Documentation of Public Hearing

Project Location
Grimes County

SH 249
3635-02-002

Project Limits
FM 1774 to SH 105

Hearing Location
Navasota Junior High School

Hearing Date and Time
June 30, 2016 at 5:30pm

Translation Services
Spanish

Presenters
Chad Bohne, P.E., TxDOT Bryan District

Elected Officials in Attendance
Chairman GCRP (no name provided); Barbara Walker, Grimes County Commissioner; Mayor of Navasota (no name provided); Pamela Rocchi on behalf of Harris County Commissioner Jack Cagle; Nira Miller on behalf of Representative Cecil Bell; Magnolia City Council (no name provided); Michael Etheridge on behalf of Congressman Kevin Brady; County Judge Ben Leman; County Attorney Jon Fultz; Montgomery County Judge Craig Doyal; Office of State Senator Schwertner (no name provided); Gary Husfeld, Grimes County Commissioner; David Dobyanski, Grimes County Commissioner; Bernie Gessner, Navasota City Council

Total Number of Attendees (approx.)
213

Total Number of Commenters
64

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A. Comment/response matrix

SH 249 Public Hearing - June 30, 2016
Comment/Response Matrix

Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
1	Dan Agan	6/30/2016	Transcript (page 31)	Opposed to the proposed project.	Opposition is noted.
				FM 1774 and SH 105 should be improved instead of constructing the SH 249 toll road.	The project team considered improvements to FM 1774 and SH 105 during the alternative analysis process following the October 29, 2013, public meeting. Improving FM 1774 and SH 105 would not, however, fully meet the purposes and needs for the project. Widening of existing roads would only address safety and congestion relief in a limited way. Additional lanes would ease congestion and provide for increased safety; however, due to the many driveway openings and turning movements along these existing roadways, safety and congestion relief would not be achieved as well as a new location alternative. Similarly, upgrading FM 1774 and SH 105 would not improve regional connectivity or address evacuation needs. The expansion of local roads would also result in relocations, particularly in the vicinity of Plantersville. For these reasons, the alternative improving the existing roadways was dismissed from further consideration.
2	Linda Baldwin	6/15/2016	E-mail	Opposed to the proposed project.	Opposition is noted.
				FM 1774 and SH 105 should be improved instead of constructing the SH 249 toll road.	The project team considered improvements to FM 1774 and SH 105 during the alternative analysis process following the October 29, 2013, public meeting. Improving FM 1774 and SH 105 would not, however, fully meet the purposes and needs for the project. Widening of existing roads would only address safety and congestion relief in a limited way. Additional lanes would ease congestion and provide for increased safety; however, due to the many driveway openings and turning movements along these existing roadways, safety and congestion relief would not be achieved as well as a new location alternative. Similarly, upgrading FM 1774 and SH 105 would not improve regional connectivity or address evacuation needs. The expansion of local roads would also result in relocations, particularly in the vicinity of Plantersville. For these reasons, the alternative improving the existing roadways was dismissed from further consideration.
				Preference for the Green route.	Preference is noted.
				Yellow route would impact access to the Hughey cemetery	The proposed SH 249 Yellow route would not require property from the Hughey cemetery and would not restrict local access to existing FM and County roads.
3	Mark Baldwin	6/30/2016	Transcript (page 36)	The Yellow route would adversely impact family property.	During final design of the proposed project, impacts to private property will be considered and appropriate solutions identified and coordinated with affected property owners. All right-of-way acquisition will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. TxDOT right-of-way specialists will work with you regarding the special circumstances of your property during the ROW acquisition process. The property will be assessed by an independent appraiser and an offer made to the property owner. The appraisal will include any and all improvements and amenities on the subject property.
				Yellow route would impact access to the Hughey cemetery	The proposed SH 249 Yellow route would not require property from the Hughey cemetery and would not restrict local access to existing FM and County roads.
		6/30/2016	Comment Form	Support for the No Build alternative	The No Build Alternative would not improve safety, address existing or increased traffic demands, improve regional connectivity or address evacuation needs. This alternative would not meet the purposes and needs of the project.
				TxDOT is not listening to the will of the people who oppose this project.	All comments received as part of the public involvement process become part of the project record and are considered by the project team as part of addressing local, regional and statewide transportation needs.
4	Marilyn Bettes	6/30/2016	Comment Form	Improving FM 1774 is not a viable option.	An alternative improving FM 1774 and SH 105 was considered; however, this option was dismissed as it does not meet the purpose and need of the project and results in relocations.
5	Lynn Betts	6/30/2016	Comment Form	Support for the proposed project.	Support is noted.
6	R. Jack Cagle	7/11/2016	Letter	Support for the proposed project.	Support is noted.

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Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
7	Martha Campbell	6/30/2016	Comment Form	Preference for the Yellow route.	Preference is noted.
8	Douglas & Yolanda Campbell	7/11/2016	Letter	Opposed to the proposed project.	Opposition is noted.
				Support for the No Build alternative	The No Build Alternative would not improve safety, address existing or increased traffic demands, improve regional connectivity or address evacuation needs. This alternative would not meet the purposes and needs of the project.
				FM 1774 and SH 105 should be improved instead of constructing the SH 249 toll road.	The project team considered improvements to FM 1774 and SH 105 during the alternative analysis process following the October 29, 2013, public meeting. Improving FM 1774 and SH 105 would not, however, fully meet the purposes and needs for the project. Widening of existing roads would only address safety and congestion relief in a limited way. Additional lanes would ease congestion and provide for increased safety; however, due to the many driveway openings and turning movements along these existing roadways, safety and congestion relief would not be achieved as well as a new location alternative. Similarly, upgrading FM 1774 and SH 105 would not improve regional connectivity or address evacuation needs. The expansion of local roads would also result in relocations, particularly in the vicinity of Plantersville. For these reasons, the alternative improving the existing roadways was dismissed from further consideration.
9	Tonya Carr	7/7/2016	E-mail	Opposed to the proposed project.	Opposition is noted.
10	George Chen	7/13/2016	E-mail	TxDOT is not listening to the will of the people who oppose this project.	All comments received as part of the public involvement process become part of the project record and are considered by the project team as part of addressing local, regional and statewide transportation needs.
				Support for the No Build alternative	The No Build Alternative would not improve safety, address existing or increased traffic demands, improve regional connectivity or address evacuation needs. This alternative would not meet the purposes and needs of the project.
11	Ronnie & Holly Christian	5/25/2016	Letter	Opposed to the proposed project.	Opposition is noted.
				FM 1774 and SH 105 should be improved instead of constructing the SH 249 toll road.	The project team considered improvements to FM 1774 and SH 105 during the alternative analysis process following the October 29, 2013, public meeting. Improving FM 1774 and SH 105 would not, however, fully meet the purposes and needs for the project. Widening of existing roads would only address safety and congestion relief in a limited way. Additional lanes would ease congestion and provide for increased safety; however, due to the many driveway openings and turning movements along these existing roadways, safety and congestion relief would not be achieved as well as a new location alternative. Similarly, upgrading FM 1774 and SH 105 would not improve regional connectivity or address evacuation needs. The expansion of local roads would also result in relocations, particularly in the vicinity of Plantersville. For these reasons, the alternative improving the existing roadways was dismissed from further consideration.
				Preference for the Yellow route.	Preference is noted.
12	Karen Coleman	7/11/2016	E-mail	Supports improvements to alleviate traffic and wrecks.	Support is noted.
13	Jeff Collins	7/12/2016	E-mail	Support for the proposed project.	Support is noted.
14	Don Dixon	6/30/2016	Transcript (page 29) & Comment Form	Concern that Texas A&M students would not be able to afford to pay tolls.	The proposed SH 249 would not restrict local access to existing FM and County roads. Texas A&M students and area residents may continue to use the existing roadway network for free and should experience safer and less congested conditions on these roads as a result of the construction of SH 249.
				Support for the No Build alternative	The No Build Alternative would not improve safety, address existing or increased traffic demands, improve regional connectivity or address evacuation needs. This alternative would not meet the purposes and needs of the project.

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Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
				FM 1774 and SH 105 should be improved instead of constructing the SH 249 toll road.	The project team considered improvements to FM 1774 and SH 105 during the alternative analysis process following the October 29, 2013, public meeting. Improving FM 1774 and SH 105 would not, however, fully meet the purposes and needs for the project. Widening of existing roads would only address safety and congestion relief in a limited way. Additional lanes would ease congestion and provide for increased safety; however, due to the many driveway openings and turning movements along these existing roadways, safety and congestion relief would not be achieved as well as a new location alternative. Similarly, upgrading FM 1774 and SH 105 would not improve regional connectivity or address evacuation needs. The expansion of local roads would also result in relocations, particularly in the vicinity of Plantersville. For these reasons, the alternative improving the existing roadways was dismissed from further consideration.
				Opposed to the use of toll roads	TxDOT has the option to use tolling, when and where appropriate, to partially fund proposed transportation projects and believes that tolling is appropriate for SH 249 in Grimes County.
15	Laura Edgemon	6/24/2016	E-mail	Opposed to the proposed project.	Opposition is noted.
				Preference for the Yellow route.	Preference is noted.
		No Date	Letter	TxDOT has given unfair preference to certain landowners in the location of project alternatives.	Alternative alignments have evolved throughout the project development, environmental and public involvement processes for the proposed project. Alternatives have been evaluated based on their ability to meet the stated purpose and need of the project while minimizing, to the greatest extent practicable, environmental impacts, including impacts to private property. Land ownership was not a criteria used in the development of project alternatives. The evolution of project alternatives is documented in the Environmental Assessment prepared for this project.
				Why construct a two-lane roadway?	The proposed project would construct a tolled, controlled-access two-lane roadway from FM 1774 to SH 105 with a passing lane in alternating directions throughout the project limits. A two-lane roadway would be sufficient to handle the initial traffic projections.
				FM 1774 and SH 105 should be improved instead of constructing the SH 249 toll road.	The project team considered improvements to FM 1774 and SH 105 during the alternative analysis process following the October 29, 2013, public meeting. Improving FM 1774 and SH 105 would not, however, fully meet the purposes and needs for the project. Widening of existing roads would only address safety and congestion relief in a limited way. Additional lanes would ease congestion and provide for increased safety; however, due to the many driveway openings and turning movements along these existing roadways, safety and congestion relief would not be achieved as well as a new location alternative. Similarly, upgrading FM 1774 and SH 105 would not improve regional connectivity or address evacuation needs. The expansion of local roads would also result in relocations, particularly in the vicinity of Plantersville. For these reasons, the alternative improving the existing roadways was dismissed from further consideration.
				Why are two routes being shown?	TxDOT presented two alternatives at the public hearing to gain information about both options. This information will be added to the project information already prepared. Given the importance of this project in the community, TxDOT considered it practical to provide two alternatives for public review and comment.
				Opposed to the proposed project.	Opposition is noted.
				Support for the No Build alternative	The No Build Alternative would not improve safety, address existing or increased traffic demands, improve regional connectivity or address evacuation needs. This alternative would not meet the purposes and needs of the project.
				Preference for the Yellow route.	Preference is noted.
16	Matt Edgemon	6/24/2016	Letter	Opposed to the proposed project.	Opposition is noted.
				Preference for the Yellow route.	Preference is noted.

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Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
17	Dean Eversole	6/30/2016	Transcript (page 42)	Support for the No Build alternative	The No Build Alternative would not improve safety, address existing or increased traffic demands, improve regional connectivity or address evacuation needs. This alternative would not meet the purposes and needs of the project.
				TxDOT is not listening to the will of the people who oppose this project.	All comments received as part of the public involvement process become part of the project record and are considered by the project team as part of addressing local, regional and statewide transportation needs.
				Preference for the Yellow route.	Preference is noted.
18	Jennifer Fritz	6/30/2016	Comment Form	Concerned about the added traffic and safety on SH 105.	The project team has evaluated the traffic projections for SH 249 and SH 105. The current SH 105 configuration will be able to handle existing and projected traffic. TxDOT will continue to monitor, study and plan for future growth on SH 105.
19	Ellen Glasier	6/30/2016	Comment Form	Preference for the Green route.	Preference is noted.
20	Tom Gleason	7/15/2016	E-mail	TxDOT is not listening to the will of the people who oppose this project.	All comments received as part of the public involvement process become part of the project record and are considered by the project team as part of addressing local, regional and statewide transportation needs.
				Project will not benefit Grimes County.	The proposed project is intended to address safety; existing, future and seasonal traffic congestion; transportation system linkage and emergency evacuation routes. Grimes County residents would benefit from improved safety and decreased congestion on the current roadway network as regional and statewide traffic would transition to the proposed SH 249. County residents would also benefit from reduced congestion on local roadways during emergency evacuation events.
				FM 1774 and SH 105 should be improved instead of constructing the SH 249 toll road.	The project team considered improvements to FM 1774 and SH 105 during the alternative analysis process following the October 29, 2013, public meeting. Improving FM 1774 and SH 105 would not, however, fully meet the purposes and needs for the project. Widening of existing roads would only address safety and congestion relief in a limited way. Additional lanes would ease congestion and provide for increased safety; however, due to the many driveway openings and turning movements along these existing roadways, safety and congestion relief would not be achieved as well as a new location alternative. Similarly, upgrading FM 1774 and SH 105 would not improve regional connectivity or address evacuation needs. The expansion of local roads would also result in relocations, particularly in the vicinity of Plantersville. For these reasons, the alternative improving the existing roadways was dismissed from further consideration.
				Opposed to the use of toll roads	TxDOT has the option to use tolling, when and where appropriate, to partially fund proposed transportation projects and believes that tolling is appropriate for SH 249 in Grimes County.
				Proposed project would create difficulties moving equipment/livestock from one side to the other.	During final design of the proposed project, private property access from SH 249 and across SH 249 will be considered and appropriate solutions identified and coordinated with affected property owners.
21	Ed Haas	6/30/2016	E-mail	Opposed to the proposed project.	Opposition is noted.
22	Garrett Henderson	5/31/2016	E-mail	What is the timing of environmental clearance/ROD, ROW acquisition, and construction letting?	An environmental decision is anticipated in the summer of 2016. Right-of-way acquisition and construction would begin in the summer of 2017.
				Is the alignment finalized from FM 1774 to CR 306 and CR 306 to SH 105?	The proposed project alignments are not final at this time. A preferred alternative will be selected as part of the Environmental Assessment prepared for the proposed project; however, during detailed design, minor alignment shifts and changes could still occur.

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Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
23	Dorothy Holtkamp	6/30/2016	Comment Form	Opposed to the proposed project.	Opposition is noted.
				Concerned about adverse impacts to bird and wildlife habitat.	TxDOT would avoid and minimize the amount of vegetation to be removed to the extent practicable for this project. The minimization of impacts to existing vegetation would include the preservation of mature trees, particularly mast species, and timing right-of-way preparation work to occur outside the bird nesting season. The proposed project could increase animals being struck by vehicles, as the proposed project would construct a roadway where one currently does not exist. No wildlife corridors were observed in the project area, but bridge structures and large culverts would provide safer crossing points for wildlife. The proposed project would be designed per current TxDOT standards and specifications requiring appropriate sight distances and clear zones so that drivers could see deer and other large wildlife that may enter the ROW. While wildlife mortality is possible, for the above reasons it is not expected to be substantial.
				FM 1774 and SH 105 should be improved instead of constructing the SH 249 toll road.	The project team considered improvements to FM 1774 and SH 105 during the alternative analysis process following the October 29, 2013, public meeting. Improving FM 1774 and SH 105 would not, however, fully meet the purposes and needs for the project. Widening of existing roads would only address safety and congestion relief in a limited way. Additional lanes would ease congestion and provide for increased safety; however, due to the many driveway openings and turning movements along these existing roadways, safety and congestion relief would not be achieved as well as a new location alternative. Similarly, upgrading FM 1774 and SH 105 would not improve regional connectivity or address evacuation needs. The expansion of local roads would also result in relocations, particularly in the vicinity of Plantersville. For these reasons, the alternative improving the existing roadways was dismissed from further consideration.
24	Melinda Jensen	6/30/2016 (Comment Form) & 7/14/2016 (E-mail)	Comment Form & E-mail	Opposed to the proposed project.	Opposition is noted.
				TxDOT is not listening to the will of the people who oppose this project.	All comments received as part of the public involvement process become part of the project record and are considered by the project team as part of addressing local, regional and statewide transportation needs.
				Opposed to the taking of personal property through eminent domain to reduce drive times.	All right-of-way acquisition will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Property will be assessed by an independent appraiser and an offer made to the property owner. The appraisal will include any and all improvements and amenities on the subject property. Property owners will have the opportunity to counter the TxDOT offer. Condemnation proceedings would only occur if TxDOT and the property owner cannot agree on the compensation value of the property.
				TxDOT crash and usage data does not support construction of the SH 249 toll road.	Safety is one of the identified needs in the SH 249 Working Group Report and Recommendations and the Environmental Assessment (EA) prepared for the proposed project. The EA provides crash rates for FM 1774, SH 105 and the statewide average for a rural four-lane divided roadway (the ultimate configuration of SH 249). Crash rates on FM 1774 and SH 105 exceed the statewide average based on data obtained from the Crash Records Information System.

Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
				FM 1774 and SH 105 should be improved instead of constructing the SH 249 toll road.	The project team considered improvements to FM 1774 and SH 105 during the alternative analysis process following the October 29, 2013, public meeting. Improving FM 1774 and SH 105 would not, however, fully meet the purposes and needs for the project. Widening of existing roads would only address safety and congestion relief in a limited way. Additional lanes would ease congestion and provide for increased safety; however, due to the many driveway openings and turning movements along these existing roadways, safety and congestion relief would not be achieved as well as a new location alternative. Similarly, upgrading FM 1774 and SH 105 would not improve regional connectivity or address evacuation needs. The expansion of local roads would also result in relocations, particularly in the vicinity of Plantersville. For these reasons, the alternative improving the existing roadways was dismissed from further consideration.
25	Roy Johnson	7/7/2016	E-mail	Opposed to the proposed project.	Opposition is noted.
				Support for the No Build alternative	The No Build Alternative would not improve safety, address existing or increased traffic demands, improve regional connectivity or address evacuation needs. This alternative would not meet the purposes and needs of the project.
				Concerned about the added traffic and safety on SH 105.	The project team has evaluated the traffic projections for SH 249 and SH 105. The current SH 105 configuration will be able to handle existing and projected traffic. TxDOT will continue to monitor, study and plan for future growth on SH 105.
				Can the toll road recover the $175M cost?	TxDOT has the option to use tolling, when and where appropriate, to partially fund proposed transportation projects and believes that tolling is appropriate for SH 249 in Grimes County. It is not anticipated that tolls collected from the proposed project would fully fund construction costs.
				FM 1774 and SH 105 should be improved instead of constructing the SH 249 toll road.	The project team considered improvements to FM 1774 and SH 105 during the alternative analysis process following the October 29, 2013, public meeting. Improving FM 1774 and SH 105 would not, however, fully meet the purposes and needs for the project. Widening of existing roads would only address safety and congestion relief in a limited way. Additional lanes would ease congestion and provide for increased safety; however, due to the many driveway openings and turning movements along these existing roadways, safety and congestion relief would not be achieved as well as a new location alternative. Similarly, upgrading FM 1774 and SH 105 would not improve regional connectivity or address evacuation needs. The expansion of local roads would also result in relocations, particularly in the vicinity of Plantersville. For these reasons, the alternative improving the existing roadways was dismissed from further consideration.
				TxDOT has given unfair preference to certain landowners in the location of project alternatives.	Alternative alignments have evolved throughout the project development, environmental and public involvement processes for the proposed project. Alternatives have been evaluated based on their ability to meet the stated purpose and need of the project while minimizing, to the greatest extent practicable, environmental impacts, including impacts to private property. Land ownership was not a criteria used in the development of project alternatives. The evolution of project alternatives is documented in the Environmental Assessment prepared for this project.
				TxDOT told landowners that the route would not go through their property.	Throughout the project development process, TxDOT representatives have met with concerned citizens and property owners in Grimes County. TxDOT supplied the most current information available at the time of these meetings with regard to route locations and other project developments. As project development, the environmental process and public invovlement continued, proposed alternatives were refined and new alternatives developed. The proposed project alignments are not final at this time. A preferred alternative will be selected as part of the Environmental Assessment prepared for the proposed project; however, during detailed design, minor alignment shifts and changes could still occur.

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Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
26	Marcus Johnson	6/30/2016	Transcript (page 13)	TxDOT told us that the route would not go through our property.	Throughout the project development process, TxDOT representatives have met with concerned citizens and property owners in Grimes County. TxDOT supplied the most current information available at the time of these meetings with regard to route locations and other project developments. As project development, the environmental process and public invovlement continued, proposed alternatives were refined and new alternatives developed. The proposed project alignments are not final at this time. A preferred alternative will be selected as part of the Environmental Assessment prepared for the proposed project; however, during detailed design, minor alignment shifts and changes could still occur.
				Our property has a high fence and over 200 exotic animals. Relocation would be very stressful to the animals.	During final design of the proposed project, impacts to private property will be considered and appropriate solutions identified and coordinated with affected property owners. All right-of-way acquisition will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. TxDOT right-of-way specialists will work with you regarding the special circumstances of your property during the ROW acquisition process. The property will be assessed by an independent appraiser and an offer made to the property owner. The appraisal will include any and all improvements and amenities on the subject property.
				Our property has a pad site intended for a salt water disposal facility.	During final design of the proposed project, impacts to private property will be considered and appropriate solutions identified and coordinated with affected property owners. All right-of-way acquisition will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. TxDOT right-of-way specialists will work with you regarding the special circumstances of your property during the ROW acquisition process. The property will be assessed by an independent appraiser and an offer made to the property owner. The appraisal will include any and all improvements and amenities on the subject property.
				An environmental study has not been done on this property.	An Environmental Assessment has been prepared for the SH 249 project from FM 1774 to SH 105. Site visits were conducted as part of the EA; however, they were limited to properties where right-of-entry was granted. An environmental decision is anticipated in the summer of 2016.
				Opposed to the Yellow Route.	Opposition is noted.
27	Joseph Klein	7/14/2016	E-mail	The cumulative impact of SH 249, the CenterPoint Energy project and the Houston-Dallas high-speed rail project should be considered.	An indirect and cumulative impacts (ICI) anaysis was prepared as part of the Environmental Assessment developed for the SH 249 project in accordance with TxDOT ICI guidance. Based on the guidance document titled Revised Guidance on Preparing Indirect and Cumulative Impact Analyses (TxDOT, 2010), if a project does not cause direct or indirect impacts on a resource, it would not contribute to a cumulative impact on the resource. The cumulative impact analysis should focus on: 1) those resources substantially impacted by the project; and 2) resources currently in poor or declining health or at risk even if the impact of the TxDOT's proposed action is minimal. There are no resources that would be substantially impacted by any of the three build alternatives. Additionally, none of the resources in the project area are in poor or declining health. Based on the criteria laid out in TxDOT's guidance, no cumulative impacts analysis is warranted.The EA is available for review at the TxDOT Bryan District Office and on the TxDOT SH 249 project website.
				Proposed project would create difficulties moving equipment/livestock from one side to the other.	During final design of the proposed project and property acquisition, private property access from SH 249 and across SH 249 will be considered and appropriate solutions identified and coordinated with affected property owners.
				Could frontage roads be 2-way?	One-way frontage roads are safer than two-way frontage roads and it is TxDOT's practice not to construct new 2-way frontage roads.

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Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
28	Mary Ann Klein	6/30/2016	Transcript (page 20)	Opposed to the proposed project.	Opposition is noted.
				Proposed project would adversely impact the quiet, rural nature of the area.	The Environmental Assessment prepared for this project evaluated impacts of the roadway not only on the natural environment, but on the human environment as well. Studies with regard to air quality, noise pollution, aesthetics, environmental justice, community impacts and cohesion, and indirect and cumulative impacts have been performed to determine impacts to Grimes County residents. Adverse impacts would be mitigated in accordance with state and federal regulations.
				The cumulative impact of SH 249, the CenterPoint Energy project and the Houston-Dallas high-speed rail project should be considered.	An indirect and cumulative impacts (ICI) anaysis was prepared as part of the Environmental Assessment developed for the SH 249 project in accordance with TxDOT ICI guidance. Based on the guidance document titled Revised Guidance on Preparing Indirect and Cumulative Impact Analyses (TxDOT, 2010), if a project does not cause direct or indirect impacts on a resource, it would not contribute to a cumulative impact on the resource. The cumulative impact analysis should focus on: 1) those resources substantially impacted by the project; and 2) resources currently in poor or declining health or at risk even if the impact of the TxDOT's proposed action is minimal. There are no resources that would be substantially impacted by any of the three build alternatives. Additionally, none of the resources in the project area are in poor or declining health. Based on the criteria laid out in TxDOT's guidance, no cumulative impacts analysis is warranted.The EA is available for review at the TxDOT Bryan District Office and on the TxDOT SH 249 project website.
				Proposed project would create difficulties moving equipment/livestock from one side to the other.	During final design of the proposed project and property acquisition, private property access from SH 249 and across SH 249 will be considered and appropriate solutions identified and coordinated with affected property owners.
29	Lucy Knauth	6/10/2016	Letter	TxDOT has given unfair preference to certain landowners in the location of project alternatives.	Alternative alignments have evolved throughout the project development, environmental and public involvement processes for the proposed project. Alternatives have been evaluated based on their ability to meet the stated purpose and need of the project while minimizing, to the greatest extent practicable, environmental impacts, including impacts to private property. Land ownership was not a criteria used in the development of project alternatives. The evolution of project alternatives is documented in the Environmental Assessment prepared for this project.
				The costs of the Yellow and Green alternatives exceed the previously identified preferred B3 alternative by over $80,000,000.	The cost estimate for the B3 alternative was developed early in project development and was based on a general cost per mile formula. Since then, project development has continued and more detailed engineering plans have been developed for the current alternatives. The cost estimates for the Yellow and Green alternatives include frontage roads, ramps, bridges, utilities, and a more detailed design of the SH 249 and SH 105 interchange which were not included in the B3 alternative cost estimate.
30	Joe Knauth	6/9/2016	E-mail	Preference for the Green route.	Preference is noted.
		6/23/2016	Letter	TxDOT has given unfair preference to certain landowners in the location of project alternatives.	Alternative alignments have evolved throughout the project development, environmental and public involvement processes for the proposed project. Alternatives have been evaluated based on their ability to meet the stated purpose and need of the project while minimizing, to the greatest extent practicable, environmental impacts, including impacts to private property. Land ownership was not a criteria used in the development of project alternatives. The evolution of project alternatives is documented in the Environmental Assessment prepared for this project.
				The costs of the Yellow and Green alternatives exceed the previously identified preferred B3 alternative by over $80,000,000.	The cost estimate for the B3 alternative was developed early in project development and was based on a general cost per mile formula. Since then, project development has continued and more detailed engineering plans have been developed for the current alternatives. The cost estimates for the Yellow and Green alternatives include frontage roads, ramps, bridges, utilities, and a more detailed design of the SH 249 and SH 105 interchange which were not included in the B3 alternative cost estimate.

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Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
31	Taylor Knauth	6/9/2016	Letter	Proposed project would adversely impact the quiet, rural nature of the area.	The Environmental Assessment prepared for this project evaluated impacts of the roadway not only on the natural environment, but on the human environment as well. Studies with regard to air quality, noise pollution, aesthetics, environmental justice, community impacts and cohesion, and indirect and cumulative impacts have been performed to determine impacts to Grimes County residents. Adverse impacts would be mitigated in accordance with state and federal regulations.
				TxDOT has given unfair preference to certain landowners in the location of project alternatives.	Alternative alignments have evolved throughout the project development, environmental and public involvement processes for the proposed project. Alternatives have been evaluated based on their ability to meet the stated purpose and need of the project while minimizing, to the greatest extent practicable, environmental impacts, including impacts to private property. Land ownership was not a criteria used in the development of project alternatives. The evolution of project alternatives is documented in the Environmental Assessment prepared for this project.
32	William Lane	7/14/2016	Letter	Support for the proposed project.	Support is noted.
				Preference for the Green route.	Preference is noted.
				Proposed project would adversely impact the quiet, rural nature of the area.	The Environmental Assessment prepared for this project evaluated impacts of the roadway not only on the natural environment, but on the human environment as well. Studies with regard to air quality, noise pollution, aesthetics, environmental justice, community impacts and cohesion, and indirect and cumulative impacts have been performed to determine impacts to Grimes County residents. Adverse impacts would be mitigated in accordance with state and federal regulations.
				Proposed project would adversely impact the aesthetic value of the area.	The proposed project would introduce a new visual element to the rural landscape of southern Grimes County. The majority of the proposed facility would be constructed at grade and follow the existing ground. Bridges, overpasses and interchanges would add elevated structures to the visual landscape. TxDOT will consider and include aesthetic features to minimize the visual impacts of the proposed project.
				Concerned about noise impacts from the proposed project.	The Federal Highway Administration (FHWA) has established Noise Abatement Criteria (NAC) for various land use activity areas that are used to determine when a traffic noise impact would occur. A traffic noise analysis has been prepared for the proposed project in accordance with TxDOT's FHWA approved guidelines. Although the proposed project would increase noise levels in the immediate project vicinity, noise impact contours modeled for the proposed project using estimated traffic numbers for the year 2040 are located within the proposed project right-of-way. Areas outside of the proposed project right-of-way would not be subject to noise levels in excess of the Federal NAC. Noise associated with the construction of the proposed project is difficult to predict. Heavy machinery, the major source of noise in construction, is constantly moving in unpredictable patterns. However, construction normally occurs during daylight hours when occasional loud noises are more tolerable. Extended disruption of normal activities due to noise is not expected. Provisions will be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of muffler systems.

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Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
33	Kathleen LeStrange	6/30/2016	Transcript (page 23)	Opposed to the proposed project.	Opposition is noted.
				Project would adversely impact our ability to harvest timber from our property.	During final design of the proposed project, impacts to private property will be considered and appropriate solutions identified and coordinated with affected property owners. All right-of-way acquisition will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. TxDOT right-of-way specialists will work with you regarding the special circumstances of your property during the ROW acquisition process. The property will be assessed by an independent appraiser and an offer made to the property owner. The appraisal will include any and all improvements and amenities on the subject property.
34	Leonard Lind	6/30/2016	Comment Form	Project will not benefit Grimes County.	The proposed project is intended to address safety; existing, future and seasonal traffic congestion; transportation system linkage and emergency evacuation routes. Grimes County residents would benefit from improved safety and decreased congestion on the current roadway network as regional and statewide traffic would transition to the proposed SH 249. County residents would also benefit from reduced congestion on local roadways during emergency evacuation events.
				Roads at interchanges should be paved.	Mainlane and frontage roads constructed as part of the SH 249 project would be paved.
				Opposed to the use of toll roads	TxDOT has the option to use tolling, when and where appropriate, to partially fund proposed transportation projects and believes that tolling is appropriate for SH 249 in Grimes County.
				FM 1774 and SH 105 should be improved instead of constructing the SH 249 toll road.	The project team considered improvements to FM 1774 and SH 105 during the alternative analysis process following the October 29, 2013, public meeting. Improving FM 1774 and SH 105 would not, however, fully meet the purposes and needs for the project. Widening of existing roads would only address safety and congestion relief in a limited way. Additional lanes would ease congestion and provide for increased safety; however, due to the many driveway openings and turning movements along these existing roadways, safety and congestion relief would not be achieved as well as a new location alternative. Similarly, upgrading FM 1774 and SH 105 would not improve regional connectivity or address evacuation needs. The expansion of local roads would also result in relocations, particularly in the vicinity of Plantersville. For these reasons, the alternative improving the existing roadways was dismissed from further consideration.
				Support for the No Build alternative	The No Build Alternative would not improve safety, address existing or increased traffic demands, improve regional connectivity or address evacuation needs. This alternative would not meet the purposes and needs of the project.
35	Larry Lynch	6/30/2016	Transcript (page 44)	Opposed to the use of toll roads	TxDOT has the option to use tolling, when and where appropriate, to partially fund proposed transportation projects and believes that tolling is appropriate for SH 249 in Grimes County.
				Project will not benefit Grimes County.	The proposed project is intended to address safety; existing, future and seasonal traffic congestion; transportation system linkage and emergency evacuation routes. Grimes County residents would benefit from improved safety and decreased congestion on the current roadway network as regional and statewide traffic would transition to the proposed SH 249. County residents would also benefit from reduced congestion on local roadways during emergency evacuation events.

Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
				FM 1774 and SH 105 should be improved instead of constructing the SH 249 toll road.	The project team considered improvements to FM 1774 and SH 105 during the alternative analysis process following the October 29, 2013, public meeting. Improving FM 1774 and SH 105 would not, however, fully meet the purposes and needs for the project. Widening of existing roads would only address safety and congestion relief in a limited way. Additional lanes would ease congestion and provide for increased safety; however, due to the many driveway openings and turning movements along these existing roadways, safety and congestion relief would not be achieved as well as a new location alternative. Similarly, upgrading FM 1774 and SH 105 would not improve regional connectivity or address evacuation needs. The expansion of local roads would also result in relocations, particularly in the vicinity of Plantersville. For these reasons, the alternative improving the existing roadways was dismissed from further consideration.
36	Kathy Mazzaferro	6/30/2016	Comment Form	Opposed to the proposed project.	Opposition is noted.
				The crash rate data in the EA is flawed.	Safety is one of the identified needs in the SH 249 Working Group Report and Recommendations and the Environmental Assessment (EA) prepared for the proposed project. The EA provides crash rates for FM 1774, SH 105 and the statewide average for a rural four-lane divided roadway (the ultimate configuration of SH 249). Crash rates on FM 1774 and SH 105 exceed the statewide average based on data obtained from the Crash Records Information System.
				The proposed project would not initially be a divided highway and the passing lanes would be unsafe.	The proposed project would construct a tolled, controlled-access two-lane roadway from FM 1774 to SH 105 with a passing lane in alternating directions throughout the project limits. This proposed design would be sufficient to handle the initial traffic projections.
				If widening of SH 105 is anticipated in the future, it should be done now instead of the toll road.	The project team has evaluated the traffic projections for SH 249 and SH 105. The current SH 105 configuration will be able to handle existing and projected traffic. TxDOT will continue to monitor, study and plan for future growth on SH 105.
				Concerned about the added traffic and safety on SH 105.	The project team has evaluated the traffic projections for SH 249 and SH 105. The current SH 105 configuration will be able to handle existing and projected traffic. TxDOT will continue to monitor, study and plan for future growth on SH 105.
				I dispute the TxDOT assertion of safety as a purpose and need.	Safety is one of the identified needs in the SH 249 Working Group Report and Recommendations and the Environmental Assessment (EA) prepared for the proposed project. The EA provides crash rates for FM 1774, SH 105 and the statewide average for a rural four-lane divided roadway (the ultimate configuration of SH 249). Crash rates on FM 1774 and SH 105 exceed the statewide average based on data obtained from the Crash Records Information System.
				This project will forever change the character and nature of Grimes County.	The Environmental Assessment prepared for this project evaluated impacts of the roadway not only on the natural environment, but on the human environment as well. Studies with regard to air quality, noise pollution, aesthetics, environmental justice, community impacts and cohesion, and indirect and cumulative impacts have been performed to determine impacts to Grimes County residents. Adverse impacts would be mitigated in accordance with state and federal regulations.

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Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
				The project will have adverse implications for property owners who are not directly affected and this is down played in the indirect and cumulative impacts section of the EA.	An indirect and cumulative impacts (ICI) anaysis was prepared as part of the Environmental Assessment developed for the SH 249 project in accordance with TxDOT ICI guidance. Based on the guidance document titled Revised Guidance on Preparing Indirect and Cumulative Impact Analyses (TxDOT, 2010), if a project does not cause direct or indirect impacts on a resource, it would not contribute to a cumulative impact on the resource. The cumulative impact analysis should focus on: 1) those resources substantially impacted by the project; and 2) resources currently in poor or declining health or at risk even if the impact of the TxDOT's proposed action is minimal. There are no resources that would be substantially impacted by any of the three build alternatives. Additionally, none of the resources in the project area are in poor or declining health. Based on the criteria laid out in TxDOT's guidance, no cumulative impacts analysis is warranted.The EA is available for review at the TxDOT Bryan District Office and on the TxDOT SH 249 project website.
				Frontage roads were not added as part of public involvement but as an incentive to advance the project.	Frontage roads were added to the project after the April 3, 2014, public meeting held for the proposed project. The addition of frontage roads was a result of public comment and TxDOT communication with local public officials.
				Public involvement has had no discernable effect on the outcome of this project.	Numerous alternatives have been developed and refined as a result of public involvement activities associated with the development of the SH 249 project. Alternatives have been dismissed and others advanced due to information provided by area residents and local public officials. Frontage roads, which were not intially included in the propose project, were added as a result of the public involvment conducted for this project.
				Project will not benefit Grimes County.	The proposed project is intended to address safety; existing, future and seasonal traffic congestion; transportation system linkage and emergency evacuation routes. Grimes County residents would benefit from improved safety and decreased congestion on the current roadway network as regional and statewide traffic would transition to the proposed SH 249. County residents would also benefit from reduced congestion on local roadways during emergency evacuation events.

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Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
37	Beth McGinty	6/30/2016	Comment Form	Proposed project would adversely impact the quiet, rural nature of the area.	The Environmental Assessment prepared for this project evaluated impacts of the roadway not only on the natural environment, but on the human environment as well. Studies with regard to air quality, noise pollution, aesthetics, environmental justice, community impacts and cohesion, and indirect and cumulative impacts have been performed to determine impacts to Grimes County residents. Adverse impacts would be mitigated in accordance with state and federal regulations.
				Concerned about pollution from the proposed project.	Grimes County is in an area in attainment or unclassifiable for all national ambient air quality standards (NAAQS). Traffic data for the design year (2040) is 14,200 vpd. A prior TxDOT modeling study and previous analyses of similar projects demonstrated that it is unlikely that a carbon monoxide standard would ever be exceeded as a result of any project with an Average Daily Traffic (ADT) below 140,000. During the construction phase of the proposed project, temporary increases in air pollutant emissions may occur from construction activities. The primary construction-related emissions are particulate matter (fugitive dust) from site preparation. These emissions are temporary in nature (only occurring during actual construction); it is not possible to reasonably estimate impacts from these emissions due to limitations of the existing models. However, the potential impacts of particulate matter emissions would be minimized with dust suppression techniques such as site watering and other dust abatement control measures, as appropriate.
				Concerned about noise impacts from the proposed project.	The Federal Highway Administration (FHWA) has established Noise Abatement Criteria (NAC) for various land use activity areas that are used to determine when a traffic noise impact would occur. A traffic noise analysis has been prepared for the proposed project in accordance with TxDOT's FHWA approved guidelines. Although the proposed project would increase noise levels in the immediate project vicinity, noise impact contours modeled for the proposed project using estimated traffic numbers for the year 2040 are located within the proposed project right-of-way. Areas outside of the proposed project right-of-way would not be subject to noise levels in excess of the Federal NAC. Noise associated with the construction of the proposed project is difficult to predict. Heavy machinery, the major source of noise in construction, is constantly moving in unpredictable patterns. However, construction normally occurs during daylight hours when occasional loud noises are more tolerable. Extended disruption of normal activities due to noise is not expected. Provisions will be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of muffler systems.
				Support for the No Build alternative	The No Build Alternative would not improve safety, address existing or increased traffic demands, improve regional connectivity or address evacuation needs. This alternative would not meet the purposes and needs of the project.
				FM 1774 and SH 105 should be improved instead of constructing the SH 249 toll road.	The project team considered improvements to FM 1774 and SH 105 during the alternative analysis process following the October 29, 2013, public meeting. Improving FM 1774 and SH 105 would not, however, fully meet the purposes and needs for the project. Widening of existing roads would only address safety and congestion relief in a limited way. Additional lanes would ease congestion and provide for increased safety; however, due to the many driveway openings and turning movements along these existing roadways, safety and congestion relief would not be achieved as well as a new location alternative. Similarly, upgrading FM 1774 and SH 105 would not improve regional connectivity or address evacuation needs. The expansion of local roads would also result in relocations, particularly in the vicinity of Plantersville. For these reasons, the alternative improving the existing roadways was dismissed from further consideration.

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Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
				Requested a map of the latest proposed routes.	The TxDOT Bryan district will provide you a copy of the latest proposed routes. Project maps and other information are also available for review at the TxDOT Bryan District Office and on the SH 249 project webpage.
38	Steve Mellon	6/30/2016	Comment Form	FM 1774 and SH 105 should be improved instead of constructing the SH 249 toll road.	The project team considered improvements to FM 1774 and SH 105 during the alternative analysis process following the October 29, 2013, public meeting. Improving FM 1774 and SH 105 would not, however, fully meet the purposes and needs for the project. Widening of existing roads would only address safety and congestion relief in a limited way. Additional lanes would ease congestion and provide for increased safety; however, due to the many driveway openings and turning movements along these existing roadways, safety and congestion relief would not be achieved as well as a new location alternative. Similarly, upgrading FM 1774 and SH 105 would not improve regional connectivity or address evacuation needs. The expansion of local roads would also result in relocations, particularly in the vicinity of Plantersville. For these reasons, the alternative improving the existing roadways was dismissed from further consideration.
39	Bert Miller	6/30/2016	Comment Form	Support for the proposed project.	Support is noted.
40	Amy Nobles	6/30/216	Transcript (page 23)	Opposed to the proposed project.	Opposition is noted.
				Concerned that low-income individuals would not be able to afford the tolls and the community would be segregated by income.	The proposed SH 249 would not restrict local access to existing FM and County roads. Area residents may continue to use the existing roadway network for free and should experience safer and less congested conditions on these roads as a result of the construction of SH 249.
				Opposed to the taking of personal property through eminent domain.	All right-of-way acquisition will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Property will be assessed by an independent appraiser and an offer made to the property owner. The appraisal will include any and all improvements and amenities on the subject property. Property owners will have the opportunity to counter the TxDOT offer. Condemnation proceedings would only occur if TxDOT and the property owner cannot agree on the compensation value of the property.
				Project will not benefit Grimes County.	The proposed project is intended to address safety; existing, future and seasonal traffic congestion; transportation system linkage and emergency evacuation routes. Grimes County residents would benefit from improved safety and decreased congestion on the current roadway network as regional and statewide traffic would transition to the proposed SH 249. County residents would also benefit from reduced congestion on local roadways during emergency evacuation events.
		7/7/2016	E-mail	Green route would adversely impact a spring-fed lake on our property.	During final design of the proposed project, impacts to private property will be considered and appropriate solutions identified and coordinated with affected property owners. All right-of-way acquisition will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. TxDOT right-of-way specialists will work with you regarding the special circumstances of your property during the ROW acquisition process. The property will be assessed by an independent appraiser and an offer made to the property owner. The appraisal will include any and all improvements and amenities on the subject property.
				Proposed project would create difficulties moving equipment/livestock from one side to the other.	During final design of the proposed project, private property access from SH 249 and across SH 249 will be considered and appropriate solutions identified and coordinated with affected property owners.
				Understands that all toll roads should have free route alternatives.	The proposed SH 249 would not restrict local access to existing FM and County roads. Area residents may continue to use the existing roadway network for free and should experience safer and less congested conditions on these roads as a result of the construction of SH 249.

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Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
41	Chad Nobles	6/30/2016	Transcript (page 34)	Opposed to the proposed project.	Opposition is noted.
				TxDOT has given unfair preference to certain landowners in the location of project alternatives.	Alternative alignments have evolved throughout the project development, environmental and public involvement processes for the proposed project. Alternatives have been evaluated based on their ability to meet the stated purpose and need of the project while minimizing, to the greatest extent practicable, environmental impacts, including impacts to private property. Land ownership was not a criteria used in the development of project alternatives. The evolution of project alternatives is documented in the Environmental Assessment prepared for this project.
				Preference for the Yellow route.	Preference is noted.
				Green route would adversely impact a spring-fed lake on our property.	During final design of the proposed project, impacts to private property will be considered and appropriate solutions identified and coordinated with affected property owners. All right-of-way acquisition will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. TxDOT right-of-way specialists will work with you regarding the special circumstances of your property during the ROW acquisition process. The property will be assessed by an independent appraiser and an offer made to the property owner. The appraisal will include any and all improvements and amenities on the subject property.
				TxDOT is not listening to the will of the people who oppose this project.	All comments received as part of the public involvement process become part of the project record and are considered by the project team as part of addressing local, regional and statewide transportation needs.
		6/3/2016	E-mail	Opposed to the proposed project.	Opposition is noted.
				Preference for the Yellow route.	Preference is noted.
				Why are two routes being shown?	TxDOT presented two alternatives at the public hearing to gain information about both options. This information will be added to the project information already prepared. Given the importance of this project in the community, TxDOT considered it practical to provide two alternatives for public review and comment.
		6/3/2016	E-mail	Forwarded comments from Ronnie and Holly Christian	See Commenter No. 11
		6/3/2016	E-mail	Opposed to the proposed project.	Opposition is noted.
				Preference for the Yellow route.	Preference is noted.
				Opposed to the use of toll roads	TxDOT has the option to use tolling, when and where appropriate, to partially fund proposed transportation projects and believes that tolling is appropriate for SH 249 in Grimes County.
				FM 1774 and SH 105 should be improved instead of constructing the SH 249 toll road.	The project team considered improvements to FM 1774 and SH 105 during the alternative analysis process following the October 29, 2013, public meeting. Improving FM 1774 and SH 105 would not, however, fully meet the purposes and needs for the project. Widening of existing roads would only address safety and congestion relief in a limited way. Additional lanes would ease congestion and provide for increased safety; however, due to the many driveway openings and turning movements along these existing roadways, safety and congestion relief would not be achieved as well as a new location alternative. Similarly, upgrading FM 1774 and SH 105 would not improve regional connectivity or address evacuation needs. The expansion of local roads would also result in relocations, particularly in the vicinity of Plantersville. For these reasons, the alternative improving the existing roadways was dismissed from further consideration.
		6/6/2016	E-mail	Forwarded comment from Melinda Jensen	See Commenter No. 24
		6/6/2016	E-mail	Opposed to the proposed project.	Opposition is noted.
				Preference for the Yellow route.	Preference is noted.
				Blue route would impact cemeteries, wetlands, creeks and lakes.	The Blue route has been eliminated from consideration.

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Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
				Preference for the black route, definitely not the blue or green.	Preference is noted.
				TxDOT has given unfair preference to certain landowners in the location of project alternatives.	Alternative alignments have evolved throughout the project development, environmental and public involvement processes for the proposed project. Alternatives have been evaluated based on their ability to meet the stated purpose and need of the project while minimizing, to the greatest extent practicable, environmental impacts, including impacts to private property. Land ownership was not a criteria used in the development of project alternatives. The evolution of project alternatives is documented in the Environmental Assessment prepared for this project.
		6/7/2016	E-mail	TxDOT has given unfair preference to certain landowners in the location of project alternatives.	Alternative alignments have evolved throughout the project development, environmental and public involvement processes for the proposed project. Alternatives have been evaluated based on their ability to meet the stated purpose and need of the project while minimizing, to the greatest extent practicable, environmental impacts, including impacts to private property. Land ownership was not a criteria used in the development of project alternatives. The evolution of project alternatives is documented in the Environmental Assessment prepared for this project.
				Preference for the Yellow route.	Preference is noted.
		6/7/2016	E-mail	The costs of the Yellow and Green alternatives exceed the previously identified preferred B3 . Why not save almost 80 million dollars and build B3 and not build the yellow or green route?	The cost estimate for the B3 alternative was developed early in project development and was based on a general cost per mile formula. Since then, project development has continued and more detailed engineering plans have been developed for the current alternatives. The cost estimates for the Yellow and Green alternatives include frontage roads, ramps, bridges, utilities, and a more detailed design of the SH 249 and SH 105 interchange which were not included in the B3 alternative cost estimate.
		6/7/2016	E-mail	Preference for the Yellow route and with letters of support.	Preference is noted.
				TxDOT has given unfair preference to certain landowners in the location of project alternatives.	Alternative alignments have evolved throughout the project development, environmental and public involvement processes for the proposed project. Alternatives have been evaluated based on their ability to meet the stated purpose and need of the project while minimizing, to the greatest extent practicable, environmental impacts, including impacts to private property. Land ownership was not a criteria used in the development of project alternatives. The evolution of project alternatives is documented in the Environmental Assessment prepared for this project.
		6/7/2016	E-mail	Concerns regarding a matrix and evaluation criteria of project alternatives that were received from TxDOT in October 2015. What criteria will be used for the final selection of the Green vs. Yellow route?	The information transmitted by TxDOT was preliminary and based on data that was available at the time. TxDOT was seeking public input and information concerning different alternatives from area residents and property owners. Since that time, alternative alignments have evolved throughout the project development, environmental and public involvement processes for the proposed project. Alternatives have been evaluated based on their ability to meet the stated purpose and need of the project while minimizing, to the greatest extent practicable, environmental impacts, including impacts to private property. Many of the commenters concerns focused on the Blue route which has been dismissed due to additional infomation learned during the public involvement process. An evaluation matrix is included in the Environmental Assessment prepared for this project.
				Opposed to the toll road and preference for the Yellow route.	Preference is noted.
		6/7/2016	E-mail	Requested a matrix of criteria that will be used for the final selection of the route.	An evaluation matrix is included in the Environmental Assessment prepared for this project. The EA is available for review at the TxDOT Bryan District Office and on TxDOT's SH 249 project website.

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Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
		6/9/2016	E-mail	The costs of the Yellow and Green alternatives exceed the previously identified preferred B3 .	The cost estimate for the B3 alternative was developed early in project development and was based on a general cost per mile formula. Since then, project development has continued and more detailed engineering plans have been developed for the current alternatives. The cost estimates for the Yellow and Green alternatives include frontage roads, ramps, bridges, utilities, and a more detailed design of the SH 249 and SH 105 interchange which were not included in the B3 alternative cost estimate.
		6/9/2016	E-mail	Opposed to the proposed project.	Opposition is noted.
				TxDOT has given unfair preference to certain landowners in the location of project alternatives.	Alternative alignments have evolved throughout the project development, environmental and public involvement processes for the proposed project. Alternatives have been evaluated based on their ability to meet the stated purpose and need of the project while minimizing, to the greatest extent practicable, environmental impacts, including impacts to private property. Land ownership was not a criteria used in the development of project alternatives. The evolution of project alternatives is documented in the Environmental Assessment prepared for this project.
				The costs of the Yellow and Green alternatives exceed the previously identified preferred B3 .	The cost estimate for the B3 alternative was developed early in project development and was based on a general cost per mile formula. Since then, project development has continued and more detailed engineering plans have been developed for the current alternatives. The cost estimates for the Yellow and Green alternatives include frontage roads, ramps, bridges, utilities, and a more detailed design of the SH 249 and SH 105 interchange which were not included in the B3 alternative cost estimate.
				Preference for the Yellow route.	Preference is noted.
		6/11/2016	E-mail	Preference for the Yellow route.	Preference is noted.
		6/15/2016	E-mail	Why are two routes being shown?	TxDOT presented two alternatives at the public hearing to gain information about both options. This information will be added to the project information already prepared. Given the importance of this project in the community, TxDOT considered it practical to provide two alternatives for public review and comment.
		6/16/2016	E-mail	Forwarded comment from Carl Dry expressing his preference that FM 1774 and SH 105 be improved instead of constructing SH 249.	The project team considered improvements to FM 1774 and SH 105 during the alternative analysis process following the October 29, 2013, public meeting. Improving FM 1774 and SH 105 would not, however, fully meet the purposes and needs for the project. Widening of existing roads would only address safety and congestion relief in a limited way. Additional lanes would ease congestion and provide for increased safety; however, due to the many driveway openings and turning movements along these existing roadways, safety and congestion relief would not be achieved as well as a new location alternative. Similarly, upgrading FM 1774 and SH 105 would not improve regional connectivity or address evacuation needs. The expansion of local roads would also result in relocations, particularly in the vicinity of Plantersville. For these reasons, the alternative improving the existing roadways was dismissed from further consideration.
				Opposed to making this a toll road.	Opposition is noted.
		6/16/2106	E-mail	Forwarded comment from Dave and Dorothy Tullos opposing the toll road.	Opposition is noted.

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Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
				Improve existing roads.	The project team considered improvements to FM 1774 and SH 105 during the alternative analysis process following the October 29, 2013, public meeting. Improving FM 1774 and SH 105 would not, however, fully meet the purposes and needs for the project. Widening of existing roads would only address safety and congestion relief in a limited way. Additional lanes would ease congestion and provide for increased safety; however, due to the many driveway openings and turning movements along these existing roadways, safety and congestion relief would not be achieved as well as a new location alternative. Similarly, upgrading FM 1774 and SH 105 would not improve regional connectivity or address evacuation needs. The expansion of local roads would also result in relocations, particularly in the vicinity of Plantersville. For these reasons, the alternative improving the existing roadways was dismissed from further consideration.
				Preference to see a free road with feeders and overpasses providing access for landowners who will be incovenienced by the division of their property.	Preference is noted.
		6/16/2016	E-mail	What is the purpose of having two routes along a specific area for the public hearing? What information are you hoping to find out at the public hearing that you don't already know?	TxDOT presented two alternatives at the public hearing to gain information about both options. This information will be added to the project information already prepared. Given the importance of this project in the community, TxDOT considered it practical to provide two alternatives for public review and comment.
		6/17/2016	E-mail	TxDOT has given unfair preference to certain landowners in the location of project alternatives.	Alternative alignments have evolved throughout the project development, environmental and public involvement processes for the proposed project. Alternatives have been evaluated based on their ability to meet the stated purpose and need of the project while minimizing, to the greatest extent practicable, environmental impacts, including impacts to private property. Land ownership was not a criteria used in the development of project alternatives. The evolution of project alternatives is documented in the Environmental Assessment prepared for this project.
				Why is the B3 route not in the discussion anymore?	Multiple alternatives were developed and evaluated during the environmental process. After reviewing the reasonable alternatives, Alternative B3 was preliminarily recommended by TxDOT for the SH 249 project in Grimes County. The preliminarily recommended alternative, in addition to all of the reasonable alternatives, was presented at a second public meeting on April 3, 2014, as TxDOT wanted to receive feedback from interested parties. Based on public input and to avoid the recreational amenities of Yarborough Lake, Alternative B3 was eliminated from further consideration. Consequently, the C-hybrid alternative was developed and was more desirable because it intersected SH 105 closer to SH 6, provided better intersection geometry with SH 105, and utilized the NOV property (a large parcel with minimal constraints).
				Why did TxDOT not come out with only that route (Yellow) for the upcoming public hearing?	TxDOT presented two alternatives at the public hearing to gain information about both options.
				Preference for the Yellow route.	Preference is noted.
		6/18/2016	E-mail	Forwarded comment from Joe Knauth (Lucy Knauth)	See Commenter No. 29

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Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
		6/20/2016	E-mail	E-mail to Laura Edgemon requesting two letters typed up stating: #1 - your family owns property in Grimes County affected by the toll road; and #2 - you are opposed to the toll road, and you prefer the No Build option; #3 - you are adamantly or extremely (or something like that) opposed the the Green route; #4 - if they have to build it, then build the yellow route, not the green.	See Commenters No. 15 and 16
		6/27/2016	E-mail	Opposed to the Green route.	Opposition is noted.
				Preference for the No Build option. If you have to build the toll road, then build the Yellow route.	Preference is noted.
				Your EA document does not account for the cost associated with building a bridge or service road or something to allow me access along this easement to my property.The Green route would adversely impact my ability to access my property.	The proposed project has been designed to minimize changes in access to impacted and adjacent properties; however, as some individual parcels would be divided, access changes could not be entirely avoided. TxDOT will continue to work with property owners through the design process to minimize and mitigate access issues.
		6/29/2016	E-mail	Forwarded comment from Laura Edgemon	See Commenter No. 15
		7/1/2016	E-mail	Preference for the Yellow route and with letters of support.	Preference is noted.
				Support for the No Build alternative	The No Build Alternative would not improve safety, address existing or increased traffic demands, improve regional connectivity or address evacuation needs. This alternative would not meet the purposes and needs of the project.
				TxDOT has given unfair preference to certain landowners in the location of project alternatives.	Alternative alignments have evolved throughout the project development, environmental and public involvement processes for the proposed project. Alternatives have been evaluated based on their ability to meet the stated purpose and need of the project while minimizing, to the greatest extent practicable, environmental impacts, including impacts to private property. Land ownership was not a criteria used in the development of project alternatives. The evolution of project alternatives is documented in the Environmental Assessment prepared for this project.
				TxDOT is not listening to the will of the people who oppose this project.	All comments received as part of the public involvement process become part of the project record and are considered by the project team as part of addressing local, regional and statewide transportation needs.
				Signed letters supporting yellow route and in opposition to green route.	Preference is noted.
				Forwarded petition supporting the No Build Alternative, expand FM 1774 and Hwy 105 and the Yellow route	Preference is noted.
				Preference for the Yellow route.	Preference is noted.
				Proposed project would create difficulties moving equipment/livestock from one side to the other.	During final design of the proposed project, private property access from SH 249 and across SH 249 will be considered and appropriate solutions identified and coordinated with affected property owners.
				Concerned about light pollution.	During final design, TxDOT and the design team will explore options to reduce light pollution from the proposed project.

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Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
				Concerned about increased noise.	The Federal Highway Administration (FHWA) has established Noise Abatement Criteria (NAC) for various land use activity areas that are used to determine when a traffic noise impact would occur. A traffic noise analysis has been prepared for the proposed project in accordance with TxDOT's FHWA approved guidelines. Although the proposed project would increase noise levels in the immediate project vicinity, noise impact contours modeled for the proposed project using estimated traffic numbers for the year 2040 are located within the proposed project right-of-way. Areas outside of the proposed project right-of-way would not be subject to noise levels in excess of the Federal NAC. Noise associated with the construction of the proposed project is difficult to predict. Heavy machinery, the major source of noise in construction, is constantly moving in unpredictable patterns. However, construction normally occurs during daylight hours when occasional loud noises are more tolerable. Extended disruption of normal activities due to noise is not expected. Provisions will be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of muffler systems.
				Concerns about emergency services access	The proposed SH 249 would not restrict access to existing FM and County roads. Emergency vehicles may continue to use the existing roadway network and should experience faster response times as a result of safer and less congested conditions on these roads. In addition, emergency vehicles will have free access to the SH 249 toll road.
				Green route would adversely impact a spring-fed lake on our property. Green route would come in close proximity to the watershed for our water well site.	During final design of the proposed project, impacts to private property will be considered and appropriate solutions identified and coordinated with affected property owners. All right-of-way acquisition will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. TxDOT right-of-way specialists will work with you regarding the special circumstances of your property during the ROW acquisition process. The property will be assessed by an independent appraiser and an offer made to the property owner. The appraisal will include any and all improvements and amenities on the subject property.
				The Green route would divide the Schillings property and relocate a high game fence with exotic animals.	During final design of the proposed project, impacts to private property will be considered and appropriate solutions identified and coordinated with affected property owners. All right-of-way acquisition will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. TxDOT right-of-way specialists will work with the property owner regarding the special circumstances of the property during the ROW acquisition process. The property will be assessed by an independent appraiser and an offer made to the property owner. The appraisal will include any and all improvements and amenities on the subject property.
				The Green route would adversely impact my ability to access my property.	The proposed project has been designed to minimize changes in access to impacted and adjacent properties; however, as some individual parcels would be divided, access changes could not be entirely avoided. TxDOT will continue to work with property owners through the design process to minimize and mitigate access issues.
				Concerns about American Indian artifacts.	Upon right-of-way acquisition, an archeological survey will be completed for portions of the selected alignment that have not been subject to prior review. In the event that unanticipated archeological deposits are encountered during construction, work in the immediate area will cease, and TxDOT archeological staff will be contacted to initiate post-review discovery procedures under the provisions of the Memorandum of Understanding between TxDOT and the Texas Historical Commission.
				Land owned by National Oilwell Varco (NOV) which is crossed by the road is up for sale.	TxDOT is aware that the property is under contract and the potential buyers are aware of the proposed project.

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Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
				All routes currently being considered take land from our family.	Alternative alignments have evolved throughout the project development, environmental and public involvement processes for the proposed project. Alternatives have been evaluated based on their ability to meet the stated purpose and need of the project while minimizing, to the greatest extent practicable, environmental impacts, including impacts to private property. Land ownership was not a criteria used in the development of project alternatives. The evolution of project alternatives is documented in the Environmental Assessment prepared for this project.
				The costs of the Yellow and Green alternatives exceed the previously identified preferred B3 .	The cost estimate for the B3 alternative was developed early in project development and was based on a general cost per mile formula. Since then, project development has continued and more detailed engineering plans have been developed for the current alternatives. The cost estimates for the Yellow and Green alternatives include frontage roads, ramps, bridges, utilities, and a more detailed design of the SH 249 and SH 105 interchange which were not included in the B3 alternative cost estimate.
				Opposed to the proposed project and encourage a route that mitigates damage to all.	Opposition is noted.
		7/5/2016	E-mail	Opposed to the proposed project.	Opposition is noted.
				TxDOT is not listening to the will of the people who oppose this project.	All comments received as part of the public involvement process become part of the project record and are considered by the project team as part of addressing local, regional and statewide transportation needs.
		7/5/2016	E-mail	Preference for the Yellow route.	Preference is noted.
				Support for the No Build alternative	The No Build Alternative would not improve safety, address existing or increased traffic demands, improve regional connectivity or address evacuation needs. This alternative would not meet the purposes and needs of the project.
		7/5/2016	E-mail	Texas A&M provided support for the project at the public hearing. The university is in Brazos County. Why do they have a say in what happens in Grimes County?	All comments received as part of the public involvement process become part of the project record and are considered by the project team as part of addressing local, regional and statewide transportation needs.
				Opposed to the proposed project.	Opposition is noted.
		7/14/2016	E-mail	Proposed project would create difficulties moving equipment/livestock from one side to the other.	During final design of the proposed project, private property access from SH 249 and across SH 249 will be considered and appropriate solutions identified and coordinated with affected property owners.
				Concerned about proposed drainage structures in the project area	The hydraulic design for this project would be in accordance with current FHWA and TxDOT design policies. The facility would permit the conveyance of the 100-year flood, inundation of the roadway being acceptable, without causing significant damage to the facility, stream, or other property. None of the three build alternatives would increase the base flood elevation to a level that would violate applicable floodplain regulations and ordinances.
		7/14/2016	E-mail	Presentation provided that gives reasons why the yellow route is the best route. Preference for the yellow route.	Preference is noted.
		7/14/2016	E-mail	Opposed to the proposed project.	Opposition is noted.
				TxDOT is not listening to the will of the people who oppose this project.	All comments received as part of the public involvement process become part of the project record and are considered by the project team as part of addressing local, regional and statewide transportation needs.

Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
				Opposed to the taking of personal property through eminent domain to reduce drive times.	All right-of-way acquisition will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Property will be assessed by an independent appraiser and an offer made to the property owner. The appraisal will include any and all improvements and amenities on the subject property. Property owners will have the opportunity to counter the TxDOT offer. Condemnation proceedings would only occur if TxDOT and the property owner cannot agree on the compensation value of the property.
				TxDOT crash and usage data does not support construction of the SH 249 toll road.	Safety is one of the identified needs in the SH 249 Working Group Report and Recommendations and the Environmental Assessment (EA) prepared for the proposed project. The EA provides crash rates for FM 1774, SH 105 and the statewide average for a rural four-lane divided roadway (the ultimate configuration of SH 249). Crash rates on FM 1774 and SH 105 exceed the statewide average based on data obtained from the Crash Records Information System.
				FM 1774 and SH 105 should be improved instead of constructing the SH 249 toll road.	The project team considered improvements to FM 1774 and SH 105 during the alternative analysis process following the October 29, 2013, public meeting. Improving FM 1774 and SH 105 would not, however, fully meet the purposes and needs for the project. Widening of existing roads would only address safety and congestion relief in a limited way. Additional lanes would ease congestion and provide for increased safety; however, due to the many driveway openings and turning movements along these existing roadways, safety and congestion relief would not be achieved as well as a new location alternative. Similarly, upgrading FM 1774 and SH 105 would not improve regional connectivity or address evacuation needs. The expansion of local roads would also result in relocations, particularly in the vicinity of Plantersville. For these reasons, the alternative improving the existing roadways was dismissed from further consideration.
42	Robert Nobles	6/30/2016	Transcript (page 26)	FM 1774 and SH 105 should be improved instead of constructing the SH 249 toll road.	The project team considered improvements to FM 1774 and SH 105 during the alternative analysis process following the October 29, 2013, public meeting. Improving FM 1774 and SH 105 would not, however, fully meet the purposes and needs for the project. Widening of existing roads would only address safety and congestion relief in a limited way. Additional lanes would ease congestion and provide for increased safety; however, due to the many driveway openings and turning movements along these existing roadways, safety and congestion relief would not be achieved as well as a new location alternative. Similarly, upgrading FM 1774 and SH 105 would not improve regional connectivity or address evacuation needs. The expansion of local roads would also result in relocations, particularly in the vicinity of Plantersville. For these reasons, the alternative improving the existing roadways was dismissed from further consideration.
				Concerned that SH 249 would bypass Navasota.	At this time there are no plans to extend SH 249 beyond SH 105. At such time as SH 249 would be widened to a four-lane divided roadway, improvements to SH 105 could be considered in order to maintain a consistent travel lane configuration all the way to SH 6.
				Toll roads are not fair to low-income families.	The proposed SH 249 would not restrict local access to existing FM and County roads. Area residents may continue to use the existing roadway network for free and should experience safer and less congested conditions on these roads as a result of the construction of SH 249.
				Support for the No Build alternative	The No Build Alternative would not improve safety, address existing or increased traffic demands, improve regional connectivity or address evacuation needs. This alternative would not meet the purposes and needs of the project.
				Preference for the Yellow route.	Preference is noted.
		7/8/2016	Comment Form	Preference for the Yellow route.	Preference is noted.
		6/6/2016	E-mail	Opposed to the proposed project.	Opposition is noted.

