

GIVING THE BATTLESHIP TEXAS A PERMANENT PLACE IN HISTORY




BATTLESHIP TEXAS
Dry Berth Project



Life's better outside.®

SHIP'S LOG

**PUBLIC MEETING
FEBRUARY 28, 2012
SAN JACINTO MONUMENT
LA PORTE, TEXAS**

PROJECT BACKGROUND

The Texas Parks and Wildlife Department (TPWD) has been challenged with a huge and inspiring endeavor – the preservation and protection of the historic Battleship TEXAS. The agency's task, as mandated by the Texas Legislature and the Legislative Budget Board, is to place TEXAS in a permanent dry berth.

In 2007, Texas voters approved this \$25 million dry berth project, and it was funded by the Texas State Legislature in 2009. As TPWD set forth to save the battleship, three equally important priorities for the project were identified:

1. The solution must be, within reason, reversible.
2. The solution must visually respect the historic San Jacinto Battleground site.
3. The solution must provide a less expensive long-term alternative to conducting a major dry docking every 10-15 years.

FEASIBILITY OF A DRY BERTH SOLUTION

In 2010, TPWD began conducting studies and developing conceptual design options for the dry berth project. To determine the feasibility of dry berthing the battleship, TPWD has accomplished the following:

- ✓ Evaluation of the battleship's current condition,
- ✓ Studies and surveys (including geotechnical, topographical, bathymetric, preliminary natural resource and archeological data collection),
- ✓ Development of siting constraints,
- ✓ Regulatory coordination,
- ✓ Stakeholder outreach,
- ✓ Evaluation of the 2007 Proceanic report on dry-berth options,
- ✓ Identification, preliminary design preparation and cost estimates of temporary mooring locations during construction,
- ✓ Development of four dry berth design options and cost estimates for each, and
- ✓ Development of a fifth dry berth design option.

WHERE ARE WE NOW?

TPWD is considering the conceptual designs and potential alternatives while preparing an Environmental Assessment document in coordination with TPWD's lead federal agency, the Department of the Navy, Naval Sea Systems Command, or NAVSEA. This Environmental Assessment is being prepared to comply with Department of the Navy and National Environmental Policy Act (NEPA) requirements. At the same time, TPWD is following the consultation process required by the National Historic Preservation Act.

THE BATTLESHIP'S CONDITION

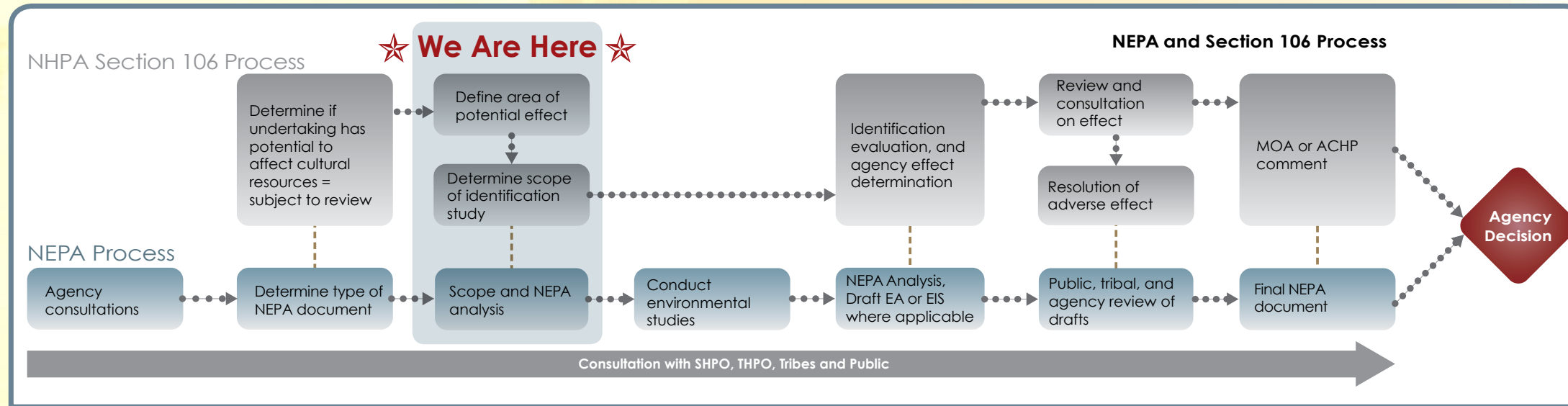
During the summer of 2011, investigations of the ship's hull revealed surprising and alarming news about the TEXAS' fragile condition. Hull inspections indicated that moving TEXAS to a different location, even temporarily, could present considerable risk to the ship. Moving TEXAS could also endanger navigation on the Houston Ship Channel. The TPWD project team responded by developing design concepts for dry-berthing TEXAS in her current location.

