

U.S. Department of  
Homeland Security

United States  
Coast Guard



Commander  
Eighth Coast Guard District  
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February 23, 2021

## PUBLIC NOTICE (1-22)

### BRIDGE PERMIT APPLICATION TO CONSTRUCT A RAILROAD BRIDGE OVER THE RIO GRANDE RIVER, MILE 366.93, BETWEEN LAREDO, WEBB COUNTY, TEXAS AND NUEVO LAREDO, TAMAULIPAS, MEXICO

All interested parties are notified that an application from THE KANSAS CITY SOUTHERN RAILWAY COMPANY (KCSR) has been received by the Commander, Eighth Coast Guard District, for approval of the enclosed plans to construct a railroad bridge over a navigable waterway of the United States.

**WATERWAY AND LOCATION:** Rio Grande River, Mile 366.93, between Laredo, Webb County, Texas and Nuevo Laredo, Tamaulipas, Mexico

**CHARACTER OF WORK:** The applicant proposes to build a new bridge adjacent and parallel to the existing railroad bridge, spanning the reach of the Rio Grande River and border between Webb County, Laredo, Texas and Nuevo Laredo, Mexico. The project would provide rail access from Nuevo Laredo, Mexico and Laredo, United States.

The proposed work would include construction of a new steel span ballast deck bridge adjacent and parallel to the existing bridge structure and 35 feet to the east of the existing bridge. The piers of the new bridge would be constructed in the shadow of the existing piers but with the meander and flow patterns of the Rio Grande River. The top of the rail of the new bridge and its approaches at the north and south approach are proposed to match the existing top of rail elevations. During the construction of the new bridge structure, there would be minimal interruption to rail traffic given the new bridge would be considered offline at that time.

The proposed railroad bridge project would include the construction of eight (8) bents (two (2) at headwalls and six (6) interior bents), each with two (2) 84" – 96" drilled shafts per bent spaced at 14' and 0" apart. Two (2) bents (bent 6 and 7), would be considered below the ordinary high-water mark (OHWM) of the Rio Grande River. These would be considered the first two (2) bents from the north bridge approach resulting in approximately 0.01 acre of fill within "other waters of the United States." Therefore, based on proposed design considerations, four (4) – 84"- 96" diameter drilled shafts within two (2) bents would be positioned below the OHWM of the Rio Grande River and positioned adjacent to the existing KCS Bridge TM 0.00 bents downstream. In addition, four (4) bents with a total of eight (8) – 84" – 96" diameter drilled shafts would be constructed to complete the north and south approach of the bridge structure along the banks of the Rio Grande River. In total, six (6) bents, twelve (12) – 84" - 96" diameter shafts would be constructed to support the approximate 1,161' 11" superstructure, steel deck

plate girder spans with steel ballast pans. Bent 1 and bent 8 would be considered the headwall along the north and south approach. A temporary access bridge would be constructed along the east boundary of the planned bridge structure to complete the proposed bridge project.

**MINIMUM NAVIGATIONAL CLEARANCES:**

**Existing:**

Horizontal: 167.92 feet (51.18 meters) between piers

Vertical: 30.20 feet (9.20 meters) above the Ordinary High Water Mark (OHWM) elevation 356.34 feet (108.61 meters)

**Proposed:**

Horizontal: 171.33 feet (52.22 meters) between piers

Vertical: 48.58 feet (14.81 meters) above OHWM elevation 356.34 feet (108.61 meters)

Vertical Datum is based on WGS84 and NAVD88 for Zone 14, GEOID 18.

**ENVIRONMENTAL CONSIDERATIONS:** The Coast Guard, as the lead Federal agency for the proposed project, has reviewed the environmental assessment prepared by the applicant. The Coast Guard has tentatively determined that the proposed action will not have a significant impact on the environment for purposes of the National Environmental Policy Act (NEPA) under the criteria given in the Coast Guard's NEPA implementation instruction. As a result, a Coast Guard Finding of No Significant Impact (FONSI) will be prepared as the final environmental document unless significant impacts are revealed by this public notification that warrant the preparation of an environmental impact statement.