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Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
				FM 1774 and SH 105 should be improved instead of constructing the SH 249 toll road.	The project team considered improvements to FM 1774 and SH 105 during the alternative analysis process following the October 29, 2013, public meeting. Improving FM 1774 and SH 105 would not, however, fully meet the purposes and needs for the project. Widening of existing roads would only address safety and congestion relief in a limited way. Additional lanes would ease congestion and provide for increased safety; however, due to the many driveway openings and turning movements along these existing roadways, safety and congestion relief would not be achieved as well as a new location alternative. Similarly, upgrading FM 1774 and SH 105 would not improve regional connectivity or address evacuation needs. The expansion of local roads would also result in relocations, particularly in the vicinity of Plantersville. For these reasons, the alternative improving the existing roadways was dismissed from further consideration.
				Preference for the Yellow route.	Preference is noted.
		6/11/2016	E-mail	Opposed to the proposed project.	Opposition is noted.
				Proposed project would adversely impact the quiet, rural nature of the area.	The Environmental Assessment prepared for this project evaluated impacts of the roadway not only on the natural environment, but on the human environment as well. Studies with regard to air quality, noise pollution, aesthetics, environmental justice, community impacts and cohesion, and indirect and cumulative impacts have been performed to determine impacts to Grimes County residents. Adverse impacts would be mitigated in accordance with state and federal regulations.
				Many of the property owners along the route will have their land divided with no access to frontage roads thereby destroying their property and rural lifestyle.	During final design of the proposed project, private property access from SH 249 and across SH 249 will be considered and appropriate solutions identified and coordinated with affected property owners. All right-of-way acquisition will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.
				Preference for the Yellow route.	Preference is noted.
43	Sandra Nobles	6/30/2016	Transcript (page 18)	Opposed to the proposed project.	Opposition is noted.
				I do not understand how the proposed controlled access roadway consisting of two lanes with intermittent passing lanes and only five miles of frontage roads will benefit the flow of traffic between Houston and College Station.	The purpose of the proposed project is to address safety; existing, future and seasonal traffic congestion; transportation system linkage and emergency evacuation routes.
				FM 1774 and SH 105 should be improved instead of constructing the SH 249 toll road.	The project team considered improvements to FM 1774 and SH 105 during the alternative analysis process following the October 29, 2013, public meeting. Improving FM 1774 and SH 105 would not, however, fully meet the purposes and needs for the project. Widening of existing roads would only address safety and congestion relief in a limited way. Additional lanes would ease congestion and provide for increased safety; however, due to the many driveway openings and turning movements along these existing roadways, safety and congestion relief would not be achieved as well as a new location alternative. Similarly, upgrading FM 1774 and SH 105 would not improve regional connectivity or address evacuation needs. The expansion of local roads would also result in relocations, particularly in the vicinity of Plantersville. For these reasons, the alternative improving the existing roadways was dismissed from further consideration.
				Opposed to the use of toll roads	TxDOT has the option to use tolling, when and where appropriate, to partially fund proposed transportation projects and believes that tolling is appropriate for SH 249 in Grimes County.

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Comment/Response Matrix

Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
				Proposed project would adversely impact the quiet, rural nature of the area.	The Environmental Assessment prepared for this project evaluated impacts of the roadway not only on the natural environment, but on the human environment as well. Studies with regard to air quality, noise pollution, aesthetics, environmental justice, community impacts and cohesion, and indirect and cumulative impacts have been performed to determine impacts to Grimes County residents. Adverse impacts would be mitigated in accordance with state and federal regulations.
				Support for the No Build alternative	The No Build Alternative would not improve safety, address existing or increased traffic demands, improve regional connectivity or address evacuation needs. This alternative would not meet the purposes and needs of the project.
				Preference for the Yellow route.	Preference is noted.
				Why are two routes being shown?	TxDOT presented two alternatives at the public hearing to gain information about both options. This information will be added to the project information already prepared. Given the importance of this project in the community, TxDOT considered it practical to provide two alternatives for public review and comment.
		7/5/2016	Comment Form	Opposed to the proposed project.	Opposition is noted.
				Green route would adversely impact a spring-fed lake on our property.	During final design of the proposed project, impacts to private property will be considered and appropriate solutions identified and coordinated with affected property owners. All right-of-way acquisition will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. TxDOT right-of-way specialists will work with you regarding the special circumstances of your property during the ROW acquisition process. The property will be assessed by an independent appraiser and an offer made to the property owner. The appraisal will include any and all improvements and amenities on the subject property.
				Concerns about American Indian artifacts.	Upon right-of-way acquisition, an archeological survey will be completed for portions of the selected alignment that have not been subject to prior review. In the event that unanticipated archeological deposits are encountered during construction, work in the immediate area will cease, and TxDOT archeological staff will be contacted to initiate post-review discovery procedures under the provisions of the Memorandum of Understanding between TxDOT and the Texas Historical Commission.
				Proposed toll road will cause a drastic decrease in value.	Effects to property values as a result of transportation improvements can be positive or negative depending on many factors, which may include timing of construction and completion, property proximity to the corridor, property size, existing and future land uses, and trends in market values, besides other non-transportation related metrics for determining property values.
				Concerns about emergency access (fire and medical emergencies) with the proposed project.	The proposed SH 249 would not restrict access to existing FM and County roads. Emergency vehicles may continue to use the existing roadway network and should experience faster response times as a result of safer and less congested conditions on these roads. In addition, emergency vehicles will have free access to the SH 249 toll road.
				Preference for the Yellow route.	Preference is noted.
		6/8/2016	E-mail	Opposed to the proposed project.	Opposition is noted.
				Preference for the Yellow route.	Preference is noted.
		7/4/2016	E-mail	Preference for the Yellow route. Green route would adversely impact a spring-fed lake on our property. Choose the Yellow route.	Preference is noted.
		7/5/2016	E-mail	Opposed to the proposed project.	Opposition is noted.
				Preference for the Yellow route.	Preference is noted.

Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
				Green route would adversely impact a spring-fed lake on our property.	During final design of the proposed project, impacts to private property will be considered and appropriate solutions identified and coordinated with affected property owners. All right-of-way acquisition will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. TxDOT right-of-way specialists will work with you regarding the special circumstances of your property during the ROW acquisition process. The property will be assessed by an independent appraiser and an offer made to the property owner. The appraisal will include any and all improvements and amenities on the subject property.
		7/5/2016	E-mail	Why is the no-build not an option? Why is the widening not an option? Why will you not explain your reasoning to the public?	The No Build Alternative would not improve safety, address existing or increased traffic demands, improve regional connectivity or address evacuation needs. This alternative would not meet the purposes and needs of the project. The project team considered improvements to FM 1774 and SH 105 during the alternative analysis process following the October 29, 2013, public meeting. Improving FM 1774 and SH 105 would not, however, fully meet the purposes and needs for the project. Widening of existing roads would only address safety and congestion relief in a limited way. Additional lanes would ease congestion and provide for increased safety; however, due to the many driveway openings and turning movements along these existing roadways, safety and congestion relief would not be achieved as well as a new location alternative. Similarly, upgrading FM 1774 and SH 105 would not improve regional connectivity or address evacuation needs. The expansion of local roads would also result in relocations, particularly in the vicinity of Plantersville. For these reasons, the alternative improving the existing roadways was dismissed from further consideration.
				Why will you not conduct a question and answer public meeting?	In accordance with TxDOT public hearing policy, the comment portion of the hearing was intended to collect comments and not to respond to comments or answer questions during the comment period. The question and answer opportunity was with staff at the layouts in the open house area in the cafeteria.
				Green route would adversely impact a spring-fed lake and access on our property.	During final design of the proposed project, impacts to private property will be considered and appropriate solutions identified and coordinated with affected property owners. All right-of-way acquisition will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. TxDOT right-of-way specialists will work with you regarding the special circumstances of your property during the ROW acquisition process. The property will be assessed by an independent appraiser and an offer made to the property owner. The appraisal will include any and all improvements and amenities on the subject property.
				Preference for the Yellow route.	Preference is noted.
		7/6/2016	E-mail	Green route would adversely impact a spring-fed lake on our property.	During final design of the proposed project, impacts to private property will be considered and appropriate solutions identified and coordinated with affected property owners. All right-of-way acquisition will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. TxDOT right-of-way specialists will work with you regarding the special circumstances of your property during the ROW acquisition process. The property will be assessed by an independent appraiser and an offer made to the property owner. The appraisal will include any and all improvements and amenities on the subject property.
				Preference for the Yellow route.	Preference is noted.
		7/8/2016	E-mail	Preference for the Yellow route.	Preference is noted.
		7/12/2016	E-mail	Preference for the Yellow route.	Preference is noted.

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Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
		7/13/2016	E-mail	Why are there no free access roads from CR 304 to CR 306?	Frontage roads are proposed to facilitate local access in the vicinity of the proposed project. In areas where frontage roads are not proposed, existing FM and County roads would provide for local access.
				Preference for the Yellow route.	Preference is noted.
		7/14/2016	E-mail	Opposed to the proposed project.	Opposition is noted.
				Preference for the Yellow route.	Preference is noted.
				Why are there no free access roads from CR 304 to CR 306?	Frontage roads are proposed to facilitate local access in the vicinity of the proposed project. In areas where frontage roads are not proposed, existing FM and County roads would provide for local access.
				Understands that all toll roads should have free route alternatives.	The proposed SH 249 would not restrict local access to existing FM and County roads. Area residents may continue to use the existing roadway network for free and should experience safer and less congested conditions on these roads as a result of the construction of SH 249.
44	Dustin O'Neal	7/13/2016	E-mail	Support for the proposed project.	Support is noted.
45	Shelton Perkins	6/30/2016	Transcript (page 14)	Opposed to the proposed project.	Opposition is noted.
				Preference for the Green route.	Preference is noted.
				We were initially told by TxDOT that our property would not be impacted and made improvements to the property. Now we would be impacted by one of the routes.	Throughout the project development process, TxDOT representatives have met with concerned citizens and property owners in Grimes County. TxDOT supplied the most current information available at the time of these meetings with regard to route locations and other project developments. As project development, the environmental process and public invovlement continued, proposed alternatives were refined and new alternatives developed. The proposed project alignments are not final at this time. A preferred alternative will be selected as part of the Environmental Assessment prepared for the proposed project; however, during detailed design, minor alignment shifts and changes could still occur.
46	Nancy Perry	6/30/2016	Transcript (page 39)	Support for the proposed project.	Support is noted.
				Opposed to the use of toll roads	TxDOT has the option to use tolling, when and where appropriate, to partially fund proposed transportation projects and believes that tolling is appropriate for SH 249 in Grimes County.
				Additional frontage roads should be added to the proposed project.	Frontage roads are proposed to facilitate local access in the vicinity of the proposed project. In areas where frontage roads are not proposed, existing FM and County roads would provide for local access.
47	David Schillings	6/30/2016	Transcript (page 31)	Opposed to toll roads.	Opposition is noted.
				Preference for the Green route.	Preference is noted.
48	Matthew Schultz	6/30/2016	Comment Form	Opposed to the proposed project.	Opposition is noted.
				Opposed to the use of toll roads	TxDOT has the option to use tolling, when and where appropriate, to partially fund proposed transportation projects and believes that tolling is appropriate for SH 249 in Grimes County.
				Opposed to the taking of personal property through eminent domain.	All right-of-way acquisition will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Property will be assessed by an independent appraiser and an offer made to the property owner. The appraisal will include any and all improvements and amenities on the subject property. Property owners will have the opportunity to counter the TxDOT offer. Condemnation proceedings would only occur if TxDOT and the property owner cannot agree on the compensation value of the property.
				Toll road only benefits those who can afford to pay.	The proposed SH 249 would not restrict local access to existing FM and County roads. Area residents may continue to use the existing roadway network for free and should experience safer and less congested conditions on these roads as a result of the construction of SH 249.

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Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
49	Jerome Seeberger	5/26/2016	E-mail	Opposed to the proposed project.	Opposition is noted.
				Concerned about noise impacts from the proposed project.	The Federal Highway Administration (FHWA) has established Noise Abatement Criteria (NAC) for various land use activity areas that are used to determine when a traffic noise impact would occur. A traffic noise analysis has been prepared for the proposed project in accordance with TxDOT's FHWA approved guidelines. Although the proposed project would increase noise levels in the immediate project vicinity, noise impact contours modeled for the proposed project using estimated traffic numbers for the year 2040 are located within the proposed project right-of-way. Areas outside of the proposed project right-of-way would not be subject to noise levels in excess of the Federal NAC. Noise associated with the construction of the proposed project is difficult to predict. Heavy machinery, the major source of noise in construction, is constantly moving in unpredictable patterns. However, construction normally occurs during daylight hours when occasional loud noises are more tolerable. Extended disruption of normal activities due to noise is not expected. Provisions will be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of muffler systems.
				Proposed project would adversely impact the quiet, rural nature of the area.	The Environmental Assessment prepared for this project evaluated impacts of the roadway not only on the natural environment, but on the human environment as well. Studies with regard to air quality, noise pollution, aesthetics, environmental justice, community impacts and cohesion, and indirect and cumulative impacts have been performed to determine impacts to Grimes County residents. Adverse impacts would be mitigated in accordance with state and federal regulations.
				FM 1774 and SH 105 should be improved instead of constructing the SH 249 toll road.	The project team considered improvements to FM 1774 and SH 105 during the alternative analysis process following the October 29, 2013, public meeting. Improving FM 1774 and SH 105 would not, however, fully meet the purposes and needs for the project. Widening of existing roads would only address safety and congestion relief in a limited way. Additional lanes would ease congestion and provide for increased safety; however, due to the many driveway openings and turning movements along these existing roadways, safety and congestion relief would not be achieved as well as a new location alternative. Similarly, upgrading FM 1774 and SH 105 would not improve regional connectivity or address evacuation needs. The expansion of local roads would also result in relocations, particularly in the vicinity of Plantersville. For these reasons, the alternative improving the existing roadways was dismissed from further consideration.
50	Brad Stafford	7/11/2016	E-mail	Support for the proposed project.	Support is noted.
51	Ruth Ann Stiles	6/10/2016	Letter	I cannot find data that proves this project will support the stated purpose and need.	Safety is one of the identified needs in the SH 249 Working Group Report and Recommendations and the Environmental Assessment (EA) prepared for the proposed project. The EA provides crash rates for FM 1774, SH 105 and the statewide average for a rural four-lane divided roadway (the ultimate configuration of SH 249). Crash rates on FM 1774 and SH 105 exceed the statewide average based on data obtained from the Crash Records Information System. Traffic growth rates for FM 1774 and SH 105 are also included in the EA. According to TxDOT traffic maps, between 1980 and 2010, traffic has nearly tripled on FM 1774 and SH 105.
				While Texas A&M, construction companies and a few property owners would benefit from the project, the county as a whole would not.	The proposed project is intended to address safety; existing, future and seasonal traffic congestion; transportation system linkage and emergency evacuation routes. Grimes County residents would benefit from improved safety and decreased congestion on the current roadway network as regional and statewide traffic would transition to the proposed SH 249. County residents would also benefit from reduced congestion on local roadways during emergency evacuation events.
				Opposed to the use of toll roads	TxDOT has the option to use tolling, when and where appropriate, to partially fund proposed transportation projects and believes that tolling is appropriate for SH 249 in Grimes County.

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Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
				Air quality will necessarily deteriorate.	Grimes County is in an area in attainment or unclassifiable for all national ambient air quality standards (NAAQS). Traffic data for the design year (2040) is 14,200 vpd. A prior TxDOT modeling study and previous analyses of similar projects demonstrated that it is unlikely that a carbon monoxide standard would ever be exceeded as a result of any project with an Average Daily Traffic (ADT) below 140,000. During the construction phase of the proposed project, temporary increases in air pollutant emissions may occur from construction activities. The primary construction-related emissions are particulate matter (fugitive dust) from site preparation. These emissions are temporary in nature (only occurring during actual construction); it is not possible to reasonably estimate impacts from these emissions due to limitations of the existing models. However, the potential impacts of particulate matter emissions would be minimized with dust suppression techniques such as site watering and other dust abatement control measures, as appropriate.
				Proposed project would adversely impact the quiet, rural nature of the area.	The Environmental Assessment prepared for this project evaluated impacts of the roadway not only on the natural environment, but on the human environment as well. Studies with regard to air quality, noise pollution, aesthetics, environmental justice, community impacts and cohesion, and indirect and cumulative impacts have been performed to determine impacts to Grimes County residents. Adverse impacts would be mitigated in accordance with state and federal regulations.
				Concerned about light pollution.	During final design, TxDOT and the design team will explore options to reduce light pollution from the proposed project.
				Concerned about increased noise.	The Federal Highway Administration (FHWA) has established Noise Abatement Criteria (NAC) for various land use activity areas that are used to determine when a traffic noise impact would occur. A traffic noise analysis has been prepared for the proposed project in accordance with TxDOT's FHWA approved guidelines. Although the proposed project would increase noise levels in the immediate project vicinity, noise impact contours modeled for the proposed project using estimated traffic numbers for the year 2040 are located within the proposed project right-of-way. Areas outside of the proposed project right-of-way would not be subject to noise levels in excess of the Federal NAC. Noise associated with the construction of the proposed project is difficult to predict. Heavy machinery, the major source of noise in construction, is constantly moving in unpredictable patterns. However, construction normally occurs during daylight hours when occasional loud noises are more tolerable. Extended disruption of normal activities due to noise is not expected. Provisions will be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of muffler systems.

Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
				Concerned about air quality impacts.	Traffic data for the design year (2040) is 14,200 vpd. A prior TxDOT modeling study and previous analyses of similar projects demonstrated that it is unlikely that a carbon monoxide standard would ever be exceeded as a result of any project with an Average Daily Traffic (ADT) below 140,000. The ADT projections for the proposed project does not exceed 140,000 vehicles per day; therefore a Traffic Air Quality Analysis (TAQA) was not required. In the Environmental Assessment prepared for this project, a qualitative Mobile Source Air Toxics (MSAT) assessment was provided relative to the various alternatives of MSAT emissions and has acknowledged that the proposed project may result in increased exposure to MSAT emissions in certain locations, although the concentrations and duration of exposures are uncertain, and because of this uncertainty, the health effects from these emissions cannot be estimated. During the construction phase of the proposed project, temporary increases in air pollutant emissions may occctivities due to noise is not expected. Provisions will be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of muffler systems.missions due to limitations of the existing models. However, the potential impacts of particulate matter emissions would be minimized with dust suppression techniques such as site watering and other dust abatement control measures, as appropriate.
				Concerned about adverse impacts to bird and wildlife habitat.	TxDOT would avoid and minimize the amount of vegetation to be removed to the extent practicable for this project. The minimization of impacts to existing vegetation would include the preservation of mature trees, particularly mast species, and timing right-of-way preparation work to occur outside the bird nesting season. The proposed project could increase animals being struck by vehicles, as the proposed project would construct a roadway where one currently does not exist. No wildlife corridors were observed in the project area, but bridge structures and large culverts would provide safer crossing points for wildlife. The proposed project would be designed per current TxDOT standards and specifications requiring appropriate sight distances and clear zones so that drivers could see deer and other large wildlife that may enter the ROW. While wildlife mortality is possible, for the above reasons it is not expected to be substantial.
52	David Stiles III	6/21/2106	Letter	FM 1774 and SH 105 should be improved instead of constructing the SH 249 toll road.	The project team considered improvements to FM 1774 and SH 105 during the alternative analysis process following the October 29, 2013, public meeting. Improving FM 1774 and SH 105 would not, however, fully meet the purposes and needs for the project. Widening of existing roads would only address safety and congestion relief in a limited way. Additional lanes would ease congestion and provide for increased safety; however, due to the many driveway openings and turning movements along these existing roadways, safety and congestion relief would not be achieved as well as a new location alternative. Similarly, upgrading FM 1774 and SH 105 would not improve regional connectivity or address evacuation needs. The expansion of local roads would also result in relocations, particularly in the vicinity of Plantersville. For these reasons, the alternative improving the existing roadways was dismissed from further consideration.
				Proposed project would adversely impact the quiet, rural nature of the area.	The Environmental Assessment prepared for this project evaluated impacts of the roadway not only on the natural environment, but on the human environment as well. Studies with regard to air quality, noise pollution, aesthetics, environmental justice, community impacts and cohesion, and indirect and cumulative impacts have been performed to determine impacts to Grimes County residents. Adverse impacts would be mitigated in accordance with state and federal regulations.

Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
				Project will not benefit Grimes County.	The proposed project is intended to address safety; existing, future and seasonal traffic congestion; transportation system linkage and emergency evacuation routes. Grimes County residents would benefit from improved safety and decreased congestion on the current roadway network as regional and statewide traffic would transition to the proposed SH 249. County residents would also benefit from reduced congestion on local roadways during emergency evacuation events.
53	David Stiles IV	6/10/2016	Letter	FM 1774 and SH 105 should be improved instead of constructing the SH 249 toll road.	The project team considered improvements to FM 1774 and SH 105 during the alternative analysis process following the October 29, 2013, public meeting. Improving FM 1774 and SH 105 would not, however, fully meet the purposes and needs for the project. Widening of existing roads would only address safety and congestion relief in a limited way. Additional lanes would ease congestion and provide for increased safety; however, due to the many driveway openings and turning movements along these existing roadways, safety and congestion relief would not be achieved as well as a new location alternative. Similarly, upgrading FM 1774 and SH 105 would not improve regional connectivity or address evacuation needs. The expansion of local roads would also result in relocations, particularly in the vicinity of Plantersville. For these reasons, the alternative improving the existing roadways was dismissed from further consideration.
				Proposed project would adversely impact the quiet, rural nature of the area.	The Environmental Assessment prepared for this project evaluated impacts of the roadway not only on the natural environment, but on the human environment as well. Studies with regard to air quality, noise pollution, aesthetics, environmental justice, community impacts and cohesion, and indirect and cumulative impacts have been performed to determine impacts to Grimes County residents. Adverse impacts would be mitigated in accordance with state and federal regulations.
				TxDOT has given unfair preference to certain landowners in the location of project alternatives.	Alternative alignments have evolved throughout the project development, environmental and public involvement processes for the proposed project. Alternatives have been evaluated based on their ability to meet the stated purpose and need of the project while minimizing, to the greatest extent practicable, environmental impacts, including impacts to private property. Land ownership was not a criteria used in the development of project alternatives. The evolution of project alternatives is documented in the Environmental Assessment prepared for this project.
54	Dave Tullos	6/30/2016	Transcript (page 16)	TxDOT is not listening to the will of the people who oppose this project.	All comments received as part of the public involvement process become part of the project record and are considered by the project team as part of addressing local, regional and statewide transportation needs.
				Support for the No Build alternative	The No Build Alternative would not improve safety, address existing or increased traffic demands, improve regional connectivity or address evacuation needs. This alternative would not meet the purposes and needs of the project.
				Opposed to the use of toll roads	TxDOT has the option to use tolling, when and where appropriate, to partially fund proposed transportation projects and believes that tolling is appropriate for SH 249 in Grimes County.
		6/30/216	Comment Form	Opposed to the proposed project.	Opposition is noted.
				Opposed to the use of toll roads	TxDOT has the option to use tolling, when and where appropriate, to partially fund proposed transportation projects and believes that tolling is appropriate for SH 249 in Grimes County.
		7/13/2016	Letter	TxDOT is not listening to the will of the people who oppose this project.	All comments received as part of the public involvement process become part of the project record and are considered by the project team as part of addressing local, regional and statewide transportation needs.
				Support for the No Build alternative	The No Build Alternative would not improve safety, address existing or increased traffic demands, improve regional connectivity or address evacuation needs. This alternative would not meet the purposes and needs of the project.
				Opposed to the use of toll roads	TxDOT has the option to use tolling, when and where appropriate, to partially fund proposed transportation projects and believes that tolling is appropriate for SH 249 in Grimes County.

Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
				Petitions have been submitted advocating the No Build option and should be considered.	All comments (including petitions) received as part of the public involvement process become part of the project record and are considered by the project team as part of addressing local, regional and statewide transportation needs.
				Open Record Requests have been submitted and should be considered.	All comments received as part of the public involvement process become part of the project record and are considered by the project team as part of addressing local, regional and statewide transportation needs. Open Records Requests do not typically provide project comments or input and are not addressed in this Comment/Response matrix. Open Records Requests are, however, part of the project record.
				An EIS should have been prepared for the project instead of an EA.	TxDOT has prepared a State Environmental Assessment (EA) to determine the potential environmental, social, and economic impacts of the proposed SH 249 project. The project is anticipated to be 100% state funded and, therefore, the EA was prepared in accordance with requirements of 43 Texas Administrative Code (TAC) Chapter 2. The engineering, social, economic, and environmental investigations conducted thus far on the proposed construction of SH 249 in Grimes County, indicate that the proposed project would result in no significant impacts of a level that would warrant an Environmental Impact Statement.
				A comprehensive study of SH 249 in Grimes and Montgomery Counties should have been conducted per NEPA.	The SH 249 projects in Montgomery and Grimes County were determined by TxDOT to have independent utility and logical termini. FM 1774 and SH 105 are considered logical termini (rational end points for a transportation improvement and review of the environmental impacts) as they are major traffic generators in the area. The proposed project would have independent utility, i.e. be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made.
55	Bill Voss	6/9/2016	Letter	Preference for the Green route and with letters of support.	Preference is noted.
				TxDOT told us that the route would not go through our property.	Throughout the project development process, TxDOT representatives have met with concerned citizens and property owners in Grimes County. TxDOT supplied the most current information available at the time of these meetings with regard to route locations and other project developments. As project development, the environmental process and public invovlement continued, proposed alternatives were refined and new alternatives developed. The proposed project alignments are not final at this time. A preferred alternative will be selected as part of the Environmental Assessment prepared for the proposed project; however, during detailed design, minor alignment shifts and changes could still occur.
				Our property has a high fence and over 200 exotic animals. Relocation would be very stressful to the animals.	During final design of the proposed project, impacts to private property will be considered and appropriate solutions identified and coordinated with affected property owners. All right-of-way acquisition will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. TxDOT right-of-way specialists will work with you regarding the special circumstances of your property during the ROW acquisition process. The property will be assessed by an independent appraiser and an offer made to the property owner. The appraisal will include any and all improvements and amenities on the subject property.
				The Yellow route would adversely affect our property and future development.	During final design of the proposed project, impacts to private property will be considered and appropriate solutions identified and coordinated with affected property owners. All right-of-way acquisition will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. TxDOT right-of-way specialists will work with you regarding the special circumstances of your property during the ROW acquisition process. The property will be assessed by an independent appraiser and an offer made to the property owner. The appraisal will include any and all improvements and amenities on the subject property.
				There is a cemetery south of our property that has not been considered.	The proposed SH 249 Yellow route would not require property from the Hughey cemetery and would not restrict local access to existing FM and County roads.

SH 249 Public Hearing - June 30, 2016
Comment/Response Matrix

Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
56	Catherine Walsh	6/30/2016	Transcript (page 11)	Opposed to the proposed project.	Opposition is noted.
				Concerns about drainage and flooding in the project area	The hydraulic design for this project would be in accordance with current FHWA and TxDOT design policies. The facility would permit the conveyance of the 100-year flood, inundation of the roadway being acceptable, without causing significant damage to the facility, stream, or other property. None of the three build alternatives would increase the base flood elevation to a level that would violate applicable floodplain regulations and ordinances.
				Concerned about increased noise.	The Federal Highway Administration (FHWA) has established Noise Abatement Criteria (NAC) for various land use activity areas that are used to determine when a traffic noise impact would occur. A traffic noise analysis has been prepared for the proposed project in accordance with TxDOT's FHWA approved guidelines. Although the proposed project would increase noise levels in the immediate project vicinity, noise impact contours modeled for the proposed project using estimated traffic numbers for the year 2040 are located within the proposed project right-of-way. Areas outside of the proposed project right-of-way would not be subject to noise levels in excess of the Federal NAC. Noise associated with the construction of the proposed project is difficult to predict. Heavy machinery, the major source of noise in construction, is constantly moving in unpredictable patterns. However, construction normally occurs during daylight hours when occasional loud noises are more tolerable. Extended disruption of normal activities due to noise is not expected. Provisions will be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of muffler systems.
				Concerns about emergency services access	The proposed SH 249 would not restrict access to existing FM and County roads. Emergency vehicles may continue to use the existing roadway network and should experience faster response times as a result of safer and less congested conditions on these roads. In addition, emergency vehicles will have free access to the SH 249 toll road.
				Opposed to the use of toll roads	TxDOT has the option to use tolling, when and where appropriate, to partially fund proposed transportation projects and believes that tolling is appropriate for SH 249 in Grimes County.
				Concerned about wild animals coming into the roadway.	The proposed project could increase animals being struck by vehicles, as the proposed project would construct a roadway where one currently does not exist. No wildlife corridors were observed in the project area, but bridge structures and large culverts would provide safer crossing points for wildlife. The proposed project would be designed per current TxDOT standards and specifications requiring appropriate sight distances and clear zones so that drivers could see deer and other large wildlife that may enter the ROW. While wildlife mortality is possible, for the above reasons it is not expected to be substantial.
		6/30/2016	Comment Form	Opposed to the use of toll roads	TxDOT has the option to use tolling, when and where appropriate, to partially fund proposed transportation projects and believes that tolling is appropriate for SH 249 in Grimes County.
				Concerns about drainage and flooding in the project area	The hydraulic design for this project would be in accordance with current FHWA and TxDOT design policies. The facility would permit the conveyance of the 100-year flood, inundation of the roadway being acceptable, without causing significant damage to the facility, stream, or other property. None of the three build alternatives would increase the base flood elevation to a level that would violate applicable floodplain regulations and ordinances.
				Concerns about emergency services access	The proposed SH 249 would not restrict access to existing FM and County roads. Emergency vehicles may continue to use the existing roadway network and should experience faster response times as a result of safer and less congested conditions on these roads. In addition, emergency vehicles will have free access to the SH 249 toll road.

SH 249 Public Hearing - June 30, 2016
Comment/Response Matrix

Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
				Concerned about increased noise.	The Federal Highway Administration (FHWA) has established Noise Abatement Criteria (NAC) for various land use activity areas that are used to determine when a traffic noise impact would occur. A traffic noise analysis has been prepared for the proposed project in accordance with TxDOT's FHWA approved guidelines. Although the proposed project would increase noise levels in the immediate project vicinity, noise impact contours modeled for the proposed project using estimated traffic numbers for the year 2040 are located within the proposed project right-of-way. Areas outside of the proposed project right-of-way would not be subject to noise levels in excess of the Federal NAC. Noise associated with the construction of the proposed project is difficult to predict. Heavy machinery, the major source of noise in construction, is constantly moving in unpredictable patterns. However, construction normally occurs during daylight hours when occasional loud noises are more tolerable. Extended disruption of normal activities due to noise is not expected. Provisions will be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of muffler systems.
				Concerned about wild animals coming into the roadway.	The proposed project could increase animals being struck by vehicles, as the proposed project would construct a roadway where one currently does not exist. No wildlife corridors were observed in the project area, but bridge structures and large culverts would provide safer crossing points for wildlife. The proposed project would be designed per current TxDOT standards and specifications requiring appropriate sight distances and clear zones so that drivers could see deer and other large wildlife that may enter the ROW. While wildlife mortality is possible, for the above reasons it is not expected to be substantial.
57	Mark Walz	7/13/2016	E-mail	Requested that an exit be shifted 100-200 feet to improve access to his property.	The proposed project has been designed to minimize changes in access to impacted and adjacent properties; however, as some individual parcels would be divided, access changes could not be entirely avoided. TxDOT will continue to work with property owners through the design process to minimize and mitigate access issues.
				Concerns about taking two building on his property if the Yellow route is selected.	During final design of the proposed project, impacts to private property will be considered and appropriate solutions identified and coordinated with affected property owners. All right-of-way acquisition will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. TxDOT right-of-way specialists will work with you regarding the special circumstances of your property during the ROW acquisition process. The property will be assessed by an independent appraiser and an offer made to the property owner. The appraisal will include any and all improvements and amenities on the subject property.
58	Tim Weems	6/30/2016	Comment Form	Built it and they will come.	Comment noted.
59	Ricke Weinkauf	6/30/2016	Transcript (page 25)	Opposed to the proposed project.	Opposition is noted.
				Opposed to the use of toll roads	TxDOT has the option to use tolling, when and where appropriate, to partially fund proposed transportation projects and believes that tolling is appropriate for SH 249 in Grimes County.
				Concerned about the added traffic and safety on SH 105.	The project team has evaluated the traffic projections for SH 249 and SH 105. The current SH 105 configuration will be able to handle existing and projected traffic. TxDOT will continue to monitor, study and plan for future growth on SH 105.
				Concerned that SH 249 would bypass Navasota.	At this time there are no plans to extend SH 249 beyond SH 105. At such time as SH 249 would be widened to a four-lane divided roadway, improvements to SH 105 could be considered in order to maintain a consistent travel lane configuration all the way to SH 6.
				Support for the No Build alternative	The No Build Alternative would not improve safety, address existing or increased traffic demands, improve regional connectivity or address evacuation needs. This alternative would not meet the purposes and needs of the project.
				Preference for the Yellow route.	Preference is noted.

SH 249 Public Hearing - June 30, 2016
Comment/Response Matrix

Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
60	Richard & Virgia Werlein	7/11/2016	E-mail	We favor improvements of the FM 1774 and SH 105 intersection area.	The FM 1774 and SH 105 intersection area is outside the project limits of the proposed SH 249 project.
61	A. J. Widacki	6/30/2016	Comment Form	Support for the proposed project.	Support is noted.
62	Marsha Williams	6/30/2016	Comment Form	Support for the proposed project.	Support is noted.
63	Tommy Williams	6/30/2016	Transcript (page 40)	Support for the proposed project including a resolution of support from the Texas A&M Board of Regents.	Support is noted.
		6/30/2016	Comment Form	Support for the proposed project.	Support is noted.
64	Unknown	6/9/2016	Text Message	TxDOT is not listening to the will of the people who oppose this project.	All comments received as part of the public involvement process become part of the project record and are considered by the project team as part of addressing local, regional and statewide transportation needs.
				Preference for the Yellow route.	Preference is noted.
				Support for the No Build alternative	The No Build Alternative would not improve safety, address existing or increased traffic demands, improve regional connectivity or address evacuation needs. This alternative would not meet the purposes and needs of the project.
		6/27/2016	Text Message	Concerned about the added traffic and safety on SH 105.	The project team has evaluated the traffic projections for SH 249 and SH 105. The current SH 105 configuration will be able to handle existing and projected traffic. TxDOT will continue to monitor, study and plan for future growth on SH 105.
				FM 1774 and SH 105 should be improved instead of constructing the SH 249 toll road.	The project team considered improvements to FM 1774 and SH 105 during the alternative analysis process following the October 29, 2013, public meeting. Improving FM 1774 and SH 105 would not, however, fully meet the purposes and needs for the project. Widening of existing roads would only address safety and congestion relief in a limited way. Additional lanes would ease congestion and provide for increased safety; however, due to the many driveway openings and turning movements along these existing roadways, safety and congestion relief would not be achieved as well as a new location alternative. Similarly, upgrading FM 1774 and SH 105 would not improve regional connectivity or address evacuation needs. The expansion of local roads would also result in relocations, particularly in the vicinity of Plantersville. For these reasons, the alternative improving the existing roadways was dismissed from further consideration.
				Preference for the Yellow route.	Preference is noted.
		6/29/2016	Text Message	County Commissioner is telling citizens that SH 249 is a "done deal." Is this true?	SH 249 in Grimes County and the proposed project alignments are not final at this time. A preferred alternative will be selected as part of the Environmental Assessment prepared for the proposed project; however, during detailed design, minor alignment shifts and changes could still occur.
		7/1/2016	Text Message	Preference for the Yellow route.	Preference is noted.
				Green route would adversely impact a spring-fed lake .	During final design of the proposed project, impacts to private property will be considered and appropriate solutions identified and coordinated with affected property owners. All right-of-way acquisition will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. TxDOT right-of-way specialists will work with you regarding the special circumstances of your property during the ROW acquisition process. The property will be assessed by an independent appraiser and an offer made to the property owner. The appraisal will include any and all improvements and amenities on the subject property.

B. Public hearing officer certification

Public Hearing Certification

Project Name: SH 249

County Name Grimes County

Control Section Job Numbers (CSJ): 3635-02-002

Project Limits:

From: FM 1774

To: SH 105

I certify that the following statements are true and apply to the project identified above.

A. A public hearing was held on June 30, 2016, at the Navasota Junior High School in Navasota, Texas.

B. The economic and social effects of the project location and design and its impacts on the environment have been considered.

C. In determining economic, social, and environmental effects, the statutory provisions of the Civil Rights Act of 1964 have been considered.

D. The project involves a community that does not have a known plan of development.

E. Requirements of Texas Administrative Code, Title 43, Part 1, Chapter 2, Subchapter E, Section 2.107 have been met.

Signed: _____ **Date:** 7/21/16

TxDOT Public Hearing Officer/Title

Print Name: CHAD BOHNE

C. Notices

SH 249

GRIMES COUNTY

NOTICE OF PUBLIC HEARING

The Texas Department of Transportation (TxDOT) will conduct a public hearing on Thursday, June 30, 2016, at the Navasota Junior High School, located at 9038 State Highway 90 South in Navasota, Texas. The purpose of the hearing is to present the proposed preliminary design for the construction of SH 249 from FM 1774 to SH 105 in Grimes County and to receive public comment. Displays of the design will be available for viewing at 5:30 p.m. in the cafeteria with the formal hearing commencing at 6:30 p.m. in the gym located across the hall within the same building. Parking is available at both the junior high school and adjacent high school campuses.

The proposed project would construct a two-lane roadway with shoulders and a passing lane in alternating directions within right-of-way that would accommodate future widening to a four-lane divided roadway. The typical right-of-way width would be 400-450 feet. The proposed two-lane roadway would be tolled. In addition, two-lane, one-way, non-tolled frontage roads would be constructed along approximately five miles of the proposed project (from Urbanosky Lane to west of CR 304). Approximately 623-658 acres of new right-of-way would be required. No displacements would be required.

Information about TxDOT's right-of-way acquisition procedures, the TxDOT Relocation Assistance Program, as well as information about the tentative schedule for right-of-way acquisition and construction may be obtained at the hearing, from the TxDOT Bryan District Office and at http://www.txdot.gov/inside-txdot/forms-publications/consultants-contractors/publications/row.html. The project would cross the 100-year floodplains associated with Mill Creek and a tributary of Beason Creek. The project would also cross numerous creeks and streams; however, no wetlands have been identified within the new right-of-way.

Exhibits showing the proposed project's location and design will be displayed at the hearing. The Environmental Assessment for the project will also be available for review. These and other information about the proposed project are on file and available for inspection Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m. at the TxDOT Bryan District Office located at 2591 N. Earl Rudder Freeway in Bryan, Texas. Project information is also available at www.txdot.gov/inside-txdot/projects/studies/bryan/sh249.html.

All interested persons are invited to attend this public hearing. Verbal and written comments relative to the proposed project may be presented at the hearing. Written comments may also be submitted by mail to TxDOT Bryan District Office, Attn: SH 249 – Grimes, 2591 N. Earl Rudder Freeway, Bryan, Texas 77803, or by e-mail to BRY-SH249-GrimesCo@txdot.gov. Comments must be received or postmarked on or before Thursday, July 14, 2016, to be included in the official hearing record.

The public hearing will be conducted in English. Spanish interpretation will be provided. Persons interested in attending the public hearing who have other special communication or accommodation needs are encouraged to contact TxDOT's Bryan District Office at (979) 778-2165 at least five working days prior to the hearing. TxDOT will make every reasonable effort to accommodate these needs.

Affidavit of Publication

The State of Texas
County of Grimes

Before me, the undersigned authority, on this day personally appeared Brent Alderman of the Navasota Examiner, who being by me duly sworn, upon oath deposes and says: that the attached notice was published in the Navasota Examiner; a newspaper published in the English language and of general circulation in Grimes County, Texas for more than one year prior to the date of first publication of said notice in the issue(s) of May 25 2016 and that the attached newspaper clipping is true and correct copy of said published notice.

CARRIE LYNN LITTLE
NOTARY PUBLIC
STATE OF TEXAS
ID 11702268
EXP. 03-29-2017

Signed [signature]

Sworn to and subscribed before me this 8 day of July 2016.

Carrie L. Little

Notary Public in and for the State of Texas

Affidavit of Publication

The State of Texas
County of Grimes

Before me, the undersigned authority, on this day personally appeared Brent Addleman of the Navasota Examiner, who being by me duly sworn, upon oath deposes and says: that the attached notice was published in the Navasota Examiner; a newspaper published in the English language and of general circulation in Grimes County, Texas for more than one year prior to the date of first publication of said notice in the issue(s) of June 15 2016 and that the attached newspaper clipping is true and correct copy of said published notice.

CARRIE LYNN LITTLE
NOTARY PUBLIC
STATE OF TEXAS
ID 11702268
EXP. 03-29-2017

Signed Brent Addleman

Sworn to and subscribed before me this 8 day of July 2016.

Carrie L. Little

Notary Public in and for the State of Texas

Leos,

continued from 1A

the blood drive competition anyway."

Children and adults alike were able to tour the various vehicles on display during the event, including a Texas Rangers armored personnel carrier. One young man even tried to hold a Department of Public Safety riot shield and found that muscles are needed just as much as heart to be a first responder.

When asked, many young participants said that the landing and lift off of the CHI St. Joseph air med helicopter was a favorite sight.

"It was really, really windy," said the daughter of Volunteer Coordinator Curtis Eckman.

Other sights included demonstrations on the importance of safety belts in vehicles during accidents. The simulation had dummies placed into the "cab" of a vehicle that then proceeded to perform a rollover maneuver. The dummies were placed in the vehicle with seat belts and without. The dummy without a seat belt was ejected. Adult viewers were just as impressed as their children with one watcher saying, "I am now a firm believer in seat belts at all times."

During the event, the Texas Department of Criminal Justice showcased the talents of one of the department's scent dogs. The bloodhound tracked a TDCJ employee through the crowd, over the lawn and into the fire department trailer in which he had been hiding. The dog was efficient and on task, regardless of the many bystanders watching him perform his duty.

Crowds gathered again for a fire simulation put on by the Navasota Fire Department. The firefighters had two plywood buildings, each roughly the size of a small room, which contained a mattress, couch and curtains. The first building was unprotected by fire retardation measures and the second had a simulated sprinkler system.

The fire department then lit the rooms on fire with a propane torch to show how quickly a fire can get out of hand and the importance of fire prevention measures, such as sprinkler systems.

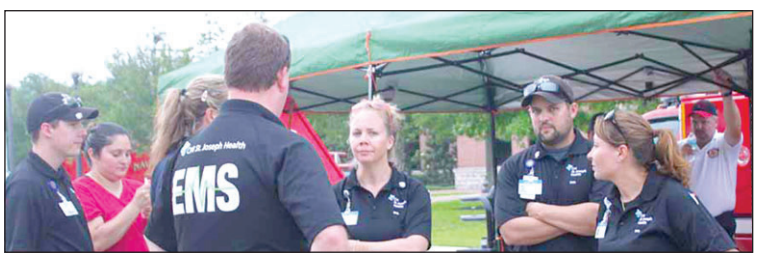
The unit with no sprinkler was completely destroyed after just 3 minutes, the average response time from initial 911 call to first responders on scene. The second unit with the sprinkler system was still standing as a building but smoke, fire and the water damaged the contents. However, those who gathered in awe agreed that possessions were easier to replace than the structure itself.

The inaugural First Responder's Day was held on the final day of National Police Week, but the occasion was open to all Grimes County First Responder's and emergency teams.

According to Navasota Chief of Police Justin Leeth, First Responder's Day was created with the belief in holding the affair annually to allow Grimes County first responders and citizens to socialize in a non-emergency and family friendly setting.

Many area fire fighters will be looking for a second chance at claiming the tug o' war title during next year's event.

The city of Navasota Police Department still has a limited number of shirts and ballcaps still available commemorating the event for $15 each. If interested stop by the police department from 8 a.m. to 5 p.m. Monday through Friday to purchase.



The inaugural First Responder's Day was held Saturday in downtown Navasota. The event featured local law enforcement, fire and EMS personnel serving Grimes County. Children and adults were involved in the interactive event designed to bring the organizations closer to the community.

Examiner photos by Nicole Shupe

SH 249

GRIMES COUNTY

NOTICE OF PUBLIC HEARING

Texas Department of Transportation

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Grants,

continued from 1A

will now "Learn with Osmo" after she received a second grant for $198."Osmo" is a new application for the iPad that uses reflective artificial intelligence to foster social and physical interaction and creative and critical thinking.

Dana Wagner will be embracing "Creativity Under Construction" with her check of $981.30. The program uses mind games to enhance math, science and social curriculum through hands-on games and activities where students will have to work collaboratively and use communication to solve problems.

Brittni Canizaro's students will be "Utilizing 21st Century Skills" in the classroom when her $619.68 pays for the eWriter Boogie Boards. The tablets are similar to a modern day etch-a-sketch or white board with less mess and more maneuverability.

Mathew Borski will be "Taking Math on the Road" with his $1,754.45 by allowing students to use a USB drive that will have the video of the lesson saved on it. The students will be able to use it at home if they do not have home internet.

In addition, they will have the opportunity to check out calculators to use at home during the STARR review, as well as during the school year for homework purpose. Finally, headphones will be provided for students to work on the videos during class and during study period without disturbing one another.

Shannon Greco and Nancy Kindle will "Light the Stage" with their $3,000 when they purchase lighting trees that will allow students to work with in Theatre class.

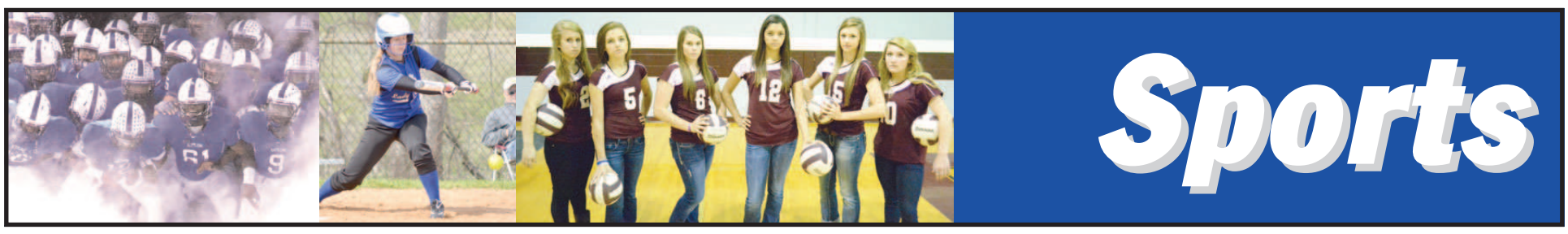
Rebecca Wisnoski believe in "The Brain Power of Standing" and will be using her $1,557.34 to provided standing desks that will allow students to stand and move their body so that their brain allows then to listen, pay attention, stay on task and critically think.

In addition, Wisnoski was provided with $256.75 for "Show Me the Money!" which is a book study in the Money Matters class to prepare them with financial tools for their future. The book is titled "Why Didn't They Teach Me This in School? Personal Money Management Principles to Live By."

Brenda McDonald will be "Filling the Gap: Providing Internet Access for Anywhere, Anytime Learning" with her $1,743 provided by the foundation. The program will provide Kajeet hot spots for students who do not have Internet at home.

The final grant of $570 was provided to Beth Whittle, Rachel Anderson and Stacey Byars-Cosby for their submission of "Portable Dry Erase Easels for Interactive Application." This program will purchase six portable dry erase easels to use in the career and technical classrooms.

The Anderson-Shiro Education Foundation provided the largest number of grants and the highest total dollar amount for this year's submissions totaling $17,026.75.



Rattlers announce summer workout program

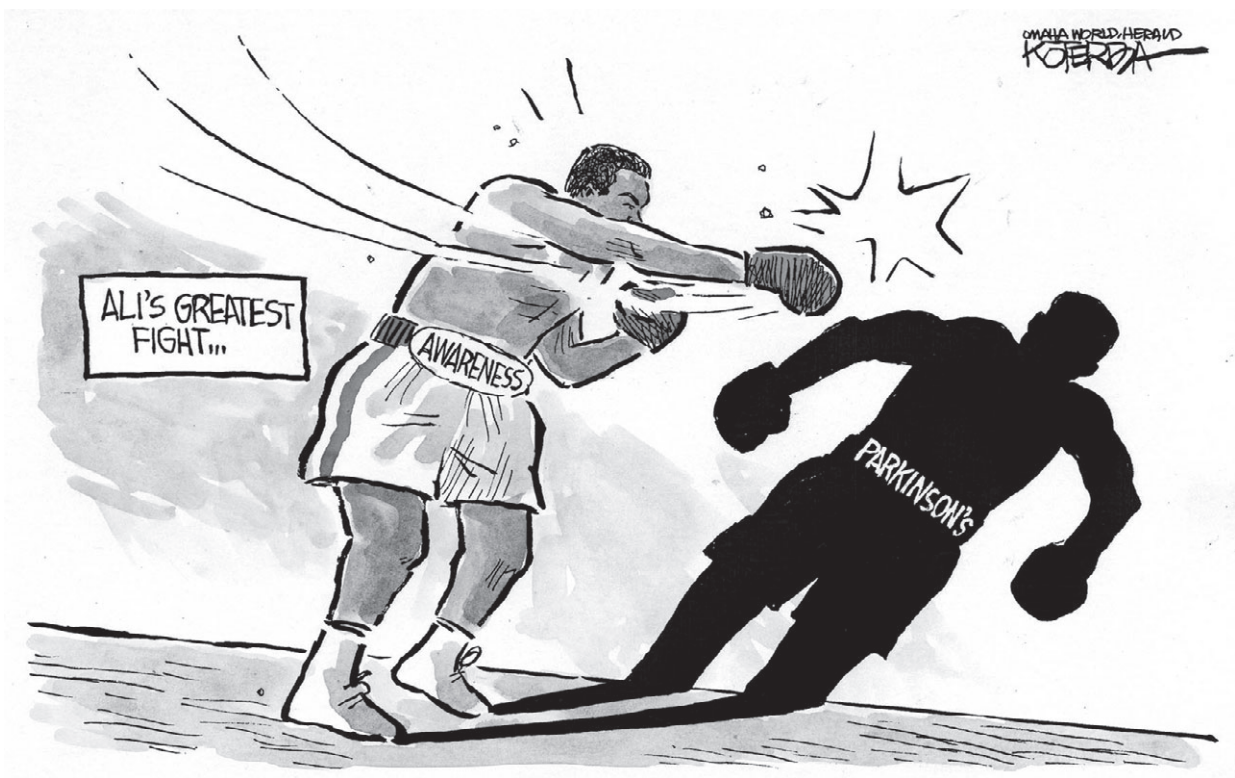
BY BRENT ADDLEMAN
Examiner publisher

\The Navasota High School football team has announced its 2016 Strength and Condition Camp summer program.

The camp will be held Monday through Thursday from June 6-30, July 11-14 and July 25-28 from 8:30 to 10:30 a.m. under the direction of Patrick Goodman and Chad Bruggman in the Navasota High School Weight Room.

The cost of the camp is $30, and checks will not be accepted. Payment can be brought to Coach Goodman at the high school's Field House so they can officially be signed-up.

Athletes need to be signed-up for the program. Through six weeks of supervised weight training and conditioning, the Rattlers will work to remain as one of the superior teams in the district and state.



Workshop for cattle handling this month

The Beef and Forage committee will be hosting a workshop to help new landowners and current ones with cattle handling.

Speakers will talk about leasing your property for hay or cattle, fencing guidelines, how to handle cattle and what type of pens might work better for you. Talk will also focus on what you should be based on a calendar year with your cattle.

The event will be on Saturday, June 25 at the Waller County Fairgrounds from 9 a.m. to 1 p.m. The cost of the event will be $20 a person before June 20. After June 20, the cost will increase to $25 a person. Lunch will be provided.

Please RSVP to the Extension office by calling 979-826-7651. Please make checks payable to Beef & Forage Committee. If you mail in your money please call or email us so we can be looking for it. CEU's will be provided.

If you have any questions, please contact the AgriLife Extension Agent Stacie Villarreal at 979-826-7651.

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Kelly: 832-830-3103 • Leslie: 832-638-4041 • Kathy: 832-571-4250
206 W. Washington Ave • Navasota

Testing, decontaminating water wells after flood

COLLEGE STATION — If your well has been flooded, you should assume that the water in it is contaminated. Do not use the well water for drinking, cooking, making ice, brushing your teeth or even bathing until you are satisfied that it is not contaminated.

Floodwater can be contaminated by substances from upstream, such as manure, sewage from flooded septic systems or wastewater treatment plants, and pesticides or fertilizer applied to cropland that was flooded. A septic system near a well also can cause contamination when the soil is flooded.

The Texas A&M AgriLife Extension Service offices in Austin and Waller Counties and the Brazos County Health Department are partnering to provide testing services to local residents with private water wells.

"Flooded private water wells should be tested prior to water being consumed," said John W. Smith, AgriLife Extension program specialist, College Station.

He said those submitting samples should use only sampling bottles from their AgriLife Extension office or directly from the Brazos County Health Department. Water samples for E. coli testing should be collected less than 24-30 hours before the sample is submitted. The bottle must contain exactly 100 ml water as indicated on the bottle or the lab will reject the sample. The sample must be delivered to the lab on ice or ice packs. Included instructions should be carefully followed to ensure accurate results. For additional information, call the Brazos County Health Department at 979-361-5738.

A $20 per sample fee will be collected when bottles are delivered to the Brazos County Health Department at 241 N. Texas Ave., Bryan, Texas by participants. Samples are accepted only on Monday - Thursday before 3:00 pm.

Samples will be analyzed for total coliform bacteria and Escherichia coli.

Required sample bottles and instructions may be picked up at the AgriLife Extension office for Waller County, 846 6th St., Hempstead, 979-826-7651, or the Extension office for Austin County, 1 E. Main, Bellville, 979-865-2072.

Smith said the presence of E. coli bacteria in water indicates that waste from humans or warm-blooded animals may have contaminated the water. Water contaminated with E. coli bacteria is more likely to also have pathogens present that can cause diarrhea, cramps, nausea or other symptoms.

For those with positive results for E. coli, instructions for decontaminating the well will be available from the Brazos County Health Department and through the following publications free for download at http://twon.tamu.edu/fact-sheets/: Decontaminating Flooded Water Wells and Shock Chlorination of Wells.

If you have any questions, please contact the AgriLife Extension Agent Stacie Villarreal at 979-826-7651.

Texas Department of Transportation

SH 249

GRIMES COUNTY

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AFFIDAVIT OF PUBLICATION

THE STATE OF TEXAS
COUNTY OF BRAZOS

On this 15TH , day of JUNE , 2016 Personally, appeared before me, the undersigned a Notary Public in and for said county and state MARILYN GREEN of ***THE EAGLE***, a newspaper published in Bryan, County of Brazos, State of Texas, and generally circulated in Brazos, Burleson, Grimes, Lee, Leon, Madison, Milam, and Robertson, who, being by me duly sworn, on oath States

SH 249 GRIMES COUNTY/ NOTICE PUBLIC HEARING

Was published in said newspaper in 2 issue (s) there of on the following dates:
MAY 25TH ,JUNE 15TH , 2016

Marilyn Green

Subscribed and sworn to before me, on this 15TH DAY OF JUNE , 2016

Lynne Strassburg
Notary Public, Brazos County, Texas

Lynne Strassburg
12649064-3
Notary Public, State of Texas
My Commission Expires
April 21, 2020

TJC

CHEN: 'Delighted that he has been given another chance by Texas A&M'

Continued from A9

University spokesman Shane Hinckley declined to discuss the internal proceedings, citing university policy, but did confirm that Chen would be returning to teach.

"Yong Chen is very grateful to the employment review committee and is delighted that he has been given another chance by Texas A&M," said Chen's lawyer, Rick Davis. "He will strive to prove to his wife ... to Texas A&M, to his students and to the community that he is a changed man."

Chen is not teaching classes this summer and checked into the Brazos County Detention Center earlier this month to begin serving his 30-day sentence.

Chen will also spend 20 months on probation, and will have to complete an 18-week program to learn about domestic violence and how to prevent it.

Prosecutors with the Brazos County District Attorney's office declined to comment about the review.

Chen was the holder of the Gina and William H. Flores '76 Professorship in Finance. The university took the professorship away from him after U.S. Rep. Flores released a statement condemning Chen's actions.

Chen was initially accused of assaulting his wife by strangulation, a third-degree felony, but Brazos County jurors didn't find sufficient evidence that a strangulation occurred. They did, however, agree that violence happened and found him guilty of the lesser charge of assault, a Class A misdemeanor.

Baylor official: Starr still president of university

By PHILLIP ERICKSEN
The Waco Tribune

Ken Starr remained as Baylor University's president Tuesday, despite media reports that he had been fired from the job earlier in the day, outgoing board of regents Chairman Richard Willis said.

STARR

Willis declined to elaborate on Starr's future Tuesday afternoon but confirmed Starr was still the president Tuesday and told the *Tribune-Herald* by phone that the board will provide more information soon. Baylor has come under fire in recent months for its handling of reported sexual assaults, including several against football players.

An Austin blogger published a report early Tuesday citing anonymous sources in stating that Starr, Baylor's president for six years, was removed from the presidency. Multiple media outlets, including the *Washington Post* and *Dallas Morning News*, subsequently published the story, citing the blog.

Amid the reports, Starr remained at work Tuesday, said Rebecca Malzahn, deputy chief of staff in the president's office.

"We've been hard at work with the president all day," Malzahn said Tuesday evening. "He's still president today."

SCOUT: Lauded for commitment

Continued from A9

not always so appealing.

"This was a very unusable space, a very ugly space," Cope said. "There were several attempts to do something with this space, but we could never really follow through with it. I appreciate Tristan's commitment to this project and seeing it through and handing it over to us in a state that we can continue to work on it."

Now a freshman at A&M Consolidated High School, Ament said he is glad he could provide a space where students at his former school can perform science experiments and "do lessons they wouldn't be able to do inside."

"There's nothing better than giving back to your community," he said. "Just the opportunity that I have to do this made me feel great, and I hope everybody gets to benefit from it."

HEARNE: Citizens deemed audit a 'witch hunt' against board members

Continued from A9

done in three years.

In the update, Region Six ESC told the board the team successfully reconciled monthly statements beginning in September 2015 through March of this year.

"I would say that [Region Six ESC is] making great progress at getting the financial shape of the district into the shape it needs to be for the future," Michael Holland, executive director of the firm, said.

Other services stated in the contract include processing monthly payrolls, maintaining budget data and providing financial and accounting services in compliance with the Texas Education Agency Financial Accountability System Resource Guide until the end of August.

Region Six ESC is in the process of preparing the budget for the 2016-17 school year and will present its preliminary outline at the board's budget workshop Thursday. Holland said the institution is essentially assisting the trustees through the process during the workshop rather than making the decisions for them.

Throughout the contentious meeting — which lasted six hours — nearly 50 Hearne school administrators, teachers and residents voiced their concerns about the condition of the district to each other and to visiting professionals. Many citizens deemed the audit as a "witch hunt" against board members and administrators and called it unnecessary. Dallas-based forensic accountant Don Southerland was at Monday's meeting to present his findings after the board failed to have a quorum at the May 6 special meeting.

Among the findings of the audit, the auditing team found the business office produced many manually prepared checks that were not correctly recorded. The inaccuracies found on statements compared to the actual checks varied from "a few cents to thousands of dollars," Southerland said at the recent community forum.

After personnel interviews, the auditing team found that business employees fell behind on standard financial practices each month, causing them to turn to manual production in order to pay vendors, he said.

At the beginning of the meeting, Nelda Calhoun was sworn into the Place 2 seat, replacing former Board President Sylvia Montelongo, who was voted out of office. Calhoun, who was appointed to the vice president position, joined returning members Tina Rocha, Quila Robinson, James Taylor and Samantha Salazar to begin addressing the district's financial woes brought to light by the audit.

Taylor was chosen as the board president in a three-two vote.

CHIEF: Hurt praised for helping fire department get accreditation

Continued from A9

become internationally accredited, wrote College Station firefighter Stuart Marrs in a city blog post. In order to gain this kind of elite recognition, the department had to undergo an evaluation involving a review of 254 different performance areas, as well as an 18-month internal self-assessment.

"In March, Chief Eric Hurt led our internal accreditation team to Orlando, Florida, to testify in front of the CFAI Commission," Marrs wrote. "The 11-member panel asked questions regarding our emergency responses, time analysis, risk assessments and plans for future growth before voting unanimously to grant accredited status to the CSFD."

College Station Professional Fire Fighters Association President Mike Clements also gave credit to Hurt.

"The College Station Professional Fire Fighters Association would like to thank Chief Hurt for 35 years of public service," said Clements. "The College Station Fire Department is one of only seven accredited fire departments in the state and among 164 in the [world] thanks to his work."

In CSFD's statement, City Manager Kelly Templin said Hurt's influence has had positive results for the city and fire department.

"Eric has served in every position within the fire department during his career, and he's been invaluable to me as chief," Templin said in the statement. "He leaves the department in great shape and we will immediately begin the search for his successor."

Battalion Chief Robert Mumford, spokesman for the fire department, echoed the city manager's remarks in his appreciation of Hurt's leadership.

"Over the last three years, Chief Hurt was instrumental in reclassifying and creating several positions in fire administration in order to support front line operations," Mumford said. "A battalion chief over the training division was restructured to help manage training activities and state requirements. Also, our EMS operations and safety officers were created during his tenure as chief, which has expanded our EMS care to our customers and provided additional scene safety for our firefighters on emergency operations."

Hurt earned an associate's degree in fire science from Blinn and has a bachelor's degree with an emphasis in fire administration from the University of Western Illinois. He has been recognized for various achievements, including certification through the National Fire Academy's Executive Fire Officer Program.

Hurt's official last day will be on Memorial Day.

Texas Department of Transportation

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Activist's human organ purchase charge dropped

By JUAN A. LOZANO
Associated Press

HOUSTON — A misdemeanor charge accusing an anti-abortion activist of trying to buy human organs while making an undercover video looking into Planned Parenthood practices has been dismissed, and his attorneys said Tuesday they are working to have a felony count the activist faces thrown out as well.

David Daleiden, 27, and fellow activist Sandra Merritt, 63, were each indicted in January on a felony charge of tampering with a governmental record for allegedly using fake driver's licenses to conceal their identities while dealing with Planned Parenthood at a Houston clinic.

Daleiden was also indicted on the misdemeanor count related to purchasing human organs. Video footage from the two activists showed them posing as representatives of a company called BioMax, which purportedly procured fetal tissue for research. Planned Parenthood has said the fake company offered to pay the "astronomical amount" of $1,600 for organs from a fetus. The clinic said it never agreed to the offer.

AP file photo

David Daleiden, one of the two indicted anti-abortion activists, speaks with supporters outside the Harris County Criminal Courthouse after turning himself in to authorities in Houston in February.

But Harris County Criminal Court at Law Judge Diane Bull on Monday dismissed the misdemeanor count Daleiden faced, ruling the indictment was flawed because prosecutors had failed to make reference within the indictment to any exceptions to the law prohibiting the purchase or sale of human organs. Under the law, there are several exceptions including if fees were being paid to a doctor or hospital for their services.

Daleiden's attorneys called the dismissal a victory for the anti-abortion movement.

"This is one of two [charges]. One down, one to go. Both of these cases are flawed. They've got more holes than two pieces of Swiss cheese," Terry Yates, one of Daleiden's attorneys, said at a news conference.

Daleiden, who is the founder of a group called the Center for Medical Progress, was not at Tuesday's news conference. But in a statement, the center said the dismissal "is the latest confirmation that the indictments from a runaway grand jury in Houston were a politically motivated sham all along."

STANDOFF: SWAT surprised to find suspect had additional hostage

Continued from A7

11 a.m., amid reports that an armed person was inside and may have had hostages.

According to investigators, Moghaddam entered the store and fired at least one shot toward the ceiling. Police don't believe the suspect, who was armed with a handgun, fired any other shots.

Authorities initially believed he took a hostage and went into an office in the back of the store, according to a police statement.

"We knew there were hostages inside the business, so [SWAT] went in with the intent to free the hostages," Barbee said.

Around 12:20 p.m., SWAT officers watched what they had believed was the only hostage come out of the office. The officers entered the room and discovered the second hostage.

"The suspect was still armed with a handgun and was a threat to the hostage and the officers. Two SWAT officers fired shots which hit the suspect. Initial information is that the suspect died immediately," police said in a statement.

It was not immediately known if the other hostage was a store employee or how that person became a hostage, Barbee said.

No other injuries were reported.

Wal-Mart spokesman Brian Nick released a statement earlier Tuesday saying all store associates and customers were safe. Nick thanked officers, saying, "This was a very difficult situation and we are thankful for the quick response from law enforcement."

Authorities said the investigation was ongoing in Amarillo, in the Texas Panhandle. Some nearby streets were closed as a precaution during the incident, including an off ramp to Interstate 27.

ACCESS: Problems with FOIA have persisted under both administrations

Continued from A7

If the public doesn't know what government is doing, how can they consent" to actions taken by the government on their behalf?

Members of Congress have long complained that the White House and executive-branch agencies have not been fully transparent in sharing records with lawmakers and the public, while Obama and previous presidents have criticized Congress for exempting itself from the requirements. FOIA does not apply to Congress.

"Problems with FOIA have persisted under both Republican and Democrat administrations, but under President Obama, things have only worsened and his commitment to a 'new era of openness' has proven illusory at best," said Sen. Charles Grassley, R-Iowa, a frequent Obama critic.

