on EFH. Should this proposed action be

determined to have an impact on EFH or federally managed fisheries, the Coast Guard's final determination, relative to the project impacts and the need for mitigation measures, will be subject to review by and coordination with the U. S. National Marine Fisheries Service.

SOLICITATION OF COMMENTS:

Mariners are requested to submit comments on the proposed bridge and proposed pier protection system, including the need for clearance gauges and the extent of nighttime navigation past the bridge.

Interested parties are requested to express their views, in writing, on the proposed project including its possible impact on minority and/or low income population, if any, giving sufficient detail to establish a clear understanding of their reasons for support of or opposition to the proposed work.

The comment period will only last for 15 days because the location of the bridge has been permitted and there are only minor design changes. These changes will actually improve safety and navigation over the previous design.

Comments will be received for the record at the Office of the Commander (dpb), Eighth Coast Guard District, 500 Poydras Street, Room 1313, New Orleans, Louisiana 70130-3310, through February 13, 2013. These comments will be made part of the case record.

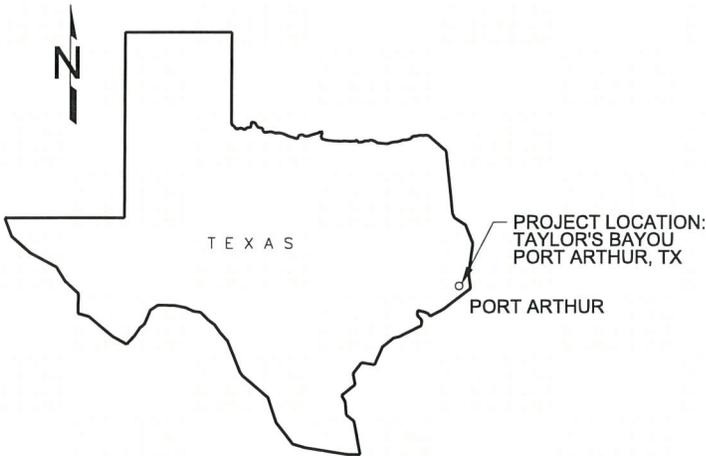
Map of location and plans attached.

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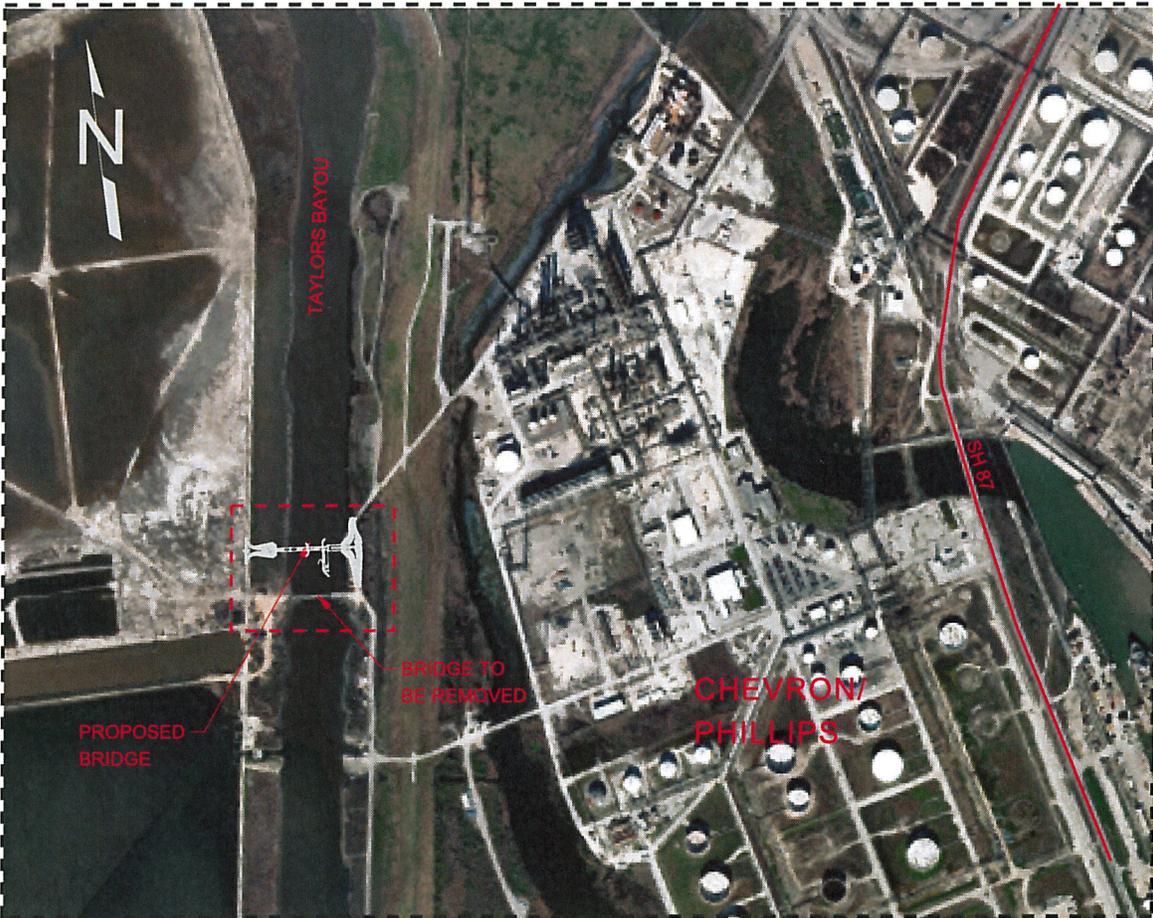
T. J. Wendt
Commander, U.S. Coast Guard
Chief, Waterways Management Branch
By direction