The new bridge would be located in a floodplain with a 50-year flood elevation of 378.80 feet (115.46 meters). The low steel elevation of the bridge is 404.92 feet (123.42 meters) above OHWM. The City of Laredo issued a Floodplain Development Permit on August 30, 2021.

KCSR proposes to temporarily impact 0.30 acre of wetlands. About 0.01 acre cubic yards of fill material would be used for the construction of the bridge and approaches. Application has been made for U.S. Army Corps of Engineers (USACE) permits under Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act of 1899. The USACE issued a Nationwide Permit (NWP) 14 on August 2, 2021. The Texas Commission on Environmental Quality (TCEQ) has conditionally certified that the activities authorized by USACE Nationwide Permits (NWPs) 14 should not result in a violation of established Texas Surface Water Quality Standards as required by Section 401 of the Federal Clean Water Act and pursuant to Title 30, Texas Administrative Code, Chapter 279. Therefore, the project is authorized by the aforementioned blanket water quality certification issued by the TCEQ.

The applicant performed a Phase I Cultural Resources Assessment Survey for the proposed bridge project during the environmental review process. The applicant determined that the proposed project will have no adverse impacts to cultural resources listed or eligible for listing in the National Register of Historic Places, or otherwise of archaeological, historical, or architectural significance. Per Section 106 of the National Historic Preservation Act of 1966, the applicant, as the Coast Guard's designated Federal representative, coordinated with Texas Historical Commission, State Historic Preservation Office (SHPO). The SHPO provided an

email dated July 30, 2021, stating its concurrence with the Coast Guard's determination and that the consultation has concluded.

The project is located in Webb County, which is within a designated coastal zone. The USCG requires that coastal zone consistency be obtained from the Texas General Land Office, Coastal Management Program. TGLO has indicated by email that it would not exercise jurisdiction under the Texas Coastal Zone Management Program, under Section 307 of the Coastal Zone Management Act (CZMA). Coordination with the International Boundary and Water Commission (IBWC) is taking place at present.

The Coast Guard has made the determination that the proposed project will not pose a risk to Federally-listed threatened and endangered species. The applicant, as the Coast Guard's designated Federal representative, coordinated with the U.S. Fish and Wildlife Service, which provided a letter dated March 24, 2021, providing recommendations to avoid impacts to migratory birds on and concurring with the applicant's determination of "may affect but not likely to adversely affect" endangered or threatened species under the Endangered Species Act, as amended ..."

The applicant, as the Coast Guard's designated Federal representative, will complete coordination as necessary with the National Marine Fisheries Service (NMFS), Habitat Conservation Division to provide for review of the proposed project for impacts to Essential Fish Habitat prior to issuance of the bridge permit.

**SOLICITATION OF COMMENTS:**

Mariners are requested to comment on navigational safety issues including need for bridge protective systems, extent of nighttime navigation, and need for bridge lighting. We will review comments of an environmental nature such as those regarding wildlife refuges, water fowl refuges, public parks, historic sites, wetlands, floodplain issues, air, water quality, etc. and handle the same appropriately.

Interested parties are requested to express their views, in writing, on the proposed bridge project, giving sufficient detail to establish a clear understanding of their reasons for support of, or opposition to, the proposed work. Comments will be received for the record at the Eighth Coast Guard District, Bridge Administration Branch, at the address and email address provided in the letterhead through March 26, 2022. These comments will be public information and made part of the case record.