Besides the presumption of openness, the bill also would place a 25-year sunset on the government's ability to withhold certain documents that demonstrate how the government reaches decisions. Under current law, many documents related to decision-making can be withheld from the public forever.

Rep. Darrell Issa, R-California, said the House vote caps more than three years' of effort to reform freedom-of-information laws.

"The Freedom of Information Act was supposed to make government more open, but in recent years, it has become rife with abuse as administrators have made a habit of slow-walking, delaying or outright denying requests for information that should have been made public to begin with," Issa said.

The newly approved bill should make it harder for "power-hungry government officials to keep information from the American people," he added.

White House spokeswoman Brandi Hoffine said Obama looks forward to signing the bill, which she said makes important upgrades to the FOIA system established nearly 50 years ago.

The legislation helps to ensure that the presumption of openness will apply in future administrations by requiring agencies to withhold information only where a 'foreseeable harm' exists, "codifying the standard established by this administration," Hoffine said.

The Sunshine in Government Initiative, a coalition of nine media groups that includes The Associated Press, applauded the bill's passage. The group has worked to strengthen open-government policies and practices. Members include the American Society of News Editors, Association of Alternative Newsmedia, National Newspaper Association, Newspaper Association of America, Online News Association, Radio Television Digital News Association, Reporters Committee for Freedom of the Press and Society of Professional Journalists.

OBITUARIES

Edward J. Rhomberg

April 1, 1933 - June 11, 2016

Edward J. Rhomberg peacefully went to be with the Lord on June 11, 2016 at the age of 83 as the result of an aggressive malignant brain tumor. He is survived by his beloved wife of 55 years, Suzanne; his brother, Thomas J. Rhomberg; his children, Edward W. Rhomberg, M.D. and wife Dana, Elizabeth Ledig and husband Peter, and Sarah Van Eman and husband Mark; his grandchildren, Andrew, Mary Elizabeth, Kathryn, Abby, Caroline, William, Benjamin and Christopher. He was predeceased in death by his father and mother, Edward B. Rhomberg, M.D. and Mary Monroe Rhomberg, and his sister, Mary E. Gasell.

He was born in Williams, Iowa, on April 1, 1933, but moved to Guttenberg, Iowa, soon after birth. He attended grade and high school in Guttenberg and received Bachelor and Master of Science degrees in Civil Engineering from the University of Notre Dame in 1955 and 1956. He later worked in the field of consulting engineering in Chicago, Illinois, before leaving to attend Iowa State University where he received a Ph.D. degree in Civil Engineering in 1963.

With the exception of one year in an honorary American Society of Engineering Education Residency Program in Engineering Practice in Chicago, he spent the rest of his 35 year career as a professor of Civil Engineering, first at the University of New Mexico for 5 years, then a 9 year stint at the University of Detroit and lastly, for 21 years at Texas A&M University, where he served as Associate Head of the Department, Graduate Advisor and Assistant Department Head. In September 2000 he was named Professor Emeritus. After retiring in 1999, he volunteered for Habitat for Humanity and Hospice Brazos Valley. He is well-known for his sense of humor, generosity and bar-tending skills.

A man of tremendous faith, Ed was an active member at St. Joseph Catholic Church where he and Suzanne attended for over 38 years. He taught C.C.E. and he and Suzanne counseled engaged couples and served as Eucharistic ministers.

The family would like to thank Vickie De Santiago, Rita Rodriguez, and the staff of Hospice Brazos Valley and Generations Center for Senior Living for all of their compassionate care and concern, both for Ed and his family.

Visitation will begin at 5:00 PM followed by a Rosary at 6:00 PM on Thursday, June 16th at Hillier Funeral Home, Bryan, TX. The Mass of Celebration of Life will be held at St. Joseph Catholic Church in Bryan at 11:00 AM on Friday, June 17th, with the Reverands Monsignor John McCaffery and Monsignor John Malinowski co-officiating. A reception will follow. A private internment will take place at the mausoleum crypt in Mt. Calvary Catholic Cemetery in Bryan.

In lieu of flowers, the family requests that memorial contributions be made to Hospice Brazos Valley or to the University of Notre Dame, Attn: Jamery S. Barry, 1100 Grace Hall, Notre Dame, IN 46556

Please share memories on Edward's tribute page at www.hillierfuneralhome.com

Hillier
Funeral, Cremation & Bereavement Specialists
www.hillierfuneralhome.com
(979) 822-1571

New Opportunity at the

Bank of Brenham

12 Month CD
1.16% Interest Rate
1.17% APY

12 Month Jumbo CD
1.26% Interest Rate
1.27% APY

The annual percentage yield (APY) shown is for a minimum opening balance of $500 on non-Jumbo classified Certificates of Deposits (CDs). A minimum opening balance of $100,000 applies to Jumbo classified CDs. The CD term and balance must be maintained for the term of the CD to obtain the APY. Interest is compounded daily. Penalties for early withdrawal may apply. Interest rate and APY are accurate as of June 1, 2016 but are subject to change at any time. Fees may reduce earnings. Accounts are subject to approval.

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ULTIMATE RODEO FAN CONTEST

WINNERS WILL RECEIVE:

First Prize: Cavender's Square Toe Boots, 6 Rodeo Tickets – Cavender's Boot City
Second Prize: Western Wear, 4 Rodeo Tickets - The Eagle
Third Prize: Straw Hat, 4 Rodeo Tickets – Catalena Hatters
Fourth Prize: 6 VIP Rodeo Tickets – Sammy Catalena Rodeo Company

CONTEST DEADLINE 2 P.M JUNE 21, 2016

Winners Announced in ***The Eagle*** on June 22, 2016

Drop your entries at: **Catalena Hatters - 203 Main in Bryan**
Cavender's - 2300 Earl Rudder Fwy S, College Station
The Eagle - 1729 Briarcrest, Bryan
ATTN: ULTIMATE RODEO FAN CONTEST

Cavender's Boot City
Catalena Hatters
The Eagle

Name: _____
Address: _____
_____
Phone: _____
Daytime Phone: _____
Are you an Eagle Subscriber? Yes ☐ No ☐

Only original ballots published in The Eagle will be accepted. No Photocopies accepted. Be sure to include your name, address and telephone number on your ballot. Eagle employees, sponsors and their employees and families are not eligible for prizes. Must be 18 years or older to enter. Visit bryanrodeo.com for more information.

Texas Department of Transportation

SH 249
GRIMES COUNTY

NOTICE OF PUBLIC HEARING

The Texas Department of Transportation (TxDOT) will conduct a public hearing on Thursday, June 30, 2016, at the Navasota Junior High School, located at 9038 State Highway 90 South in Navasota, Texas. The purpose of the hearing is to present the proposed preliminary design for the construction of SH 249 from FM 1774 to SH 105 in Grimes County and to receive public comment. Displays of the design will be available for viewing at 5:30 p.m. in the cafeteria with the formal hearing commencing at 6:30 p.m. in the gym located across the hall within the same building. Parking is available at both the junior high school and adjacent high school campuses.

The proposed project would construct a two-lane roadway with shoulders and a passing lane in alternating directions within right-of-way that would accommodate future widening to a four-lane divided roadway. The typical right-of-way width would be 400-450 feet. The proposed two-lane roadway would be tolled. In addition, two-lane, one-way, non-tolled frontage roads would be constructed along approximately five miles of the proposed project (from Urbanosky Lane to west of CR 304). Approximately 623-658 acres of new right-of-way would be required. No displacements would be required.

Information about TxDOT's right-of-way acquisition procedures, the TxDOT Relocation Assistance Program, as well as information about the tentative schedule for right-of-way acquisition and construction may be obtained at the hearing, from the TxDOT Bryan District Office and at http://www.txdot.gov/inside-txdot/forms-publications/consultants-contractors/publications/row.html. The project would cross the 100-year floodplains associated with Mill Creek and a tributary of Beason Creek. The project would also cross numerous creeks and streams; however, no wetlands have been identified within the new right-of-way.

Exhibits showing the proposed project's location and design will be displayed at the hearing. The Environmental Assessment for the project will also be available for review. These and other information about the proposed project are on file and available for inspection Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m. at the TxDOT Bryan District Office located at 2591 N. Earl Rudder Freeway in Bryan, Texas. Project information is also available at www.txdot.gov/inside-txdot/projects/studies/bryan/sh249.html.

All interested persons are invited to attend this public hearing. Verbal and written comments relative to the proposed project may be presented at the hearing. Written comments may also be submitted by mail to TxDOT Bryan District Office, Attn: SH 249 – Grimes, 2591 N. Earl Rudder Freeway, Bryan, Texas 77803, or by e-mail to BRY-SH249-GrimesCo@txdot.gov. Comments must be received or postmarked on or before Thursday, July 14, 2016, to be included in the official hearing record.

The public hearing will be conducted in English. Spanish interpretation will be provided. Persons interested in attending the public hearing who have other special communication or accommodation needs are encouraged to contact TxDOT's Bryan District Office at (979) 778-2165 at least five working days prior to the hearing. TxDOT will make every reasonable effort to accommodate these needs.

D. Sign-in sheets

ELECTED OFFICIALS (FUNCIONARIOS ELEGIDOS)
SIGN-IN SHEET (HOJA DE ASISTENCIA)

Texas Department of Transportation

SH 249 IN GRIMES COUNTY

PUBLIC HEARING/AUDIENCIA PÚBLICA

June 30, 2016

NAVASOTA JUNIOR HIGH SCHOOL, NAVASOTA, TX

NO.	NAME & TITLE (PLEASE PRINT) NOMBRE Y TITULO (IMPRIMA POR FAVOR)	ELECTED POSITION POSICION ELEGIDA	MAILING ADDRESS DIRECCIÓN POSTAL
1	☐ I would like to speak during the presentation ✓	CHAIRMAN GCRP	[redacted]
2	BARBARA WALKER ☐ I would like to speak during the presentation	GRIMES Co. Commissioner Pct	[redacted]
3	☐ I would like to speak during the presentation ✓	Mayor Navasota	[redacted]
4	☐ I would like to speak during the presentation		
5	☐ I would like to speak during the presentation		
6	☐ I would like to speak during the presentation		
7	☐ I would like to speak during the presentation		
8	☐ I would like to speak during the presentation		
9	☐ I would like to speak during the presentation		
10	☐ I would like to speak during the presentation		

ELECTED OFFICIALS (FUNCIONARIOS ELEGIDOS)
SIGN-IN SHEET (HOJA DE ASISTENCIA)

Texas Department of Transportation

SH 249 IN GRIMES COUNTY

PUBLIC HEARING/AUDIENCIA PÚBLICA

June 30, 2016

NAVASOTA JUNIOR HIGH SCHOOL, NAVASOTA, TX

NO.	NAME & TITLE (PLEASE PRINT) NOMBRE Y TITULO (IMPRIMA POR FAVOR)	ELECTED POSITION POSICION ELEGIDA	MAILING ADDRESS DIRECCIÓN POSTAL
1	PAMELA Rocchi on behalf of Commissioner R. JACK CAGLE ☐ I would like to speak during the presentation	Commissioner Harris County	[redacted]
2	☐ I would like to speak during the presentation		
3	☐ I would like to speak during the presentation		
4	☐ I would like to speak during the presentation		
5	☐ I would like to speak during the presentation		
6	☐ I would like to speak during the presentation		
7	☐ I would like to speak during the presentation		
8	☐ I would like to speak during the presentation		
9	☐ I would like to speak during the presentation		
10	☐ I would like to speak during the presentation		

ELECTED OFFICIALS (FUNCIONARIOS ELEGIDOS)
SIGN-IN SHEET (HOJA DE ASISTENCIA)

Texas Department of Transportation

SH 249 IN GRIMES COUNTY

PUBLIC HEARING/AUDIENCIA PÚBLICA

June 30, 2016

NAVASOTA JUNIOR HIGH SCHOOL, NAVASOTA, TX

NO.	NAME & TITLE (PLEASE PRINT) NOMBRE Y TITULO (IMPRIMA POR FAVOR)	ELECTED POSITION POSICION ELEGIDA	MAILING ADDRESS DIRECCIÓN POSTAL
1	☐ I would like to speak during the presentation	Nina Miller ✓ Rep. Cecil Bell	[redacted]
2	☐ I would like to speak during the presentation	Magnolia ✓ City Council	
3	☐ I would like to speak during the presentation	Congressman Kevin Brady	
4	☐ I would like to speak during the presentation	County Judge Ben Leman	
5	☐ I would like to speak during the presentation	County Attorney Jon C Foltz	
6	☐ I would like to speak during the presentation		
7	☐ I would like to speak during the presentation		
8	☐ I would like to speak during the presentation		
9	☐ I would like to speak during the presentation		
10	☐ I would like to speak during the presentation		

ELECTED OFFICIALS (FUNCIONARIOS ELEGIDOS)
SIGN-IN SHEET (HOJA DE ASISTENCIA)

Texas Department of Transportation

SH 249 IN GRIMES COUNTY

PUBLIC HEARING/AUDIENCIA PÚBLICA

June 30, 2016

NAVASOTA JUNIOR HIGH SCHOOL, NAVASOTA, TX

NO.	NAME & TITLE (PLEASE PRINT) NOMBRE Y TITULO (IMPRIMA POR FAVOR)	ELECTED POSITION POSICION ELEGIDA	MAILING ADDRESS DIRECCIÓN POSTAL
1	☐ I would like to speak during the presentation	Montgomery County Judge	[redacted]
2	☐ I would like to speak during the presentation	Office of State Sen. Schwertner	
3	☐ I would like to speak during the presentation		
4	☐ I would like to speak during the presentation		
5	☐ I would like to speak during the presentation		
6	☐ I would like to speak during the presentation		
7	☐ I would like to speak during the presentation		
8	☐ I would like to speak during the presentation		
9	☐ I would like to speak during the presentation		
10	☐ I would like to speak during the presentation		

ELECTED OFFICIALS (FUNCIONARIOS ELEGIDOS)
SIGN-IN SHEET (HOJA DE ASISTENCIA)

Texas Department of Transportation

SH 249 IN GRIMES COUNTY

PUBLIC HEARING/AUDIENCIA PÚBLICA

June 30, 2016

NAVASOTA JUNIOR HIGH SCHOOL, NAVASOTA, TX

NO.	NAME & TITLE (PLEASE PRINT) NOMBRE Y TITULO (IMPRIMA POR FAVOR)	ELECTED POSITION POSICION ELEGIDA	MAILING ADDRESS DIRECCIÓN POSTAL
1	Gary Hustfeld ☐ I would like to speak during the presentation	Commissioner	[redacted]
2	David E. Dobyahi ☐ I would like to speak during the presentation	Grimes Commission	[redacted]
3	☐ I would like to speak during the presentation		
4	☐ I would like to speak during the presentation		
5	☐ I would like to speak during the presentation		
6	☐ I would like to speak during the presentation		
7	☐ I would like to speak during the presentation		
8	☐ I would like to speak during the presentation		
9	☐ I would like to speak during the presentation		
10	☐ I would like to speak during the presentation		

ELECTED OFFICIALS (FUNCIONARIOS ELEGIDOS)
SIGN-IN SHEET (HOJA DE ASISTENCIA)

Texas Department of Transportation

SH 249 IN GRIMES COUNTY

PUBLIC HEARING/AUDIENCIA PÚBLICA

June 30, 2016

NAVASOTA JUNIOR HIGH SCHOOL, NAVASOTA, TX

NO.	NAME & TITLE (PLEASE PRINT) NOMBRE Y TITULO (IMPRIMA POR FAVOR)	ELECTED POSITION POSICION ELEGIDA	MAILING ADDRESS DIRECCIÓN POSTAL
1	BERNIE GESSNER ☐ I would like to speak during the presentation	City Council / City of Navasota	
2	☐ I would like to speak during the presentation		
3	☐ I would like to speak during the presentation		
4	☐ I would like to speak during the presentation		
5	☐ I would like to speak during the presentation		
6	☐ I would like to speak during the presentation		
7	☐ I would like to speak during the presentation		
8	☐ I would like to speak during the presentation		
9	☐ I would like to speak during the presentation		
10	☐ I would like to speak during the presentation		

MEDIA (MEDIOS)

SIGN-IN SHEET (HOJA DE ASISTENCIA)

SH 249 IN GRIMES COUNTY

PUBLIC HEARING/AUDIENCIA PÚBLICA

JUNE 30, 2016

NAVASOTA JUNIOR HIGH SCHOOL, NAVASOTA, TX

NO.	NAME (PLEASE PRINT) NOMBRE (IMPRIMA POR FAVOR)	REPRESENTING REPRESENTANDO	MAILING ADDRESS DIRECCIÓN POSTAL
1	Whitney	KBTX	
2	Jim Cooley	KWBC	
3	Macklin Mckelbury	Texas Tribune	
4	Nicole Shupe	Examiner	
5			
6			
7			
8			
9			
10			

PUBLIC (PÚBLICO)

SIGN-IN SHEET (HOJA DE ASISTENCIA)

SH 249 IN GRIMES COUNTY

PUBLIC HEARING/AUDIENCIA PÚBLICA

JUNE 30, 2016

NAVASOTA JUNIOR HIGH SCHOOL, NAVASOTA, TEXAS

NO.	NAME / NOMBRE	MAILING ADDRESS / DIRECCIÓN POSTAL	E-MAIL ADDRESS / DIRECCIÓN DE E-MAIL
	PLEASE PRINT CLEARLY / POR FAVOR ESCRIBA CLARAMENTE		
1	MARK & LINDA BALDWIN	[redacted]	
2	Sivaji Senapathi		
3	David Tullos		
4	Mark & Julie Sutton		
5	Tom Wernkeaf		
6	Michel Maksoud		
7	Kathy Mazzaferro		
8	DONNA GRASSAGE		
9	J Mauldslee		
10	Kevin Arneit		

PUBLIC (PÚBLICO)
SIGN-IN SHEET (HOJA DE ASISTENCIA)

SH 249 IN GRIMES COUNTY
PUBLIC HEARING/AUDIENCIA PÚBLICA
JUNE 30, 2016
NAVASOTA JUNIOR HIGH SCHOOL, NAVASOTA, TEXAS

NO.	NAME / NOMBRE	MAILING ADDRESS / DIRECCIÓN POSTAL	E-MAIL ADDRESS / DIRECCIÓN DE E-MAIL
	PLEASE PRINT CLEARLY / POR FAVOR ESCRIBA CLARAMENTE		
1	SANDRA NOBLES	[redacted]	
2	ROBERT NOBLES		
3	Dale Felton		
4	Leon & Sheryl Vasek		
5	Martha & Doug Lewis		
6	Ashish Waghray		
7	Bill Sullivan		
8	NEAL RIDDLE		
9	David Gattel		
10	Jennifer Fultz		

PUBLIC (PÚBLICO)

SIGN-IN SHEET (HOJA DE ASISTENCIA)

SH 249 IN GRIMES COUNTY

PUBLIC HEARING/AUDIENCIA PÚBLICA

JUNE 30, 2016

NAVASOTA JUNIOR HIGH SCHOOL, NAVASOTA, TEXAS

NO.	NAME / NOMBRE	MAILING ADDRESS / DIRECCIÓN POSTAL	E-MAIL ADDRESS / DIRECCIÓN DE E-MAIL
	PLEASE PRINT CLEARLY / POR FAVOR ESCRIBA CLARAMENTE		
1	Ellen Glasser	[redacted]	
2	[illegible]		
3	Michael W Midkiff		
4	Eric Bennett		
5	Pete Peters		
6	Fred W. Homeyer		
7	DAVID YOUNG		
8	Joann Kutac		
9	Greg Vowels		
10	MARY ANN KLEIN		

PUBLIC (PÚBLICO)

SIGN-IN SHEET (HOJA DE ASISTENCIA)

SH 249 IN GRIMES COUNTY

PUBLIC HEARING/AUDIENCIA PÚBLICA

JUNE 30, 2016

NAVASOTA JUNIOR HIGH SCHOOL, NAVASOTA, TEXAS

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	PLEASE PRINT CLEARLY / POR FAVOR ESCRIBA CLARAMENTE		
1	MARTHA RAY JONES H. CHESTER JONES	[redacted]	
2	DAVID ROEGLIN		
3	Stephen Payton		
4	Catherine Walsh		
5	D.M. RATAJSKI		
6	LARRY SMITH		
7	CHARLEEN SMITH		
8	Walter Thaum Jr.		
9	Amy Nobles		
10	BELL SLEADY IV		

PUBLIC (PÚBLICO)

SIGN-IN SHEET (HOJA DE ASISTENCIA)

SH 249 IN GRIMES COUNTY

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	PLEASE PRINT CLEARLY / POR FAVOR ESCRIBA CLARAMENTE		
1	Perry EALin	[redacted]	
2	MARILYN KNIGHTEN		
3	MARTHA CAMPBELL		
4	Gary Henson		
5	Maen Hourani		
6	JAMES Baker		
7	Robert Scruggs		
8	Lorraine Scruggs		
9	Carol Garnett		
10	Beth McGinty		

PUBLIC (PÚBLICO)

SIGN-IN SHEET (HOJA DE ASISTENCIA)

SH 249 IN GRIMES COUNTY

PUBLIC HEARING/AUDIENCIA PÚBLICA

JUNE 30, 2016

NAVASOTA JUNIOR HIGH SCHOOL, NAVASOTA, TEXAS

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	PLEASE PRINT CLEARLY / POR FAVOR ESCRIBA CLARAMENTE		
1	John + Minette Grice	[redacted]	
2	Michelle Hopper		
3	Fred and Alvie Vesperman		
4	LINDA FRAZIER HERBERT A FRITSCHE		
5	Mary Ann Waters		
6	VERN HEGWOOD		
7	REYNOLDS, ROBERT		
8	Gerald Cherry/Pier		
9	Mike + Deb Stellas		
10	AUDRY GORDON		

PUBLIC (PÚBLICO)

SIGN-IN SHEET (HOJA DE ASISTENCIA)

SH 249 IN GRIMES COUNTY

PUBLIC HEARING/AUDIENCIA PÚBLICA

JUNE 30, 2016

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	PLEASE PRINT CLEARLY / POR FAVOR ESCRIBA CLARAMENTE		
1	Steve Mellen	[redacted]	
2	Jim Connors		
3	Alton Rogers		
4	Jerome Seeberger		
5	Dave & Dorothy Sullos		
6	MARK WALD		
7	GENEVA SEMMINGS		
8	Edgar Acosta		
9	Armando Sotelo		
10	Joe Scazzo		

PUBLIC (PÚBLICO)

SIGN-IN SHEET (HOJA DE ASISTENCIA)

SH 249 IN GRIMES COUNTY

PUBLIC HEARING/AUDIENCIA PÚBLICA

JUNE 30, 2016

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	PLEASE PRINT CLEARLY / POR FAVOR ESCRIBA CLARAMENTE		
1	Tom + Kaky Wetuski	[redacted]	
2	Don Sowell		
3	Blair Hayne		
4	TJ Lyng		
5	BRIAN BAYANT		
6	Robert L. Gordon		
7	Tom Gleason		
8	Jack Perry		
9	Bob Leiper		
10	RON SWEATMAN		

PUBLIC (PÚBLICO)

SIGN-IN SHEET (HOJA DE ASISTENCIA)

SH 249 IN GRIMES COUNTY

PUBLIC HEARING/AUDIENCIA PÚBLICA

JUNE 30, 2016

NAVASOTA JUNIOR HIGH SCHOOL, NAVASOTA, TEXAS

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	PLEASE PRINT CLEARLY / POR FAVOR ESCRIBA CLARAMENTE		
1	Marcus Johnson	[redacted]	
2	REIS ERMIS		
3	JAMES LORD		
4	BILL THANE		
5	Vernell Thane		
6	BOBBY ADAMS		
7	H. SHAHAD MUNNA		
8	Genie Smith GERALD SMITH		
9	Allen Smith		
10	RICH GALLEGOS		

PUBLIC (PÚBLICO)

SIGN-IN SHEET (HOJA DE ASISTENCIA)

SH 249 IN GRIMES COUNTY

PUBLIC HEARING/AUDIENCIA PÚBLICA

JUNE 30, 2016

NAVASOTA JUNIOR HIGH SCHOOL, NAVASOTA, TEXAS

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	PLEASE PRINT CLEARLY / POR FAVOR ESCRIBA CLARAMENTE		
1	Patrick REZNIK	[redacted]	
2	Joe Cheatham		
3	Clyde Hunt		
4	Dona Hunt		
5	Paul Mendes		
6	James Hassell		
7	Richard Henderson		
8	Brett Tynes		
9	Trish Holt		
10	Randy Krueger		

PUBLIC (PÚBLICO)

SIGN-IN SHEET (HOJA DE ASISTENCIA)

SH 249 IN GRIMES COUNTY

PUBLIC HEARING/AUDIENCIA PÚBLICA

JUNE 30, 2016

NAVASOTA JUNIOR HIGH SCHOOL, NAVASOTA, TEXAS

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	PLEASE PRINT CLEARLY / POR FAVOR ESCRIBA CLARAMENTE		
1	Nancy Perry	[redacted]	
2	Dale & Deanna Goodwin		
3	Don P. Dixon		
4	Mike Bartness		
5	[illegible]		
6	Martha Martin		
7	Sherry Ward		
8	Victor Ward		
9	Cindy Cardnich		
10	[illegible]		

PUBLIC (PÚBLICO)

SIGN-IN SHEET (HOJA DE ASISTENCIA)

SH 249 IN GRIMES COUNTY

PUBLIC HEARING/AUDIENCIA PÚBLICA

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NAVASOTA JUNIOR HIGH SCHOOL, NAVASOTA, TEXAS

NO.	NAME / NOMBRE	MAILING ADDRESS / DIRECCIÓN POSTAL	E-MAIL ADDRESS / DIRECCIÓN DE E-MAIL
	PLEASE PRINT CLEARLY / POR FAVOR ESCRIBA CLARAMENTE		
1	Shannon Sanders	[redacted]	
2	Dianna Westmoreland		
3	Joseph Klein		
4	Barbara Adams		
5	Derron Vinik		
6	Sherry Fauth		
7	Diana Browning		
8	Lou Rossitto		
9	Gary Homberger		
10	Jerome Urbanosky		

PUBLIC (PÚBLICO)

SIGN-IN SHEET (HOJA DE ASISTENCIA)

SH 249 IN GRIMES COUNTY

PUBLIC HEARING/AUDIENCIA PÚBLICA

JUNE 30, 2016

NAVASOTA JUNIOR HIGH SCHOOL, NAVASOTA, TEXAS

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	PLEASE PRINT CLEARLY / POR FAVOR ESCRIBA CLARAMENTE		
1	SHARI CANNON-MACKEY	[redacted]	
2	Rick Weinkauf		
3	Lloyd Zook		
4	Sue Zook		
5	Lynn Betts		
6	Marsha Williams		
7	Roy Johnson		
8	John Gendrill		
9			
10			

PUBLIC (PÚBLICO)

SIGN-IN SHEET (HOJA DE ASISTENCIA)

SH 249 IN GRIMES COUNTY

PUBLIC HEARING/AUDIENCIA PÚBLICA

JUNE 30, 2016

NAVASOTA JUNIOR HIGH SCHOOL, NAVASOTA, TEXAS

NO.	NAME / NOMBRE	MAILING ADDRESS / DIRECCIÓN POSTAL	E-MAIL ADDRESS / DIRECCIÓN DE E-MAIL
	PLEASE PRINT CLEARLY / POR FAVOR ESCRIBA CLARAMENTE		
1	Brian Thompson	[redacted]	
2	SHELTON PERKINS		
3	TOM DARNOLD		
4	TOMMY WILLIAMS		
5	GREGORY EVERSOLE		
6	Zettie Eversole		
7	Anthony Cummean		
8			
9			
10			

PUBLIC (PÚBLICO)

SIGN-IN SHEET (HOJA DE ASISTENCIA)

SH 249 IN GRIMES COUNTY

PUBLIC HEARING/AUDIENCIA PÚBLICA

JUNE 30, 2016

NAVASOTA JUNIOR HIGH SCHOOL, NAVASOTA, TEXAS

NO.	NAME / NOMBRE	MAILING ADDRESS / DIRECCIÓN POSTAL	E-MAIL ADDRESS / DIRECCIÓN DE E-MAIL
	PLEASE PRINT CLEARLY / POR FAVOR ESCRIBA CLARAMENTE		
1	Justin Leestat	[redacted]	
2	Trey & Ruth Ann Stiles		
3	Matt Brannen		
4	Sarah Karpita		
5	Maria Stryth		
6	Anna Schultz		
7			
8			
9			
10			

PUBLIC (PÚBLICO)

SIGN-IN SHEET (HOJA DE ASISTENCIA)

SH 249 IN GRIMES COUNTY

PUBLIC HEARING/AUDIENCIA PÚBLICA

JUNE 30, 2016

NAVASOTA JUNIOR HIGH SCHOOL, NAVASOTA, TEXAS

NO.	NAME / NOMBRE	MAILING ADDRESS / DIRECCIÓN POSTAL	E-MAIL ADDRESS / DIRECCIÓN DE E-MAIL
	PLEASE PRINT CLEARLY / POR FAVOR ESCRIBA CLARAMENTE		
1	Jon Stow	[redacted]	
2	Leonard Lind		
3	Tim + Marlene Weems		
4	Matthew Schultz		
5	CRAIG MASKE (+ Marjorie)		
6	Dorothy Hoffkamp		
7			
8			
9			
10			

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JUNE 30, 2016

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	PLEASE PRINT CLEARLY / POR FAVOR ESCRIBA CLARAMENTE		
1	STEVEN BAUER	[redacted]	
2	Donald Delgado Attorney for Whitehall Ranch		
3	LARRY LYNCH		
4	Varma Singh		
5	CHRIS KUYKENDALL		
6	Vaulk Johnson		
7			
8			
9			
10			

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	PLEASE PRINT CLEARLY / POR FAVOR ESCRIBA CLARAMENTE		
1	RICHARD GRIMES	[redacted]	
2	Paul & Kathy McLendon		
3	Brianna Pancey		
4	Mary Jane Bauer		
5	Janet Cavanaugh		
6			
7			
8			
9			
10			

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	PLEASE PRINT CLEARLY / POR FAVOR ESCRIBA CLARAMENTE		
1	Justin Mock	[redacted]	
2	K. Klein LeStrange		
3	Greg Mock		
4	David Luedeker		
5	Jo Ann Smith		
6	Harold Urbanosky		
7	Billie Lemon		
8	Don Lemon		
9	Ken Lapham		
10			

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	PLEASE PRINT CLEARLY / POR FAVOR ESCRIBA CLARAMENTE		
1	Kimberly Reeves	[redacted]	
2	F.D. Cowllon		
3	Marilyn Bettes		
4	MAX BRAND		
5	PAUL SCHMITT DVM		
6	A.J. WIDACKI		
7	Johnny McNally		
8	Cliff + Teddie Jackso		
9	Bob Frederick		
10			

E. Verbatim transcript & Speaker Registration Cards

TRANSCRIPT FOR THE

TEXAS DEPARTMENT OF TRANSPORTATION

BRYAN DISTRICT OFFICE

OPEN HOUSE / PUBLIC HEARING / PUBLIC COMMENTS

SH 249 GRIMES COUNTY - TODD MISSION TO NAVASOTA

THURSDAY, JUNE 30, 2016

BE IT REMEMBERED, that the above-entitled Open House/Public Hearing/Public Comments was held at Navasota Junior High School, 9038 State Highway 90 South, Navasota, Texas, between the hours of 5:30 p.m. to 7:36 p.m., on Thursday, the 30th day of June 2016; and the following proceedings and comments were reported by Kim Pence, a Certified Shorthand Reporter.

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1 P R O C E E D I N G S

2 THURSDAY, JUNE 30, 2016

3 (6:30 p.m.)

4 MR. BOHNE: Good evening. My name is

5 Chad Bohne, and I'm Director of Transportation Planning

6 and Development for the Bryan District of TxDOT. I will

7 be serving as the public hearing officer for the State

8 Highway 249 Grimes County Toll Project Public Hearing.

9 This hearing is convened by the Texas Department of

10 Transportation and is being held to receive comments

11 from the public regarding this project. Welcome to each

12 of you and thank you for joining us.

13 This presentation is being translated

14 simultaneously in -- in Spanish. Those in attendance

15 needing this service should visit our staff at the

16 sign-in table in the back. I believe she made the

17 announcement earlier.

18 Notices of this hearing were published on

19 the TxDOT website in the Navasota Examiner, in the

20 Bryan/College Station Eagle. The environmental

21 assessment and schematic layouts were made available for

22 public review beginning May 26, 2016.

23 On a safety note, TxDOT likes to begin a

24 meeting with a note on safety. There is not any

25 inclement weather forecast for this evening, but the

1 exits, of course, are fairly well marked. And there is
2 a fire extinguisher outside the door to your left. And
3 if necessary, there is an AED available in the hallway
4 if we so would need that.
5 The order of tonight's hearing, we will
6 start by providing a brief overview about the project.
7 There is project information that must be stated for the
8 record. We will then provide the elected officials in
9 attendance an opportunity to provide their comments.
10 Then we'll hear from those of you who have signed up to
11 speak. If you would like to speak, please raise your
12 hand if you haven't received a card for speedier
13 registration, and one of our staff members will bring it
14 to you.
15 The procedures to this public hearing are
16 part of a formal environmental process. We have a court
17 reporter here tonight making a verbatim transcript of
18 the hearing. All verbal comments received during the
19 hearing will be included in the transcript and included
20 in the final report on this project.
21 You may also provide written comments and
22 leave them in the comment box tonight or mail them back
23 to our office. You may also send electronic comments
24 via the TxDOT website. Comments must be received or
25 postmarked on or before Thursday, July 14, 2016 to be

1 included in the official hearing record.

2 PRESENTATION BY CHAD BOHNE

3 MR. BOHNE: With that, I will begin the

4 formal presentation. The proposed 249 project would

5 construct a tolled two-lane roadway from FM 1774 to

6 State Highway 105, including a passing lane in

7 alternating directions.

8 In addition, two-lane one-way frontage

9 roads would be constructed along the approximately five

10 miles of the proposed project from Urbanosky Lane to

11 west of County Road 304. These frontage roads would not

12 be tolled. Local access would be provided using ramps

13 at FM 1774, Urbanosky Lane, County Road 304, County

14 Road 306 and State Highway 105.

15 This study also addresses the acquisition

16 of sufficient right-of-way to accommodate the future

17 widening of State Highway 249 to a four-lane divided

18 roadway. The construction of future widening would

19 require additional environmental investigation when the

20 construction is determined necessary.

21 The planned new right-of-way would

22 accommodate direct connector ramps from State

23 Highway 249 to State Highway 105 for both east and west

24 directions. However, only the State Highway 105 direct

25 connector to the west would be built in this project.

1 A typical right-of-way width is 450 feet
2 in areas with frontage roads and 400 feet in areas
3 without frontage roads. The proposed toll project is
4 anticipated to use state funds only. No federal funding
5 is expected. As of February 2016, the estimated cost of
6 the proposed project is approximately 165 to
7 $170 million.
8 The proposed project is needed
9 to facilitate the safe and efficient movement of people
10 and goods between Grimes County/Brazos Valley region and
11 the Houston Metropolitan area. The proposed project
12 needs to address safety, existing, future and seasonal
13 traffic congestion, transportation system linkage and
14 emergency evacuation routes.
15 The proposed project and environmental
16 study presented at this hearing initiated in 2013 with
17 the formation of a working group made up of local
18 community representatives. The working group defined a
19 study area for the project and potential corridors. A
20 public meeting was held in October 2013.
21 The group recommended a new location
22 corridor connecting FM 1774 north of Todd Mission to
23 State Highway 105 west of FM 1748. Widening the
24 existing route was not recommended. Preliminary routes
25 were then developed within the recommended corridor and

1 further evaluated on their ability to meet the project
2 purpose and need as well as their individual impacts on
3 the area's environment.
4 A second public meeting was then held in
5 April 2014. The resulting route was then further
6 analyzed and utilized a large tract of undeveloped land
7 comprised approximately 20 percent of the length of the
8 overall route.
9 To consider property owner concerns, the
10 study also focused additional review of the alignment
11 within the area between County Road 304 and County
12 Road 306. Alternatives were developed and input was
13 sought through outreach of potentially affected property
14 owners. The resulting preferred alignment was
15 determined not feasible after determining the full
16 extent of potential gravesites and stream impacts.
17 Based on this environmental analysis and
18 project administrative record, TxDOT has been moving the
19 alignment seen on the maps this evening, including two
20 alternatives for this section, and soliciting citizen
21 input on environmental factors. Of these remaining two
22 alternatives, there are differences in construction
23 costs related to the project length, right-of-way
24 acquisition costs, the number of affected parcels,
25 vegetation impact, stream impacts and floodway

1 crossings.

2 This information and the information

3 gained from this public hearing will be used to select

4 the final alignment for construction. All projects that

5 are developed must consider both a build and a no-build

6 alternative. The no-build alternative serves as the

7 baseline to which the build alternatives are compared.

8 For the no-build alternative, the existing

9 transportation network within the project limits is

10 considered, including any improvements that are already

11 reasonably expected to occur, regardless of the outcome

12 of this project. Through the environmental process,

13 TxDOT determined that the no-build alternative would not

14 meet the purpose and need for this project.

15 Copies of the environmental assessment are

16 available for review at the open house in the room next

17 door. They can also be reviewed at the TxDOT Bryan

18 District Office and on the project website.

19 The project will require between 623 and

20 658 acres of new right-of-way depending on which

21 alternative is selected. The project does not cause any

22 business, commercial or residential displacements.

23 TxDOT will follow the Uniform Relocation Assistance and

24 Real Property Acquisition Policies Act of 1970 in

25 acquiring right-of-way. TxDOT will continue to

1 coordinate with affected property owners as the project
2 moves forward. Additional information about the
3 potential right-of-way impacts and TxDOT's relocation
4 program is available at the open house in the room next
5 door and online on the project website.
6 After right-of-way acquisition, on-site
7 investigation will be required to delineate any waters
8 of the U.S. Once delineated, if required, appropriate
9 Corps of Engineers Section 404 permitting will be
10 obtained to direct construction activities.
11 Construction is estimated to begin in 2017 and be
12 completed in 2020.
13 PUBLIC COMMENTS
14 MR. BOHNE: We are now ready to start the
15 formal public comment period. Before we begin, I want
16 to quickly explain the public hearing format. In
17 accordance with TxDOT public hearing policy, this
18 portion of the hearing is intended to collect comments.
19 Staff and I will not be responding to comments or
20 answering questions during the comment period. The
21 question and answer opportunity is with staff at the
22 layouts in the open house area.
23 We have several elected officials in
24 attendance this evening who I will now acknowledge their
25 presence and ask if they are interested in making

1 comment.

2 We have -- let's see. Grimes County

3 Commissioners are here. We have some -- Grimes County

4 Commissioner Barbara Walker is here. Thank you for

5 coming. Commissioner Gary Husfeld is here. We

6 appreciate you coming. Commissioner David Dobyanski is

7 here. I appreciate you coming. Montgomery County Judge

8 Craig Doyal. Grimes County Judge, Judge Ben Leman, is

9 here. Bert Miller, Mayor of Navasota, is here.

10 Representative of -- Representative Cecil

11 Bell's aide is here. We have representation -- I don't

12 have a name -- from Magnolia City Council. We have a

13 representative -- Congressman Kevin Brady's office is

14 represented by his aide, Michael Etheridge. And County

15 Attorney, Jon Fultz, is here.

16 We also have a representative of -- a

17 Commissioner from Harris County, Commissioner Jack

18 Cagle's Representative, Pamela Rocchi, is here. We

19 thank you all for attending and appreciate your service.

20 None of those elected officials chose or

21 noted that they wanted to make a public comment. So

22 with that, we will move on to our speakers. Are there

23 any elected officials I have failed to notice that want

24 to be recognized for their attendance this evening?

25 (No response)

1 MR. BOHNE: All right. To ensure everyone
2 is given an opportunity, speakers are allowed three
3 minutes to provide their comments. You will see a timer
4 on the screen to give you an idea of the time you have
5 left. We appreciate your cooperation in providing an
6 opportunity for everyone that is interested in speaking.
7 When your name is called, please proceed to the
8 microphone, state your name, address and your
9 organization you represent, if any.
10 Remember that we are collecting your
11 comments and not entering into a discussion or answering
12 your questions. You then have three minutes to provide
13 your comments. Your comments will be included in the
14 final project report and will be available for public
15 review. If you would like to speak but haven't filled
16 out a card yet, please raise your hand and someone will
17 bring you a speaker card.
18 With that, we will work through the cards
19 announcing our speakers.
20 MS. BEAUBIAN: Okay. Our first speaker is
21 Catherine Walsh, followed by Marcus Johnson and Shelton
22 Perkins.
23 COMMENTS BY CATHERINE WALSH
24 MS. WALSH: I'm Catherine Walsh. I live
25 in Plantersville on County Road 201 and the loop. I'm

1 representing the group against the 249 toll road. We
2 want TxDOT to realize that some of this land has washed
3 away. You do need to take a look at it.
4 My concerns is my property is near the --
5 one of the feeder roads, is the noise, inability to get
6 police and ambulance back there. We only have one
7 ambulance in our part of the county. It takes 45
8 minutes to maybe get a sheriff's department out there.
9 It takes two hours -- almost two hours to get a tow
10 truck because it took me -- my neighbor ran into me and
11 it took us two hours to get a tow truck. You've got to
12 think of the services that are available.
13 And secondly, mainly, I just got back from
14 San Antonio and I took the Grand Parkway this June, and
15 a year ago in June I took the Grand Parkway, and there's
16 been no buildup of anything. There's been one building
17 going up and it's near I-10. So anyone who thinks that
18 this is going to be a big progress of development, it's
19 not going to be because if you take a look at the Grand
20 Parkway, it -- it's just all farmland just like our
21 county is also.
22 And when you -- and I don't think this
23 toll road is going to be financially -- what's the
24 word -- I was on the Grand Parkway. I counted on one
25 hand, there were three cars the whole time and -- and

1 that's going both ways.

2 So, you know, I'm against it, and I don't

3 think it's going to be profitable. So -- and I don't

4 want the noise. I don't want the wild animals coming

5 that -- that kind of go back in there. I don't want

6 them hurt. My dogs like to run in my neighborhood's

7 yard sometimes, and I don't want to have to retrieve

8 them and find out they got hit by a car. So, please, do

9 not build.

10 MS. BEAUBIAN: Thank you.

11 Marcus Johnson.

12 (Applause)

13 COMMENTS BY MARCUS JOHNSON

14 MR. JOHNSON: Thank you. My name is

15 Marcus Johnson and I'm representing me, my family and

16 the Voss family related to the large ranch property

17 located at 12794 County Road 307, a property that will

18 be devastated by the yellow route.

19 This land was purchased a few years ago --

20 a couple years ago, excuse me -- after several meetings

21 with TxDOT employees that gave us the understanding that

22 the route was not going to change. Our family would

23 never have bought this land if we knew that the current

24 route at that time was going to change. Therefore --

25 excuse me. We had plans to build several homes on the

1 ranch, but now those plans are impossible if the yellow
2 route is chosen.
3 I acknowledge there are at least 12 local
4 families who strongly oppose the yellow route. There's
5 also a pad site on the property intended for a saltwater
6 disposal facility. That would be a source of income for
7 our family. However, that will be impossible as the
8 yellow route goes directly over the well site.
9 Not to mention there are 200 exotic
10 animals on this property. This is one of two
11 high-fenced properties in the area. I know firsthand
12 the care that is needed for those animals and the issues
13 surrounding the stress that it would put on them to
14 relocate them. Those animals include zebra, African
15 eland, axis, fallow, red deer and waterbuck. And to my
16 knowledge, there has never been an environmental study
17 done on this property.
18 So at the end of this, I urge the panel to
19 not choose the yellow route due to my mentioned
20 considerations. And I thank you.
21 MS. BEAUBIAN: Thank you.
22 (Applause)
23 MS. BEAUBIAN: Shelton Perkins.
24 COMMENTS BY SHELTON PERKINS
25 MR. PERKINS: Thank you. My name is

1 Shelton Perkins. I -- I represent myself, my family and
2 also the members of the Voss family that have property
3 located on the County Road 307 located -- the number is
4 12794.
5 Our property, family property there, we'd
6 be devastated with the yellow road if it goes through
7 the property. You just heard a few minutes ago the type
8 of animals that we have there. It's a -- it's a
9 beautiful piece of property. And, you know, you heard
10 about the Walsh site that's there that never shows up on
11 any of the maps the road goes through. So it -- it's
12 going to be tough for us. We really love the property.
13 A little bit about me. You know, I've
14 worked all my life and, you know, with dreams of
15 retiring in the country. I'm a country boy at heart. I
16 grew up in the country. I try to get back every time
17 and get pulled away with jobs. But, you know, I'm
18 reaching retirement and our dream was to retire out on
19 this property, one of the reasons that our family bought
20 this property. You know, I met with the builders. We
21 were pretty much ready to go, and then we found out that
22 there's a chance it could go through very near where I
23 was going to put my home. So it was very disappointing.
24 The second point I'd like to make is
25 there's been several meetings for my family. I've

1 attended several of them, couple of them matter of fact,
2 to where one, prior to purchase of the property, when
3 they said it will either go the proposed route or it
4 won't go at all. Well, that wasn't right.
5 And then we would get ready to pave, do
6 some improvements to the property, we did some
7 improvements like paved a road in. We, again, talked
8 with TxDOT and they said yeah, go ahead and pave the
9 road. So it's been pretty much a disappointment for us.
10 You heard about the animals. We've got
11 over 200 animals or more that's on the property, very
12 different types of species. They are -- it's going to
13 be very difficult to move those animals because the
14 road -- the yellow route will be going right through
15 their habitat, and we'd just have to move them. There's
16 not enough habitat for them after that.
17 So what I would like to do, I'd like to
18 urge this panel, TxDOT, whoever has the authority, not
19 to build the toll road. If you've got to build a toll
20 road, please don't do the yellow route. Thank you.
21 MS. BEAUBIAN: Thank you.
22 I'll be calling up David Tullos, then
23 Sandra Nobles and then Mary Ann Klein, please.
24 COMMENTS BY DAVID TULLOS
25 MR. TULLOS: Hi. My name is David Tullos.

1 I'm a fourth generation resident of Grimes County and a
2 coordinator for the Grimes Citizens Advisory Group.
3 They've given me 180 seconds to describe the flaws in
4 this project and the process by which it has been
5 planned, and that's only 180 seconds to point out the
6 plans, hopes and dreams of varying landowners that are
7 being crushed because of this project. That's not
8 really enough time.
9 This entire process has been stacked
10 against area landowners beginning with the initial 249
11 working group that included no one to represent the
12 landowners whose property would be lost, and ending with
13 tonight's meeting and presentation of an environmental
14 study which contains the same deficiencies that have
15 been present since the very beginning. Along the way
16 area residences have volunteered thousands of man-hours
17 raising public awareness and communicating to TxDOT
18 their opposition to this project. At every public
19 meeting the majority of citizens oppose the project, and
20 TxDOT ignored our concerns. So is tonight going to be
21 any different?
22 By TxDOT's own facts, the traffic flow
23 numbers do not support the road. Population growth
24 projections do not support the road. Toll revenue
25 forecasts are inaccurate and will not pay for the road's

1 cost of construction in the foreseeable future.
2 Stop Grimes 249 and the Grimes Citizens
3 Advisory Group have collectively worked for three years
4 to stop this project. Almost 2,000 signatures of
5 residents, landowners and concerned citizens have been
6 presented on petitions to TxDOT and the Texas
7 Transportation Commission, and over 500 public
8 information requests seeking project facts and
9 information were filed. We do not want a toll road in
10 Grimes County. We ask that you choose the no-build
11 option.
12 If you truly feel that Grimes County needs
13 this road, then build it as a free highway with feeders
14 and access roads that connect to FM 1774 and State
15 Highway 105. Thank you.
16 (Applause)
17 MS. BEAUBIAN: Thank you.
18 Sandra Nobles.
19 COMMENTS BY SANDRA NOBLES
20 MS. S. NOBLES: My name is Sandra Nobles
21 and I'm here representing my family. We live on County
22 Road 307, and both the yellow and the green routes
23 affect my property.
24 I'm against the State Highway 249 toll
25 road through Grimes County, I have been for years. I do

1 not understand how you think your proposed controlled
2 access roadway consisting of two lanes with intermittent
3 passing lanes and only five miles of frontage roads will
4 benefit the flow of traffic between Houston and College
5 Station. Why will you not use existing money to improve
6 FM 1774 and State Highway 105 rather than build a toll
7 road? If you add shoulders, turn lanes to 1774 and
8 improve 105 by making it four lanes with a median just
9 like Highway 6, it seems that would be beneficial to
10 move traffic through rather than constructing a toll
11 road.
12 What's the purpose of constructing a toll
13 road that you yourself have told us will never pay for
14 itself in Grimes County. Not only will this toll road
15 be a form of double taxation, it will be a waste of
16 taxpayers' dollars. Why would you take over 650 acres
17 from the citizens of Grimes County and allow that to
18 benefit a private organization?
19 The toll road will destroy wooded areas
20 filled with live wildlife, grazing land for cattle,
21 horses, lakes fed by natural springs and the quiet life
22 enjoyed by many Grimes County citizens. Again, my
23 question, does Grimes County really need this toll road?
24 I say no-build.
25 Why do you still have two routes from

1 County Road 304 to 407? Are you just trying to turn
2 neighbor against neighbor? Is that a ploy of TxDOT? My
3 family and the Bower (phonetic) family are the only two
4 families affected by these two routes.
5 Are you -- if you must continue with this
6 toll road project, I'm asking you to choose the yellow
7 route because it is the most fitting for the families
8 that are out there. It covers -- it goes around the
9 backs of the property boundary lines and does not cut
10 across through regular large tracts of land. Thank you
11 so much.
12 (Applause)
13 MS. BEAUBIAN: Thank you.
14 Mary Ann Klein, and then I'll be calling
15 up Kathleen Klein LeStrange and also Amy Nobles after
16 that and Ricke Weinkauf.
17 COMMENTS BY MARY ANN KLEIN
18 MARY ANN KLEIN: Good evening. I'm
19 Mary Ann Klein and I represent the -- and my sister will
20 be talking in a few minutes. I represent the Klein
21 family. It's actually Klein and McMurray (phonetic)
22 families that have been in this county for over a
23 hundred years. The land that is proposed to be crossed
24 by this toll road, which we oppose, has been in the
25 family for that long.

1 The problem with this -- with this toll
2 road, it will destroy the rural nature of this
3 community. It will change the character of Grimes
4 County, which has been a rural, quiet place, someplace
5 that has been near to the hearts of many people who live
6 here and those who are no longer here.
7 The first meeting that I attended, the
8 open house, I heard stories of people who had -- like
9 one of the gentlemen here who had retired here, one man
10 had even built his own home by hand, and the road was
11 now going to destroy the quiet of his area.
12 The human cost of this project, which I
13 think is ill-founded, is very great. And I -- and I
14 also think that the -- some of the comments that were
15 made at the -- at Austin at the hearing of the Texas
16 Transportation Commission made by Texas A&M
17 representative were absolutely absurd, trying to make
18 the case this was a great thing for medical research
19 between Houston and here. You don't need a road for
20 medical research.
21 Some of the comments that have been
22 offered in support of this are very self-serving, and I
23 think that the -- the other thing that I think is really
24 troubling to me and people in the community is the
25 three-prong attack on the county by the CenterPoint

1 Energy project, by this proposed toll road and by the
2 high-speed train; that they are concurrently being
3 generated and planned in the same area is very
4 problematic. And I would ask the question, how is this
5 in the public's best interest for each to strive to
6 obtain the necessary governmental approval in isolation
7 of each other? That's a real -- that's a very, very
8 problematic thing.
9 Also -- and this is a personal note on the
10 community impact. The three-build alternatives that
11 have been designed that's in your report, the
12 three-build alternatives have been designed to minimize
13 changes in access to impacting adjacent properties. Our
14 property will be divided by both the toll road and the
15 two one-way frontage roads. Unless there are cross
16 points between County Road 304 and Urbanosky Lane, it
17 will be considerable difficulty going from one parcel to
18 the other. It's a ten-mile round trip. What does Texas
19 Department of Transportation intend to do to minimize or
20 mitigate that impact if you go ahead with this project?
21 We are opposed to the toll road. Thank
22 you.
23 (Applause)
24 MS. BEAUBIAN: Thank you.
25 Kathleen Klein LeStrange.

1 COMMENTS BY MS. LeSTRANGE

2 MS. LeSTRANGE: Good evening. Kathleen

3 Klein LeStrange. As my sister just noted, the family

4 has owned this property for over a hundred years. It

5 has meant the world to us, and in its pristine silken

6 state, it has been a respite for us, something to dream

7 about, something to develop, something which we thought

8 we would have for all of our lives. Obviously TxDOT has

9 other plans for us.

10 We do oppose the toll road. We oppose it

11 very strongly. My sister has made all the cogent

12 points, but I will add one more. We often harvest

13 timber off of our property, and that would no longer be

14 possible because of the way that the roads will cut

15 through. That was one of the few things that we could

16 gain from our property, and we were -- we will lose it

17 now. Thank you very much.

18 (Applause)

19 MS. BEAUBIAN: Thank you.

20 Amy Nobles and then Ricke Weinkauf.

21 COMMENTS BY AMY NOBLES

22 MS. A. NOBLES: My name is Amy Nobles. I

23 own property on County Road 307, 11865, and I'm here to

24 speak on behalf of my family and myself.

25 I'm going to use my three minutes to talk

1 to you about my opposition to the 249 toll road through
2 Grimes County. This community has safe, quality roads
3 that are accessible to all residents. Per your draft
4 environmental assessment, the average household income
5 in Grimes County is $32,238. The average income
6 considered in poverty in the U.S. $24,036 based on the
7 U.S. Census Bureau and property threshold in 2015. Are
8 you suggesting that with the extra $8,000 Grimes County
9 residents make above the poverty limit they will be able
10 to take the toll road?
11 The toll road sets up a transportation
12 system that segregates residents by income. It provides
13 a new safe road for residents that can afford to pay a
14 toll; separate, but equal, and income segregation.
15 The community also deserves its local
16 government to say no to eminent domain. You are opposed
17 to forms of eminent domain when it comes to the
18 high-speed rail and the power lines, but not the 249
19 toll road.
20 I'm from Texas A&M, of which I am an
21 alumni, and speak on their desire to see it built and
22 how it benefits A&M. Our urban and county individuals
23 speak in favor of the connector and how they see the
24 benefits to the residents, but I see no benefit to the
25 citizens of Grimes County. Eminent domain requires that

1 the project provide for the public good, not the good of
2 the surrounding counties. This toll road does nothing
3 for the public good in Grimes County. Grimes County is
4 not a flyover county where we allow Texas A&M,
5 Montgomery County and TxDOT to decide how people should
6 drive by and through to connect to Houston and College
7 Station. You have seen this before on Highway 290
8 bypassing Hempstead. The citizens deserve more than a
9 toll road.
10 (Applause)
11 MS. BEAUBIAN: Thank you.
12 Then we have Ricke Weinkauf, and then
13 after that Robert Nobles and Don Dixon, please.
14 COMMENTS BY RICKE WEINKAUF
15 MS. WEINKAUF: My name is Ricke Weinkauf,
16 and I'm here representing myself and my family. I'm a
17 citizen of Grimes County. I want to express my
18 objection to the Highway 249 project in Grimes County.
19 My main objection is to the use of toll roads in the
20 state, period.
21 There is conflicting information and
22 evidence that this form of financing roads is the most
23 cost-effective way to address the needs of the state.
24 At this time, there is leadership in Texas that agree
25 that a toll system is not the best way to meet the

1 state's transportation needs.
2 I personally live off 306 and 1748. In
3 order to get to work or go to Navasota, I must get
4 on 105. The portion of 105 I drive is already congested
5 and dangerous. I have repeatedly asked how can traffic
6 from a 249 extension possibly merge onto 105 at that
7 very point and not cause additional traffic and increase
8 the crash rate. Building the extension for improving
9 105 to handle the added volume makes no sense at all.
10 Why has an effort not been made to improve our existing
11 roads making them safe for citizens to travel?
12 There's much speculation that 249 will
13 actually circumvent Navasota. This action would make --
14 make more sense it not being in the best interest of the
15 county. Again, I am opposed to the 249 extension and
16 support a no-build alternative.
17 But in the event this project moves
18 forward, I'd like to go on record that I support the
19 yellow route because it's the least disruptive to
20 numerous long-time landowners. Thank you.
21 (Applause)
22 MS. BEAUBIAN: Thank you.
23 Robert Nobles.
24 COMMENTS BY ROBERT NOBLES
25 MR. R. NOBLES: My name is Robert Nobles.

1 I live at 11865 County Road 307 in Navasota. I am
2 opposed to toll roads. I want the no-build option.
3 The Grimes County Judge, my Commissioner,
4 the Texas Governor and many other elected officials are
5 all opposed to toll roads. So why are you still
6 building toll roads?
7 I understand why the elected officials
8 first gave approval for a toll road because you, TxDOT,
9 threatened them with you either build this toll road or
10 we'll take the money elsewhere. Well, that was wrong,
11 you shouldn't have done that. We need a road, Grimes
12 County needs a road. Widen 1774. You have enough money
13 to do that, we know that.
14 So why are you not going with the original
15 plan? Why is it not even on the table about widening
16 1774? You already purchased the corners of 1774 and
17 105. So why is it not -- why can you not consider that?
18 You said you couldn't even consider that, it was off the
19 table. I know TxDOT has the money to widen 1774. We
20 have been at TxDOT meetings for over a year every month,
21 so we know there's money available.
22 Why make another road that destroys almost
23 650 acres of Grimes County rural property? TxDOT works
24 for the people. Then listen; we don't want a toll road.
25 Why are you wasting tax dollars to build a toll road?

1 You said you would not pay -- you've told us that it
2 would not pay for itself through Grimes County. Why are
3 you even considering it? It doesn't make sense to me.
4 TxDOT has said this road will go from
5 Houston to Waco, y'all have told us that. So why are
6 you telling the people you will not bypass Navasota?
7 You did Hempstead.
8 Why are you not building another road when
9 you can't -- why are you trying to build another road
10 when you can't keep the current roads fixed? 1774
11 doesn't even have shoulders on it. You could easily add
12 shoulders and stuff to it.
13 Toll roads are a form of double taxation.
14 They take away my property rights. They are not fair to
15 low-income families. So why are you penalizing the
16 people of Grimes County?
17 And I would like to, at this point, make a
18 quick poll. Would the people please raise your hand if
19 you are opposed to toll roads?
20 (Audience members raise their hands)
21 MR. R. NOBLES: Thank you. We have what,
22 85 percent probably approved of no toll roads. Listen
23 to the people.
24 A no-build is the best option. But if you
25 must build, take the yellow route as it would follow the

1 fenced roads and do the least damage to all property
2 owners, a shared sacrifice, but the no-build option is
3 the way to go.
4 (Applause)
5 MS. BEAUBIAN: Thank you.
6 Mr. Don Dixon, please, and then David
7 Schillings, and after that Dan Agan, please.
8 COMMENTS BY DON DIXON
9 MR. DIXON: Thank you, Ms. TxDOT. I
10 appreciate the chance to talk to you. My name is
11 Don Dixon, and I'm a mechanical engineer and graduated
12 from that fine university right up the road here.
13 And our families, my family and my
14 children, we offer scholar -- are pleased to offer
15 scholarships to needy students at A&M. And when we talk
16 to those students, they are interested in what they can
17 do to get their costs down. They are having a hard time
18 with tuition as high as it is. They are having a hard
19 time with their tuition, so it is certainly not going to
20 be a benefit to the good students of Texas A&M to have
21 to pay a toll to get back and forth to their school or
22 their community.
23 My official position on this is no-build.
24 This is an ill-conceived project. Can't you see the
25 very, very negative economic impacts for this community,

1 these landowners, the takings of eminent domain of this
2 magnitude, disrupting these historical farms and ranches
3 and these good people here? We're Texans. We can do
4 better than this.
5 TxDOT, in their wisdom, as I understand it
6 in some time past, looked at the safety issues and the
7 connectivity issues in the area, and they looked at 1774
8 and 105 and did considerable work, I understand, to
9 improve that -- the existing right-of-ways so they could
10 improve the safety and connectivity in the area. You
11 have existing right-of-way already. Wouldn't that be a
12 logical conclusion if you need this?
13 Listening to some of the things that the
14 people have said over at TxDOT at the Commission -- and
15 don't hold me to this -- but I believe it's $262 million
16 of the gas tax that you-all pay, and we all pay, to get
17 a public road built is going into this project, which
18 would -- most of it or a lot of it would be tolled.
19 This is a double tax. This is not right. When the
20 public pays this money into the state system for a
21 public benefit, then it surely should be a totally
22 public benefit and not a double tax.
23 This project is ill-conceived. It needs
24 to be scrapped, start over, use your -- use your
25 original design back there and treat these people the

way they deserves.

(Applause)

MS. BEAUBIAN: Thank you.

David Schillings.

COMMENTS BY DAVID SCHILLINGS

MR. SCHILLINGS: My name is David Schillings. I'm speaking on behalf of my mother, Geneva Schillings. She lives on County Road 307. Both of these routes severely impact our property.

For the record, we are strongly opposed to any toll road through Grimes County anywhere. But if we had to choose one of these two routes, we would choose the green route, and I just wanted to put that for the record. Thank you.

MS. BEAUBIAN: Thank you.

(Applause)

MS. BEAUBIAN: Dan Agan and then Chad Nobles and also Mark Baldwin, please.

COMMENTS BY DAN AGAN

MR. AGAN: Hello. My name is Dan Agan. I live in Spring. I own property in Grimes County, but that property is not affected by this proposed toll road. I am here because of principle.

