



Documentation of Public Meeting

Project Location

Jefferson County

I-10 Widening Project

CSJ: 0739-02-162

Project Limits

FM 365 East to Walden Road (CR131)

Meeting Location

Ben Rogers Regional Visitors Center
5055 I-10 South, Beaumont, Texas 77705

Meeting Date and Time

Tuesday, December 5, 2017; 4:30 – 7:30 pm

Translation Services

Spanish

Elected Officials in Attendance

Pat Anderson, Port of Beaumont
Everette "Bo" Alfred, Jefferson County Commissioner, Precinct 4
Jeff Branick, Jefferson County Judge
Chris Colletti, YMBL
Michael Getz, Beaumont City Council, Ward 2
Allison Getz, Jefferson County Tax Assessor Collector

Total Number of Attendees (approx.)

53

Total Number of Commenters

64

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- B. Notices
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A. Comment/Response Matrix

Committer Number	Committer Name	Interest in Project	Date Received	Source	Support Project?	Topic	Comment	Response
1	Rosa Herman	Residential Property Owner or Renter	Dec. 5, 2017	Public Meeting	Not entirely	Brooks Road Overpass	<p>While I support the widening of I-10, the removal of the overpass is what I'm objecting to. The removal of the overpass will throw the traffic back to Major and worse to Walden Rd through the school zone which will endanger children. There have been no traffic surveys in 2017 on Brooks as I travel every day. Brooks Rd is in poor repair by the city and traffic has been serious reduced due to the condition of the road. Eliminating the overpass and not replacing it with I-10 overpass as in Major Drive is a decision that will affect the residents of Willow creek, the softball fields, Beaumont Football Stadium and essentially development up and down the other roads between Walden and Major.</p>	<p>TxDOT has reviewed numerous design options for the I-10 corridor. While the existing Brooks Road bridge over I-10 will be removed, design adjustments have been made as a result of the public comments.</p> <p>The TxDOT Transportation Commission adopted a mobility freight plan in January 2016. Section 11.6.5 states, "TxDOT should develop a Bridge Reconstruction and Replacement Program to address deficient bridges, increase vertical clearance to 18 feet 6 inches to accommodate oversize/overweight vehicles and military transportation needs and facilitate efficient movement of people and goods." The existing Brooks Road overpass has a vertical clearance of 15 feet 11 inches and does not meet the adopted criteria of 18 feet 6 inches sand contains lead-based paint requiring environmental remediation. Replacement options range between \$10 - \$15 million and do not make it a cost-effective option.</p> <p>Traffic data was collected and tabulated for the Brooks Rd intersection. It is estimated that less than 2,500 cars per day utilize Brooks Road today (December 2017 traffic counts) with 30-year projections (Year 2048) showing 4,600 cars per day. The Brooks Road overpass operates at less than 15% of capacity. In comparison, Walden Road shows over 19,000 cars per day and S. Major Drive shows 8,950 cars per day for the year 2048. While the traffic data does not support the need for the Brooks Road overpass, alternatives were considered. Three alternatives for the Brooks Road overpass were evaluated. No Build (eliminate overpass), Flip Interchange (I-10 over Brooks Road), and Rebuild Overpass (Brooks Rd over I-10) and the costs associated were \$0, \$15 million and \$10 million, respectively.</p> <p>Previous investment has been made at the Major Drive intersection to accommodate the future growth and economic development in the area. Turnarounds exist at Walden Road and Major Drive, facilitating traffic movements without stops or passing through the intersections. Traffic headed southbound on Brooks Road to eastbound I-10 will utilize the frontage road and travel 1-mile west and use the Major Drive turnaround for a total additional trip length of 2 miles.</p> <p>Access to the area public facilities will not be substantially impacted by the removal of Brooks Road. The westbound frontage road is access controlled and does not have any access points. The eastbound frontage road between S. Major Drive and Walden Road has Ford Park, the Visitor Center, Baseball Fields, and BISSD Thomas Center. Westbound traffic accessing Ford Park, the Visitor Center, or Baseball Fields would travel to S. Major Drive and use the turnaround today. This will be unchanged. Westbound traffic accessing BISSD Thomas Center would travel to S. Major Drive rather than cross over I-10 at Brooks Road. This would add approximately 2 miles to the trip. Eastbound traffic entering the City of Beaumont from Houston and accessing the public facilities along I-10 currently exit S. Major Drive and stay on the eastbound frontage road to their destination. This would remain unchanged.</p> <p>While Brooks Road overpass will be removed, the proposed design includes using the existing jug-handle ramps at Brooks Road and keeping the overpass embankments in place. This will provide for a possible future Brooks Road overpass should the traffic numbers justify it and a funding source can be identified. The existing ramps will provide for traffic movements for Brooks Road and minimize any additional traffic to the Walden Road intersection. Vehicles travelling westbound from Beaumont desiring to access Brooks Road will cross Walden Road on I-10 and use the existing exit ramp between Walden Road and Brooks Road. Traffic heading eastbound on the frontage road between S. Major Drive and Brooks Road will use the entrance ramp prior to the Walden Road intersection and near the BISSD Thomas Center. Maintaining these two ramps will alleviate additional traffic through the Walden Road intersection.</p> <p>The embankment at the Brooks Road intersection will be used to create a gateway space for the City of Beaumont to inform drivers where they are and promote tourism, as it affords an opportunity to advertise features within the region. The identity, character, and brand of the City of Beaumont can be prominently displayed as the nearly 50,000 vehicles per day travel through this location.</p>

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								The proposed design will also include reconstruction and improvement of a portion of the eastbound and westbound frontage roads at Brooks Road. Desirable deceleration lanes for the exiting traffic and acceleration lanes for the entering traffic from Brooks Road to the frontage roads are designed to provide for the safety of all vehicles using Brooks Road.
2	Liz Chapman	Business Property Owner or Lessee	Dec. 5, 2017	Public Meeting	Yes	Access	I am concerned about the close proximity public vehicles will now have to the Goodyear and Total plants. I am concerned about the additional distance emergency response and mutual aid vehicles will have to travel to access the Total & Goodyear in case of an emergency.	In response to comments from the public, an auxiliary lane had been included in the design between the eastbound entrance ramp from Boyt Road and the eastbound exit ramp to Goodyear and Smith Road. Traffic using this route would not be required to enter the mainlanes. Also, the proposed access road in front of Goodyear would have a 4' inside shoulder, 2-12' lanes and an 8' outside shoulder adjacent to the driveways. Traffic heading westbound from Beaumont uses the existing jug-handle ramps today. The maneuvering around the ramps with increased intersection volumes creates additional time delays. Westbound traffic would experience an approximately 4-mile increase in distance, but they will not have to navigate the congested traffic conditions at Smith Road. Eastbound traffic would have more direct access to Goodyear and Total.
3	Dennis Davis	Residential Property Owner or Renter	Dec. 5, 2017	Public Meeting	Undecided	Flooding	Very supportive except for the concrete barrier which will be all the way to Winnie by project end. Harvey flooding overwhelmed all drainage routes but finally swept over I-10. A solid barrier would add 2.5 feet of flooding on the north side. Unless proven otherwise and prefer cable barriers.	<p>Hurricane Harvey devastated the Beaumont area in August 2017. The flooding and damage was unprecedented. I-10 was inundated due to the extreme rainfall that fell upon the area. As part of the I-10 project development, a drainage impact analysis was performed to determine the impacts of the project on the flooding potential in the area.</p> <p>Hydraulic models were obtained and/or developed for each stream crossing. An existing conditions model was reviewed to assess how the existing roadway and drainage structures operated during various storm events. The TxDOT Hydraulic Design Manual requires a freeway facility be design for a 50-year flood frequency. A 50-year frequency means a rainfall level or event that you have a 2% chance of occurring in a single year. The proposed design was modeled and the culverts, bridges and roadway elevations were designed to provide a passable roadway up to and including the 50-year rainfall event.</p> <p>I-10 serves as a significant east/west mobility corridor across Texas and beyond. We have reviewed the Texas Department of Public Safety Evacuation Maps and I-10 is not a designated hurricane evacuation route. Hurricane evacuation routes would need to be designed to higher standards to insure lanes are passable during higher level flooding events.</p> <p>An additional concern mentioned was the placement of the concrete traffic barrier between the eastbound and westbound lanes and the impact on potential flood waters. Cable barriers have a purpose to serve and have protected many motorists where there is adequate separation between opposing lanes of traffic. With the high traffic volumes and the high percent of large freight truck traffic, the cable barrier will not provide adequate safety to the travelling public. As a response to the concern of water levels on the different sides of the median barrier, we have designed a barrier with openings for drainage from one side to the other in the vicinity of the low points in the roadway profile. The drain slots will help convey water from one side of the barrier to the other.</p> <p>Zone AE (detailed studied floodplain) floodplains exist at Willow Marsh Bayou, Kidd Gully and Bayou Din and Zone A (approximate floodplain) floodplains exist at Pevitot Gully. The excavation (cut) and embankment (fill) within the 100-year floodplains have been analyzed. The project design has been adjusted to insure no impacts occur to the floodplain areas.</p>
4	Jeff Branick, Jefferson County Judge	Elected Official/Constituent Concerns	Dec. 5, 2017	Public Meeting	Yes	Brooks Road Overpass	I support the project but am extremely concerned about the loss of the Brooks Road transportation corridor over I-10.	<p>TxDOT has reviewed numerous design options for the I-10 corridor. While the existing Brooks Road bridge over I-10 will be removed, design adjustments have been made as a result of the public comments.</p> <p>The TxDOT Transportation Commission adopted a mobility freight plan in January 2016. Section 11.6.5 states, "TxDOT should develop a Bridge Reconstruction and Replacement Program to address deficient bridges, increase vertical clearance to 18 feet 6 inches to accommodate oversize/overweight vehicles and military transportation needs and facilitate efficient movement of people and goods." The existing Brooks Road overpass has a vertical clearance of 15 feet 11 inches and does not meet the adopted criteria of 18 feet 6 inches and contains lead-based paint requiring environmental remediation. Replacement options range between \$10 - \$15 million and do not make it a cost-effective option.</p>

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5		Director of Athletics, Beaumont ISD - Thomas Center	Dec. 5, 2017	Public Meeting	No	Traffic	This proposal will make parents and students attending athletic events travel too far and be limited with options to enter and exit the Thomas Center. Traffic will be an issue; Hwy 124 will be congested numerous times throughout the year.	<p>Access to the area public facilities will not be substantially impacted by the removal of Brooks Road. The westbound frontage road is access controlled and does not have any access points. The eastbound frontage road between S. Major Drive and Walden Road has Ford Park, the Visitor Center, Baseball Fields, and BISD Thomas Center. Westbound traffic accessing Ford Park, the Visitor Center, or Baseball Fields would travel to S. Major Drive and use the turnaround today. This will be unchanged. Westbound traffic accessing BISD Thomas Center would travel to S. Major Drive rather than cross over I-10 at Brooks Road. This would add approximately 2 miles to the trip. Eastbound traffic entering the City of Beaumont from Houston and accessing the public facilities along I-10</p>

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6	Claudio Oliveira	Business Property Owner or Lessee	Dec. 5, 2017	Public Meeting	Undecided	Brooks Road Overpass	I am the General Manager at the Ford Park Entertainment Complex located adjacent to Brooks. The biggest concern I have will be overall impact to our patrons/customers coming into the complex via westbound I-10. Specifically our baseball/softball customers who are currently directed with road signage to take the Brooks overpass into our complex. This part of our operation makes up approximately 40% of tourism in Beaumont so I want to make sure we are sensitive to them throughout this process, and reach a solution with minimal impact.	Access to the area public facilities will not be substantially impacted by the removal of Brooks Road. The westbound frontage road is access controlled and does not have any access points. The eastbound frontage road between S. Major Drive and Walden Road has Ford Park, the Visitor Center, Baseball Fields, and BISD Thomas Center. Westbound traffic accessing Ford Park, the Visitor Center, or Baseball Fields would travel to S. Major Drive and use the turnaround today. This will be unchanged. Westbound traffic accessing BISD Thomas Center would travel to S. Major Drive rather than cross over I-10 at Brooks Road. This would add approximately 2 miles to the trip. Eastbound traffic entering the City of Beaumont from Houston and accessing the public facilities along I-10 currently exit S. Major Drive and stay on the eastbound frontage road to their destination. This would remain unchanged.
7	Robert Cherny	Residential Property Owner or Renter	Dec. 5, 2017	Public Meeting	No	Brooks Road Overpass	Brooks Road needs access from both east and west traffic flows.	<p>While Brooks Road overpass will be removed, the proposed design includes using the existing jug-handle ramps at Brooks Road and keeping the overpass embankments in place. This will provide for a possible future Brooks Road overpass should the traffic numbers justify it and a funding source can be identified. The existing ramps will provide for traffic movements for Brooks Road and minimize any additional traffic to the Walden Road intersection. Vehicles travelling westbound from Beaumont desiring to access Brooks Road will cross Walden Road on I-10 and use the existing exit ramp between Walden Road and Brooks Road. Traffic heading eastbound on the frontage road between S. Major Drive and Brooks Road will use the entrance ramp prior to the Walden Road intersection and near the BISD Thomas Center. Maintaining these two ramps will alleviate additional traffic through the Walden Road intersection.</p> <p>The embankment at the Brooks Road intersection will be used to create a gateway space for the City of Beaumont to inform drivers where they are and promote tourism, as it affords an opportunity to advertise features within the region. The identity, character, and brand of the City of Beaumont can be prominently displayed as the nearly 50,000 vehicles per day travel through this location.</p> <p>The proposed design will also include reconstruction and improvement of a portion of the eastbound and westbound frontage roads at Brooks Road. Desirable deceleration lanes for the exiting traffic and acceleration lanes for the entering traffic from Brooks Road to the frontage roads are designed to provide for the safety of all vehicles using Brooks Road.</p>
8	Ryan C Rogers	Residential Property Owner or Renter	Dec. 5, 2017	Public Meeting	No	Brooks Road Overpass	The Brooks Road overpass is a very important overpass for the tax paying citizen at the Willow Creek Subdivision. From jumping on the freeway to travel to go the short way to get to I-10 for work. This overpass brings a lot to this community. You should not close this passage way for any reason.	<p>While Brooks Road overpass will be removed, the proposed design includes using the existing jug-handle ramps at Brooks Road and keeping the overpass embankments in place. This will provide for a possible future Brooks Road overpass should the traffic numbers justify it and a funding source can be identified. The existing ramps will provide for traffic movements for Brooks Road and minimize any additional traffic to the Walden Road intersection. Vehicles travelling westbound from Beaumont desiring to access Brooks Road will cross Walden Road on I-10 and use the existing exit ramp between Walden Road and Brooks Road. Traffic heading eastbound on the frontage road between S. Major Drive and Brooks Road will use the entrance ramp prior to the Walden Road intersection and near the BISD Thomas Center. Maintaining these two ramps will alleviate additional traffic through the Walden Road intersection.</p> <p>The embankment at the Brooks Road intersection will be used to create a gateway space for the City of Beaumont to inform drivers where they are and promote tourism, as it affords an opportunity to advertise features within the region. The identity, character, and brand of the City of Beaumont can be prominently displayed as the nearly 50,000 vehicles per day travel through this location.</p> <p>The proposed design will also include reconstruction and improvement of a portion of the eastbound and westbound frontage roads at Brooks Road. Desirable deceleration lanes for the exiting traffic</p>

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9	Kenneth Minkins	Residential Property Owner or Renter	Dec. 5, 2017	Public Meeting	No	Brooks Road Overpass	What happen to traffic @ B150 complex if overpass is taken out?	Access to the area public facilities will not be substantially impacted by the removal of Brooks Road. The westbound frontage road is access controlled and does not have any access points. The eastbound frontage road between S. Major Drive and Walden Road has Ford Park, the Visitor Center, Baseball Fields, and BISD Thomas Center. Westbound traffic accessing Ford Park, the Visitor Center, or Baseball Fields would travel to S. Major Drive and use the turnaround today. This will be unchanged. Westbound traffic accessing BISD Thomas Center would travel to S. Major Drive rather than cross over I-10 at Brooks Road. This would add approximately 2 miles to the trip. Eastbound traffic entering the City of Beaumont from Houston and accessing the public facilities along I-10 currently exit S. Major Drive and stay on the eastbound frontage road to their destination. This would remain unchanged.
10	Zheng Tan		Dec. 5, 2017	Public Meeting		Brooks Road Overpass	Would like to keep the Brooks Road overpass.	<p>While Brooks Road overpass will be removed, the proposed design includes using the existing jug-handle ramps at Brooks Road and keeping the overpass embankments in place. This will provide for a possible future Brooks Road overpass should the traffic numbers justify it and a funding source can be identified. The existing ramps will provide for traffic movements for Brooks Road and minimize any additional traffic to the Walden Road intersection. Vehicles travelling westbound from Beaumont desiring to access Brooks Road will cross Walden Road on I-10 and use the existing exit ramp between Walden Road and Brooks Road. Traffic heading eastbound on the frontage road between S. Major Drive and Brooks Road will use the entrance ramp prior to the Walden Road intersection and near the BISD Thomas Center. Maintaining these two ramps will alleviate additional traffic through the Walden Road intersection.</p> <p>The embankment at the Brooks Road intersection will be used to create a gateway space for the City of Beaumont to inform drivers where they are and promote tourism, as it affords an opportunity to advertise features within the region. The identity, character, and brand of the City of Beaumont can be prominently displayed as the nearly 50,000 vehicles per day travel through this location.</p> <p>The proposed design will also include reconstruction and improvement of a portion of the eastbound and westbound frontage roads at Brooks Road. Desirable deceleration lanes for the exiting traffic and acceleration lanes for the entering traffic from Brooks Road to the frontage roads are designed to provide for the safety of all vehicles using Brooks Road.</p>
11	Michael Getz	Elected Official	Dec. 5, 2017	Public Meeting	No	Brooks Road Overpass	While I support the widening of I-10 to 6 lanes, I DO NOT support the elimination of the Brooks Road overpass and will seek a resolution from the Beaumont City Council to oppose this project. As currently designed the best case scenario would have Brooks Road re-designed in the same manner as Major Drive so that IH-10 goes over Brooks Road.	<p>While Brooks Road overpass will be removed, the proposed design includes using the existing jug-handle ramps at Brooks Road and keeping the overpass embankments in place. This will provide for a possible future Brooks Road overpass should the traffic numbers justify it and a funding source can be identified. The existing ramps will provide for traffic movements for Brooks Road and minimize any additional traffic to the Walden Road intersection. Vehicles travelling westbound from Beaumont desiring to access Brooks Road will cross Walden Road on I-10 and use the existing exit ramp between Walden Road and Brooks Road. Traffic heading eastbound on the frontage road between S. Major Drive and Brooks Road will use the entrance ramp prior to the Walden Road intersection and near the BISD Thomas Center. Maintaining these two ramps will alleviate additional traffic through the Walden Road intersection.</p> <p>The embankment at the Brooks Road intersection will be used to create a gateway space for the City of Beaumont to inform drivers where they are and promote tourism, as it affords an opportunity to advertise features within the region. The identity, character, and brand of the City of Beaumont can be prominently displayed as the nearly 50,000 vehicles per day travel through this location.</p> <p>The proposed design will also include reconstruction and improvement of a portion of the eastbound and westbound frontage roads at Brooks Road. Desirable deceleration lanes for the exiting traffic and acceleration lanes for the entering traffic from Brooks Road to the frontage roads are designed to provide for the safety of all vehicles using Brooks Road.</p>

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12	Allison Getz	Elected Official	Dec. 5, 2017	Public Meeting	No	Traffic	I am opposed to this project. This area includes large residential neighborhoods + baseball fields that experience traffic – the congestion that would result would serve as a detriment to our community and its residents. Thank you for allowing our input – The Major Drive project was exceptional – professionally done and on time – how refreshing!	<p>While Brooks Road overpass will be removed, the proposed design includes using the existing jug-handle ramps at Brooks Road and keeping the overpass embankments in place. This will provide for a possible future Brooks Road overpass should the traffic numbers justify it and a funding source can be identified. The existing ramps will provide for traffic movements for Brooks Road and minimize any additional traffic to the Walden Road intersection. Vehicles travelling westbound from Beaumont desiring to access Brooks Road will cross Walden Road on I-10 and use the existing exit ramp between Walden Road and Brooks Road. Traffic heading eastbound on the frontage road between S. Major Drive and Brooks Road will use the entrance ramp prior to the Walden Road intersection and near the BISD Thomas Center. Maintaining these two ramps will alleviate additional traffic through the Walden Road intersection.</p> <p>The embankment at the Brooks Road intersection will be used to create a gateway space for the City of Beaumont to inform drivers where they are and promote tourism, as it affords an opportunity to advertise features within the region. The identity, character, and brand of the City of Beaumont can be prominently displayed as the nearly 50,000 vehicles per day travel through this location.</p> <p>The proposed design will also include reconstruction and improvement of a portion of the eastbound and westbound frontage roads at Brooks Road. Desirable deceleration lanes for the exiting traffic and acceleration lanes for the entering traffic from Brooks Road to the frontage roads are designed to provide for the safety of all vehicles using Brooks Road.</p>
13	Linda and Mark Asteris	Residential Property Owner or Renter	Dec. 5, 2017	Public Meeting	No	Brooks Road Overpass	Plan to eliminate crossover of Brooks to get to other side of I-10 is totally unacceptable. Need to do a count of # of cars using the Brooks Bridge. Unacceptable to have to travel to Major and be involved in Fair traffic to get on I-10. If Brooks Bridge is not open that will mean more traffic in school zone on Walden which is already overcrowded.	<p>TxDOT has reviewed numerous design options for the I-10 corridor. While the existing Brooks Road bridge over I-10 will be removed, design adjustments have been made as a result of the public comments.</p> <p>The TxDOT Transportation Commission adopted a mobility freight plan in January 2016. Section 11.6.5 states, "TxDOT should develop a Bridge Reconstruction and Replacement Program to address deficient bridges, increase vertical clearance to 18 feet 6 inches to accommodate oversize/overweight vehicles and military transportation needs and facilitate efficient movement of people and goods." The existing Brooks Road overpass has a vertical clearance of 15 feet 11 inches and does not meet the adopted criteria of 18 feet 6 inches and contains lead-based paint requiring environmental remediation. Replacement options range between \$10 - \$15 million and do not make it a cost-effective option.</p> <p>Traffic data was collected and tabulated for the Brooks Rd intersection. It is estimated that less than 2,500 cars per day utilize Brooks Road today (December 2017 traffic counts) with 30-year projections (Year 2048) showing 4,600 cars per day. The Brooks Road overpass operates at less than 15% of capacity. In comparison, Walden Road shows over 19,000 cars per day and S. Major Drive shows 8,950 cars per day for the year 2048. While the traffic data does not support the need for the Brooks Road overpass, alternatives were considered. Three alternatives for the Brooks Road overpass were evaluated. No Build (eliminate overpass), Flip Interchange (I-10 over Brooks Road), and Rebuild Overpass (Brooks Rd over I-10) and the costs associated were \$0, \$15 million and \$10 million, respectively.</p>