This is a web-searchable copy and is not the official signed copy; however, other than the signature being omitted, it is a duplicate of the official version.

JOINT OUTFALL CANAL
 ACCESS BRIDGE
 VALERO REFINING
 PORT ARTHUR, TX

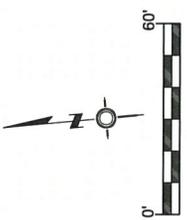
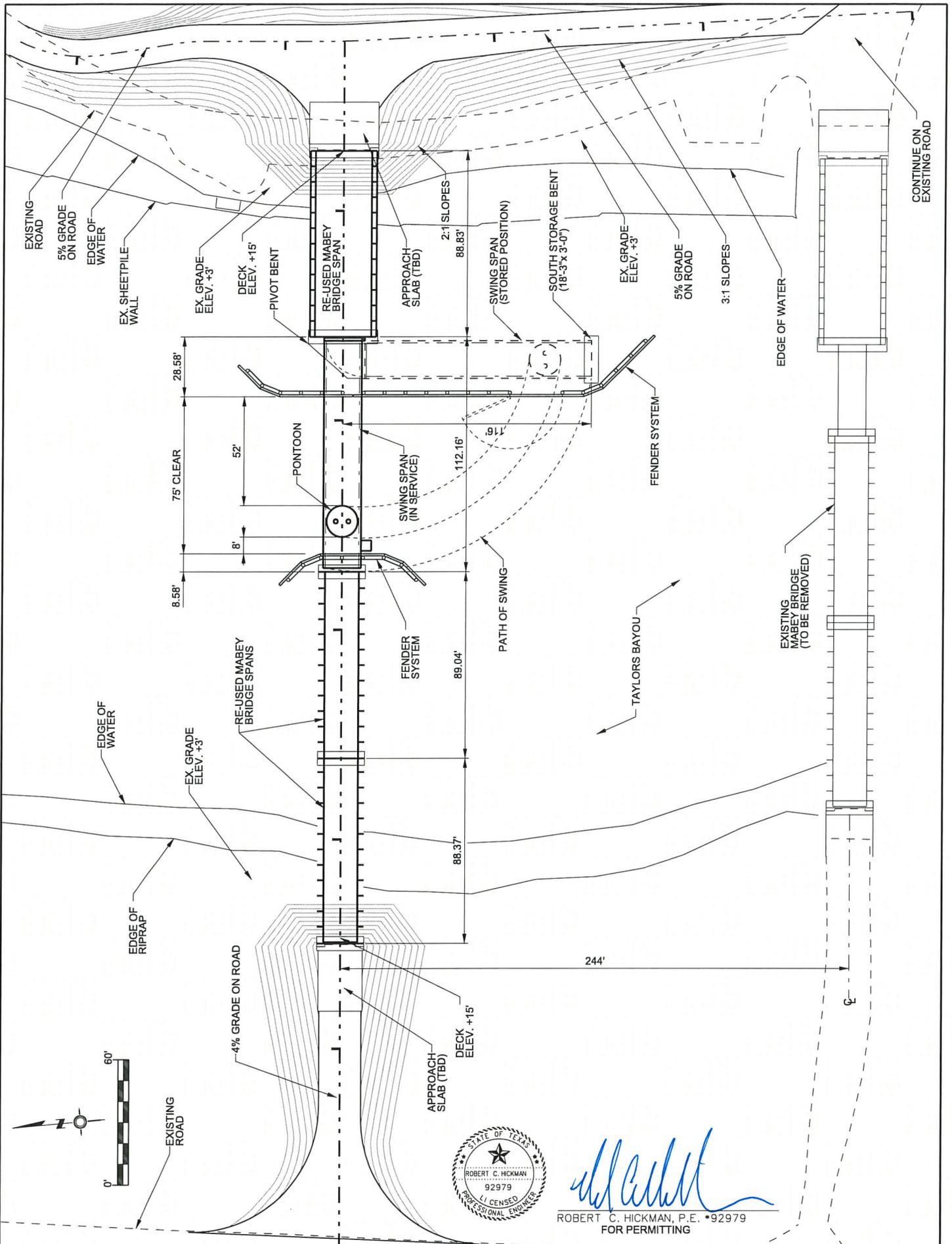