You know, I listened to your impassioned presentations as I've heard the same at the transmission

1 line hearings and at the high-speed rail hearings, and I
2 can imagine and presume the TxDOT reaction is similar to
3 what I heard and it reminded me listening to
4 Michael Beary this morning. Michael Beary announced
5 that today was the 80th Anniversary of Gone with the
6 Wind. And there's a very famous line in that movie, and
7 I think that's very representative of TxDOT's feeling
8 about the heritage of your property and your livelihoods
9 and families, and frankly, they don't give a damn.
10 (Applause)
11 MR. AGAN: I thought the high-speed rail
12 was idiotic, and I see that one of the representatives
13 is here tonight taking notes and observing. He can
14 quote me. My name is Dan Agan, and the high-speed rail
15 is idiotic, but I think this toll road may be even
16 worse. And like I said, I've got no --
17 (Applause)
18 MR. AGAN: I've got no dog in this fight,
19 but you just go on up here and look at the map and you
20 say, this is crazy, this is lunacy. You know, the
21 people in Houston -- and I guess I'm one of them --
22 don't have a divine right to get to College Station in
23 an hour.
24 (Applause)
25 MR. AGAN: You can't tell me that an

1 expanded 1774 and 105 can't handle whatever additional
2 traffic may be coming about. The stoplight at 1774 and
3 105 was only put in just a few years ago. To my
4 knowledge, there is still only one stoplight between
5 where the toll road would intersect at 1774 and where it
6 would intersect at 105. Surely it is not too much of an
7 inconvenience for the people in Houston and College
8 Station to have to stop at one stoplight on a 15-mile
9 route.
10 You know, early in your presentation, you
11 used the word "undeveloped land" as if undeveloped land
12 was ripe for the taking. You know, we consider
13 undeveloped land as land that is more valuable than
14 developed land. It appears to me that we have a
15 situation where we have too many TxDOT bureaucrats with
16 too much public money and too much time in search of a
17 mission that doesn't need to be built.
18 This is, again, one of the most ludicrous
19 ideas I've ever seen. 1774 needs to be widened. 105
20 needs to be widened. If necessary, build a ramp so that
21 people don't even have to stop at the intersection of
22 1774 and 105 if that's appropriate. But the people in
23 Texas have spoken, no more toll roads in Texas. Thank
24 you.
25 (Applause)

1 MS. BEAUBIAN: Thank you.
2 Chad Nobles, and after Mr. Nobles, Mark
3 Baldwin and Nancy Perry, please.
4 COMMENTS BY CHAD NOBLES
5 MR. C. NOBLES: So for the record, my name
6 is Chad Nobles, and I'm here to express my opposition to
7 Toll Road 249. I actually had two speeches prepared
8 tonight, and because somebody has talked about two
9 different yellow options and the green option, I'm going
10 to have to address that.
11 In last month's TxDOT meeting -- my family
12 and I, we've been fighting this for a year. In last
13 month's TxDOT meeting, we learned from the Voss family
14 that you, Chad Bohne, promised him that the land would
15 not go across his property. He also stated and made
16 the -- he expressed it multiple times, and you told him
17 it wouldn't. And you know what, you're doing a good job
18 by drawing multiple routes that won't affect his
19 property. You've also done a good job of dividing the
20 landowners out there along County Road 307.
21 Recently, again, we presented in August of
22 2015, even some of the landowners that have spoken here
23 tonight, where they supported -- we had 90 percent of
24 the landowners along County Road 307 supporting what was
25 then called the southern route. It was also known as

1 the black route, and it is almost identical to the
2 yellow route. 90 percent of the landowners in that area
3 supported that, and you still didn't listen to us, and
4 now you've drawn another route.
5 I'm here today to tell you, TxDOT, don't
6 build the toll road. But I'm also here with 250
7 signatures who want the yellow route.
8 Again, let me remind you that there are
9 only three landowners in the area, the Nobles family,
10 me, my parents and the Bower family, all of us are
11 affected by both routes, we're the only three. We have
12 all said we want the yellow route.
13 There are many reasons why the yellow
14 route is the best route if you have to build this. One,
15 it's the least destructive to the permanent residents in
16 the area. More citizens and property owners want the
17 yellow route if you have to build it.
18 The green route will divide more than
19 700 acres of a large landowner. The yellow route is
20 truly a shared sacrifice. We all get property taken
21 away. Every one of these citizens is having property
22 taken away from you, and it needs to be shared, not
23 divided from one or two landowners.
24 The yellow route does not require TxDOT to
25 build a road or a bridge over County Road 307. The

1 green route runs directly on top of our lake, spring-fed
2 lake, which is a water source for our cattle, and you
3 don't even show a bridge over it. What are you going to
4 do with our water source? How is the road going to go
5 through our lake?
6 The green route doesn't even show a bridge
7 or give me access to my property. I have an easement
8 coming from County Road 307, which is how I get across
9 to my property. You don't even give my access back to
10 my property. The green route destroys hayfields,
11 timber, yeah, it destroys wild game, high game fences,
12 they all do. It's a road we don't want.
13 We've turned in numerous signatures over
14 the last year, you've gotten tons of public input. So
15 why don't you listen to the people of Grimes County and
16 don't build this toll road. Thank you.
17 (Applause)
18 MS. BEAUBIAN: Thank you.
19 Mark Baldwin and then Nancy Perry and
20 Tommy Williams, please.
21 COMMENTS BY MARK BALDWIN
22 MR. BALDWIN: Hi. Good evening. My name
23 is Mark Baldwin, and I'm here representing my wife,
24 Linda Baldwin, and my -- many of her cousins.
25 Unfortunately, she's not able to be here tonight because

1 she has car trouble and got stuck in the great city of
2 Houston. Thank you-all for letting us voice our
3 concerns as well.
4 She couldn't -- I'm reading what she wrote
5 to me and sent me. She could never forgive herself --
6 I'm sorry, I'm getting emotional up here -- if she
7 didn't try to preserve her property that was inherited
8 over generations from her -- her family. You see the
9 property -- her property, our property, is right at the
10 end of 307, not 307 going to the left like you have it
11 on your maps, but the 307 ends right at the end of the
12 property where we go into our property. The yellow
13 route just takes the whole property.
14 You see that was historically known as the
15 old -- Huey Old Place Road. Many people that live in
16 Grimes County know it. I've been here 40 years. We've
17 lived in Bryan. We're down there occasionally as we had
18 planned, and our plan is to hopefully build there. With
19 the yellow route, no way. Excuse me. My cell phone
20 closed on me. I apologize. I'm trying to read a
21 smartphone, it's not a real smart person here.
22 Let me read on. This property was
23 purchased in the 1850s by her great-great-grandfather,
24 Jefferson Edmund Huey passed down to generations through
25 her family. And many of her ancestors are buried in

1 Huey Cemetery just a quarter mile away from the property
2 that's being looked at. Incidentally, access to the
3 cemetery is going to be affected if they build the
4 yellow route.
5 The homestead is gone, but the memories
6 are sentimental, and this property is priceless. All of
7 my immediate family are deceased. This property is the
8 only thing she has left from her generation and hope to
9 pass it on, hope to build and pass it on to our
10 children.
11 TxDOT's yellow route not only puts a
12 red -- a road through the property, it will ruin the
13 property as it runs down the entire length of the
14 property. As -- as a side note, my grandfather divided
15 the whole Huey place into ten long narrow lots, divided
16 it between his children. So the yellow route doesn't
17 just cross the property, it runs the whole length of it
18 through our property.
19 My wife's read the transcripts of the
20 Transportation Commission meetings and know the concerns
21 her neighbors have and how it's dividing, but I cannot
22 see how it can be justified not to split large acreage
23 by taking someone else's entire acreage. We do not have
24 a home or property. We do have history and memories.
25 We say don't build at all, period, end of

1 discussion. Thank you.
2 (Applause)
3 MS. BEAUBIAN: Thank you.
4 Nancy Perry, and then after Ms. Perry is
5 Tommy Williams, please.
6 COMMENTS BY NANCY PERRY
7 MS. PERRY: I'm Nancy Perry, and I'm a
8 realtor from Navasota Realty. And as such, I see a lot
9 of what the repercussions are of this type of
10 development and how much land is worth with or without
11 access, feeder roads, et cetera.
12 I do believe that Grimes County, because
13 of the pending growth, that we do need additional
14 transportation. I am staunchly against toll roads.
15 Even though I am in favor of 249, I would prefer it to
16 be untolled.
17 My heart goes out to the folks who have
18 property underneath the yellow or the green route.
19 Those people are getting stomped on. Whenever you have
20 a feeder along a toll road, your property values are
21 three or four times the value of the property that will
22 be -- the value of the property that is adjoining the
23 toll road with no feeders.
24 There is ample opportunity for TxDOT to
25 improve the plan, put more crossovers or unders, to add

1 three and a half or four miles of feeders, which would
2 then enhance the property value of the folks that right
3 now are getting really stepped on hard.
4 So I implore you to look at the
5 possibility of adding more feeders. And then at least
6 the folks whose dreams are getting squashed could
7 benefit from this, and they could move on and maybe find
8 another piece of property to build their dream on.
9 Thank you.
10 MS. BEAUBIAN: Thank you.
11 (Applause)
12 MS. BEAUBIAN: Tommy Williams, and then
13 after Mr. Williams, Dean Eversole and Larry Lynch,
14 please.
15 COMMENTS BY TOMMY WILLIAMS
16 MR. WILLIAMS: Thank you. My name is
17 Tommy Williams. I'm here in two capacities, first as a
18 resident of Grimes County. I live on FM 3090. This
19 road is necessary, and I encourage and urge you to move
20 forward with your plans.
21 I want to say that I appreciate the effort
22 that's gone into listening to these folks. And with all
23 respect, I know there's a lot of raw emotion here, and I
24 appreciate and respect that and understand how those
25 folks feel.

1 I would also mention that I represented
2 Grimes County as well as Montgomery, Waller and Madison
3 Counties in the Legislature for six years, and I can
4 tell you that I've seen firsthand in Montgomery County
5 what happens when the roads don't keep up with the
6 growth. And the growth is coming this way, and we don't
7 have the capacity in Grimes County to handle the traffic
8 that's coming our way without this road.
9 I'd also like to speak to you in the time
10 that's remaining as the Vice Chancellor for Federal and
11 State Relations for the Texas A&M University System.
12 And I'm here on behalf of our Chancellor, John Sharp,
13 and our Board of Regents to urge TxDOT to move forward
14 with this plan. We think it's very important to the
15 Brazos Valley and to the Texas A&M University System
16 that we have improved access to the Houston region.
17 It's not just a matter of time, it's a matter of safety
18 also. And there are thousands of people who travel this
19 route on a regular basis, and that's only going to
20 increase as we move forward in the future.
21 So as part of the record, I want to
22 provide to you all a resolution that was passed by our
23 regents on April 17, 2013 encouraging the completion of
24 this project. Thank you for your time.
25 MS. BEAUBIAN: Thank you.

1 (Applause)

2 MS. BEAUBIAN: Dean Eversole, and then

3 Larry Lynch, please.

4 COMMENTS BY DEAN EVERSOLE

5 MR. EVERSOLE: Yes, my name is Dean

6 Eversole. I represent my family. We live at the end of

7 County Road 307. We -- our families have -- we want the

8 no-build. We don't want the toll road in the middle of

9 the county disrupting our lives. But TxDOT, y'all did a

10 great job with all the routes y'all put on us.

11 Joe Knauth, bless his heart, was my

12 Christian brother until the toll roads got between him

13 and me, and we became enemies and he died with a heart

14 attack. I never had a chance to make amends with him.

15 But TxDOT, y'all did a great job, great job of

16 destroying people's lives. And I'm not happy with it.

17 I'm not happy with it at all. He lies between the green

18 route and the yellow route. So either way he was going

19 to get nipped on this side or get nipped on that side.

20 We are at the end, so y'all come across

21 and cut our -- the Hueys said that, you know, the

22 history of their land. Well, we bought four 17-acre

23 tracts of the Huey property. Joe Knauth died. He

24 bought three tracts from them.

25 I have a commercial hay barn there, and I

1 don't -- you know, y'all had the famous -- what was
2 it -- the blue route where you were going to come across
3 my lake. Now, I've been affected from day one with this
4 stuff.
5 But to get back to the real problem here
6 is, TxDOT, y'all didn't listen to us, y'all didn't
7 listen to us at all. I don't know why we waste our
8 time. Y'all can what, eminent domain our property.
9 I've been to Austin a few times listening to y'all. It
10 takes -- I hear everybody, you know, yays or nays.
11 Y'all take people's property in five seconds. Forty --
12 the last time I was there 47 tracts of land y'all took
13 in five seconds. You didn't care. Y'all take what you
14 want.
15 But at the end of 307, my family lives
16 past -- my sons, daughter-in-law and two grandsons, we
17 don't care. We would rather see y'all take -- if you've
18 got to build, take the yellow route, cut my family off,
19 I'll move them over to the big place where y'all really
20 wanted the toll road to be but couldn't make it happen
21 because of a cemetery and a lake.
22 So, TxDOT, I just wish that somehow or
23 other y'all would listen to these people. These people
24 are fine people here. These people, we may be poor, but
25 we're still pride, we still have our pride. That land

1 means something to us. And, you know, we love our land,
2 but we don't want freeways and everything else in the
3 middle of it.
4 And my last statement is, I know why TxDOT
5 wanted to have this meeting in here tonight because
6 y'all had a picture on the wall of who y'all are.
7 That's all I have to say. My name is Dean Eversole.
8 Thank you.
9 (Applause)
10 MS. BEAUBIAN: Thank you.
11 Larry Lynch, please.
12 COMMENTS BY LARRY LYNCH
13 MR. LYNCH: My name is Larry Lynch, and I
14 live in Plantersville/Stoneham area. What I'd like to
15 say and what I've been saying every meeting I went into,
16 I'm totally opposed to the toll roads. There's no
17 reason for us to be building toll roads in Grimes
18 County.
19 This past summer I went through 13 states
20 and drove 7200 miles. I paid $7.45 for toll; one $5 to
21 go across a toll road -- a bridge in California, and the
22 other one was $2.45 to go 40 miles on the road in
23 Kansas. You know, now if the other states can do
24 without toll roads, we can, too.
25 When I think of the toll road, I think of

1 somebody on Wall Street that's getting a package deal
2 for foreign investors or other investors so somebody can
3 make -- make money instead of caring about what's
4 happening to the people that own the land and live in
5 Grimes County.
6 Everybody always mentions College Station.
7 Well, people in Grimes County don't want College Station
8 managing the business over here. And as far as
9 somebody -- safety on the road, if somebody is going
10 from Houston to College Station, the way I feel about it
11 is hold it on the road.
12 So when you get toll roads, do they come
13 by and ask everybody if they can raise the toll? Do you
14 have a state commission that let's them raise the toll?
15 You know, people talk about when the highway is built
16 they are not going to have access to the property,
17 somebody hadn't put a bridge on the map. I tell you why
18 the bridge is not on the map and the property access is
19 not there, because you've got investment people on Wall
20 Street planning these highways in Grimes County instead
21 of the engineers that work at TxDOT.
22 I'm sure everybody at TxDOT wants to build
23 a lot of toll roads, they want a lot of roads built and
24 going on because they're going to need -- even though
25 somebody else may build the road, they're going to play

1 a part in it. You're going to need more people working,
2 there's going to be more manager's jobs, it's going to
3 raise some pocketbooks. But the people here in Grimes
4 county it's not going to help.
5 If you build the -- build the road, don't
6 build the toll. Expand 1774 and 105 and you've got the
7 problem solved, if there is a problem. Thank you.
8 (Applause)
9 MR. BOHNE: That is all the cards that we
10 have. Is there anyone who did not get an opportunity to
11 speak who would still like to?
12 (No response)
13 MR. BOHNE: Seeing none, we will close the
14 public hearing comment period, and your additional
15 written comments are encouraged and welcomed. They must
16 be postmarked on or before Thursday, July 14, 2016 to be
17 included in the official hearing record. After July 14,
18 2016, we'll review the information received and prepare
19 a report summarizing this public hearing.
20 TxDOT anticipates selecting a final route
21 by late summer. The public hearing report and final
22 route selection will be made available for public
23 review. Notice of the decision and availability of the
24 report will be provided to the media and posted on our
25 website.

1 On behalf of TxDOT, thank you for
2 attending tonight's hearing and providing your comments.
3 Our staff will be located near the exhibit boards --
4 exhibit board displays to answer remaining questions you
5 may have.
6 Thank you, and please travel home safely.
7 (Proceedings concluded at 7:36 p.m.)
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1 C E R T I F I C A T E

2 STATE OF TEXAS)

3 COUNTY OF TRAVIS)

4 I, Kim Pence, Certified Shorthand Reporter in

5 and for the State of Texas, do hereby certify that the

6 above-mentioned matter occurred as hereinbefore set out.

7 I FURTHER CERTIFY THAT the proceedings of such

8 were reported by me or under my supervision, later

9 reduced to typewritten form under my supervision and

10 control and that the foregoing pages are a full, true,

11 and correct transcription of the original notes.

12 IN WITNESS WHEREOF, I have hereunto set my hand

13 and seal this 7th day of July 2016.

14

15

16

17

18 KIM PENCE, CSR
Certified Shorthand Reporter

19 CSR No. 4595 - Expires 12/31/17

20 Firm Registration No. 655
Associated Court Reporters-Bryan

21 1716 Briarcrest Drive, Ste. 602
Bryan, Texas 77802

22 1-800-340-5881

23

24

25

SPEAKER REGISTRATION CARD

SH 249 IN GRIMES COUNTY
PUBLIC HEARING
NAVASOTA JUNIOR HIGH SCHOOL
JUNE 30, 2016

Please complete the information below and return this card to the sign-in table to indicate your desire to speak at tonight's Public Hearing. Please limit your comments to 3 minutes.

Please Print

NAME: Catherine Walsh **TELEPHONE:** [redacted]

ADDRESS: [redacted]

Texas Transportation Code, §201.811(a)(5), check each of the following boxes that apply to you:

- ❑ I am employed by TxDOT
- ❑ I do business with TxDOT
- ❑ I could benefit monetarily from the project or other item about which I am commenting

❑ **Voy a hacer mi comentario en español.**

SPEAKER REGISTRATION CARD

SH 249 IN GRIMES COUNTY
PUBLIC HEARING
NAVASOTA JUNIOR HIGH SCHOOL
JUNE 30, 2016

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Please Print

NAME: Marcus Johnson **TELEPHONE:** [redacted]

ADDRESS: [redacted]

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SPEAKER REGISTRATION CARD

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NAVASOTA JUNIOR HIGH SCHOOL
JUNE 30, 2016

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Please Print

NAME: SHELTON PERKINS **TELEPHONE:** [redacted]

ADDRESS: [redacted]

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PUBLIC HEARING
NAVASOTA JUNIOR HIGH SCHOOL
JUNE 30, 2016

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Please Print

NAME: David Tullos **TELEPHONE:** [redacted]

ADDRESS: [redacted]

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NAVASOTA JUNIOR HIGH SCHOOL
JUNE 30, 2016

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Please Print

NAME: SANDRA NOBLES **TELEPHONE:** [redacted]

ADDRESS: [redacted]

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PUBLIC HEARING
NAVASOTA JUNIOR HIGH SCHOOL
JUNE 30, 2016

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Please Print

NAME: MARY ANN KLEIN **TELEPHONE:** [redacted]

ADDRESS: [redacted]

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SPEAKER REGISTRATION CARD

SH 249 IN GRIMES COUNTY
PUBLIC HEARING
NAVASOTA JUNIOR HIGH SCHOOL
JUNE 30, 2016

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Please Print

NAME: KATHLEEN KLEIN LeSTRANGE **TELEPHONE:** [redacted]

ADDRESS: [redacted]

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SH 249 IN GRIMES COUNTY
PUBLIC HEARING
NAVASOTA JUNIOR HIGH SCHOOL
JUNE 30, 2016

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Please Print

NAME: Amy Nobles **TELEPHONE:** [redacted]

ADDRESS: [redacted]

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PUBLIC HEARING
NAVASOTA JUNIOR HIGH SCHOOL
JUNE 30, 2016

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Please Print

NAME: Ricke Weinkauf **TELEPHONE:** [redacted]

ADDRESS: [redacted]

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PUBLIC HEARING
NAVASOTA JUNIOR HIGH SCHOOL
JUNE 30, 2016

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Please Print

NAME: ROBERT NOBLES **TELEPHONE:** [redacted]

ADDRESS: [redacted]

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NAVASOTA JUNIOR HIGH SCHOOL
JUNE 30, 2016

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Please Print

NAME: DON DIXON **TELEPHONE:** [redacted]

ADDRESS: [redacted]

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SPEAKER REGISTRATION CARD

SH 249 IN GRIMES COUNTY
PUBLIC HEARING
NAVASOTA JUNIOR HIGH SCHOOL
JUNE 30, 2016

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Please Print

NAME: DAVID SCHILLING **TELEPHONE:** [redacted]

ADDRESS: [redacted]

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PUBLIC HEARING
NAVASOTA JUNIOR HIGH SCHOOL
JUNE 30, 2016

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Please Print

NAME: DAN AGAN **TELEPHONE:** [redacted]

ADDRESS: [redacted]

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SPEAKER REGISTRATION CARD

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PUBLIC HEARING
NAVASOTA JUNIOR HIGH SCHOOL
JUNE 30, 2016

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Please Print

NAME: Chad Nobles **TELEPHONE:** [redacted]

ADDRESS: [redacted]

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PUBLIC HEARING
NAVASOTA JUNIOR HIGH SCHOOL
JUNE 30, 2016

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Please Print

NAME: MARK BALDWIN **TELEPHONE:** [redacted]

ADDRESS: [redacted]

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SH 249 IN GRIMES COUNTY
PUBLIC HEARING
NAVASOTA JUNIOR HIGH SCHOOL
JUNE 30, 2016

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NAME: Nancy Perry **TELEPHONE:** [redacted]

ADDRESS: [redacted]

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SH 249 IN GRIMES COUNTY
PUBLIC HEARING
NAVASOTA JUNIOR HIGH SCHOOL
JUNE 30, 2016

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Please Print

NAME: Tommy Williams **TELEPHONE:** [redacted]

ADDRESS: [redacted]

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SPEAKER REGISTRATION CARD

SH 249 IN GRIMES COUNTY
PUBLIC HEARING
NAVASOTA JUNIOR HIGH SCHOOL
JUNE 30, 2016

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Please Print

NAME: DEAN Eversole **TELEPHONE:** [redacted]

ADDRESS: [redacted]

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SPEAKER REGISTRATION CARD

SH 249 IN GRIMES COUNTY
PUBLIC HEARING
NAVASOTA JUNIOR HIGH SCHOOL
JUNE 30, 2016

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Please Print

NAME: LARRY LYNCH **TELEPHONE:** [redacted]

ADDRESS: [redacted]

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F. Comments received

SH 249 Public Hearing Commenters

#	Name	
1	Dan	Agan
2	Linda	Baldwin
3	Mark	Baldwin
4	Marilyn	Bettes
5	Lynn	Betts
6	Jack	Cagle
7	Martha	Campbell
8	Douglas	Campbell
9	Tonya	Carr
10	George	Chen
11	Ronnie	Christian
12	Karen	Coleman
13	Jeff	Collins
14	Don	Dixon
15	Laura	Edgemon
16	Matt	Edgemon
17	Dean	Eversole
18	Jennifer	Fritz
19	Ellen	Glasier
20	Tom	Gleason
21	Ed	Haas
22	Garrett	Henderson
23	Dorothy	Holtkamp
24	Melinda	Jensen
25	Roy	Johnson
26	Marcus	Johnson
27	Joseph	Klein
28	Mary Ann	Klein
29	Lucy	Knauth
30	Joe	Knauth
31	Taylor	Knauth
32	William	Lane

#	Name	
33	Kathleen	LeStrange
34	Leonard	Lind
35	Larry	Lynch
36	Kathy	Mazzaferro
37	Beth	McGinty
38	Steve	Mellon
39	Bert	Miller
40	Amy	Nobles
41	Chad	Nobles
42	Robert	Nobles
43	Sandra	Nobles
44	Dustin	O'Neal
45	Shelton	Perkins
46	Nancy	Perry
47	David	Schillings
48	Matthew	Schultz
49	Jerome	Seeberger
50	Brad	Stafford
51	Ruth Ann	Stiles
52	David	Stiles III
53	David	Stiles IV
54	Dave	Tullos
55	Bill	Voss
56	Catherine	Walsh
57	Mark	Walz
58	Tim	Weems
59	Ricke	Weinkauf
60	Richard	Werlein
61	A. J.	Widacki
62	Marsha	Williams
63	Thomas	Williams
64	Unknown	TEXT MESSAGE

SH 249 Public Hearing Commenter #1

Please refer to the

Public Hearing Transcript

SH 249 Public Hearing Commenter #2

From: Chad Bohne
Sent: Wednesday, June 15, 2016 10:18 AM
To: BRY-SH249-GrimesCo
Subject: FW: SH 249 Toll

For the record ...

From: James Bass
Sent: Wednesday, June 15, 2016 10:15 AM
To: LINDA BALDWIN
Cc: Lance Simmons; Chad Bohne
Subject: RE: SH 249 Toll

Ms. Baldwin,
Thank you for your comments regarding the SH 249 project in Grimes County. TxDOT has scheduled a public hearing on this project on June 30th, info on the meeting can be found here: http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/bryan/063016.html

We welcome input from you and other residents on proposed routes that TxDOT and local leaders think could be the best way forward for this community. If you would like further information on this meeting, Lance W. Simmons, our Bryan District Engineering, and his staff are available to assist you. They can be contacted at [redacted]

Additionally, more information on the SH 249 project can be found here:
http://www.txdot.gov/inside-txdot/projects/studies/bryan/sh249.html

Thanks,
James

From: LINDA BALDWIN [redacted]
Sent: Wednesday, June 15, 2016 8:43 AM
To: James Bass
Subject: SH 249 Toll

Executive Director Bass:

I could not make the TxDOT Commission meeting regarding SH 249 toll road through Grimes County. Hope I am not too late to offer my opinion.

First, we oppose the toll road. Improvements & widening highways 105 & 1774 should take priority with highway funds. **That said, we are strongly opposed to the Yellow Route, and emphatically request the Green route be followed for 249.**

Our property at the very end of CR 307, commonly known as the Hughey Old Place, was purchased in the late 1850's by my great-great grandfather Jefferson Edmond Hughey, and has been passed down through 5 generations. Many ancestors are buried in the Hughey Cemetery, less than a quarter mile from our Hughey property. **This historical cemetery and it's access will be greatly impacted by the 249 Toll Road Yellow route!** The homestead is gone, but the memories and sentimental value of this property is priceless. I love this beautiful hilltop. All my family is deceased, and this property is the one thing I have from all those generations, and surely hope to pass down to my children!

TxDOT wants to not only bring a road through the property, but if the yellow route is followed will ruin our entire property. (My grandfather divided the Hughey property into long & narrow 17 acre parcels between his 10 children.) The yellow route doesn't just "cross" my property, it goes all the way up the long length of the property! It makes our property totally useless. We're such a small parcel of land, it doesn't make sense. 4 different landowners in my family will lose all or part of their property from the yellow route.

Please do not support the yellow route as an option at the public hearing June 30.

If the 249 Toll Road is going to happen, our route of choice is the Green Route.

Thank you for your kind consideration.

Linda K Baldwin (Hughey descendant)

Mark C Baldwin

[redacted]

SH 249 Public Hearing Commenter #3

Please refer to the

Public Hearing Transcript

SH 249 in Grimes County

PUBLIC HEARING
JUNE 30, 2016

Texas Department of Transportation

PUBLIC HEARING COMMENT FORM

Navasota Junior High School
9038 State Highway 90 South
Navasota, Texas

Per Texas Transportation Code, §201.881(a)(5), check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I'm commenting

MARK BALDWIN
Name
[redacted]

COMMENTS: Re: Property at end of [redacted]

WHERE TO BUILD OR NOT TO BUILD? THESE ARE THE QUESTIONS. DOES TXDOT LISTEN TO THE WILL OF THE PEOPLE (LANDOWNERS) OR THE PEOPLE PUSHING THE CONSTRUCTION OF TOLL ROAD 249? WHAT I HEARD DURING THE PUBLIC HEARING ON JUNE 30, 2016, IS NOW A DIVIDE, LAND OWNERS VS LAND OWNERS NEIGHBORS VS NEIGHBORS & FRIEND VS FRIEND WHETHER THE EMPLOYEES OF TXDOT CARE OR NOT, THEY HAVE CREATED THIS DIVIDE. IT WILL BE ON THEIR SHOULDERS WITH WHATEVER DECISION IS MADE. DO WE LISTEN TO THOSE WHO LIVE ON THEIR PROPERTY, ARE THEY MORE IMPORTANT? WHY SHOULD IT MATTER IF YOU LIVE ON THE PROPERTY OR NOT? SOME HAVE LARGE TRACTS OF LAND, OTHERS HAVE SMALLER TRACTS. SOME HAVE JUST PURCHASED PROPERTY, OTHERS THE PROPERTY HAS BEEN IN THEIR FAMILY FOR GENERATIONS.

AS I HEARD COMMENTS FROM THE FLOOR, MANY SAY NO BUILD, BUT IF IT HAS TO BE BUILT USE THE "YELLOW" ROUTE. MAINLY BECAUSE THE GREEN ROUTE EFFECTS THEIR LAND. "BUT", AS A LAND OWNER IN THE YELLOW ROUTE, WE HAVE THE MOST TO LOSE. OF THE APPROXIMATE 35 ACRES WE OWN, 75% OF OUR LAND WILL BE USED IN CONSTRUCTING THE "TOLL" ROAD. LOOSING LAND LAND THAT HAS BEEN IN OUR FAMILY SINCE THE 1850'S. AGAIN, WE SAY "NO" "BUILD"

Written comments may be submitted this evening or mailed/e-mailed to the address below.
All comments must be received or postmarked by **July 14, 2016**.

TxDOT Bryan District Office, Attention: SH 249 – Grimes
2591 North Earl Rudder Freeway
Bryan, Texas 77803
or
BRY-SH249-GrimesCo@txdot.gov

SH 249 Public Hearing Commenter #4

SH 249 in Grimes County

PUBLIC HEARING
JUNE 30, 2016

Texas Department of Transportation

PUBLIC HEARING COMMENT FORM

Navasota Junior High School
9038 State Highway 90 South
Navasota, Texas

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- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I'm commenting

MARILYN BETTES
Name

[redacted]

COMMENTS:

FM 1774 – from 17016 traveling north to SH 105 (1½ miles) there are 18 residences, 1 mobile home park, 4 historical buildings, including a church built in the 1800's, several lucrative businesses, and the Volunteer Fire Department.

FM 1774 is not a viable option – I did not count its impact going south.

M. Bettes

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TxDOT Bryan District Office, Attention: SH 249 – Grimes
2591 North Earl Rudder Freeway
Bryan, Texas 77803
or
BRY-SH249-GrimesCo@txdot.gov

SH 249 Public Hearing Commenter #5

SH 249 in Grimes County

PUBLIC HEARING
JUNE 30, 2016

Texas Department of Transportation

PUBLIC HEARING COMMENT FORM

Navasota Junior High School
9038 State Highway 90 South
Navasota, Texas

Per Texas Transportation Code, §201.881(a)(5), check each of the following boxes that apply to you:

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- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I'm commenting

Name: Lynn Betts

[redacted]

COMMENTS:

I am highly in favor of this toll road. Living in the Todd Mission area and working in Spring, I spend an hour each way to work. Trying to reach my past office in Plantersville or veterinarian in Navasota before they close is extremely difficult.

I see this toll road as a way to address traffic coming out of or going to Houston from not only the Navasota/BCS area, but also from Waco area coming in from Hwy 6.

Houston is growing out, and we need to plan for the future. TXDOT must get land for the project before development impedes growth and causes even more disruption.

Written comments may be submitted this evening or mailed/e-mailed to the address below.
All comments must be received or postmarked by **July 14, 2016**.

TxDOT Bryan District Office, Attention: SH 249 – Grimes
2591 North Earl Rudder Freeway
Bryan, Texas 77803
or
BRY-SH249-GrimesCo@txdot.gov

SH 249 Public Hearing Commenter #6

R. Jack Cagle, Commissioner
Harris County Precinct 4
1001 Preston, Suite 950
Houston, Texas 77002
713.755.6444
713.755.8801 Fax
Website: www.hcp4.net

July 11, 2016

TxDOT Bryan District Office,
Attn: SH 249 – Grimes
2591 N. Earl Rudder Freeway
Bryan, TX 77803

Re: Public Hearing - June 30, 2016
SH 249 from FM 1774 to SH 105
Navasota Junior High School
9038 State Highway 90 South
Navasota, Texas Grimes County

Harris County appreciates the efforts expended by the Texas Department of Transportation (TxDOT) to extend SH 249 from FM 1774 to SH 105. Planning for the future mobility needs will improve safety by minimizing the future traffic volumes along the existing corridors serving this area and significantly reduce first responder response times. The proposed SH 249 extension establishes a transportation system that will improve regional connections to Houston, the Texas Medical Center, Bryan/College Station and major airports and also provide additional roadway capacity to address evacuation needs from the Texas Gulf Coast during extreme events that may include hurricanes, flooding and/or terrorist activity.

Harris County residents currently support TxDOT and the Harris and Montgomery County Toll Road Authority's continuing participation to complete the Tomball Tollway (SH 249) connecting Harris and Montgomery counties and it is our desire for the proposed SH 249 improvements to provide ongoing continuity. Therefore, on behalf of myself and the residents of Harris County Precinct 4, I fully support the proposed SH 249 extension from FM 1774 to SH 105.

Sincerely,

R. Jack Cagle
Harris County Commissioner
Precinct 4

RJC/pjr

SH 249 Public Hearing Commenter #7

SH 249 in Grimes County

PUBLIC HEARING
JUNE 30, 2016

PUBLIC HEARING COMMENT FORM

Navasota Junior High School
9038 State Highway 90 South
Navasota, Texas

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Name: Martha Campbell

[redacted]

COMMENTS:

Please follow the yellow route for peace in the neighborhood & less ~~[illegible]~~ distruction of properties for all concerned.

No division of properties

Written comments may be submitted this evening or mailed/e-mailed to the address below.
All comments must be received or postmarked by **July 14, 2016**.

TxDOT Bryan District Office, Attention: SH 249 – Grimes
2591 North Earl Rudder Freeway
Bryan, Texas 77803
or
BRY-SH249-GrimesCo@txdot.gov

SH 249 Public Hearing Commenter #8

Douglas & Yolanda Campbell
[redacted]

July 11, 2016

Texas Department of Transportation
2591 North Earl Rudder
Freeway
Bryan, Texas 77803-5190

RE: SH 249 Grimes County

Dear Txdot,

We are writing you to comment on the proposed construction of the new SH 249 Toll Road in Grimes County. We are strongly opposed to the construction of this Toll Road and/or any other toll road in Grimes County. **We Do Not Want This Project!**

There is no Valid Purpose or Need for this Roadway. We, along with many of our neighbors strongly urge TxDot to focus on the Proposed **No Build Option.... We Do Not Want This Project!**

It is not in Grimes County's best interest that this road be constructed. TxDot should abandon this idea. Please consider instead the reconstruction of existing FM 1774 and SH 105, this would cost far less money, and would achieve all of the benefits you are promoting, by actually serving the entire county.

We DO want TxDOT to improve existing FM 1774 and SH 105, for safety and mobility for the residents of Grimes County.

Your proposed toll road will benefit very few if any, residents of Grimes County. **We Do Not Want This Project!**

Our county would better be served if these issues were addressed. TxDot keeps insisting that improving these roads can't be done, but you will still have to address these issues and I know you can do it. Please address these challenges before moving any further in the pursuit of this un-needed and un-wanted road. **We Do Not Want This Project!**

We strongly urge TxDot and its co-conspirators to adopt and promote the <u>NO BUILD OPTION</u>.

Sincerely,

Doug & Yolanda Campbell
[redacted]

SH 249 Public Hearing Commenter #9

From: Tonya Carr [redacted]
Sent: Thursday, July 07, 2016 5:42 PM
To: BRY-SH249-GrimesCo
Subject: SH249 Through Grimes County

As a resident of Plantersville Texas I would like it noted that I am TOTALLY against SH249 being put through at all much less as a toll road. First you come and want to take away land that belongs in families for some over 100 years... for other far less then that but it IS their home and where they make their living. All for the good of what exactly? Take the route along existing road ways if you MUST do this. and why make us pay to drive on it.. first you take from us and then slap us in the face by saying we also need to pay to drive on something we dont want or need in the first place.

Those behind this are a perfect example of what is wrong with this world today... Who cares about trees and grass and country side ..or water or clean air or any of that.. destroy the earth..sounds like a great plan. And if dont think this is all part of that, IT IS. Put a highway in your back yard and then get back to me on how you feel about that.

Tonya Carr
[redacted]

SH 249 Public Hearing Commenter #10

From: Swoll G[redacted]
Sent: Wednesday, July 13, 2016 2:59 PM
To: BRY-SH249-GrimesCo
Subject: NO BUILD for SH 249 Toll Road

TxDot,

If the majority of the people in Grimes county and everyone at the last public meeting in Navasota raised their hand in OBJECTION of the toll road, why not listen to the people? How can this project continue on the that much opposition? Then why even have these public hearings? You end up doing the opposite of what the public wants.

NO BUILD!

Texas already has enormous mounting debt on roads. Building a tolled road is NOT the solution, just ask Governor Abbott.

George Chen

SH 249 Public Hearing Commenter #11

Ronnie and Holly Christian
[redacted]

May 25, 2016

TXDOT
125 E. 11th Street
Austin, Tx 78711

RE: SH 249 Toll Road through Grimes County

Dear Commissioners and Mr. Bass,

My wife and I own property in the area affected by proposed 249 Toll Road between CR 304 & CR 307 in Grimes County, TX. Just yesterday, we learned about two proposed routes that will be presented at a public hearing on June 30. Our intention was to come speak to you in person this coming Thursday, May 26, 2016 but we will be unable to make it due to our work schedules.

Previously back in November 2015 we had written a letter opposing the Blue route and the Green route, while supporting the Black and Yellow routes. Based on the new revised map showing a Green route and Yellow route, **we are still very much opposed to the Green Route.** This Green route will negatively affect my property value and rural lifestyle.

Overall, we are opposed to the toll road and feel TXDOT should be expanding FM 1774 & Hwy 105 instead of building a toll road that will not pay for itself. However, if you have to build it, we prefer the Yellow route.

Sincerely,

Ronnie & Holly Christian

SH 249 Public Hearing Commenter #12

From: [redacted]
Sent: Monday, July 11, 2016 4:13 PM
To: BRY-SH249-GrimesCo
Subject: TxDOT Internet E-Mail

Name: Ms. Karen Coleman[redacted]

Requested Contact Method: Phone

Reason for Contact: Customer Service
Complaint: No

Comment: I work in the Magnolia/Tomball area. My daughter lives in Bryan/College Station so anything that alleviates traffic and wrecks would be welcome. Highway 105 is very dangerous and my husband works in Navasota so he travels that way everyday.

SH 249 Public Hearing Commenter #13

From: [redacted]
Sent: Tuesday, July 12, 2016 4:21 PM
To: BRY-SH249-GrimesCo
Subject: TxDOT Internet E-Mail

Name: Mr. Jeff Collins [redacted]
Requested Contact Method: Email

Reason for Contact: Customer Service
Complaint: No

Comment: As a property owner in Grimes and Harris Counties I support the SH249 project as it will:
IMPROVE SAFETY by decreasing crash rates and reduce police, fire response times ADDRESS TRAFFIC GROWTH & IMPROVE REGIONAL CONNECTIONS- Traffic has increased 274% on FM 1774 and 197% on SH 105 since 1980.

SH 249 Public Hearing Commenter #14

Please refer to the

Public Hearing Transcript

SH 249 in Grimes County

PUBLIC HEARING
JUNE 30, 2016

PUBLIC HEARING COMMENT FORM

Navasota Junior High School
9038 State Highway 90 South
Navasota, Texas

Name: DON DIXON

[redacted]

Per Texas Transportation Code, §201.881(a)(5), check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I'm commenting

COMMENTS:

OFFICIAL: NO BUILD
ON THE 249 TOLL ROAD
NO PUBLIC MONEY
USED FOR A TOLL ROAD
A FRAUD AGAINST THE
TAX PAYER
ALL PUBLIC ROAD MONEY
MUST BE USED ON
FREE PUBLIC ROAD
ONLY - IN PROVIDE 1774-185
A.

Written comments may be submitted this evening or mailed/e-mailed to the address below.
All comments must be received or postmarked by **July 14, 2016**.

TxDOT Bryan District Office, Attention: SH 249 – Grimes
2591 North Earl Rudder Freeway
Bryan, Texas 77803
or
BRY-SH249-GrimesCo@txdot.gov

SH 249 Public Hearing Commenter #15

From: Laura Edgemon [redacted]
Sent: Friday, June 24, 2016 2:15 PM
To: BRY-SH249-GrimesCo
Subject: Strongly opposed to SH 249
Attachments: Dear TXDOT letter 6-22-16.docx

I am writing to express my strong opposition to the proposed SH 249 in Grimes County. Both my parents and my brother own land that would be negatively affected with the proposed road. I strongly oppose the road all together and my first option would be for you to use taxpayer money wisely and expand existing roads and NOT build SH 249. IF you must build the road, I am adamantly opposed to the GREEN route and would hope you choose the YELLOW route. I grew up in Navasota and love to visit my parents and enjoy the peace and quietness of their home and land. My young girls love exploring the country life, playing in the creek, fishing in the pond, digging in the sand and running on the hay bales as well as driving the Ranger back through the woods. Please do not spoil the quiet, peaceful rural lifestyle that my parents have worked so hard to obtain and enjoy. Thank you for your consideration.

Have a BLESSED day!

Laura Edgemon

[redacted]

Dear TXDOT Chairman and Commissioners,

I am writing in reference to the proposed SH 249 Tollway through Grimes County. My name is *Laura Nobles Edgemon and I am the daughter of Robert and Sandra Nobles*, the property owners of land that would be negatively affected by the proposed SH 249. My brother and his wife (Chad and Amy Nobles) have land joining my parent's land that would also be affected. I grew up in Navasota and watched my parents work every single day and save everything they could to invest in their dream property…where they could retire, entertain their children and their grandchildren and live happily ever after. Over the last year, I have listened to my mother cry over the phone or when I came down to visit over her land and home that could possibly be destroyed by a highway. I have seen my dad worry like never before over all of his hard work being simply taken away by men and women that obviously have never had to deal with such. I have seen my brother and sister-in-law as well as my parents invest countless hours trying to explain to TXDOT staff, chairmen and commissioners of the negative effects of the proposed road on their quiet little area of the country. I have read countless emails of back and forth communication that contained so many lies and hidden information from TXDOT that there isn't much I would ever believe from your staff. Frankly, it is sickening to see how you all are treating my parents and brother. It is blatantly obvious that a staff member from your Bryan TXDOT office has personally "guaranteed" an "adamantly opposed" landowner that the proposed road would NOT affect his property and therefore is doing everything in his power to hold true to that land owner. Just as a reminder, that particular land owner does NOT live on that land! He has two "proposed" homesteads. Are you kidding me? If that is the case and you are actually using that to weigh in as to where the road would be located, then I have three more home sites planned on my parents land…one for my husband and I, and one for each of my daughters. Again, something just doesn't line out here.

I have also tried to understand how TXDOT could justify a TWO LANE TOLLWAY through Grimes County? I am a resident of Collin County and am very familiar with tollways. What makes you think someone is going to pay to drive on a two lane road that will get them to their destination no quicker than the current free roads? You won't even have a passing lane. Why would you not take designated funds and improve and expand existing roads where you already own the right of way? Something just doesn't sound right? So as an "outsider looking in" (yes, I am a graduate of Texas A&M) I just don't understand several things going on with the proposed highway.

TXDOT will be holding a public forum regarding the proposed SH 249 in the coming weeks. Once again, I don't understand why? Why do you have TWO proposed routes that cross the Nobles land? Why not just one? Why does everyone else get an opinion as to where this road should be located? Why are the Nobles not given an option to vote on a route that DOES NOT affect their property? Every land owner in the path of road will vote to put the road on the Nobles land in order to keep it off their property right? Wouldn't you? So how in the world do

you justify your public hearing and exactly what are you trying to accomplish? All you are doing is turning every neighbor my parents and brother and sister-in-law have against them due to everyone wanting it off their land…so obviously it has to go on the Nobles land to accomplish their wish. Unbelievable!

In closing, I understand growth. I understand the need for improved transportation. I agree that it is hard to please everyone when growth happens. However, I truly believe you could accomplish more and would not disrupt content landowners that have worked hard to obtain a quiet little piece of country life in Texas by expanding EXISTING roads. Put yourself in their shoes for a change. See the situation from their view.

I too STRONGLY OPPOSE the proposed SH 249 that will affect my parent's land as well as my brother and sister-in-law's land. I prefer you take the NO BUILD option and work to improve existing roads in Grimes County. If you must build SH 249 toll road, I am extremely against the GREEN route. If you feel you are doing the right thing in the best interest of ALL citizens of Grimes County and must build SH 249, *then I propose you build the YELLOW route and not the green route.*

Thank you for your consideration.

Sincerely,

Laura Nobles Edgemon

SH 249 Public Hearing Commenter #16

[redacted]

June 24, 2016

Office of TXDOT Chairman and Commissioners
Texas Department of Transportation
125 E. 11th St.
Austin, TX 78701

Dear TXDOT Chairman and Commissioners,

I am writing in reference to the proposed SH 249 Tollway through Grimes County. My name is Matthew Edgemon and I am the son-in-law of Robert and Sandra Nobles, the property owners of land that would be negatively affected by the proposed SH 249. I am writing to voice my opposition to the possible eminent domain action on their land and the construction of SH 249 across their homestead.

I have known Robert and Sandra since 1997. Over the years I have seen them sacrifice, work, save, dream, and accomplish many things; admirable actions that could be expected of past generations. I have come to greatly regard their character, honesty, and impartial kindness towards others. Through decades of hard work, frugal discipline, and blessing they were able to purchase their land, build their home and the ranch improvements as it currently exists today. All of the agricultural and structural enhancements on their ranch were completed sacrificially through the work of their own hands. Their dream was not inherited or gifted, but earned through the many years of their diligent labor. For me to watch them consider how SH 249 could impact their property, quality of life, and peace is upsetting. I have seen them distressed over the course this proposal has taken. I have seen long standing friendships with neighbors tainted by the maneuvers others have taken to manipulate the course this road will take.

I ask you to consider the tenure that Robert and Sandra have with their ranch. The time, care, and years of effort they have invested to make their home what it is today is immeasurable. For TXDOT to be partial to others who possibly anticipate building a second home, utilizing a recreational place in the country on land they have shortly owned, or simply have stronger political and legal connections seems dishonest and biased. I am not a fan of eminent domain but I do realize that it is an imperfect yet necessary tool for progress in our country. I also realize that if this road is constructed, someone's land will be affected. Given the long researched information that has been presented by TXDOT, I cannot see how taking any of the Nobles' property is a proper consideration for this highway. The proposed yellow route, when compared to the proposed green route, disturbs fewer existing homesteads or long standing land owners and comes at less expense to taxpayers. The social, economic, and environmental impact studies you have completed concurs with my opinions. I cannot find good reason for the green route to be considered over the yellow route other than preferential treatment to those with stronger political connections.

Please review the current proposals and their corresponding facts with an uninfluenced perspective. I anticipate you determining that if this road must be constructed, the yellow route is the course that will least impact existing homesteads as well as the environment. I strongly oppose the construction of SH 249. If the road is to be constructed, I strongly oppose the green route as it is currently proposed. I recognize the magnitude of your responsibilities and know it is a difficult task but in this situation I feel the route option is self-decisive. Thank you for your time and consideration.

Regards,

Matt Edgemon

SH 249 Public Hearing Commenter #17

Please refer to the

Public Hearing Transcript

SH 249 Public Hearing Commenter #18

SH 249 in Grimes County

PUBLIC HEARING
JUNE 30, 2016

PUBLIC HEARING COMMENT FORM

Navasota Junior High School
9038 State Highway 90 South
Navasota, Texas

Per Texas Transportation Code, §201.881(a)(5), check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I'm commenting

Name: Jennifer Fultz

[redacted]

COMMENTS:

I am concerned about the added traffic to 105. I have a place off of CR 446. Currently, it is extremely dangerous turning west onto 105 as you have to pick up speed very quickly. If there is added traffic my concern would be safety of those turning on & off 105. I would like to know what your plans are to deal w/ this issue. Thank you.

Written comments may be submitted this evening or mailed/e-mailed to the address below.
All comments must be received or postmarked by **July 14, 2016**.

TxDOT Bryan District Office, Attention: SH 249 – Grimes
2591 North Earl Rudder Freeway
Bryan, Texas 77803
or
BRY-SH249-GrimesCo@txdot.gov

SH 249 Public Hearing Commenter #19

SH 249 in Grimes County

PUBLIC HEARING
JUNE 30, 2016

PUBLIC HEARING COMMENT FORM

Navasota Junior High School
9038 State Highway 90 South
Navasota, Texas

Ellen Glasier
Name

[redacted]

Per Texas Transportation Code, §201.881(a)(5), check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I'm commenting

COMMENTS:

Own property off CR 307 (51.794 acres), Cemetery on property. R14950 A0061 JJ Whiteside, Tract 16

Disappointed that road is coming through. Prefer Green vs. Yellow. It is the furthest from property. The Yellow Route clips the corner of property.

Written comments may be submitted this evening or mailed/e-mailed to the address below. All comments must be received or postmarked by **July 14, 2016**.

TxDOT Bryan District Office, Attention: SH 249 – Grimes
2591 North Earl Rudder Freeway
Bryan, Texas 77803
or
BRY-SH249-GrimesCo@txdot.gov

SH 249 Public Hearing Commenter #20

From: Tom Gleason [redacted]
Sent: Friday, July 15, 2016 12:01 AM
To: BRY-SH249-GrimesCo
Subject: Comments

Comments regarding the Proposed SH 249 Grimes County Toll Road

Submitted by:

Tom Gleason

[redacted]

I have attended numerous meetings regarding this proposal, including meetings sponsored by TxDot, Grimes County Sub Regional Planning Committee, the Grimes Citizens Advisory Group and meetings of the Grimes County Commissioners Court. I have even read some transcripts and watched a couple video's of hearings and meetings in Austin. Throughout all of these I have witnessed one consistent theme- the road as proposed is not welcomed nor wanted by the majority of the citizens and landowners of the area and will do more harm than good. As recently as the June 30th hearing in Navasota, one gentleman as part of his remarks asked for a show of hands for those opposed- while he estimated over 80% raised there hands, I thought it was over 90% (I'm not sure he adjusted for the number of TxDot employees in the facility). The opposition is not limited to landowners directly affected by the toll road but also by those outside the footprint of the proposed route that understand the economic harm it will inflict. Clearly, the intent of this road is to get people through Grimes county as quickly as possible. It's likely that Grimes County will realize the same benefits that property owners along SH 130 have realized, people along that route are still waiting for the development that was promised to come when their properties were split in half. Yet we're told this road will open up the county for future growth and prosperity- I suspect if growth and prosperity come to the area, it will be in the distant future and will have little to do, if anything with this project.

In many of the meetings, including the one on June 30th, I've often heard the question asked about widening 1774 and 105 to accommodate this theoretical traffic tsunami and the answer has always been it's was looked at and determined that it wasn't feasible. When we asked for the study that was done to make this determination, we were told it there was no detailed study or analysis available for review but it was determined to be an unworkable alternative. I've been told that it would be to disruptive for businesses along the route, the ROW wasn't wide enough (even though already paid for), to many houses would be displaced or that there would be to many uncontrolled access points. However, when asked where all this was contained in a feasibility study, again the response was that none existed. If a detailed analysis was done it should be made available and if one has not been completed, it should be undertaken before this is allowed to proceed.

Prior to the unfortunate and tragic passing of Commissioner Pam Finke, the court, the cities of Anderson and Iola as well as the Grimes County Sub Regional Planning Commission voted to oppose the project as a toll road. This opposition wasn't simply a NIMBY based position but was premised on the desire to have a free road with easy access that would indeed open up that portion of the county. In fact, the overwhelming majority supported the no build option rather than a toll road. This opposition is not a small vocal group of disenfranchised individuals but actively involved concerned citizens, interested in preserving the quality of life they've come to enjoy over the years while recognizing that there will be growth but that the growth needs to be beneficial, not just beneficial to Montgomery County, Houston and College Station but to the residents and landowners in Grimes County as well.

From our family perspective, we will lose a significant portion of our property, a pond and will have limited access to what will remain. To walk from where the pond is currently to our gate now takes a minute or two, to travel that same distance with the toll road will likely take 6 or 7 minutes driving time. Equipment and machinery will have to be trailered to get from one side to the other or we we'll have to buy equipment on each side of the toll road. In the past we've suggested straightening the road and cutting through some of the lots on the south side of Tawnberry, there is only one habitable structure along that segment and it would reduce the land needed as there would not need to be as great a curve in the road- apparently that fell on deaf ears as the individual I spoke to at the June 30th hearing was not aware that there was only one habitable structure and that many of the owners of the lots that would be impacted with such a change would prefer that route.

I hope that additional time and consideration will be given to whether or not this road is even necessary and if so, conduct a true feasibility study on expanding FM 1774 and Hwy 105 to accommodate the additional traffic.

Thank you.

SH 249 Public Hearing Commenter #21

From: Ed Haas [redacted]
Sent: Thursday, June 30, 2016 7:20 AM
To: BRY-SH249-GrimesCo
Subject: SH 249 Toll Road

My Name is Ed Haas – I own property on CR 306 in Grimes County – I think it is in close proximity to the propose toll road routing – but with all the variations in proposals over the last 2-3 or three years, who the hell really knows. What I do know, for certain, is that the people of Grimes County – my friends and neighbors – have spoken loudly and clearly throughout the BS Public Hearing circus ringmastered by TXDOT – WE DO NOT WANT A TOLL ROAD OF ANY VARIETY TRAIPSING ACROSS THE BEAUTIFUL GRIMES COUNTY COUNTRYSIDE. It is unnecessary, totally ignores existing transportation corridors and, I believe, is 100% targeted at pacifying special, monied interests in Houston and College Station. We see absolutely no justification in destroying people's property and lives in order to make it a little easier to attend a college football game 6 times a year or provide NOV their own private expressway from Houston to their tech center – no matter how rich they are or what they've promised or given TXDOT.

What I've witnessed the last two years makes me ashamed of my state and my county government – absolutely disgusting.

SH 249 Public Hearing Commenter #22

From: Garrett Henderson [redacted]
Sent: Tuesday, May 31, 2016 11:13 AM
To: BRY-SH249-GrimesCo
Subject: Sh 249 from fm 1774 to sh 105

I was wandering what the timing of the environmental clearance was for this project along with ROD, ROW acquisition, and letting for construction?

Also is the alignment finalized for the sections at fm 1774 to CR 306 and CR 306 to sh 105?

Thanks

Garrett Henderson

[redacted]

SH 249 Public Hearing Commenter #23

SH 249 in Grimes County

PUBLIC HEARING
JUNE 30, 2016

Texas Department of Transportation

PUBLIC HEARING COMMENT FORM

Navasota Junior High School
9038 State Highway 90 South
Navasota, Texas

Name: Dorothy Holthkamp

[redacted]

Per Texas Transportation Code, §201.881(a)(5), check each of the following boxes that apply to you:

N/A
- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I'm commenting

COMMENTS:

I am adamantly and firmly OPPOSED!! to a toll road anywhere in Grimes County!! And I am opposed to bringing Hwy 249 through the county's undeveloped countryside south of Hwy 105 as an easy solution to highway congestion. The current plan will destroy bird and wildlife habitat critical to ecological balance. And it dashes the hopes and dreams of generations of residents. Please, please consider and pursue another alternative. Hwy 105 and FM 1774 are both dangerous stretches of road, and they have claimed many lives. Please clean up and expand these two troublesome roads instead of cutting through pristine, irreplaceable farmland and wooded areas. While I support the expansion and continuation of Hwy 249, I must regret that you revisit the current plan in Grimes County. Please use existing, inadequate routes. Thank you

Written comments may be submitted this evening or mailed/e-mailed to the address below.
All comments must be received or postmarked by **July 14, 2016**.

TxDOT Bryan District Office, Attention: SH 249 – Grimes
2591 North Earl Rudder Freeway
Bryan, Texas 77803
or
BRY-SH249-GrimesCo@txdot.gov

SH 249 Public Hearing Commenter #24

Texas Department of Transportation

SH 249 in Grimes County

PUBLIC HEARING
JUNE 30, 2016

Texas Department of Transportation

PUBLIC HEARING COMMENT FORM

Navasota Junior High School
9038 State Highway 90 South
Navasota, Texas

Per Texas Transportation Code, §201.881(a)(5), check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I'm commenting

MELINDA JENSEN
Name

[redacted]

TXDOT - DO NOT BUILD A NEW ROAD!

TXDOT PUBLIC HEARINGS: A WASTE OF TIME AND TAX DOLLARS. TxDOt public hearings regarding the proposed SH 249 toll road are a waste of the public's time and tax dollars. Every survey, every election, and every public meeting held by TxDOT has confirmed that Grimes County citizens are OPPOSED to building this toll road, with feeders or without.

EMINENT DOMAIN FOR SAVING DRIVE TIME? It is blatantly UNAMERICAN and a far stretch of the eminent domain laws to grab land from property owners who have invested financial, emotional and physical effort in their homes and ranches, so that drivers might get to their destination 20 minutes sooner. The convenience of drivers from Houston and vicinity should not trump the rights of property owners in Grimes County.

SAFETY IS NOT THE ISSUE HERE. TxDOT crash and usage data do NOT support building an additional road that is only accessible by those who own an EZ tag. Facts and figures have been presented at every TxDOT meeting, and TxDOT's inability to refute the information leads one to question the true motives behind this push to build no matter what. Supposing there truly is a safety concern on FM 1774, is TxDOT only interested in the safety of those who live above a certain socio-economic level? A new toll road would still leave FM 1774 with the same hazards, and place an additional traffic burden on SH 105.

MAINTAIN THE EXISTING ROADS! There is no necessity for a new road in or through Grimes County. Several UNCONGESTED and relatively SAFE routes are available from Houston and from The Woodlands to College Station. Improving those existing routes (SH 6, FM 1774, SH 105) will provide a quicker and more cost effective solution to any potential congestion issues.

Written comments may be submitted this evening or mailed/e-mailed to the address below. All comments must be received or postmarked by **July 14, 2016**.

TxDOT Bryan District Office, Attention: SH 249 – Grimes
2591 North Earl Rudder Freeway
Bryan, Texas 77803
or
BRY-SH249-GrimesCo@txdot.gov

From: Gmail Account [redacted]
Sent: Thursday, July 14, 2016 8:11 AM
To: BRY-SH249-GrimesCo
Cc: Melinda Jensen
Subject: NO BUILD SH 249

Comments regarding SH 249 Grimes County Public Hearing June 30, 2016

From:

Melinda Jensen
[redacted]

TXDOT - DO NOT BUILD A NEW ROAD THROUGH GRIMES COUNTY!

TXDOT PUBLIC HEARINGS: A WASTE OF TIME AND TAX DOLLARS. TxDOT public hearings regarding the proposed SH 249 toll road are a waste of the public's time and tax dollars. Every survey, every election, and every public meeting held by TxDOT has confirmed that Grimes County citizens are OPPOSED to building this toll road, with feeders or without.

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MAINTAIN THE EXISTING ROADS! There is no necessity for a new road in or through Grimes County. Several UNCONGESTED and relatively SAFE routes are available from Houston and from The

Woodlands to College Station. Improving those existing routes (SH 6, FM 1774, SH 105) will provide a quicker and more cost effective solution to any potential congestion issues.

A copy of these comments has been mailed USPS.

A copy of these comments has been sent to the members of the Texas Transportation Commission.

Melinda Jensen

[redacted]

May 19, 2016

Texas Transportation Committee

I am a voter, property owner, resident and taxpayer in Grimes County, Texas. Over the past five years my family has been living in fear of losing either all or part of our home and property due to the proposed route of the 249 toll road. Apparently a group of TxDOT bureaucrats decided to exploit eminent domain laws and proceed with plans for a toll road. I travel from my home in Stoneham to College Station daily, and have driven to Tomball or The Woodlands at least once a week at various times, using a variety of routes. Over the last 17 years I have never experienced any congestion, even during Renaissance Festival times and Texas A&M football game weekends. There is no need for relief of congestion, and accident occurrence data, used by TxDOT to support the project, would justify improvements on the existing roads rather than building a brand new alternative that would be exclusively available to those drivers who are willing to pay for safety and convenience.

The current political climate that is questioning the wisdom and fiscal responsibility of toll roads, gives hope to those of us who have been victims of the abuse of power that I described above. It is my hope, along with the majority of residents of this beautiful county, that the toll road project will be completely eliminated from TxDOT's agenda, and those funds will instead be directed towards improving the condition and safety of existing roads, namely FM 1774 between Todd Mission and Plantersville, and SH 105 between Plantersville and Navasota. Eminent domain was never intended to facilitate projects that will bring so little benefit to so few, at such great sacrifice to many.

As your department makes decisions regarding the future of toll roads, I would ask you to support safety improvements on those roads that are already in use instead of committing speculative funds towards new roads that may never pay for themselves and will certainly not benefit the majority of travelers.

Thank you for your serious considerations.

Sincerely

Melinda Jensen

SH 249 Public Hearing Commenter #25

From: Roy Johnson [redacted]
Sent: Thursday, July 07, 2016 2:42 PM
To: BRY-SH249-GrimesCo
Subject: 249

249 toll road

Overwhelming community support of NO BUILD or FREE road. 2/3 of the comments at public meetings in the past was against the tollroad.
Dead heads into SH105 miles from Navasota. Increase traffic in that area
175 million cost- Can it recover the cost? Could a lot less be spent to increase safety and capacity on FM1774?
The open records that Nobel's requested show favoritism to a new land owner.
Watch TTC meetings during open comment period . Last 13 months they have attended with no answers.
The landowner that called TxDOT to ask if they could pave the private road on game ranch. TxDOT said go ahead. Now that Game ranch might be in path of toll road. Meetings of TTC this was brought up in open comment period.
FM1774 has been a two lane road for 40 plus years.
TxDOT has plans on widening FM1774 north of Magnolia. They have already widen a lot of FM1774 south of Magnolia and starting the next portion towards Tomball.
You never had landowners in the path to be on the community input portion years ago. They could not voice an opinion to those on the committee that had nothing to lose.
TxDOT sending a letter to Grimes county commissioners saying if you don't want the project we will take the money elsewhere, might be 30 years before we come back to it. Black mail.

The talking with TxDOT before buying a large tract or building a road before a final route had been decided it not right in any shape or form. They should have been told it may go through your property so buy or build at your own risk. This is so wrong on so many levels that somebody needs to be fired over this discussion.

Thanks
Roy Johnson
[redacted]

SH 249 Public Hearing Commenter #26

Please refer to the

Public Hearing Transcript

SH 249 Public Hearing Commenter #27

From: [redacted]
Sent: Thursday, July 14, 2016 9:56 PM
To: BRY-SH249-GrimesCo
Subject: TxDOT Internet E-Mail

Name: Mr. Joseph Klein[redacted]

Requested Contact Method: Email

Reason for Contact: Customer Service
Complaint: No

Comment: Re: SH 249 FM 1774 to SH 105 Project.

Why is TxDOT not considering the cumulative impact of SH 249 Project, the CenterPoint Energy Project, and the Houston-Dallas High-speed Train project when all are being planned concurrently to take place in the same area?

From: [redacted]
Sent: Thursday, July 14, 2016 10:07 PM
To: BRY-SH249-GrimesCo
Subject: TxDOT Internet E-Mail

Name: Mr. Joseph Klein[redacted]

Requested Contact Method: Email

Reason for Contact: Customer Service
Complaint: No

Comment: Re: SH 249 FM 1774 to SH 105 Project. Our property will be divided by both the tollroad and one-way frontage roads. With no cross over points there will be considerable difficulty in going from either remaining parcel to the other (a 10 mile round trip to go to from one parcel to the other and return). Cannot frontage roads be 2-way here?

SH 249 Public Hearing Commenter #28

Please refer to the

Public Hearing Transcript

SH 249 Public Hearing Commenter #29

Lucy Knauth
[redacted]

June 10, 2016

Re: [redacted]

TXDOT,

The two routes that TXDOT has approved to send to public hearing are not acceptable to my family. You have treated taxpayers in Navasota like we have no rights choosing paths that avoid the County Judge's (Ben Leman's) brother's land at the expense of the Nobles, Knauths, Vosses and Schillings. Not only is this not fair or honest, the Yellow and Green paths are over $80,000,000 more than the original B3. Those numbers come from your evaluations, not mine. Not only are you spending $80,000,000 more of taxpayer money that is NOT YOURS, you have lied about the reasons for moving the road from Leman's brother's land to ours. Chad Bohnne and Lance Simmons have a huge problem with the TRUTH. If you ask them now about why the new routes cost $80,000,000 more than the old, they will reply that the numbers have changed. OK, show me how they have changed. They will not. Above and beyond this misuse of public money, these two liars made a deal under the table to keep this road off of the Voss land and onto the Noble's land. I would lose my job if I acted this way. If anyone is reading this letter, it is your duty to investigate if Chad and Lance gave their word to predetermine where this road was headed. If not for the slave cemetery on the Noble's land, this agreement would have never come to light, and the road would have split the Nobles in half.

Investigate Chad, Lance and Ben or I will sue,

Lucy Knauth

SH 249 Public Hearing Commenter #30

From: Joseph B Knauth [redacted]
Sent: Thursday, June 09, 2016 2:12 PM
To: BRY-SH249-GrimesCo
Cc: [redacted]
Subject: SH249

Texas Department of Transportation
Bryan District
2591 N. Earl Rudder Freeway
Bryan, Texas 77803

Attention: SH 249

Dear TXDOT,

The two routes that TXDOT has approved to send to public hearing are not acceptable to my family. My father, Joseph Barnard Knauth, bought this place a decade ago in Grimes County to retire on and escape the traffic and noise of Houston. Since dad's passing in June of last year, my sister and I have been given the task of dealing with TXDOT and our "representatives" from Grimes County. This experience has been eye opening to say the least. Not one senator, county official, city official or any elected representative for Grimes County, Texas has advocated for us one time. Not only have these "representatives" not represented in any way, they have pitted neighbors against each other to make the road choice for them.

The yellow route, although further away from our house, will be in a 180 degree view from virtually everywhere on our 52 acres. The green route will ruin our property as well, but we can sit on our porch with headphones; so it reluctantly is our route of choice.

Regards,

Joe Knauth
[redacted]

Joe Knauth
[redacted]

June 23, 2016

Re: [redacted]

TXDOT,

The two routes that TXDOT has approved to send to public hearing are not acceptable to my family. You have treated taxpayers in Navasota like we have no rights, choosing paths that avoid the County Judge's (Ben Leman's) brother's land at the expense of the Nobles, Knauths, Vosses and Schillings. Not only is this not fair or honest, the Yellow and Green paths are over $80,000,000 more than the original B3. Those numbers come from YOUR evaluations, not mine. Not only are you spending $80,000,000 more of taxpayer money that is NOT YOURS, you have lied about the reasons for moving the road from Leman's brother's land to ours. Chad Bohnne and Lance Simmons have a huge problem with the TRUTH. If you ask them now about why the new routes cost $80,000,000 more than the old, they will reply that the numbers have changed. OK, show me how they have changed. They will not. Above and beyond this misuse of public money, these two liars made a deal under the table to keep this road off of the Voss land. I would lose my job if I acted this way. If anyone is reading this letter, it is your duty to investigate if Chad Bohne and Lance Simmons gave their word to predetermine where this road was headed. If not for the slave cemetery on the Noble's land, this agreement would have never come to light, and the road would have split the Nobles in half.

Because of the dishonesty of the Bryan TXDOT Office and favoritism given to a couple of land owners over the rest, **I demand an investigation be made into the entire SH249 route choice**. We have been guaranteed from the beginning that this process would be fair and honest. It has not, so my family and I are prepared to take any and all steps necessary to make sure that no one ever has to deal with this corruption again.

Regards,

Joseph B. Knauth, Jr. and family

SH 249 Public Hearing Commenter #31

Taylor Knauth
[redacted]

June 9, 2016

Re: [redacted]

TXDOT,

The two routes that TXDOT has approved to send to public hearing are not acceptable to my family. My grandfather, Joseph Barnard Knauth, bought our farm ten years ago in Grimes County to retire on and escape the traffic and noise of Houston. Before and since PawPaw's death in June of last year, my family and I have spent countless hours fishing, hunting and relaxing at the farm. If TXDOT goes through with their plans to ruin our farm, we will no longer be able to shoot guns or enjoy the country the way we love to.

I go to school in Houston, Texas where I am expected to be honest, treat people with respect, and do my homework. TXDOT and our politicians in Grimes County are not honest. They have not treated anyone with respect as far as choosing the path that makes the most sense cost wise, environmentally, or distance wise. And finally, the County Judge, Ben Leman, used his influence and power to keep this road off of his brother's property and run it right through my family's farm. My favorite story about Mr. Leman is that he ran against toll roads….some representative he is.