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14	Mike Goodeaux	Residential Property Owner or Renter	Dec. 5, 2017	Public Meeting	Yes	Traffic	I see big problems with truck traffic to/from Goodyear/Total - ~ 50 trucks/day.	<p>TxDOT had a project suggestion from the public meeting that is already being implemented to reduce travel time to Goodyear and Total. This option is explained in further detail below.</p> <p>Currently, an existing 2-way frontage (access) road exists west of Smith Road and south of I-10, and services Smith Road and the Goodyear and Total Chemical Plants. TxDOT's policy outlined in the TxDOT Roadway Design Manual under Section 6 is to eliminate all existing two-way frontage roads as the adjacent highways are reconstructed or rehabilitated.</p> <p>The Smith Road partial cloverleaf (jug handle) overpass functions with 2-way ramps. Trucks and vehicles travelling westbound from Beaumont must exit and travel the westbound jug handle for Smith Road and come to a Stop Sign condition on the north side of I-10. They travel over I-10 and use the eastbound jug handle to access the 2-way frontage road at a Stop Sign condition on the south side of I-10. With the opening of the Love's Truck Stop and as development continues to occur at the Smith Road intersection, this movement will become more difficult and add significant time to each trip and may cause more backups with truck traffic.</p> <p>With the conversion of the two-way frontage road to one-way, TxDOT reviewed the travel distances and impacts. The next interchange to the west with exit ramps to allow a U-turn is FM 365. This would add over 10 miles to a trip for vehicles travelling westbound from Beaumont wanting to access Goodyear or Total. Therefore, we developed a plan to reconstruct the Boyt Road overpass and provide a westbound exit ramp and an eastbound entrance ramp with auxiliary lane to the new one-way eastbound frontage road. Therefore, traffic travelling westbound will experience an approximate 4-mile increase in distance, but they will not have to navigate the congested traffic conditions at Smith Road. The auxiliary lane will keep Goodyear and Total traffic, using the Boyt Road overpass, from entering the freeway mainlanes.</p> <p>Goodyear and Total traffic heading eastbound to Beaumont will see no change in their access or commute as they use the proposed exit ramp east of Boyt Road. Goodyear and Total traffic leaving the plant heading eastbound wanting to access westbound mainlanes to Houston will use a proposed U-turn at Smith Road. The U-turn will allow traffic to turn around and avoid the intersection. This will provide a much easier movement from how they currently have to use the jug handles to access the westbound mainlanes today.</p>
15	Harvey Phelan	Residential Property Owner or Renter and Business Property owner	Dec. 5, 2017	Public Meeting	Yes	Brooks Road Overpass	Access road for 50+ year to be put in on IH-10. I am a land owner that would be drastically effected by the removal of the east west access of Brook Rd. over pass removal. Commercial development and the corners of Brooks Rd on IH10 would be gone. Since the access has been put in the interest for commercial development has increased. This is a bad idea. Taxes lost for the City of Beaumont business district.	<p>Previous investment has been made at the Major Drive intersection to accommodate the future growth and economic development in the area. Turnarounds exist at Walden Road and Major Drive, facilitating traffic movements without stops or passing through the intersections. Traffic headed southbound on Brooks Road to eastbound I-10 will utilize the frontage road and travel 1-mile west and use the Major Drive turnaround for a total additional trip length of 2 miles.</p> <p>The potential economic development between Major Drive and Walden Road will not be Impacted. The existing frontage roads have access restrictions in the same areas today, but those will not change as a result of this this project. Alternative routes are available for mobility and access within the area. The existing frontage roads will see increased traffic and exposure, and may enhance economic development opportunities.</p>
16	Mike Blount	Residential Property Owner	Dec. 5, 2017	Public Meeting	Yes	Thanks	I'm excited to finally see the modernization of I-10.	Comment noted.
17	David Farson	Residential Property Owner	Dec. 5, 2017	Public Meeting	Yes	Thanks	I am glad to see that TxDOT is moving ahead with the next step. When finished it should be much safer to travel to and from Houston and Baytown without traffic bottled up at Smith Rd. and 365 FM. Thanks for the Info Meet.	Comment noted.

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18a	Marcia Cavett	Residential Property Owner	Dec. 5, 2017	Public Meeting	No	Safety	Safety. 1. Emergency vehicle quick exit – Major Drive intersection congestion, Walden Road School congestion, Walden Road intersection congestion.	<p>While Brooks Road overpass will be removed, the proposed design includes keeping the westbound exit ramp and eastbound entrance ramp east of Brooks Road. These two ramps will provide for traffic movements for Brooks Road and minimize any additional traffic to the Walden Road intersection. Vehicles travelling westbound from Beaumont desiring to access Brooks Road will cross Walden Road on I-10 and use the existing exit ramp between Walden Road and Brooks Road. Traffic heading eastbound on the frontage road between S. Major Drive and Brooks Road will use the entrance ramp prior to the Walden Road intersection and near the BISD Thomas Center. Maintaining these two ramps will alleviate additional traffic through the Walden Road intersection.</p> <p>The proposed design will also include reconstruction and improvement of a portion of the eastbound and westbound frontage roads at Brooks Road. Desirable deceleration lanes for the exiting traffic and acceleration lanes for the entering traffic from Brooks Road to the frontage roads are designed to provide for safe operation.</p> <p>Nominal impacts to travel time of approximately two minutes will be experienced by local commuters by local commuters if avoiding alternate routes. Commuters will use the dedicated U-turn lanes at Major Drive and Walden Road. The existing exit and entrance ramps will remain in place and provide convenient exits to Brooks Road and minimize additional traffic in the Walden Road intersection. Willow Creek Subdivision residents make up less than 15% of the traffic using Brooks Road.</p> <p>Emergency response times were reviewed and the response times from Station No. 5 will not be affected. Alternate routes for all areas within the project limits are available and provide a response time faster or equal to using Brooks Road overpass.</p>
18b	Marcia Carett	Residential Property Owner	Dec. 5, 2017	Public Meeting		Traffic	2. School zone congestion on Walden. 3. Growing neighborhood areas. Near future growth. 4. We only need an overpass for exit not an intersection. Intersection will also cause congestion. We only need the egress. rest not legible.	<p>While Brooks Road overpass will be removed, the proposed design includes keeping the westbound exit ramp and eastbound entrance ramp east of Brooks Road. These two ramps will provide for traffic movements for Brooks Road and minimize any additional traffic to the Walden Road intersection. Vehicles travelling westbound from Beaumont desiring to access Brooks Road will cross Walden Road on I-10 and use the existing exit ramp between Walden Road and Brooks Road. Traffic heading eastbound on the frontage road between S. Major Drive and Brooks Road will use the entrance ramp prior to the Walden Road intersection and near the BISD Thomas Center. Maintaining these two ramps will alleviate additional traffic through the Walden Road intersection.</p> <p>The proposed design will also include reconstruction and improvement of a portion of the eastbound and westbound frontage roads at Brooks Road. Desirable deceleration lanes for the exiting traffic and acceleration lanes for the entering traffic from Brooks Road to the frontage roads are designed to provide for safe operation.</p> <p>Nominal impacts to travel time of approximately two minutes will be experienced by local commuters by local commuters if avoiding alternate routes. Commuters will use the dedicated U-turn lanes at Major Drive and Walden Road. The existing exit and entrance ramps will remain in place and provide convenient exits to Brooks Road and minimize additional traffic in the Walden Road intersection. Willow Creek Subdivision residents make up less than 15% of the traffic using Brooks Road.</p>
19	Debbie Garrett	Business Property Owner or Lessee	15-Dec-17	Email		Brooks Road Overpass	<p>I am the general manager of Gulf Coast RV Resort here on Brooks Road. I am deeply concerned about the proposed elimination of the Brooks Road overpass. In November alone we had over 3500 people use that over pass, to come to the RV Resort. So far in December we have had over 1500.</p> <p>Removing the over pass will impact our business considerably, if they are traveling west and have to go down to Major Drive to do the u turn, they will</p>	<p>TxDOT has reviewed numerous design options for the I-10 corridor. While the existing Brooks Road bridge over I-10 will be removed, design adjustments have been made as a result of the public comments.</p> <p>The TxDOT Transportation Commission adopted a mobility freight plan in January 2016. Section 11.6.5 states, "TxDOT should develop a Bridge Reconstruction and Replacement Program to address deficient bridges, increase vertical clearance to 18 feet 6 inches to accommodate oversize/overweight vehicles and military transportation needs and facilitate efficient movement of people and goods." The existing Brooks Road overpass has a vertical clearance of 15 feet 11 inches and does not meet the adopted criteria of 18 feet 6 inches and contains lead-based paint requiring environmental remediation. Replacement options range between \$10 - \$15 million and do not make</p>

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							<p>probably go to Hidden Lake RV Park which is at Major Dr. instead of coming back to us.</p> <p>When they leave the RV Resort to travel west, if the over pass is removed, will have to go East two miles back to Walden Rd, and do the u turn, which is a huge inconvenience.</p> <p>I hope that you reconsider the removal of the Brooks Road Overpass, we really do need it. and also the many hundreds of people that use the overpass to get to the Baseball Fields for their games. and also to the Fair every spring.</p>	<p>it a cost-effective option.</p> <p>Traffic data was collected and tabulated for the Brooks Rd intersection. It is estimated that less than 2,500 cars per day utilize Brooks Road today (December 2017 traffic counts) with 30-year projections (Year 2048) showing 4,600 cars per day. The Brooks Road overpass operates at less than 15% of capacity. In comparison, Walden Road shows over 19,000 cars per day and S. Major Drive shows 8,950 cars per day for the year 2048. While the traffic data does not support the need for the Brooks Road overpass, alternatives were considered. Three alternatives for the Brooks Road overpass were evaluated. No Build (eliminate overpass), Flip Interchange (I-10 over Brooks Road), and Rebuild Overpass (Brooks Rd over I-10) and the costs associated were \$0, \$15 million and \$10 million, respectively.</p> <p>Previous investment has been made at the Major Drive intersection to accommodate the future growth and economic development in the area. Turnarounds exist at Walden Road and Major Drive, facilitating traffic movements without stops or passing through the intersections. Traffic headed southbound on Brooks Road to eastbound I-10 will utilize the frontage road and travel 1-mile west and use the Major Drive turnaround for a total additional trip length of 2 miles.</p> <p>Access to the area public facilities will not be substantially impacted by the removal of Brooks Road. The westbound frontage road is access controlled and does not have any access points. The eastbound frontage road between S. Major Drive and Walden Road has Ford Park, the Visitor Center, Baseball Fields, and BISS Thomas Center. Westbound traffic accessing Ford Park, the Visitor Center, or Baseball Fields would travel to S. Major Drive and use the turnaround today. This will be unchanged. Westbound traffic accessing BISS Thomas Center would travel to S. Major Drive rather than cross over I-10 at Brooks Road. This would add approximately 2 miles to the trip. Eastbound traffic entering the City of Beaumont from Houston and accessing the public facilities along I-10 currently exit S. Major Drive and stay on the eastbound frontage road to their destination. This would remain unchanged.</p> <p>While Brooks Road overpass will be removed, the proposed design includes using the existing jug-handle ramps at Brooks Road and keeping the overpass embankments in place. This will provide for a possible future Brooks Road overpass should the traffic numbers justify it and a funding source can be identified. The existing ramps will provide for traffic movements for Brooks Road and minimize any additional traffic to the Walden Road intersection. Vehicles travelling westbound from Beaumont desiring to access Brooks Road will cross Walden Road on I-10 and use the existing exit ramp between Walden Road and Brooks Road. Traffic heading eastbound on the frontage road between S. Major Drive and Brooks Road will use the entrance ramp prior to the Walden Road intersection and near the BISS Thomas Center. Maintaining these two ramps will alleviate additional traffic through the Walden Road intersection.</p> <p>The embankment at the Brooks Road intersection will be used to create a gateway space for the City of Beaumont to inform drivers where they are and promote tourism, as it affords an opportunity to advertise features within the region. The identity, character, and brand of the City of Beaumont can be prominently displayed as the nearly 50,000 vehicles per day travel through this location.</p> <p>The proposed design will also include reconstruction and improvement of a portion of the eastbound and westbound frontage roads at Brooks Road. Desirable deceleration lanes for the exiting traffic and acceleration lanes for the entering traffic from Brooks Road to the frontage roads are designed to provide for the safety of all vehicles using Brooks Road.</p>

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20	LaRue Rougeau	Ben J. Rogers Regional Visitors Center	19-Dec-17	Email		Brooks Road Overpass	<p>This letter is to serve as a comment on the I-10 Improvements from FM 365 to Walden Road. I am primarily interested in the project from the standpoint of my position as Operations Manager of the Ben J. Rogers Regional Visitors Center. Our attendance since June 2007 stands at 639,723 as of Dec. 1, with a monthly average of 6,000 visitors. We have been pleasantly surprised with our attendance increase since the Major Drive intersection was completed. It seemed to open up the visibility to our center and signage has helped the westbound traffic. Since we opened, one of the main questions we heard was "Why are you so far from the exit?" Our center is 2 miles off the exit. We would assure them the I-10 entrance was just under the Brooks Road overpass. As for the westbound visitors, they would be worried about finding their way back to I-10, thinking they had to go to Walden (2 miles) to head west (and a 2 mile return to I-10 entrance for a 6 mile round trip). When we explain they could take Brooks Road and turn left to the service road, they are relieved. Having this overpass in view out them at ease. We also direct visitors to Hwy. 90 and 105, using Brooks Road as a connection to Major Drive north. It is a more direct route for them and Major has less traffic. I have concerns about sending them farther away (2 miles) to contend with the traffic, mainly large trucks, at Walden Road. This intersection is so busy with the trucks heading into the Petro Truck Stop, I try to avoid it. Of course, if more people understood a 4-way stop, that might help. I have been on the eastbound service road with a large truck heading south at the 4-way, when it was my turn to go. Right before I pulled out, a car shot out from behind the truck into the intersection. Just yesterday, I was in the left turn lane, heading west on Walden and before I was halfway through my turn, the southbound cars began to proceed, not even waiting for me to clear the intersection. This is pretty scary! I suppose a red light intersection would help prevent this. This is a very congested commercial area and does not need additional traffic when there is a usable overpass to divert traffic from this area. I understand the issue of the height requirement needs to be addressed and the width will change for the I-10 lanes and the service roads and I have no issue with those. I understood that after Major Drive was upgraded, Brooks Road would be also, due to the need for I-10 to go over all current overpasses. We were excited to hear this as it would help our visitors make an easier transition to and from our center. I understand this project would require more funding, hence the decision was made to affect Brooks Road.</p>	<p>Previous investment has been made at the Major Drive intersection to accommodate the future growth and economic development in the area. Turnarounds exist at Walden Road and Major Drive, facilitating traffic movements without stops or passing through the intersections. Traffic headed southbound on Brooks Road to eastbound I-10 will utilize the frontage road and travel 1-mile west and use the Major Drive turnaround for a total additional trip length of 2 miles.</p> <p>TxDOT has reviewed numerous design options for the I-10 corridor. While the existing Brooks Road bridge over I-10 will be removed, design adjustments have been made as a result of the public comments.</p> <p>The TxDOT Transportation Commission adopted a mobility freight plan in January 2016. Section 11.6.5 states, "TxDOT should develop a Bridge Reconstruction and Replacement Program to address deficient bridges, increase vertical clearance to 18 feet 6 inches to accommodate oversize/overweight vehicles and military transportation needs and facilitate efficient movement of people and goods." The existing Brooks Road overpass has a vertical clearance of 15 feet 11 inches and does not meet the adopted criteria of 18 feet 6 inches and contains lead-based paint requiring environmental remediation. Replacement options range between \$10 - \$15 million and do not make it a cost-effective option.</p> <p>Traffic data was collected and tabulated for the Brooks Rd intersection. It is estimated that less than 2,500 cars per day utilize Brooks Road today (December 2017 traffic counts) with 30-year projections (Year 2048) showing 4,600 cars per day. The Brooks Road overpass operates at less than 15% of capacity. In comparison, Walden Road shows over 19,000 cars per day and S. Major Drive shows 8,950 cars per day for the year 2048. While the traffic data does not support the need for the Brooks Road overpass, alternatives were considered. Three alternatives for the Brooks Road overpass were evaluated. No Build (eliminate overpass), Flip Interchange (I-10 over Brooks Road), and Rebuild Overpass (Brooks Rd over I-10) and the costs associated were \$0, \$15 million and \$10 million, respectively.</p> <p>Previous investment has been made at the Major Drive intersection to accommodate the future growth and economic development in the area. Turnarounds exist at Walden Road and Major Drive, facilitating traffic movements without stops or passing through the intersections. Traffic headed southbound on Brooks Road to eastbound I-10 will utilize the frontage road and travel 1-mile west and use the Major Drive turnaround for a total additional trip length of 2 miles.</p> <p>Access to the area public facilities will not be substantially impacted by the removal of Brooks Road. The westbound frontage road is access controlled and does not have any access points. The eastbound frontage road between S. Major Drive and Walden Road has Ford Park, the Visitor Center, Baseball Fields, and BISD Thomas Center. Westbound traffic accessing Ford Park, the Visitor Center, or Baseball Fields would travel to S. Major Drive and use the turnaround today. This will be unchanged. Westbound traffic accessing BISD Thomas Center would travel to S. Major Drive rather than cross over I-10 at Brooks Road. This would add approximately 2 miles to the trip. Eastbound traffic entering the City of Beaumont from Houston and accessing the public facilities along I-10 currently exit S. Major Drive and stay on the eastbound frontage road to their destination. This would remain unchanged.</p> <p>While Brooks Road overpass will be removed, the proposed design includes using the existing jug-handle ramps at Brooks Road and keeping the overpass embankments in place. This will provide for a possible future Brooks Road overpass should the traffic numbers justify it and a funding source can be identified. The existing ramps will provide for traffic movements for Brooks Road and minimize any additional traffic to the Walden Road intersection. Vehicles travelling westbound from Beaumont desiring to access Brooks Road will cross Walden Road on I-10 and use the existing exit ramp between Walden Road and Brooks Road. Traffic heading eastbound on the frontage road between S. Major Drive and Brooks Road will use the entrance ramp prior to the Walden Road intersection and near the BISD Thomas Center. Maintaining these two ramps will alleviate additional traffic through the Walden Road intersection.</p>

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							<p>Travelers with RVs and especially motorhomes especially like the convenience of this overpass when staying at Gulf Coast RV Park, on Brooks Road. Ball teams and attendees at Ford Fields utilize this overpass as they use the Brooks Road entrance. Attendees at Ford Park and the BISD football stadium use this overpass heavily. If the decision is made to remove the overpass, I don't think the project will ever be reconsidered. Once it's down, it will be done.</p> <p>I have worked at the Visitors Center for 10 years and have talked with thousands of travelers. I believe it won't be long before more businesses are in our area and access to this road as another entrance/exit would be beneficial. The west end of Beaumont and Jefferson County are ever growing and planning for this growth is important. We don't want to end up like the Dowlen Road area. It is my hope that TxDOT will reconsider the importance of Brooks Road to the businesses in that area and also the importance of those businesses to our local economy. Having a smooth and safe transition to our facilities is of the utmost importance.</p> <p>I appreciate your time and attention to this matter.</p>	<p>The embankment at the Brooks Road intersection will be used to create a gateway space for the City of Beaumont to inform drivers where they are and promote tourism, as it affords an opportunity to advertise features within the region. The identity, character, and brand of the City of Beaumont can be prominently displayed as the nearly 50,000 vehicles per day travel through this location.</p> <p>The proposed design will also include reconstruction and improvement of a portion of the eastbound and westbound frontage roads at Brooks Road. Desirable deceleration lanes for the exiting traffic and acceleration lanes for the entering traffic from Brooks Road to the frontage roads are designed to provide for the safety of all vehicles using Brooks Road.</p> <p>Previous investment has been made at the Major Drive intersection to accommodate the future growth and economic development in the area. Turnarounds exist at Walden Road and Major Drive, facilitating traffic movements without stops or passing through the intersections. Traffic headed southbound on Brooks Road to eastbound I-10 will utilize the frontage road and travel 1-mile west and use the Major Drive turnaround for a total additional trip length of 2 miles.</p>
21	Mike Phelan	Property Owners	19-Dec-17	Email		Brooks Road Overpass	<p>My family are the owners of the four corners of I-10 and Brooks Road. We are strongly against the removal of the Brooks Road overpass.</p> <p>The increase time to travel and emergency response from the Willow Creek, baseball park, BISD football stadium and the Ford complex should be a concern for all.</p> <p>No questions about the devaluation of the property that will occur due to the removal of access from the present traffic that presently uses the overpass and the longer travel time that would be required to exit at Walden to get to the north property and to exit Major Drive to arrive at the south property.</p> <p>I am certain that when the purchase of the highway right of way occurred the value that the acquiring government agency was required to pay was less due to the fact that the property owners would not have Brooks Road separated by the new highway. Now it is our position that the state cannot make changes to access that will diminish the value to the property. The original purchase of</p>	<p>Nominal impacts to travel time of approximately two minutes will be experienced by local commuters by local commuters if avoiding alternate routes. Commuters will use the dedicated U-turn lanes at Major Drive and Walden Road. The existing exit and entrance ramps will remain in place and provide convenient exits to Brooks Road and minimize additional traffic in the Walden Road intersection. Willow Creek Subdivision residents make up less than 15% of the traffic using Brooks Road.</p> <p>Emergency response times were reviewed and the response times from Station No. 5 will not be affected. Alternate routes for all areas within the project limits are available and provide a response time faster or equal to using Brooks Road overpass.</p> <p>The potential economic development between Major Drive and Walden Road will not be impacted. The existing frontage roads have access restrictions in some areas today, but those will not change as a result of this project. Alternative routes are available for mobility and access within the area. The existing frontage roads will see increased traffic and exposure and may enhance economic development opportunities.</p>