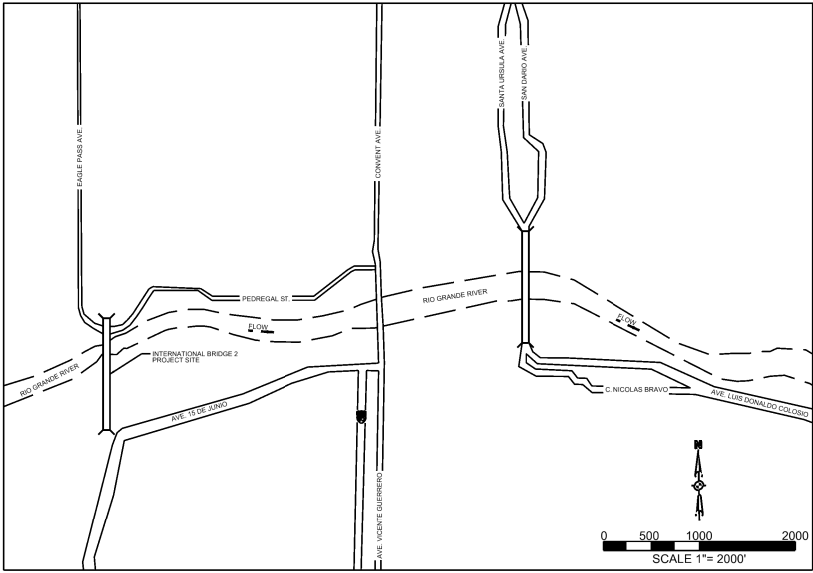
Map of location and plans attached.

Doug Blakemore

DOUG BLAKEMORE  
Chief, Bridge Administration Branch  
By direction of the Commander  
Eighth Coast Guard District

# KANSAS CITY SOUTHERN LINES (OWNER) CONSTRUCTION OF THE LAREDO TO NUEVO LAREDO INTERNATIONAL BRIDGE 2 (RIVER MILE 366.93) LAREDO, TEXAS NUEVO LAREDO, TAMAULIPAS

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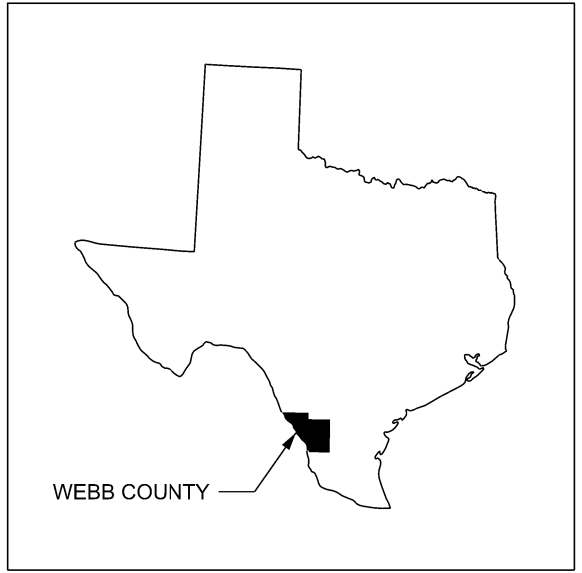


**EXISTING:**  
 HORIZONTAL: 167.92 FEET BETWEEN PIERS  
 VERTICAL: 30.20 FEET ABOVE ORDINARY HIGH WATER SURFACE ELEVATION, 356.34 FEET




**PROPOSED:**  
 HORIZONTAL: 171.33 FEET BETWEEN PIERS  
 VERTICAL: 48.58 FEET ABOVE ORDINARY HIGH WATER MARK, EL 356.34 FEET (108.61 METERS)

THE PROPOSED BRIDGE WILL CROSS A FLOODPLAIN WITH A 50-YEAR FLOOD ELEVATION OF 378.80' FEET (115.46 METERS)