Thanks for crushing the little guy,

Taylor Knauth

SH 249 Public Hearing Commenter #32

WEST, WEBB, ALLBRITTON & GENTRY

A PROFESSIONAL CORPORATION

— Established in 1982 —

ATTORNEYS:

STEVEN N. ALLBRITTON +
ROY D. BRANTLEY * +
DONALD DELGADO
TERRANCE D. DILL, JR. +
PATRICK W. FOGARTY
MICHAEL H. GENTRY ** +
BRYAN T. HANNA ****
JENNIFER D. JASPER +
AARON B. MICHELSOHN
BAILI B. RHODES
JOHN "JAY" RUDINGER, JR.
WELDON RUSSELL ***
JOHN C. WEBB, JR. +
GAINES WEST +

OF COUNSEL:

COURTNEY S. CAIN

*BOARD CERTIFIED
PERSONAL INJURY TRIAL LAW
TEXAS BOARD OF LEGAL SPECIALIZATION

**BOARD CERTIFIED
COMMERCIAL REAL ESTATE LAW
TEXAS BOARD OF LEGAL SPECIALIZATION

+ Partner

*** BOARD CERTIFIED
ESTATE PLANNING AND PROBATE LAW
TEXAS BOARD OF LEGAL SPECIALIZATION

**** REGISTERED PATENT ATTORNEY
U.S. PATENT & TRADEMARK OFFICE

[redacted]

July 14, 2016

TxDOT Bryan District Office
Attention: H 249 – Grimes
2591 North Earl Rudder Freeway
Bryan, Texas 77803

Via Hand Delivery,
Via Regular Mail, and
Via Email: BRY-SH249-GrimesCo@txdot.gov

Re: Proposed SH 249 Grimes County Toll Road

To Whom It May Concern:

Please be advised that I represent Mr. William H. Lane, Jr. and Whitehall Ranch Company with regard to the above-referenced matter. Attached for your consideration, is a copy of my client's comment submission concerning the extension of SH 249 to be included in the official hearing record for the June 30, 2016 public hearing.

Should you require anything further from my client or have any questions, please feel free to give me a call.

Sincerely,

Gaines West

GW/sch
cc: Bill Lane *Via Email*

28059: Letter TxDOT 071416 Re Grimes County Proposed Toll Road

SH 249 IN GRIMES COUNTY: FM 1774 TO SH 105

PUBLIC HEARING COMMENT	§	**BEFORE THE TEXAS**
	§	
	§	
PUBLIC HEARING OF	§	**DEPARTMENT OF**
	§	
	§	
JUNE 30, 2016	§	**TRANSPORTATION**

PUBLIC COMMENTS
OF
WILLIAM H. LANE, JR.

ON BEHALF OF WHITEHALL RANCH COMPANY

July 14, 2016

I.

THE EXTENSION OF SH 249 WILL PROVIDE GROWTH FOR GRIMES COUNTY

The extension of the Texas State Highway 249 to the Bryan/ College Station area provides an innovative and desirable opportunity for Grimes County. As Houston continues to grow, I believe that the expansion of the Houston region towards Grimes County is inevitable. Furthermore, I believe that the extension of SH 249 will promote both residential and commercial growth to the area. Thus, Whitehall Ranch is in favor of extending SH 249 so long as it is constructed in a safe and appropriate way that promotes a harmonious balance between metropolitan growth and the majestic rural nature of Grimes County and its residents.

Although change may seem like a daunting and undesirable option, the extension of Houston north towards Grimes County and Bryan/ College Station is an inevitable reality. For far too long, Grimes County has been left out of a lot of the business and residential growth surrounding Houston. The extension of SH 249 provides an advantageous opportunity for residents of Grimes County. The residential and commercial growth that SH 249 would bring in the area will stimulate economic development in Grimes County, which will in turn benefit local business and residents. Thus, I believe that the residents of Grimes County should embrace the extension of SH 249 and the new opportunities that come with it, so long as any extension meets the basic requirements that will promote safety and recognize the value of all stakeholders.

II.

IF THE EXTENSION OF SH 249 IS DEEMED NECESSARY, THE "GREEN" ALTERNATIVE ROUTE SHOULD BE SELECTED.

If the Texas Department of Transportation chooses to expand SH 249, the "green" alternative route is the most preferable route. The "green" alternative route should be selected because it is a shorter and more direct route. The more direct "green" alternative route is superior

because it will save time, money, and will have a smaller impact on the environment. The "green" alternative route runs an estimated 9.9 miles from FM 1174 to SH 105 costing an estimated 164.9 million dollars. In contrast, the "yellow" alternative route stretches over 10.4 miles costing an estimated 170.4 million dollars. Therefore, the selection of the "green" alternative route will shorten the length of SH 249 by .5 miles and save an estimated 5.5 million dollars.

Furthermore, I believe the selection of the "green" alternative route is preferable because it will have a smaller impact on the environment. The "green" alternative route will disrupt fewer acres of land (green space), parcels, and waterways. The "green" alternative route will only require an estimated 623 acres of right-of-way acquisition, affect 35 parcels, and impact 10,277 linear feet of streams. In contrast, the "yellow" alternative route will require an estimated 658 acres of right-of-way acquisition, affect 40 parcels, and impact 11,353 feet of streams. As a result, I believe the selection of the "green" alternative route will require 35 few acres to be acquired for right-of-ways, affect 5 fewer parcels, and impact 1,076 fewer liner feet of streams. I therefore believe that the "green" alternative route should be selected if the toll road is to be built because it will save time, and money, and the use of this alternative route will have a smaller impact on the environment.

III.

SPECIFIC IMPACT THAT THE YELLOW ROUTE WOULD HAVE ON WHITEHALL RANCH

Whitehall Ranch Company ("Whitehall Ranch") is a 654-acre ranch located in Grimes County. Whitehall Ranch, like most ranches in Grimes County, is primarily used for residential, ranching, farming and recreational use. However, Whitehall Ranch is unique in that it is also home to a prized horse ranch. Whitehall ranch is concerned that the "yellow" route extension of SH 249, would have a negative impact on the wildlife and environment, the aesthetics of Whitehall Ranch, and Whitehall Ranch's horse ranch.

Whitehall Ranch is a scenic property abundant with wildlife, including deer, hogs, beavers, foxes, doves, duck, fish, and songbirds. Whitehall Ranch is concerned that the construction of the "yellow" route as an extension to SH 249 will have a negative impact on the wildlife and the environment in the area. In particular, Whitehall Ranch is concerned that the construction of SH 249 along the "yellow" route may affect the environmental integrity of Whitehall Ranch, fragment and damage the wildlife habitat, and potentially damage the ecology of the area.

In addition, Whitehall Ranch was purchased to provide a peaceful escape from the metropolitan area of Houston. The overall quality of life and aesthetics that make Whitehall Ranch so unique will definitely be adversely impacted if the "yellow" route is constructed. As a result, I am justifiably concerned that the extension of SH 249 utilizing the "yellow" route will have a negative and lasting impact on the aesthetic value of Whitehall Ranch, and my neighbors.

Lastly, Whitehall Ranch runs and operates a horse ranch focusing on training and caring for prized horses. Like most cattle ranches in the area, Whitehall Ranch is concerned that the construction and noise, typically associated with a large highway, will have a negative impact on the stress level of the animals. Whitehall Ranch is especially concerned that if the "yellow" alternative route is selected, horse owners who now bring their horses to Whitehall Ranch may seek out other ranches to train and care for their prized horses, rather than risk training at Whitehall Ranch. As a result, I am especially concerned that the increase in noise from the construction and use thereafter of the "yellow" route will have a negative impact on the horses and cattle in my area.

CONCLUSION

Like most landowners, Whitehall Ranch does not want the extension of SH 249 to disrupt their property in any way. Furthermore, Whitehall Ranch understands and appreciates the opportunities that the extension of SH 249 will bring to Grimes County. However, Whitehall

Ranch is strongly opposed to the "yellow" alternative route. In Whitehall Ranch's opinion, the "yellow" alternative route, which Whitehall Ranch opposes, would (1) be an inefficient use of dwindling state funding; (2) disrupt the area's wildlife and disturb the natural environment; and (3) negatively impact the cattle and horse ranches in the area. As a result, Whitehall Ranch respectfully endorses the TxDOT's choice to go forward with the extension, but respectfully asks TxDOT to select the "green" alternative route for the reasons given hereinabove.

Respectfully submitted,

William H. Lane, Jr.
Owner of Whitehall Ranch

SH 249 Public Hearing Commenter #33

Please refer to the

Public Hearing Transcript

SH 249 Public Hearing Commenter #34

SH 249 in Grimes County

PUBLIC HEARING
JUNE 30, 2016

Texas Department of Transportation

PUBLIC HEARING COMMENT FORM

Navasota Junior High School
9038 State Highway 90 South
Navasota, Texas

Per Texas Transportation Code, §201.881(a)(5), check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I'm commenting

Leonard Lind
Name

[redacted]

COMMENTS:

Grimes Co. residents will not get any bennefit from SH 249. Waste of state of Texas's money!

Not paving the roads at interchanges is a huge error on TXDOT's part. Who wants to exit on a gravel road (?)

Our new Govenor of Texas say's no more toll roads. Why have this project still active?

Please just upgrad Hwy 105 and Kill this project
& 1774

No build!!!

Written comments may be submitted this evening or mailed/e-mailed to the address below.
All comments must be received or postmarked by **July 14, 2016**.

TxDOT Bryan District Office, Attention: SH 249 – Grimes
2591 North Earl Rudder Freeway
Bryan, Texas 77803
or
BRY-SH249-GrimesCo@txdot.gov

SH 249 Public Hearing Commenter #35

Please refer to the

Public Hearing Transcript

SH 249 Public Hearing Commenter #36

SH 249 in Grimes County

PUBLIC HEARING
JUNE 30, 2016

PUBLIC HEARING COMMENT FORM

Navasota Junior High School
9038 State Highway 90 South
Navasota, Texas

Per Texas Transportation Code, §201.881(a)(5), check each of the following boxes that apply to you:

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- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I'm commenting

Kathy A Mazzaferro
Name

[redacted]

COMMENTS:

See attached

Written comments may be submitted this evening or mailed/e-mailed to the address below.
All comments must be received or postmarked by **July 14, 2016**.

TxDOT Bryan District Office, Attention: SH 249 – Grimes
2591 North Earl Rudder Freeway
Bryan, Texas 77803
or
BRY-SH249-GrimesCo@txdot.gov

SH 249 in GRIMES COUNTY -- PUBLIC HEARING JUNE 30, 2016

COMMENTS:

For the record, I am opposed to the SH 249 extension through Grimes County.

I would like to comment on some observations noted in the Draft Environmental Assessment ("DEA") related to the "safety" purpose and need claimed by TxDOT

(1) The Crash Rate analysis contained in the DEA is flawed. Both SH 105 and FM 1774 are two-lane undivided roadways. You cannot compare either of those roadways with four-lane divided highways. The crash data should be compared with other two-lane undivided roadways within the State of Texas. This data is comparing apples to oranges.

(2) The proposed project will not initially be a divided highway. It will be constructed just like SH 150—only tolled. The alternating passing lanes are unsafe on SH 105 and will be no safer on the proposed project. Drivers will continue to pass vehicles in unlawful and dangerous fashion.

(3) If the widening of SH 105 to a four-lane divided highway is anticipated in the future, I would suggest it be widened now in lieu of the construction of a toll road that will never pay for itself.

(4) I do not believe safety can be increased when more vehicles per day will be added to SH 105 as it presently exists. Congestion on SH 105 will substantially increase from the point of intersection of SH 249 and SH 105 west to Highway 6. This stretch of road is already unsafe.

I dispute the TxDOT assertion of safety as a purpose and need.

Some other concerning observations noted from my brief review of the DEA:

(1) It is false to state that "The three build alternatives would not have adverse community impacts." This project will forever adversely change the character and nature of Grimes County.

(2) TxDOT admits that the majority of Grimes County residents are against the project, yet they proceed with their agenda and turn a deaf ear to our voices and concerns.

(3) The DEA down plays the indirect and cumulative impacts on the "Area of Influence". This project will have adverse implications for many other property owners whose property is not directly affected by the road itself.

(4) Frontage roads were not added to the design as a result of public involvement. Frontage roads were added as a result of an ultimatum by the Texas Transportation Commission and an outright bribe by TxDOT and the Grimes County Judge and Commissioners Court to advance the project.

Public involvement has had no discernible effect on the outcome of this project. The building of this road will significantly and forever change the character and landscape of Grimes County. To a few it may be considered a positive change, but to many more residents of the County, it is a change to the detriment of a long-standing way of life. It remains my belief that Grimes County will see no benefit from the proposed project in any form that would justify its construction. Grimes County is being unduly targeted by outside interests to justify a project that only they deem "necessary."

SH 249 Public Hearing Commenter #37

SH 249 in Grimes County

PUBLIC HEARING
JUNE 30, 2016

Texas Department of Transportation

PUBLIC HEARING COMMENT FORM

Navasota Junior High School
9038 State Highway 90 South
Navasota, Texas

Per Texas Transportation Code, §201.881(a)(5), check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I'm commenting

Beth McGinty
Name

[redacted]

COMMENTS:

As a citizen of Grimes County for the past 88½ years, I ask you to at least read and consider my thoughts. I am aware I am not an educated person like you are, but think about the impact that another right-of-way cutting through our county would have on our citizens. It would be devistating to those who would have their property divided and sickening to those who would be affected by the pollution and noise pollution.

My request is to "NO BUILD" the new highway. Widen the existing roads – FM 1774 and Hwy 105 and bring them up to higher standards for safety and speed. (This needs to be done anyway) And it seems to have been overlooked there is another big, well maintained thoroughfare from Houston to College Station – Hwy 290 to Hwy 6. If these two routes (1774 to 105 and 290 to 6) are not fast enough, has any thought been given to improving the Bryan / College Station airports?

Please consider my recommendations. I would also like for you to send me a map of your latest proposed routes. If I receive the map I will feel like you at least read my letter.

Written comments may be submitted this evening or mailed/e-mailed to the address below.
All comments must be received or postmarked by **July 14, 2016**.

TxDOT Bryan District Office, Attention: SH 249 – Grimes
2591 North Earl Rudder Freeway
Bryan, Texas 77803
or
BRY-SH249-GrimesCo@txdot.gov

SH 249 Public Hearing Commenter #38

SH 249 in Grimes County

PUBLIC HEARING
JUNE 30, 2016

Texas Department of Transportation

PUBLIC HEARING COMMENT FORM

Navasota Junior High School
9038 State Highway 90 South
Navasota, Texas

Per Texas Transportation Code, §201.881(a)(5), check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I'm commenting

Steve Mellon
Name

[redacted]

COMMENTS:

I believe I gave TxDot a photocopy of the 1998 Postcard sent to me and other residences of Grimes County. In the post card it states that "TxDot has chosen a route for 249 and it will be down existing 1774 and SH105"

Why are you still fighting your own decision and the decision that tonight you should have heard loud & clear

Use existing Roads not a new over country toll Road.

Use 1774 & 105

Written comments may be submitted this evening or mailed/e-mailed to the address below.
All comments must be received or postmarked by **July 14, 2016**.

TxDOT Bryan District Office, Attention: SH 249 – Grimes
2591 North Earl Rudder Freeway
Bryan, Texas 77803
or
BRY-SH249-GrimesCo@txdot.gov

SH 249 Public Hearing Commenter #39

SH 249 in Grimes County

PUBLIC HEARING
JUNE 30, 2016

Texas Department of Transportation

PUBLIC HEARING COMMENT FORM

Navasota Junior High School
9038 State Highway 90 South
Navasota, Texas

Per Texas Transportation Code, §201.881(a)(5), check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I'm commenting

Name: Bert Miller [redacted]

COMMENTS:

I see the 249 project to Navasota 105 as a benefit particularly for safety of travelers. The improvement of 1774 is not an option in my mind because there could be many displacements.

I see this as an option for drivers and see as a benefit to the city of Navasota in many ways - new business, new residential development that is much in need. Also accessibility & exposure for the city as well as tourism.

Just look at development on Hwy 99 toll road to see what will likely happen.

Thank You.

Written comments may be submitted this evening or mailed/e-mailed to the address below.
All comments must be received or postmarked by **July 14, 2016**.

TxDOT Bryan District Office, Attention: SH 249 – Grimes
2591 North Earl Rudder Freeway
Bryan, Texas 77803
or
BRY-SH249-GrimesCo@txdot.gov

SH 249 Public Hearing Commenter #40

Please refer to the

Public Hearing Transcript

From: Amy Nobles [redacted]
Sent: Thursday, July 07, 2016 6:50 PM
To: BRY-SH249-GrimesCo; Robert Nobles; Sandra Nobles; Chad Bohne; Lance Simmons; chad nobles
Subject: 249 Toll Road Green Route Spring fed Lake

Lance and Chad,

I would like to let you know that the lake identified in the middle of the green route located on the Nobles property is a natural spring fed lake. It is the main water source for our livestock and during drought conditions, experienced off and on in the last few years when the creeks are dry, it is the sole source of water for the livestock. Due to the diminishing fresh water springs and resources in the state of Texas we feel this is an essential edition to the Environmental Assessment and will be submitting video of the spring running and filling the lake.

Regards,
Amy Nobles

From: Amy Nobles [redacted]
Sent: Thursday, July 07, 2016 7:11 PM
To: BRY-SH249-GrimesCo; chad nobles; Chad Bohne; Lance Simmons
Subject: 249 Toll Road Green Route

The current alignment for the Green route does not take into account that the Nobles Ranch is a working cattle and hay farm and will require **livestock crossings** if chosen. Have you considered the cost associated with this addition or extension of the bridge? A crossing over or through a creek will not be acceptable since that is not the way we or our animals move from one part of the farm to the other currently. With no service road access we will not be able to continue ranch operations without appropriate crossings or duplicate equipment and facilities on both sides of the property.

Also I would like to know if the green route is an elevated sanctioned road? In what areas will the road be elevated? What bridges will be elevated to accommodate areas with no service road access? Will all bridges be long enough and high enough for vehicles, farm equipment, and animals to cross under?

Regards,
Amy Nobles

From: Amy Nobles [redacted]
Sent: Thursday, July 07, 2016 7:15 PM
To: BRY-SH249-GrimesCo
Subject: 249 Toll Road 84th legislative session

Recently in discussions concerning the toll road I was informed that new legislation was put in place during the 84th legislative session requiring all toll roads to have a free route alternative. It was explained to me that if there is a tolled road there must be a service road or adjacent road that is free used for the same purpose. Is this information correct? If so are the sections of this toll road that do not have feeder roads going to be non-tolled or will you be required to add service roads?

Regards,
Amy Nobles

From: Chad Bohne
Sent: Friday, July 08, 2016 2:12 PM
To: Amy Nobles; BRY-SH249-GrimesCo; Robert Nobles; Sandra Nobles; Lance Simmons; chad nobles
Subject: RE: 249 Toll Road Green Route Spring fed Lake

Ms. Nobles ... Thank you for providing this explanation. We will make sure the environmental staff is aware and taking this into consideration.

Chad Bohne, P.E.
Director of Transportation Planning & Development
Bryan District, TxDOT
[redacted]

From: Amy Nobles [redacted]
Sent: Thursday, July 07, 2016 6:50 PM
To: BRY-SH249-GrimesCo; Robert Nobles; Sandra Nobles; Chad Bohne; Lance Simmons; chad nobles
Subject: 249 Toll Road Green Route Spring fed Lake

Lance and Chad,

I would like to let you know that the lake identified in the middle of the green route located on the Nobles property is a natural spring fed lake. It is the main water source for our livestock and during drought conditions, experienced off and on in the last few years when the creeks are dry, it is the sole source of water for the livestock. Due to the diminishing fresh water springs and resources in the state of Texas we feel this is an essential edition to the Environmental Assessment and will be submitting video of the spring running and filling the lake.

Regards,
Amy Nobles

From: Chad Bohne
Sent: Friday, July 08, 2016 3:02 PM
To: Amy Nobles; BRY-SH249-GrimesCo; chad nobles; Lance Simmons
Subject: RE: 249 Toll Road Green Route

Ms. Nobles ... A new roadway would be constructed at the elevation of the existing land, where possible. Depending on terrain, creeks, etc., some areas require bridges and/or culverts. We do consider travel between and access to properties along the route of a new roadway. Lengthening bridges and constructing stock passes are a few of the available options. We need to make sure our engineering team is aware of the types of property uses you mentioned. If there is unique farming/ranching implements used in the area, we would appreciate any insight you can provide.

We will make sure the design staff is taking this into consideration throughout the corridor and alternatives.

Chad Bohne, P.E.
Director of Transportation Planning & Development
Bryan District, TxDOT
[redacted]

From: Amy Nobles [redacted]
Sent: Thursday, July 07, 2016 7:11 PM
To: BRY-SH249-GrimesCo; chad nobles; Chad Bohne; Lance Simmons
Subject: 249 Toll Road Green Route

The current alignment for the Green route does not take into account that the Nobles Ranch is a working cattle and hay farm and will require **livestock crossings** if chosen. Have you considered the cost associated with this addition or extension of the bridge? A crossing over or through a creek will not be acceptable since that is not the way we or our animals move from one part of the farm to the other currently. With no service road access we will not be able to continue ranch operations without appropriate crossings or duplicate equipment and facilities on both sides of the property.

Also I would like to know if the green route is an elevated sanctioned road? In what areas will the road be elevated? What bridges will be elevated to accommodate areas with no service road access? Will all bridges be long enough and high enough for vehicles, farm equipment, and animals to cross under?

Regards,
Amy Nobles

SH 249 Public Hearing Commenter #41

Please refer to the

Public Hearing Transcript

From: Nobles, Chad [redacted]
Sent: Friday, June 03, 2016 5:22 PM
To: BRY-SH249-GrimesCo
Cc: Nobles, Chad
Subject: Public Comment on SH 249 - May Commissioner Notes 2016
Attachments: Chad TXDOT Meeting Notes for Commissioners Mtg May 2016.pdf

Please see attached letter regarding SH 249.

I am opposed to the toll road but if you have to build it, then build the Yellow route.

Chad Nobles
[redacted]

" Where you live may largely be the culmination of a series of circumstances;
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Chad's TxDOT Commission Meeting 5/26/16

Good Morning Commissioners and Director Bass. For the record, my name is Chad Nobles and I am here to express our concerns regarding 249 Toll road in Grimes County.

Last month we discussed how the political climate toward toll roads had changed and how the majority of people did not want any more toll roads. We stated our opposition to the toll road through Grimes County and questioned whether or not the road was needed at all, since even TXDOT's study stated the road would not fund itself. My feelings are still the same...we don't want the toll road running through our property.

My family and I have been asking for months has any progress been made on the toll road or were there any updates and the response we got was "no progress or updates". However, I received a call this week about the upcoming public hearing and a link to downlowd a map showing the proposed route. What's amazing to me is that we all of sudden have a completed environmental assessment and a map that has two route options only between CR304 and CR306...green and yellow. This map is basically the same routes, with some slight modifications, that we have been discussing for months.

So, I called Chad Bohne to ask why TXDOT would be coming out with two routes for the public hearing? What is TXDOT trying to find out that they don't already know from the thousands of dollars already spent on engineering studies plus the past three year's worth of public input? His answer was we just want to make sure we get feedback from the public and don't have any surprises.

What more feedback do you need? If you recall, back in August 2015 there were 3 routes...Southern (Black), Middle (Green) and an Eastern (not shown anywhere anymore). Per your direction, we had all the stakeholders in the area put it in writing which route they preferred...and 10 out of 11 signed a letter stating they preferred the southern (BLACK/YELLOW) route. So why would an organization, like TXDOT, who would have liked to have been moving forward on this road last summer still want to present two routes? Why not just come out with the Yellow route that we the stakeholders have already told you we wanted and the data supports. Two routes are only going to cause additional controversy and division of landowners along CR 307. Remember, there are only two family's affected by both routes: That is my family and my parents.

I also asked Chad Bohne what criteria TXDOT would be using to choose between the two routes. He stated the same criteria we have always been using. Would that be the same subjective criteria that we proved to be false so many times before?

The stakeholders along this area have allowed access to their property, signed letters stating they preferred the black route (now the yellow route), and presented to your staff numerous reasons why the yellow/black route was the best route along CR307. Each time the Bryan office gave you their OPINION about why a route was better, the stakeholders actually presented factual evidence that supported our objections to those routes and proved that their opinions were incorrect.

Nothing has changed in the last 9 months...the green route is not acceptable...it still divides numerous large tracks of land, comes close to the permanent residences in the area, requires a bridge across CR307, and requires TXDOT to fill in a lake. The yellow route is the only route that should be presented at the public hearing...it is the one that over 90% of the stakeholders told you they preferred. Even our family told you that we would support TXDOT if they chose the Yellow route over 9 months ago.

From: Nobles, Chad[redacted]
Sent: Friday, June 03, 2016 5:24 PM
To: BRY-SH249-GrimesCo
Cc: Nobles, Chad
Subject: Ronnie Christian Letter Against Toll Road and Green Route MAy 2016 - SH 249 Grimes County Toll Road
Attachments: Christian Letter Against Green Route 20160525.pdf

Please see attached.

Chad Nobles
[redacted]

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Ronnie and Holly Christian
[redacted]

May 25, 2016

TXDOT
125 E. 11th Street
Austin, Tx 78711

RE: SH 249 Toll Road through Grimes County

Dear Commissioners and Mr. Bass,

My wife and I own property in the area affected by proposed 249 Toll Road between CR 304 & CR 307 in Grimes County, TX. Just yesterday, we learned about two proposed routes that will be presented at a public hearing on June 30. Our intention was to come speak to you in person this coming Thursday, May 26, 2016 but we will be unable to make it due to our work schedules.

Previously back in November 2015 we had written a letter opposing the Blue route and the Green route, while supporting the Black and Yellow routes. Based on the new revised map showing a Green route and Yellow route, **we are still very much opposed to the Green Route.** This Green route will negatively affect my property value and rural lifestyle.

Overall, we are opposed to the toll road and feel TXDOT should be expanding FM 1774 & Hwy 105 instead of building a toll road that will not pay for itself. However, if you have to build it, we prefer the Yellow route.

Sincerely,

Ronnie & Holly Christian

From: Nobles, Chad [redacted]
Sent: Friday, June 03, 2016 5:32 PM
To: BRY-SH249-GrimesCo
Cc: Nobles, Chad
Subject: SH 249 Toll Road - Grimes County
Attachments: Chad TXDOT Meeting Notes for Commissioners Mtg April 2016.pdf

See attached.

I am opposed to the toll road but if you have to build it , build the yellow route.

Chad Nobles
[redacted]

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Chad's TxDOT Commission Meeting 4/28/16

Good Morning Commissioners and Director Bass. My name is Chad Nobles and I am here once again to express our concerns regarding the proposed 249 Toll road route along CR 307 in Grimes County.

I was expecting to see our names on some chairs today since today marks our one year anniversary of coming to speak to you in regards to SH249. As you know, we are here month after month because we are passionate about this particular track of land, its legacy, and our confidence in your ability to look at the facts when making a decision about the best route for the stakeholders or to decide <u>even if the road is needed at all</u>.

We have not heard much from anyone lately on the status of the project. What we have heard is numerous people expressing concern over toll roads. I would say the majority of Texans don't want toll roads. Our current Governor ran on a campaign platform promising no more toll roads. Just last month, Texas Lawmakers, including State Rep Joe Pickett questioned the need for toll roads and if they were really benefitting travelers at all in relieving traffic congestion. The real focus should be do we need them? In some areas, I would say one could make an argument for yes...however, in Grimes County, the answer is a factual based NO. Even your own study that was conducted several years ago stated that the toll road would not pay for itself in more than 50 years and could not be justified based on potential users of the toll road. So, again I ask the question, why are we still discussing a toll road in Grimes County?

Estimates state that TXDOT would need almost $30 Billion to pay off the toll roads already built. So, why try to build another toll road that is not needed...it just does not make any sense. It appears that it's time to listen to the people of Texas and especially those in Grimes County and not build this toll road through Grimes County. We like our rural life style...a toll road through the middle of our property would destroy that lifestyle forever!

If you are trying to prepare for current and future traffic needs, address safety concerns on roads, and do it for the least amount of money, then the best option is to expand 1774 and Hwy 105...not build another toll road that no one wants and will not pay for itself. We know you have already purchased the corner of 1774 & Hwy 105 and plan for some expansion of the roads at that intersection. Why not continue those efforts and expand 1774 and Hwy 105 making all roads free for user...no tolls. Just like all the controversy over the high speed rail, there continues to be way too much controversy over this toll road through Grimes County...we don't need it.

So again we ask you to look at the people involved, their time invested, the passion they show to protect their property and protect the life they have chosen... and then make a decision based on what **<u>you would want if you were in their shoes</u>**...because at the end of the day, **<u>it is</u>** about the people and the impact your decision will have on their life.

Make the right decision...don't build the toll road and expand 1774 and 105.

From: Nobles, Chad [redacted]
Sent: Monday, June 06, 2016 2:14 PM
To: BRY-SH249-GrimesCo
Subject: Melinda Jensen - SH249 toll road no build letter
Attachments: Melinda Jensen Letter 20160525.JPG

Please see attached letter opposing the building of SH249 through Grimes County

Chad Nobles
[redacted]

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Melinda Jensen

[redacted]

May 19, 2016

Texas Transportation Committee

I am a voter, property owner, resident and taxpayer in Grimes County, Texas. Over the past five years my family has been living in fear of losing either all or part of our home and property due to the proposed route of the 249 toll road. Apparently a group of TxDOT bureaucrats decided to exploit eminent domain laws and proceed with plans for a toll road. I travel from my home in Stoneham to College Station daily, and have driven to Tomball or The Woodlands at least once a week at various times, using a variety of routes. Over the last 17 years I have never experienced any congestion, even during Renaissance Festival times and Texas A&M football game weekends. There is no need for relief of congestion, and accident occurrence data, used by TxDOT to support the project, would justify improvements on the existing roads rather than building a brand new alternative that would be exclusively available to those drivers who are willing to pay for safety and convenience.

The current political climate that is questioning the wisdom and fiscal responsibility of toll roads, gives hope to those of us who have been victims of the abuse of power that I described above. It is my hope, along with the majority of residents of this beautiful county, that the toll road project will be completely eliminated from TxDOT's agenda, and those funds will instead be directed towards improving the condition and safety of existing roads, namely FM 1774 between Todd Mission and Plantersville, and SH 105 between Plantersville and Navasota. Eminent domain was never intended to facilitate projects that will bring so little benefit to so few, at such great sacrifice to many.

As your department makes decisions regarding the future of toll roads, I would ask you to support safety improvements on those roads that are already in use instead of committing speculative funds towards new roads that may never pay for themselves and will certainly not benefit the majority of travelers.

Thank you for your serious considerations.

Sincerely

Melinda Jensen

From: Nobles, Chad [redacted]
Sent: Monday, June 06, 2016 5:48 PM
To: BRY-SH249-GrimesCo
Cc: Nobles, Chad
Subject: SH 249 Toll Road Grimes County - Pick the Yellow Route
Attachments: Chad TXDOT Meeting Notes for Commissioners Mtg Jan 20160128.pdf

Attached are my talking points from the commissioners meeting in January 2016. As you can see over 90% of the stakeholders in the area along CR 307 had already chosen the black route, which is very similar to the yellow route.

I am opposed to the toll road but if you have to build it , build the yellow route.

Chad Nobles
[redacted]

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Good Morning. For the record, my name is Chad Nobles and as you know we have property affected by proposed SH249 along CR307 in Grimes County.

As you have just heard from my wife, our previous statements about the negative impact the blue route will have to cemeteries, wetlands, creeks, and lakes found on our properties were confirmed and verified by your staff last month. Not only were these substantial but some have significant historical impacts. Based on these negative environmental impacts, we would assume the blue route is no longer being considered as a viable option.

Additionally, these findings prove that the matrix the Bryan TXDOT office created in October 2015 showing the Blue route to be the best route is *flawed in its analysis and evaluation of the various routes.* And furthermore, if the validity of the data supporting the Blue route has proven to not be true, then one would also have to question the validity and creditability of the information in the entire report. Based on the numerous errors in data associated with the blue route, good sound engineering practices would lead one to question all aspects of the report. Therefore, due to the lack of comprehensive investigation and unbiased due diligence, one should conclude that the report be thrown out in its entirety. As we stated from the very first time we saw the report, the matrix was very subjective and lacked factual information.

Now let's go back to my map that you have seen before. These were the 6 routes that were drawn up after the one supposedly 'adamantly' opposed stakeholder suddenly 'spoke out'. Based on the open records request of information we received, the only reason for not going across this 'adamantly opposed' landowners property is due to a <u>potential future home</u> being built or the disruption to his animals on the property. To me, all of us could say that about our property, so how is this property any different?

But let's go back to the map and the facts that are present today.

If we eliminate the blue route based on the confirmed facts, then that leaves us with the Green, Yellow, Black, Pink and Orange. I think we all can agree that the Orange should be eliminated due to the proximity to a home and length of the road. I think we can all also agree that the pink and green routes should be eliminated due to the proximity and number of homes affected along with the major division of property to some large tracks of land. Therefore we are left with the Yellow and Black. Even though the Yellow route would be further away from an existing home than the current county road 307, this route falls too close to a home, and we would all probably agree to see a different route than the yellow as its depicted on this current map. In fact, we already have that route, its called the Black Route.

If you recall from our August presentation, we presented to the commissioners signed letters from 10 of the 11 stakeholders stating they wanted the South (which is TXDOT's BLACK route) over the Middle (now called Green Route) and a third route called the East Route, which was not even shown in TXDOT's October matrix report.

Therefore we, along with 90% of the stakeholders in the area, prefer the BLACK route. This route does not affect any homes, does not go across a cemetery or wetlands, does not cross CR 307, does not require filling in of a lake or relocating a county road and is by far the most geometrically superior route through the area. The only reason not to choose the black route, according to the one opposed landowner, is based on the "potential of that landowner building a future home on it. Let's make a decision based on current facts and not 'what if's. If you insist on building the road and taking our property, then build the black route, definitely not the blue or the green.

From: Nobles, Chad [redacted]
Sent: Tuesday, June 07, 2016 9:00 PM
To: BRY-SH249-GrimesCo
Cc: Nobles, Chad
Subject: Yellow Route for SH 249

In August of 2015, the Bryan TXDOT staff was presented with documentation that represented 90% stakeholder support for a route previously identified as the black route. This route is almost exactly the same as the current proposed YELLOW route. At the August TXDOT commission meeting when asked by the Commissioners why they would not take this route, Russell Zapalac stated there was one "adamantly opposed" property owner affected. In the interest of shared sacrifice, how can one person keep a road off their property and dramatically affect numerous other land owners...this simply is not fair nor right. And it is not what the landowners wanted.

During this timeframe the Green route was ruled out as not a viable option by over 90% of the stakeholders around CR 307.

If you are going to build the toll road, then build the yellow route.

Chad Nobles
[redacted]

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From: Nobles, Chad [redacted]
Sent: Tuesday, June 07, 2016 9:17 PM
To: BRY-SH249-GrimesCo
Cc: Nobles, Chad
Subject: SH 249 Through Grimes County - Wasting Tax Payer Dollars

After years of study, TXDOT presented to the public in 2014 their preferred route known as B3. This original route did not go through any properties adjoining CR307 in Grimes County. In your study, TXDOT stated that the B3 route would cost $87 million. In your current assessment for the public hearing in June 2016 regarding SH 249, all the new proposed routes (yellow and green) would cost between $165 to $170 million. Why is TXDOT wasting tax payers money by spending almost double the amount of money on the two new proposed routes? Why not go back to B3 route?

According to TXDOT staff, one of the primary reasons B3 was eliminated was due to NOV (National Oilwell Varco) allowing TXDOT to have permission to build the road across their property, which moved the route westward off the proposed B3 route. However, that NOV land has now been sold and is no longer owned by NOV.

So, why not save almost $80 million dollars and build B3 and not build the yellow or green route?

The numbers used in this email are from TXDOT reports...not made up.

Chad Nobles
[redacted]

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From:	Nobles, Chad [redacted]
Sent:	Tuesday, June 07, 2016 9:38 PM
To:	BRY-SH249-GrimesCo
Cc:	Nobles, Chad
Subject:	SH 249 Toll Road through Grimes County - Opposition to building it and the opposition to the GREEN ROUTE
Attachments:	TXDOT Route Preference Letters Combined with map 20150826.pdf

According to Bryan TXDOT Staff, these were the goals for the creation of the 3 new routes presented to the stakeholders around June 2015 near the affected area along CR 307:

- Stay away from Homesteads
- Stay away from Cemeteries
- Avoid large bodies of water and lakes
- Avoid division of large tracts of land
- Get to NOV (National Oilwell Varco) Land as quick as possible
- Try to avoid crossing over CR 307

In an effort to work with TXDOT, stakeholders in the area got together to discuss which route was preferred out of the 3 routes. The three routes are labeled on the attached map as:

1. South "Black/yellow" Route – (this route is extremely similar to the current yellow route and follows the same property lines/division of properties)
2. Middle
3. East "Green" route

As you will see from the attached letters, the following are the facts:

- Over 90% of stakeholders signed letters approving South/Black (aka Yellow) Route (10 of 11 property owners affected by proposed routes near CR307) and submitted them in writing to TXDOT. (Copies of these letters are attached)
- As per Russell Zapalac in the August TXDOT commissioner's meeting, the only reason for not choosing the Black (aka yellow) route was that one stakeholder was 'adamantly opposed' to it.
    - This property owner purchased this tract of land in February 2015 and was aware of the potential for the road to cross the property.

- The home on the property, which is a second home for the property owner, is located more than 2,500 feet from the proposed Black route and could be even further away with a small tweak of the black route, which the new yellow route accomplishes.

In summary, the stakeholders have already been given a choice between the current GREEN route and the yellow/black route...and over 90% of the stakeholders chose the black/yellow route.

Additionally, TXDOT has had over a year of public comment from the stakeholders...why is TXDOT still wasting tax payers money asking for public comment on the Green route? No one wants the green route. In fact, the majority of folks do not want the toll road in general!

So, if you are going to build this toll road, then choose what the stakeholders have told you and pick the yellow route.

Attached are the letters and map presented to TXDOT in August 2015 and still apply today!

Chad Nobles
[redacted]

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CR 306
STO
House
CR 307
#2 (Middle)
#3 (East)
#1(South)

To Whom It May Concern,

It has been brought to my attention that TxDOT is currently in the final stages of deciding on a path for SH249 Toll Road through Grimes County, TX. I have been notified by the Bryan District office of TxDOT that my property could be affected. Therefore, as a property owner affected by the proposed routes, specifically the area along CR 307, I would like to inform you of my preferred route.

The following statements are factual about my property along County Road 307.

Property Owner's Name Gregory Eversole

Property Address [redacted]

Continuous Acres in tract of land 17 ACS + 75 ACS

Permanent Primary Residence/Home (Yes or No) _____

Second/Weekend Home (Yes or No) _____

Barn on property (Yes or No) _____

It is my first preference that you do not build this road at all through our property. However, if you have to build the road, I would prefer the following route out of the three (3) currently proposed 249 Toll Road routes (as seen on the attached map) through the CR 307 corridor in Grimes County:

✓ Route # 1 = Southern most route not crossing CR 307

_____ Route #2 = Middle route crossing CR 307

_____ Route #3 = Eastern most route crossing CR 307

In regards to the route that I prefer above, the route will still require TxDOT to acquire some or all of my property. (Yes or No) Yes

Signature: Gregory Eversole

Date: 8-21-15

To Whom It May Concern,

It has been brought to my attention that TxDOT is currently in the final stages of deciding on a path for SH249 Toll Road through Grimes County, TX. I have been notified by the Bryan District office of TxDOT that my property could be affected. Therefore, as a property owner affected by the proposed routes, specifically the area along CR 307, I would like to inform you of my preferred route.

The following statements are factual about my property along County Road 307.

Property Owner's Name Terry Gabriel

Property Address [redacted]

Continuous Acres in tract of land 54

Permanent Primary Residence/Home (Yes or No) NO

Second/Weekend Home (Yes or No) Yes

Barn on property (Yes or No) Yes

It is my first preference that you do not build this road at all through our property. However, if you have to build the road, I would prefer the following route out of the three (3) currently proposed 249 Toll Road routes (as seen on the attached map) through the CR 307 corridor in Grimes County:

✓ Route # 1 = Southern most route not crossing CR 307

_____ Route #2 = Middle route crossing CR 307

_____ Route #3 = Eastern most route crossing CR 307

In regards to the route that I prefer above, the route will still require TxDOT to acquire some or all of my property. (Yes or No) NO

Signature: Terry Gabriel

Date: 8/22/15

To Whom It May Concern,

It has been brought to my attention that TxDOT is currently in the final stages of deciding on a path for SH249 Toll Road through Grimes County, TX. I have been notified by the Bryan District office of TxDOT that my property could be affected. Therefore, as a property owner affected by the proposed routes, specifically the area along CR 307, I would like to inform you of my preferred route.

The following statements are factual about my property along County Road 307.

Property Owner's Name ROBERT + SANDRA NOBLES

Property Address [redacted]

Continuous Acres in tract of land 348.42

Permanent Primary Residence/Home (Yes or No) YES

Second/Weekend Home (Yes or No) NO

Barn on property (Yes or No) YES

It is my first preference that you do not build this road at all through our property. However, if you have to build the road, I would prefer the following route out of the three (3) currently proposed 249 Toll Road routes (as seen on the attached map) through the CR 307 corridor in Grimes County:

✓ Route # 1 = Southern most route not crossing CR 307

_____ Route #2 = Middle route crossing CR 307

_____ Route #3 = Eastern most route crossing CR 307

In regards to the route that I prefer above, the route will still require TxDOT to acquire some or all of my property. (Yes or No) YES

Signature: Robert Nobles

Date: Aug. 22, 2015

To Whom It May Concern,

It has been brought to my attention that TxDOT is currently in the final stages of deciding on a path for SH249 Toll Road through Grimes County, TX. I have been notified by the Bryan District office of TxDOT that my property could be affected. Therefore, as a property owner affected by the proposed routes, specifically the area along CR 307, I would like to inform you of my preferred route.

The following statements are factual about my property along County Road 307.

Property Owner's Name Gertua Schillings

Property Address [redacted]

Continuous Acres in tract of land 120.42

Permanent Primary Residence/Home (Yes or No) yes

Second/Weekend Home (Yes or No) NO

Barn on property (Yes or No) yes

It is my first preference that you do not build this road at all through our property. However, if you have to build the road, I would prefer the following route out of the three (3) currently proposed 249 Toll Road routes (as seen on the attached map) through the CR 307 corridor in Grimes County:

✓ Route # 1 = Southern most route not crossing CR 307

_____ Route #2 = Middle route crossing CR 307

_____ Route #3 = Eastern most route crossing CR 307

In regards to the route that I prefer above, the route will still require TxDOT to acquire some or all of my property. (Yes or No) NO

Signature: [illegible]

Date: 8-21-2015

To Whom It May Concern,

It has been brought to my attention that TxDOT is currently in the final stages of deciding on a path for SH249 Toll Road through Grimes County, TX. I have been notified by the Bryan District office of TxDOT that my property could be affected. Therefore, as a property owner affected by the proposed routes, specifically the area along CR 307, I would like to inform you of my preferred route.

The following statements are factual about my property along County Road 307.

Property Owner's Name Tim Sandlin

Property Address [redacted]

Continuous Acres in tract of land 20 /

Permanent Primary Residence/Home (Yes or No) ____

Second/Weekend Home (Yes or No) ____

Barn on property (Yes or No) ____

It is my first preference that you do not build this road at all through our property. However, if you have to build the road, I would prefer the following route out of the three (3) currently proposed 249 Toll Road routes (as seen on the attached map) through the CR 307 corridor in Grimes County:

X Route # 1 = Southern most route not crossing CR 307

____ Route #2 = Middle route crossing CR 307

____ Route #3 = Eastern most route crossing CR 307

In regards to the route that I prefer above, the route will still require TxDOT to acquire some or all of my property. (Yes or No) ____

Signature: Tim R Sandlin

Date: Aug 23rd 2015

To Whom It May Concern,

It has been brought to my attention that TxDOT is currently in the final stages of deciding on a path for SH249 Toll Road through Grimes County, TX. I have been notified by the Bryan District office of TxDOT that my property could be affected. Therefore, as a property owner affected by the proposed routes, specifically the area along CR 307, I would like to inform you of my preferred route.

The following statements are factual about my property along County Road 307.

Property Owner's Name _____Chad & Amy Nobles_____

Property Address ___[redacted]

Continuous Acres in tract of land ___92 (Also Connects to my parents 350 Plus Acres – we treat all property as one working cattle ranch)

Permanent Primary Residence/Home (Yes or No) Not on my 92 acres but on my parents which join mine.

Second/Weekend Home (Yes or No) No

Barn on property (Yes or No) Not on my 92 but on my parents joining property

It is my first preference that you do not build this road at all through our property. However, if you have to build the road, I would prefer the following route out of the three (3) currently proposed 249 Toll Road routes (as seen on the attached map) through the CR 307 corridor in Grimes County:

✓ Route # 1 = Southern most route not crossing CR 307

_____ Route #2 = Middle route crossing CR 307

_____ Route #3 = Eastern most route crossing CR 307

In regards to the route that I prefer above, the route will still require TxDOT to acquire some or all of my property. (Yes or No) YES

Signature: Chad Nobles

Date: 8/20/2015

To Whom It May Concern,

It has been brought to my attention that TxDOT is currently in the final stages of deciding on a path for SH249 Toll Road through Grimes County, TX. I have been notified by the Bryan District office of TxDOT that my property could be affected. Therefore, as a property owner affected by the proposed routes, specifically the area along CR 307, I would like to inform you of my preferred route.

The following statements are factual about my property along County Road 307.

Property Owner's Name Joseph B. Knauth

Property Address [redacted]

Continuous Acres in tract of land 52 +/-

Permanent Primary Residence/Home (Yes or No) No (My father just passed away 6/28/15. It was his permanent residence)

Second/Weekend Home (Yes or No) Yes

Barn on property (Yes or No) Yes

It is my first preference that you do not build this road at all through our property. However, if you have to build the road, I would prefer the following route out of the three (3) currently proposed 249 Toll Road routes (as seen on the attached map) through the CR 307 corridor in Grimes County:

✓ Route # 1 = Southern most route not crossing CR 307

_____ Route #2 = Middle route crossing CR 307

_____ Route #3 = Eastern most route crossing CR 307

In regards to the route that I prefer above, the route will still require TxDOT to acquire some or all of my property. (Yes or No) Yes

Signature: [signature]

Date: 8/19/15

To Whom It May Concern,

It has been brought to my attention that TxDOT is currently in the final stages of deciding on a path for SH249 Toll Road through Grimes County, TX. I have been notified by the Bryan District office of TxDOT that my property could be affected. Therefore, as a property owner affected by the proposed routes, specifically the area along CR 307, I would like to inform you of my preferred route.

The following statements are factual about my property along County Road 307.

Property Owner's Name Linda Baldwin

Property Address [redacted]

Continuous Acres in tract of land Tract [redacted] 34 Acres
Tract [redacted] 17 Acres

Permanent Primary Residence/Home (Yes or No) _____

Second/Weekend Home (Yes or No) _____

Barn on property (Yes or No) _____

It is my first preference that you do not build this road at all through our property. However, if you have to build the road, I would prefer the following route out of the three (3) currently proposed 249 Toll Road routes (as seen on the attached map) through the CR 307 corridor in Grimes County:

_____ Route # 1 = Southern most route not crossing CR 307

_____ Route #2 = Middle route crossing CR 307

_____ Route #3 = Eastern most route crossing CR 307

✓ Route #4 = #1, but along property lines - Do Not split Propert

In regards to the route that I prefer above, the route will still require TxDOT to acquire some ~~or all~~ of my property. (Yes or No) _____

Signature: Linda Baldwin

Date: 8/24/15

To Whom It May Concern,

It has been brought to my attention that TxDOT is currently in the final stages of deciding on a path for SH249 Toll Road through Grimes County, TX. I have been notified by the Bryan District office of TxDOT that my property could be affected. Therefore, as a property owner affected by the proposed routes, specifically the area along CR 307, I would like to inform you of my preferred route.

The following statements are factual about my property along County Road 307.

Property Owner's Name Chester and Martha Ray Pate Jones

Property Address [redacted]

Continuous Acres in tract of land 27.48 Tract [redacted] 17.04 ac. 6.96 ac 3.48 ac

Permanent Primary Residence/Home (Yes or (No)) _____

Second/Weekend Home (Yes or (No)) _____

Barn on property (Yes or (No)) _____

It is my first preference that you do not build this road at all through our property. However, if you have to build the road, I would prefer the following route out of the three (3) currently proposed 249 Toll Road routes (as seen on the attached map) through the CR 307 corridor in Grimes County:

_____ Route # 1 = Southern most route not crossing CR 307

_____ Route #2 = Middle route crossing CR 307

_____ Route #3 = Eastern most route crossing CR 307

✓ Route #4 #1 but do not split property lines. Stay along property lines

In regards to the route that I prefer above, the route will still require TxDOT to acquire (some) ~~or all~~ of my property. (Yes or No) Yes

Signature: Martha Ray Jones

Date: 8 · 24 · 15

To Whom It May Concern,

It has been brought to my attention that TxDOT is currently in the final stages of deciding on a path for SH249 Toll Road through Grimes County, TX. I have been notified by the Bryan District office of TxDOT that my property could be affected. Therefore, as a property owner affected by the proposed routes, specifically the area along CR 307, I would like to inform you of my preferred route.

The following statements are factual about my property along County Road 307.

Property Owner's Name GERALD & MARTHA CAMPBELL

Property Address [redacted]

Continuous Acres in tract of land 25

Permanent Primary Residence/Home (Yes or No) _____

Second/Weekend Home (Yes or No) _____

Barn on property (Yes or No) _____

It is my first preference that you do not build this road at all through our property. However, if you have to build the road, I would prefer the following route out of the three (3) currently proposed 249 Toll Road routes (as seen on the attached map) through the CR 307 corridor in Grimes County:

✓ Route # 1 = Southern most route not crossing CR 307

_____ Route #2 = Middle route crossing CR 307

_____ Route #3 = Eastern most route crossing CR 307

In regards to the route that I prefer above, the route will still require TxDOT to acquire some or all of my property. (Yes or No) _____

Signature: Gerald Campbell

Date: 8-26-15

From: Nobles, Chad [redacted]
Sent: Tuesday, June 07, 2016 9:56 PM
To: BRY-SH249-GrimesCo
Cc: Nobles, Chad
Subject: SH 249 Matrix used for selection - We are oppossed to the GREEN route

On Oct. 19, 2015, we were sent an email from Bryan TXDOT staff that contained a document which included a matrix and criteria used for evaluating the 6 proposed routes for SH 249 along the CR307 corridor. When you look at the document and matrix, you cannot tell which route is preferred by TXDOT. However, after a phone call with TXDOT Bryan staff, we were informed that the Blue route was the preferred route by TXDOT Bryan office.

After a meeting with TXDOT Bryan staff on Oct. 21, 2015 to review the matrix, we quickly realized that the matrix being used to evaluate route options is very subjective and lacks a lot of factual information. Here are some examples:

- What baseline route are these new routes being compared to? Why is TXDOT's original preferred route (B3) not used as the baseline to compare the 6 new routes to?
- It does not have any scoring, weighting, or numerical values applied to the individual categories listed. For example, 'the distance from highway 105' has the same value as 'impact to homes' and the same value as 'proximity to a cemetery'.
- Terms like 'low', 'medium', and 'high' are being used to evaluate the impact of a category called property division. One would assume that property division would be based on a percentage of the overall track of land, along with the physical location of the road, as it comes across the property. However, when we asked TXDOT Bryan staff to define what those terms meant and why one route would get a 'high' value and one a 'low', we were told they did not do it that way….they simply looked at the land and assessed it based on their opinion.
- These same terms are used to define impact to homes. According to their data, a home receives a 'high' impact if it is within 600 feet and anything over 1000 feet gets a 'low' rating. However, when asked if the quantity of homes impacted was figured into these terms the answer was 'no'. So, a route could impact 10 homes at 601 feet and it would have a better rating than a route that only impacts one home a 599 feet.
- There were no concrete facts or evidence provided to support the 'low', 'medium' or 'high' ratings since these ratings were based on opinions of certain TXDOT staff, which are very different than the opinions of the stakeholders affected by these routes.

In summary, the issues with matrix design & criteria used are:

- No Scoring
- No weighting of evaluation criteria

- Some criteria is very subjective:

    1. Homes Affected (Permanent vs. Second home, Quantity of homes affected, etc.)

    2. Property Division (No basis for low, medium, high rating (Example: What percent of the land is divided to be considered low vs. high rating?)

    3. Number of Affected Parcels (Ex. Baldwin property is one owner with multiple parcels all currently being used as a single tract of land with no fences or land division)

    4. No consideration to filling in Dean Eversole's lake

    5. No consideration for getting to NOV property quickly (as original reason for moving route)

In regards to the matrix missing factual information, we pointed out the following:

- It's missing a home. Robert and Sandra Nobles have a permanent home as well as a barn house. The barn house is located just to the southeast of their permanent home and includes 2 bedrooms, bathroom, kitchen, and living area. It is used as a rent house and just recently was being occupied by a family of two adults and two children.

- There are three (3) live water springs just below Mr. Eversole's lake dam that feed Jack Rabbit and Beason Creek. These springs are located at ground level less than 30 feet from the Nobles/Eversole property line and are around 50 feet below the lake dam. These are not accounted for in the matrix nor are the bridges that will be required to protect these valuable water sources.

- There is a wetland area located in these same woods as well as the area. These areas are not accounted for in the matrix nor are the bridges that will be required over these wetland areas.

- The blue route runs directly on top of Jack Rabbit Creek for about 450 feet along the Nobles property line and the Couvillan property line. There is no bridge shown for this long stretch of roadway, nor is it taken into account the damage this will create to Jack Rabbit and Beason Creeks.

- The blue route shows that it will not run on top of the cemetery or the pipeline near the Nobles/Jensen/Eversole property line. However the distance from the edge of the cemetery to the pipeline is just 315 feet. And there are several gravesites that are not shown on the matrix.

- The blue route shows to have a lower costs than other routes, however, how can that be based on the information explained above when none of these costs were considered.

As you can see, the criteria used by TXDOT was very subjective and missing many facts?

What criteria will be used for the final selection of the GREEN vs YELLOW route? Please provide that criteria prior to the public hearing.

As stated numerous times before, we are opposed to the toll road but if you must build it then, build the yellow route.

Chad Nobles
[redacted]

" Where you live may largely be the culmination of a series of circumstances;
what you are is a choice you make. "

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From: Nobles, Chad [redacted]
Sent: Tuesday, June 07, 2016 10:09 PM
To: BRY-SH249-GrimesCo; James Bass
Cc: Nobles, Chad
Subject: Criteria used for final selection of SH 249 Toll Road through Grimes County

Good Evening,

Since there are two routes still being considered for the final route selection of SH 249 through Grimes County, could you please send me the matrix of what criteria will be used for final selection of that route?

Meaning, I would like to see what TXDOT will be using to determine what route gets chosen and would like to see this matrix/scoring criteria before the public hearing.

I would assume you would have this scoring criteria already figured out and could send that to me by this Friday, June 10.

Thanks in advance for doing this.

Chad Nobles
[redacted]

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what you are is a choice you make. "

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From: Nobles, Chad [redacted]
Sent: Thursday, June 09, 2016 10:31 AM
To: BRY-SH249-GrimesCo
Cc: Nobles, Chad
Subject: SH249 Financial Irresponsibility
Attachments: TxDOT 249 Route costs.docx

I am attaching a document that shows two charts you can find in the Draft Environmental Assessment dated May 2016. The current routes TXDOT is considering (yellow and green) have estimated construction cost of ***double*** the routes preferred just one year ago (B3). We believe that this a misuse of taxpayer funds on the part of TxDOT and would like an answer as to why TXDOT is wasting tax payer money on a toll road that the citizens of Grimes County do not want.

Chad Nobles
[redacted]

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The tables below are taken from the current draft Environmental Assessment dated May 2016 for the Grimes County portion of SH 249. Please note the cost of construction for the most current presented routes, yellow and green, as compared to the previous alternatives that are almost half the cost. Even taking into consideration cost increases since the first estimates were made this is an unacceptable alternative and an irresponsible use of TxDOT funds.

Table 17: Build Alternatives Evaluation Matrix

Component	Unit	Build Alternatives		
		Blue	Green	Yellow
Estimated Construction Cost	Millions of Dollars	164.7	164.9	170.4
Length of Proposed Roadway	Miles	10.1	9.9	10.4
Estimated Right-of-Way Acquisition	Acres	629	623	658
Relocations	Number of Relocations	0	0	0
Affected Parcels	Number of Parcels	38	35	40
Cemeteries	Number of Cemeteries	1	0	0
Vegetation Impacts	Acres of Impact	113.0	112.3	118.7
Stream Crossings	Number of Crossings	12	13	13
Stream Impacts	Linear Feet of Streams	12,995	10,277	11,353
Floodplain Crossings	Acreage	11.0	11.9	15.7

SH 249 in Grimes County
REASONABLE ALTERNATIVES EVALUATION MATRIX

Component	Unit	NEW LOCATION					
		Alternative A1	Alternative A3	Alternative B1	Alternative B3	Alternative C	Alternative D
Estimated Construction Cost	Millions of Dollars	95	90	92	87	95	103
Length of Proposed Roadway	Miles	9.7	9.1	10.0	9.5	10.1	10.7
Distance from SH 105 intersection to SH 6	Miles	6.6	7.7	6.6	7.7	6.6	6.6
Estimated Right-of-Way Acquisition	Acres	399	378	419	398	422	425
Affected Parcels	Number of Parcels	37	36	34	34	32	32
Major Roadway Crossings (SH 105, CR 201, CR 202, CR 304, CR 306, CR 307, FM 1748 and FM 1774)	Number of Crossings	5	4	5	4	6	5
Railroad Crossings	Number of Crossings	3	3	3	3	3	3
Pipeline Crossings	Number of Crossings	4	4	4	4	4	4
Potential Displacements/Relocations	Number of Displacements/Relocations	0	0	0	0	0	0
Potential for Wetlands	Number of Crossings	3	2	2	1	3	3
Floodplain Crossings	Acreage	1.9	1.9	1.9	1.9	4.6	4.5
Stream Crossings	Number of Crossings	7	8	9	9	10	12

Most Desirable
Second Most Desirable

From: Nobles, Chad [redacted]
Sent: Thursday, June 09, 2016 10:39 AM
To: BRY-SH249-GrimesCo
Cc: Nobles, Chad
Subject: TXDOT Transparency and Financial Irresponsibility
Attachments: TxDOT 249 Route costs.docx

First and foremost, we are opposed to the toll road through Grimes County.

As we have been pointing out over the last year there are many discrepancies, inconsistencies, and transparency issues related to the 249 Toll road project in Grimes County. This was confirmed at the May 2016 Commission meeting and I would like you to please take a look at the segments of video from the meetings I have linked you to and consider that in August 2015 Russell Zapalac was questioned about the rationale for avoiding a specific route and he had a very difficult time providing an answer. He eventually stated there was an adamantly opposed property owner. This owner spoke at the May 2016 Commission meeting and confirmed that he had been given several assurances as to the direction of the route prior to the purchase of his land and that even over the last year had been given a go ahead on land improvements. This further brings the ethics of the process in to question.

In addition I am attaching a document that shows two charts you can find in the Draft Environmental Assessment dated May 2016. The current routes they are considering have estimated construction cost of double the routes preferred just one year ago. We believe that is a misuse of taxpayer funds on the part of TxDOT and would like you to review the numbers as well.

Please take a look at the included and attached information. The voters in 2015 just voted to give TxDOT more money to improve roads, but if these are the kinds of things TXDOT will be doing with the money I truly question why we the citizens would approve the increase in funds.

August 2015 Commission meeting recording. Item 13, minutes 11:20 - 13:27 http://txdot.swagit.com/play/08272015-605
May 2016 Commission meeting recording. Open comment period, minutes 27:10 to finish
http://txdot.swagit.com/play/05262016-704

Transcript portion from August 2015 TxDOT Commission meeting
MR. BUGG: Well, very simply, my question is what is the -- the rationale not to take this southern leg that the Nobles are asking you to consider? There must be a thoughtful response to that.
MR. HOLZMANN: Defer to Mr. Zapalac.
MR. LEWIS: Thank you. Please state your name and what your title is.
MR. ZAPALAC: Thank you, Chairman. Russell Zapalac, Chief Planning and Projects Officer.
MR. LEWIS: All right. And did you hear the question and ready to respond to it?
MR. ZAPALAC: Yes, sir. Commissioner Bugg, we've -- we've been looking at a number of routes as the Nobles indicated. We've been working for the last three to four months trying to -- to pick a way through that area to disrupt as few parcels and as few people as possible. Part of the process has been going through and -- and if we move the alignment, we're -- from an environmental perspective, we can't move it so that it impacts

another landowner; that that landowner is not willing to accept those impacts. So we've been meeting with all the landowners. And we're -- again, we're continuing to work through that process. We're continuing to try to find the least disruptive path for the -- for the corridor. So we're not done yet. We're still working on it.

MR. BUGG: I guess my question, Russell, is the -- the southern-most route, you're saying that you cannot do that because of --

MR. ZAPALAC: Well, we -- we do have a landowner on that route. And I think Mr. Nobles indicated that they had not been in contact with that landowner. We have numerous times and that landowner is adamantly opposed to that route so -- so -- we're --

MR. BUGG: So that's the reasoning why we can't look at that southern --

MR. ZAPALAC: So we're -- we're -- again, we're still working, trying to -- to get through there and trying to find a solution that's amenable to all parties.

Transcript portion from May 2016 TxDOT Commission meeting - not currently available

And finally, if you truly believe in your 'heart of hearts' that a toll road needs to be built through this rural part of Grimes County, then build the Yellow route...NOT the green route.

Sincerely,
Chad Nobles

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The tables below are taken from the current draft Environmental Assessment dated May 2016 for the Grimes County portion of SH 249. Please note the cost of construction for the most current presented routes, yellow and green, as compared to the previous alternatives that are almost half the cost. Even taking into consideration cost increases since the first estimates were made this is an unacceptable alternative and an irresponsible use of TxDOT funds.

Table 17: Build Alternatives Evaluation Matrix

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		Blue	Green	Yellow
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Stream Impacts	Linear Feet of Streams	12,995	10,277	11,353
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SH 249 in Grimes County
REASONABLE ALTERNATIVES EVALUATION MATRIX

Component	Unit	NEW LOCATION					
		Alternative A1	Alternative A3	Alternative B1	Alternative B3	Alternative C	Alternative D
Estimated Construction Cost	Millions of Dollars	95	90	92	87	95	103
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Distance from SH 105 intersection to SH 6	Miles	6.6	7.7	6.6	7.7	6.6	6.6
Estimated Right-of-Way Acquisition	Acres	399	378	419	398	422	425
Affected Parcels	Number of Parcels	37	36	34	34	32	32
Major Roadway Crossings (SH 105, CR 201, CR 202, CR 304, CR 306, CR 307, FM 1745 and FM 1774)	Number of Crossings	5	4	5	4	6	5
Railroad Crossings	Number of Crossings	3	3	3	3	3	3
Pipeline Crossings	Number of Crossings	4	4	4	4	4	4
Potential Displacements/Relocations	Number of Displacements/Relocations	0	0	0	0	0	0
Potential for Wetlands	Number of Crossings	3	2	2	1	3	3
Floodplain Crossings	Acreage	1.9	1.9	1.9	1.9	4.6	4.5
Stream Crossings	Number of Crossings	7	8	9	9	10	12

Most Desirable
Second Most Desirable

Jeff Casbeer

From: Nobles, Chad [redacted]
Sent: Saturday, June 11, 2016 7:25 PM
To: BRY-SH249-GrimesCo
Cc: Nobles, Chad
Subject: SH 249

I am adamantly opposed to the GREEN route. If you are going to build it, then build the Yellow route.

Chad Nobles
[redacted]

" Where you live may largely be the culmination of a series of circumstances;
what you are is a choice you make. "

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From: Nobles, Chad [redacted]
Sent: Wednesday, June 15, 2016 1:35 PM
To: James Bass
Cc: BRY-SH249-GrimesCo
Subject: RE: Criteria used for final selection of SH 249 Toll Road through Grimes County

What is the purpose of having two routes along a specific area for the public hearing?

Chad Nobles
[redacted]

" Where you live may largely be the culmination of a series of circumstances;
what you are is a choice you make. "

From: James Bass [redacted]
Sent: Thursday, June 09, 2016 10:16 PM
To: Nobles, Chad (RC-US BT FLD Z4 S-EES)
Cc: BRY-SH249-GrimesCo
Subject: Re: Criteria used for final selection of SH 249 Toll Road through Grimes County

Mr. Nobles,
The draft environmental assessment (EA) available on the project website describes the environmental considerations we look at when evaluating alignment options. The draft EA also includes some of the cost and engineering factors that must be considered. We'll use these factors, along with information brought forward at the public hearing to make our decision. Even though we consider and weigh these different factors, there will be no score or matrix beyond what appears in the draft EA.

The draft EA can be found on the project website at
http://www.txdot.gov/inside-txdot/projects/studies/bryan/sh249.html

Thanks,
James

#BeSafeDriveSmart

On Jun 7, 2016, at 10:08 PM, Nobles, Chad [redacted] wrote:

> Good Evening,
>
> Since there are two routes still being considered for the final route selection of SH 249 through Grimes County, could you please send me the matrix of what criteria will be used for final selection of that route?
>
> Meaning, I would like to see what TXDOT will be using to determine what route gets chosen and would like to see this matrix/scoring criteria before the public hearing.
>
> I would assume you would have this scoring criteria already figured out and could send that to me by this Friday, June 10.

Thanks in advance for doing this.