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							the property was made based on Brooks road being an artery over I 10. And compensation was calculated on that basis.	
22	Anonymous	Residential Property Owner	Dec. 18, 2017	Mailed Comment	No	Brooks Road Overpass	<p>Brooks Road overpass is necessary to the residents for Willow Creek subdivisions for the following reasons: 1. Easy access to I-10 east for traffic traveling to local hospitals especially emergencies, to ball games – baseball and Ford Park. Walden Road and Major Drive become very backed up and closing Brooks Road overpass will further aggravate those congested roads. Traffic will begin to heavily flow through Willow Bend Dr. to get to Brooks Rd to Major and will be a hazard to residents living in this subdivision. Brooks Road overpass is used heavily by many motorists in Willow Creek Subdivision as well as those in the Fannett Rd area because of convenience and saves time for those needing quick access to I-10 east. There are hundreds of families traveling to and from the baseball field every year. We need that quick access to the baseball fields area I-10 east.</p>	<p>TxDOT has reviewed numerous design options for the I-10 corridor. While the existing Brooks Road bridge over I-10 will be removed, design adjustments have been made as a result of the public comments.</p> <p>The TxDOT Transportation Commission adopted a mobility freight plan in January 2016. Section 11.6.5 states, “TxDOT should develop a Bridge Reconstruction and Replacement Program to address deficient bridges, increase vertical clearance to 18 feet 6 inches to accommodate oversize/overweight vehicles and military transportation needs and facilitate efficient movement of people and goods.” The existing Brooks Road overpass has a vertical clearance of 15 feet 11 inches and does not meet the adopted criteria of 18 feet 6 inches sand contains lead-based paint requiring environmental remediation. Replacement options range between \$10 - \$15 million and do not make it a cost-effective option.</p> <p>Traffic data was collected and tabulated for the Brooks Rd intersection. It is estimated that less than 2,500 cars per day utilize Brooks Road today (December 2017 traffic counts) with 30-year projections (Year 2048) showing 4,600 cars per day. The Brooks Road overpass operates at less than 15% of capacity. In comparison, Walden Road shows over 19,000 cars per day and S. Major Drive shows 8,950 cars per day for the year 2048. While the traffic data does not support the need for the Brooks Road overpass, alternatives were considered. Three alternatives for the Brooks Road overpass were evaluated. No Build (eliminate overpass), Flip Interchange (I-10 over Brooks Road), and Rebuild Overpass (Brooks Rd over I-10) and the costs associated were \$0, \$15 million and \$10 million, respectively.</p> <p>Previous investment has been made at the Major Drive intersection to accommodate the future growth and economic development in the area. Turnarounds exist at Walden Road and Major Drive, facilitating traffic movements without stops or passing through the intersections. Traffic headed southbound on Brooks Road to eastbound I-10 will utilize the frontage road and travel 1-mile west and use the Major Drive turnaround for a total additional trip length of 2 miles.</p> <p>Access to the area public facilities will not be substantially impacted by the removal of Brooks Road. The westbound frontage road is access controlled and does not have any access points. The eastbound frontage road between S. Major Drive and Walden Road has Ford Park, the Visitor Center, Baseball Fields, and BISD Thomas Center. Westbound traffic accessing Ford Park, the Visitor Center, or Baseball Fields would travel to S. Major Drive and use the turnaround today. This will be unchanged. Westbound traffic accessing BISD Thomas Center would travel to S. Major Drive rather than cross over I-10 at Brooks Road. This would add approximately 2 miles to the trip. Eastbound traffic entering the City of Beaumont from Houston and accessing the public facilities along I-10 currently exit S. Major Drive and stay on the eastbound frontage road to their destination. This would remain unchanged.</p> <p>While Brooks Road overpass will be removed, the proposed design includes using the existing jug-handle ramps at Brooks Road and keeping the overpass embankments in place. This will provide for a</p>

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23	Donna Gehrysch	Residential Property Owner	18-Dec-17	Mailed Comment	Not completely	Brooks Road Overpass	<p>I do support the part of the project that adds lanes to I-10. That is a definite need. I do NOT support taking down the overpass at Brooks Road. I live in the Willow Creek subdivision, just 3 streets over from Brooks Road. When I need to go downtown, to the mall, or anywhere off of I-10 East I always use this overpass. It is my fastest route out. The overpass is heavily used by families to reach all the baseball fields and is also used heavily when there are events at Ford Park or at the BISD stadium. This is the fastest route to a hospital. It adds precious minutes to wind through the neighborhood to reach either Mayor Drive or Walden for an EMS driver to reach a hospital. Since the extra lanes will be added in the median, I fail to see why the overpass can't stay.</p>	<p>TxDOT has reviewed numerous design options for the I-10 corridor. While the existing Brooks Road bridge over I-10 will be removed, design adjustments have been made as a result of the public comments.</p> <p>The TxDOT Transportation Commission adopted a mobility freight plan in January 2016. Section 11.6.5 states, "TxDOT should develop a Bridge Reconstruction and Replacement Program to address deficient bridges, increase vertical clearance to 18 feet 6 inches to accommodate oversize/overweight vehicles and military transportation needs and facilitate efficient movement of people and goods." The existing Brooks Road overpass has a vertical clearance of 15 feet 11 inches and does not meet the adopted criteria of 18 feet 6 inches and contains lead-based paint requiring environmental remediation. Replacement options range between \$10 - \$15 million and do not make it a cost-effective option.</p> <p>Traffic data was collected and tabulated for the Brooks Rd intersection. It is estimated that less than 2,500 cars per day utilize Brooks Road today (December 2017 traffic counts) with 30-year projections (Year 2048) showing 4,600 cars per day. The Brooks Road overpass operates at less than 15% of capacity. In comparison, Walden Road shows over 19,000 cars per day and S. Major Drive shows 8,950 cars per day for the year 2048. While the traffic data does not support the need for the Brooks Road overpass, alternatives were considered. Three alternatives for the Brooks Road overpass were evaluated. No Build (eliminate overpass), Flip Interchange (I-10 over Brooks Road), and Rebuild Overpass (Brooks Rd over I-10) and the costs associated were \$0, \$15 million and \$10 million, respectively.</p> <p>Previous investment has been made at the Major Drive intersection to accommodate the future growth and economic development in the area. Turnarounds exist at Walden Road and Major Drive, facilitating traffic movements without stops or passing through the intersections. Traffic headed southbound on Brooks Road to eastbound I-10 will utilize the frontage road and travel 1-mile west and use the Major Drive turnaround for a total additional trip length of 2 miles.</p>

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								<p>Access to the area public facilities will not be substantially impacted by the removal of Brooks Road. The westbound frontage road is access controlled and does not have any access points. The eastbound frontage road between S. Major Drive and Walden Road has Ford Park, the Visitor Center, Baseball Fields, and BISD Thomas Center. Westbound traffic accessing Ford Park, the Visitor Center, or Baseball Fields would travel to S. Major Drive and use the turnaround today. This will be unchanged. Westbound traffic accessing BISD Thomas Center would travel to S. Major Drive rather than cross over I-10 at Brooks Road. This would add approximately 2 miles to the trip. Eastbound traffic entering the City of Beaumont from Houston and accessing the public facilities along I-10 currently exit S. Major Drive and stay on the eastbound frontage road to their destination. This would remain unchanged.</p> <p>While Brooks Road overpass will be removed, the proposed design includes using the existing jug-handle ramps at Brooks Road and keeping the overpass embankments in place. This will provide for a possible future Brooks Road overpass should the traffic numbers justify it and a funding source can be identified. The existing ramps will provide for traffic movements for Brooks Road and minimize any additional traffic to the Walden Road intersection. Vehicles travelling westbound from Beaumont desiring to access Brooks Road will cross Walden Road on I-10 and use the existing exit ramp between Walden Road and Brooks Road. Traffic heading eastbound on the frontage road between S. Major Drive and Brooks Road will use the entrance ramp prior to the Walden Road intersection and near the BISD Thomas Center. Maintaining these two ramps will alleviate additional traffic through the Walden Road intersection.</p> <p>The embankment at the Brooks Road intersection will be used to create a gateway space for the City of Beaumont to inform drivers where they are and promote tourism, as it affords an opportunity to advertise features within the region. The identity, character, and brand of the City of Beaumont can be prominently displayed as the nearly 50,000 vehicles per day travel through this location.</p> <p>The proposed design will also include reconstruction and improvement of a portion of the eastbound and westbound frontage roads at Brooks Road. Desirable deceleration lanes for the exiting traffic and acceleration lanes for the entering traffic from Brooks Road to the frontage roads are designed to provide for the safety of all vehicles using Brooks Road.</p>

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24	Celeste Salhab	Residential Property Owner	18-Dec-17	Mailed Comment	No	Brooks Road Overpass	<p>Brooks Road is an important option when I10 traffic is backed up. Often the Major Drive exit is busy during high traffic times especially the Fair. Closing Brooks would divert more traffic onto Walden Road, and also make Fair traffic even a bigger nightmare. Increasing traffic on Walden Road will adversely affect the residential traffic as well as the elementary school traffic and school crossing. As the population grows with more residences and more businesses Brooks Road will be needed more than ever. There seems to be no rational reason for tearing it down – waste of taxpayer money.</p>	<p>TxDOT has reviewed numerous design options for the I-10 corridor. While the plan is to remove the existing Brooks Road bridge over I-10, design adjustments have been made as a result of the public comments.</p> <p>The TxDOT Transportation Commission adopted a mobility freight plan in January 2016. Section 11.6.5 states, “TxDOT should develop a Bridge Reconstruction and Replacement Program to address deficient bridges, increase vertical clearance to 18 feet 6 inches to accommodate oversize/overweight vehicles and military transportation needs and facilitate efficient movement of people and goods.” The existing Brooks Road overpass has a vertical clearance of 15 feet 11 inches and does not meet the adopted criteria of 18 feet 6 inches.</p> <p>Traffic data was collected and tabulated for the Brooks Rd intersection. It is estimated that less than 3,000 cars per day utilize Brooks Road today (Year 2018) with 30-year projections (Year 2048) showing 4,600 cars per day. In comparison, Walden Road shows over 19,000 cars per day and S. Major Drive shows 8,950 cars per day for the year 2048. While the traffic data does not support the need for the Brooks Road overpass, alternatives were considered. Three alternatives for the Brooks Road overpass were evaluated. No Build (eliminate overpass), Flip Interchange (I-10 over Brooks Road), and Rebuild Overpass (Brooks Rd over I-10) and the costs associated were \$0, \$15 million and \$10 million, respectively.</p> <p>Previous investment has been made at the Major Drive intersection to accommodate the future growth and economic development in the area. Turnarounds exist at Walden Road and Major Drive, facilitating traffic movements without stops or passing through the intersections. Traffic headed southbound on Brooks Road to eastbound I-10 will utilize the frontage road and travel 1-mile west and use the Major Drive turnaround for a total additional trip length of 2 miles. While Brooks Road overpass will be removed, the proposed design includes keeping the westbound exit ramp and eastbound entrance ramp east of Brooks Road. These two ramps will provide for traffic movements for Brooks Road and minimize any additional traffic to the Walden Road intersection. Vehicles travelling westbound from Beaumont desiring to access Brooks Road will cross Walden Road on I-10 and use the existing exit ramp between Walden Road and Brooks Road. Traffic heading eastbound on the frontage road between S. Major Drive and Brooks Road will use the entrance ramp prior to the Walden Road intersection and near the BISD Thomas Center. Maintaining these two ramps will alleviate additional traffic through the Walden Road intersection. It is not expected that removal of the Brooks Road overpass would cause traffic congestion. While the Brooks Road overpass is not justified today, we have made design revisions based on the public comments received. The original design included the removal of the existing overpass embankments and tying the proposed Brooks Road connections into the frontage roads at a “T” intersection. This would make it more difficult to add an overpass at a later time. Considering the comments received, TxDOT revised the design to keep the existing overpass embankments and to utilize the existing jug-handle ramps for connecting Brooks Road to the frontage roads. This would allow for a future I-10 underpass at Brooks Road, should the traffic data and area development justify the need, and a funding source can be identified. A City of Beaumont gateway space would be created at the Brooks Road intersection.</p>
25	Fabian Gabrysch	Residential Property Owner	18-Dec-17	Mailed Comment		Brooks Road Overpass	<p>Eliminating the Brooks Road Overpass will increase traffic through the Dishman Elementary School Zone. I support the increase in lanes to I10. I do not support eliminating the Brooks Road I10 Overpass.</p>	<p>Dishman Elementary is located on Champions Dr. approximately 0.1 miles north of Walden Road. The intersection of Walden Road at Champions Dr. consists of a fully signalized intersection with signal lights, pedestrian signals and crosswalks. Advance school zone signs with flashing beacons existing along Walden on both approaches to the intersection. The school zones are only in effect from 7:30 am to 9:00 am and 3:00 pm to 4:15 pm on school days only. The school zone controls would provide necessary safety measures for any increased traffic on Walden Road.</p>

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26	Anonymous	Residential Property Owner	18-Dec-17	Mailed Comment	No	Traffic	Traffic will back up and as a resident of this neighborhood I will only have one way from the interstate to get to my house. Plus traffic will back up from all the ballgames and events that take place at Ford Park. Ambulances will only have a limited way to get to this neighborhood. There will be too heavy of a traffic flow through my street in the Wilson Creek Subdivision.	<p>Access to the area public facilities will not be substantially impacted by the removal of Brooks Road. The westbound frontage road is access controlled and does not have any access points. The eastbound frontage road between S. Major Drive and Walden Road has Ford Park, the Visitor Center, Baseball Fields, and BISD Thomas Center. Westbound traffic accessing Ford Park, the Visitor Center, or Baseball Fields would travel to S. Major Drive and use the turnaround today. This will be unchanged. Westbound traffic accessing BISD Thomas Center would travel to S. Major Drive rather than cross over I-10 at Brooks Road. This would add approximately 2 miles to the trip. Eastbound traffic entering the City of Beaumont from Houston and accessing the public facilities along I-10 currently exit S. Major Drive and stay on the eastbound frontage road to their destination. This would remain unchanged.</p> <p>It is not expected that removal of the Brooks Road overpass would cause traffic congestion. EMS response times will not be increased due to the removal of Brooks Road. Response routes and times were tabulated using the Brooks Road overpass to the Willow Creek Subdivision, Ford Park/Visitors Center, Baseball Fields/Gulf Coast RV, and BISD Thomas Center. In each case as shown below, the response times are shorter using SH 124 (Fannett Road) in comparison to using the Brooks Road overpass.</p>
27	Jerry and Carol Shaw	Residential Property Owner	18-Dec-17	Mailed Comment	No	Brooks Road Overpass	Oppose Brooks Road Overpass closure. It would create heavy traffic problems on Walden Rd. Access to BISD sports area baseball fields and Ford Park would be affected. Access to Willow Creek neighborhood would be negatively affected.	<p>Previous investment has been made at the Major Drive intersection to accommodate the future growth and economic development in the area. Turnarounds exist at Walden Road and Major Drive, facilitating traffic movements without stops or passing through the intersections. Traffic headed southbound on Brooks Road to eastbound I-10 will utilize the frontage road and travel 1-mile west and use the Major Drive turnaround for a total additional trip length of 2 miles.</p> <p>Access to the area public facilities will not be substantially impacted by the removal of Brooks Road. The westbound frontage road is access controlled and does not have any access points. The eastbound frontage road between S. Major Drive and Walden Road has Ford Park, the Visitor Center, Baseball Fields, and BISD Thomas Center. Westbound traffic accessing Ford Park, the Visitor Center, or Baseball Fields would travel to S. Major Drive and use the turnaround today. This will be unchanged. Westbound traffic accessing BISD Thomas Center would travel to S. Major Drive rather than cross over I-10 at Brooks Road. This would add approximately 2 miles to the trip. Eastbound traffic entering the City of Beaumont from Houston and accessing the public facilities along I-10 currently exit S. Major Drive and stay on the eastbound frontage road to their destination. This would remain unchanged.</p> <p>It is not expected that removal of the Brooks Road overpass would cause traffic congestion.</p>
28	Billie Young	Residential Property Owner	18-Dec-17	Email	No	Brooks Road Overpass	<p>Scott, I am Residential homeowner in the Willow creek Subdivision. I strongly oppose this proposal as the only ways to cross I10 would be Major Drive or Walden Road nearby. This would create horrible traffic problems for our neighborhood, especially during events on I10, football, baseball games and concerts at Ford Park and the State Fair. Emergency ingress or egress for our area is of grave concern. You would create the same problem that exists near Hwy 69 and Parkdale. We would wait in long lines to get out and in to our homes. This matter must be reconsidered. Talk with the residents affected most!</p>	<p>TxDOT has reviewed numerous design options for the I-10 corridor. While the existing Brooks Road bridge over I-10 will be removed, design adjustments have been made as a result of the public comments.</p> <p>The TxDOT Transportation Commission adopted a mobility freight plan in January 2016. Section 11.6.5 states, "TxDOT should develop a Bridge Reconstruction and Replacement Program to address deficient bridges, increase vertical clearance to 18 feet 6 inches to accommodate oversize/overweight vehicles and military transportation needs and facilitate efficient movement of people and goods." The existing Brooks Road overpass has a vertical clearance of 15 feet 11 inches and does not meet the adopted criteria of 18 feet 6 inches and contains lead-based paint requiring environmental remediation. Replacement options range between \$10 - \$15 million and do not make it a cost-effective option.</p> <p>Traffic data was collected and tabulated for the Brooks Rd intersection. It is estimated that less than 2,500 cars per day utilize Brooks Road today (December 2017 traffic counts) with 30-year projections (Year 2048) showing 4,600 cars per day. The Brooks Road overpass operates at less than 15% of capacity. In comparison, Walden Road shows over 19,000 cars per day and S. Major Drive shows 8,950 cars per day for the year 2048. While the traffic data does not support the need for the Brooks Road overpass, alternatives were considered. Three alternatives for the Brooks Road overpass were evaluated. No Build (eliminate overpass), Flip Interchange (I-10 over Brooks Road), and Rebuild Overpass (Brooks Rd over I-10) and the costs associated were \$0, \$15 million and \$10 million, respectively.</p> <p>Previous investment has been made at the Major Drive intersection to accommodate the future</p>