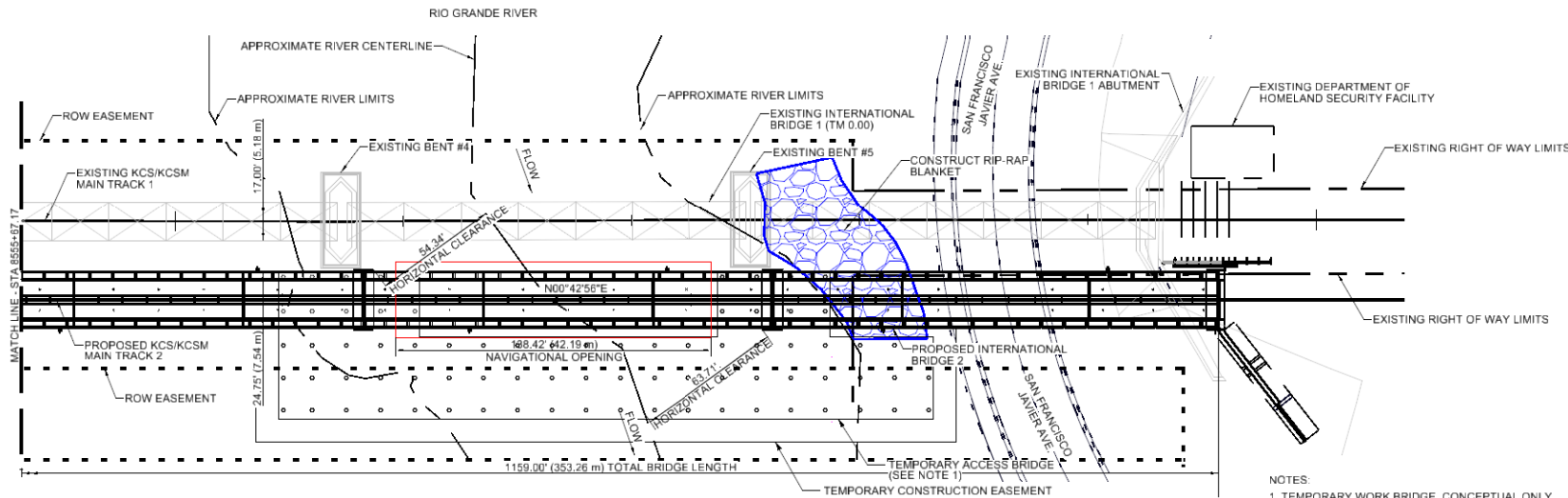
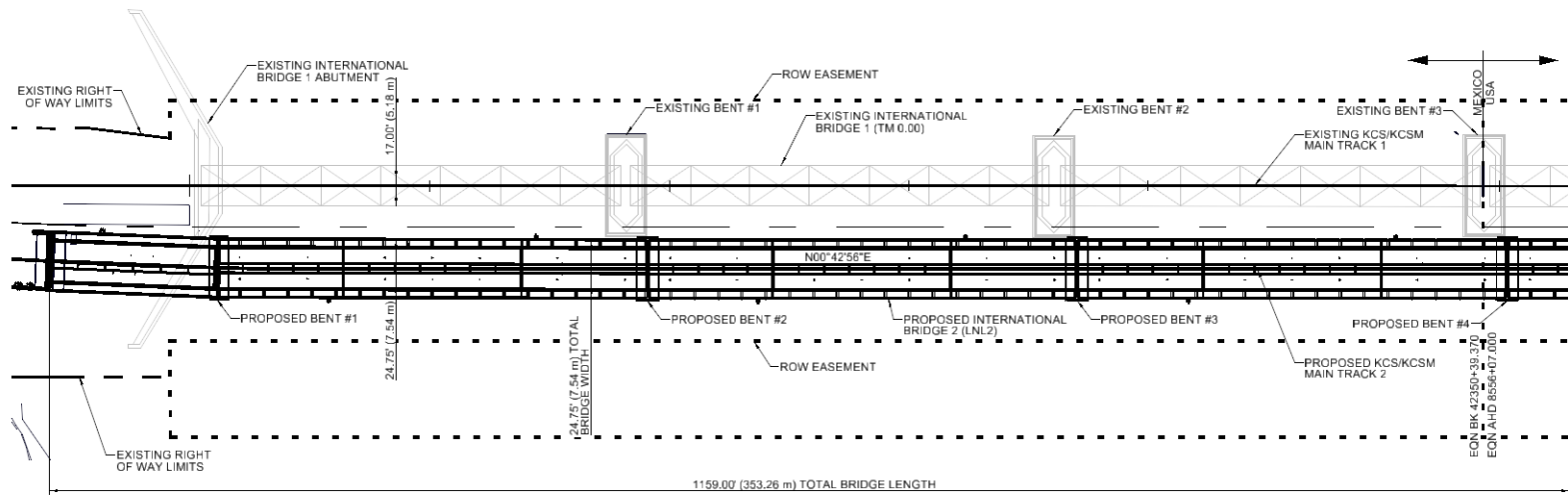
VERTICAL DATUM BASED ON WGS84 AND NAVD88, FOR ZONE 14, GEOID 18.