Chad Nobles
[redacted]

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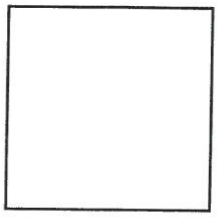

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From: Nobles, Chad [redacted]
Sent: Thursday, June 16, 2016 5:45 AM
To: BRY-SH249-GrimesCo
Subject: SH 249

From: [redacted]
Date: May 25, 2016 at 8:11:27 AM CDT

This letter is concerning the proposed SH 249 in Grimes County. I am asking you to please reconsider making this a toll road and also to reconsider the proposed routes and to stick with the existing right of way of SH 1774 and SH 105. The need for an expressway and/or tollway in this area is vastly overstated. Funds to widen and improve existing road ways would be much more efficient and less costly and disrupt far less people. The actual cost of construction is one thing, but please consider the cost of privacy of land owners also. Progress is needed and is a great thing, but only if done prudently.

Thank you for your time.

Carl Dry
[redacted]

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From: Nobles, Chad [redacted]
Sent: Thursday, June 16, 2016 5:46 AM
To: BRY-SH249-GrimesCo
Subject: 249 Toll Road

From: Dorothy [redacted]
Date: May 20, 2016 at 10:03:47 AM CDT
To: [redacted]
Cc: [redacted]

Subject: 249 Toll Road

We are owners of property in Grimes County which will be directly affected by the proposed 249 Toll Road.

WE DO NOT NOW, HAVE NEVER, AND WILL NOT SUPPORT TOLL ROADS!! We have made our stand on this issue clear by attending meetings,
making phone calls, sending e-mails, and writing letters.

Obviously, new and better roads are necessary to accommodate our increasing population in this area. In our opinion the most sensible and economical
solution is to improve existing roads.

However, if TxDOT is determined to build a new road, we prefer to see a free road with feeders and overpasses providing access for landowners who will be
inconvenienced by the division of their properties.

Respectfully,
Dave and Dorothy Tullos

Sent from Mail for Windows 10

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From: Nobles, Chad[redacted]
Sent: Thursday, June 16, 2016 9:03 AM
To: James Bass
Cc: BRY-SH249-GrimesCo; Nobles, Chad
Subject: Re: Criteria used for final selection of SH 249 Toll Road through Grimes County

But my question was "What is the purpose of having two routes along a specific area for the public hearing"? Meaning what information are you hoping to find out at the public hearing that you don't already know?

And what input are you looking to get from the public?

If it's truly public input you want then why not offer two routes the entire length of the road?

All you are doing is dividing landowners along this section of the road. And we (nobles) are the only ones that don't have a choice to pick a route that does not cross our land.

Why don't we have a route that we can choose that is not on our land? This is supposed to be a "shared sacrifice" that is for the good of everyone right?

Looking forward to your response.

Chad Nobles
[redacted]

On Jun 16, 2016, at 8:03 AM, James Bass [redacted] wrote:

Mr. Nobles,
Based on our draft environmental study, TxDOT selected a preferred alignment. With further in-depth review of this preliminary decision, and being given greater access to the adjacent properties, additional information deemed this alignment as not feasible. TxDOT is now taking the next two alignments from our study to a public hearing to gain information about both options. This information can be added to what's already been studied. Given the level of discussion on this area of the project, we considered it practical to provide two options to the public.

Thanks,
James

From: Nobles, Chad [redacted]
Sent: Tuesday, June 07, 2016 10:09 PM
To: BRY-SH249-GrimesCo; James Bass
Cc: Nobles, Chad
Subject: Criteria used for final selection of SH 249 Toll Road through Grimes County

Good Evening,

Since there are two routes still being considered for the final route selection of SH 249 through Grimes County, could you please send me the matrix of what criteria will be used for final selection of that route?

Meaning, I would like to see what TXDOT will be using to determine what route gets chosen and would like to see this matrix/scoring criteria before the public hearing.

I would assume you would have this scoring criteria already figured out and could send that to me by this Friday, June 10.

Thanks in advance for doing this.

Chad Nobles
[redacted]

" Where you live may largely be the culmination of a series of circumstances; what you are is a choice you make. "

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From: Nobles, Chad[redacted]
Sent: Friday, June 17, 2016 8:23 AM
To: James Bass; BRY-SH249-GrimesCo
Cc: Nobles, Chad
Subject: RE: Criteria used for final selection of SH 249 Toll Road through Grimes County

Mr. Bass,

Thanks for responding. But in all sincerity, I am copying you on these emails trying to get answers to my questions. These are basically the same questions we have been asking for some time and no one wants to provide us answers to our questions.

As you can see on all these emails that I have copied you on, I also sent all these questions into the public comment email address that I was given by Chad Bohne (BRY-SH249-GrimesCo@txdot.gov). Is the link that you sent me a different link than the email I was told by your staff to send it to? And if it is, then why was I told to send it to that email address and not the one you provided? The link you provided takes me to some online form that limits my comments and does not look like the proper form for a public hearing and open comment process.

I am by no means trying to be difficult here nor trying to circumvent any process. In fact, I have been trying to just do the opposite, which is why I have been copying the public comment email address on every email that I have been sending you letting everyone know what we have been discussing. I have asked for complete transparency from TXDOT for over a year now, but time and time again no one wants to answer any of our questions or provide us with why TXDOT is doing what they are doing.

As you know this route is extremely controversial. Especially since I now have confirmed what I was told from the very beginning of this process is that at least one of your staff members promised the route would NOT go across a landowners route. (Chad Bohne told Bill Voss that the route would not cross his property). **And to date, it appears that everything the Bryan TXDOT office has been doing is trying to protect that promise.**

The very first time I met with the Bryan TXDOT (Lance and Chad B), I asked the question "Can TXDOT promise a landowner they will not go across their land?" I was told "No they cannot". But as you are probably aware of by now, your staff did tell Bill Voss that the route would not go across his land.

In a previous email to me from you, you stated:

"Based on our draft environmental study, TxDOT selected a preferred alignment. With further in-depth review of this preliminary decision, and being given greater access to the adjacent properties, additional information deemed this alignment as not feasible. TxDOT is now taking the next two alignments from our study to a public hearing to gain information about both options. This information can be added to what's already been studied. Given the level of discussion on this area of the project, we considered it practical to provide two options to the public."

Your comments even trigger more questions from me. For instance, what 'preferred alignment' are you referring too? Is it B3 or the 'Blue route'? B3 was your original preferred route. We have been asking for a long time why is this route (B3) not in the discussion anymore and why is it not shown on the maps for the public hearing?

If you are referring to the 'blue' route, we provided numerous reasons (which no one believed us) why that route should not even be considered and that the matrix that was built (only after we asked for the rating or scoring matrix) to show it was an viable option was extremely subjective and lacked many facts. In fact, long BEFORE the route was even drawn

or dreamed up, Chad Bohne came on our property and took pictures of the cemetery and gravesites that we told him where on our property. Additionally, we showed both he and Lance our property and they knew how close my parents houses (two of them) and my neighbor's house (Eversole) where from our property lines well before they created the blue route. It was only until we pushed real hard to get someone from TXDOT other than Chad Bohne to visit our property that TXDOT believed what we were saying about the cemetery and other reasons why the blue route was not valid and proved that the preliminary report (and matrix) was incorrect and extremely subjective.

You state you have been given greater access to 'adjacent' properties. What adjacent property have you been on? I ask this question because based on conversations with my neighbors, I think the only property TXDOT has been on is our property and Eversole property. I personally took Chad Bohne on a tour of our property and Mr. Knauth's property.

I also know that you are aware TXDOT's actions regarding coming out with these two routes has completely divided the neighbors along CR307. The majority of the landowners that have an option to pick a route that does not come across their property have done so. We (Nobles) don't have that choice since all routes come across our property. I go back to August 2015 when we presented letters to the TXDOT commissioners and staff from 10 of the 11 stakeholders along CR 307 choosing the 'black' route which is now the 'yellow route'. Why did TXDOT not come out with ***only*** that route for the upcoming public hearing? To me, it seems awfully suspicious that someone is trying to protect their promise that a route would not come across someone's property.

All we have been trying to do is get honest answers to our questions and that TXDOT follows a transparent process. Yes, we are trying to protect our property and don't want the road going through our property...just like everyone else is doing. However, if you are going to use eminent domain to take our property and the reason you are building this road is for the good of public, then the "public" must share in that sacrifice...not just the Nobles. It should be a SHARED SACRIFICE which is what the yellow route does. For example, the yellow route stays along property lines and does not divide large tracks of land along CR 307. It also stays the farthest away from permanent residences and does not greatly alter anyone use of their property.

In summary, I want to make sure you and all other decision makers have the facts; not just what the Bryan TXDOT office is telling you.

I am looking forward to hearing back from you or someone with the answers to my questions.

Respectfully,

Chad Nobles
[redacted]

" Where you live may largely be the culmination of a series of circumstances;
what you are is a choice you make. "

From: James Bass[redacted]
Sent: Thursday, June 16, 2016 2:50 PM
To: Nobles, Chad (RC-US BT FLD Z4 S-EES)
Cc: BRY-SH249-GrimesCo
Subject: RE: Criteria used for final selection of SH 249 Toll Road through Grimes County

Given that we have an open comment period on this project and a standard process to receive, organize and respond to comments, I do not want to circumvent this process and propose that you submit these comments and questions through the project website (http://www.txdot.gov/contact-us/form.html?id=sh249-grimes-email).

Thanks,
James

-----Original Message-----
From: Nobles, Chad[redacted]
Sent: Thursday, June 16, 2016 9:03 AM
To: James Bass
Cc: BRY-SH249-GrimesCo; Nobles, Chad
Subject: Re: Criteria used for final selection of SH 249 Toll Road through Grimes County

But my question was "What is the purpose of having two routes along a specific area for the public hearing"? Meaning what information are you hoping to find out at the public hearing that you don't already know?

And what input are you looking to get from the public?

If it's truly public input you want then why not offer two routes the entire length of the road?

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Why don't we have a route that we can choose that is not on our land? This is supposed to be a "shared sacrifice" that is for the good of everyone right?

Looking forward to your response.

Chad Nobles
[redacted]

On Jun 16, 2016, at 8:03 AM, James Bass[redacted]wrote:

Mr. Nobles,
Based on our draft environmental study, TxDOT selected a preferred alignment. With further in-depth review of this preliminary decision, and being given greater access to the adjacent properties, additional information deemed this alignment as not feasible. TxDOT is now taking the next two alignments from our study to a public hearing to gain information about both options. This information can be added to what's already been studied. Given the level of discussion on this area of the project, we considered it practical to provide two options to the public.

Thanks,
James

From: Nobles, Chad[redacted]
Sent: Tuesday, June 07, 2016 10:09 PM
To: BRY-SH249-GrimesCo; James Bass
Cc: Nobles, Chad
Subject: Criteria used for final selection of SH 249 Toll Road through Grimes County

Good Evening,

Since there are two routes still being considered for the final route selection of SH 249 through Grimes County, could you please send me the matrix of what criteria will be used for final selection of that route?

Meaning, I would like to see what TXDOT will be using to determine what route gets chosen and would like to see this matrix/scoring criteria before the public hearing.

I would assume you would have this scoring criteria already figured out and could send that to me by this Friday, June 10.

Thanks in advance for doing this.

Chad Nobles

[redacted]

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From: Nobles, Chad [redacted]
Sent: Saturday, June 18, 2016 6:48 AM
To: BRY-SH249-GrimesCo
Cc: Nobles, Chad
Subject: FW: SH 249 Costs - Letter from Knauths
Attachments: LucyToll Rd Pref ltr.docx

Here is a letter from Joe Knauth Jr. opposing BOTH routes

Chad Nobles
[redacted]

" Where you live may largely be the culmination of a series of circumstances; what you are is a choice you make. "

From: Joseph B Knauth [redacted]
Sent: Friday, June 10, 2016 2:36 PM
To: Nobles, Chad (RC-US BT FLD Z4 S-EES)
Subject: Re: SH 249 Costs

(See attached file: LucyToll Rd Pref ltr.docx)

Joe Knauth
[redacted]

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Lucy Knauth
[redacted]

June 10, 2016

Re: [redacted]

TXDOT,

The two routes that TXDOT has approved to send to public hearing are not acceptable to my family. You have treated taxpayers in Navasota like we have no rights choosing paths that avoid the County Judge's (Ben Leman's) brother's land at the expense of the Nobles, Knauths, Vosses and Schillings. Not only is this not fair or honest, the Yellow and Green paths are over $80,000,000 more than the original B3. Those numbers come from your evaluations, not mine. Not only are you spending $80,000,000 more of taxpayer money that is NOT YOURS, you have lied about the reasons for moving the road from Leman's brother's land to ours. Chad Bohnne and Lance Simmons have a huge problem with the TRUTH. If you ask them now about why the new routes cost $80,000,000 more than the old, they will reply that the numbers have changed. OK, show me how they have changed. They will not. Above and beyond this misuse of public money, these two liars made a deal under the table to keep this road off of the Voss land and onto the Noble's land. I would lose my job if I acted this way. If anyone is reading this letter, it is your duty to investigate if Chad and Lance gave their word to predetermine where this road was headed. If not for the slave cemetery on the Noble's land, this agreement would have never come to light, and the road would have split the Nobles in half.

Investigate Chad, Lance and Ben or I will sue,

Lucy Knauth

From: Nobles, Chad [redacted]
Sent: Monday, June 20, 2016 7:35 AM
To: Laura Edgemon
Cc: BRY-SH249-GrimesCo
Subject: RE: 249 Toll Road - Critical Update

Hey,

Can you type up two letters (one from you & one from matt) ...sign it and send a copy to me. Also...submit the letters to this email address (BRY-SH249-GrimesCo@txdot.gov) and copy me on that email so I have a filed copy.

Basically, you can put whatever you want in it...but it has to say at least four things...#1 - your family owns property in Grimes County affected by the toll road; and #2 – you are opposed to the toll road, and you prefer the NO BUILD option; #3 – you are ADAMANTLY or EXTREMELY (or something like that) opposed to the GREEN route; #4 - if they have to build it, then build the yellow route, not the green.

I would like the letters before Friday of this week if possible.

Thanks!

Chad Nobles
[redacted]

" Where you live may largely be the culmination of a series of circumstances;
what you are is a choice you make. "

From: Laura Edgemon [redacted]
Sent: Thursday, June 16, 2016 8:44 AM
To: Nobles, Chad (RC-US BT FLD Z4 S-EES); Mom Nobles; Dad Nobles; Matt Edgemon
Subject: Re: 249 Toll Road - Critical Update

These piss me off. One inherited the land and never come out there. One has wanted to sell for years and can't. One hasn't been there for more than what 3 years if that...with PLANS to build and plans for a salt whatever! Oh and for heavens sake those damn African animals are more valuable than cattle. Don't take their cover. ☹☹☹☹

Laura Edgemon

On Jun 16, 2016, at 8:06 AM, Nobles, Chad [redacted] wrote:

Chad Nobles
[redacted]

Begin forwarded message:

From: "Nobles, Chad (RC-US BT FLD Z4 S-EES)"

Date: June 16, 2016 at 6:02:22 AM CDT
To: Amy Nobles Robert Nobles
Cc: "Nobles, Chad (RC-US BT FLD Z4 S-EES)"
Subject: FW: 249 Toll Road - Critical Update

This is the main email with the attachment from voss about his position and the letters from the 'neighbors'

We need to email everyone he copied on this letter listing their previous choice as well as how many acres they own, whether they are a permanent resident or not, etc…have to counter this position.

Chad Nobles

" Where you live may largely be the culmination of a series of circumstances;
what you are is a choice you make. "

From: Ben Leman
Sent: Wednesday, June 15, 2016 5:34 PM
To: Nobles, Chad (RC-US BT FLD Z4 S-EES)
Subject: Fwd: 249 Toll Road - Critical Update

Ben Leman

Begin forwarded message:
From: "Bill Voss"
To:
Cc: "Ben Leman"

Subject: 249 Toll Road - Critical Update
Hello and good morning.

Please see attached very important update related to the proposed 249 toll road extension.

Thank you for your time and I look forward to your response.

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<Voss Position.pdf>

Kindest regards,

Bill Voss

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<lockup_medium_white.png>

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From: Nobles, Chad[redacted]
Sent: Monday, June 27, 2016 6:34 AM
To: BRY-SH249-GrimesCo
Cc: Nobles, Chad
Subject: SH249 Toll Road Easement Issue

To be clear, my first preference is a no build option. I am also adamantly opposed to the GREEN route. If you have to build the toll road, then build the yellow route.

After reviewing your proposed map and EA document, you have not taken into consideration my access from CR 307 to my property. I currently have an easement from CR 307 (the NW corner of Robert & Sandra Nobles property) that runs along the west side of their property and provides me my access to my property located on the south side of their property. The Green route will completely block access through this easement which is UNACCETABLE. Your EA document does not account for the cost associated with building a bridge or service road or something to allow me access along this easement to my property.

Please tell me how you plan on getting me access along my current easement to my property?

Chad Nobles
[redacted]

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From: Nobles, Chad [redacted]
Sent: Wednesday, June 29, 2016 6:05 PM
To: BRY-SH249-GrimesCo
Cc: Nobles, Chad
Subject: Opposition to SH 249
Attachments: Laura's Letter.pdf

Please see attached opposition letter to SH 249

Chad Nobles
[redacted]

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Dear TXDOT Chairman and Commissioners,

I am writing in reference to the proposed SH 249 Tollway through Grimes County. My name is *Laura Nobles Edgemon and I am the daughter of Robert and Sandra Nobles*, the property owners of land that would be negatively affected by the proposed SH 249. My brother and his wife (Chad and Amy Nobles) have land joining my parent's land that would also be affected. I grew up in Navasota and watched my parents work every single day and save everything they could to invest in their dream property…where they could retire, entertain their children and their grandchildren and live happily ever after. Over the last year, I have listened to my mother cry over the phone or when I came down to visit over her land and home that could possibly be destroyed by a highway. I have seen my dad worry like never before over all of his hard work being simply taken away by men and women that obviously have never had to deal with such. I have seen my brother and sister-in-law as well as my parents invest countless hours trying to explain to TXDOT staff, chairmen and commissioners of the negative effects of the proposed road on their quiet little area of the country. I have read countless emails of back and forth communication that contained so many lies and hidden information from TXDOT that there isn't much I would ever believe from your staff. Frankly, it is sickening to see how you all are treating my parents and brother. It is blatantly obvious that a staff member from your Bryan TXDOT office has personally "guaranteed" an "adamantly opposed" landowner that the proposed road would NOT affect his property and therefore is doing everything in his power to hold true to that land owner. Just as a reminder, that particular land owner does NOT live on that land! He has two "proposed" homesteads. Are you kidding me? If that is the case and you are actually using that to weigh in as to where the road would be located, then I have three more home sites planned on my parents land…one for my husband and I, and one for each of my daughters. Again, something just doesn't line out here.

I have also tried to understand how TXDOT could justify a TWO LANE TOLLWAY through Grimes County? I am a resident of Collin County and am very familiar with tollways. What makes you think someone is going to pay to drive on a two lane road that will get them to their destination no quicker than the current free roads? You won't even have a passing lane. Why would you not take designated funds and improve and expand existing roads where you already own the right of way? Something just doesn't sound right? So as an "outsider looking in" (yes, I am a graduate of Texas A&M) I just don't understand several things going on with the proposed highway.

TXDOT will be holding a public forum regarding the proposed SH 249 in the coming weeks. Once again, I don't understand why? Why do you have TWO proposed routes that cross the Nobles land? Why not just one? Why does everyone else get an opinion as to where this road should be located? Why are the Nobles not given an option to vote on a route that DOES NOT affect their property? Every land owner in the path of road will vote to put the road on the Nobles land in order to keep it off their property right? Wouldn't you? So how in the world do

you justify your public hearing and exactly what are you trying to accomplish? All you are doing is turning every neighbor my parents and brother and sister-in-law have against them due to everyone wanting it off their land…so obviously it has to go on the Nobles land to accomplish their wish. Unbelievable!

In closing, I understand growth. I understand the need for improved transportation. I agree that it is hard to please everyone when growth happens. However, I truly believe you could accomplish more and would not disrupt content landowners that have worked hard to obtain a quiet little piece of country life in Texas by expanding EXISTING roads. Put yourself in their shoes for a change. See the situation from their view.

I too STRONGLY OPPOSE the proposed SH 249 that will affect my parent's land as well as my brother and sister-in-law's land. I prefer you take the NO BUILD option and work to improve existing roads in Grimes County. If you must build SH 249 toll road, I am extremely against the GREEN route. If you feel you are doing the right thing in the best interest of ALL citizens of Grimes County and must build SH 249, *then I propose you build the YELLOW route and not the green route.*

Thank you for your consideration.

Sincerely,

Laura Nobles Edgemon

From: Nobles, Chad [redacted]
Sent: Friday, July 01, 2016 12:09 PM
To: BRY-SH249-GrimesCo
Cc: Nobles, Chad
Subject: SH 249 Signatures supporting Yellow Route
Attachments: SH 249 Nobles Public Hearing Summary and Signatures 20160701.pdf

See Attached...over 250 signatures supporting Yellow Route and the NO Build Option

Chad Nobles
[redacted]

" Where you live may largely be the culmination of a series of circumstances;
what you are is a choice you make. "

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June 30, 2016

TXDOT Commissioners & Director James Bass
TXDOT
125 E. 11th Street
Austin, TX 78701

RE: 249 Toll Road through Grimes County

Dear Commissioners and Mr. Bass,

Thank you for taking time to review and consider the following information presented in this letter concerning the 249 Toll Road in Grimes County, specifically the toll road portion that runs along County Road 307.

We have been communicating with TxDOT locally (Bryan office) and at the State level for over a year trying to come up with a reasonable compromise that would take into account a shared sacrifice for the area if a NO BUILD option was not available. In our opinion, TxDOT has still not been able to answer our questions or reconcile the controversial issues along the route in a way that is substantiated in fact based decisions and criteria for route selection as well as the need for a toll road through this area. Additionally, as you have learned in a recent letter from Mr. Bill Voss, the entire process has been compromised by the *expressed promises* made by Bryan TxDOT staff promising the proposed toll road would never touch Mr. Voss's property prior to Mr. Voss purchasing that land in February 2015.

The public hearing scheduled for June 30th will present two route options, only along CR 307, and has forced neighbors in the area to be at odds concerning their choice for the route. However, our families, Robert and Sandra Nobles and Chad and Amy Nobles, are the only landowners affected by both route options. Therefore, unlike all our neighbors, we have no route options that would move the road off our property.

In early August 2015, we were told by the Bryan TxDOT office, specifically Chad Bohne, that we did not know how our neighbors felt about the toll road in our area and what we were hearing was not true. Therefore, we put together an affidavit of sorts outlining details of each stakeholders property with information provided by them and gave the opportunity for each landowner to choose a route from the options at that time. There were 3 options at that time: South (Black/Yellow), Middle (No Longer an option), and East (Green). Each letter was signed by the stakeholders and submitted to the TxDOT Commission on August 27, 2015 stating the preferences of the individual landowners. At that time 90% of the stakeholders preferred the black/yellow route. These letters also provided insight into the use of the land and what structures were built on the property. Please see attached affidavits from the following landowners from August 2015 all selecting the South (Black/Yellow) Route (See Attachment #1):

1. Gregory Eversole
2. Terry Gabriel
3. Robert & Sandra Nobles
4. Geneva Schillings (David Shillings is her son)
5. Tim Sandlin
6. Chad & Amy Nobles
7. Joseph B. Knauth , Jr. (Sister is Judge Ruth Ann Stiles & Family)
8. Linda Baldwin
9. Chester & Martha Ray Pate Jones
10. Gerald & Martha Campbell

Over the past few months, we provided additional letters to TxDOT/Commissioners supporting the black/yellow route from other land owners in the area including (See Attachment #2):

1. Melinda Jensen
2. Ronnie & Holly Christian
3. Laura & Matt Edgemon

Once the public hearing was posted online and the public found out about the proposed routes, the citizens of Grimes County decided to speak up.

Included in this letter, you will find a signed petition with **over 250 Grimes County residents and stakeholders** expressing their choice in the following order (See Attachment #3):

1. No Build option as first choice;
2. Widen and expand existing roads (FM 1774 & Hwy 105)
3. If the 249 Toll Road is to be built, then their route of choice would be the **Yellow Route**.

Based on statistics, if you utilize the 2015 population of Grimes County (~27,500), coupled with a confidence interval of +/- 7, the sample size required to get a **95% confidence** level is 195 people. Therefore, based on the number of signatures provided in our sample, it is safe to say that the people of Grimes County DO NOT WANT THIS TOLL ROAD. It's also safe to say that if you decide to build this toll road against the will of the people, then they want you to build the YELLOW route.

Why the Yellow Route is better for TxDOT as well as the Citizens of Grimes County

As mentioned above, the two routes being presented at the Public Meeting on June 30th, both Yellow and Green, will cross our property and forever alter the way we use the land we have owned for over 15 years and is the permanent residence of Robert and Sandra Nobles. The following section outlines the numerous reasons the Yellow route is the most superior choice over the current Green route.

1. The green route comes in the greatest proximity to three homes along CR 307. These are the only permanent residences along County Road 307. All other residences affected are weekend or second home properties. The Nobles have lived on this property for over 15 years. They are lifetime residents of Grimes County and the epitome of the American Dream. Additionally, the Nobles family has planned a future home site that would be in the direct path of the Green Route.

2. We have an extensive cattle, timber, and hay business on the property that will be dramatically affected by the Green route which would divide our property in half resulting in only one access point to the rest of our joint ~450 acres (under a bridged overpass at a live creek crossing). It will require us to have equal facilities and equipment on each side of the ranch requiring a large expense to TxDOT to continue to operate as our ranch runs now. As you would agree, this would be very costly for TxDOT and extremely disruptive to the permanent residences affected by the Green route.

3. In addition to light and noise trespass, there are many concerns as well about the safety of the road for our families, the livestock, and wild animals on our ~450 acres. This will be a high speed two land road with no service roads to provide some buffer to accidents that result in cars leaving the road. Even the local fire departments have expressed concerns about access to local properties in case of a fire or a medical emergency.

4. The Green route runs directly on top of a natural spring fed lake which is the primary source of water for our livestock. This lake will either be filled in to accommodate the green route or require TxDOT to spend a ton of money building a bridge over the lake and a portion of Beason Creek. If filled in, the lake will be impossible to relocate due to the inability to locate another natural spring in the right location to service all the water needs. The spring will also cause major ongoing maintenance issues with the Green route due to erosion issues and permanent soggy ground.

5. The Green route will not only divide our property but will also divide the Schillings property. This route will require the removal and relocation of a high game fence and an extensive effort on the part of TxDOT to control access during construction as to not let any enclosed exotic or herd controlled animals free. During a previous construction of a gas pipeline through this area, this issue caused major havoc for the contractors, which resulted in additional costs and delays to the pipeline company.

6. As it relates to dividing property, the Yellow route is superior in the sense that is runs along property lines and does not divide large ranches, farms or permanent residences. The Green route will divide large tracts of land owned by Robert & Sandra Nobles, Chad & Amy Nobles, the Bauer Family, and Geneva Schillings. These 4 tracts of land account for over 700 acres of land in this area that the Green route will divide.

7. The Green route requires TxDOT to cross and bridge over CR 307. This will require the construction of a major bridge incurring additional costs to build and maintain when the Yellow route provides an alternative that will not require crossing CR 307.

8. The Green Route will also come in close proximity to the watershed for our water well site, which is used for our only drinking water source.

9. The Green route will cut off access to Chad Nobles property from CR 307. Currently there is a legal easement along the west side of the property that would not be affected by the yellow route. This easement would cause TxDOT to build another bridge (which is not shown on any maps) over this easement to allow access to Chad Nobles property.

10. The Green route will come across the Nobles property in an area where a previous pipeline construction project was stopped due to the discovery of American Indian artifacts. These findings resulted in delays, additional costs, and caused the pipeline route to be moved.

11. As stated previously, TxDOT has made illegal statements of certainty to a landowner along the yellow route that his property would not be used for the toll road and we feel this is an action that requires review of all the route choices for the 249 Toll Road. It brings to question the purpose of only two routes along CR 307 being presented in a public hearing and in to question all data used to support one route or the other. For example, in TxDOT's Environmental Assessment on the build alternative matrix, the original preferred B3 route still shows to be preferable in all categories.

12. When asked why TxDOT chose to relocate the B3 route to another location, the Bryan TxDOT office stated one of the main reasons was National Oilwell Varco (NOV) did not have any objections to the road crossing their land. This land is currently under contract and being sold to an investor and this brings into question the ethics of a pre-determined route benefitting a large corporation and additional investors. This could be similar to a case along I35 in Denton County involving TxDOT, Kevin Bollman, and Wade Blackburn who were indicted this spring for falsely

representing their land to TxDOT for inflated purchase prices and were assisted by a TxDOT employee in the process.

13. All routes currently being considered take land from our family. We have been given no option that would allow us to express support for a route that did not compromise our land and its use. This road has been located and rerouted for the benefit of many stakeholders over the last several years. It is unethical at this point to decide to dump it on one or two large landowners as a last resort. Owning large tracts of land in a rural county is not a reason to be identified by a government agency, specifically TxDOT as an easy target. If you are going to provide two routes for a specific area, then why not provide two routes for the entire area? Additionally, why not provide every landowner the option to choose a route that does not go across their property?

14. Both the Yellow route and the Green route are not the best routes. As you have stated in your matrix and reports, the B3 route is TxDOT's preferred choice. To date, no good reason has been provided as to why this route is not a current option. Just looking at cost alone, both the **Yellow and Green routes will cost $80 million dollars more than the preferred B3** route from Spring 2015. This again is outrageous that TxDOT would choose to spend double the amount previously estimated to build a Toll Road that is not needed or wanted by the citizens of Grimes County. Below is a summary of data from TxDOT reports that clearly shows in every matrix how the B3 route is TxDOT's preferred choice for this toll road, if it has to be built. In addition to costs, why would you want to build a road across 11 acres of floodplain when the B3 route would only be over 1.9 acres (example = recent SH99 flooding issues)?

Component	Unit	Build Alternative			
		Blue	Green	Yellow	B3
Estimated Construction Cost	Millions of Dollars	164.7	164.9	170.4	87
Length of Proposed Roadway	Miles	10.1	9.9	10.4	9.5
Estimated Right-of-Way	Acres	629	623	658	398
Relocations	Number of Relocations	0	0	0	0
Affected Parcels	Number of Parcels	38	35	40	34
Cemeteries	Number of Cemeteries	1	0	0	
Vegetation Impacts	Acres of Impact	113.0	112.3	118.7	
Stream Crossings	Number of Crossings	12	13	13	9
Stream Impacts	Linear Feet of Streams	12,995	10,277	11,353	
Floodplain Crossings	Acreage	11.0	11.9	15.7	1.9

Data collected from Draft EA Table 17: Build Alternatives Evaluation Matrix, includes 2014/2015 original B3 route selection data per Draft EA Exhibit 9: SH 249 Reasonable Alternatives Evaluation Matrix. B3 data not included was not compared on both charts

Thank you again for the opportunity to express our concerns. Please feel free to contact any of us regarding expanding on information above or presenting further documentation to verify our statements.

WE ARE OPPOSED TO THE 249 TOLL ROAD IN GENERAL, BUT IF A CHOICE MUST BE MADE TO SELECT A ROUTE WE ENCOURAGE YOU TO CHOOSE A ROUTE THAT MITIGATES THE DAMAGE TO ALL STAKEHOLDERS, PROVIDES FOR SHARED SACRIFICE, AND DOES NOT PUT ALL THE BURDEN ONTO ONE LARGE LAND OWNER. THE ONLY ETHICAL AND EQUITABLE CHOICE TO BE MADE IS THE YELLOW ROUTE.

Respectfully,

Chad and Amy Nobles

Robert and Sandra Nobles

Attachment #1

Map and Signed Letters from Stakeholders

Choosing Black/Yellow Route in August 2015

CR 306
STO
House
CR 307
#2 (Middle)
#3 (East)
#1(South)

To Whom It May Concern,

It has been brought to my attention that TxDOT is currently in the final stages of deciding on a path for SH249 Toll Road through Grimes County, TX. I have been notified by the Bryan District office of TxDOT that my property could be affected. Therefore, as a property owner affected by the proposed routes, specifically the area along CR 307, I would like to inform you of my preferred route.

The following statements are factual about my property along County Road 307.

Property Owner's Name GREGORY EVERSOLE

Property Address [redacted]

Continuous Acres in tract of land 17 ACS + 75 ACS

Permanent Primary Residence/Home (Yes or No) _____

Second/Weekend Home (Yes or No) _____

Barn on property (Yes or No) _____

It is my first preference that you do not build this road at all through our property. However, if you have to build the road, I would prefer the following route out of the three (3) currently proposed 249 Toll Road routes (as seen on the attached map) through the CR 307 corridor in Grimes County:

✓ Route # 1 = Southern most route not crossing CR 307

_____ Route #2 = Middle route crossing CR 307

_____ Route #3 = Eastern most route crossing CR 307

In regards to the route that I prefer above, the route will still require TxDOT to acquire some or all of my property. (Yes or No) Yes

Signature: Gregory Eversole

Date: 8-21-15

To Whom It May Concern,

It has been brought to my attention that TxDOT is currently in the final stages of deciding on a path for SH249 Toll Road through Grimes County, TX. I have been notified by the Bryan District office of TxDOT that my property could be affected. Therefore, as a property owner affected by the proposed routes, specifically the area along CR 307, I would like to inform you of my preferred route.

The following statements are factual about my property along County Road 307.

Property Owner's Name Terri Gabriel

Property Address [redacted]

Continuous Acres in tract of land 54

Permanent Primary Residence/Home (Yes or No) NO

Second/Weekend Home (Yes or No) Yes

Barn on property (Yes or No) Yes

It is my first preference that you do not build this road at all through our property. However, if you have to build the road, I would prefer the following route out of the three (3) currently proposed 249 Toll Road routes (as seen on the attached map) through the CR 307 corridor in Grimes County:

✓ Route # 1 = Southern most route not crossing CR 307

_____ Route #2 = Middle route crossing CR 307

_____ Route #3 = Eastern most route crossing CR 307

In regards to the route that I prefer above, the route will still require TxDOT to acquire some or all of my property. (Yes or No) NO

Signature: Terri Gabriel

Date: 8/22/15

To Whom It May Concern,

It has been brought to my attention that TxDOT is currently in the final stages of deciding on a path for SH249 Toll Road through Grimes County, TX. I have been notified by the Bryan District office of TxDOT that my property could be affected. Therefore, as a property owner affected by the proposed routes, specifically the area along CR 307, I would like to inform you of my preferred route.

The following statements are factual about my property along County Road 307.

Property Owner's Name ROBERT + SANDRA NOBLES

Property Address [redacted]

Continuous Acres in tract of land 348.42

Permanent Primary Residence/Home (Yes or No) YES

Second/Weekend Home (Yes or No) NO

Barn on property (Yes or No) YES

It is my first preference that you do not build this road at all through our property. However, if you have to build the road, I would prefer the following route out of the three (3) currently proposed 249 Toll Road routes (as seen on the attached map) through the CR 307 corridor in Grimes County:

✓ Route # 1 = Southern most route not crossing CR 307

_____ Route #2 = Middle route crossing CR 307

_____ Route #3 = Eastern most route crossing CR 307

In regards to the route that I prefer above, the route will still require TxDOT to acquire some or all of my property. (Yes or No) YES

Signature: Robert Nobles

Date: Aug 22, 2015

To Whom It May Concern,

It has been brought to my attention that TxDOT is currently in the final stages of deciding on a path for SH249 Toll Road through Grimes County, TX. I have been notified by the Bryan District office of TxDOT that my property could be affected. Therefore, as a property owner affected by the proposed routes, specifically the area along CR 307, I would like to inform you of my preferred route.

The following statements are factual about my property along County Road 307.

Property Owner's Name Gertrud Schillinas

Property Address [redacted]

Continuous Acres in tract of land 120.42

Permanent Primary Residence/Home (Yes or No) yes

Second/Weekend Home (Yes or No) NO

Barn on property (Yes or No) yes

It is my first preference that you do not build this road at all through our property. However, if you have to build the road, I would prefer the following route out of the three (3) currently proposed 249 Toll Road routes (as seen on the attached map) through the CR 307 corridor in Grimes County:

✓ Route # 1 = Southern most route not crossing CR 307

_____ Route #2 = Middle route crossing CR 307

_____ Route #3 = Eastern most route crossing CR 307

In regards to the route that I prefer above, the route will still require TxDOT to acquire some or all of my property. (Yes or No) NO

Signature: [signature]

Date: 8-21-2015

To Whom It May Concern,

It has been brought to my attention that TxDOT is currently in the final stages of deciding on a path for SH249 Toll Road through Grimes County, TX. I have been notified by the Bryan District office of TxDOT that my property could be affected. Therefore, as a property owner affected by the proposed routes, specifically the area along CR 307, I would like to inform you of my preferred route.

The following statements are factual about my property along County Road 307.

Property Owner's Name Tim Sandlin

Property Address [redacted]

Continuous Acres in tract of land 20 /

Permanent Primary Residence/Home (Yes or No) _____

Second/Weekend Home (Yes or No) _____

Barn on property (Yes or No) _____

It is my first preference that you do not build this road at all through our property. However, if you have to build the road, I would prefer the following route out of the three (3) currently proposed 249 Toll Road routes (as seen on the attached map) through the CR 307 corridor in Grimes County:

X Route # 1 = Southern most route not crossing CR 307

_____ Route #2 = Middle route crossing CR 307

_____ Route #3 = Eastern most route crossing CR 307

In regards to the route that I prefer above, the route will still require TxDOT to acquire some or all of my property. (Yes or No) _____

Signature: Tim R Sandlin

Date: Aug 23rd 2015

To Whom It May Concern,

It has been brought to my attention that TxDOT is currently in the final stages of deciding on a path for SH249 Toll Road through Grimes County, TX. I have been notified by the Bryan District office of TxDOT that my property could be affected. Therefore, as a property owner affected by the proposed routes, specifically the area along CR 307. I would like to inform you of my preferred route.

The following statements are factual about my property along County Road 307.

Property Owner's Name Chad & Amy Nobles

Property Address [redacted]

Continuous Acres in tract of land 92 (Also Connects to my parents 350 Plus Acres – we treat all property as one working cattle ranch)

Permanent Primary Residence/Home (Yes or No) Not on my 92 acres but on my parents which join mine.

Second/Weekend Home (Yes or No) No

Barn on property (Yes or No) Not on my 92 but on my parents joining property

It is my first preference that you do not build this road at all through our property. However, if you have to build the road, I would prefer the following route out of the three (3) currently proposed 249 Toll Road routes (as seen on the attached map) through the CR 307 corridor in Grimes County:

✓ Route # 1 = Southern most route not crossing CR 307

_____ Route #2 = Middle route crossing CR 307

_____ Route #3 = Eastern most route crossing CR 307

In regards to the route that I prefer above, the route will still require TxDOT to acquire some or all of my property. (Yes or No) YES

Signature: Chad Nobles

Date: 8/20/2015

To Whom It May Concern,

It has been brought to my attention that TxDOT is currently in the final stages of deciding on a path for SH249 Toll Road through Grimes County, TX. I have been notified by the Bryan District office of TxDOT that my property could be affected. Therefore, as a property owner affected by the proposed routes, specifically the area along CR 307, I would like to inform you of my preferred route.

The following statements are factual about my property along County Road 307.

Property Owner's Name Joseph B. Knauth

Property Address [redacted]

Continuous Acres in tract of land 52 +/-

Permanent Primary Residence/Home (Yes or No) No (My father just passed away 6/28/15. It was his permanent residence)

Second/Weekend Home (Yes or No) Yes

Barn on property (Yes or No) Yes

It is my first preference that you do not build this road at all through our property. However, if you have to build the road, I would prefer the following route out of the three (3) currently proposed 249 Toll Road routes (as seen on the attached map) through the CR 307 corridor in Grimes County:

✓ Route # 1 = Southern most route not crossing CR 307

_____ Route #2 = Middle route crossing CR 307

_____ Route #3 = Eastern most route crossing CR 307

In regards to the route that I prefer above, the route will still require TxDOT to acquire some or all of my property. (Yes or No) Yes

Signature: [signature]

Date: 8/19/15

To Whom It May Concern,

It has been brought to my attention that TxDOT is currently in the final stages of deciding on a path for SH249 Toll Road through Grimes County, TX. I have been notified by the Bryan District office of TxDOT that my property could be affected. Therefore, as a property owner affected by the proposed routes, specifically the area along CR 307, I would like to inform you of my preferred route.

The following statements are factual about my property along County Road 307.

Property Owner's Name Linda Baldwin

Property Address [redacted]

Continuous Acres in tract of land Tract [redacted] 34 Acres [redacted] 17 Acres

Permanent Primary Residence/Home (Yes or No) _____

Second/Weekend Home (Yes or No) _____

Barn on property (Yes or No) _____

It is my first preference that you do not build this road at all through our property. However, if you have to build the road, I would prefer the following route out of the three (3) currently proposed 249 Toll Road routes (as seen on the attached map) through the CR 307 corridor in Grimes County:

_____ Route # 1 = Southern most route not crossing CR 307

_____ Route #2 = Middle route crossing CR 307

_____ Route #3 = Eastern most route crossing CR 307

✓ Route # 4 - # 1, but along property lines - Do Not split Property

In regards to the route that I prefer above, the route will still require TxDOT to acquire some, ~~or all~~ of my property. (Yes or No) _____

Signature: Linda Baldwin

Date: 8/24/15

To Whom It May Concern,

It has been brought to my attention that TxDOT is currently in the final stages of deciding on a path for SH249 Toll Road through Grimes County, TX. I have been notified by the Bryan District office of TxDOT that my property could be affected. Therefore, as a property owner affected by the proposed routes, specifically the area along CR 307, I would like to inform you of my preferred route.

The following statements are factual about my property along County Road 307.

Property Owner's Name Chester and Martha Ray Pete Jones

Property Address [redacted]

Continuous Acres in tract of land 27.48 Tract [redacted] 17.04 ac 6.96 ac 3.48 ac

Permanent Primary Residence/Home (Yes or No) _____

Second/Weekend Home (Yes or No) _____

Barn on property (Yes or No) _____

It is my first preference that you do not build this road at all through our property. However, if you have to build the road, I would prefer the following route out of the three (3) currently proposed 249 Toll Road routes (as seen on the attached map) through the CR 307 corridor in Grimes County:

_____ Route # 1 = Southern most route not crossing CR 307

_____ Route #2 = Middle route crossing CR 307

_____ Route #3 = Eastern most route crossing CR 307

✓ Route #4 #1 but do not split property lines. Stay along property lines

In regards to the route that I prefer above, the route will still require TxDOT to acquire (some) ~~or all~~ of my property. (Yes or No) Yes

Signature: Martha Ray Jones

Date: 8 · 24 · 15

To Whom It May Concern,

It has been brought to my attention that TxDOT is currently in the final stages of deciding on a path for SH249 Toll Road through Grimes County, TX. I have been notified by the Bryan District office of TxDOT that my property could be affected. Therefore, as a property owner affected by the proposed routes, specifically the area along CR 307, I would like to inform you of my preferred route.

The following statements are factual about my property along County Road 307.

Property Owner's Name GERALD & MARTHA CAMPBELL

Property Address [redacted]

Continuous Acres in tract of land 25

Permanent Primary Residence/Home (Yes or No) _____

Second/Weekend Home (Yes or No) _____

Barn on property (Yes or No) _____

It is my first preference that you do not build this road at all through our property. However, if you have to build the road, I would prefer the following route out of the three (3) currently proposed 249 Toll Road routes (as seen on the attached map) through the CR 307 corridor in Grimes County:

✓ Route # 1 = Southern most route not crossing CR 307

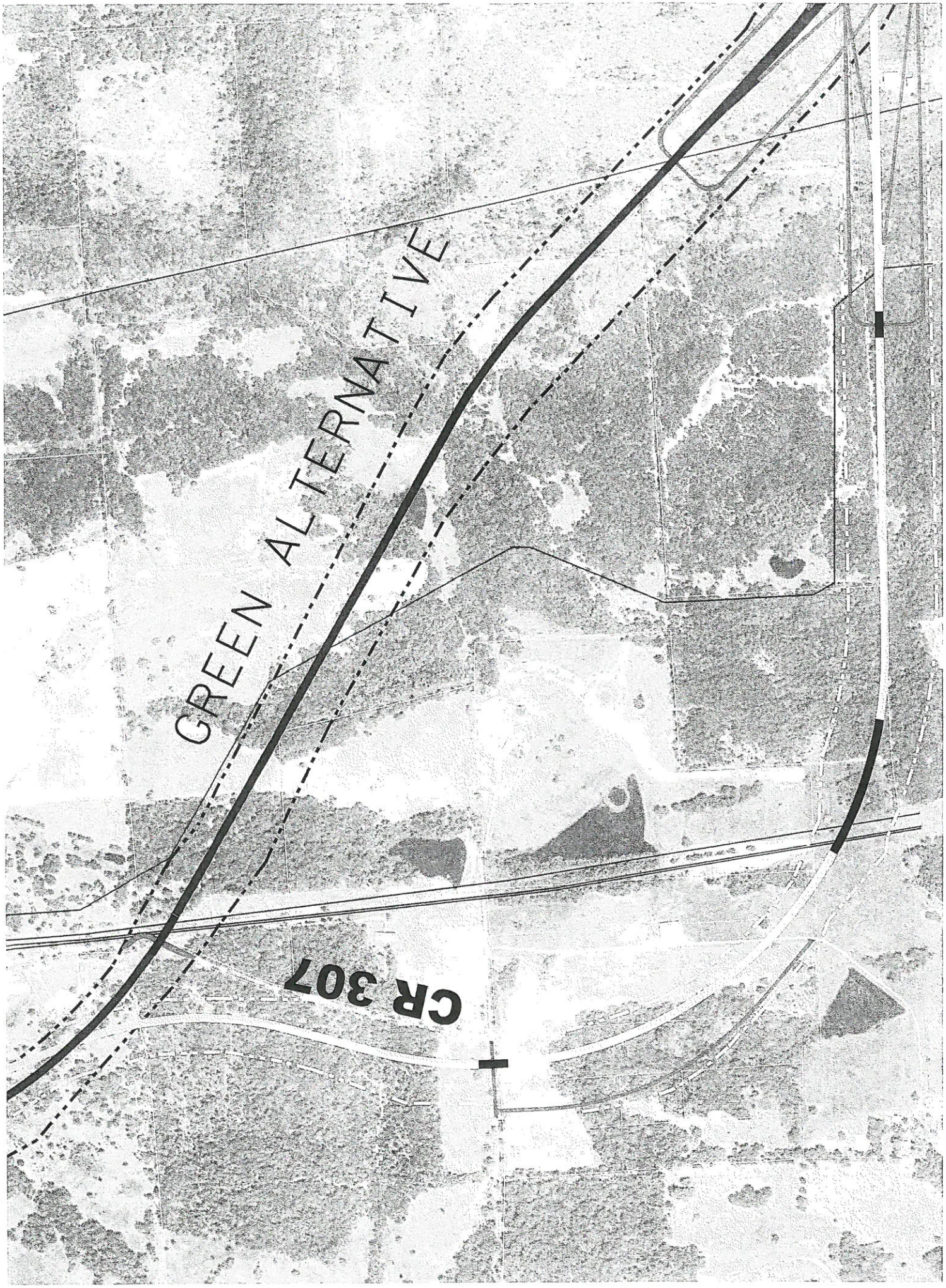
_____ Route #2 = Middle route crossing CR 307

_____ Route #3 = Eastern most route crossing CR 307

In regards to the route that I prefer above, the route will still require TxDOT to acquire some or all of my property. (Yes or No) _____

Signature: Gerald Campbell

Date: 6-26-15


GREEN ALTERNATIVE
CR 307

Attachment #2

Signed Letters Supporting Yellow Route

And in Opposition to Green Route

Ronnie and Holly Christian

[redacted]

May 25, 2016

TXDOT
125 E. 11th Street
Austin, Tx 78711

RE: SH 249 Toll Road through Grimes County

Dear Commissioners and Mr. Bass,

My wife and I own property in the area affected by proposed 249 Toll Road between CR 304 & CR 307 in Grimes County, TX. Just yesterday, we learned about two proposed routes that will be presented at a public hearing on June 30. Our intention was to come speak to you in person this coming Thursday, May 26, 2016 but we will be unable to make it due to our work schedules.

Previously back in November 2015 we had written a letter opposing the Blue route and the Green route, while supporting the Black and Yellow routes. Based on the new revised map showing a Green route and Yellow route, **we are still very much opposed to the Green Route.** This Green route will negatively affect my property value and rural lifestyle.

Overall, we are opposed to the toll road and feel TXDOT should be expanding FM 1774 & Hwy 105 instead of building a toll road that will not pay for itself. However, if you have to build it, we prefer the Yellow route.

Sincerely,

Ronnie & Holly Christian

6-22-2016

Dear TXDOT Chairman and Commissioners,

I am writing in reference to the proposed SH 249 Tollway through Grimes County. My name is Laura Nobles Edgemon and I am the daughter of Robert and Sandra Nobles, the property owners of land that would be negatively affected by the proposed SH 249. My brother and his wife (Chad and Amy Nobles) have land joining my parent's land that would also be affected. I grew up in Navasota and watched my parents work every single day and save everything they could to invest in their dream property…where they could retire, entertain their children and their grandchildren and live happily ever after. Over the last year, I have listened to my mother cry over the phone or when I came down to visit over her land and home that could possibly be destroyed by a highway. I have seen my dad worry like never before over all of his hard work being simply taken away by men and women that obviously have never had to deal with such. I have seen my brother and sister-in-law as well as my parents invest countless hours trying to explain to TXDOT staff, chairmen and commissioners of the negative effects of the proposed road on their quiet little area of the country. I have read countless emails of back and forth communication that contained so many lies and hidden information from TXDOT that there isn't much I would ever believe from your staff. Frankly, it is sickening to see how you all are treating my parents and brother. It is blatantly obvious that a staff member from your Bryan TXDOT office has personally "guaranteed" an "adamantly opposed" landowner that the proposed road would NOT affect his property and therefore is doing everything in his power to hold true to that land owner. Just as a reminder, that particular land owner does NOT live on that land! He has two "proposed" homesteads. Are you kidding me? If that is the case and you are actually using that to weigh in as to where the road would be located, then I have three more home sites planned on my parents land…one for my husband and I, and one for each of my daughters. Again, something just doesn't line out here.

I have also tried to understand how TXDOT could justify a TWO LANE TOLLWAY through Grimes County? I am a resident of Collin County and am very familiar with tollways. What makes you think someone is going to pay to drive on a two lane road that will get them to their destination no quicker than the current free roads? You won't even have a passing lane. Why would you not take designated funds and improve and expand existing roads where you already own the right of way? Something just doesn't sound right? So as an "outsider looking in" (yes, I am a graduate of Texas A&M) I just don't understand several things going on with the proposed highway.

TXDOT will be holding a public forum regarding the proposed SH 249 in the coming weeks. Once again, I don't understand why? Why do you have TWO proposed routes that cross the Nobles land? Why not just one? Why does everyone else get an opinion as to where this road should be located? Why are the Nobles not given an option to vote on a route that DOES NOT affect their property? Every land owner in the path of road will vote to put the road on the

Nobles land in order to keep it off their property right? Wouldn't you? So how in the world do you justify your public hearing and exactly what are you trying to accomplish? All you are doing is turning every neighbor my parents and brother and sister-in-law have against them due to everyone wanting it off their land…so obviously it has to go on the Nobles land to accomplish their wish. Unbelievable!

In closing, I understand growth. I understand the need for improved transportation. I agree that it is hard to please everyone when growth happens. However, I truly believe you could accomplish more and would not disrupt content landowners that have worked hard to obtain a quiet little piece of country life in Texas by expanding EXISTING roads. Put yourself in their shoes for a change. See the situation from their view.

I too STRONGLY OPPOSE the proposed SH 249 that will affect my parent's land as well as my brother and sister-in-law's land. I prefer you take the NO BUILD option and work to improve existing roads in Grimes County. If you must build SH 249 toll road, I am extremely against the GREEN route. If you feel you are doing the right thing in the best interest of ALL citizens of Grimes County and must build SH 249, then I propose you build the YELLOW route and not the green route.

Thank you for your consideration.

Sincerely,

Laura Nobles Edgemon

Melinda Jensen
[redacted]

November 9, 2015

Texas Transportation Commission
125 E. 11th Street
Austin, TX 78701

Re: Proposed Grimes County 249 Toll Road

Commissioners

I am a property owner impacted by the currently preferred route (blue route) for the Grimes County portion of this proposed project. I am opposed to this route for several reasons:

- It will cut off access to a large portion of my creek
- It will destroy much of the natural habitat that remains after the wildfires of 2011 and 2013 swept through this area.
- It will pose a security threat to my family
- It will disrupt my wildlife exemption that currently includes hunting on my property
- It will cause noise and light pollution and thereby reduce the value of my property

I still stand by the no-build option that was supposedly a consideration until recently. However, if this road must be built the black route seems to be a more logical option. I would ask the commission to reconsider the concerns of the property owners involved in the blue route, and choose the black route that was originally deemed preferable.

Sincerely

Melinda Jensen

Attachment #3

Signatures from Grimes County Citizens in

Opposition to Building a Toll Road

If it must be built, then Build Yellow Route NOT Green

OPPOSITION TO SH 249 TOLL ROAD THROUGH GRIMES COUNTY, TX

June 6, 2016

TO: The TEXAS DEPARTMENT OF TRANSPORTATION:

WE, the undersigned, hereby state our opposition to TXDOT building the proposed SH 249 toll road through Grimes County. We hereby confirm that we are either citizens of Grimes County, Texas and/or property owners in Grimes County. We want all TXDOT staff and Commissioners, along with all elected officials to know that we are against the construction of SH 249 Toll Road in Grimes County. Our primary desire is for the NO BUILD option and we would prefer TXDOT expand FM 1774 and HWY 105 versus building a toll road from FM 1774 to HWY 105. However, if TXDOT deems it necessary to build SH 249 toll road, then we would ask that you build the YELLOW route. The YELLOW route does not divide large tracts of land, runs along property lines, and does not come within close proximity of permanent homes. This is the only route of the two being presented, that creates a shared sacrifice for those property owners affected .

	PRINTED NAME	SIGNATURE	ADDRESS	CITY	STATE	ZIP
1	James Tomkewitz	James Tomkewitz	[redacted]			
2	Gracie Mock	Gracie Mock				
3	Wayne Allphin	Wayne Allphin				
4	Missy Allphin	Missy Allphin				
5	J Rhea Hoover	J Rhea Hoover				
6	JAMES EVANS	James M Evans				
7	DEAN EDERSOLE	Dean Edersole				
8	ROBERT NOBLES	Robert Nobles				
9	Carolyn Kettler	Carolyn Kettler				
10	Stanley Kettler	Stanley Kettler				
11	RALPH FELDMAN	Ralph Feldman				
12	HUBERT WRIGHT	Hubert Wright				
13	PAT WRIGHT	Pat Wright				
14	JON JARVIS	[illegible]				
15	Amanda Jarvis	Amanda Jarvis				
16	Kenton Shimshack	Kenton Shimshack				
17	George Kimich	[illegible]				
18	Richard Shimshack	Richard Shimshack				
19	Vicki Stapp	Vicki Stapp				
20	Randy Stapp	[illegible]				

OPPOSITION TO SH 249 TOLL ROAD THROUGH GRIMES COUNTY, TX

June 6, 2016

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	PRINTED NAME	SIGNATURE	ADDRESS	CITY	STATE	ZIP
1	Gloria Clepper	[illegible]	[redacted]			
2	Alice Mock	[illegible]				
3	Julie Mock	[illegible]				
4	Robert Franzel	[illegible]				
5	Justin Mock	[illegible]				
6	Kerri Gilchrist	[illegible]				
7	Shawn King	[illegible]				
8	Mendi Wellborn	[illegible]				
9	Eric Wellborn	[illegible]				
10	Angie Hulsman	[illegible]				
11	Edward E. Hulsman	[illegible]				
12	Edward Hulsman III	[illegible]				
13	Cheryl Ellis	[illegible]				
14	Kristina Mayton	[illegible]				
15	Robyn Keyser	[illegible]				
16	Stephanie Burzynski	[illegible]				
17	Michele Hughes	[illegible]				
18	Laura Imhoff	[illegible]				
19	Shelby Wood	[illegible]				
20	Frank H. Imhoff	[illegible]				

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	PRINTED NAME	SIGNATURE	ADDRESS	CITY	STATE	ZIP
1	RICKEY BINFORD	Rickey Binford	[redacted]			
2	PAULA BINFORD	Paula Binford				
3	Clell Goodson	Clell Goodson				
4	MATT Goodson	Matt Goodson				
5	Kristen Goodson	[illegible]				
6	Rahel Mata	Rahel Mata				
7	Jane Goodson	Jane Goodson				
8	Julia Schomburg	Julia				
9	Jeanette Meineke	Jeanette Meineke				
10	Don Jarvis	[illegible]				
11	Jimmy Shimshitek	[illegible]				
12	Janet Cavanaugh	Janet Cavanaugh				
13	Mildred Gabriel	Mildred Gabriel				
14	Terry Gabriel	Terry Gabriel				
15	Chad Nobles	Chad Nobles				
16	Amy Nobles	Amy Nobles				
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	PRINTED NAME	SIGNATURE	ADDRESS	CITY	STATE	ZIP
1	William E Barker		[redacted]			
2	Barbara Courville	Barbara Courville				
3	Art P. Courville	ART P. COURVILLE				
4	GERALD CAMPBELL	G. Campbell				
5	Marsela Campbell	M. Campbell				
6	Sandra Burns	Sandra Burns				
7	Brenda Clark	Brenda Clark				
8	ALAN LAMASCUS	Alan Lamascus				
9	LARRY JOSWIAK	Larry Joswiak				
10	Leroy Nobles	Leroy Nobles				
11	Linda Nobles	Linda Nobles				
12	Ron Stone	Ron Stone				
13	WILLIAM SHIVE	WR Shive				
14	Eleanore Feldmann	Eleanore Feldmann				
15	SANDRA NOBLES	Sandra Nobles				
16	HELEN BURZYNSK	Helen Burzynski				
17	CHARLIE BURZYNSKI	Charlie Burzynski				
18	MATT BURZYNSKI	Matt Burzynski				
19	LOUIS TOMKIWITS	Louis Tomkiwits				
20	FRANCES TOMKIWITS	Frances Tomkiwits				

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	PRINTED NAME	SIGNATURE	ADDRESS	CITY	STATE	ZIP
1	Judy Falkenbury	Judy Falkenbury	[redacted]			
2	Ellen Musgrove	Ellen Musgrove				
3	Holly Witherwax	Holly Witherwax				
4	JUDY PEARSON	Judy Pearson				
5	BETH McGINTY	Beth McGinty				
6	Beatrice Diehl	Beatrice Diehl				
7	Jacob Diehl	Jacob Diehl				
8	DOLORES HOLLER	Dolores Holler				
9	LOUISE BUSA	Louise Busa				
10	FRANK BURZYNSKI	Frank Burzynski				
11	JoAnn Wiseneske	JoAnn Wiseneske				
12	JEAN SWEENEY	Jean Sweeney				
13	PATRICIA ADAM	Patricia Adam				
14	Leona Binford	Leona Binford				
15	Edward P. Adam	Edward P. Adam				
16	Betty PAVLOCK	Betty Pavlock				
17	Bessie Ann Ly	Bessie Ann Ly				
18	Sharon Gabriel	SHARON GABRIEL				
19	Grace Lewis	[illegible]				
20	Eric W. Lewis	Eric W. Lewis				

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	PRINTED NAME	SIGNATURE	ADDRESS	CITY	STATE	ZIP
1	Deon Weale	[illegible]	[redacted]			
2	Reba Zwahr	Reba Zwahr				
3	Elizabeth Fox	[illegible]				
4	Jacob Sechelski	Jacob Sechelski				
5	Anthony Sechelski	Anthony Sechelski				
6	Betty Busa	[illegible]				
7	[illegible]	[illegible]				
8	Kinsey Stutts	[illegible]				
9	Lindsey Young	Lindsey Young				
10	Joe Young	[illegible]				
11	Cynthia Shimko	Cynthia Shimko				
12	[illegible]	B. Il Stutts				
13	Christi Canton	[illegible]				
14	Monica Martin	[illegible]				
15	Scott Martin	Scott Martin				
16	Tommy Orlando	[illegible]				
17	Deanne Kaelbasman	Deanne Kaelbas				
18	Angie Imhoff	Angie Imhoff				
19	Donny Yarso	Donny Yarso				
20	Drake Jackson	[illegible]				

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	PRINTED NAME	SIGNATURE	ADDRESS	CITY	STATE	ZIP
1	Richard Clepper	[illegible]	[redacted]			
2	Carnel Clepper	[illegible]				
3	Shane Ellis	[illegible]				
4	Dona Swarts	[illegible]				
5	Bill Hooks	[illegible]				
6	Johnny Alvarez	[illegible]				
7	Jessica Alvarez	[illegible]				
8	Hunter Hall	[illegible]				
9	Wilburn Keyser	Willie Keyser				
10	TRACE Bewley	[illegible]				
11	Hunter Harrington	[illegible]				
12	Kacie Yarop	Kacie Yarop				
13	Donald Mock	[illegible]				
14	Joe Imhoff	[illegible]				
15	Crystal Porter	[illegible]				
16	Cheryl Bartynski	[illegible]				
17	Ryan Bartynski	[illegible]				
18	Billy Richards	[illegible]				
19	Arizona Raper	Arizona Raper				
20	Barbara Copeland	Barbara Copeland				

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	PRINTED NAME	SIGNATURE	ADDRESS	CITY	STATE	ZIP
1	Jessica Johnson	Jessica Johnson	[redacted]			
2	Paul Raper	Paul Raper				
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	PRINTED NAME	SIGNATURE	ADDRESS	CITY	STATE	ZIP
1	Dorothy Holtkamp	[illegible]	[redacted]			
2	Eleanore Feldmann	Eleanore Feldmann				
3	[illegible]	[illegible]				
4	Rebecca Pagel	Rebecca Pagel				
5	[illegible]					
6	Julie Mould	Julie Mould				
7	David Metzger	[illegible]				
8	TROY L. Oldham	[illegible]				
9	Michael Serres	[illegible]				
10	Bill Laird	[illegible]				
11	James Williams	James Williams				
12	Cora Whitener	[illegible]				
13	Vince Brown	[illegible]				
14	Linda Watson	[illegible]				
15	RICHARD HAUSSMANN	[illegible]				
16	Freeman L. Richers	Freeman L. Richers				
17	Chad Henry	[illegible]				
18	Joan McKinch	Joan McKinch				
19	E.B. McKinch	E.B. McKinch				
20	David Walker	[illegible]				

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	PRINTED NAME	SIGNATURE	ADDRESS	CITY	STATE	ZIP
1	BILLY HINTZEL	Billy Hintzel	[redacted]			
2	PAT JURES	Pat Jures				
3	Sheila Neal	Sheila Neal				
4	Brittany Dyer	B. Dyer				
5	Sloan Dyer	S. Dyer				
6	Bryan Betts	Bryan Betts				
7	Zachary Betts	Zachary Betts				
8	[illegible]	Johnny Wisnoski				
9	Kameron Wisnoski	Kameron Wisnoski				
10	LOLA MANR/	Lola Manr				
11	Ray Ashley	Ray Ashley				
12	SONYA QUIENS	Sonya Quiens				
13	[illegible]	[illegible]				
14	[illegible]	[illegible]				
15	Loretta Mills	Loretta Mills				
16	ROBERT J. KOTH	[illegible]				
17	Kathy Semich	Kathy Semich				
18	[illegible]	[illegible]				
19	ADAM MARTIN	[illegible]				
20	MARCO GARCIA	Marco Garcia				

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	PRINTED NAME	SIGNATURE	ADDRESS	CITY	STATE	ZIP
1	Gail Schroeder	Gail Schroeder	[redacted]			
2	Nick Fabico	[illegible]				
3	Sherri D Livingston	Sherri D Livingston				
4	Juan Perrett Jr	Juan Perrett Jr.				
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	PRINTED NAME	SIGNATURE	ADDRESS	CITY	STATE	ZIP
1	Zettie Eversole	Zettie Eversole	[redacted]			
2	Aimee Eversole	[illegible]				
3	Chad Eversole	[illegible]				
4	CHRIS EVERSOLE	[illegible]				
5	Wyatt Eversole	Wyatt Eversole				
6	Grayson Eversole	Grayson Eversole				
7	Kathryn Eversole	K Eversole				
8	RICHARD BOSSAN	[illegible]				
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	PRINTED NAME	SIGNATURE	ADDRESS	CITY	STATE	ZIP
1	Jim R. Sandlin	[illegible]	[redacted]			
2	MARIO GARCIA	[illegible]				
3	Pirke Weinkauf	[illegible]				
4	Tom Ubinkauf	[illegible]				
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	PRINTED NAME	SIGNATURE	ADDRESS	CITY	STATE	ZIP
1	Mark Shimshack	Mark Shimshack	[redacted]			
2	Meribeth Shimshack	Meribeth Shimshack				
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	PRINTED NAME	SIGNATURE	ADDRESS	CITY	STATE	ZIP
1	Keith Gibson	[illegible]	[redacted]			
2	MIKE KURTIN	Mike Kurtin				
3	Georgia Molitor	Georgia Molitor				
4	Melanie Bailey	Melanie Bailey				
5	Wm Schroeder	[illegible]				
6	Buttany Schroeder	[illegible]				
7	Von Herring	Von Herring				
8	Margaret H. Falco	MARGARET FALCO				
9	Dominick Adamo	Dominick Adamo				
10	Sara Adamo	Sara Adamo				
11	CHARLES FALCO	Charles Falco				
12	JOHN SASSIE	John Sassie				
13	Travis Kemp	[illegible]				
14	RANDY SIEBE	R. Siebe				
15	Keith Gibson	K. Gibson				
16	Freeman Nelson	Freeman L Nelson				
17	EMILY S. VICKERS	Emily S Vickers				
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OPPOSITION TO SH 249 TOLL ROAD THROUGH GRIMES COUNTY, TX

June 6, 2016

TO: The TEXAS DEPARTMENT OF TRANSPORTATION:

WE, the undersigned, hereby state our opposition to TXDOT building the proposed SH 249 toll road through Grimes County. We hereby confirm that we are either citizens of Grimes County, Texas and/or property owners in Grimes County. We want all TXDOT staff and Commissioners, along with all elected officials to know that we are against the construction of SH 249 Toll Road in Grimes County. Our primary desire is for the NO BUILD option and we would prefer TXDOT expand FM 1774 and HWY 105 versus building a toll road from FM 1774 to HWY 105. However, if TXDOT deems it necessary to build SH 249 toll road, then we would ask that you build the YELLOW route. The YELLOW route does not divide large tracts of land, runs along property lines, and does not come within close proximity of permanent homes. This is the only route of the two being presented, that creates a shared sacrifice for those property owners affected .