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								<p>growth and economic development in the area. Turnarounds exist at Walden Road and Major Drive, facilitating traffic movements without stops or passing through the intersections. Traffic headed southbound on Brooks Road to eastbound I-10 will utilize the frontage road and travel 1-mile west and use the Major Drive turnaround for a total additional trip length of 2 miles.</p> <p>Access to the area public facilities will not be substantially impacted by the removal of Brooks Road. The westbound frontage road is access controlled and does not have any access points. The eastbound frontage road between S. Major Drive and Walden Road has Ford Park, the Visitor Center, Baseball Fields, and BISD Thomas Center. Westbound traffic accessing Ford Park, the Visitor Center, or Baseball Fields would travel to S. Major Drive and use the turnaround today. This will be unchanged. Westbound traffic accessing BISD Thomas Center would travel to S. Major Drive rather than cross over I-10 at Brooks Road. This would add approximately 2 miles to the trip. Eastbound traffic entering the City of Beaumont from Houston and accessing the public facilities along I-10 currently exit S. Major Drive and stay on the eastbound frontage road to their destination. This would remain unchanged.</p> <p>While Brooks Road overpass will be removed, the proposed design includes using the existing jug-handle ramps at Brooks Road and keeping the overpass embankments in place. This will provide for a possible future Brooks Road overpass should the traffic numbers justify it and a funding source can be identified. The existing ramps will provide for traffic movements for Brooks Road and minimize any additional traffic to the Walden Road intersection. Vehicles travelling westbound from Beaumont desiring to access Brooks Road will cross Walden Road on I-10 and use the existing exit ramp between Walden Road and Brooks Road. Traffic heading eastbound on the frontage road between S. Major Drive and Brooks Road will use the entrance ramp prior to the Walden Road intersection and near the BISD Thomas Center. Maintaining these two ramps will alleviate additional traffic through the Walden Road intersection.</p> <p>The embankment at the Brooks Road intersection will be used to create a gateway space for the City of Beaumont to inform drivers where they are and promote tourism, as it affords an opportunity to advertise features within the region. The identity, character, and brand of the City of Beaumont can be prominently displayed as the nearly 50,000 vehicles per day travel through this location.</p> <p>The proposed design will also include reconstruction and improvement of a portion of the eastbound and westbound frontage roads at Brooks Road. Desirable deceleration lanes for the exiting traffic and acceleration lanes for the entering traffic from Brooks Road to the frontage roads are designed to provide for the safety of all vehicles using Brooks Road.</p>
29	Sheri Brimm		6-Dec-17	Email	No	Brooks Road Overpass	<p>Please reconsider the removal of the Brooks Road overpass. This route allows relief of congestion on Walden Road from not only interstate traffic, but also the school. I am opposed to the removal of the Brooks Road overpass.</p>	<p>TxDOT has reviewed numerous design options for the I-10 corridor. While the existing Brooks Road bridge over I-10 will be removed, design adjustments have been made as a result of the public comments.</p> <p>The TxDOT Transportation Commission adopted a mobility freight plan in January 2016. Section 11.6.5 states, "TxDOT should develop a Bridge Reconstruction and Replacement Program to address deficient bridges, increase vertical clearance to 18 feet 6 inches to accommodate oversize/overweight vehicles and military transportation needs and facilitate efficient movement of people and goods." The existing Brooks Road overpass has a vertical clearance of 15 feet 11 inches and does not meet the adopted criteria of 18 feet 6 inches and contains lead-based paint requiring environmental remediation. Replacement options range between \$10 - \$15 million and do not make it a cost-effective option.</p> <p>Previous investment has been made at the Major Drive intersection to accommodate the future growth and economic development in the area. Turnarounds exist at Walden Road and Major Drive, facilitating traffic movements without stops or passing through the intersections. Traffic headed southbound on Brooks Road to eastbound I-10 will utilize the frontage road and travel 1-mile west and use the Major Drive turnaround for a total additional trip length of 2 miles.</p>

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								<p>While Brooks Road overpass will be removed, the proposed design includes using the existing jug-handle ramps at Brooks Road and keeping the overpass embankments in place. This will provide for a possible future Brooks Road overpass should the traffic numbers justify it and a funding source can be identified. The existing ramps will provide for traffic movements for Brooks Road and minimize any additional traffic to the Walden Road intersection. Vehicles travelling westbound from Beaumont desiring to access Brooks Road will cross Walden Road on I-10 and use the existing exit ramp between Walden Road and Brooks Road. Traffic heading eastbound on the frontage road between S. Major Drive and Brooks Road will use the entrance ramp prior to the Walden Road intersection and near the BISD Thomas Center. Maintaining these two ramps will alleviate additional traffic through the Walden Road intersection.</p> <p>The embankment at the Brooks Road intersection will be used to create a gateway space for the City of Beaumont to inform drivers where they are and promote tourism, as it affords an opportunity to advertise features within the region. The identity, character, and brand of the City of Beaumont can be prominently displayed as the nearly 50,000 vehicles per day travel through this location.</p> <p>The proposed design will also include reconstruction and improvement of a portion of the eastbound and westbound frontage roads at Brooks Road. Desirable deceleration lanes for the exiting traffic and acceleration lanes for the entering traffic from Brooks Road to the frontage roads are designed to provide for the safety of all vehicles using Brooks Road.</p>
30a	Mary Swandollar Rhea	Residential Property Owner	Dec. 5, 2017	Email	No	Brooks Road Overpass	<p>Please do NOT eliminate this overpass. We live in the Willow Creek neighborhood and this is our best access to I-10 east and westbound. Thank you!</p>	<p>TxDOT has reviewed numerous design options for the I-10 corridor. While the existing Brooks Road bridge over I-10 will be removed, design adjustments have been made as a result of the public comments.</p> <p>The TxDOT Transportation Commission adopted a mobility freight plan in January 2016. Section 11.6.5 states, "TxDOT should develop a Bridge Reconstruction and Replacement Program to address deficient bridges, increase vertical clearance to 18 feet 6 inches to accommodate oversize/overweight vehicles and military transportation needs and facilitate efficient movement of people and goods." The existing Brooks Road overpass has a vertical clearance of 15 feet 11 inches and does not meet the adopted criteria of 18 feet 6 inches and contains lead-based paint requiring environmental remediation. Replacement options range between \$10 - \$15 million and do not make it a cost-effective option.</p> <p>Previous investment has been made at the Major Drive intersection to accommodate the future growth and economic development in the area. Turnarounds exist at Walden Road and Major Drive, facilitating traffic movements without stops or passing through the intersections. Traffic headed southbound on Brooks Road to eastbound I-10 will utilize the frontage road and travel 1-mile west and use the Major Drive turnaround for a total additional trip length of 2 miles.</p> <p>While Brooks Road overpass will be removed, the proposed design includes using the existing jug-handle ramps at Brooks Road and keeping the overpass embankments in place. This will provide for a possible future Brooks Road overpass should the traffic numbers justify it and a funding source can be identified. The existing ramps will provide for traffic movements for Brooks Road and minimize any additional traffic to the Walden Road intersection. Vehicles travelling westbound from Beaumont desiring to access Brooks Road will cross Walden Road on I-10 and use the existing exit ramp between Walden Road and Brooks Road. Traffic heading eastbound on the frontage road between S. Major Drive and Brooks Road will use the entrance ramp prior to the Walden Road intersection and near the BISD Thomas Center. Maintaining these two ramps will alleviate additional traffic through the Walden Road intersection.</p> <p>The embankment at the Brooks Road intersection will be used to create a gateway space for the City of Beaumont to inform drivers where they are and promote tourism, as it affords an opportunity to advertise features within the region. The identity, character, and brand of the City of Beaumont can</p>

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								<p>be prominently displayed as the nearly 50,000 vehicles per day travel through this location.</p> <p>The proposed design will also include reconstruction and improvement of a portion of the eastbound and westbound frontage roads at Brooks Road. Desirable deceleration lanes for the exiting traffic and acceleration lanes for the entering traffic from Brooks Road to the frontage roads are designed to provide for the safety of all vehicles using Brooks Road.</p>
30b	Mary Swandollar Rhea	Residential Property Owner	Undated	Mailed Comment	No	Brooks Road Overpass	<p>This overpass and roadway provide easy access to both east and westbound I-10. Walden Rd is too busy with truck traffic.</p>	<p>Previous investment has been made at the Major Drive intersection to accommodate the future growth and economic development in the area. Turnarounds exist at Walden Road and Major Drive, facilitating traffic movements without stops or passing through the intersections. Traffic headed southbound on Brooks Road to eastbound I-10 will utilize the frontage road and travel 1-mile west and use the Major Drive turnaround for a total additional trip length of 2 miles.</p> <p>While Brooks Road overpass will be removed, the proposed design includes using the existing jug-handle ramps at Brooks Road and keeping the overpass embankments in place. This will provide for a possible future Brooks Road overpass should the traffic numbers justify it and a funding source can be identified. The existing ramps will provide for traffic movements for Brooks Road and minimize any additional traffic to the Walden Road intersection. Vehicles travelling westbound from Beaumont desiring to access Brooks Road will cross Walden Road on I-10 and use the existing exit ramp between Walden Road and Brooks Road. Traffic heading eastbound on the frontage road between S. Major Drive and Brooks Road will use the entrance ramp prior to the Walden Road intersection and near the BISD Thomas Center. Maintaining these two ramps will alleviate additional traffic through the Walden Road intersection.</p> <p>The embankment at the Brooks Road intersection will be used to create a gateway space for the City of Beaumont to inform drivers where they are and promote tourism, as it affords an opportunity to advertise features within the region. The identity, character, and brand of the City of Beaumont can be prominently displayed as the nearly 50,000 vehicles per day travel through this location.</p> <p>The proposed design will also include reconstruction and improvement of a portion of the eastbound and westbound frontage roads at Brooks Road. Desirable deceleration lanes for the exiting traffic and acceleration lanes for the entering traffic from Brooks Road to the frontage roads are designed to provide for the safety of all vehicles using Brooks Road.</p>
31	Alice Schwing-Smith	Residential Property Owner	6-Dec-17	Email		Brooks Road Overpass	<p>Mr. Ayres, please find my comments attached concerning the IH-10 improvements, a resident of the Willow Creek Subdivision since 1990. Not only should the Brooks Road/IH-10 bridge not be dismantled, it should be replaced like the Major Drive bridge and the road replaced w/ drainage from IH10 to Major Drive. There are 400 houses in the Willow Creek subdivision as well as public access to the golf course that is also in the subdivision. Closing down Brooks road will cause undo strain on Walden Road especially during school hours. Brooks Road is not only a daily road use bridge/road but it alleviates congestion on Walden and Major Drive when high school football games are played at the Thomas stadium; baseball/softball games and tournaments are played at Ford Park as well as other events such as the State Fair @Ford Park. Also, installing 3 food concrete barriers between Walden and Major will only cause huge flooding problems during storm events. Do you not recall the Hurricane Harvey debacle on IH-10??? In short, I have lived in this</p>	<p>TxDOT has reviewed numerous design options for the I-10 corridor. While the existing Brooks Road bridge over I-10 will be removed, design adjustments have been made as a result of the public comments.</p> <p>The TxDOT Transportation Commission adopted a mobility freight plan in January 2016. Section 11.6.5 states, "TxDOT should develop a Bridge Reconstruction and Replacement Program to address deficient bridges, increase vertical clearance to 18 feet 6 inches to accommodate oversize/overweight vehicles and military transportation needs and facilitate efficient movement of people and goods." The existing Brooks Road overpass has a vertical clearance of 15 feet 11 inches and does not meet the adopted criteria of 18 feet 6 inches and contains lead-based paint requiring environmental remediation. Replacement options range between \$10 - \$15 million and do not make it a cost-effective option.</p> <p>Traffic data was collected and tabulated for the Brooks Rd intersection. It is estimated that less than 2,500 cars per day utilize Brooks Road today (December 2017 traffic counts) with 30-year projections (Year 2048) showing 4,600 cars per day. The Brooks Road overpass operates at less than 15% of capacity. In comparison, Walden Road shows over 19,000 cars per day and S. Major Drive shows 8,950 cars per day for the year 2048. While the traffic data does not support the need for the Brooks Road overpass, alternatives were considered. Three alternatives for the Brooks Road overpass were evaluated. No Build (eliminate overpass), Flip Interchange (I-10 over Brooks Road), and Rebuild Overpass (Brooks Rd over I-10) and the costs associated were \$0, \$15 million and \$10 million, respectively.</p>

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							subdivision since 1990. I use Brooks Road and I10 bridge on a daily basis. I want to see the Brooks Road bridge rebuilt like Major drive and the road itself reconstructed with proper drainage.	<p>Previous investment has been made at the Major Drive intersection to accommodate the future growth and economic development in the area. Turnarounds exist at Walden Road and Major Drive, facilitating traffic movements without stops or passing through the intersections. Traffic headed southbound on Brooks Road to eastbound I-10 will utilize the frontage road and travel 1-mile west and use the Major Drive turnaround for a total additional trip length of 2 miles.</p> <p>Access to the area public facilities will not be substantially impacted by the removal of Brooks Road. The westbound frontage road is access controlled and does not have any access points. The eastbound frontage road between S. Major Drive and Walden Road has Ford Park, the Visitor Center, Baseball Fields, and BISD Thomas Center. Westbound traffic accessing Ford Park, the Visitor Center, or Baseball Fields would travel to S. Major Drive and use the turnaround today. This will be unchanged. Westbound traffic accessing BISD Thomas Center would travel to S. Major Drive rather than cross over I-10 at Brooks Road. This would add approximately 2 miles to the trip. Eastbound traffic entering the City of Beaumont from Houston and accessing the public facilities along I-10 currently exit S. Major Drive and stay on the eastbound frontage road to their destination. This would remain unchanged.</p> <p>While Brooks Road overpass will be removed, the proposed design includes using the existing jug-handle ramps at Brooks Road and keeping the overpass embankments in place. This will provide for a possible future Brooks Road overpass should the traffic numbers justify it and a funding source can be identified. The existing ramps will provide for traffic movements for Brooks Road and minimize any additional traffic to the Walden Road intersection. Vehicles travelling westbound from Beaumont desiring to access Brooks Road will cross Walden Road on I-10 and use the existing exit ramp between Walden Road and Brooks Road. Traffic heading eastbound on the frontage road between S. Major Drive and Brooks Road will use the entrance ramp prior to the Walden Road intersection and near the BISD Thomas Center. Maintaining these two ramps will alleviate additional traffic through the Walden Road intersection.</p> <p>The embankment at the Brooks Road intersection will be used to create a gateway space for the City of Beaumont to inform drivers where they are and promote tourism, as it affords an opportunity to advertise features within the region. The identity, character, and brand of the City of Beaumont can be prominently displayed as the nearly 50,000 vehicles per day travel through this location.</p> <p>The proposed design will also include reconstruction and improvement of a portion of the eastbound and westbound frontage roads at Brooks Road. Desirable deceleration lanes for the exiting traffic and acceleration lanes for the entering traffic from Brooks Road to the frontage roads are designed to provide for the safety of all vehicles using Brooks Road.</p>
32	Jim Enderle		6-Dec-17	Email	Undecided	Safety	I have safety concerns of employees having to leave their parking lots and having to turn into incoming traffic on the Interstate.	<p>TxDOT proposes to improve the safety of I-10 by adding enhanced safety features, including improved safety lighting, a concrete median barrier, inside shoulders, and a fog detection and alert system. TxDOT has a policy of eliminating two-way frontage roads. The partial two-way frontage road in front of Goodyear would be converted to one-way west of Smith Road by replacing the Boyt Road overpass with a partial interchange that includes a westbound exit ramp and eastbound entrance ramp.</p> <p>In response to public comments concerning access to Goodyear, an auxiliary lane was added to the design between the eastbound entrance ramp from Boyt Road and the eastbound exit ramp to Goodyear and Smith Road. Traffic using this route would not be required to enter the freeway mainlanes.</p> <p>I-10 is a controlled access facility. Therefore, driveways are not allowed to enter mainlane freeway traffic. Of particular concern is the eastbound frontage road between S. Major Drive and Walden Road. The original traffic control sequencing plan had the eastbound mainlane traffic shifted to the</p>

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								existing eastbound frontage road during project construction. This would affect the access to Ford Park, Visitor Center, Baseball Fields, and BISD Thomas Center and have significant impacts on the facilities' operations. Therefore, the traffic control sequence of construction has been analyzed and revised to maintain the existing 2-lane eastbound access road throughout the project construction and keep the mainlane traffic separated from the traffic accessing the facilities along the eastbound frontage road.
33	Thomas Patchimrat		6-Dec-17	Email		Brooks Road Overpass	I went to the open house (for I-10 FM 365 to Walden) last night. It was very informative. Good job! I live near Walden and Major. Please reconsider removing the Brooks Road overpass. I use it when traffic backs up and when going to the BISD stadium. Thanks.	<p>While Brooks Road overpass will be removed, the proposed design includes using the existing jug-handle ramps at Brooks Road and keeping the overpass embankments in place. This will provide for a possible future Brooks Road overpass should the traffic numbers justify it and a funding source can be identified. The existing ramps will provide for traffic movements for Brooks Road and minimize any additional traffic to the Walden Road intersection. Vehicles travelling westbound from Beaumont desiring to access Brooks Road will cross Walden Road on I-10 and use the existing exit ramp between Walden Road and Brooks Road. Traffic heading eastbound on the frontage road between S. Major Drive and Brooks Road will use the entrance ramp prior to the Walden Road intersection and near the BISD Thomas Center. Maintaining these two ramps will alleviate additional traffic through the Walden Road intersection.</p> <p>The embankment at the Brooks Road intersection will be used to create a gateway space for the City of Beaumont to inform drivers where they are and promote tourism, as it affords an opportunity to advertise features within the region. The identity, character, and brand of the City of Beaumont can be prominently displayed as the nearly 50,000 vehicles per day travel through this location.</p> <p>The proposed design will also include reconstruction and improvement of a portion of the eastbound and westbound frontage roads at Brooks Road. Desirable deceleration lanes for the exiting traffic and acceleration lanes for the entering traffic from Brooks Road to the frontage roads are designed to provide for the safety of all vehicles using Brooks Road.</p>
34	Lynn Cherry	Residential Property Owner	Dec. 5, 2017	Email	No	Access	Resident since 1990. I do Not support the proposal. We are a community of 400+ single family homes. Restricted access to I10 in emergency situation. Restricted access into the neighborhood during emergency situations. Thus increasing response time into or out of our neighborhood. Increases traffic on Walden Road (school zone). Decreases access to Ford Park and Carroll Thomas Stadium. I did not have access to the form. Hope my opinion counts.	<p>While Brooks Road overpass will be removed, the proposed design includes using the existing jug-handle ramps at Brooks Road and keeping the overpass embankments in place. This will provide for a possible future Brooks Road overpass should the traffic numbers justify it and a funding source can be identified. The existing ramps will provide for traffic movements for Brooks Road and minimize any additional traffic to the Walden Road intersection. Vehicles travelling westbound from Beaumont desiring to access Brooks Road will cross Walden Road on I-10 and use the existing exit ramp between Walden Road and Brooks Road. Traffic heading eastbound on the frontage road between S. Major Drive and Brooks Road will use the entrance ramp prior to the Walden Road intersection and near the BISD Thomas Center. Maintaining these two ramps will alleviate additional traffic through the Walden Road intersection.</p> <p>EMS response times will not be increased due to the removal of Brooks Road. Response routes and times were tabulated using the Brooks Road overpass to the Willow Creek Subdivision, Ford Park/Visitors Center, Baseball Fields/Gulf Coast RV, and BISD Thomas Center. In each case as shown below, the response times are shorter using SH 124 (Fannett Road) in comparison to using the Brooks Road overpass.</p>
35	Garland and Kathy Tredway		6-Dec-17	Email		Brooks Road Overpass	We live on Champions Drive in Willow Creek and use Brooks Road all the time. Please do not close.	<p>While Brooks Road overpass will be removed, the proposed design includes using the existing jug-handle ramps at Brooks Road and keeping the overpass embankments in place. This will provide for a possible future Brooks Road overpass should the traffic numbers justify it and a funding source can be identified. The existing ramps will provide for traffic movements for Brooks Road and minimize any additional traffic to the Walden Road intersection. Vehicles travelling westbound from Beaumont desiring to access Brooks Road will cross Walden Road on I-10 and use the existing exit ramp between Walden Road and Brooks Road. Traffic heading eastbound on the frontage road between S. Major Drive and Brooks Road will use the entrance ramp prior to the Walden Road intersection and near the BISD Thomas Center. Maintaining these two ramps will alleviate additional traffic through the Walden Road intersection.</p>

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36	Brent W. Coon		7-Dec-17	Email		Brooks Road Overpass	<p>Scott, It has come to my attention TxDOT is considering removal of the I-10 overpass of Brooks road as part of a widening project. In addition to being a resident only a few hundred yards from the convenience of this overpass, I am the owner of the golf course and event center right off of Brooks road. We get literally tens of thousands of guests here every year, and many utilize to convenience of the Brooks road overpass. In addition, this area has grown by over 1000 homes and will continue to do so as a result of the new school here, proximity to freeway, and a wide area of infrastructure community support with restaurant, retailers, and others locating here. The areas adjacent to the freeway here face heavy traffic patterns along the freeway and service roads with the Ford Park Events complex, (which holds 15,000 plus), the regional baseball complex, the new football stadium (which holds over 5,000) the 10 theatre movie complex, and a half dozen hotels that have located in recent years just in the Walden to Major stretch. Brooks is the only crossing between them, and denying access there is going to create immediate traffic problems and compound them down the road as the Southwestern section of town continues to grow as a result of limited other space and the addition of access/service roads now built along this stretch as well (not to mention the recent widening of Major drive and Walden road). Walden also has the problem of extensive new residential development creating traffic patterns and the new school, which also involves a necessary students crossing the kids there. All of these present issues, as well as future ones, strongly suggest the continued access of a crossing on I-10 at Brooks. This is all just discussing the present situation on the areas IMMEDIATELY adjacent to this corridor, but the extension of residential development along this last underdeveloped section of town along the freeway as well as continued transition of agricultural lands on both sides of this area will exponentially increase traffic patterns over the next decade.</p> <p>The YMBL State Fair at the Ford Park complex alone brings in 500,000 visitors over the 10 day period. Traffic at Major is at a standstill when this occurs, as well as any time there is a major concert or other event, which occurs weekly if not more</p>	<p>TxDOT has reviewed numerous design options for the I-10 corridor. While the plan is to remove the existing Brooks Road bridge over I-10, design adjustments have been made as a result of the public comments.</p> <p>The TxDOT Transportation Commission adopted a mobility freight plan in January 2016. Section 11.6.5 states, "TxDOT should develop a Bridge Reconstruction and Replacement Program to address deficient bridges, increase vertical clearance to 18 feet 6 inches to accommodate oversize/overweight vehicles and military transportation needs and facilitate efficient movement of people and goods." The existing Brooks Road overpass has a vertical clearance of 15 feet 11 inches and does not meet the adopted criteria of 18 feet 6 inches.</p> <p>Traffic data was collected and tabulated for the Brooks Rd intersection. It is estimated that less than 2,500 cars per day utilize Brooks Road today (December 2017 traffic count) with 30-year projections (Year 2048) showing 4,600 cars per day. In comparison, Walden Road shows over 19,000 cars per day and S. Major Drive shows 8,950 cars per day for the year 2048. While the traffic data does not support the need for the Brooks Road overpass, alternatives were considered. Three alternatives for the Brooks Road overpass were evaluated. No Build (eliminate overpass), Flip Interchange (I-10 over Brooks Road), and Rebuild Overpass (Brooks Rd over I-10) and the costs associated were \$0, \$15 million and \$10 million, respectively.</p> <p>Previous investment has been made at the Major Drive intersection to accommodate the future growth and economic development in the area. Turnarounds exist at Walden Road and Major Drive, facilitating traffic movements without stops or passing through the intersections. Traffic headed southbound on Brooks Road to eastbound I-10 will utilize the frontage road and travel 1-mile west and use the Major Drive turnaround for a total additional trip length of 2 miles.</p> <p>Access to the area public facilities will not be substantially impacted by the removal of Brooks Road. The westbound frontage road is access controlled and does not have any access points. The eastbound frontage road between S. Major Drive and Walden Road has Ford Park, the Visitor Center, Baseball Fields, and BISD Thomas Center. Westbound traffic accessing Ford Park, the Visitor Center, or Baseball Fields would travel to S. Major Drive and use the turnaround today. This will be unchanged. Westbound traffic accessing BISD Thomas Center would travel to S. Major Drive rather than cross over I-10 at Brooks Road. This would add approximately 2 miles to the trip. Eastbound traffic entering the City of Beaumont from Houston and accessing the public facilities along I-10 currently exit S. Major Drive and stay on the eastbound frontage road to their destination. This would remain unchanged.</p> <p>While Brooks Road overpass will be removed, the proposed design includes keeping the westbound exit ramp and eastbound entrance ramp east of Brooks Road. These two ramps will provide for traffic movements for Brooks Road and minimize any additional traffic to the Walden Road intersection. Vehicles travelling westbound from Beaumont desiring to access Brooks Road will cross Walden Road on I-10 and use the existing exit ramp between Walden Road and Brooks Road. Traffic heading eastbound on the frontage road between S. Major Drive and Brooks Road will use the entrance ramp prior to the Walden Road intersection and near the BISD Thomas Center. Maintaining these two ramps will alleviate additional traffic through the Walden Road intersection.</p> <p>The proposed design will also include reconstruction and improvement of a portion of the eastbound and westbound frontage roads at Brooks Road. Desirable deceleration lanes for the exiting traffic and acceleration lanes for the entering traffic from Brooks Road to the frontage roads are designed</p>