LOCATION MAP



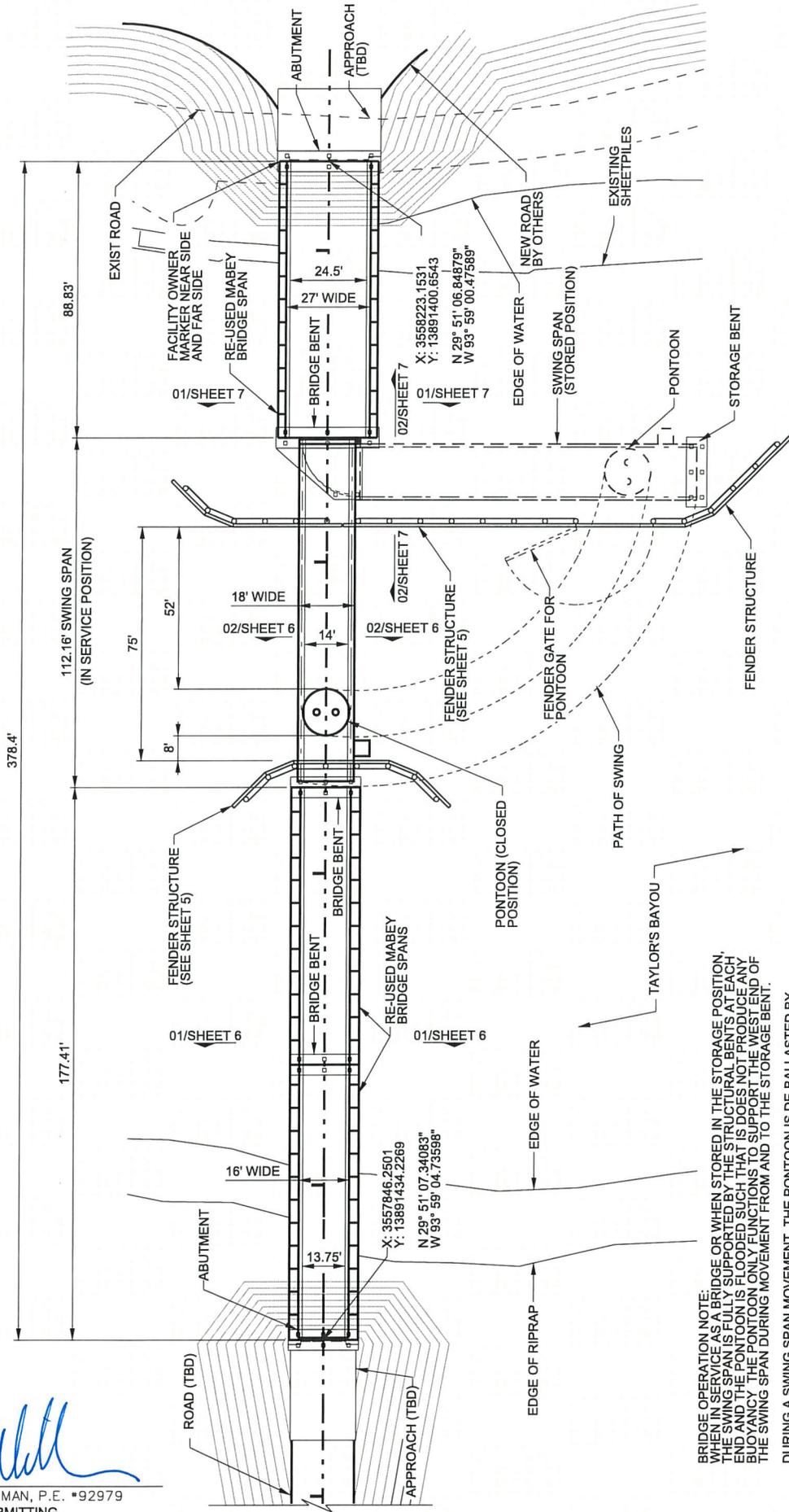
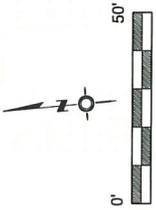
Robert C. Hickman
 ROBERT C. HICKMAN, P.E. *92979
 FOR PERMITTING

SHEET 1 of 7	TAYLOR BAYOU - PORT ARTHUR, TX- JEFFERSON COUNTY - MILE NUMBER 2.44MI/3.93KM	SITE LOCATION MAP		LJA Engineering, Inc. Midstream Infrastructure 905 Orleans Street Beaumont, Texas 77701 Phone 409.813.1862 Fax 409.813.1916 FRN - F-1386
		Date: 1/21/13	LJA Proj. No: 013-1071	



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SHEET 2 of 7	TAYLOR BAYOU - PORT ARTHUR, TX - JEFFERSON COUNTY - MILE NUMBER 2.44MI/3.93KM	SITE LAYOUT		LJA Engineering, Inc. Midstream Infrastructure 905 Orleans Street Beaumont, Texas 77701 Phone 409.813.1862 Fax 409.813.1916 FRN - F-1386
		Date: 1/21/13	LJA Proj. No: 013-1071	