	PRINTED NAME	SIGNATURE	ADDRESS	CITY	STATE	ZIP
1	Aaron Joswiak	Aaron Joswiak	[redacted]			
2	MICHAEL JOSWIAK	Michael Joswiak				
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	PRINTED NAME	SIGNATURE	ADDRESS	CITY	STATE	ZIP
1	Felicia Carmouche	Felicia Carmouche	[redacted]			
2	Shannon Botkin	Shannon K Botkin				
3	Elizabeth Moura	E Moura				
4	Mark Van Nolan	[illegible]				
5	Roger Burns	Roger Burns				
6	Bea Baldobino	Bea Baldobino				
7	Amy Gross	Amy Gross				
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	PRINTED NAME	SIGNATURE	ADDRESS	CITY	STATE	ZIP
1	Paula R. Feldmann	[illegible]	[redacted]			
2	[illegible]	[illegible]				
3	Lindy Gaines	[illegible]				
4	Joyce Jackson	[illegible]				
5	Theresa Ridout	[illegible]				
6	Juanita Shield	[illegible]				
7	[illegible]	[illegible]				
8	Marta Carrol	[illegible]				
9	Chris Albright	[illegible]				
10	Bruce Albright	[illegible]				
11	Marthea Green	[illegible]				
12	Doris Shead	[illegible]				
13	Emory Shead	[illegible]				
14	Carmelene Sandridge	[illegible]				
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	PRINTED NAME	SIGNATURE	ADDRESS	CITY	STATE	ZIP
1	Patricia Daley	Patricia Daley	[redacted]			
2	Nancy Eppler	Nancy Eppler				
3	Amy Harris	Amy Harris				
4	Wendy Adams	Wendy Adams				
5	Barbara Adams	Barbara Adams				
6	K M Poole	K Poole				
7	Darlene Trollinger	Darlene Trollinger				
8	Joey Eppler	Joey Eppler				
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	PRINTED NAME	SIGNATURE	ADDRESS	CITY	STATE	ZIP
1	Rebecca Watson	Rebecca Watson	[redacted]			
2	Rose Kimich.	Rose Kimich				
3	DORVA WALKOVIAK	D Walkoviak				
4	William Walkoviak	William Walkoviak				
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	PRINTED NAME	SIGNATURE	ADDRESS	CITY	STATE	ZIP
1	BILLY HINTZEL	Billy Hintzel	[redacted]			
2	PAT JURSS	Pat Jurss				
3	Sheila Neal	[illegible]				
4	Brittany Dyer	[illegible]				
5	Sloan Dyer	[illegible]				
6	Bryan Betts	Bryan Betts				
7	Zachary Betts	Zachary Betts				
8	[illegible]	Johnny Wisnoski				
9	Kameron Wisnoski	Kameron Wisnoski				
10	LOLA MAY	[illegible]				
11	Kay Ashley	Kay Ashley				
12	SONYA OWENS	Sonya Owens				
13	[illegible]	[illegible]				
14	[illegible]	[illegible]				
15	Loretta Mills	[illegible]				
16	ROBERT J KEITH	[illegible]				
17	Kathy Semich	Kathy Semich				
18	[illegible]	[illegible]				
19	ADAM MARTIN	[illegible]				
20	Marco Garcia	[illegible]				

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	PRINTED NAME	SIGNATURE	ADDRESS	CITY	STATE	ZIP
1	Mary Jane Bauer	Mary Jane Bauer	[redacted]			
2	Mark Bauer	Mark Bauer				
3	Cherie Bauer	Cherie Bauer				
4	Jacey Bauer	Jacey Bauer				
5	Beau Cavanaugh	Beau Cavanaugh				
6	Chas Cavanaugh	Chas Cavanaugh				
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	PRINTED NAME	SIGNATURE	ADDRESS	CITY	STATE	ZIP
1	REYNOLDS ROBERT	Robert Reynolds	[redacted]			
2	Mazzaferro, Kathy	Kathy Mazzaferro				
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	PRINTED NAME	SIGNATURE	ADDRESS	CITY	STATE	ZIP
1	WALTER THANO JR	Walter Thano Jr	[redacted]			
2	GRETA MOCK	[illegible]				
3	MINETTE GRICE	Minette Grice				
4	BENJAMIN F SWANK II	[illegible]				
5	JOHNNY GRICE	Johny Grice				
6	F.D. CONVILLE	F.D. [illegible]				
7	Bill Thane	BILL THANE				
8	DAN AGAN	Dan Agan				
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From: Nobles, Chad [redacted]
Sent: Tuesday, July 05, 2016 9:26 AM
To: BRY-SH249-GrimesCo
Cc: Nobles, Chad
Subject: Opposition to SH 249 toll road in Grimes County

As you know there was a public hearing in October 2013 on the original proposed route of SH 249 in Grimes County. Based on your public hearing report in December 2013, there was 66% of the folks attending voted NO build and 11% voted in support of the route. If you include the 109 signatures from a petition that also voted "No build" the percentage went up to around 92%. The result of that meeting caused the route to be moved.

Based on the recent public hearing conducted June 30, 2016 there was only one person (Tommy Williams) who spoke up in support of the project. Every other person that spoke stated they preferred the 'no build' option...including a document with over 250 signatures stating they preferred the 'no build' option.

Not a single local or state elected official stood up in support of this route.

My question is why are we still building this route?

To me it is very clear that the public does not want it and even the local officials are finally figuring that out as evident by their lack of speaking in a public setting....supporting something their constituents don't want would be public suicide.

Additionally, with all the controversy surrounding the current route(s), the lack of transparency, and the accusations related to a pre-determined route, what possible matrix are you going to use to choose a route and what data will you use to support that choice?

How do we trust anything you tell us when the data you have shown to date has so many incorrect statements in it?

Again, if you can move the route for 66% of the public opinion based on the first public hearing, then surely you can move it(or eliminate it all together) for 99% of the public opinion. If not, what is your reasons for not?

My family and I stand firm...we are opposed to the toll road.

Chad Nobles
[redacted]

" Where you live may largely be the culmination of a series of circumstances;
what you are is a choice you make. "

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From: Nobles, Chad [redacted]
Sent: Tuesday, July 05, 2016 9:33 AM
To: BRY-SH249-GrimesCo
Cc: Nobles, Chad
Subject: SH 249 Opposition to GREEN ROUTE

As very evident in the recent public hearing on June 30, 2016, the majority of landowners prefer the Yellow route....NOT THE GREEN. (Over 270 plus people for Yellow vs maybe 10 for green)

If you must build the toll road (SH 249) through Grimes County, then build the yellow route.

You have already divided property owners enough in the area along CR307...the best option would to be not build the road at all.

Chad Nobles
[redacted]

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From: Nobles, Chad [redacted]
Sent: Tuesday, July 05, 2016 9:51 AM
To: BRY-SH249-GrimesCo
Cc: Nobles, Chad
Subject: SH 249 Toll Road through Grimes County

As you know, there was a paid lobbyist working for Texas A&M University who was the only person at the public hearing to stand up in support of the toll road in GRIMES COUNTY.

Why does Texas A&M University, which resides in Brazos County, have any say in what gets built in Grimes County?

The students going to Texas A&M cannot afford to drive on a toll road and are not going to use it.

We ask that you not build SH 249 Toll Road through Grimes County.

Chad Nobles
[redacted]

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From: Nobles, Chad [redacted]
Sent: Thursday, July 14, 2016 5:38 AM
To: Chad Bohne; BRY-SH249-GrimesCo; Lance Simmons
Cc: Amy Nobles
Subject: RE: 249 Toll Road Green Route
Attachments: Nobles Farm Culvert Wash out April 2016.JPG

Our farming equipment requires a minimum width clearance of 20' (twenty feet) and a minimum height of 18'... we prefer 20' on the height. This is another reason the Green route is NOT the best route.

In regards to the Green Route, you do not show a bridge over a couple creeks where a 'culvert' will not work....just ask the pipeline people who are currently in the processing of redoing their 'culvert ' crossing for about the 4th time now...it washes out almost every rain event.

I have attached a picture of one of the crossing where 3 culverts where installed. They lasted about a month. After the rains we had in May, all three culverts are completely gone and washed somewhere down the creek ...we still have not found them. Another reason why the Green route is not the best and another reason why your costs numbers are wrong on the Green route because you don't show a bridge over two creeks that you will have to cross ...and on one of them you don't even show a culvert.

Chad Nobles
[redacted]

" Where you live may largely be the culmination of a series of circumstances; what you are is a choice you make. "

From: Chad Bohne [redacted]
Sent: Friday, July 08, 2016 3:02 PM
To: Amy Nobles; BRY-SH249-GrimesCo; Nobles, Chad (RC-US BT FLD Z4 S-EES); Lance Simmons
Subject: RE: 249 Toll Road Green Route

Ms. Nobles ... A new roadway would be constructed at the elevation of the existing land, where possible. Depending on terrain, creeks, etc., some areas require bridges and/or culverts. We do consider travel between and access to properties along the route of a new roadway. Lengthening bridges and constructing stock passes are a few of the available options. We need to make sure our engineering team is aware of the types of property uses you mentioned. If there is unique farming/ranching implements used in the area, we would appreciate any insight you can provide.

We will make sure the design staff is taking this into consideration throughout the corridor and alternatives.

Chad Bohne, P.E.
Director of Transportation Planning & Development
Bryan District, TxDOT
[redacted]

From: Amy Nobles [redacted]
Sent: Thursday, July 07, 2016 7:11 PM
To: BRY-SH249-GrimesCo; chad nobles; Chad Bohne; Lance Simmons
Subject: 249 Toll Road Green Route

The current alignment for the Green route does not take into account that the Nobles Ranch is a working cattle and hay farm and will require **livestock crossings** if chosen. Have you considered the cost associated with this addition or extension of the bridge? A crossing over or through a creek will not be acceptable since that is not the way we or our animals move from one part of the farm to the other currently. With no service road access we will not be able to continue ranch operations without appropriate crossings or duplicate equipment and facilities on both sides of the property.

Also I would like to know if the green route is an elevated sanctioned road? In what areas will the road be elevated? What bridges will be elevated to accommodate areas with no service road access? Will all bridges be long enough and high enough for vehicles, farm equipment, and animals to cross under?

Regards,
Amy Nobles

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From: Nobles, Chad [redacted]
Sent: Thursday, July 14, 2016 8:02 AM
To: BRY-SH249-GrimesCo
Cc: Nobles, Chad
Subject: Negative Impact of SH 249 (Green Route) - We are oppossed to Green route
Attachments: Nobles Ranch Presentation TxDOT Public hearing 20160714 compress.pdf

Attached is a presentation showing pictures of some of the negative impacts the green route will have and why it is NOT the best route for SH 249 through Grimes County.

The Yellow route is the best route.

The presentation will show how the Green Route:

1. Comes closer to homes than the Yellow route
2. Affects more permanent residences than the Yellow route
3. Destroys a natural spring fed lake
4. Does not account for current land usage of Nobles property
5. Does not account for livestock and vehicular access to property
6. Does not include cost associated with various creek crossing or bridges
7. Severely divides more tracks of land by a larger margin than the Yellow route

These are just a few issues as to why the Green Route is NOT the best route. Additionally, we have turned in over 250 signatures from stakeholders requesting the Yellow route and not the Green route. Public opinion is for the Yellow Route, not the Green Route.

The stakeholders affected by both routes (those that don't have a choice to pick a route that is not on their property) are for the Yellow route.

Choose the Yellow Route!

Chad & Amy Nobles
Robert & Sandra Nobles

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Proposed SH 249 Toll Road in Grimes County

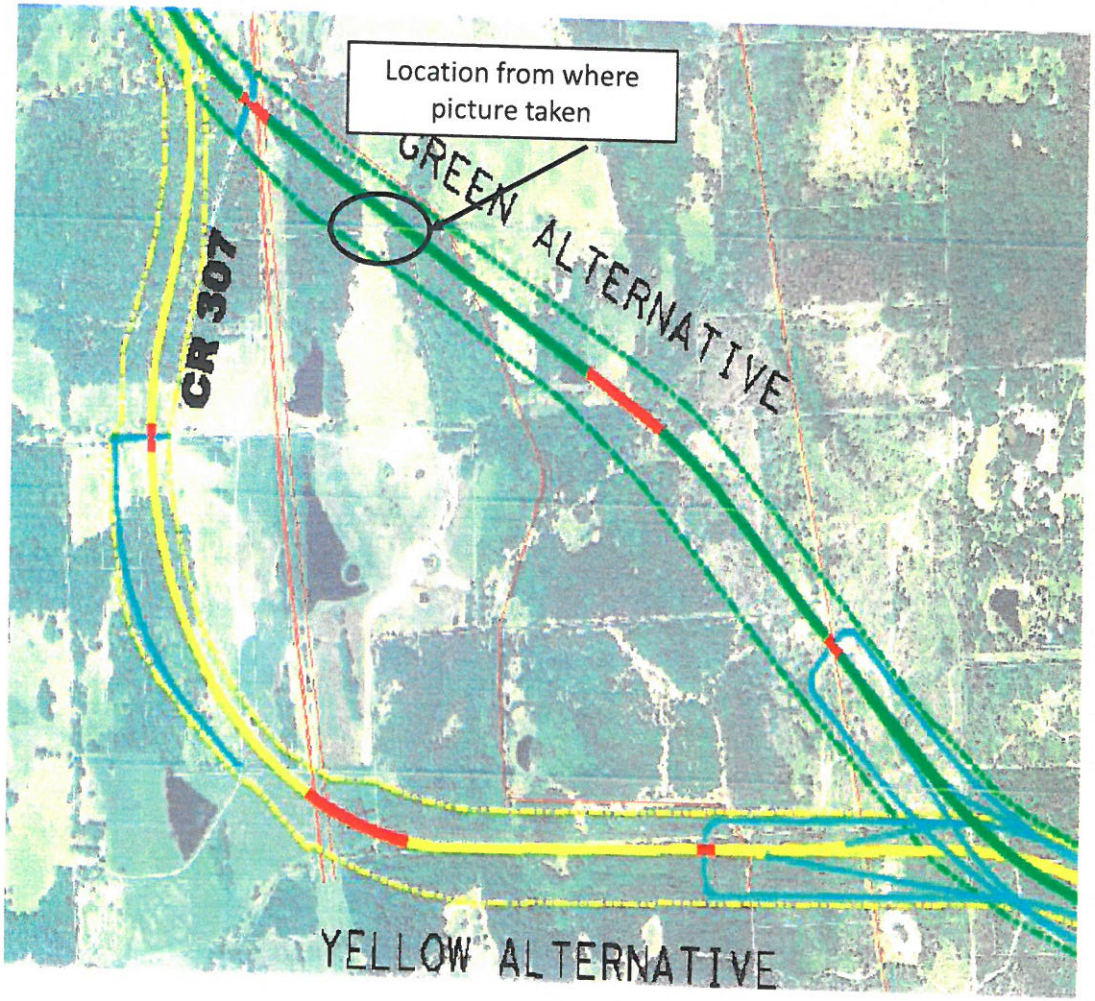
Negative Impacts Associated with Green Route

We are OPPOSED to the building of the Green Route!

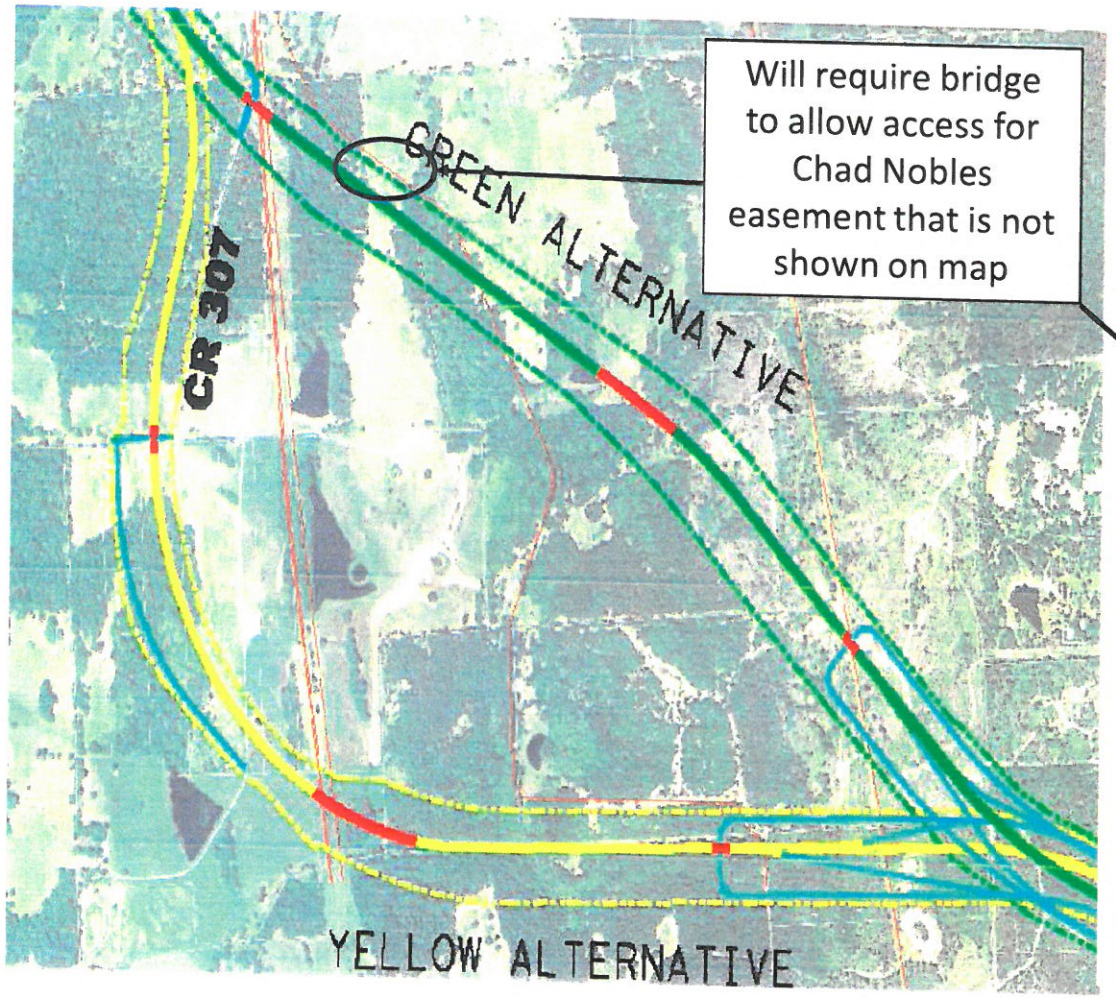
Submitted on July 14, 2016 by

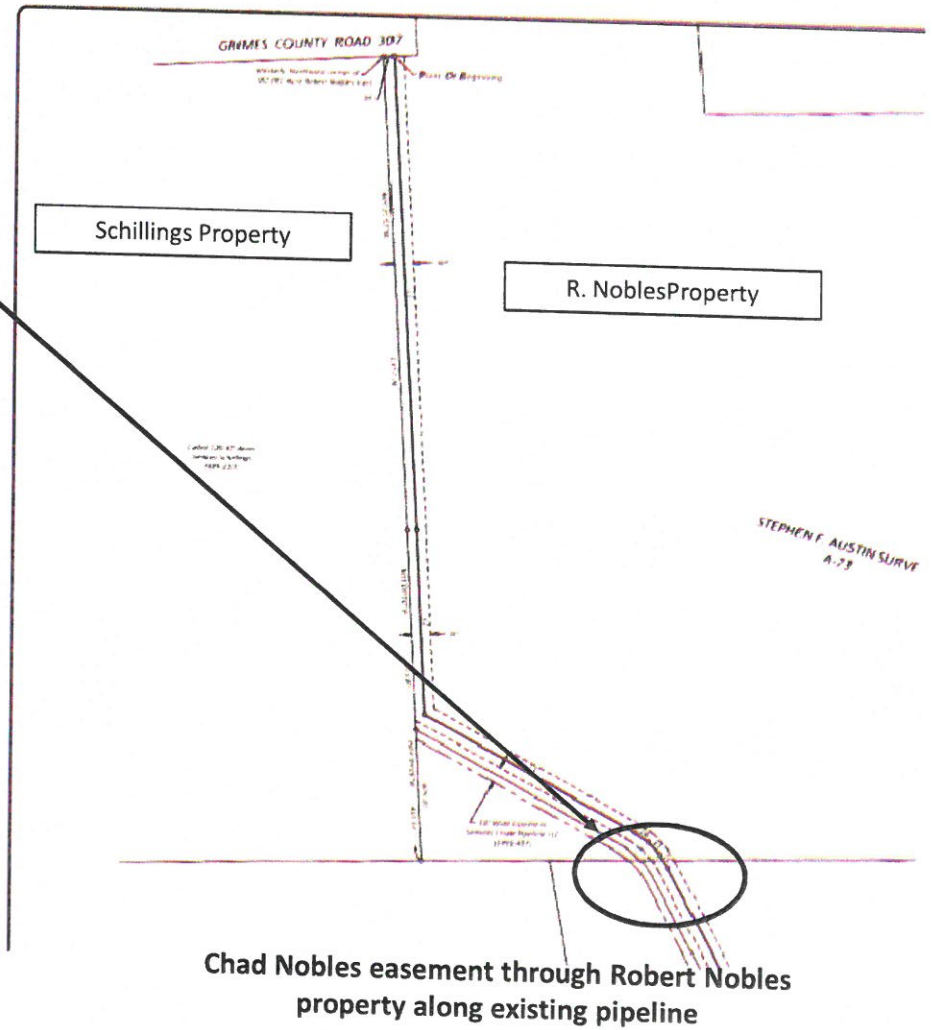
Chad & Amy Nobles

Robert & Sandra Nobles

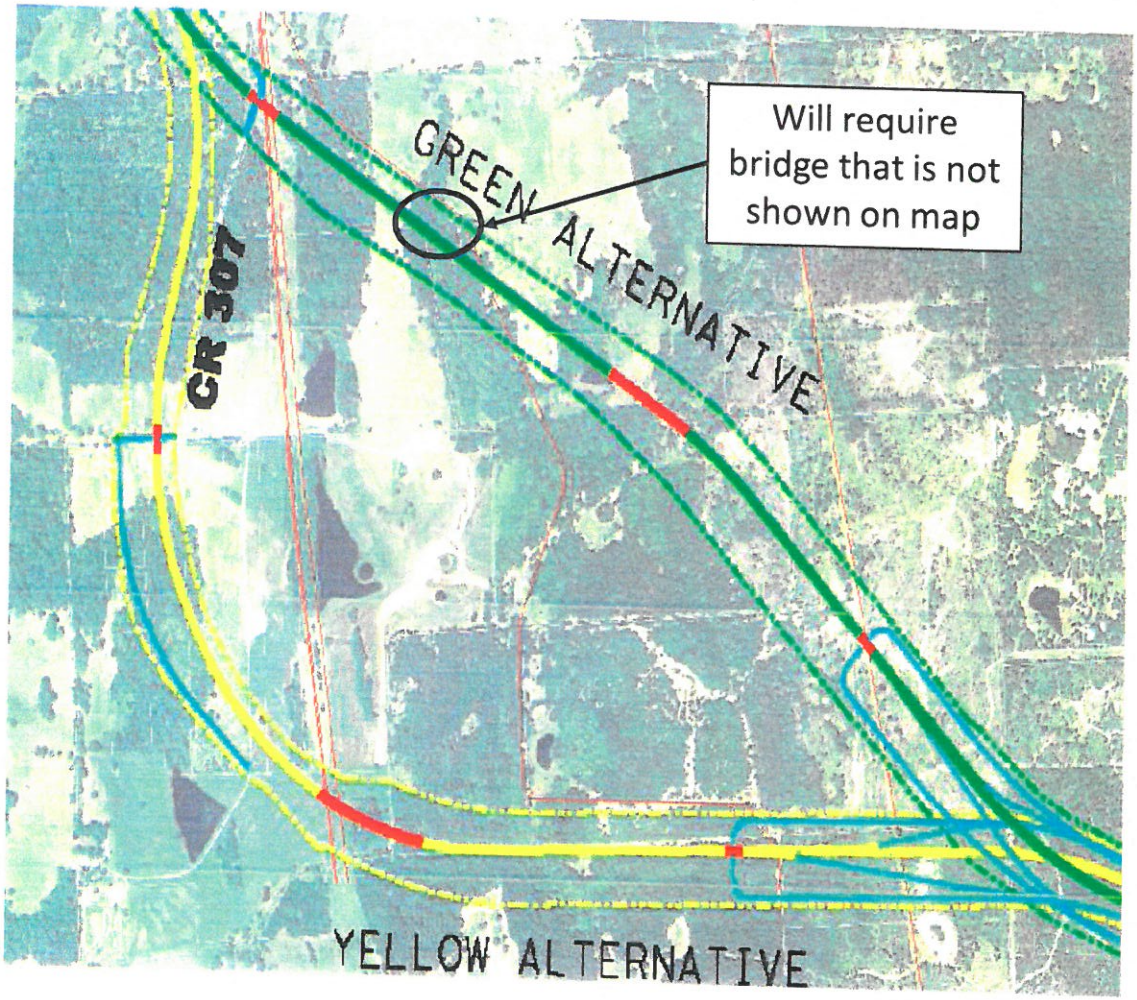


Picture taken standing on Nobles property from Green route looking south at Knauth home. Green Route comes way to close to homes. Its even closer to Robert and Sandra Nobles permanent home.

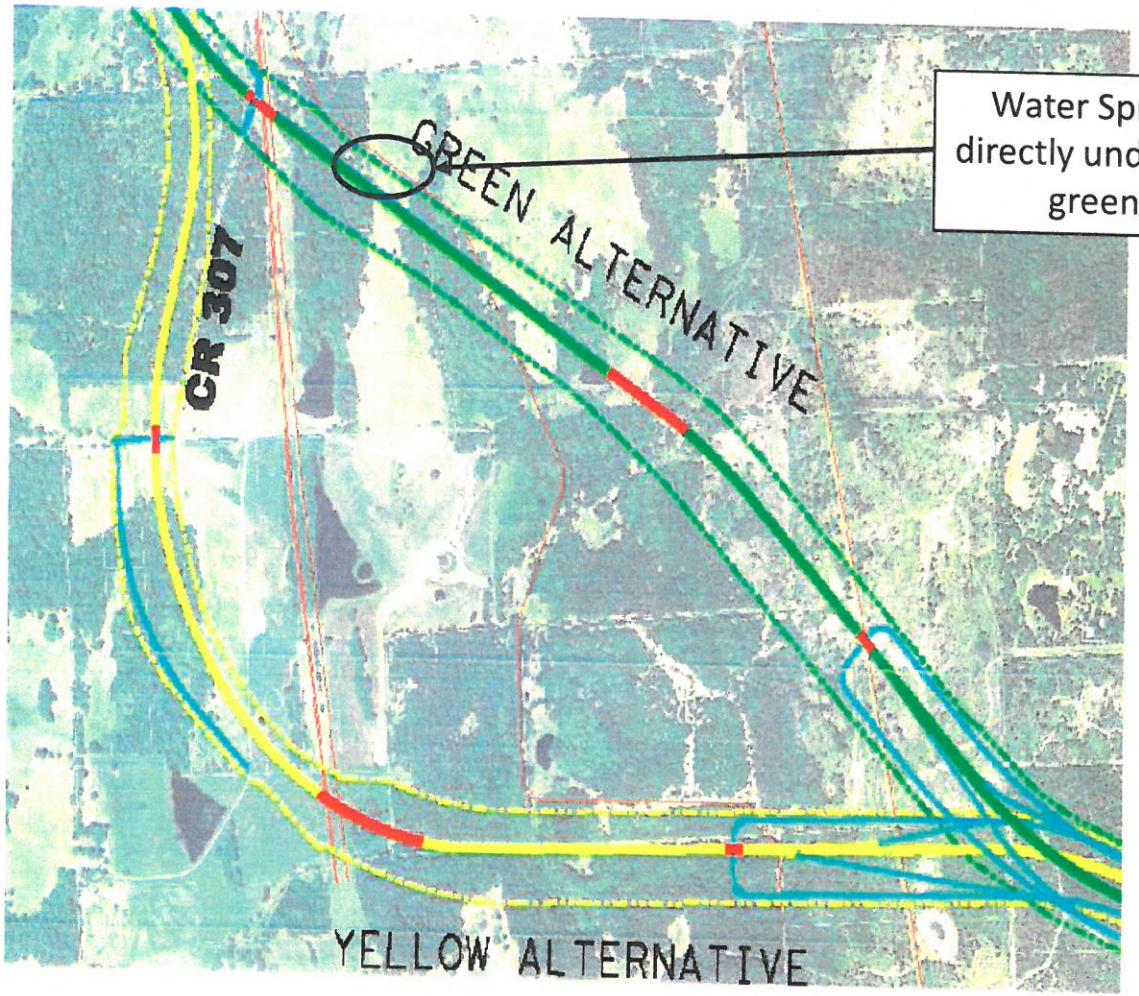

Will require bridge to allow access for Chad Nobles easement that is not shown on map
GREEN ALTERNATIVE
CR 307
YELLOW ALTERNATIVE


GRIMES COUNTY ROAD 307
Schillings Property
R. NoblesProperty
STEPHEN F. AUSTIN SURVE
A-73
Chad Nobles easement through Robert Nobles property along existing pipeline

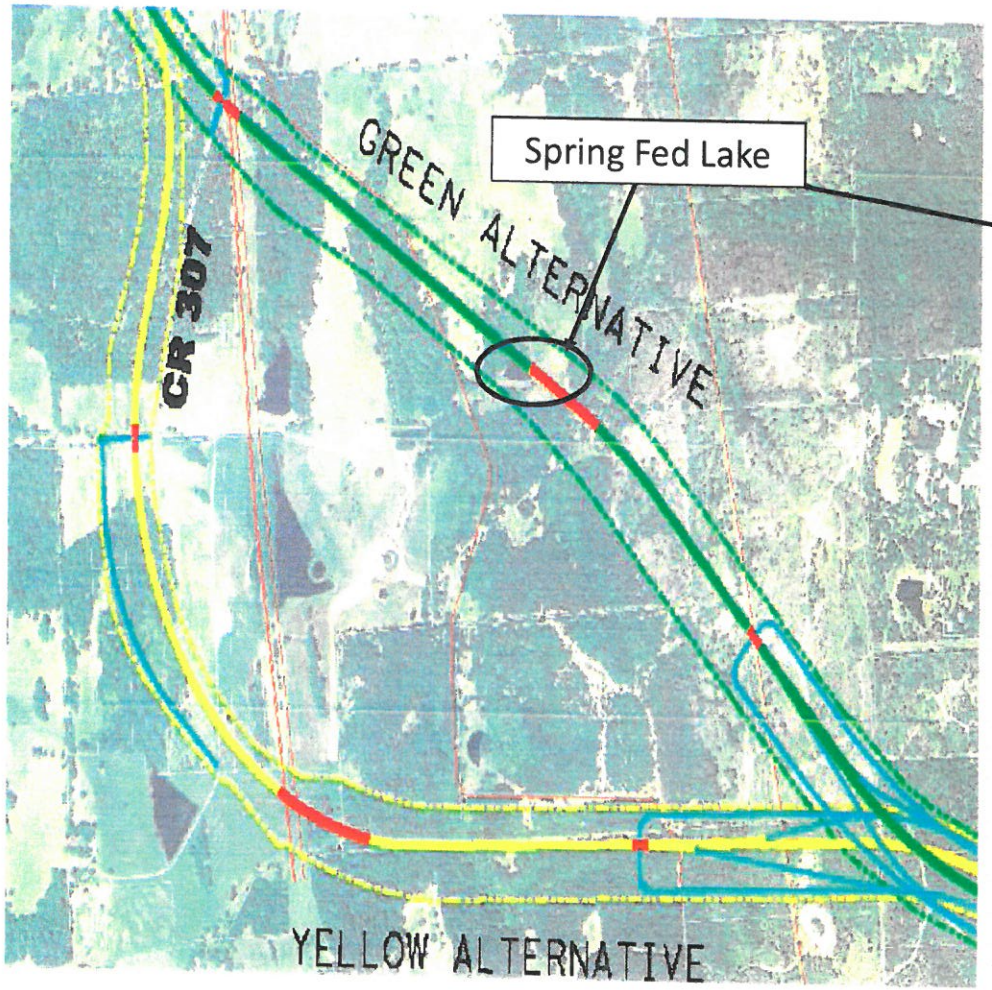
Crossing Elevation and watershed for Green Route



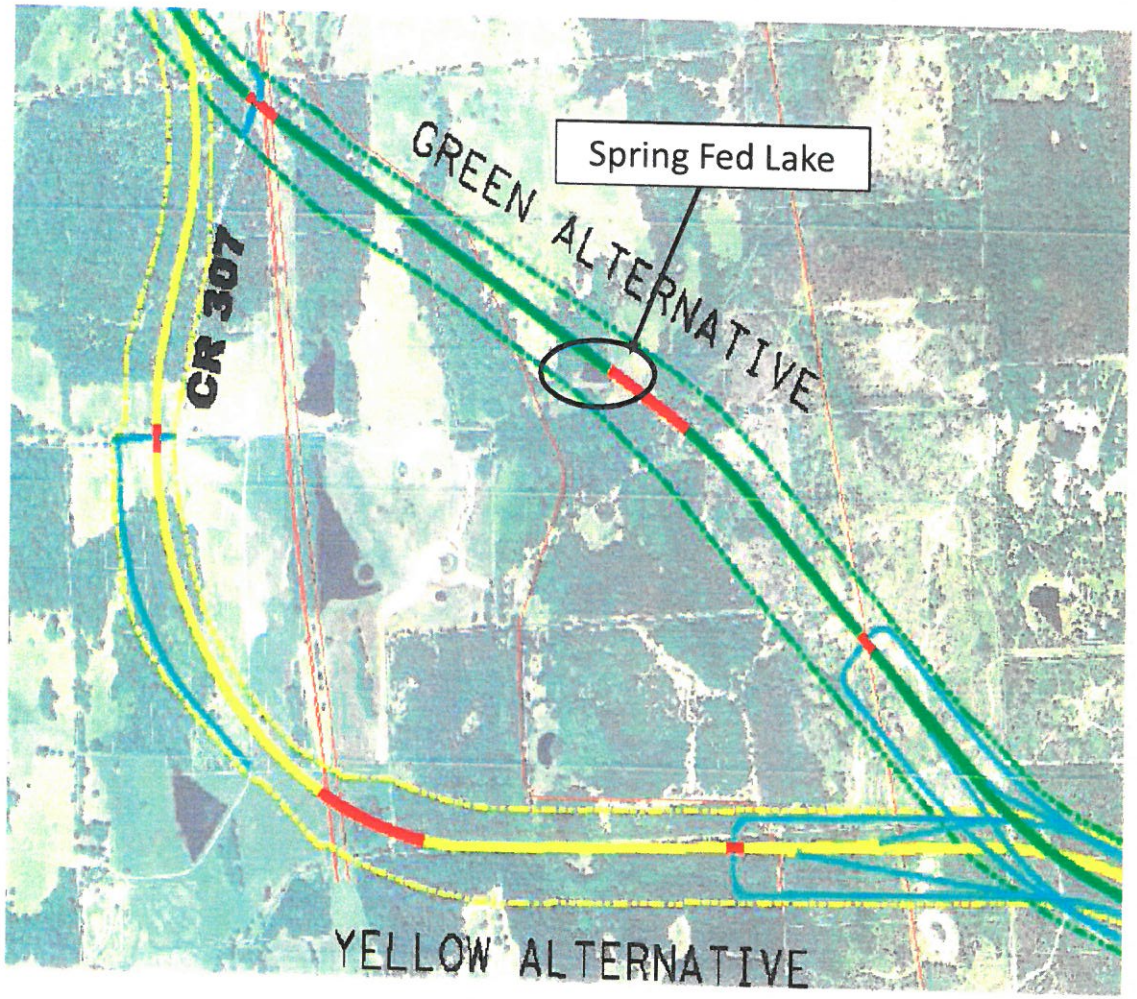
During a large rain event, this culvert washes out



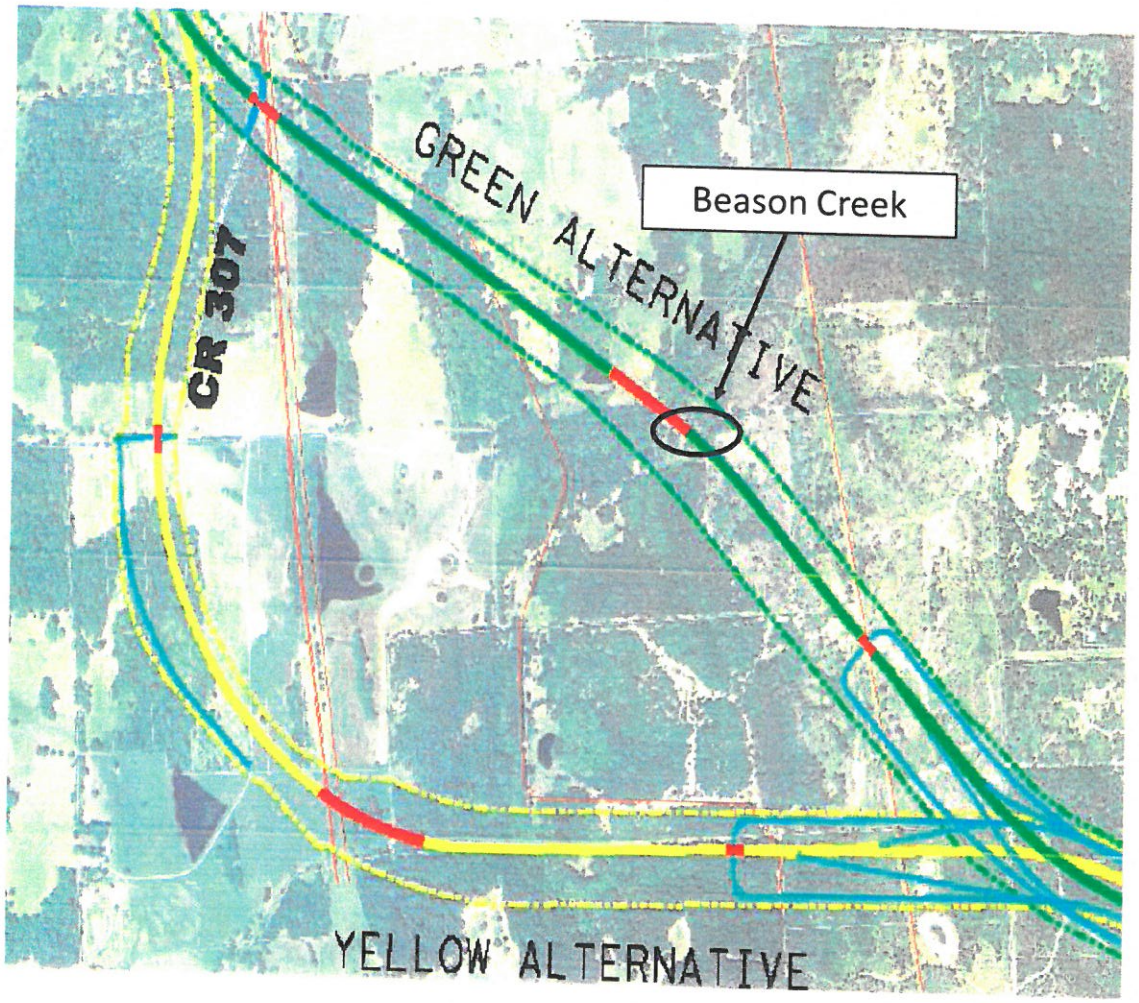
Another spring that would be directly under current proposed green route. Picture taken July 11, 2016.



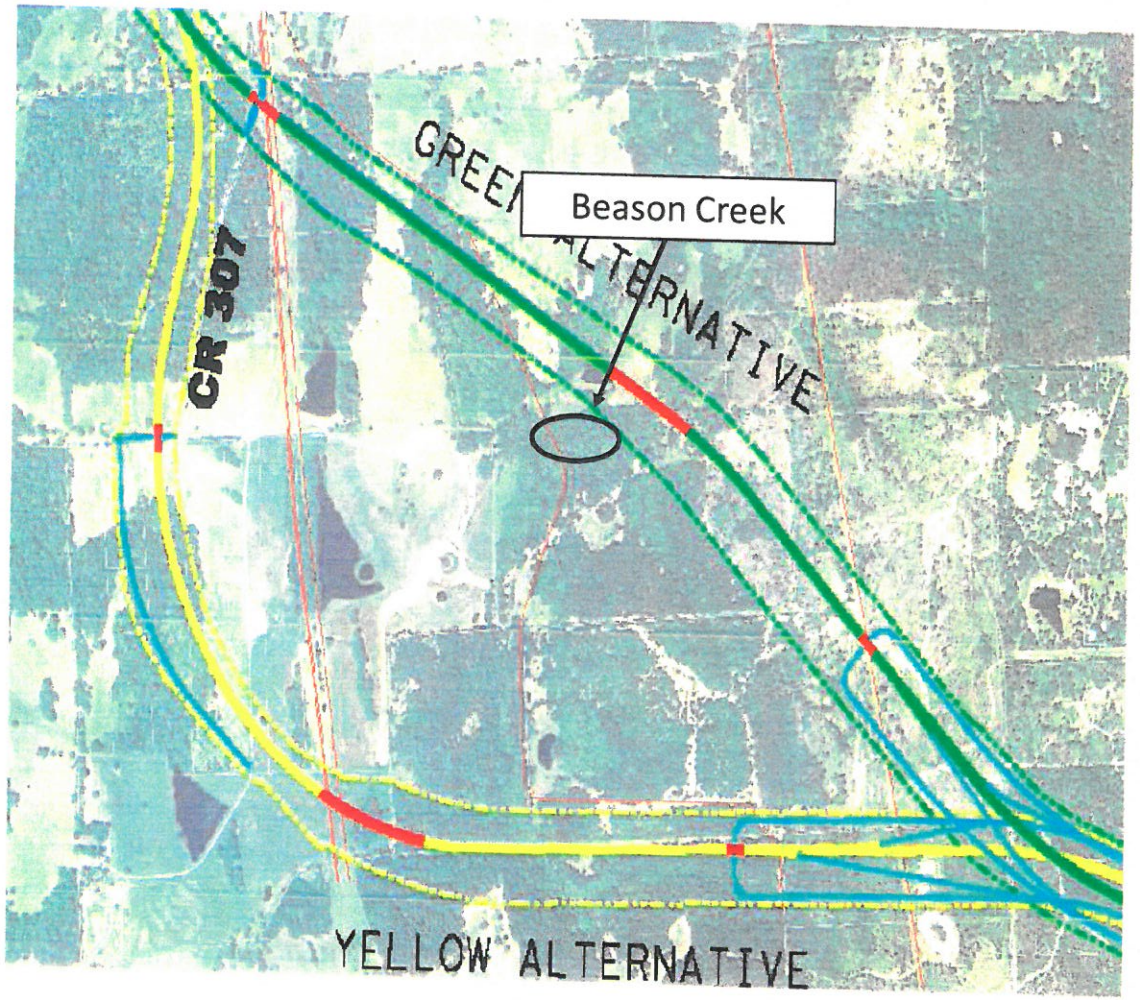
Spring Fed Lake and only water source for livestock. Spring is located on north side of lake and overflow pipe is on south side. Lake is always full and overflowing.



This is the overflow pipe coming out of the spring fed lake. It never stops flowing and is our only source of water for our livestock on the majority of our property.

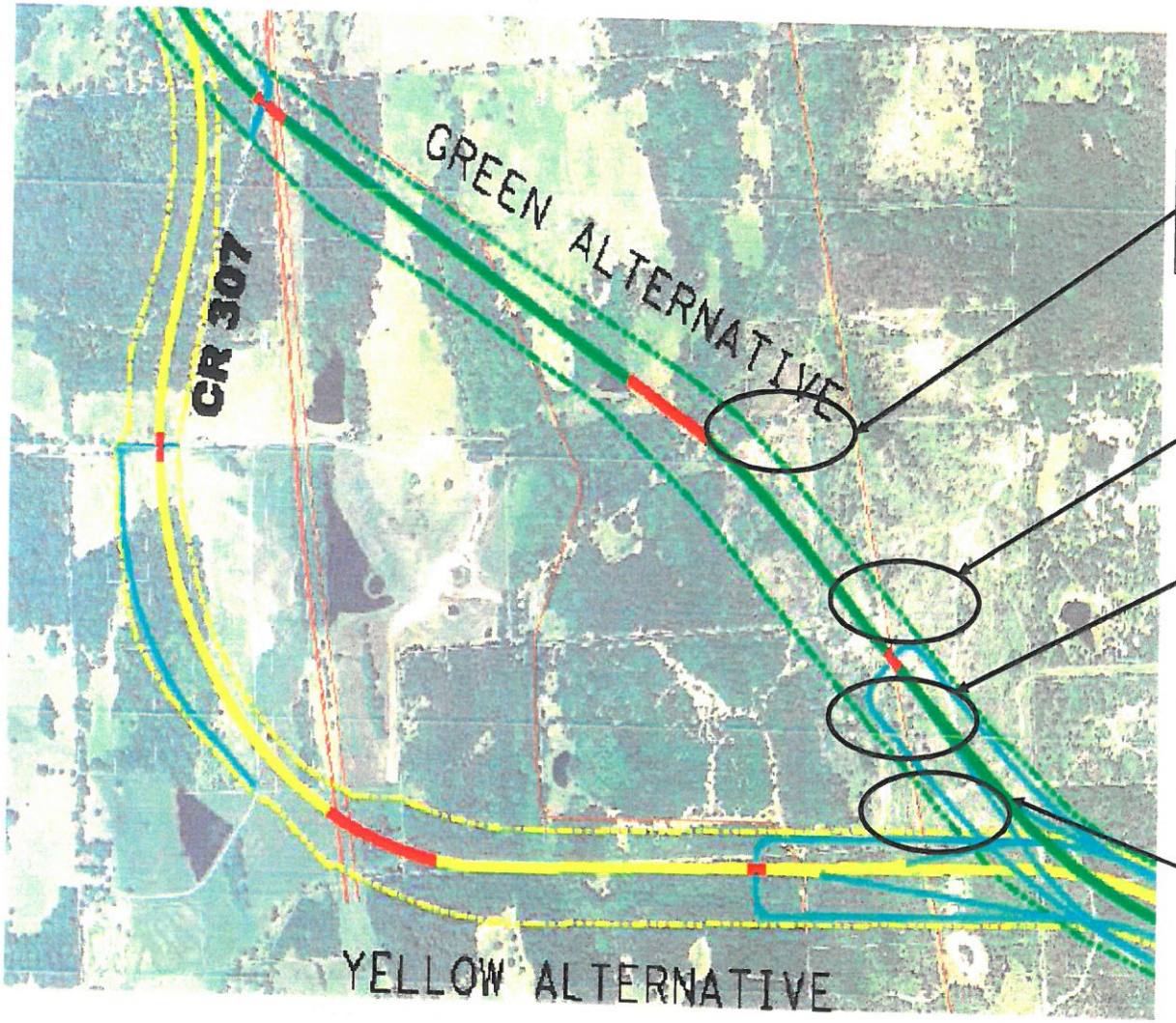


During a Rain Event, Water Rises Above sand line.



Example of what a rain event does to 3 culverts on Beason Creek. This is less than 150 yards from where your map shows Green Route crossing Beason creek.

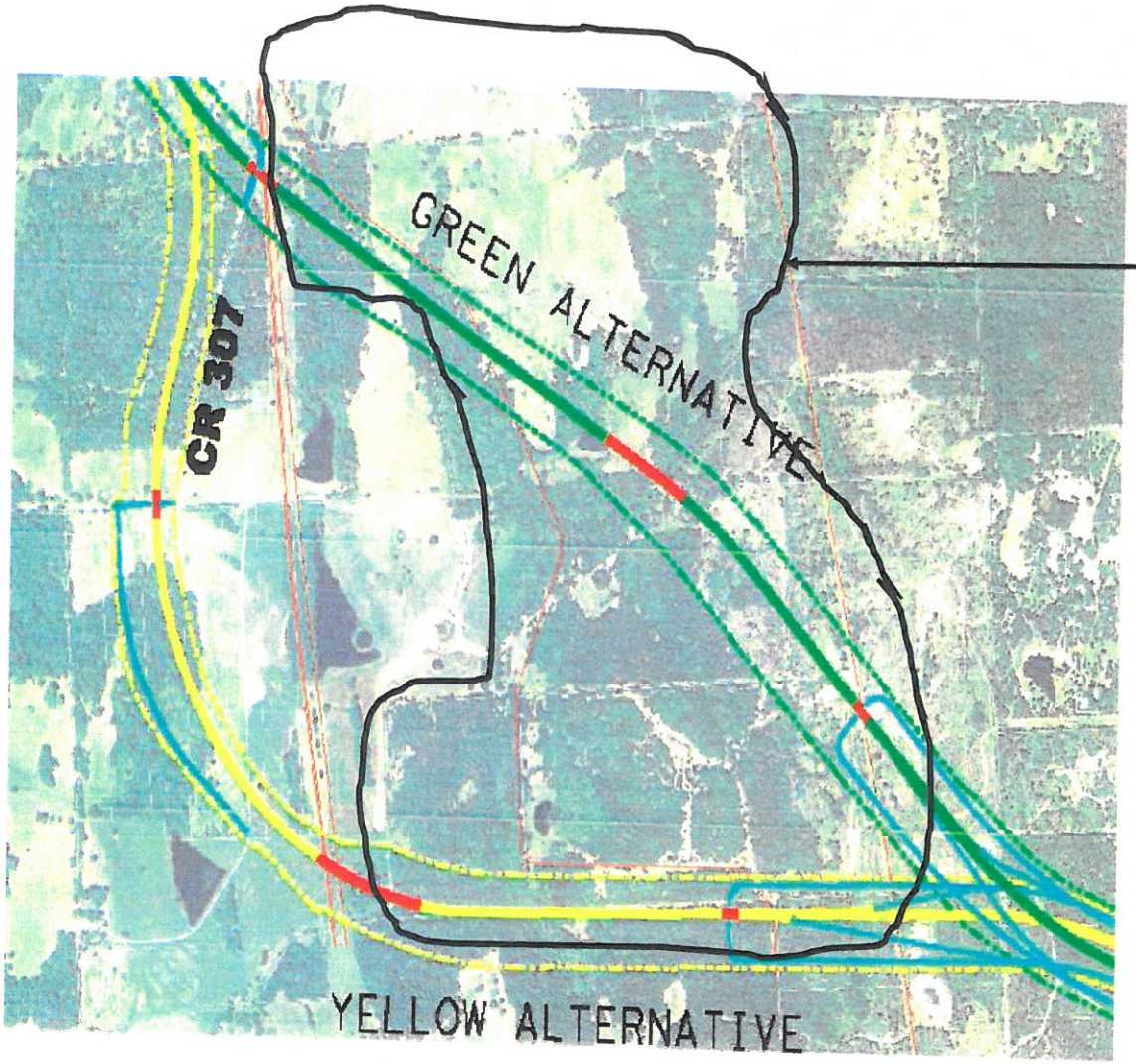
Green route does not have any feeder roads through our property thereby destroying property value



Low and wetland area not shown on your map

Large Creeks that will most likely require a bridge...not shown on your map

Chad Nobles has legal easement from CR 304 to my property which will be cut off by Green route



Nobles (both Chad & Robert) property is used as a single working cattle ranch. Green route would divide property and prevent access to both sides of ranch. No livestock crossing or farm equipment access is shown on map nor is the cost of providing this shown on any matrix. Minimum access requirements would be 20 feet wide by 18 feet tall...but would prefer 20 feet tall and 40 feet wide. Access would need to be passable at all times by both livestock and farm equipment such as trucks and tractors without any requirement to open gates or cross traffic.

From: Nobles, Chad [redacted]
Sent: Thursday, July 14, 2016 12:25 PM
To: BRY-SH249-GrimesCo
Cc: Nobles, Chad
Subject: SH 249. No build

Like my neighbors I support these comments...we don't need a toll road through grimes county

TXDOT - DO NOT BUILD A NEW TOLL ROAD THROUGH GRIMES COUNTY!

TXDOT PUBLIC HEARINGS: A WASTE OF TIME AND TAX DOLLARS. TxDOT public hearings regarding the proposed SH 249 toll road are a waste of the public's time and tax dollars. Every survey, every election, and every public meeting held by TxDOT has confirmed that Grimes County citizens are OPPOSED to building this toll road, with feeders or without.

EMINENT DOMAIN FOR SAVING DRIVE TIME? It is blatantly UNAMERICAN and a far stretch of the eminent domain laws to grab land from property owners who have invested financial, emotional and physical effort in their homes and ranches, so that drivers might get to their destination 20 minutes sooner. The convenience of drivers from Houston and vicinity should not trump the rights of property owners in Grimes County.

SAFETY IS NOT THE ISSUE HERE. TxDOT crash and usage data do NOT support building an additional road that is only accessible by those who own an EZ tag. Facts and figures have been presented at every TxDOT meeting, and TxDOT's inability to refute the information leads one to question the true motives behind this push to build no matter what. Supposing there truly is a safety concern on FM 1774, is TxDOT only interested in the safety of those who live above a certain socio-economic level? A new toll road would still leave FM 1774 with the same hazards, and place an additional traffic burden on SH 105.

MAINTAIN THE EXISTING ROADS! There is no necessity for a new road in or through Grimes County. Several UNCONGESTED and relatively SAFE routes are available from Houston and from The Woodlands to College Station.

Improving those existing routes (SH 6, FM 1774, SH 105) will provide a quicker and more cost effective solution to any potential congestion issues.

Chad Nobles

[redacted]

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SH 249 Public Hearing Commenter #42

Please refer to the

Public Hearing Transcript

SH 249 in Grimes County

Texas Department of Transportation

PUBLIC HEARING
JUNE 30, 2016

JULY 8, 2016

PUBLIC HEARING COMMENT FORM

Navasota Junior High School
9038 State Highway 90 South
Navasota, Texas

Per Texas Transportation Code, §201.881(a)(5), check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I'm commenting

ROBERT NOBLES
Name

[redacted]

COMMENTS:

THE GREEN ROUTE SHOULD NOT BE CHOSEN BECAUSE IT SPLITS LARGE TRACTS OF LAND, SPLITS OUR WORKING CATTLE RANCH, DESTROYS A HAY PRODUCTION RANCH, DELETES INCOME FROM CATTLE AND HAY PRODUCTION, DESTROYS A NATURAL SPRING WATER SUPPLY WHICH IS WATER SOURCE FOR MY CATTLE AND WILDLIFE, REQUIRES 2 ADDITIONAL BRIDGES NOT SHOWN ON YOUR MAP (1 ACROSS MY LAKE 1 TO ALLOW CHAD NOBLES ACCESS TO HIS EASEMENT FROM CR 307), DESTROYS NATURAL HABITAT FOR WILDLIFE, DISTURBS ARTIFACTS, AND DESTROY OUR PEACE AND QUIET COUNTRY LIFESTYLE.

THE YELLOW ROUTE IS THE BEST OPTION BECAUSE IT DOES NOT DIVIDE LARGE TRACTS OF LAND, WOULD NOT HURT OUR INCOME FROM HAY AND CATTLE PRODUCTION, WOULD NOT DESTROY A LIVE NATURAL SPRING THAT SUPPLIES WATE TO OUR LAKE (THE SOURCE OF WATER FOR OUR CATTLE), DOES NOT REQUIRE 2 MORE BRIDGES, DOES NOT COME NEAR PERMANENT HOMES, DOES COME ACROSS AN AREA OF ARTIFACTS, FOLLOWS PROPERTY BOUNDARIES, DOES NOT EFFECT WORKING RANCHES.

Written comments may be submitted this evening or mailed/e-mailed to the address below.
All comments must be received or postmarked by **July 14, 2016**.

TxDOT Bryan District Office, Attention: SH 249 – Grimes
2591 North Earl Rudder Freeway
Bryan, Texas 77803
or
BRY-SH249-GrimesCo@txdot.gov

From: Robert Nobles [redacted]
Sent: Monday, June 06, 2016 11:05 AM
To: BRY-SH249-GrimesCo
Cc: sandrahnobles@gmail.com; chad.nobles@siemens.com
Subject: SH249 Toll Road thru Grimes County

I strongly oppose the construction of SH249 toll road thru Grimes County. I feel my tax dollars would be better spent on improvements to FM 1774 and SH 105 which would benefit all drivers not just a select few willing to pay the toll.

However, if TxDot insists on moving forward with this project, I would ask that you select the YELLOW route which will not split large tracts of land, cross natural spring fed lakes, come close to permanent residents' homes.

ONCE AGAIN, SELECT THE **YELLOW** ROUTE IF YOU MUST BUILD THE SH249 TOLL ROAD THRU GRIMES COUNTY.

From: Robert Nobles [redacted]
Sent: Saturday, June 11, 2016 9:55 AM
To: BRY-SH249-GrimesCo
Cc: [redacted]
Subject: SH 249 - select YELLOW route

We are opposed to the construction of SH249 thru Grimes County. This toll road will permanently alter and destroy the beautiful countryside and disrupt the peaceful rural lifestyle of many families in the Todd Mission/Plantersville/Stoneham area. The toll road is a form of double taxation and will not benefit the citizens of Grimes County...it is simply a pass through for those traveling from Houston to College Station. Because the proposed roadway will be controlled access consisting of two lanes with intermittent passing lanes and only 5 miles of frontage roads, many of the property owners along the route will have their land divided with no access to frontage roads thereby destroying their property and rural lifestyle.

However, if you insist on proceeding with this toll road project, then please choose the YELLOW route (previously black route) as that is the route that we have presented to you for more than a year now that is supported by 90% of the landowners on CR 307.

Thank you
Robert and Sandra Nobles
[redacted]

SH 249 Public Hearing Commenter #43

Please refer to the

Public Hearing Transcript

JULY 5, 2016

SH 249 in Grimes County

PUBLIC HEARING
JUNE 30, 2016

Texas Department of Transportation

PUBLIC HEARING COMMENT FORM

Navasota Junior High School
9038 State Highway 90 South
Navasota, Texas

Per Texas Transportation Code, §201.881(a)(5), check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I'm commenting

SANDRA NOBLES
Name
[redacted]

COMMENTS:

I AM AGAINST THE SH249 TOLL ROAD THRU GRIMES COUNTY.
I THINK IT IS VERY INTERESTING THAT YOU SHOW 2 ROUTES WHEN YOU GET CLOSE TO OUR PROPERTY - BOTH OF WHICH EFFECT OUR LAND.
THE GREEN ROUTE WILL CROSS OUR NATURAL SPRING FED LAKE. WATER SOURCES ARE VERY VALUABLE AND SHOULD NOT BE DISTURBED. THIS ROUTE CROSSES AN AREA OF ARTIFACTS AND COMES VERY NEAR PERMANENT HOMES. IT ALSO SPLITS LARGE TRACTS OF LAND.
THE YELLOW ROUTE FOLLOWS PROPERTY BOUNDARIES, STAYS AWAY FROM HOMES, DOES NOT CROSS OUR LAKE, CREATES A SHARED SACRIFICE FOR LANDOWNERS.
AGAIN, I AM OPPOSED TO THIS TOLL ROAD. LACK OF ACCESS ROADS ON OUR PROPERTY CREATES A SAFETY ISSUE (FIRES, MEDICAL EMERGENCIES) AND WILL CAUSE A DRASTICK DECREASE IN VALUE.
IF YOU MUST BUILD THIS TOLL ROAD - THEN PLEASE SELECT THE YELLOW ROUTE.

THANK YOU!

Written comments may be submitted this evening or mailed/e-mailed to the address below.
All comments must be received or postmarked by **July 14, 2016**.

TxDOT Bryan District Office, Attention: SH 249 – Grimes
2591 North Earl Rudder Freeway
Bryan, Texas 77803
or
BRY-SH249-GrimesCo@txdot.gov

From: Sandra Nobles <[redacted]
Sent: Wednesday, June 08, 2016 8:19 AM
To: BRY-SH249-GrimesCo
Cc: Chad Nobles; Robert Nobles
Subject: SH 249 toll road

I strongly oppose the construction of this toll road. However if you insist on building it please follow the YELLOW route

Sent from my iPhone

From: Sandra Nobles [redacted]
Sent: Monday, July 04, 2016 6:33 PM
To: BRY-SH249-GrimesCo
Subject: SH249

Choose the YELLOW route as it follows landowners property lines and does not cut large tracts of land in half. Green route will cross our spring fed lake which is water source for our cattle and wildlife. Again choose yellow route. Thanks. Robert and Sandra Nobles

Sent from my iPhone

From: Sandra Nobles [redacted]
Sent: Tuesday, July 05, 2016 10:29 AM
To: BRY-SH249-GrimesCo
Cc: Chad Nobles; Robert Nobles
Subject: SH 249 toll road

I strongly oppose this toll road. However, if you must build it, please select the Yellow route.
The green route crosses a natural spring fed lake...a valuable water source that should NOT be disturbed. It also splits large tracts of land and comes near permanent homes.
The YELLOW route follows property boundaries, does not cross a lake and does not come near permanent homes.
SELECT the YELLOW route!!!!!!
Sent from my iPhone

From: Sandra Nobles[redacted]
Sent: Tuesday, July 05, 2016 10:56 AM
To: BRY-SH249-GrimesCo
Cc: Chad Nobles; Robert Nobles
Subject: SH249 toll road thru Grimes County

Per Chad Boehne's opening comments at the public hearing, why is the "no build" not an option? Why is the "widening of FM 1774" not an option? Why will you not explain your reasoning to the public? Why will you not conduct a question and answer public meeting?
The green route divides large tracts of land, disturbs a natural spring fed lake which is the only source of water for our cattle and wildlife, comes near 4 homes, requires an additional bridge across a second large creek not included in your map, requires a second additional bridge across an easement for Chad Nobles's property not included in you map, crosses an area of artifacts not shown on your map.
The yellow route follows property boundaries (a shared sacrifice), does not cross a natural spring fed lake, stays away from homes, does not require additional bridges, does not disturb artifacts. Therefore, if you insist on moving forward with this project, then please select the YELLOW route as indicated by over 260 signatures presented to you and the comments favoring the yellow route at the public meeting Robert Nobles Sent from my iPhone

From: Sandra Nobles [redacted]
Sent: Wednesday, July 06, 2016 4:42 PM
To: BRY-SH249-GrimesCo
Subject: SH249 thru Grimes County

Green route crosses natural spring fed lake which is only source of water for our cattle and wildlife. In 2011 Beason creek went dry but this natural spring continued to run water. Water is very valuable and if you build this road across this lake you will kill this natural spring. Please select yellow route which does not come near this water supply

Sent from my iPhone

From: Sandra Nobles [redacted]
Sent: Friday, July 08, 2016 1:30 PM
To: BRY-SH249-GrimesCo
Cc: Chad Nobles
Subject: SH249 Grimes

The Green route is the wrong route for the following reasons. 1. It will split large tracts of land. 2. It will split our working cattle ranch. 3. It will destroy our hay production. 4. It will delete my income from cattle and hay production. 5. It will destroy the natural spring water source that fills our lake which provides water to cattle and wildlife 6. It will come across our lake 7. It will require another bridge over a deep creek not shown on your map. 8. It will require a second bridge to allow Chad Nobles access to his easement from CR307. 9. It will destroy a large area of natural habitat for wildlife 10. It will cross an area containing artifacts. 11. It will take away from the peace and quiet of country living we enjoy.

The YELLOW route is by far the best route because 1) it does not split large tracts of land 2) it will not effect my income 3) it will not destroy live running natural spring which provides water for cattle and wildlife (during drought of 2011 Beason creek went dry but this spring kept supplying a water source) 4) it will not fill in a lake. 5) It will not require 2 additional bridges. 6) it will not come near homes of permanent residents on CR307 7) it will not disturb artifacts 8) it will follow along property boundaries and avoid splitting large tracts of land.

Robert Nobles

Sent from my iPhone

From: Sandra Nobles [redacted]
Sent: Tuesday, July 12, 2016 7:46 AM
To: BRY-SH249-GrimesCo
Subject: SH 249 Grimes

I am asking you to select the yellow route. It is by far the better route.