PURPOSE AND NEED

The purpose of the Battleship TEXAS Dry Berth Project is to provide a permanent dry berth for the ship on property owned by the Texas Parks and Wildlife Department. Since 1948, the Battleship TEXAS has been moored in a brackish wet berth. The ship is out of operation and stationary, with portions of the ship in disuse. These and other factors pose physical and environmental threats, creating a condition of continuous deterioration of the ship.

The Proposed Action is needed to:

- ★ Protect and preserve the Battleship and its rare historical archives and artifacts
- ★ Maintain the Battleship's historical landmark status
- ★ Preserve the Battleship's cultural integrity
- ★ Guarantee continued public access, preserve educational opportunities, and enhance the overall visitor experience
- ★ Enhance the visual aesthetics of the ship and its surroundings
- ★ Improve public access safety
- ★ Reduce long-term maintenance costs for the ship and its berth
- ★ Maintain the ability to refloat the ship
- ★ Enable TPWD to continue to provide stewardship for TEXAS and maintain her in a condition that is satisfactory to the Navy. This is practicable only if TEXAS remains on property owned by TPWD.



★
Contract Negotiation
Fall 2010

★
Preliminary Design
Spring 2011

★
NEPA/Section 106
Process
Spring 2013

★
Design for Dry Berth
and Temporary
Mooring
Spring 2014

★
Bidding for Dry Berth
and Temporary
Mooring
Winter 2015

★
Construction
Spring 2017

★
Completion
Summer 2017

THE PROJECT TIMELINE

★ DRY BERTH DESIGN OPTIONS

Here are five dry-berthing options that TPWD is putting forward for your consideration. These conceptual designs were selected from numerous options developed and considered.

The first four design concepts were created in coordination with field surveys and studies conducted by the TPWD project team. Cost estimates for these concepts later revealed that they may not be economically feasible. The project team went back to the drawing board to develop a fifth option that meets the goals of the dry berth project within the available budget allotted by the Texas State Legislature. As the project team further develops this fifth conceptual design option, TPWD is accepting further viable and reasonable alternatives from the public.

NOTE: The dry-berthing design options displayed on the following pages are conceptual designs that are under consideration. Please note that design options are identified by numbers one through five; however, this naming convention does not indicate preference or favor for any option. These design options are shown for the existing berth location, but aspects of these designs may be applicable for other locations.

**Estimated costs include the cost to construct the permanent dry berth, a temporary berthing facility (if required), and the cost to move the ship. Costs to repair the ship are not included in these estimates.*



OPTION 1

Site: Existing berthing location
Elevation of Basin Slab: -26 feet
Elevation of Ship: +5 feet higher than existing height
Ship Location During Construction: On-site superflooded wet berth
Construction Type: Sloped earthen revetments
Visitor Access During Construction: No
Ship Entrance into Houston Ship Channel Required: No
Estimated Cost: \$38.2 million*



OPTION 2

Site: Existing berthing location
Elevation of Basin Slab: -38 feet
Elevation of Ship: -7 feet lower than existing height
Ship Location During Construction: On-site wet berth (not superflooded)
Construction Type: Sloped earthen revetments
Visitor Access During Construction: No
Ship Entrance into Houston Ship Channel Required: No
Estimated Cost: \$46.3 million*



OPTION 3

Site: Existing berthing location
Elevation of Basin Slab: -38 feet
Elevation of Ship: -7 feet lower than existing height
Ship Location During Construction: Existing berth
Construction Type: Sloped earthen revetments
Visitor Access During Construction: Yes
Ship Entrance into Houston Ship Channel Required: Yes
Estimated Cost: \$41.1 million*



OPTION 4

Site: Existing berthing location
Elevation of Basin Slab: -38 feet
Elevation of Ship: -7 feet lower than existing height
Ship Location During Construction: Existing berth
Construction Type: Reinforced concrete slurry wall/cantilevered steel king pile wall
Visitor Access During Construction: Yes
Ship Entrance into Houston Ship Channel Required: No
Estimated Cost: \$49.3 million*



OPTION 5

Site: Existing berthing location
Elevation of Sand Bottom of Basin: -20 feet
Elevation of Ship: Same as existing height
Ship Location During Construction: On-site wet berth
Construction Type: Sloped earthen revetments with sand bottom
Visitor Access During Construction: No
Ship Entrance into Houston Ship Channel Required: No
Estimated Cost: To Be Determined(Under Design)*



BATTLESHIP TEXAS

A Ship of Firsts

- ★ **First airplane flight off of a U.S. Navy battleship (1919)**
- ★ **First talking movie aboard a U.S. Navy ship (1930)**
- ★ **First commercially built radar aboard a U.S. Navy ship (1938)**
- ★ **Birthplace of the 1st Marine Division of the U.S. Marine Corps (1941)**
- ★ **First memorial battleship gifted to a state (1948)**
- ★ **First permanent battleship memorial museum in the U.S. (1948)**
- ★ **First battleship to be declared a U.S. National Historic Landmark (1977)**

WHAT IS AN ENVIRONMENTAL ASSESSMENT?