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							<p>often. This crossing needs to stay in place. We are addressing these concerns with City Council, the County Commissioners, and the major stakeholders in the area for further feedback to TxDOT. Thanks for the consideration.</p>	<p>to provide for safe operation.</p> <p>It is not expected that removal of the Brooks Road overpass would cause traffic congestion.</p> <p>While the Brooks Road overpass is not justified today, we have made design revisions based on the public comments received. The original design included the removal of the existing overpass embankments and tying the proposed Brooks Road connections into the frontage roads at a "T" intersection. This would make it more difficult to add an overpass at a later time. Considering the comments received, TxDOT revised the design to keep the existing overpass embankments and to utilize the existing jug-handle ramps for connecting Brooks Road to the frontage roads. This would allow for a future I-10 underpass at Brooks Road, should the traffic data and area development justify the need, and a funding source can be identified. A City of Beaumont gateway space would be created at the Brooks Road intersection.</p> <p>I-10 is a controlled access facility. Therefore, driveways are not allowed to enter mainlane freeway traffic. Of particular concern is the eastbound frontage road between S. Major Drive and Walden Road. The original traffic control sequencing plan had the eastbound mainlane traffic shifted to the existing eastbound frontage road during project construction. This would affect the access to Ford Park, Visitor Center, Baseball Fields, and BISD Thomas Center and have significant impacts on the facilities' operations. Therefore, the traffic control sequence of construction has been analyzed and revised to maintain the existing 2-lane eastbound access road throughout the project construction and keep the mainlane traffic separated from the traffic accessing the facilities along the eastbound frontage road.</p> <p>Also, TxDOT is aware of the South Texas State Fair held at Ford Park each year near the end of March. TxDOT also understands the positive economic impact for Jefferson County and the City of Beaumont. The project construction sequencing will have work restrictions and possible milestones incentives/disincentives to insure the event can be accommodated and impacts to traffic will be minimized.</p>
37a	Mike Goodeaux		7-Dec-17	Email		Truck Traffic	<p>1. Truck and small car traffic in front of the Goodyear and Total Chemical plants going to Smith Road will at least quadruple, due to the "Love's" fuel station and other Smith road traffic. The location of the exit relative to Smith Road and the two plants will lead to trucks and cars driving high speeds directly in front of both plants. 100 small cars/trucks and 50 semi-trucks exit the plants via that feeder road. This will certainly lead to increased risk at plant exit onto I-10 feeder.</p> <p>a. The GOAL</p> <p>i. Keep as much "non-plant" traffic off of the feeder that passes directly in front of the plants</p> <p>ii. Reduce potential for collisions of trucks containing flammable/explosive materials</p> <p>b. One solution</p> <p>i. Extend the feeder road from Boyt to Smith</p> <p>ii. Relocate the Eastbound exit to the plants west of Boyt Road</p> <p>iii. Relocate the Smith Road exit (from I-</p>	<p>TxDOT had a project suggestion from the public meeting that is already being implemented to reduce travel time to Goodyear and Total. This option is explained in further detail below. Currently, an existing 2-way frontage (access) road exists west of Smith Road and south of I-10, and services Smith Road and the Goodyear and Total Chemical Plants. TxDOT's policy outlined in the TxDOT Roadway Design Manual under Section 6 is to eliminate all existing two-way frontage roads as the adjacent highways are reconstructed or rehabilitated.</p> <p>According to the TxDOT Roadway Design Manual, two-way frontage road operations have the following disadvantages:</p> <ul style="list-style-type: none"> Higher crash rates are normally experienced when the frontage roads are two-way. In large part, this is because of the risk of essentially head-on collisions at the ramp intersection with the 2-way frontage road. Increased potential for wrong-way entry to the mainlanes. The intersections of the frontage roads with the arterials are much more complicated. Left turns from the arterial onto the frontage road must be accommodated from both directions. Accordingly, the signal phasing and sequencing options normally available at signalized diamond interchanges cannot be used. The overall traffic-carrying capacity of the frontage roads is substantially less than if the same facility were re-stripped for one-way operation. <p>Existing two-way frontage roads should be converted to one-way operation when one or more of the following conditions occur.</p> <ul style="list-style-type: none"> Queuing on the frontage road approach routinely backs up from the arterial intersection to

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							<p>10 Eastbound) downstream of the plants</p> <p>2. Extra miles caused by “improvements”</p> <p>a. Elimination of the two-way feeder between Smith Road and the two chemical plants adds ~ 10 miles per day per driver (next exit is 365. ~ 5 miles West of Smith Road)</p> <p>b. X100 cars per day adds 1,000 miles per day driving to the plant</p> <p>c. X365 days = 365,000 miles per year</p> <p>d. The GOAL – Eliminate extra miles</p> <p>e. Possible solutions/patches</p> <p>i. Keep the two way or add a 2nd “feeder” for the plant</p> <p>ii. Create the Boyt Road exit from Westbound I-10 and Eastbound I-10 entrance from Boyt Road (cuts the “extra” driving by half)</p>	<p>within 100 ft. of a freeway entrance or exit ramp gore.</p> <ul style="list-style-type: none"> The level-of-service of a signalized intersection of the frontage road and the arterial drops below level-of-service C. Queuing in the counter-flow direction (i.e. that which would not exist if the frontage road were one-way) routinely backs up from the stop line at a freeway entrance or exit ramp to within 100 ft. of the arterial street. Accident rate comparisons are above the statewide average accident rate for two-way frontage roads. Major freeway reconstruction or rehabilitation is occurring in a developed or developing area. <p>The Smith Road partial cloverleaf (jug handle) overpass functions with 2-way ramps. Trucks and vehicles travelling westbound from Beaumont must exit and travel the westbound jug handle for Smith Road and come to a Stop Sign condition on the north side of I-10. They travel over I-10 and use the eastbound jug handle to access the 2-way frontage road at a Stop Sign condition on the south side of I-10. With the opening of the Love’s Truck Stop and as development continues to occur at the Smith Road intersection, this movement will become more difficult and add significant time to each trip and may cause more backups with truck traffic.</p> <p>With the conversion of the two-way frontage road to one-way, we reviewed the travel distances and impacts. The next interchange to the west with exit ramps to allow a U-turn is FM 365. This would add over 10 miles to a trip for vehicles travelling westbound from Beaumont wanting to access Goodyear or Total. Therefore, we developed a plan to reconstruct the Boyt Road overpass and provide a westbound exit ramp and an eastbound entrance ramp with auxiliary lane to the new one-way eastbound frontage road. Therefore, traffic travelling westbound will experience an approximate 4-mile increase in distance, but they will not have to navigate the congested traffic conditions at Smith Road. The auxiliary lane will keep Goodyear and Total traffic, using the Boyt Road overpass, from entering the freeway mainlanes.</p> <p>Goodyear and Total traffic heading eastbound to Beaumont will see no change in their access or commute as they use the proposed exit ramp east of Boyt Road. Goodyear and Total traffic leaving the plant heading eastbound wanting to access westbound mainlanes to Houston will use a proposed U-turn at Smith Road. The U-turn will allow traffic to turn around and avoid the intersection. This will provide a much easier movement from how they currently have to use the jug handles to access the westbound mainlanes today.</p>
38	Hazel Adair	Residential Property Owner	8-Dec-17	Email	No	Brooks Road Overpass	I use the Brooks Rd overpass to exit from my residence. Would be very inconvenient to not have it.	<p>While Brooks Road overpass will be removed, the proposed design includes keeping the westbound exit ramp and eastbound entrance ramp east of Brooks Road. These two ramps will provide for traffic movements for Brooks Road and minimize any additional traffic to the Walden Road intersection. Vehicles travelling westbound from Beaumont desiring to access Brooks Road will cross Walden Road on I-10 and use the existing exit ramp between Walden Road and Brooks Road. Traffic heading eastbound on the frontage road between S. Major Drive and Brooks Road will use the entrance ramp prior to the Walden Road intersection and near the BIRD Thomas Center. Maintaining these two ramps will alleviate additional traffic through the Walden Road intersection.</p>
39	L. Scott Wolfe	Residential Property Owner	11-Dec-17	Email	Yes	Brooks Road Overpass	I oppose the removal of Brook Rd overpass. I believe there are several hundred users/day. It’s a bypass during Fair and events. Access all the way to college before east of airport. Extend plan a few hundred feet to tie into the 3 lanes transitioning into Hwy 69 interchange.	<p>TxDOT has reviewed numerous design options for the I-10 corridor. While TxDOT does plan to remove the existing Brooks Road bridge over I-10, design adjustments have been made as a result of the public comments.</p> <p>The TxDOT Transportation Commission adopted a mobility freight plan in January 2016. Section 11.6.5 states, “TxDOT should develop a Bridge Reconstruction and Replacement Program to address deficient bridges, increase vertical clearance to 18 feet 6 inches to accommodate oversize/overweight vehicles and military transportation needs and facilitate efficient movement of people and goods.” The existing Brooks Road overpass has a vertical clearance of 15 feet 11 inches and does not meet the adopted criteria of 18 feet 6 inches.</p> <p>Traffic data was collected and tabulated for the Brooks Rd intersection. It is estimated that less than 2,500 cars per day utilize Brooks Road today (December 2017 traffic count) with 30-year projections</p>

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								<p>(Year 2048) showing 4,600 cars per day. In comparison, Walden Road shows over 19,000 cars per day and S. Major Drive shows 8,950 cars per day for the year 2048. While the traffic data does not support the need for the Brooks Road overpass, alternatives were considered. Three alternatives for the Brooks Road overpass were evaluated. No Build (eliminate overpass), Flip Interchange (I-10 over Brooks Road), and Rebuild Overpass (Brooks Rd over I-10) and the costs associated were \$0, \$15 million and \$10 million, respectively.</p> <p>While the Brooks Road overpass is not justified today, TxDOT has made design revisions based on the public comments received. The original design included the removal of the existing overpass embankments and tying the proposed Brooks Road connections into the frontage roads at a "T" intersection. This would make it more difficult to add an overpass at a later time. Considering the comments received, TxDOT revised the design to keep the existing overpass embankments and to utilize the existing jug-handle ramps for connecting Brooks Road to the frontage roads. This would allow for a future I-10 underpass at Brooks Road, should the traffic data and area development justify the need, and a funding source can be identified. A City of Beaumont gateway space would be created at the Brooks Road intersection.</p>
40	Raylene Lapierre	Residential Property Owner	11-Dec-17	Email	Yes	Brooks Road Overpass	<p>Attached is my completed comment form regarding the I-10 improvements. I adamantly oppose the removal of the Brooks Rd overpass although I agree with the other improvements. With the exception of removing the Brooks Rd overpass – I oppose that part of the project. This overpass is a necessity I use this exit /overpass every day to get in and out of my subdivision. I do not use Walden because it is so backed up with the School and Major exit is out of the way and absolutely impossible with traffic if anything is happening at Ford Park. Removing the Brooks Rd overpass is a bad idea as it will push more traffic onto Walden and Mayor which is already bottlenecked. Keep the Brooks Rd overpass!</p>	<p>TxDOT has reviewed numerous design options for the I-10 corridor. While the plan is to remove the existing Brooks Road bridge over I-10, design adjustments have been made as a result of the public comments.</p> <p>The TxDOT Transportation Commission adopted a mobility freight plan in January 2016. Section 11.6.5 states, "TxDOT should develop a Bridge Reconstruction and Replacement Program to address deficient bridges, increase vertical clearance to 18 feet 6 inches to accommodate oversize/overweight vehicles and military transportation needs and facilitate efficient movement of people and goods." The existing Brooks Road overpass has a vertical clearance of 15 feet 11 inches and does not meet the adopted criteria of 18 feet 6 inches.</p> <p>Traffic data was collected and tabulated for the Brooks Rd intersection. It is estimated that less than 2,500 cars per day utilize Brooks Road today (December 2017 traffic count) with 30-year projections (Year 2048) showing 4,600 cars per day. In comparison, Walden Road shows over 19,000 cars per day and S. Major Drive shows 8,950 cars per day for the year 2048. While the traffic data does not support the need for the Brooks Road overpass, alternatives were considered. Three alternatives for the Brooks Road overpass were evaluated. No Build (eliminate overpass), Flip Interchange (I-10 over Brooks Road), and Rebuild Overpass (Brooks Rd over I-10) and the costs associated were \$0, \$15 million and \$10 million, respectively.</p> <p>Previous investment has been made at the Major Drive intersection to accommodate the future growth and economic development in the area. Turnarounds exist at Walden Road and Major Drive, facilitating traffic movements without stops or passing through the intersections. Traffic headed southbound on Brooks Road to eastbound I-10 will utilize the frontage road and travel 1-mile west and use the Major Drive turnaround for a total additional trip length of 2 miles.</p> <p>Access to the area public facilities will not be substantially impacted by the removal of Brooks Road. The westbound frontage road is access controlled and does not have any access points. The eastbound frontage road between S. Major Drive and Walden Road has Ford Park, the Visitor Center, Baseball Fields, and BISD Thomas Center. Westbound traffic accessing Ford Park, the Visitor Center, or Baseball Fields would travel to S. Major Drive and use the turnaround today. This will be unchanged. Westbound traffic accessing BISD Thomas Center would travel to S. Major Drive rather than cross over I-10 at Brooks Road. This would add approximately 2 miles to the trip. Eastbound traffic entering the City of Beaumont from Houston and accessing the public facilities along I-10 currently exit S. Major Drive and stay on the eastbound frontage road to their destination. This would remain unchanged.</p> <p>While Brooks Road overpass will be removed, the proposed design includes keeping the westbound exit ramp and eastbound entrance ramp east of Brooks Road. These two ramps will provide for</p>

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								<p>traffic movements for Brooks Road and minimize any additional traffic to the Walden Road intersection. Vehicles travelling westbound from Beaumont desiring to access Brooks Road will cross Walden Road on I-10 and use the existing exit ramp between Walden Road and Brooks Road. Traffic heading eastbound on the frontage road between S. Major Drive and Brooks Road will use the entrance ramp prior to the Walden Road intersection and near the BISD Thomas Center. Maintaining these two ramps will alleviate additional traffic through the Walden Road intersection.</p> <p>The proposed design will also include reconstruction and improvement of a portion of the eastbound and westbound frontage roads at Brooks Road. Desirable deceleration lanes for the exiting traffic and acceleration lanes for the entering traffic from Brooks Road to the frontage roads are designed to provide for safe operation.</p> <p>It is not expected that removal of the Brooks Road overpass would cause traffic congestion.</p>
41	Richard Evans	Residential Property Owner	8-Dec-17	Mailed Comment	No	Brooks Road Overpass	My wife, I and our neighbors use Brooks Road to access I-10 eastbound to go to work and shop in Beaumont on a daily basis. Please don't remove the overpass and extend our commute into town.	Previous investment has been made at the Major Drive intersection to accommodate the future growth and economic development in the area. Turnarounds exist at Walden Road and Major Drive, facilitating traffic movements without stops or passing through the intersections. Traffic headed southbound on Brooks Road to eastbound I-10 will utilize the frontage road and travel 1-mile west and use the Major Drive turnaround for a total additional trip length of 2 miles.
42	Doreen J Hammer	Residential Property Owner	1-Dec-17	Mailed Comment	No	Brooks Road Overpass	I oppose the closing of the Brooks Rd overpass @ I10. Jefferson County	Comment noted.
43	Pamela Jack		Dec. 5, 2017	Email	Yes	Support for Project	After reviewing the information we are in full support of the project, including the removal of the overpass at Brooks Rd. The overpass does not serve any significant purpose related to daily travel, emergency response, or daily school activities. Thank you for all TxDOT does!	Comment noted.
44	Patti Calhoun	Residential Property Owner	11-Dec-17	Mailed Comment	No	Traffic	We do not need increased traffic on Walden Road, or the intersections of Walden and I10. I do not see the need to spend tax payers money on this project which doesn't seem to be necessary.	<p>TxDOT has reviewed numerous design options for the I-10 corridor. While the plan is to remove the existing Brooks Road bridge over I-10, design adjustments have been made as a result of the public comments.</p> <p>The TxDOT Transportation Commission adopted a mobility freight plan in January 2016. Section 11.6.5 states, "TxDOT should develop a Bridge Reconstruction and Replacement Program to address deficient bridges, increase vertical clearance to 18 feet 6 inches to accommodate oversize/overweight vehicles and military transportation needs and facilitate efficient movement of people and goods." The existing Brooks Road overpass has a vertical clearance of 15 feet 11 inches and does not meet the adopted criteria of 18 feet 6 inches.</p> <p>Traffic data was collected and tabulated for the Brooks Rd intersection. It is estimated that less than 2,500 cars per day utilize Brooks Road today (December 2017 traffic counts) with 30-year projections (Year 2048) showing 4,600 cars per day. In comparison, Walden Road shows over 19,000 cars per day and S. Major Drive shows 8,950 cars per day for the year 2048. While the traffic data does not support the need for the Brooks Road overpass, alternatives were considered. Three alternatives for the Brooks Road overpass were evaluated. No Build (eliminate overpass), Flip Interchange (I-10 over Brooks Road), and Rebuild Overpass (Brooks Rd over I-10) and the costs associated were \$0, \$15 million and \$10 million, respectively.</p> <p>Previous investment has been made at the Major Drive intersection to accommodate the future growth and economic development in the area. Turnarounds exist at Walden Road and Major Drive, facilitating traffic movements without stops or passing through the intersections. Traffic headed southbound on Brooks Road to eastbound I-10 will utilize the frontage road and travel 1-mile west and use the Major Drive turnaround for a total additional trip length of 2 miles.</p> <p>Access to the area public facilities will not be substantially impacted by the removal of Brooks Road.</p> <p>While Brooks Road overpass will be removed, the proposed design includes keeping the westbound exit ramp and eastbound entrance ramp east of Brooks Road. These two ramps will provide for traffic movements for Brooks Road and minimize any additional traffic to the Walden Road intersection. Vehicles travelling westbound from Beaumont desiring to access Brooks Road will cross</p>