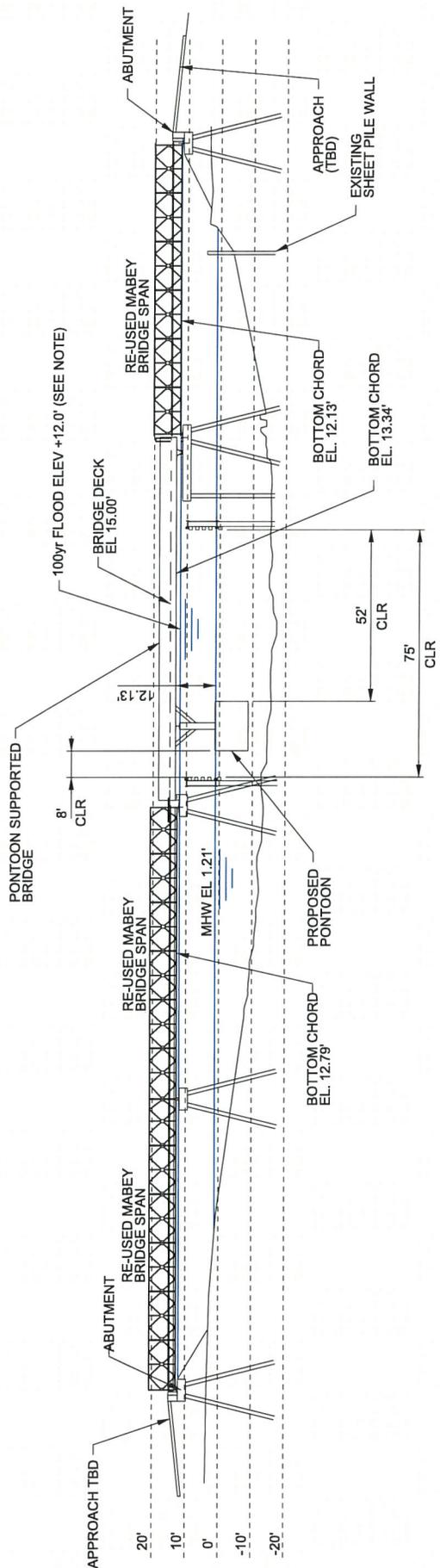
BRIDGE OPERATION NOTE:
 WHEN IN SERVICE AS A BRIDGE OR WHEN STORED IN THE STORAGE POSITION, THE SWING SPAN IS FULLY SUPPORTED BY THE STRUCTURAL BENTS AT EACH END AND THE PONTOON IS FLOODED SUCH THAT IT DOES NOT PRODUCE ANY BUOYANCY. THE PONTOON ONLY FUNCTIONS TO SUPPORT THE WEST END OF THE SWING SPAN DURING MOVEMENT FROM AND TO THE STORAGE BENT.

DURING A SWING SPAN MOVEMENT, THE PONTOON IS DE-BALLASTED BY PUMPING OUT WATER FROM THE WEST END OF THE SWING SPAN FLOATS FREE OF ITS SUPPORT. THE SWING SPAN IS THEN MOVED TO THE REQUIRED POSITION AND THE PONTOON FLOODED, ALLOWING THE SWING SPAN TO REST ON THE STRUCTURAL BENTS.

COORDINATES:
 XY COORDINATES ARE TEXAS STATE PLANE NAD 83 SOUTH CENTRAL ZONE.