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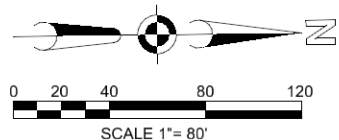
 EXP. 06/30/2021	CONSULTANT:  500 W 7th St., Ste. 725 Fort Worth, TX 76102 (682) 316-5001	OWNER:  427 W 12th St. Kansas City, MO 64105	DRAWN BY EML  CHECKED BY RR	RIO GRANDE RIVER INTERNATIONAL BRIDGE 2 KANSAS CITY SOUTHERN RAILWAY (OWNER) WEBB COUNTY, LAREDO, TEXAS RIVER MILE 366.93  TITLE SHEET	
				DATE: 06/04/2021	SHEET NO. 1 OF 4

PRINTED: 2/17/2022 TIME: 3:25:16 PM BY: RRamirez



PLAN VIEW

NOTES:  
1. TEMPORARY WORK BRIDGE, CONCEPTUAL ONLY.  
ACTUAL DESIGN TO BE DONE BY CONTRACTOR.

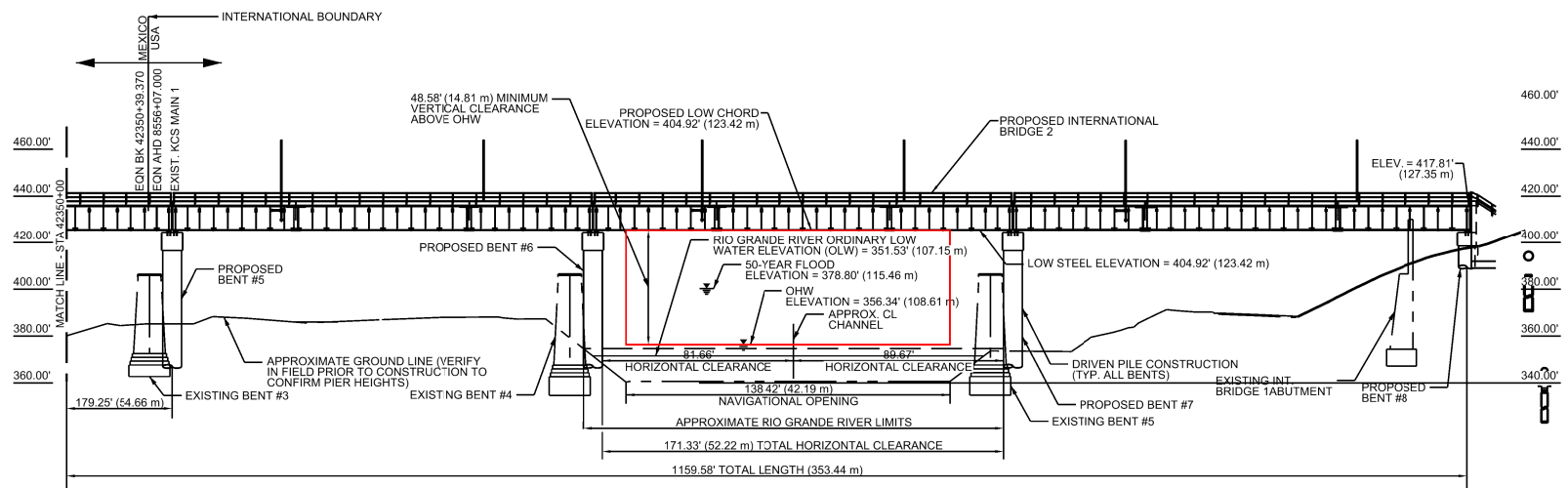
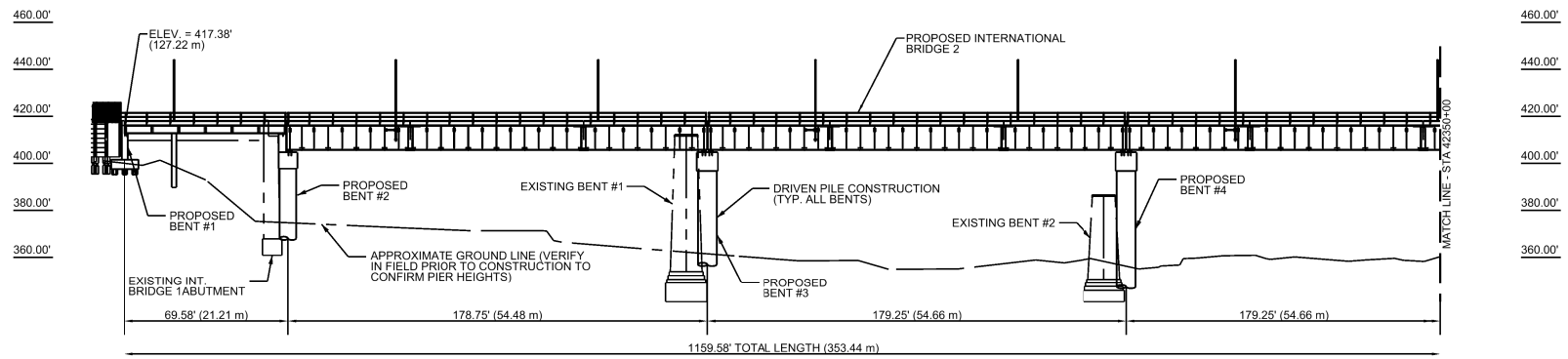


CONSULTANT:  
**WILSON & COMPANY**  
500 W 7th St., Ste. 725  
Fort Worth, TX 76102  
(682) 316-5001

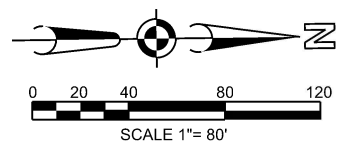
OWNER:  
**KANSAS CITY SOUTHERN Lines**  
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Kansas City, MO 64105

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RIO GRANDE RIVER INTERNATIONAL BRIDGE 2 KANSAS CITY SOUTHERN RAILWAY (OWNER) WEBB COUNTY, LAREDO, TEXAS RIVER MILE 366.93	
BRIDGE PLAN	
DATE: 06/04/2021	SHEET NO. 2 OF 4