An Environmental Assessment (EA) is a formal study that documents the evaluation of possible effects – positive or negative – that a proposed project may have on the natural, social, and economic environment. The EA study process evaluates multiple alternatives as well as measures to prevent, minimize, and compensate for adverse environmental effects.

The public is invited to participate in the EA study process by providing valuable feedback to assist TPWD in selecting the most desirable, or “preferred,” alternative.

COMPLIANCE WITH THE NATIONAL HISTORIC PRESERVATION ACT

Sections 106 and 110 of the National Historic Preservation Act require that all federal agencies take into account the effects of their actions on historic properties, such as the Battleship TEXAS and the San Jacinto Battleground. Ways to avoid, minimize, or mitigate any adverse effects to historic resources are developed during this process, which is overseen by the Advisory Council on Historic Preservation, an independent federal agency.

The Sections 106 and 110 processes will result in a memorandum of agreement designed to address any adverse effects to historic properties. The NEPA and Section 106 processes will provide NAVSEA with the information that they need to make an informed decision about the project.

GLOSSARY

Dry berth – a large dock from which water may be pumped out to create a dry, protected facility.

Reversibility – The ability to reverse or “undo” any changes made to the Battleship TEXAS in the dry-berthing process.

Feasibility – The capability of a project being done, carried out, or accomplished.

Mitigation includes:

- ★ Avoiding an effect altogether by not taking a certain action or parts of an action.
- ★ Minimizing effects by limiting the degree or magnitude of the action and its implementation
- ★ Rectifying an effect by repairing, rehabilitating, or restoring the affected environment.
- ★ Reducing or eliminating an effect over time by preservation and maintenance operations during the life of the action.
- ★ Compensating for an effect by replacing or providing substitute resources or environments.

Undertaking – A term referenced in Section 106 regulations, this is a project, activity, or program funded in whole or in part under the direct or indirect jurisdiction of a Federal agency.

Conceptual design – A preliminary idea or concept formulated early in a feasibility or planning study. This level of design indicates that project concepts are under development and subject to change.

NOW, WE NEED YOUR HELP.

We need your feedback about the proposed dry berth project. Your comments will be considered as a vital part of the NEPA and National Historic Preservation Act compliance processes.

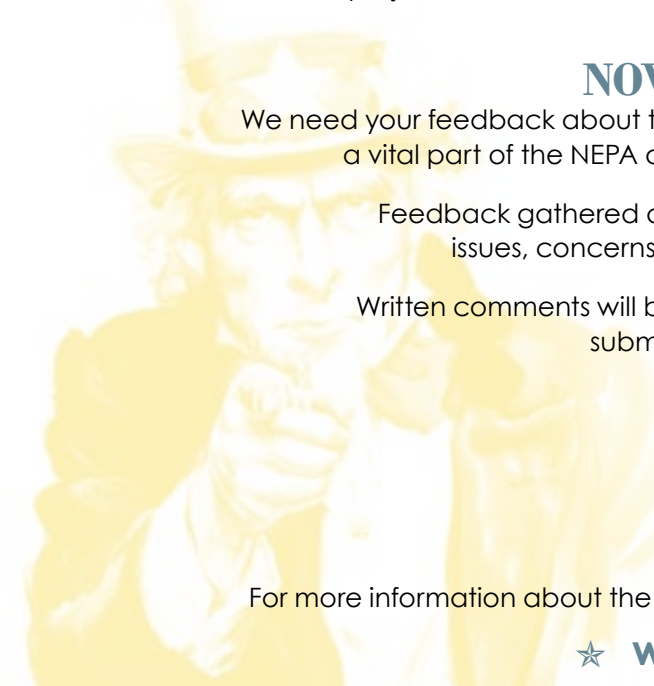
Feedback gathered at tonight's meeting will be used to determine the benefits, issues, concerns, and opportunities of proposed project alternatives.

Written comments will be accepted at the meeting and by mail and e-mail. Please submit written comments by March 13, 2012 to:

**Neil Thomas, Infrastructure Division
Texas Parks and Wildlife Department
4200 Smith School Rd
Austin, TX 78744
E-mail: info@dryberthTEXAS.com**

For more information about the project, please visit the Battleship TEXAS Dry Berth Project website at

★ www.dryberthTEXAS.com ★





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