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								Walden Road on I-10 and use the existing exit ramp between Walden Road and Brooks Road. Traffic heading eastbound on the frontage road between S. Major Drive and Brooks Road will use the entrance ramp prior to the Walden Road intersection and near the BISS Thomas Center. Maintaining these two ramps will alleviate additional traffic through the Walden Road intersection. It is not expected that removal of the Brooks Road overpass would cause traffic congestion.
45	Francesca Crain	Residential Property Owner	29-Dec-17	Mailed Comment	No	Brooks Road Overpass	Just moved to the area and was very happy that the Brooks Rd overpass was accessible to the I-10. Would be greatly disappointed if it were to close!	TxDOT proposes to remove the Brooks Road overpass bridge and keep the existing entrance and exit ramps between Brooks Road and Walden Road. The existing overpass at Brooks Road cannot remain in place. Built in 1961 and over 50 years old, the overpass is designated functionally obsolete by bridge inspection standards. The Brooks Road overpass does not meet current design standards of 18-ft 5 in. clearance and contains lead-based paint requiring environmental remediation. Traffic volumes using the Brooks Road overpass do not warrant an overpass structure today. TxDOT obtained traffic counts in December 2017 verifying that less than 2,500 cars per day use the overpass and the overpass operates at less than 15% of capacity.
46	Benjamin Crain	Residential Property Owner	22-Dec-17	Mailed Comment	No	Brooks Road Overpass	We frequently use the Brooks Rd overpass. Please do no close this overpass.	TxDOT proposes to remove the Brooks Road overpass bridge and keep the existing entrance and exit ramps between Brooks Road and Walden Road. The existing overpass at Brooks Road cannot remain in place. Built in 1961 and over 50 years old, the overpass is designated functionally obsolete by bridge inspection standards. The Brooks Road overpass does not meet current design standards of 18-ft 5 in. clearance and contains lead-based paint requiring environmental remediation. Traffic volumes using the Brooks Road overpass do not warrant an overpass structure today. TxDOT obtained traffic counts in December 2017 verifying that less than 2,500 cars per day use the overpass and the overpass operates at less than 15% of capacity.
47	Patrick Barton	Residential Property Owner	22-Dec-17	Mailed Comment	No	Brooks Road Overpass	The Brooks road overpass is used too much to just do away with it. It is clear to me that TxDOT did not research this prior to making this decision.	<p>Traffic data was collected and tabulated for the Brooks Road intersection. It is estimated that less than 2,500 cars per day utilize Brooks Road today (December 2017 traffic count) with 30-year projections (Year 2048) showing 4,600 cars per day. In comparison, Walden Road shows over 19,000 cars per day and S. Major Drive shows 8,950 cars per day for the year 2048. While the traffic data does not support the need for the Brooks Road overpass, alternatives were considered. Three alternatives for the Brooks Road overpass were evaluated. No Build (eliminate overpass), Flip Interchange (I-10 over Brooks Road), and Rebuild Overpass (Brooks Rd over I-10) and the costs associated were \$0, \$15 million and \$10 million, respectively.</p> <p>While the Brooks Road overpass is not justified today, TxDOT has made design revisions based on the public comments received. The original design included the removal of the existing overpass embankments and tying the proposed Brooks Road connections into the frontage roads at a "T" intersection. This would make it more difficult to add an overpass at a later time. Considering the comments received, we revised the design to keep the existing overpass embankments and to utilize the existing jug-handle ramps for connecting Brooks Road to the frontage roads. This would allow for a future I-10 underpass at Brooks Road, should the traffic data and area development justify the need, and a funding source can be identified. A City of Beaumont gateway space would be created at the Brooks Road intersection.</p>
48	William Nantz	Residential Property Owner	21-Dec-17	Mailed Comment	No	Brooks Road Overpass	The Brooks Road overpass must be rebuilt as part of the IH-10 widening project. There is heavy annual use of the overpass including access to football, soccer, baseball and softball games plus the RV Park and SE Texas State Fair and other event at Ford Park. Why are the overpasses in west Jefferson county on IH-10 being rebuilt when their use must be much less than that at Brooks Road? Was a use study ever conducted at all the overpasses?	<p>Traffic data was collected and tabulated for the Brooks Rd intersection. It is estimated that less than 2,500 cars per day utilize Brooks Road today (December 2017 traffic count) with 30-year projections (Year 2048) showing 4,600 cars per day. In comparison, Walden Road shows over 19,000 cars per day and S. Major Drive shows 8,950 cars per day for the year 2048. While the traffic data does not support the need for the Brooks Road overpass, alternatives were considered. Three alternatives for the Brooks Road overpass were evaluated. No Build (eliminate overpass), Flip Interchange (I-10 over Brooks Road), and Rebuild Overpass (Brooks Rd over I-10) and the costs associated were \$0, \$15 million and \$10 million, respectively.</p> <p>Previous investment has been made at the Major Drive intersection to accommodate the future growth and economic development in the area. Turnarounds exist at Walden Road and Major Drive, facilitating traffic movements without stops or passing through the intersections. Traffic headed</p>

Committer Number	Committer Name	Interest in Project	Date Received	Source	Support Project?	Topic	Comment	Response
								<p>southbound on Brooks Road to eastbound I-10 will utilize the frontage road and travel 1-mile west and use the Major Drive turnaround for a total additional trip length of 2 miles.</p> <p>Access to the area public facilities will not be substantially impacted by the removal of Brooks Road. The westbound frontage road is access controlled and does not have any access points. The eastbound frontage road between S. Major Drive and Walden Road has Ford Park, the Visitor Center, Baseball Fields, and BISD Thomas Center. Westbound traffic accessing Ford Park, the Visitor Center, or Baseball Fields would travel to S. Major Drive and use the turnaround today. This will be unchanged. Westbound traffic accessing BISD Thomas Center would travel to S. Major Drive rather than cross over I-10 at Brooks Road. This would add approximately 2 miles to the trip. Eastbound traffic entering the City of Beaumont from Houston and accessing the public facilities along I-10 currently exit S. Major Drive and stay on the eastbound frontage road to their destination. This would remain unchanged.</p> <p>While the Brooks Road overpass is not justified today, TxDOT has made design revisions based on the public comments received. The original design included the removal of the existing overpass embankments and tying the proposed Brooks Road connections into the frontage roads at a "T" intersection. This would make it more difficult to add an overpass at a later time. Considering the comments received, TxDOT revised the design to keep the existing overpass embankments and to utilize the existing jug-handle ramps for connecting Brooks Road to the frontage roads. This would allow for a future I-10 underpass at Brooks Road, should the traffic data and area development justify the need, and a funding source can be identified. A City of Beaumont gateway space would be created at the Brooks Road intersection.</p>
49	Shirley Nantz	Residential Property Owner	Dec 21 2017	Mailed Comment	No	Brooks Road Overpass	<p>Traffic on Brooks Road and the overpass is constant and at times heavy. Lots of sporting events. Why would you even consider not rebuilding the overpass? The ones near Winnie have much less use and you're rebuilding them. Rebuild the overpass!!</p>	<p>Traffic data was collected and tabulated for the Brooks Rd intersection. It is estimated that less than 2,500 cars per day utilize Brooks Road today (December 2017 traffic counts) with 30-year projections (Year 2048) showing 4,600 cars per day. In comparison, Walden Road shows over 19,000 cars per day and S. Major Drive shows 8,950 cars per day for the year 2048. While the traffic data does not support the need for the Brooks Road overpass, alternatives were considered. Three alternatives for the Brooks Road overpass were evaluated. No Build (eliminate overpass), Flip Interchange (I-10 over Brooks Road), and Rebuild Overpass (Brooks Rd over I-10) and the costs associated were \$0, \$15 million and \$10 million, respectively.</p> <p>Previous investment has been made at the Major Drive intersection to accommodate the future growth and economic development in the area. Turnarounds exist at Walden Road and Major Drive, facilitating traffic movements without stops or passing through the intersections. Traffic headed southbound on Brooks Road to eastbound I-10 will utilize the frontage road and travel 1-mile west and use the Major Drive turnaround for a total additional trip length of 2 miles.</p> <p>Access to the area public facilities will not be substantially impacted by the removal of Brooks Road. The westbound frontage road is access controlled and does not have any access points. The eastbound frontage road between S. Major Drive and Walden Road has Ford Park, the Visitor Center, Baseball Fields, and BISD Thomas Center. Westbound traffic accessing Ford Park, the Visitor Center, or Baseball Fields would travel to S. Major Drive and use the turnaround today. This will be unchanged. Westbound traffic accessing BISD Thomas Center would travel to S. Major Drive rather than cross over I-10 at Brooks Road. This would add approximately 2 miles to the trip. Eastbound traffic entering the City of Beaumont from Houston and accessing the public facilities along I-10 currently exit S. Major Drive and stay on the eastbound frontage road to their destination. This would remain unchanged.</p> <p>While the Brooks Road overpass is not justified today, TxDOT has made design revisions based on the public comments received. The original design included the removal of the existing overpass embankments and tying the proposed Brooks Road connections into the frontage roads at a "T" intersection. This would make it more difficult to add an overpass at a later time. Considering the comments received, TxDOT revised the design to keep the existing overpass embankments and to utilize the existing jug-handle ramps for connecting Brooks Road to the frontage roads. This would</p>

Committer Number	Committer Name	Interest in Project	Date Received	Source	Support Project?	Topic	Comment	Response
								allow for a future I-10 underpass at Brooks Road, should the traffic data and area development justify the need, and a funding source can be identified. A City of Beaumont gateway space would be created at the Brooks Road intersection.
50	Louise Legere	Residential Property Owner	21-Dec-17	Mailed Comment	No	Brooks Road Overpass	<p>Closing Brooks Rd overpass would cause an impact of residents at Willow Creek getting to I-10 eastbound and to Hwy 124. It would affect travels on I-10 westbound going to the RV park on Brooks Rd. Closing Brooks Rd overpass would affect the restaurant business in Beaumont from individuals playing at the baseball/softball complex. The families in town for games would have a harder time returning from eating if overpass is closed.</p>	<p>Previous investment has been made at the Major Drive intersection to accommodate the future growth and economic development in the area. Turnarounds exist at Walden Road and Major Drive, facilitating traffic movements without stops or passing through the intersections. Traffic headed southbound on Brooks Road to eastbound I-10 will utilize the frontage road and travel 1-mile west and use the Major Drive turnaround for a total additional trip length of 2 miles.</p> <p>Access to the area public facilities will not be substantially impacted by the removal of Brooks Road. The westbound frontage road is access controlled and does not have any access points. The eastbound frontage road between S. Major Drive and Walden Road has Ford Park, the Visitor Center, Baseball Fields, and BISD Thomas Center. Westbound traffic accessing Ford Park, the Visitor Center, or Baseball Fields would travel to S. Major Drive and use the turnaround today. This will be unchanged. Westbound traffic accessing BISD Thomas Center would travel to S. Major Drive rather than cross over I-10 at Brooks Road. This would add approximately 2 miles to the trip. Eastbound traffic entering the City of Beaumont from Houston and accessing the public facilities along I-10 currently exit S. Major Drive and stay on the eastbound frontage road to their destination. This would remain unchanged.</p> <p>While Brooks Road overpass will be removed, the proposed design includes keeping the westbound exit ramp and eastbound entrance ramp east of Brooks Road. These two ramps will provide for traffic movements for Brooks Road and minimize any additional traffic to the Walden Road intersection. Vehicles travelling westbound from Beaumont desiring to access Brooks Road will cross Walden Road on I-10 and use the existing exit ramp between Walden Road and Brooks Road. Traffic heading eastbound on the frontage road between S. Major Drive and Brooks Road will use the entrance ramp prior to the Walden Road intersection and near the BISD Thomas Center. Maintaining these two ramps will alleviate additional traffic through the Walden Road intersection.</p> <p>The proposed design will also include reconstruction and improvement of a portion of the eastbound and westbound frontage roads at Brooks Road. Desirable deceleration lanes for the exiting traffic and acceleration lanes for the entering traffic from Brooks Road to the frontage roads are designed to provide for safe operation.</p>
51	Rose DeRouen	Residential Property Owner	Dec 21 2017	Mailed Comment	No	Brooks Road Overpass	<p>More traffic diverted to Walden Rd school on Champions causing more traffic increased risk for kids. Residents in Willow Creek using Brooks as entry in and out will increase traffic on Willow Bend.</p>	<p>Traffic data was collected and tabulated for the Brooks Rd intersection. It is estimated that less than 2,500 cars per day utilize Brooks Road today (December 2017 traffic count) with 30-year projections (Year 2048) showing 4,600 cars per day. In comparison, Walden Road shows over 19,000 cars per day and S. Major Drive shows 8,950 cars per day for the year 2048. While the traffic data does not support the need for the Brooks Road overpass, alternatives were considered. Three alternatives for the Brooks Road overpass were evaluated. No Build (eliminate overpass), Flip Interchange (I-10 over Brooks Road), and Rebuild Overpass (Brooks Rd over I-10) and the costs associated were \$0, \$15 million and \$10 million, respectively.</p> <p>Previous investment has been made at the Major Drive intersection to accommodate the future growth and economic development in the area. Turnarounds exist at Walden Road and Major Drive, facilitating traffic movements without stops or passing through the intersections. Traffic headed southbound on Brooks Road to eastbound I-10 will utilize the frontage road and travel 1-mile west and use the Major Drive turnaround for a total additional trip length of 2 miles.</p> <p>Access to the area public facilities will not be substantially impacted by the removal of Brooks Road. The westbound frontage road is access controlled and does not have any access points. The eastbound frontage road between S. Major Drive and Walden Road has Ford Park, the Visitor Center, Baseball Fields, and BISD Thomas Center. Westbound traffic accessing Ford Park, the Visitor Center, or Baseball Fields would travel to S. Major Drive and use the turnaround today. This will be unchanged. Westbound traffic accessing BISD Thomas Center would travel to S. Major Drive rather</p>

Committer Number	Committer Name	Interest in Project	Date Received	Source	Support Project?	Topic	Comment	Response
								<p>than cross over I-10 at Brooks Road. This would add approximately 2 miles to the trip. Eastbound traffic entering the City of Beaumont from Houston and accessing the public facilities along I-10 currently exit S. Major Drive and stay on the eastbound frontage road to their destination. This would remain unchanged.</p> <p>While Brooks Road overpass will be removed, the proposed design includes keeping the westbound exit ramp and eastbound entrance ramp east of Brooks Road. These two ramps will provide for traffic movements for Brooks Road and minimize any additional traffic to the Walden Road intersection. Vehicles travelling westbound from Beaumont desiring to access Brooks Road will cross Walden Road on -10 and use the existing exit ramp between Walden Road and Brooks Road. Traffic heading eastbound on the frontage road between S. Major Drive and Brooks Road will use the entrance ramp prior to the Walden Road intersection and near the BISD Thomas Center. Maintaining these two ramps will alleviate additional traffic through the Walden Road intersection.</p> <p>The proposed design will also include reconstruction and improvement of a portion of the eastbound and westbound frontage roads at Brooks Road. Desirable deceleration lanes for the exiting traffic and acceleration lanes for the entering traffic from Brooks Road to the frontage roads are designed to provide for safe operation.</p> <p>It is not expected that removal of the Brooks Road overpass would cause traffic congestion.</p>
52	Michael Gerdes	Residential Property Owner	Undated	Mailed Comment	No	Brooks Road Overpass	Loss of overpass would lengthen the time and distance to my office.	TxDOT has calculated that local commuters will only experience nominal impacts to travel time (approximately 2 minutes) if avoiding alternate routes. Commuters will use the dedicated U-turn lanes at Major Drive and Walden Road. The existing exit and entrance ramps will remain in place and provide convenient exits to Brooks Road and minimize additional traffic in the Walden Road intersection. Willow Creek Subdivision residents make up less than 15% of the traffic using Brooks Road.
53	Patricia Gerdes	Residential Property Owner	Undated	Mailed Comment	No	Brooks Road Overpass	This project would be a <u>major</u> inconvenience in our neighborhood.	TxDOT has calculated that local commuters will only experience nominal impacts to travel time (approximately 2 minutes) if avoiding alternate routes. Commuters will use the dedicated U-turn lanes at Major Drive and Walden Road. The existing exit and entrance ramps will remain in place and provide convenient exits to Brooks Road and minimize additional traffic in the Walden Road intersection. Willow Creek Subdivision residents make up less than 15% of the traffic using Brooks Road.
54	Clifford Cavett	Residential Property Owner	Undated	Mailed Comment	No	Brooks Road Overpass	We need more than one exit out of this development. It is very dangerous to have only 1 exit (Walden Road) to get to the freeway to get to the hospital.	<p>While Brooks Road overpass will be removed, the proposed design includes keeping the westbound exit ramp and eastbound entrance ramp east of Brooks Road. These two ramps will provide for traffic movements for Brooks Road and minimize any additional traffic to the Walden Road intersection. Vehicles travelling westbound from Beaumont desiring to access Brooks Road will cross Walden Road on I-10 and use the existing exit ramp between Walden Road and Brooks Road. Traffic heading eastbound on the frontage road between S. Major Drive and Brooks Road will use the entrance ramp prior to the Walden Road intersection and near the BISD Thomas Center. Maintaining these two ramps will alleviate additional traffic through the Walden Road intersection.</p> <p>The proposed design will also include reconstruction and improvement of a portion of the eastbound and westbound frontage roads at Brooks Road. Desirable deceleration lanes for the exiting traffic and acceleration lanes for the entering traffic from Brooks Road to the frontage roads are designed to provide for safe operation.</p> <p>EMS response times will not be increased due to the removal of Brooks Road. Response routes and times were tabulated using the Brooks Road overpass to the Willow Creek Subdivision, Ford Park/Visitors Center, Baseball Fields/Gulf Coast RV, and BISD Thomas Center. In each case as shown below, the response times are shorter using SH 124 (Fannett Road) in comparison to using the Brooks Road overpass.</p>

Committer Number	Committer Name	Interest in Project	Date Received	Source	Support Project?	Topic	Comment	Response
55	Edwin Bearb	Residential Property Owner	19-Dec-17	Mailed Comment	No	Brooks Road Overpass	Too many workers travel to and from work. This is from Willow creek and other areas nearby.	TxDOT has calculated that local commuters will only experience nominal impacts to travel time (approximately 2 minutes) if avoiding alternate routes. Commuters will use the dedicated U-turn lanes at Major Drive and Walden Road. The existing exit and entrance ramps will remain in place and provide convenient exits to Brooks Road and minimize additional traffic in the Walden Road intersection. Willow Creek Subdivision residents make up less than 15% of the traffic using Brooks Road.
56	Dan and Denise Oliphant	Residential Property Owner	Undated	Mailed Comment	No	Brooks Road Overpass	Closing Brooks Rd would cut access into Willow Creek from 3 to 2. Currently there is easy access to the Interstate. There is better access to all of the facilities on the south side of Interstate 10. There is currently easy access directly to Fannett Road. The traffic would be heavier on Walden and Major Dr. in the am and pm. It just doesn't seem feasible to close Brooks Road. We are totally against it.	TxDOT has calculated that local commuters will only experience nominal impacts to travel time (approximately 2 minutes) if avoiding alternate routes. Commuters will use the dedicated U-turn lanes at Major Drive and Walden Road. The existing exit and entrance ramps will remain in place and provide convenient exits to Brooks Road and minimize additional traffic in the Walden Road intersection. Willow Creek Subdivision residents make up less than 15% of the traffic using Brooks Road.
57	Leigh Harvey	Residential Property Owner	Undated	Mailed Comment	No	Brooks Road Overpass	I do not agree with closure of overpass@Brooks Rd.	Comment noted.
58	Saurabh Singh	Residential Property Owner	Undated	Mailed Comment	No	Brooks Road Overpass	Please stop this overpass destruction. You cannot repair a road (Brooks road has major potholes) which is a constructive thing to do; instead you are wanting to do something destructive. Shame on you!!	TxDOT proposes to remove the Brooks Road overpass bridge and keep the existing entrance and exit ramps between Brooks Road and Walden Road. The existing overpass at Brooks Road cannot remain in place. Built in 1961 and over 50 years old, the overpass is designated functionally obsolete by bridge inspection standards. The Brooks Road overpass does not meet current design standards of 18-ft 5 in. clearance and contains lead-based paint requiring environmental remediation. Traffic volumes using the Brooks Road overpass do not warrant an overpass structure today. TxDOT obtained traffic counts in December 2017 verifying that less than 2,500 cars per day use the overpass and the overpass operates at less than 15% of capacity.

B. Notices

an and Syria

Japan Sept. 15.

North Korea was on the terrorism blacklist for two decades after the 1987 bombing of a South Korean airliner killed 115 people. It was also accused of 1983 bombing assassination attempt against then South Korean president Chun Doo-hwan in Myanmar. The president survived, but 21 others were killed. The North has not been publicly implicated in a terror attack of that scale since.

House legislation introduced this year had urged the State Department to review a list of purported acts by North Korea, including assassinations of dissidents and weapons sales to militant groups including Hamas and Hezbollah. It requested a determination as to whether such acts constitute support for international terrorism.

TICE

Dr. M. Finley

treating patients at 810 Hospital
12/31/2017.

Dr. Family Medicine will be
update medical records after January 1,
Jennifer Weber, located at
Beaumont, Texas.

(409) 835-0905.

PERSONS AND PARTIES:

Cooperative, Inc.
Texas Commission
on Environmental Quality (TCEQ) for
Application Permit No. 83550,
to authorize continued
operation of the Peaking
Power Plant, 908 US Highway 69,
Jefferson County, Texas 77625.
Information concerning this
application is contained in the public
notice published in this newspaper.

...would affect the federal permit
...Trump approved.

...them new living room furniture.

MGstalter@BeaumontEnterprise.com
Twitter.com/morgGstalt



Texas Department of Transportation

Notice of Public Meeting

Proposed Improvements to I-10 from FM 365 East to Walden Road (CR 131)

On Tuesday, December 5, 2017, the Texas Department of Transportation (TxDOT) will hold an open house meeting to allow the public to view and comment on proposed improvements to Interstate Highway (IH) 10 from Farm-to-Market (FM) 365 east to Walden Road (County Road 131) in Jefferson County. **The meeting will be held at the Ben Rogers Regional Visitors Center, located at 5055 I-10 South in Beaumont, Texas from 4:30 - 7:30 p.m.** The meeting will be held in a come-and-go format, so the public may attend at their convenience. Staff will be available to answer questions.

The purpose of the project is to enhance safety and increase mobility by widening and reconstructing I-10. Currently, I-10 consists of four 12-foot wide travel lanes (two in each direction), 10-foot wide outside shoulders and 4-foot wide inside shoulders. The proposed project involves reconstructing and widening I-10 to a six-lane highway (3 lanes in each direction) with 12-foot wide travel lanes, 10-foot wide outside shoulders, 10-foot wide inside shoulders, and a concrete median barrier.

TxDOT is proposing to widen and improve the interchange at Walden Road. The project also includes rebuilding I-10 as an overpass across Smith Road; currently Smith Road is an overpass across I-10. Local access at Smith Road would be improved, along with improving drainage and extending the existing frontage roads west of Smith Road. The project will remove the Brooks Road overpass.