**ELEVATION VIEW**

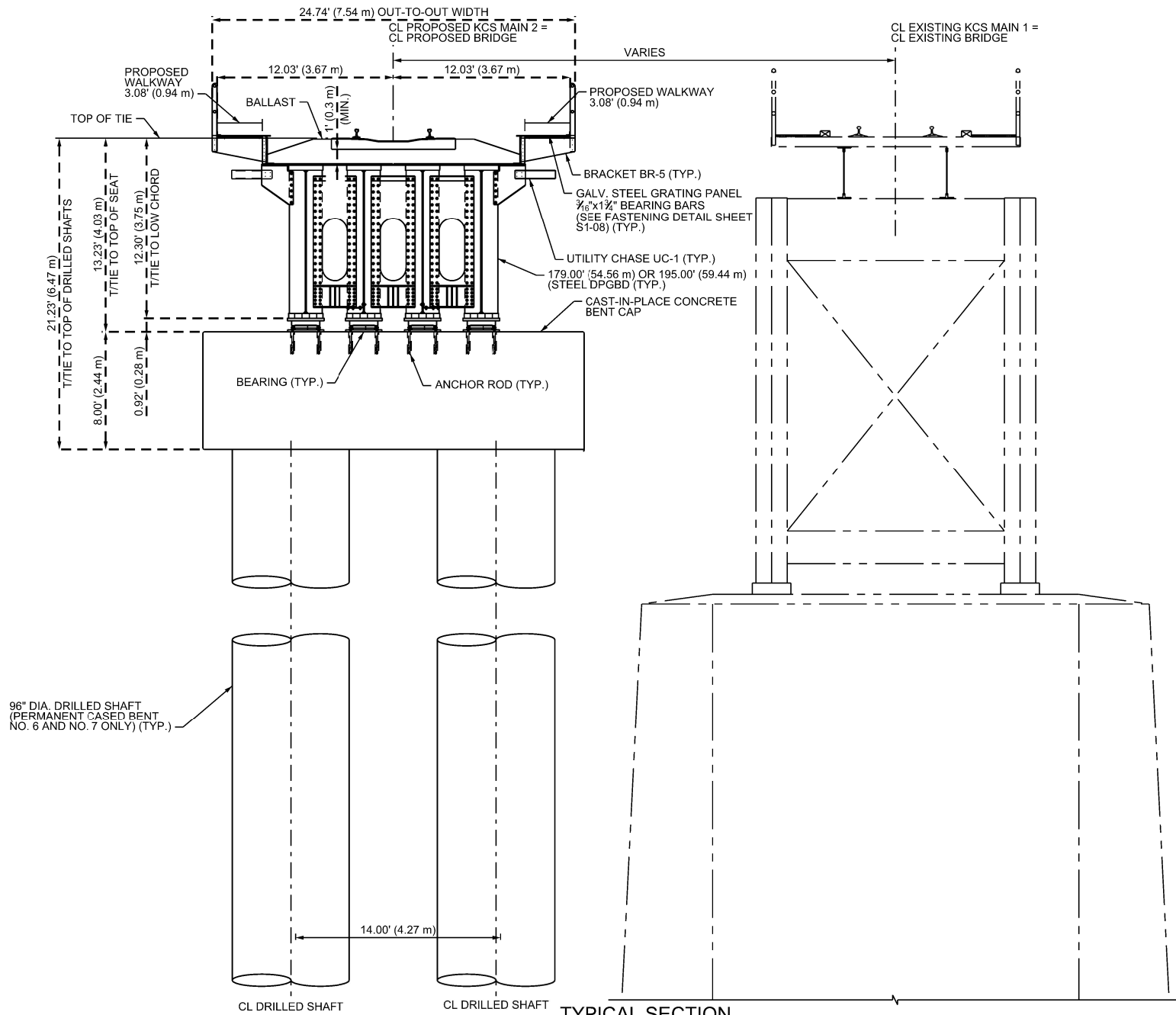


CONSULTANT:  
**WILSON & COMPANY**  
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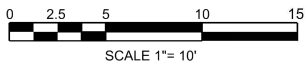
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RIO GRANDE RIVER INTERNATIONAL BRIDGE 2 KANSAS CITY SOUTHERN RAILWAY (OWNER) WEBB COUNTY, LAREDO, TEXAS RIVER MILE 366.93	
BRIDGE ELEVATION	
DATE: 06/04/2021	SHEET NO. 3 OF 4



TYPICAL SECTION



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RIO GRANDE RIVER  
 INTERNATIONAL BRIDGE 2  
 KANSAS CITY SOUTHERN RAILWAY (OWNER)  
 WEBB COUNTY, LAREDO, TEXAS  
 RIVER MILE 366.93

BRIDGE TYPICAL SECTION

DATE: 06/04/2021 SHEET NO. 4 OF 4