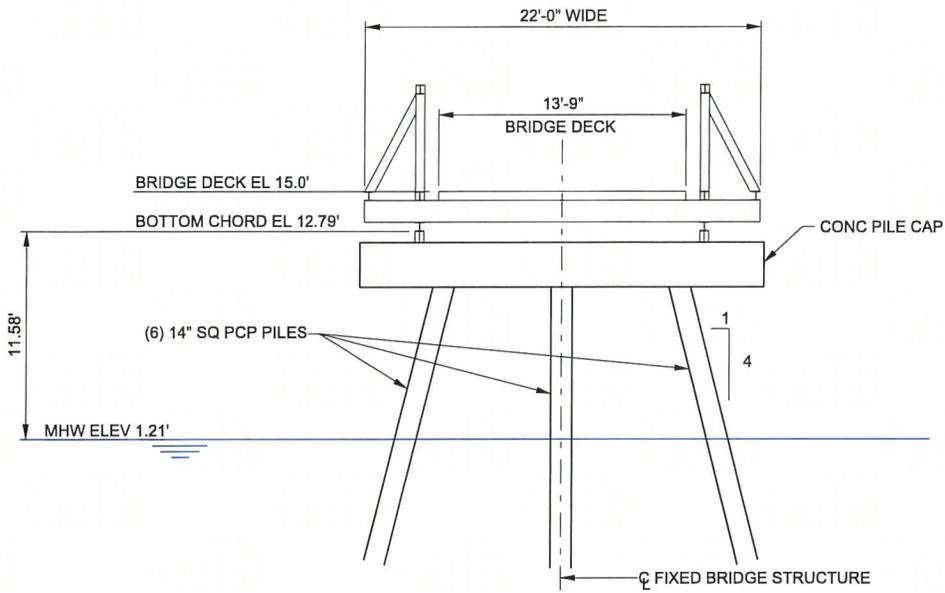


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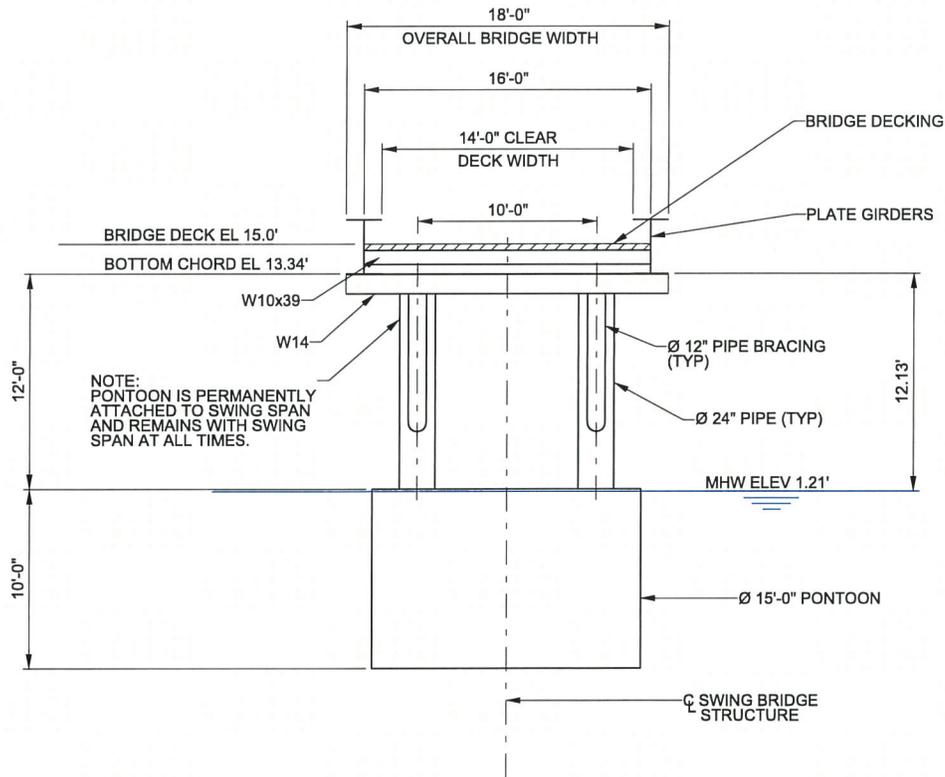
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NOTES:
 ALL ELEVATIONS ARE REFERENCED TO NAVD 88.
 100 YR FLOOD ELEVATION TAKEN FROM PANEL 4803850430 B. ZONE A13, ELEVATION 12.0.
 REF SHEET 6 & 7 FOR ADDITIONAL VERTICAL CLEARANCE INFORMATION.



01 SECTION @ FIXED BRIDGE

SCALE: 3/16" = 1'-0"