Sent from my iPhone

From: Sandra Nobles [redacted]
Sent: Wednesday, July 13, 2016 9:02 AM
To: BRY-SH249-GrimesCo
Cc: Robert Nobles
Subject: SH249 Grimes

Why are there no free access roads from CR 304 to CR 306?
You provide them for property owners up until the route reaches CR 304 which allows them access and increases the property value. Why are you not treating all property owners along the route the same? We are asking you to select the yellow route and add free access roads to the route from CR 304 to CR 306.
Thank you
Robert and Sandra Nobles
Sent from my iPhone

From: Sandra Nobles [redacted]
Sent: Thursday, July 14, 2016 10:05 AM
To: BRY-SH249-GrimesCo
Cc: Robert Nobles
Subject: SH249 Grimes

We are still opposed to this toll road however if you push forward with this project we are asking you to select the YELLOW route. We also request that you add free frontage/feeder roads to the route from CR 304 to CR 306 just as you have provided for other property owners along the route. Was there a recent decision by the 84th Legislative session that if new toll roads are constructed free feeder roads have to be constructed along the toll road?
We have a working cattle ranch and hay production ranch. The green route will split this ranch thereby taking away our source of income. No other property owner on CR 307 will have their income effected. This should be a big consideration in your decision making.
Again we are asking for you to select the YELLOW route.
Robert and Sandra Nobles
Sent from my iPhone

SH 249 Public Hearing Commenter #44

From: [redacted]
Sent: Wednesday, July 13, 2016 4:17 PM
To: BRY-SH249-GrimesCo
Subject: TxDOT Internet E-Mail

Name: Mr. Dustin O'Neal[redacted]

Requested Contact Method: Email

Reason for Contact: Customer Service
Complaint: No

Comment: I am writing in support of SH 249 through Grimes County. I am a resident of Harris County and think that this project would address several hot button issues - namely traffic growth, regional connectivity and evacuation needs. As someone that lived through the evacuation for Hurricane Ike, I can say I would feel a lot safer with this road built.

SH 249 Public Hearing Commenter #45

Please refer to the

Public Hearing Transcript

SH 249 Public Hearing Commenter #46

Please refer to the

Public Hearing Transcript

SH 249 Public Hearing Commenter #47

Please refer to the

Public Hearing Transcript

SH 249 Public Hearing Commenter #48

SH 249 in Grimes County

PUBLIC HEARING
JUNE 30, 2016

Texas Department of Transportation

PUBLIC HEARING COMMENT FORM

Navasota Junior High School
9038 State Highway 90 South
Navasota, Texas

Per Texas Transportation Code, §201.881(a)(5), check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I'm commenting

Name: Matthew Schultz

[redacted]

COMMENTS:

The building of this toll road does not solve any traffic problems. It only mildly creates a cutoff between traffic moving from FM 1774 to TX-105. In addition I understand that you are using taxpayer money to build it which is an abuse of taxes ~~and~~ ~~money~~ which are there to fund free public roads. The use of taxes to build this toll road while charging people to drive on it amounts to double taxation. If you feel you need to build a new highway here, then it should be a FREEway. Any acquisition of right-of-way through ~~right~~ eminent domain for a toll road is a gross abuse of eminent domain because it does not benefit the public. It only benefits the people who can afford to pay to drive on the road.

Written comments may be submitted this evening or mailed/e-mailed to the address below.
All comments must be received or postmarked by **July 14, 2016**.

TxDOT Bryan District Office, Attention: SH 249 – Grimes
2591 North Earl Rudder Freeway
Bryan, Texas 77803
or
BRY-SH249-GrimesCo@txdot.gov

SH 249 Public Hearing Commenter #49

From: Chad Bohne
Sent: Thursday, June 30, 2016 8:23 AM
To: BRY-SH249-GrimesCo
Subject: FW: Strongly Oppose State Highway 249 Toll Road through Grimes County

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From: James Bass
Sent: Wednesday, June 29, 2016 9:32 PM
To: Jerome Seeberger
Cc: Lance Simmons; Chad Bohne
Subject: RE: Strongly Oppose State Highway 249 Toll Road through Grimes County

Mr. Seeberger,
Thank you for your comments regarding the SH 249 project in Grimes County. TxDOT has scheduled a public hearing on this project on June 30th, info on the meeting can be found here: http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/bryan/063016.html

We welcome input from you and other residents on proposed routes that TxDOT and local leaders think could be the best way forward for this community. If you would like further information on this meeting, Lance W. Simmons, our Bryan District Engineering, and his staff are available to assist you. They can be contacted at (979) 778-2165.

Additionally, more information on the SH 249 project can be found here:
http://www.txdot.gov/inside-txdot/projects/studies/bryan/sh249.html

Thanks,
James

From: Jerome Seeberger [redacted]
Sent: Thursday, May 26, 2016 12:14 PM
To: Jeff Austin III; [redacted] Jeff Moseley; Bruce Bugg Jr; James Bass; Marc Williams; [redacted]
Subject: Re: Strongly Oppose State Highway 249 Toll Road through Grimes County

Greetings:

I share most of the same concerns as my neighbors in the expansion of SH 249 through the pristine landscape of Grimes County. Most of the residence in Texas and in Grimes County don't want any more toll road. I am a land owner approximately 150 yards from the proposed toll road through Grimes County and I am disturbed. I was sold the property as retirement property to retire on when its time. The toll road would create noise to our peaceful area. It will destroy the peaceful, the beauty and tranquility of our area. I and most of us that purchased the land as retirement property (that is what the seller represented the property as) have always opposed the toll road dividing up our properties in Woodland Hills. I have asked previously and am asking again PLEASE DO NOT TO BUILD A TOLL ROAD through Grimes County, but to improve the existing FM 1774 and SH 105 or run a toll road along FM 1774 and SH 105. I really don't believe the traffic warrants a toll road. The only time there is traffic is when the Texas Renaissance Festival

is ongoing and to build a toll road to eliminate the congestion for the six or seven weekends is not warranted and is a waste of effort and money. Please do not build a toll road through Grimes County, it is simply not warranted.

Sincerely,
Jerome Seeberger
[redacted]

SH 249 Public Hearing Commenter #50

From: [redacted]
Sent: Monday, July 11, 2016 8:36 AM
To: BRY-SH249-GrimesCo
Subject: TxDOT Internet E-Mail

Name: Mr. Brad Stafford [redacted]

Requested Contact Method: Email

Reason for Contact: Customer Service
Complaint: No

Comment: SH 249 is a much needed roadway in Grimes County. The construction of the roadway will improve safety and enhance the ability of travelers to travel between Grimes county and the Houston area and should improve economic development in Grimes county. I support the construction of the toll road.

SH 249 Public Hearing Commenter #51

Ruth Ann Stiles

[redacted]

June 10, 2016

Re: [redacted]

Dear TXDOT:

I am writing today to ask you to reconsider TxDOT's completion of the SH 249 extension through Grimes County on the currently proposed routes. The stated benefits of this project are that it will improve safety, address traffic growth, improve regional connections, and address evacuation needs. However, I cannot find the data that proves that this project will satisfy those stated benefits. I can find data that Texas A&M is in favor of this project to get people to College Station more easily. And that the normal beneficiaries of such projects, Willliams Brothers, Zachry, and others are going to profit from building a brand new roadway through a part of Grimes County that did not have or want a roadway before. Additionally, TxDOT has threatened the County Judge with the loss of $100,000,000.00 in transportation funding in a letter dated April 3, 2015 signed by LtGen J. F. Weber, so it's not hard to see why the Grimes County Judge and Commissioners might find that it is in Grimes County's best interest compromise with TxDOT on this project that they previously opposed. In exchange, they were given a few exits and some promises of future economic development. This economic development may benefit the "lucky" property owners at the exits and the employees of the future Navasota Buccee's, but I think that the costs will exceed the future economic benefit to a few. Meanwhile, it will destroy the enjoyment of the property of many families who have lived and worked this land for many years who are directly affected by this roadway.

Texas is considering eliminating all future toll way projects because they have been a failed experiment all over the country. When given the option of a free route or a faster toll route, most will chose a free route. That is why toll ways, especially in more rural areas, have not delivered the expected profit. So the local roads will still carry extra traffic of people who don't want to pay to drive to College Station every time that they go, along with the increasing local traffic. Therefore, people will still die on SH 105 and FM 1774 because aside from large amounts of traffic, there are basic design issues that make them dangerous to drive. I don't have the data, but I would expect that many of those accidents did not occur during high traffic times. And alcohol related accidents will continue, toll road or not. TxDOT still needs to spend money to improve those roadways if safety is the actual goal because the toll way will not alleviate enough traffic to stop the deadly accidents on SH 105 and FM 1774 from occurring.

I co-own the property at 12794 CR 307. This property was purchased by my father around 2006 to build a house, retire and farm, and to have and to enjoy with his family. He loved that property and the solitude that it offered. He thought that Navasota was heaven on earth. It was a complete respite from the stresses of city life. The property is currently pitch black at night, and if there is no moon you can see millions of stars and satellites. When you fish on the pond, you cannot hear any traffic noise, just the sounds of birds, frogs, and fish jumping. There is a great deal of wildlife that currently roams his property and there is nothing but clean fresh air. The SH 249 extension will destroy the beauty that is our farm.

We are in the literal bull's eye of the green and the yellow alternative. The lighting from the road will bring a great deal of light pollution. As a resident of Houston, I hate that our retreat will be filled with the inescapable noise of traffic that will be always present. And, the air quality will necessarily deteriorate, and the current wildlife paths will be disrupted. Our neighbors' ways of life are going to be destroyed with tracts of land being divided by an unnecessary roadway. Plus, this process leads neighbors to fight with each other over who should carry this burden that does not benefit a single one of them.

I am not naïve and I understand the forces that build these roads are governed by money and politics that are far removed from Grimes County and our small farm. However, I wanted to have my voice heard as my father fought this project from day one, and we will carry on his fight.

Sincerely,

Ruth Ann Stiles

SH 249 Public Hearing Commenter #52

STILES LAW FIRM

David (Trey) M. Stiles III

[redacted]

[redacted]

June 21, 2016

Bry-SH249 [redacted]

Re: State Highway 249 expansion.
Our property: [redacted]

Dear TXDOT:

I am writing today to ask you to reconsider TxDOT's completion of the SH 249 extension through Grimes County on the currently proposed routes. In looking at the map and the constantly shifting route proposals, I am struck that TxDOT is not using FM 1774 and SH 105 as a route. The stated reason that there is not ample easement at towns on those routes is not valid. When SH 71 was widened to improve access to Austin, they used the current roadway, where people already knew and chose to live near a road way and created bypasses around the towns that created bottlenecks. This happens all over Texas on a regular basis. The proposed route does not save more than a few minutes of travel, if any. It does not meet with TxDOT's own stated benefit of adding safety, and seems to be gerrymandered to avoid certain properties for unknown reasons.

My wife inherited this beautiful and peaceful land from her father with her brother. My kids and I love the solitude, fishing, and the ability to shoot guns on the property. Either of the current proposed routes will destroy our use, enjoyment and value of this property. I would understand the sacrifice for a few to benefit the many, but that is not the case here. The proposed route does not save time, add safety or provide any benefit over expanding the current roads with short bypasses where needed. We intend to do everything in our power to continue the fight that my father in law started to have this toll road moved far enough away not to destroy our enjoyment of the property. There is no legitimate reason why the current roadway is not simply expanded.

Sincerely,

David (Trey) M. Stiles, III

SH 249 Public Hearing Commenter #53

David Stiles

[redacted]

June 10, 2016

Re: [redacted]

Dear TXDOT:

I am writing today to ask you to reconsider TxDOT's completion of the SH 249 extension through Grimes County on the currently proposed routes. I don't understand why TxDOT would put this road through people's farms and homes when there are routes that are not much further away that won't ruin people's lives. I love my Paw Paw's farm. I've been going there since I was young. It is where I first shot a gun, and the only place that I can go to shoot a gun. It won't be safe to shoot guns on the property with a roadway so close. My Paw Paw talked to everyone he could before he died trying to stop this road. We really think that the stress of this situation brought on his heart attack. He even thought that he had managed to stop it supporting Judge Ben Leman in the election. But something made Judge Leman change his mind. My mom thinks it was when TxDOT blackmailed him with losing highway funds in Grimes County if he didn't go along with them. And she says that too many people will still die on FM 1774 and SH 105 because none of this will make those roads safer. I would like to look for myself to see the data that is supporting this route, but, there is no "transparency" in this process, so there are no facts that a person can look at. We really like the Nobles. They were some of my Paw Paw's best friends. He would be super sad that this issue is forcing good neighbors to disagree. And we don't even know why it has to come this way.

I hope that you all will reconsider these routes.

Sincerely,

David Stiles, IV

SH 249 Public Hearing Commenter #54

Please refer to the

Public Hearing Transcript

SH 249 in Grimes County

PUBLIC HEARING
JUNE 30, 2016

Texas Department of Transportation

PUBLIC HEARING COMMENT FORM

Navasota Junior High School
9038 State Highway 90 South
Navasota, Texas

Per Texas Transportation Code, §201.881(a)(5), check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☒ I could benefit monetarily from the project or other item about which I'm commenting

Name: Dave & Dorothy (Thompson) Tullos

[redacted]

COMMENTS:

Although our family's comments, pleas, and wishes continue to fall on deaf ears, we are sending yet another letter in protest of the 249 Toll Road in Grimes County.

It appears (by looking at your maps) that our property stands to recieve the most stress from this project. Our family is losing its dream of continuing the Thompson Legacy which started in the early 1900's.

While we understand progress, we are still strongly opposed to TOLL ROADS ANYWHERE! If you must build a road, PLEASE make it free, open, and easily accessible to the people of Grimes County.

"Above All" we ask that you be fair and considerate of all landowners whose land you will be taking against their will.

Sincerely,
Dave & Dorothy Thompson Tullos
& Family Descendants

Written comments may be submitted this evening or mailed/e-mailed to the address below.
All comments must be received or postmarked by **July 14, 2016**.

TxDOT Bryan District Office, Attention: SH 249 – Grimes
2591 North Earl Rudder Freeway
Bryan, Texas 77803
or
BRY-SH249-GrimesCo@txdot.gov

From: David Tullos [redacted]
Sent: Wednesday, July 13, 2016 12:02 PM
To: BRY-SH249-GrimesCo; [redacted] Chad Bohne
Subject: SH 249 extension in Grimes County

These comments are being submitted to the Texas Department of Transportation regarding the State Highway 249 Toll Road extension in Grimes County. I attended the public meeting held in Navasota on June 30, and gave open comments opposing the project which encouraged TxDOT to choose the no-build option. I note that every speaker that night opposed the project and advocated the no-build option, with the exception of Mr. Williamson, who spoke on behalf of Texas A&M, and has only recently purchased property in Grimes County which will not be affected by the proposed right-of-way and is located several miles from the proposed route. Because speakers were only allocated three minutes to state their position on the project, it became necessary to submit these comments in writing, in order to more adequately address the flaws in both the process and the environmental assessment governing the 249 project.

Here is a written copy of the open comments which were given at the public hearing:

My name is David Tullos. I am a fourth generation resident of Grimes County and a coordinator for the Grimes Citizen Advisory Group. I have 180 seconds to describe the flaws in this project and the process by which it has been planned….. 180 seconds to point out the plans, hopes and dreams of area landowners that are being crushed because of this project….. It is not enough time.

The entire process has been stacked against area landowners, beginning with a 249 Working Group that included no one to represent the landowners whose property would be lost, and ending with tonight's meeting and presentation of an environmental study which contains the same deficiencies that have been present since the beginning. Along the way, area residents have volunteered thousands of man hours raising public awareness, and communicating to TxDOT their opposition to this project. At every public meeting, a majority of citizens opposed the project, and TxDOT ignored our concerns. Why should tonight be any different?

By TxDOT's own facts, the traffic flow numbers do not support the road. Population growth projections do not support the road. Toll revenue forecasts are inaccurate and will not pay for the road's cost of construction in the foreseeable future.

STOP Grimes 249 and Grimes Citizen Advisory Group have collectively worked for three years to stop this project. Almost two thousand signatures of residents, landowners and concerned citizens have been presented on petitions to TxDOT and the Texas Transportation Commission, and over 500 Public Information Requests seeking project facts and information were filed.

WE DO NOT WANT A TOLL ROAD IN GRIMES COUNTY AND ASK THAT YOU CHOOSE THE "NO BUILD" OPTION.

If TxDOT truly feels that Grimes County needs this road, then build it as a free highway, with feeders and access roads that connect to FM 1774 and State Highway 105.

Here are the additional comments that I would like to have included in the official documentation of the public hearing for SH 249 in Grimes County:

1. Petitions containing signatures of over seven hundred concerned citizens advocating the no-build option were submitted to the Texas Transportation Commission and TxDOT Executive Director Webber in April 2015 during the monthly meeting of the Commission in Austin. Please include these petition signatures in the official documentation for this public hearing.

2. Open Record Requests from 204 concerned citizens seeking multiple documents and communications concerning the 249 project in Grimes County, were submitted to TxDOT Austin headquarters, the Texas Transportation Commission and TxDOT Executive Director Webber in April 2015 during the monthly meeting of the Commission in Austin. Please include these Open Record Requests in the official documentation for this public hearing. The citizens submitting these requests never received all the documents requested, and only achieved partial compliance after communication with TxDOT legal counsel. Still waiting, sixteen months later, for compliance with these requests for communications between TxDOT and Grimes County Commissioners Court and the County Judge.

3. The 249 Environmental Assessment (EA) which was the subject of the Public Hearing is flawed and inadequate. An Environmental Impact Study (EIS) should have been done instead. TxDOT has subverted existing state and federal law by not doing an EIS on this project. The TxDOT claim that only an EA is necessary for the Grimes County extension, due to only state funds being used, is misleading. It is TxDOT's intent to consolidate the construction bid process for the Grimes County extension with the recently approved Montgomery County section of 249. Because federal monies will be involved in the construction in Montgomery County, and both sections will be put out for construction under a combined bid and payment process, an EIS should have been done in Grimes County as well.

4. The National Environmental Policy Act (NEPA) requires a comprehensive study of the total impact of the 249 project on the entire region, since it was reasonably foreseeable that both the Grimes County extension and the Montgomery County sections would be influenced and built according to decisions made during planning and construction of the Harris County section of SH 249. Failure to conduct this comprehensive study of the entire project makes construction of this road a violation of NEPA.

In summary, the State Highway 249 extension in Grimes County should not be built. Please send me a confirmation that this correspondence has been received and will be included in the official documentation for the State Highway 249 Grimes County Public Hearing.

Respectfully,

David Tullos

SH 249 Public Hearing Commenter #55

THE VOSS ✯ LAW FIRM

A PROFESSIONAL CORPORATION
ATTORNEYS AT LAW
THE VOSS LAW CENTER

[redacted]

June 9, 2016

VIA ELECTRONIC MAIL & FED EX TRACKING
Senator Charles Schwertner
[redacted]

VIA ELECTRONIC MAIL & FED EX TRACKING
Mr. Marc Williams
[redacted]

Re: 249 Toll Road

Gentlemen:

First, thank you very much for taking time out of your busy schedule to read this very important letter regarding the 249 toll road project. I cannot say how appreciative my wife and I are about having someone that will listen to all the facts related to this critical issue.

A very important development has occurred wherein many of my neighbors have supplied written documentation to me as to their formal positions related to this matter. Clearly, all neighbors are completely against building the proposed new toll road, but what has been unclear to date is which of the new two routes (green or yellow) would be preferred if a build is imminent. Several statements have been made in the past by some of the neighbors essentially representing that all landowners prefer the yellow route over the green route, with only my family dissenting. You will see by the attached correspondence these representations were simply false and misleading.

Please see attached statements from the following landowners who, if forced to, would choose the green route over the yellow route:

1. Voss Family
2. Geneva Schillings
3. David Schillings
4. Martha Ray Pate Jones

5. Sammy Pate, Jr.
6. Betty Pate Wilkerson
7. Lonnie Wilkerson, III
8. Tyree Wilkerson
9. Anne Elizabeth Wilkerson MacDowell
10. Linda K. Baldwin
11. Joseph B. Knauth, Jr. & Family
12. Judge Ruth Ann Stiles & Family

As mentioned previously, I searched for over 15 years to find the perfect piece of heaven prior to purchasing my family ranch. When we found our ranch [redacted] we were super excited to start the process of making it our own. My wife and I are animal lovers so the idea of maintaining (and growing) a stock of over 200+ exotic animals has been a dream come true, until now. After the recent news that the two (new) routes chosen by TXDOT now both encroach upon our property you can imagine how devastated we are and must now take all necessary means to protect our investment and our animals.

After prior lengthy discussions with Lance and Chad at TXDOT we are left with nothing more than false promises and representations to fall back on. The main reasons we feel it is absolutely not the right choice to encroach upon our property are as follows:

1. We have two homesites chosen, one in the front and one in the rear of the property. These plans have been put on hold until final determination of the route. Both sites serve as retirement homes, one for my wife's parents, and one for my family. The new routes now make it impossible to build on the front of the property and effectively destroys any hope of building one of the homes.

2. We have over 200+ exotic animals living on our high fence property, including zebra, African eland, waterbuck, red stag, axis, and fallow. The new routes, especially the green route, destroy their cover and natural feed opportunities. We will be forced to relocate all animals if the new toll road comes through our property. As already acknowledged by TXDOT, the previously chosen routes only impact hay fields. As you can probably agree, a road running near a hay field is certainly less disruptive than pulling down a high fence and relocating 200+ animals.

3. There is a well site on our property that will become a saltwater disposal facility after 2017 - the two new routes adversely impact this opportunity. The new routes do not take into consideration the well site on our property.

4. There is a cemetery directly to the south of us that the "yellow route" is not taking into consideration.

5. Our neighbors have already expressed consent to the previous blue alignment, and if forced, prefer the green route - see attached letters.

6. **TXDOT made *expressed promises* prior to us purchasing our ranch that the new road would NEVER touch our land. This was the final determining factor for us purchasing our ranch. I personally told Chad Bohne we would not purchase the ranch if TXDOT could ever decide to encroach and he told me it would not, and that if the chosen route at the time was not accepted then they would be faced with a no build. He informed me to go ahead with the purchase of the ranch, and so we did.**

Again, thank you so much for the opportunity to be heard. I stand ready to expand on the above, or to simply answer any further questions you may have about this letter or the attachments.

I ASK THAT IF YOU MUST BUILD, *AND ONLY IF THE CHOICE TO BUILD IS THE LAST RESORT*, YOU CHOOSE THE GREEN ROUTE OVER THE YELLOW ROUTE.

Finally, you are legally and objectively in possession of all information relevant to evaluating this request. Therefore, you are presently in a position to act promptly on same. After the expiration of thirty (30) calendar days from the date of your receiving this correspondence we do not hear from you we will be forced to proceed in protecting our interests, along with our neighbor's interests.

Sincerely,

BILL VOSS
ATTORNEY AT LAW

Exhibit 1

Geneva Schillings
David Schillings

From: David [redacted]
Subject:
Date: June 7, 2016 at 6:07 PM
To:
Cc: [redacted]

Bill,

Per our discussion, the two routes that tx dot has approved to send to public hearing are not acceptable to us. The yellow route will essentially kill any serenity our homestead has putting this road in plain sight front and center. The green route, although it divides our property, would reluctantly be our route of choice.

David Schillings
Geneva Schillings

Exhibit 2

Martha Ray Pate Jones
Sammy Pate, Jr.
Betty Pate Wilkerson
Lonnie Wilkerson, III
Tyree Wilkerson
Anne Elizabeth Wilkerson MacDowell
Linda K. Baldwin

From: Martha Ray Jones [redacted]
Subject: Re:
Date: June 8, 2016 at 11:10 PM
To: Linda Baldwin [redacted]
Cc: Anne MacDowell [redacted]

We do not approve of the yellow route because it will use all the inherited land from our Grandfather Jeff and Grandmother Alma Hughey to our mother, Virginia Hughey Pate to my brother, Sammy B. Pate, Jr., my sister Betty Pate Wilkerson and her 2 sons and 1 daughter, Lonnie O. Wilkerson, III, Tyree Bond Wilkerson, and Anne Elizabeth Wilkerson MacDowell, plus my portion, Martha Ray Pate Jones.

Another reason that we do not want the yellow route is that an underground spring surfaces and has it's origin on my brother, Sammy's 3.6 acres. This spring waters all the cattle grazing on nearly 50 acres that are leased for pasture. The yellow route would ruin this natural spring. This spring also fills a large tank that furnishes water to irrigate hay growing in the neighbor's pasture.

There are 100-year old trees, plus hickory nut trees, plus persimmon trees, plus muscadine grape vines, plus dewberry plants growing naturally all over these acres that would be destroyed in the yellow route.

These family-owned acres provide homes for the white-tailed deer, squirrels, raccoons, armadillos, and many kinds of birds including owls, woodpeckers, etc. The green route is the best choice.

All this to simply say that we don't really want either route, but if we have to make a choice, it would be the green route.

Thank you for your consideration. Martha Ray Jones

Virus-free. www.avast.com

On Tue, Jun 7, 2016 at 7:40 PM, Linda Baldwin [redacted] wrote:

Sent from my iPad

Begin forwarded message:

From: David [redacted]
Date: June 7, 2016 at 6:07:41 PM CDT
To: [redacted]
Cc: [redacted]

Bill,

Per our discussion, the two routes that tx dot has approved to send to public hearing are not acceptable to us. The yellow route will essentially kill any serenity our homestead has putting this road in plain sight front and center. The green route, although it divides our property, would reluctantly be our route of choice.

David Schillings
Geneva Schillings

Exhibit 3

Joseph B. Knauth, Jr. & Family
Judge Ruth Ann Stiles & Family

Joseph Barnard Knauth, Jr.
[redacted]

June 8, 2016

Re: [redacted]

Bill,

As per our conversation on June 7, 2016, the two routes that TXDOT has approved to send to public hearing are not acceptable to my family. My father, Joseph Barnard Knauth, bought this place a decade ago in Grimes County to retire on and escape the traffic and noise of Houston. Since dad's passing in June of last year, my sister and I have been given the task of dealing with TXDOT and our "representatives" from Grimes County. This experience has been eye opening to say the least. Not one senator, county official, city official or any elected representative for Grimes County, Texas has advocated for us one time. Not only have these "representatives" not represented in any way, they have pitted neighbors against each other to make the road choice for them.

The yellow route, although further away from our house, will be in a 180 degree view from virtually everywhere on our 52 acres. The green route will ruin our property as well, but we can sit on our porch with headphones; so it reluctantly is our route of choice.

Regards,

Joe Knauth and family

Judge Ruth Ann Stiles and family

Texas Department of Transportation

125 EAST 11TH STREET, AUSTIN, TEXAS 78701-2483 | 512.463.8588 | WWW.TXDOT.GOV

June 10, 2016

Mr. Bill Voss
Attorney at Law
[redacted]

Dear Mr. Voss,

We received your letter dated June 9, 2016 regarding the SH 249 project in Grimes County. We have made note of your comments and the issues that you have expressed in your letter. We will formally respond to the comments from your letter along with other comments received as part of our compilation of comments and responses after the June 30th public hearing. These responses will be made available to the public once the environmental assessment is final. The availability of the final environmental assessment will be announced on the project website.

We encourage you and other citizens to continue to work with our project team and forward additional information to the project comment address BRY-SH249-GrimesCo@txdot.gov.

Sincerely,

Marc D. Williams, P.E.
Deputy Executive Director

cc: James M. Bass, Executive Director
Lance W. Simmons, P.E., Bryan District Engineer

THE VOSS ✯ LAW FIRM

A PROFESSIONAL CORPORATION
ATTORNEYS AT LAW

[redacted]

June 10, 2016

Re: Proposed Aggie Expressway (249 TOLL ROAD)

Please allow this correspondence to provide you with a follow up to my recent letter and supplemental documentation outlining additional neighbors taking the position the green route is preferred over the yellow route. I am attaching said documentation that will aid you in your efforts in finalizing plans for the new expressway. I think after examining the attached additional exhibits you will agree that any plan that would cross our property would be misguided.

Most importantly outlined in the attached you will notice Mrs. Baldwin speaking about a cemetery, and access thereto, that will be adversely impacted by the yellow route. There is additional evidence available that will show several persons being buried on the "Hughey" properties. We encourage an on-site visit to explore these burial sites, along with the cemetery.

The attached facts give enough justification to recommend that the expressway continue on the blue or green routes, or a similar route as expressly represented prior to my family's purchase of our land.

Please inform me if you have any questions regarding the attached materials. I am available at your convenience.

True regards,

Bill Voss
ATTORNEY AT LAW

Exhibit 1

Linda K. Baldwin
Mark C. Baldwin

From: LINDA BALDWIN [redacted]
Subject: SH 249
Date: June 9, 2016 at 10:26 AM
To: Bill Voss [redacted], David Schillings [redacted]
Cc: martha rae jones [redacted], Anne MacDowell [redacted]

I am sorry I could not make the TxDOT Commission meeting regarding SH 249 toll road through Grimes County. Hope I am not too late to offer my opinion.

First, we oppose the toll road. Improvements & widening highways 105 & 1774 should take priority with highway funds. **That said, we are strongly opposed to the Yellow Route, and emphatically request the Green route be followed for 249.**

Our property at the very end of CR 307, commonly known as the Hughey Old Place, was purchased in the late 1850's by my great-great grandfather Jefferson Edmond Hughey, and has been passed down through 5 generations. Many are buried in the Hughey Cemetery, less than a quarter mile from our Hughey property. **This historical cemetery and it's access will be greatly impacted by the 249 Toll Road Yellow route!** The homestead is gone, but the memories and sentimental value of this property is priceless. I love this beautiful hilltop. All my family is deceased, and this property is the one thing I have from all those generations, and surely hope to pass down to my children!

TxDOT wants to not only bring a road through the property, but if the yellow route is followed will ruin our entire property. (My grandfather divided the Hughey property into long & narrow 17 acre parcels between his 10 children.) The yellow route doesn't just "cross"my property, it goes all the way up the long length of the property! It makes our property totally useless. We're such a small parcel of land, it doesn't make sense. 4 different landowners in my family will lose all or part of their property from the yellow route.

Please reconsider presenting the yellow route as an option at the public hearing.

If the 249 Toll Road is going to happen, our route of choice is the Green Route.

Linda K Baldwin (Hughey descendant)

Mark C Baldwin

June, 2016

Exhibit 2

Anne Wilkerson MacDowell

From: [redacted]
Subject: Re: SH 249
Date: June 9, 2016 at 8:52 PM
To: Bill Voss [redacted]

Mr. Voss,

I apologize for weighing in late on this matter, but have had other pressing issues to resolve over the past few days. As the executrix for my mother Betty Nell Pate Wilkerson, I represent both my brothers as well as myself in this issue. We do not prefer the yellow route for SH249, the green route is our preference. All of the comments from Martha Ray Pate Jones (my mother's sister) and Linda Baldwin (my mother's 1st cousin) are compelling in our request and our concerns.

Please let me know if you need anything else from me regarding this matter.

Thank you,
Anne Wilkerson MacDowell

SH 249 Public Hearing Commenter #56

Please refer to the

Public Hearing Transcript

SH 249 in Grimes County

PUBLIC HEARING
JUNE 30, 2016

Texas Department of Transportation

PUBLIC HEARING COMMENT FORM

Navasota Junior High School
9038 State Highway 90 South
Navasota, Texas

Per Texas Transportation Code, §201.881(a)(5), check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I'm commenting

Name: Catherine Walsh

[redacted]

COMMENTS:

- use of tall roads down
- Land washed away - need to re-assess area
  many creeks overflowed banks in Grimes Co
- Services minimal 1 ambulance & Volunteer fire dept. few trucks & must come from another DPS / sheriff - limited - take time to answer call
- Concern about noise, wild animals
- Shoulders non-existent - 1774 - need to widen and/or make turn lane similar to road around Pinehurst is needed 1774 from 1488 to SH 105.
- On tax day & Memorial weekend this area was inundated 10-12 inches of rain. My land borders Urbanosky & I see where his land washed away & I had ~~dirt~~ dirt & sand washed over my land from immediate neighbors

Written comments may be submitted this evening or mailed/e-mailed to the address below.
All comments must be received or postmarked by **July 14, 2016**.

TxDOT Bryan District Office, Attention: SH 249 – Grimes
2591 North Earl Rudder Freeway
Bryan, Texas 77803
or
BRY-SH249-GrimesCo@txdot.gov

ADDITIONAL COMMENTS:

Do not extend 249 into our county

TxDOT needs to evaluate area for effects of flooding / hurricane since 249 was under water tax day / memorial wknd flood

fold here

Ms Catherine Walsh
[redacted]

NORTH HOUSTON TX
06 JUL 2016 PM 4

TxDOT Bryan District Office, Attn: SH 249 - Grimes
2591 N. Earl Rudder Freeway
Bryan, TX 77803

RE: PUBLIC HEARING – JUNE 30, 2016
SH 249: FM 1774 to SH 105

77803-F1091

SH 249 Public Hearing Commenter #57

From: Mark Walz [redacted]
Sent: Wednesday, July 13, 2016 8:26 AM
To: BRY-SH249-GrimesCo
Subject: SH 249

Regarding the proposed 249 toll road:

In the yellow alternative, can the eastbound 304 exit be moved to the west another 100-200+ feet so I may turn onto my property from the 304 exit?

Is there a reason the yellow option involves taking land that is inclusive of the 2 buildings on my property? My property will incur significant damages from the current proposed yellow route?

Walz LLC
By: Mark Walz

SH 249 Public Hearing Commenter #58

SH 249 in Grimes County

PUBLIC HEARING
JUNE 30, 2016

PUBLIC HEARING COMMENT FORM

Navasota Junior High School
9038 State Highway 90 South
Navasota, Texas

Per Texas Transportation Code, §201.881(a)(5), check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I'm commenting

Tim Weems
Name

[redacted]
E-mail

COMMENTS:

Build it + they will come.

Written comments may be submitted this evening or mailed/e-mailed to the address below.
All comments must be received or postmarked by **July 14, 2016**.

TxDOT Bryan District Office, Attention: SH 249 – Grimes
2591 North Earl Rudder Freeway
Bryan, Texas 77803
or
BRY-SH249-GrimesCo@txdot.gov

SH 249 Public Hearing Commenter #59

Please refer to the

Public Hearing Transcript

SH 249 Public Hearing Commenter #60

From: [redacted]
Sent: Monday, July 11, 2016 5:06 PM
To: BRY-SH249-GrimesCo
Subject: TxDOT Internet E-Mail

Name: Mr. Richard and Virgia Werlein [redacted]

Requested Contact Method: Phone

Reason for Contact: Customer Service
Complaint: No

Comment: We favor improvements of the FM 1774 & SH 105 intersection area, as discussed and contemplated.

SH 249 Public Hearing Commenter #61

SH 249 in Grimes County

PUBLIC HEARING
JUNE 30, 2016

Texas Department of Transportation

PUBLIC HEARING COMMENT FORM

Navasota Junior High School
9038 State Highway 90 South
Navasota, Texas

Per Texas Transportation Code, §201.881(a)(5), check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
- ☒ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I'm commenting

A.J. WIDACKI

[redacted]

COMMENTS:

I DON'T HAVE A PREFERENCE ON THE GREEN OR YELLOW OPTIONS. HOWEVER I DO SUPPORT THE PROJECT MOVING FORWARD AND SPEEDING UP THE CONNECTION TO COLLEGE STATION AND TEXAS A+M.

Written comments may be submitted this evening or mailed/e-mailed to the address below.
All comments must be received or postmarked by **July 14, 2016**.

TxDOT Bryan District Office, Attention: SH 249 – Grimes
2591 North Earl Rudder Freeway
Bryan, Texas 77803
or
BRY-SH249-GrimesCo@txdot.gov

SH 249 Public Hearing Commenter #62

SH 249 in Grimes County

PUBLIC HEARING
JUNE 30, 2016

Texas Department of Transportation

PUBLIC HEARING COMMENT FORM

Navasota Junior High School
9038 State Highway 90 South
Navasota, Texas

Per Texas Transportation Code, §201.881(a)(5), check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I'm commenting

Marsha Williams
Name
[redacted]

COMMENTS:

This highway will greatly improve access to our home in Grimes County for all our family and friends in the Houston area. It is critical to provide the continuation from the Montgomery County phase.

Written comments may be submitted this evening or mailed/e-mailed to the address below.
All comments must be received or postmarked by **July 14, 2016**.

TxDOT Bryan District Office, Attention: SH 249 – Grimes
2591 North Earl Rudder Freeway
Bryan, Texas 77803
or
BRY-SH249-GrimesCo@txdot.gov

SH 249 Public Hearing Commenter #63

Please refer to the

Public Hearing Transcript

SH 249 in Grimes County

PUBLIC HEARING
JUNE 30, 2016

Texas Department of Transportation

PUBLIC HEARING COMMENT FORM

Navasota Junior High School
9038 State Highway 90 South
Navasota, Texas

Per Texas Transportation Code, §201.881(a)(5), check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I'm commenting

Name: THOMAS D. "TOMMY" WILLIAMS

[redacted]

COMMENTS:

I am attending this public hearing to support the SH 249 project. I represent myself and the Texas A&M University System.

I am a resident of Grimes county. Prior to moving to Grimes county I lived in Montgomery county. I have been a supporter of this project for many years. It is essential this road be built as promised and completed by 2018 to accomodate the growing traffic in the region.

Written comments may be submitted this evening or mailed/e-mailed to the address below.
All comments must be received or postmarked by **July 14, 2016**.

TxDOT Bryan District Office, Attention: SH 249 – Grimes
2591 North Earl Rudder Freeway
Bryan, Texas 77803
or
BRY-SH249-GrimesCo@txdot.gov

041813-05

Agenda Item No. 47

THE TEXAS A&M UNIVERSITY SYSTEM
Office of the Chancellor
April 17, 2013

Members, Board of Regents
The Texas A&M University System

Subject: Adoption of a Resolution Expressing Support for the Continued Development of the 249 Corridor

Approval of the following resolution by the Board of Regents is recommended expressing support for the continued development of the 249 corridor:

"WHEREAS, the 249 corridor between Bryan/College Station and Houston is a significant economic development corridor that is home to many unique traffic generators, including George Bush Intercontinental Airport, Texas A&M University, Houston and the Medical Complex, Texas Medical Center expansions and the Exxon World Headquarters; and

WHEREAS, the U.S. Department of Health and Human Services selected Texas A&M as the location for a Center for Innovation in Advanced Development and Manufacturing (one of only three in the nation); and

WHEREAS, efforts are underway by TxDOT, Harris County Toll Road Authority and Montgomery County Toll Road Authority to develop schematic design and environmental documentation, construction design and/or corridor preservation on portions of the 249 corridor between Spring Cypress Road in North Houston and FM 1774 in Todd Mission; and

WHEREAS, an improved 249 corridor could reduce travel time between Texas A&M and Bush Intercontinental by 30 minutes, resulting in a significant savings in time, money and productivity; and

WHEREAS, the 249 corridor holds a uniquely strategic position in the region and in the state of Texas, and the continued development of 249 between Pinehurst and Navasota will support the goals of improved safety, increased mobility and economic development opportunities, and the safeguarding of the nation's security; and

WHEREAS, development of the 249 corridor between Bryan/College Station and Houston has the support of elected officials, chambers and economic development groups, community leaders and landowners along the corridor; now, therefore, be it

RESOLVED, that we, the members of the Board of Regents of The Texas A&M University System, support the continued development of the 249 corridor; and, be it, further

RESOLVED, that the Board of Regents of The Texas A&M University System urges the Texas Department of Transportation to continue its efforts to develop, fund and construct improvements along the 249 corridor between FM 1774 in Pinehurst and Highway 6 in Navasota as expeditiously as possible.

ADOPTED, this 1st day of May 2013."

Respectfully submitted,

John Sharp
Chancellor

Approved for Legal Sufficiency:

Ray Bonilla
General Counsel

SH 249 Public Hearing Commenter #64

From: [redacted]
Sent: Thursday, June 09, 2016 9:48 PM
To: BRY-SH249-GrimesCo
Attachments: text_0.txt

text_0

Don't understand why you are presenting the yellow and green route. According to Chad Boehne it's to get public opinion. We have been providing you public opinion for mor than a year now. 90% of property owners on CR 307 support the black now called yellow route. Seems that public opinion should be from the people that will be affected be the toll road. Why will you not listen and go with the yellow route if you insist on going forward with this toll road? Would still prefer a "no build"

From: [redacted]
Sent: Monday, June 27, 2016 9:40 AM
To: BRY-SH249-GrimesCo
Attachments: text_0.txt

text_0

SH 249 will dump traffic on Sh 105 just as FM 1774 does now. Why destroy precious land with this toll road. Why not improve FM 1774 and make SH 105 a 4 lane road like SH 6. If you must build please choose YELLOW route

From: [redacted]
Sent: Wednesday, June 29, 2016 1:44 PM
To: BRY-SH249-GrimesCo
Attachments: text_0.txt

text_0

Our county commissioner Gary Husfeld is telling citizens that SH 249 is a "done deal". Is this true?

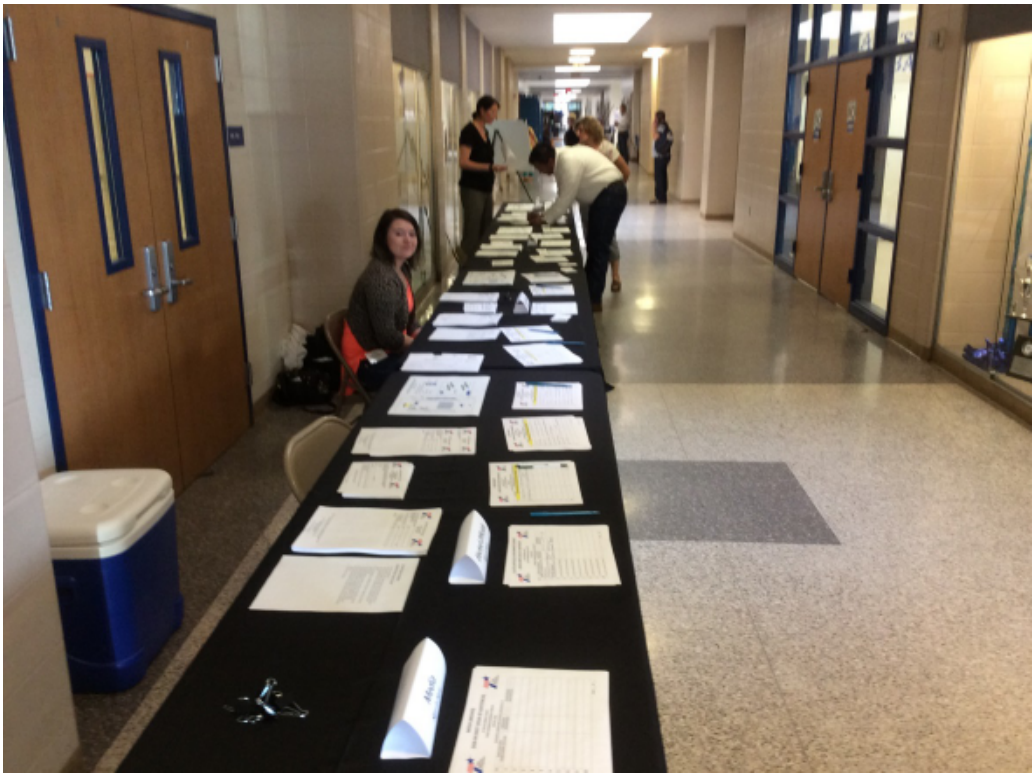
From: [redacted]
Sent: Friday, July 01, 2016 9:25 AM
To: BRY-SH249-GrimesCo
Attachments: text_0.txt

text_0 (3)

If you must build SH 249 please select the Yellow route. This route follows property boundaries, does not split large tracts of land, and does not come near homes of permanent residents on CR 307. The green route will cross our lake that is fed by a natural spring. This lake was built in 2011 during the draught when even Beason creek went dry. This lake is the only water source for our cattle and wildlife. The green route splits large tracts of land in half. Again, we ask that you select the YELLOW route

G. Figures

SH 249 Public Hearing Photographs
June 30, 2016



SH 249 Public Hearing Photographs
June 30, 2016

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June 30, 2016

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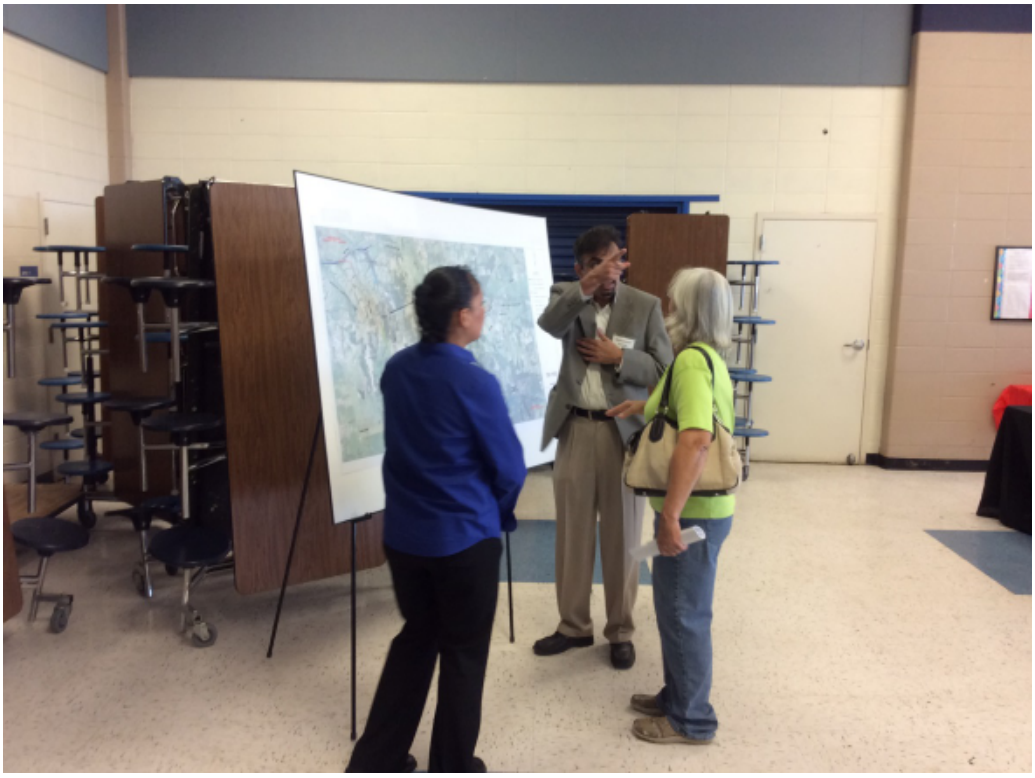
June 30, 2016



SH 249 Public Hearing Photographs
June 30, 2016

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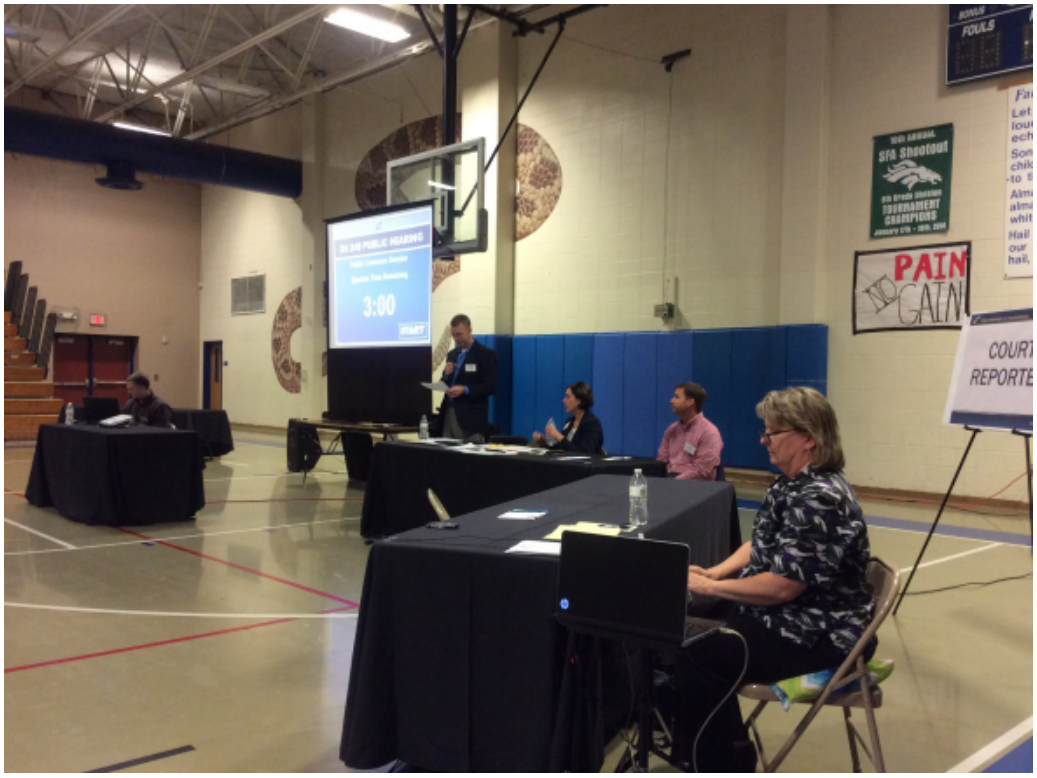
June 30, 2016



SH 249 Public Hearing Photographs
June 30, 2016

SH 249 Public Hearing Photographs
June 30, 2016

TEXAS DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY 249 GRIMES COUNTY PUBLIC HEARING

JUNE 30, 2016

SH 249 TOLL ROAD

FROM FM 1774 TO SH 105

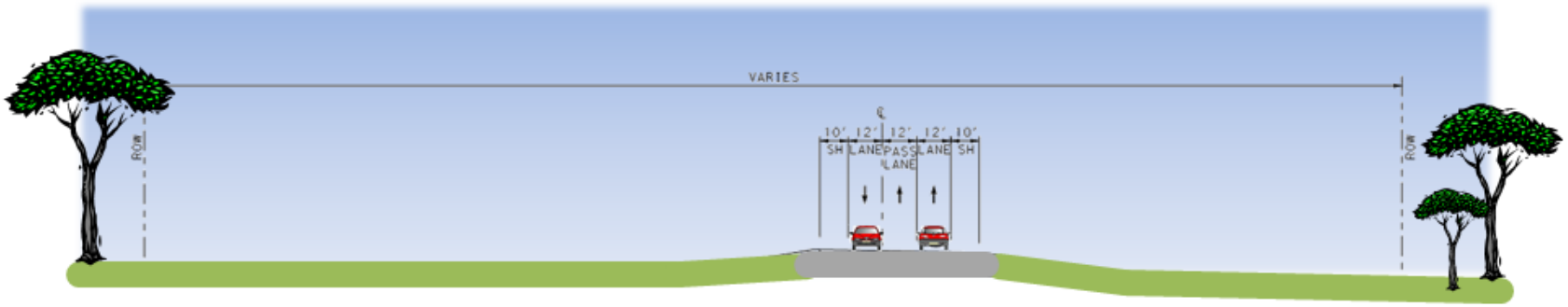
GRIMES COUNTY

Public Hearing Schedule:

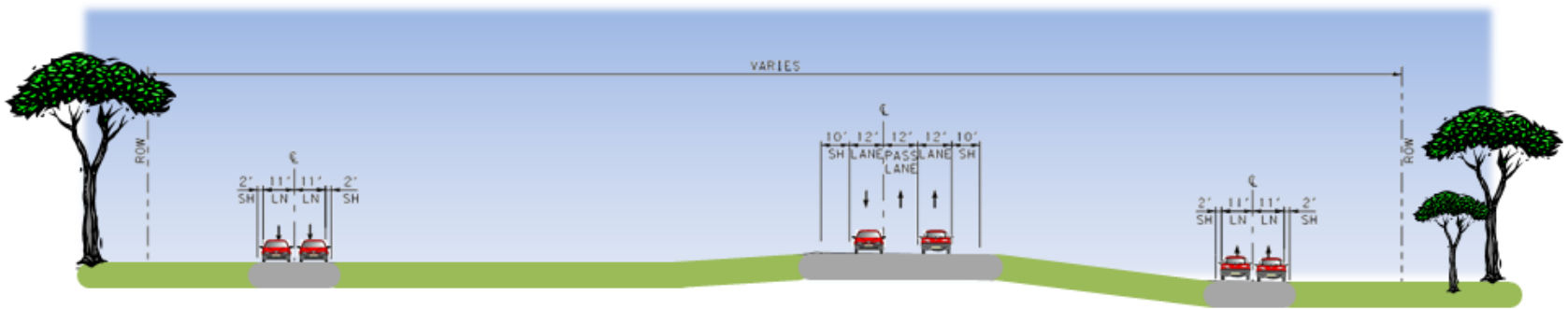
- **5:30pm–6:30pm – Open House in Cafeteria**
- **6:30pm – Project Presentation and Formal Public Comment in Gym**

Traducción Español está disponible para el presentación del proyecto y comentario público formal. Por favor, visite la mesa de registro de asistencia.

Roadway Typical Sections



PROPOSED TYPICAL SECTION – SUPER 2 PASSING LANE
(TYPICAL RIGHT-OF-WAY WIDTH = 400 FEET)

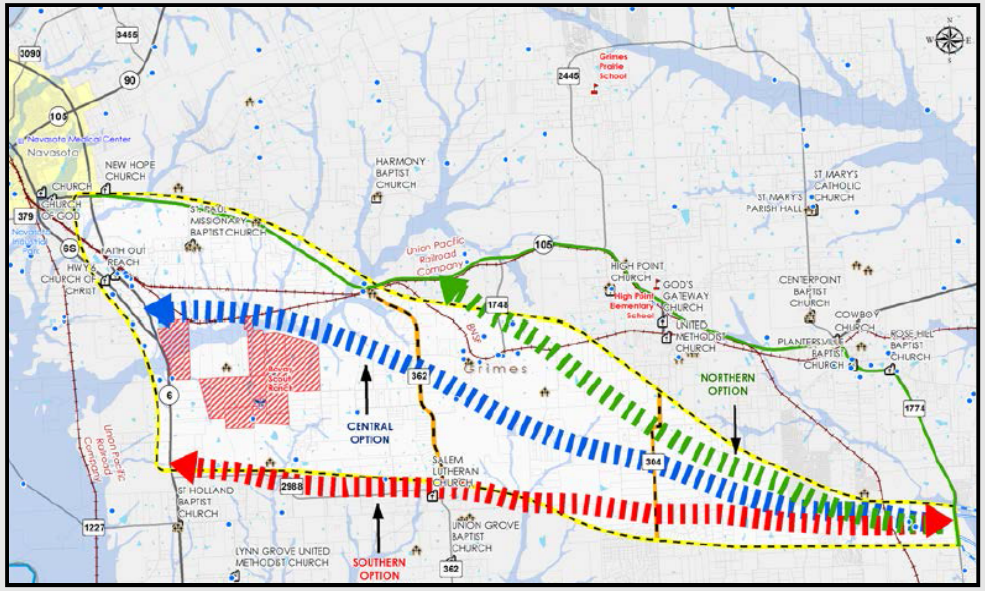


PROPOSED TYPICAL SECTION – SUPER 2 PASSING LANE WITH FRONTAGE ROADS
URBANOSKY LANE TO WEST OF CR 304
(TYPICAL RIGHT-OF-WAY WIDTH = 450 FEET)

Proposed right-of-way (ROW) would accommodate a 4-lane divided roadway

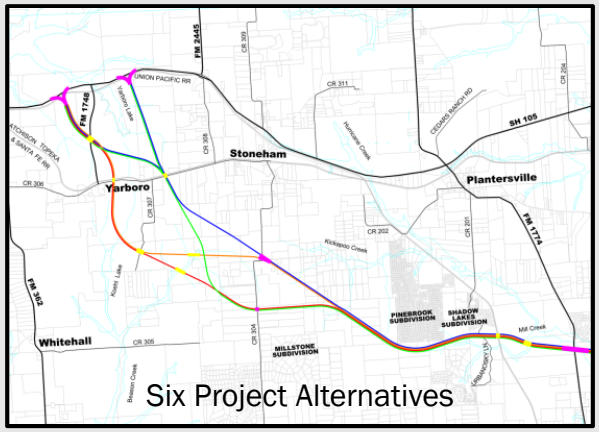
Project History

- 2013
  - SH 249 Working Group established
  - SH 249 Recommendations Report
  - Northern Option (Green) recommended as refined Study Area
  - Public Meeting on 10/29/13
  - Public comment provided new environmental constraints and potential routes

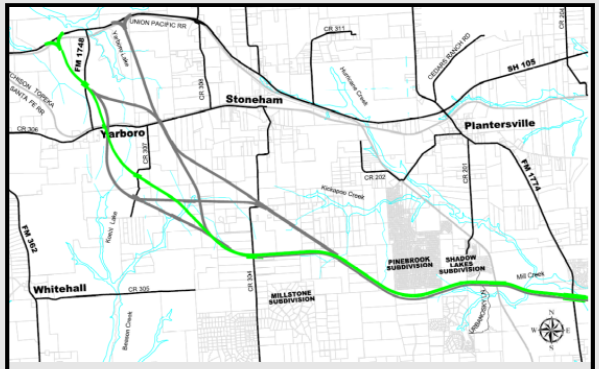


Project History

- 2014
  - Public Meeting on 4/3/14
  - Six project alternatives presented
  - Initial recommendation Alternative B3
  - Public comment prompted additional alternative evaluation and analysis
  - Additional analysis recommended a hybrid alternative as the preferred alternative



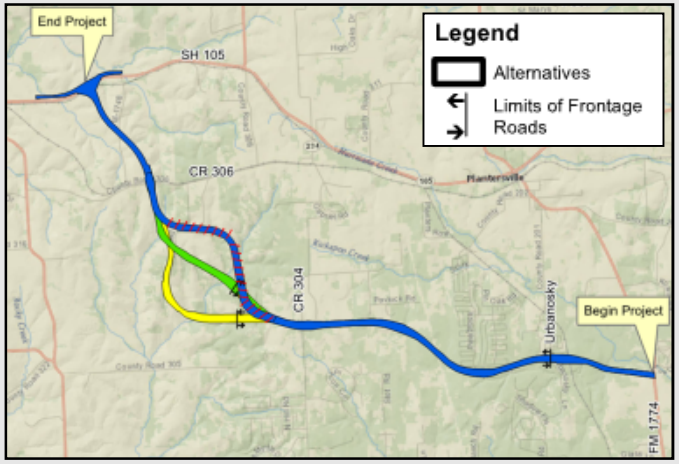
Six Project Alternatives



Hybrid Alternative

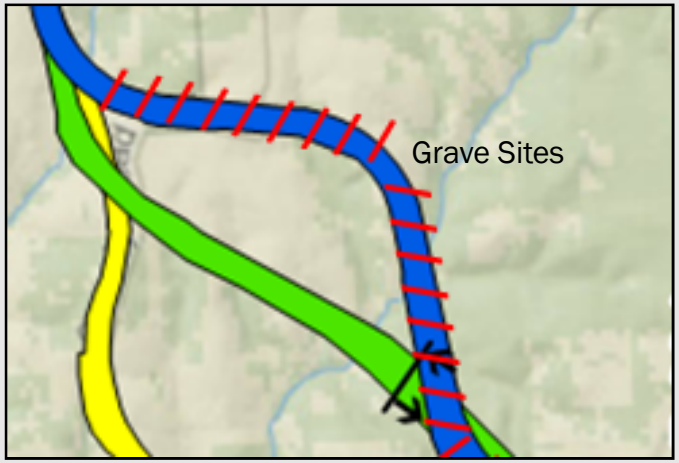
Project History

- TxDOT refined hybrid alternative between CR 304 and CR 306 based on public input and developed additional alternatives
- TxDOT recommended the Blue Alternative in October 2015
- The evidence of extensive grave sites and potential stream impacts eliminated the consideration of a portion of the Blue Alternative

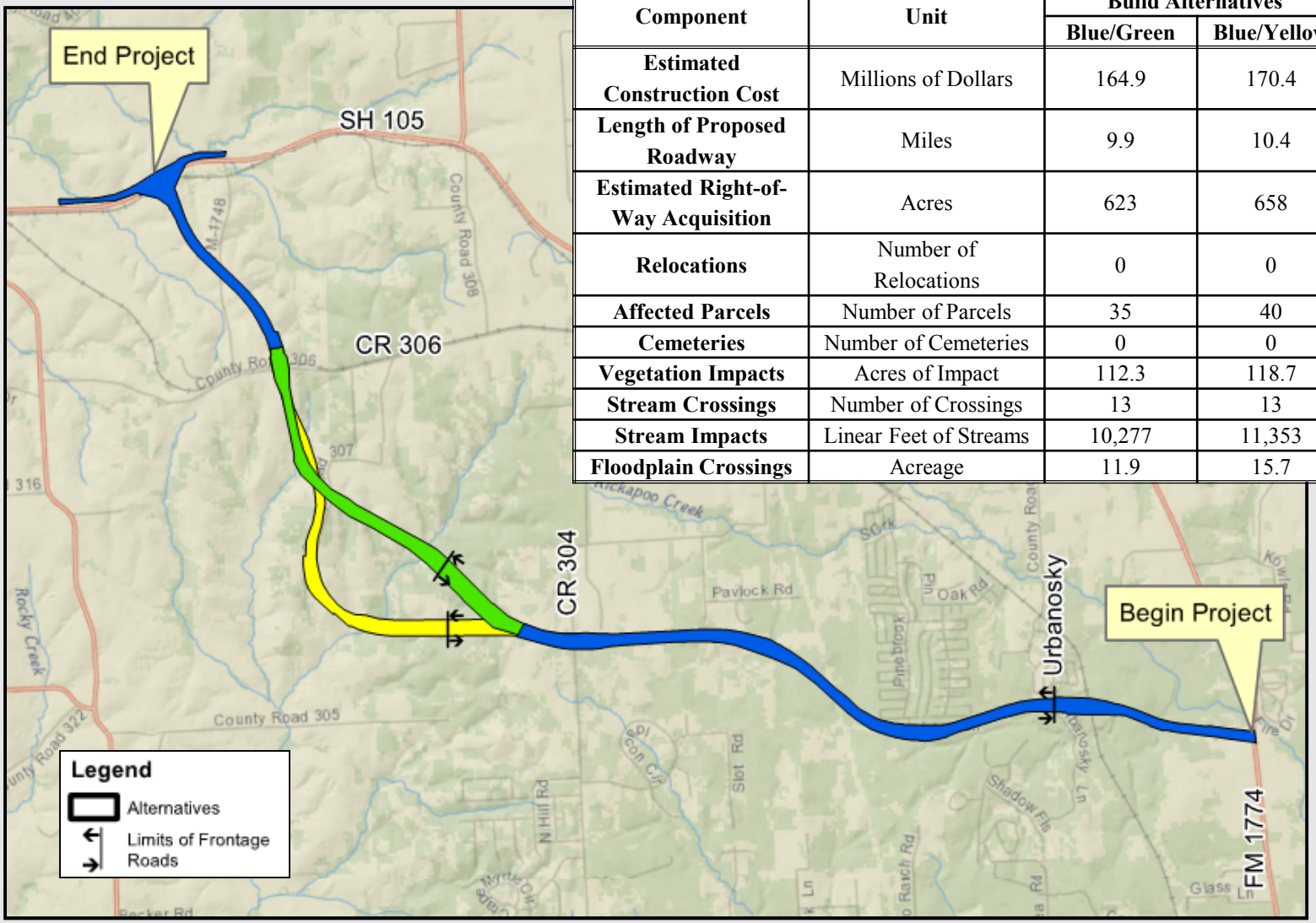


TODAY: June 30, 2016 – Public Hearing:

- TxDOT is presenting two alignment alternatives (Blue/Green Alternative and Blue/Yellow Alternative) for public input
- One alternative will be selected



SH 249 Recommended Alternatives from FM 1774 to SH 105



Component	Unit	Build Alternatives	
		Blue/Green	Blue/Yellow
Estimated Construction Cost	Millions of Dollars	164.9	170.4
Length of Proposed Roadway	Miles	9.9	10.4
Estimated Right-of-Way Acquisition	Acres	623	658
Relocations	Number of Relocations	0	0
Affected Parcels	Number of Parcels	35	40
Cemeteries	Number of Cemeteries	0	0
Vegetation Impacts	Acres of Impact	112.3	118.7
Stream Crossings	Number of Crossings	13	13
Stream Impacts	Linear Feet of Streams	10,277	11,353
Floodplain Crossings	Acreage	11.9	15.7

Public Hearing Next Steps and Timeline

Next Steps:

- After the public hearing, TxDOT will review public comments received from this hearing regarding the final alternative
- The public hearing report will be posted to the TxDOT website when the analysis is complete

MILESTONE	DATE
Public Hearing	June 30, 2016
Environmental Decision	Summer 2016
Anticipated Construction Start	Summer 2017

Give us Your Feedback

Options for Commenting

1. **Give comment cards to TxDOT staff tonight**

2. **Provide verbal comments during formal comment period:**
   - Raise your hand or see a staff member to receive and complete a **Speaker Registration Card**
   - When your name is called, proceed to the microphone or raise your hand if you need assistance
   - Comments will be limited to 3 minutes
   - A court reporter will record your comment

3. **Mail comments to:**
   TxDOT Bryan District Office, Attention: SH 249 – Grimes
   2591 North Earl Rudder Freeway
   Bryan, Texas 77803

4. **Submit electronic comments online:**
   http://www.txdot.gov/inside-txdot/projects/studies/bryan/sh249.html

   or scan this code with your tablet or phone:

Deadline for comments for inclusion in public hearing report: July 14, 2016

Public Hearing Process

- Open House (cafeteria) – 5:30 pm – 6:30 pm:
  - Review project layouts and Question/Answer with project staff
  - Fill out a public hearing speaker card at the registration table if interested
- Public Hearing (gymnasium) – 6:30 pm:
  - Brief presentation and formal public comment period:
    - The formal comment period is to collect comments
    - Speakers will have three minutes to provide comments
    - In accordance with TxDOT public hearing policy, TxDOT will not verbally respond to verbal comments collected during the formal comment period
    - Responses to collected comments will be addressed in the Public Hearing Summary Report
    - Following the proceeding, staff will be available at the layouts for Question/Answer discussion