All work will occur within the existing right-of-way (ROW). No additional ROW, permanent, or temporary easements are required; therefore, no displacements or relocations of residences and businesses will be necessary as a result of the proposed work.

Maps showing the project location, preliminary design, and other information regarding the project are on file and available for public review Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m. at the TxDOT Beaumont District Office, 8350 Eastex Freeway, Beaumont, Texas 77708. The public is also encouraged to visit www.txdot.gov or view the online meeting notice at: www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html. Comments must be received on or before Wednesday, Dec. 20, 2017, to be part of the meeting summary report.

The public meeting will be conducted in English. Anyone interested in attending the meeting that may need an interpreter or who has special communication or accommodation needs is encouraged to call Scott Ayres at (409) 892-7311. Requests should be made at least two days before the public meeting. Every reasonable effort will be made to accommodate special needs.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

If you have any general questions or concerns regarding the proposed project, please contact Ahmed Gaily, TxDOT Beaumont District Design Engineer, at (409) 892-7311 or at ahmed.gaily@txdot.gov.



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TxDOT is proposing to widen and improve the interchange at Walden Road. The project also includes rebuilding I-10 as an overpass across Smith Road; currently Smith Road is an overpass across I-10. Local access at Smith Road would be improved, along with improving drainage and extending the existing frontage roads west of Smith Road. The project will remove the Brooks Road overpass.

All work will occur within the existing right-of-way (ROW). No additional ROW, permanent, or temporary easements are required; therefore, no displacements or relocations of residences and businesses will be necessary as a result of the proposed work.

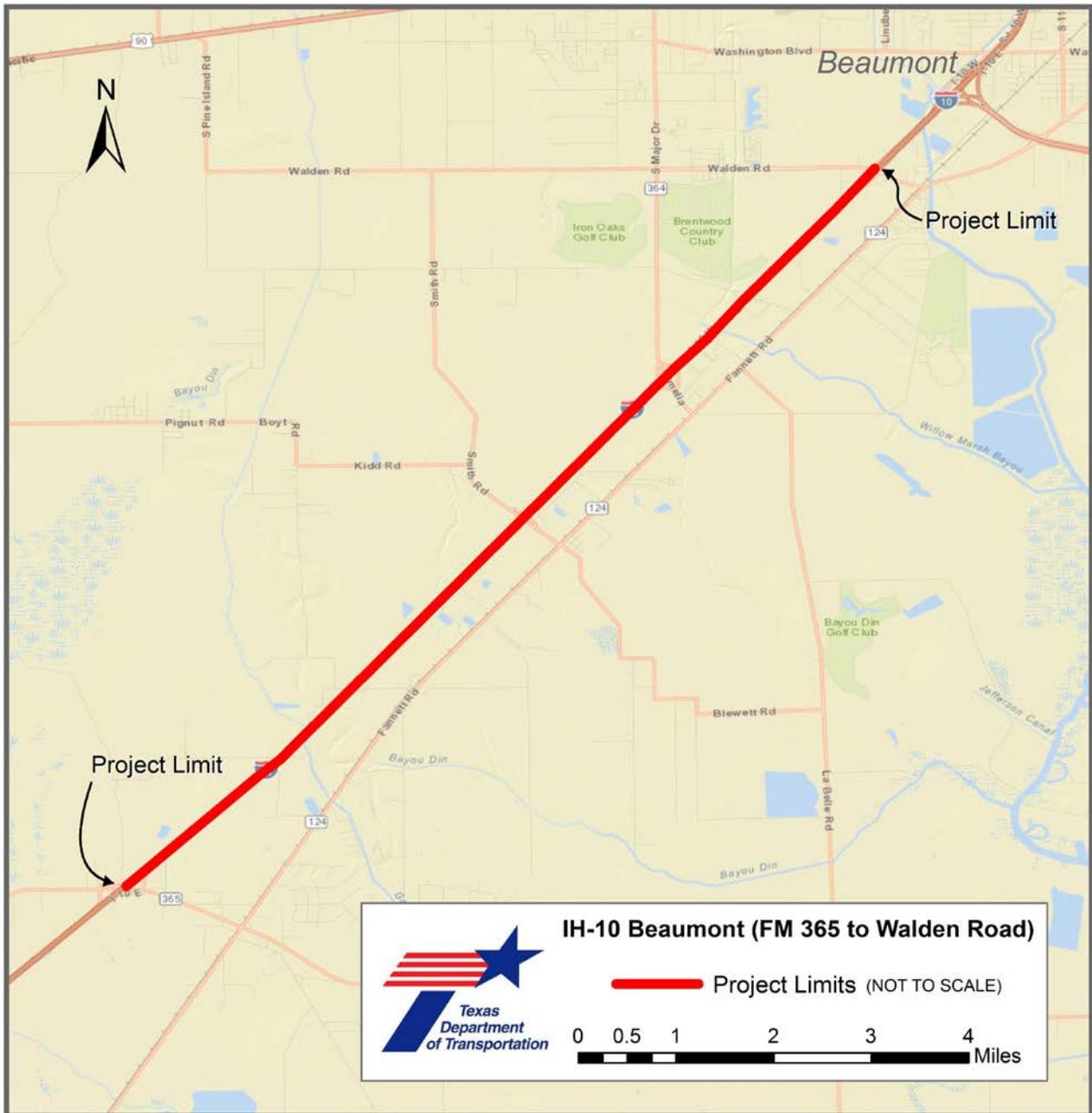
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C. Sign-In Sheets



ELECTED OFFICIALS
SIGN-IN SHEET

Proposed I-10 Improvements from Walden Road (CR131) to FM365

Please Print Clearly

Tuesday, December 5, 2017

#	NAME	AFFILIATION	PHONE #	EMAIL	ADDRESS	HOW DID YOU HEAR ABOUT THE PUBLIC MEETING?
1	Pat Anderson	Port, Bmt				phone call
2	Jeff Branick	Jefferson County				letter
3	* CHRIS Colletti	YMBL				phone call
4	EVERETTE BO' ALFRED	Jeff. Co. Pct				
5	Dennis Davis					
6	Michael Getz	City Council - Bmt				News Release
7	Allison Getz	TAC - Jeff Co				NR
8						
9						
10						
11						
12						
13						
14						
15						



PUBLIC SIGN-IN SHEET

Proposed I-10 Improvements from Walden Road (CR131) to FM365

Please Print Clearly

Tuesday, December 5, 2017

#	NAME	AFFILIATION	PHONE #	EMAIL	ADDRESS	HOW DID YOU HEAR ABOUT THE PUBLIC MEETING?
1	Tommy Kuykendall	CIVILCORP CONSULTANT				
2	JASON KASPAR	CIVILCORP CONSULTANT				
3	Jordan Sefcik	CIVILCORP consultant				
4	Andrew Crump	Civilcorp Consultant				
5	Frank Cox	TEA Corp.				
6	Cindy Rhoades	Civil Corp				
7	Phillip Johnson	Especa Johnson & Co.				TxDOT Twitter
8	M. Blum					
9	B. Parrish Roush	TxDOT				
10	JERED SIMPSON	TxDOT				
11	Ted Clay	TxDOT				
12	CRISTIE REGUERA	NECOM				
13	Harry Aleman	Willow Creek				Told about it
14	Robin M. Troy	Willow Creek				NBA
15	Rudy CHAPA	ENTech				TxDOT
16	ALEX MARTINEZ	ENTELUM				



PUBLIC SIGN-IN SHEET

Proposed I-10 Improvements from Walden Road (CR131) to FM365

Please Print Clearly

Tuesday, December 5, 2017

#	NAME	AFFILIATION	PHONE #	EMAIL	ADDRESS	HOW DID YOU HEAR ABOUT THE PUBLIC MEETING?
17	Mary Boudreaux	J.M. Prewitt Co				Radio
18	Rosa Herman	Citizen				Radio
19	Mike Goodreau	11				work
20	Albert W. Vega	TxDOT BMT				work
21	Bob Dickman	SETRPC				radio
22	Ron Jackson	Beaumont ISD				work
23	Georgis Smith	CITIZEN				Goodyear
24	Donna Gabrysch	citizen				neighbor app see nextdoor on internet
25	MIKE McCormick	BEAUMONT ^{FLEIGHTERS} WESTERN ST				Email
26	Sabrina Alfaro	Citizen				Sister
27	Dennis DAVIS	Citizen				Sign
28	Zheng Tan	Citizen				Letter
29	Debbie Garrett	Gulf Coast RV				wom
30	KENNETH MINKINS	JEFFERSON COUNTY				LETTER/SIGN
31	MARTIN TENCHAROEN	TOTAL				LETTER
32	Andrew Lee	TxDOT				Work

FORM



PUBLIC SIGN-IN SHEET

Proposed I-10 Improvements from Walden Road (CR131) to FM365

Please Print Clearly

Tuesday, December 5, 2017

#	NAME	AFFILIATION	PHONE #	EMAIL	ADDRESS	HOW DID YOU HEAR ABOUT THE PUBLIC MEETING?
33	DONALD M. RAO	JEFFERSON Co.				LETTER
34	Jeff Brando					
35	Linda Asteris					Network email
36	MARC Asteris					"
37	Jennifer Pate	Oldcastle Golf Course				TXDOT
38	Tracie Payne	citizen				text
39	DAVID PADERAS					NEWSPAPER
40	JOHN E. SUDELA	TXDOT				Boss
41	Tom Patchimant	citizen				
42	Claudio Oliveira	Ford Park				LETTER
43	Randy Laim					Sign
44	Robert Chen	citizen				network
45	Mike LaBrie	SUN Travel				letter
46	John Cannatella	Citizen				Sign
47	Harvey Steinhagen #	Land Owner				Letter Notice
48	Eddie Seal	Total				Letter.



PUBLIC SIGN-IN SHEET

Proposed I-10 Improvements from Walden Road (CR131) to FM365

Please Print Clearly

Tuesday, December 5, 2017

#	NAME	AFFILIATION	PHONE #	EMAIL	ADDRESS	HOW DID YOU HEAR ABOUT THE PUBLIC MEETING?
49	Neiman Hargraves					Mail notice
50	Sharman Hargraves					Mail notice
51	RYAN ROGERS					mail notice
52	DARREN GOOD					WOW
53	MICHAEL A. PHELAN					Mail notice
54	ED LONG					INTERNET
55	David Crain					TX NEWS TV
56	Kyle Riggs					Radio
57	Taylene LaPierre					Next door app
58	Scott Wolfe					"
59	Marcia Cavett					Next Door App
60	LIZ CHAPMAN					u LETTER FROM TXDOT
61	David Farson					Elect Sign
62						
63						
64						

D. Comments Received

COMMENT FORM
Public Meeting

I-10 Improvements from FM 365 to Walden Road

Control Section Job (Project Numbers):
CSJ: 0739-02-162

Tuesday, December 5, 2017



I am an Elected Official Position: _____

Name and Mailing Address (Optional):

Name ~~_____~~ ROSA HERMAN

Address _____

Email Address _____

Telephone _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of a:

Residential property owner or renter Business property owner or lessee

Other (Please explain) _____

Per 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

Do you support the proposed project? Yes No Undecided Not Entirely

COMMENTS: While I support WIDENING I-10
the removal of the overpass is what I am
objecting to.

The removal of the overpass will throw the
traffic back to MAJOR AND WORSE to Walden
Road through the school zone which will endanger
children.

There have been no traffic surveys in 2017 as I
travel Brooks every day. Brooks ROAD IS IN POOR
(OVER)

Please make additional comments on the back.

This comment form may be turned in tonight, mailed, or emailed by Wednesday, December 20, 2017, to the address below:

Scott Ayres
TxDOT Beaumont District
8350 Eastex Freeway
Beaumont, TX 77708
Email: scott.ayres@txdot.gov

COMMENT FORM

Public Meeting

I-10 Improvements from FM 365 to Walden Road

Control Section Job (Project Numbers):

CSJ: 0739-02-162

Tuesday, December 5, 2017



I am an Elected Official Position: _____

Name and Mailing Address (Optional):

Name LIZ CHAPMAN
Address
Email Adc
Telephone

PLEASE CHECK THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of a:

Residential property owner or renter X Business property owner or lessee

Other (Please explain) _____

Per 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

Do you support the proposed project? X Yes No Undecided

COMMENTS: I AM CONCERNED ABOUT THE CLOSE PROXIMITY PUBLIC VEHICLES WILL NOW HAVE TO THE GOODYEAR & TOTAL PLANTS. I AM CONCERNED ABOUT THE ADDITIONAL DISTANCE EMERGENCY RESPONSE & MUTUAL AID VEHICLES WILL HAVE TO TRAVEL TO ACCESS THE TOTAL & GOODYEAR IN CASE OF AN EMERGENCY.

Please make additional comments on the back.

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Scott Ayres
TxDOT Beaumont District
8350 Eastex Freeway
Beaumont, TX 77708
Email: scott.ayres@txdot.gov

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COMMENT FORM
Public Meeting

I-10 Improvements from FM 365 to Walden Road

Control Section Job (Project Numbers):
CSJ: 0739-02-162

Tuesday, December 5, 2017



I am an Elected Official Position: _____

Name and Mailing Address (Optional):

Name Dennis Davis
Address _____
Email Adc _____
Telephone: _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of a:

- Residential property owner or renter Business property owner or lessee
 Other (Please explain) _____

Per 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

Do you support the proposed project? Yes No Undecided

COMMENTS: Very supportive except for the concrete barrier which will be all the way to winding by project end: Harvey flooding over wholmed all drainage routes but finally swept over I-10. A solid barrier would add 2.5 feet of flooding on the north side. Unless proven otherwise I prefer cable barriers

Please make additional comments on the back.

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COMMENT FORM
Public Meeting

I-10 Improvements from FM 365 to Walden Road

Control Section Job (Project Numbers):
CSJ: 0739-02-162



Tuesday, December 5, 2017

I am an Elected Official Position: County Judge

Name and Mailing Address (Optional):
Name JEFF BRANICK
Address _____
Email Address _____
Telephone _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of a:

Residential property owner or renter Business property owner or lessee

Other (Please explain) constituent concerns

Per 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

Do you support the proposed project? Yes No Undecided

COMMENTS: I support the project but am extremely concerned about the loss of the Brooks Road transportation corridor over I-10.

Please make additional comments on the back.

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Beaumont, TX 77708
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COMMENT FORM
Public Meeting
I-10 Improvements from FM 365 to Walden Road
Control Section Job (Project Numbers):
CSJ: 0739-02-162



Tuesday, December 5, 2017

I am an Elected Official Position: _____

Name and Mailing Address (Optional):

Name _____

Address _____

Email Address _____

Telephone _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of a:

Residential property owner or renter Business property owner or lessee

Other (Please explain) Area worker - Director Athletics
Beaumont ISD - Thomas Center

Per 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

Do you support the proposed project? Yes No Undecided

COMMENTS: This proposal will make parents and students
attending athletic events travel to far and be limited
with options to enter and exit the Thomas Center.
Traffic will be an issue, Hwy 124 will be congested
numerous times throughout the year.

Please make additional comments on the back.

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Beaumont, TX 77708
Email: scott.ayres@txdot.gov

COMMENT FORM
Public Meeting

I-10 Improvements from FM 365 to Walden Road

Control Section Job (Project Numbers):
CSJ: 0739-02-162

Tuesday, December 5, 2017



I am an Elected Official Position: _____

Name and Mailing Address (Optional):

Name Claudio Oliveira
Address _____
Email Address _____
Telephone _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of a:

Residential property owner or renter Business property owner or lessee
 Other (Please explain) _____

Per 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

Do you support the proposed project? Yes No Undecided

COMMENTS: I am the General Manager at the Ford Park Entertainment Complex located adjacent to BRCCS. THE BIGGEST CONCERN I HAVE WOULD BE CREATING IMPACT TO OUR PATRONS/CUSTOMERS COMING INTO THE COMPLEX VIA WESTBOUND I-10. SPECIFICALLY OUR BASEBALL/SOFTBALL CUSTOMERS WHO CURRENTLY ARE DIRECTED BY ROAD SIGNAGE TO TAKE THE BRCCS OVERPASS INTO OUR COMPLEX. THIS PART OF OUR OPERATION MAKES UP APPROXIMATELY 40% OF TURNUP IN BEAUMONT, SO I WANT TO MAKE SURE WE ARE SENSITIVE TO THEIR THOUGHTS THROUGHOUT THIS PROCESS, AND REACH A SOLUTION WITH MINIMAL IMPACT.

Please make additional comments on the back.
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Beaumont, TX 77708
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COMMENT FORM
Public Meeting

I-10 Improvements from FM 365 to Walden Road

Control Section Job (Project Numbers):
CSJ: 0739-02-162

Tuesday, December 5, 2017



I am an Elected Official Position: Neighbor

Name and Mailing Address (Optional):

Name Robert Chen
Address _____
Email Address _____
Telephone _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of a:

Residential property owner or renter Business property owner or lessee
 Other (Please explain) _____

Per 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

Do you support the proposed project? Yes No Undecided

COMMENTS: Brooks Road needs access from both
east & west traffic flows

Please make additional comments on the back.

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Beaumont, TX 77708
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COMMENT FORM
Public Meeting

I-10 Improvements from FM 365 to Walden Road

Control Section Job (Project Numbers):
CSJ: 0739-02-162

Tuesday, December 5, 2017



I am an Elected Official Position: _____

Name and Mailing Address (Optional):

Name RYAN C. ROGERS
Address _____
Email Address _____
Telephone _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of a:

Residential property owner or renter Business property owner or lessee

Other (Please explain) _____

Per 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

Do you support the proposed project? Yes No Undecided

COMMENTS:

~~This Road The Brooks Rd overpass has a lot of~~
The Brooks Road overpass is a very important over pass for the Tax
paying citizen of the Willow Creek Sub division. From jumping on the
freeway to travel to go the short way to get to I-10 for work. This overpass
brings a lot to this community. You should not close this passage way for
any reason.

Please make additional comments on the back.

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TxDOT Beaumont District
8350 Eastex Freeway
Beaumont, TX 77708
Email: scott.ayres@txdot.gov

COMMENT FORM
Public Meeting

I-10 Improvements from FM 365 to Walden Road

Control Section Job (Project Numbers):
CSJ: 0739-02-162

Tuesday, December 5, 2017



I am an Elected Official Position: _____

Name and Mailing Address (Optional):

Name KENNETH MINKINS

Address _____

Email Address _____

Telephone _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of a:

Residential property owner or renter Business property owner or lessee

Other (Please explain) _____

Per 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

Do you support the proposed project? Yes No Undecided

COMMENTS: WHAT HAPPEN TO TRAFFIC @ BISO COMPLEX IF OUR PASS IS TAKEN OUT

Please make additional comments on the back.

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TxDOT Beaumont District
8350 Eastex Freeway
Beaumont, TX 77708
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COMMENT FORM
Public Meeting

I-10 Improvements from FM 365 to Walden Road

Control Section Job (Project Numbers):
CSJ: 0739-02-162

Tuesday, December 5, 2017



I am an Elected Official Position: _____

Name and Mailing Address (Optional):

Name Zheng Tan
Address _____
Email Address _____
Telephone _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of a:

Residential property owner or renter Business property owner or lessee

Other (Please explain) _____

Per 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

Do you support the proposed project? Yes No Undecided

COMMENTS: Would like to keep the Brook's Road Overpass

Please make additional comments on the back.

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TxDOT Beaumont District
8350 Eastex Freeway
Beaumont, TX 77708
Email: scott.ayres@txdot.gov

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COMMENT FORM
Public Meeting

I-10 Improvements from FM 365 to Walden Road

Control Section Job (Project Numbers):
CSJ: 0739-02-162



Tuesday, December 5, 2017

I am an Elected Official

Position: City Council member, Ward 2, Beaumont

Name and Mailing Address (Optional):

Name Michael Getz

Address _____

Email Address _____

Telephone _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of a:

Residential property owner or renter

Business property owner or lessee

Other (Please explain) Representative of my constituents

Per 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

Do you support the proposed project?

Yes

No

Undecided

COMMENTS: While I support the widening of I-10 to 6 lanes, I DO NOT support the elimination of the Brooks Road overpass and will seek a resolution from the Beaumont City Council to oppose this project as currently designed. The best case scenario would have Brooks Road re-designed in the same manner as Major Drive so that I-10 goes over Brooks Road.

Please make additional comments on the back.

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Scott Ayres
TxDOT Beaumont District
8350 Eastex Freeway
Beaumont, TX 77708
Email: scott.ayres@txdot.gov



Public Open House

Proposed Improvements to I-10 from FM 365 to Walden Road (CR 131)
December 5, 2017 – 4:30 p.m. - 7:30 p.m.
Ben Rogers Regional Visitors Center,
5055 I-10 South, Beaumont, Texas

COMMENTS

I am opposed to this project. This area includes large residential neighborhoods + baseball fields that experience traffic - the congestion that would result would serve as a detriment to our community + its residents. Thank you for allowing our input - The Ngort Drive project was exceptional - professionally done + on time - how refreshing!

Name: Aileen Getz - Jefferson Co Tax Assessor Collector
Address: _____
City, S: _____
Email: _____

(Per 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.

Please add me to the project mailing list

Written comments may be turned in today, or mailed or emailed by **Dec 20, 2017** to:

Scott Ayres
TxDOT Beaumont District
8350 Eastex Freeway
Beaumont, Texas 77708.
Scott.ayres@txdot.gov

COMMENT FORM

Public Meeting

I-10 Improvements from FM 365 to Walden Road

Control Section Job (Project Numbers):

CSJ: 0739-02-162

Tuesday, December 5, 2017



I am an Elected Official Position: _____

Name and Mailing Address (Optional):

Name Linda & Mark Asteris

Address _____

Email Address _____

Telephone _____

PLEASE CHE

I am primarily interested in the project from the standpoint of a:

Residential property owner or renter Business property owner or lessee

Other (Please explain) _____

Per 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

Do you support the proposed project? Yes No Undecided

COMMENTS: Plan to eliminate crossover of Brooks to get to other side of I-10 is totally unacceptable.