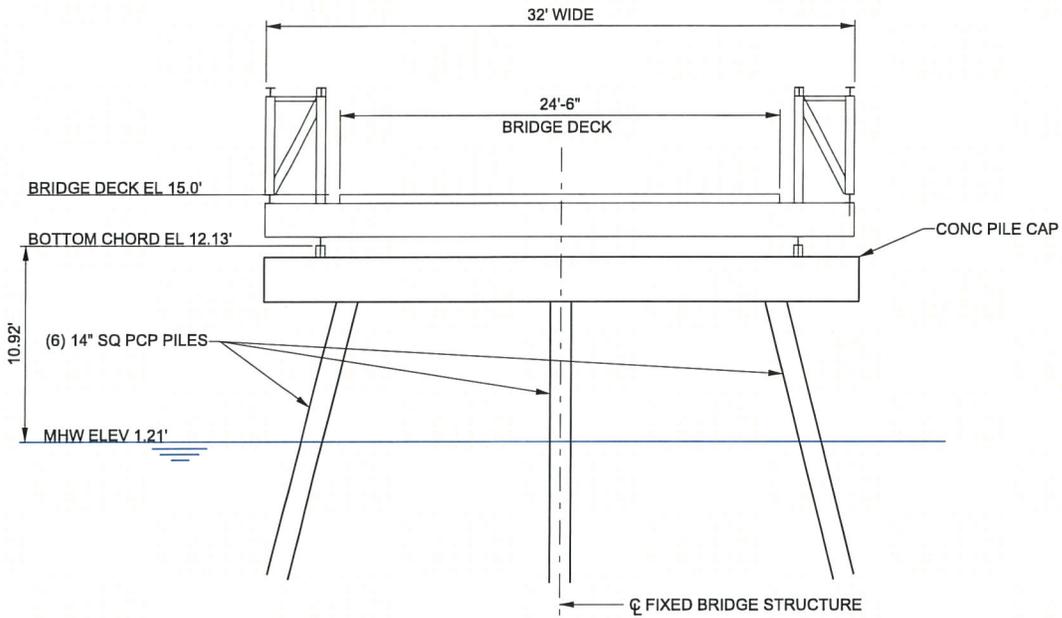


02 SECTION @ PONTOON

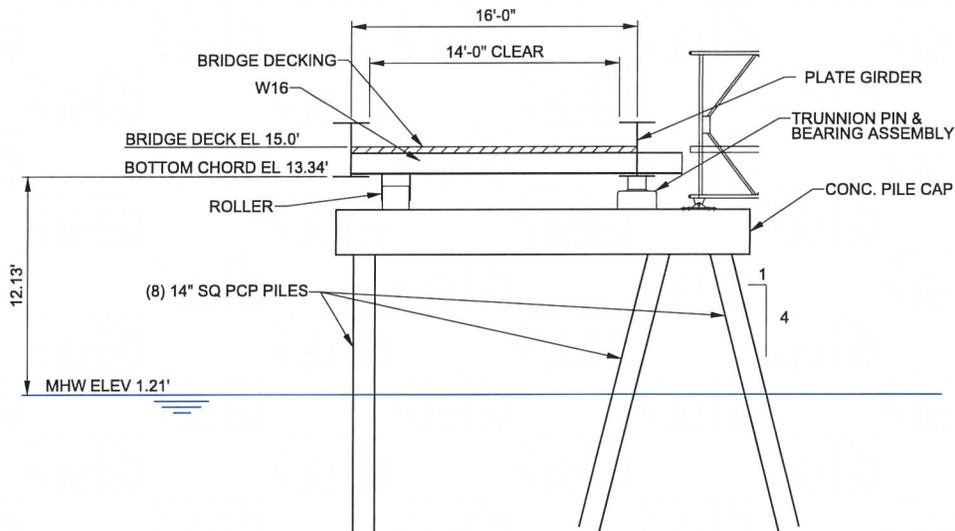
SCALE: 3/16" = 1'-0"



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01 SECTION @ SWING BRIDGE - OPEN POSITION
SCALE: 3/16" = 1'-0"



02 SECTION @ SWING BRIDGE - OPEN POSITION
SCALE: 3/16" = 1'-0"



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FOR PERMITTING

SHEET 7 of 7	TAYLOR BAYOU - PORT ARTHUR, TX- JEFFERSON COUNTY - MILE NUMBER 2.44MI/3.93KM	BRIDGE SECTIONS		LJA Engineering, Inc. Midstream Infrastructure 905 Orleans Street Beaumont, Texas 77701 Phone 409.813.1862 Fax 409.813.1916 FRN - F-1386
		Date: 1/21/13	LJA Proj. No: 013-1071	