Need to do a count of # of cars using the Brooks bridge

Unacceptable to have to travel to major and be involved in fair traffic to get on I-10

If Brooks Bridge is not open that would mean more traffic in school zone on Walden which is already over crowded

Please make additional comments on the back.

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Scott Ayres
TxDOT Beaumont District
8350 Eastex Freeway
Beaumont, TX 77708
Email: scott.ayres@txdot.gov

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COMMENT FORM
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Tuesday, December 5, 2017



I am an Elected Official Position: _____

Name and Mailing Address (Optional):

Name Mike Gooden
Address _____
Email Address _____
Telephone _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of a:

Residential property owner or renter Business property owner or lessee

Other (Please explain) Work at the Total Plant next to Goodyear

Per 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

Do you support the proposed project? Yes No Undecided

COMMENTS:

I see big problems w/ truck traffic to/from Goodyear/Total
↳ ~ 50 trucks/day

Please make additional comments on the back.

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Beaumont, TX 77708
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COMMENT FORM
Public Meeting

I-10 Improvements from FM 365 to Walden Road

Control Section Job (Project Numbers):
CSJ: 0739-02-162

Tuesday, December 5, 2017



I am an Elected Official Position: _____

Name and Mailing Address (Optional):

Name Harvey Phelan
Address _____
Email Address _____
Telephone _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of a:

Residential property owner or renter Business property owner or lessee

Other (Please explain) Real Estate Developer

Per 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

Do you support the proposed project? Yes No Undecided

COMMENTS: access road took 50+ years to be put in. on I10
I am a land owner that would be drastically effected
by the removal of the east west access of Brook Rd
over pass removal. Commercial development and
the corner of Brook Rd and I10 would be
gone. Since the access road have been put in the
interest for commercial development was increased. This
is a bad idea. Takes loss for the City of Beaumont BS Dele

Please make additional comments on the back.
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TxDOT Beaumont District
8350 Eastex Freeway
Beaumont, TX 77708
Email: scott.ayres@txdot.gov

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COMMENT FORM
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I-10 Improvements from FM 365 to Walden Road

Control Section Job (Project Numbers):
CSJ: 0739-02-162

Tuesday, December 5, 2017



I am an Elected Official Position: _____

Name and Mailing Address (Optional):

Name MIRB BLOUNT _____

Address _____

Email Address _____

Telephone _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of a:

Residential property owner or renter Business property owner or lessee

Other (Please explain) _____

Per 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

Do you support the proposed project? Yes No Undecided

COMMENTS: _____

I'm excited to finally see the modernization of I-10

Please make additional comments on the back.

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TxDOT Beaumont District
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Beaumont, TX 77708
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COMMENT FORM
Public Meeting

I-10 Improvements from FM 365 to Walden Road

Control Section Job (Project Numbers):
CSJ: 0739-02-162

Tuesday, December 5, 2017



I am an Elected Official Position: _____

Name and Mailing Address (Optional):

Name DAVID FARSON

Address _____

Email Address _____

Telephone _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of a:

Residential property owner or renter Business property owner or lessee

Other (Please explain) _____

Per 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

Do you support the proposed project? Yes No Undecided

COMMENTS:

*I am glad to see that TX dot is moving ahead with the next step, when finished it should be much safer to travel to and from Houston + Baytown without traffic bottled up at Smith Rd. + 365 FM.
Thanks for the Info. Meet.*

Please make additional comments on the back.

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Scott Ayres
TxDOT Beaumont District
8350 Eastex Freeway
Beaumont, TX 77708
Email: scott.ayres@txdot.gov

WE CARE

US Postal Service

DEAR VALUED POSTAL CUSTOMER:

I want to extend my sincere apology as your Postmaster for the enclosed document that was inadvertently damaged in handling by your Postal Service.

We are aware how important your mail is to you. With that in mind, we are forwarding it to you in an expeditious fashion.

The United States Postal Service handles over 202 billion pieces of mail each year. While each employee makes a concerted effort to process, without damage, each piece of mail, an occasional mishap does happen.

We are constantly working to improve our processing methods so that these incidents will be eliminated. You can help us greatly in our efforts if you will continue to properly prepare and address each letter or parcel that you enter into the mailstream.

We appreciate your cooperation and understanding and sincerely regret any inconvenience that you have experienced.

YOUR POSTMASTER

I-10 Impro

I am an Elected Official Position _____

Name and Mailing Address (Optional):

Name Marcia Carett

Address _____

Email Address _____

Telephone _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of a:

Residential property owner or renter Business property owner or lessee

Other (Please explain) _____

Per 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

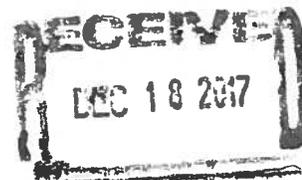
Do you support the proposed project? Yes No Undecided

1. COMMENTS: ^{* Safety} Emergency vehicle quick exit - Major Drive intersection
 Congestion, Walden Road School congestion, Walden Road
 Inter section congestion.
2. School Zone congestion on Walden
3. Growing neighborhood areas. Near future growth
4. We only need an overpass for Exit not an intersection
 Intersection will also cause congestion. We only
 need the egress

Please make additional comments on the back.

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Scott Ayres
TxDOT Beaumont District
8350 Eastex Freeway
Beaumont, TX 77708
Email: scott.ayres@txdot.gov



cially during
all games,
the
as safe.
safe egress.

Texas Department of Transportation – Beaumont District
8350 Eastex Freeway
Beaumont, TX 77708



Scott Ayres
Texas Department of Transportation
8350 Eastex Freeway
Beaumont, TX 77708

(CSJ 0739-02-162)

Gates, Nancy

From: Gulf Coast Resort
Sent: Friday, December 15, 2017 11:36 AM
To: Scott Ayres
Subject: Brooks Road overpass

Greetings Mr. Ayres, My name is Debbie Garrett, I am the general manager of Gulf Coast RV Resort here on Brooks Road. I am deeply concerned about the proposed elimination of the Brooks Road overpass. In November alone we had over 3500 people use that over pass, to come to the RV Resort. So far in December we have had over 1500.

Removing the over pass will impact our business considerably, if they are traveling west and have to go down to Major Drive to do the u turn, they will probably go to Hidden Lake RV Park which is at Major Dr. instead of coming back to us.

When they leave the RV Resort to travel west, if the over pass is removed, will have to go East two miles back to Walden Rd, and do the u turn, which is a huge inconvenience.

I hope that you reconsider the removal of the Brooks Road Overpass, we really do need it. and also the many hundreds of people that use the overpass to get to the Baseball Fields for their games. and also to the Fair every spring.

Debbie Garrett
General Manager

La Rue Rougeau
Ben J. Rogers Regional Visitors Center

Scott Ayres
TxDOT Beaumont District
8350 Eastex Freeway
Beaumont, TX 77708

Mr. Ayres,

This letter is to serve as a comment on the I-10 Improvements from FM 365 to Walden Road. I am primarily interested in the project from the standpoint of my position as Operations Manager of the Ben J. Rogers Regional Visitors Center. Our attendance since June 2007 stands at 639,723 as of Dec. 1, with a monthly average of 6,000 visitors.

We have been pleasantly surprised with our attendance increase since the Major Drive intersection was completed. It seemed to open up the visibility to our center and signage has helped the westbound traffic.

Since we opened, one of the main questions we heard was "Why are you so far from the exit?". Our center is 2 miles off the exit. We would assure them the I-10 entrance was just under the Brooks Road overpass. As for the westbound visitors, they would be worried about finding their way back to I-10, thinking they had to go to Walden (2 miles) to head west (and a 2 mile return to I-10 entrance for a 6 mile round trip). When we explain they could take Brooks Road and turn left to the service road, they are relieved. Having this overpass in view out them at ease.

We also direct visitors to Hwy. 90 and 105, using Brooks Road as a connection to Major Drive north. It is a more direct route for them and Major has less traffic. I have concerns about sending them farther away (2 miles) to contend with the traffic, mainly large trucks, at Walden Road. This intersection is so busy with the trucks heading into the Petro Truck Stop, I try to avoid it. Of course, if more people understood a 4-way stop, that might help. I have been on the eastbound service road with a large truck heading south at the 4-way, when it was my turn to go. Right before I pulled out, a car shot out from behind the truck into the intersection. Just yesterday, I was in the left turn lane, heading west on Walden and before I was halfway through my turn, the southbound cars began to proceed, not even waiting for me to clear the intersection. This is pretty scary! I suppose a red light intersection would help prevent this.

This is a very congested commercial area and does not need additional traffic when there is a usable overpass to divert traffic from this area.

La Rue Rougeau
Ben J. Rogers Regional Visitors Center

I understand the issue of the height requirement needs to be addressed and the width will change for the I-10 lanes and the service roads and I have no issue with those. I do not agree that the overpass at Brooks Road should be taken down permanently. I understood that after Major Drive was upgraded, Brooks Road would be also, due to the need for I-10 to go over all current overpasses. We were excited to hear this as it would help our visitors make an easier transition to and from our center. I understand this project would require more funding, hence the decision was made to affect Brooks Road.

Travelers with RVs and especially motorhomes especially like the convenience of this overpass when staying at Gulf Coast RV Park, on Brooks Road. Ball teams and attendees at Ford Fields utilize this overpass as they use the Brooks Road entrance. Attendees at Ford Park and the BISSD football stadium use this overpass heavily. If the decision is made to remove the overpass, I don't think the project will ever be reconsidered. Once it's down, it will be done.

I have worked at the Visitors Center for 10 years and have talked with thousands of travelers. I believe it won't be long before more businesses are in our area and access to this road as another entrance/exit would be beneficial. The west end of Beaumont and Jefferson County are ever growing and planning for this growth is important. We don't want to end up like the Dowlen Road area.

It is my hope that TxDOT will reconsider the importance of Brooks Road to the businesses in that area and also the importance of those businesses to our local economy. Having a smooth and safe transition to our facilities is of the utmost importance.

I appreciate your time and attention to this matter.

Sincerely,

LaRue Rougeau

Ross, Hillary

From: Mike Phelan
Sent: Tuesday, December 19, 2017 11:32 AM
To: Scott Ayres
Cc: PAT PHELAN
Subject: Fwd: Proposed 1-10 widening and Brooks Road overpass removal

>
>
>
>>>>
>>>>
>>>>
>>>> Mr Ayres
>>>> My family are the owners of the four corners of IH 10 and Brooks Road. We are strongly against the removal of the Brooks Road overpass.
>>>> The increase time to travel and emergency response from the Willow Creek, baseball park, BISD football stadium and the Ford complex should;d be a concern for all.
>>>> No questions about the devaluation of the property that will occur
>>>> do to the removal of access from the present traffic that presently uses the overpass and the longer travel time that would be required to exit at Walden to get to the north property and to exit Major Drive to arrive at the south property.
>>>> I am certain that when the purchase of the highway right of way
>>>> occurred the value that the acquiring government agency was
>>>> required to pay was less due to the fact that the property owners would not have Brooks Road separated by the new highway. Now it is our position that the state cannot make changes to access that will diminish the value to the property. The original purchase of the property was made based on Brooks road being an artery over I 10. And compensation was calculated on that basis.
>
> Please acknowledge receipt of this email

> Patrick Phelan Michael Phelan
>
>>>>
>>>>
>

COMMENT FORM

Public Meeting

I-10 Improvements from FM 365 to Walden Road

Control Section Job (Project Numbers):

CSJ: 0739-02-162

Tuesday, December 5, 2017



I am an Elected Official Position: _____

Name and Mailing Address (Optional):

Name _____
Address _____
Email Address _____
Telephone _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of a:

Residential property owner or renter Business property owner or lessee

Other (Please explain) _____

Per 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



Do you support the proposed project? Yes No Undecided

COMMENTS: Brooks Road overpass is necessary to the residents of Willow Creek subdivision for the following reasons: 1) easy access to I-10 East for traffic traveling to local hospitals especially, emergencies, to ball games - baseball and Ford Park. Walden Road + major drive become very backed up and closing Brooks Road overpass will further aggravate those congested roads. Traffic will begin to heavily flow through Willow Bend Dr. to get to Brooks Rd to major rd and will be a hazard to residents living in this subdivision. Brooks Road Overpass is used heavily by many motorists in Willow Creek subdivision as well as those in the Fannett Rd area because of convenience and saves time for those needing quick access to I-10 east. There are hundreds of families traveling to + from the baseball field every year who need that quick access to the baseball fields and I-10 East.

Please make additional comments on the back.

This comment form may be turned in tonight, mailed, or emailed by Wednesday, December 20, 2017, to the address below:

Scott Ayres
TxDOT Beaumont District
8350 Eastex Freeway
Beaumont, TX 77708
Email: scott.ayres@txdot.gov

COMMENT FORM
Public Meeting

I-10 Improvements from FM 365 to Walden Road

Control Section Job (Project Numbers):
CSJ: 0739-02-162

Tuesday, December 5, 2017



I am an Elected Official Position: precinct 79 chair

Name and Mailing Address (Optional):

Name Donna Gehrysch

Address _____

Email Address: _____

Telephone _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of a:

Residential property owner or renter Business property owner or lessee

Other (Please explain) _____

Per 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

Do you support the proposed project? Yes No Undecided Not completely

COMMENTS: I do support the part of the project that adds lanes to I-10. That is a definite need.

I do NOT support taking down the overpass at Brooks Road. I live in the Willow Creek subdivision, just 3 streets over from Brooks Road. When I need to go downtown, to the mall, or any where off of I-10 East I always use this overpass. It is my fastest route out.

The overpass is heavily used by families to reach all the baseball fields and is also used heavily when there are events at Ford Park or at the BIRD stadium. This is the fastest route to a hospital. It adds precious minutes to wind through the neighborhood to reach either Major Dr or Walden for an EMS driver to reach a hospital. Since the ~~extra~~ extra lanes will be added in the median, I fail

Please make additional comments on the back. to see why the overpass can't stay
This comment form may be turned in tonight, mailed, or emailed by Wednesday, December 20, 2017, to the address below:

Scott Ayres
TxDOT Beaumont District
8350 Eastex Freeway
Beaumont, TX 77708
Email: scott.ayres@txdot.gov



The environmental review, consultation and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated Dec. 16, 2014, and executed by FHWA and TxDOT.

COMMENT FORM
Public Meeting

I-10 Improvements from FM 365 to Walden Road

Control Section Job (Project Numbers):
CSJ: 0739-02-162

Tuesday, December 5, 2017



I am an Elected Official Position: _____

Name and Mailing Address (Optional):

Name Celeste Salhab

Address _____

Email Address: _____

Telephone _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of a:

Residential property owner or renter Business property owner or lessee

Other (Please explain) _____

Per 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

Do you support the proposed project? Yes No Undecided

COMMENTS: Brooks road is an important option when I10 traffic is backed up. Often, the Major drive exit is busy during high traffic times, especially the Fair. Closing Brooks would divert more traffic onto Walden Road, and also make Fair traffic even a bigger nightmare. Increasing traffic on Walden Road will affect adversely affect the residential traffic as well as the elementary school traffic and school crossing. As the population grows with more residences and more businesses Brooks road will be needed more than ever. There seems to be no rational reason for tearing it down - waste of taxpayer money.

Please make additional comments on the back.

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Scott Ayres
TxDOT Beaumont District
8350 Eastex Freeway
Beaumont, TX 77708
Email: scott.ayres@txdot.gov



COMMENT FORM

Public Meeting

I-10 Improvements from FM 365 to Walden Road

Control Section Job (Project Numbers):

CSJ: 0739-02-162

Tuesday, December 5, 2017



I am an Elected Official Position: _____

Name and Mailing Address (Optional):

Name Fabian Gabrysch

Address _____

Email Address _____

Telephone _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of a:

Residential property owner or renter Business property owner or lessee

Other (Please explain) _____

Per 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

Do you support the proposed project? Yes No Undecided

COMMENTS: Eliminating the Brooks Road Overpass will increase traffic through the Dishmen Elementary school zone.

I support the increase in lanes to I10. I do not support eliminating the Brooks Road I10 Overpass.

Please make additional comments on the back.

This comment form may be turned in tonight, mailed, or emailed by Wednesday, December 20, 2017, to the address below:

Scott Ayres
TxDOT Beaumont District
8350 Eastex Freeway
Beaumont, TX 77708

Email: scott.ayres@txdot.gov



COMMENT FORM

Public Meeting

I-10 Improvements from FM 365 to Walden Road

Control Section Job (Project Numbers):

CSJ: 0739-02-162

Tuesday, December 5, 2017



I am an Elected Official Position: _____

Name and Mailing Address (Optional):

Name _____
Address _____
Email Address _____
Telephone _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of a:

Residential property owner or renter Business property owner or lessee

Other (Please explain) _____

Per 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

Do you support the proposed project? Yes No Undecided

COMMENTS: Traffic will back up and as a resident of this neighborhood I will only have one way from the interstate to get to my house. Plus traffic will back up from all the ball games and events that take place at Ford park. Ambulances will only have a limited way to get to this neighborhood. There will be too heavy of a traffic flow through my street in the Walden Creek subdivision.

Please make additional comments on the back.

This comment form may be turned in tonight, mailed, or emailed by Wednesday, December 20, 2017, to the address below:

Scott Ayres
TxDOT Beaumont District
8350 Eastex Freeway
Beaumont, TX 77708
Email: scott.ayres@txdot.gov



COMMENT FORM
Public Meeting

I-10 Improvements from FM 365 to Walden Road

Control Section Job (Project Numbers):
CSJ: 0739-02-162

Tuesday, December 5, 2017



I am an Elected Official Position: _____

Name and Mailing Address (Optional):

Name Jerry + Carol Shaw

Address _____

Email Address _____

Telephone _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of a:

Residential property owner or renter Business property owner or lessee

Other (Please explain) _____

Per 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

Do you support the proposed project? Yes No Undecided

COMMENTS: Oppose Brooks Road Overpass Closure.
It would create heavy traffic problems on
Walden Rd. Access to BISD sports area,
baseball fields and Ford Park would be affected.
Access to Willow Creek neighborhood would be
negitively affected.

Please make additional comments on the back.

This comment form may be turned in tonight, mailed, or emailed by Wednesday, December 20, 2017, to the address below:

Scott Ayres
TxDOT Beaumont District
8350 Eastex Freeway
Beaumont, TX 77708

Email: scott.ayres@txdot.gov



Ross, Hillary

From: Billie Young ·
Sent: Monday, December 18, 2017 6:20 PM
To: Scott Ayres
Subject: Proposed Brooks Road overpass closure

SCOTT, I AM A RESIDENTIAL HOMEOWNER IN THE WILLOWCREEK SUDIVISION.

I STRONGLY OPPOSE THIS PROPOSAL AS THE ONLY WAYS TO CROSS I10 WOULD BE MAJOR DRIVE OR WALDEN ROAD NEARBY. This would create horrible traffic problems for our neighborhood, especially during events on I10, football, baseball games and concerts at Ford Park and the State Fair. Emergency ingress or egress for our area is of grave concern. You would create the same problem that exists near hwy 69 and Parkdale. We would wait in long lines to get out and in to our homes. THIS MATTER MUST BE RECONSIDERED. TALK WITH THE RESIDENTS EFFECTED MOST!

Ross, Hillary

From:
Sent: Wednesday, December 06, 2017 6:54 PM
To: Scott Ayres
Subject: Brooks Rd overpass

Please reconsider the removal of the Brooks Road overpass. This route allows relief of congestion on Walden Road from not only interstate traffic, but also the school.

I am opposed to the removal of the Brooks Road overpass.

Thank you,
Sheri Brimm

Ross, Hillary

From: Mary Swandollar Eger <
Sent: Tuesday, December 05, 2017 7:53 PM
To: Scott Ayres
Subject: Brooks Road Closure

Please do NOT eliminate this overpass. We live in the Willow Creek neighborhood and this is our best access to I-10 east and westbound. Thank you! Mary Swandollar Rhea

Sent from my iPhone

COMMENT FORM
Public Meeting

I-10 Improvements from FM 365 to Walden Road

Control Section Job (Project Numbers):

CSJ: 0739-02-162

Tuesday, December 5, 2017



I am an Elected Official Position: _____

Name and Mailing Address (Optional):

Name Mary Swondollar Rhea

Address _____

Email Address _____

Telephone _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of a:

- Residential property owner or renter Business property owner or lessee
 Other (Please explain) _____

Per 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

Do you support the proposed project? Yes No Undecided

COMMENTS:

This overpass and roadway
provide easy access to both east
and west bound I-10. Walden
Road is too busy with truck traffic.

Please make additional comments on the back.

This comment form may be turned in tonight, mailed, or emailed by Wednesday, December 20, 2017, to the address below:

Scott Ayres
TxDOT Beaumont District
8350 Eastex Freeway
Beaumont, TX 77708
Email: scott.ayres@txdot.gov

Ross, Hillary

From: Alice Schwing-Smith
Sent: Wednesday, December 06, 2017 11:04 AM
To: Scott Ayres
Subject: Comment on I-10 Improvements from FM 365 to Walden Road.pdf
Attachments: Comment on I-10 Improvements from FM 365 to Walden Road.pdf

Mr. Ayres, please find my comments attached concerning the IH-10 improvements, a resident of the Willow Creek Subdivision since 1990.

Regards,

Alice

Alice Schwing-Smith
Office Administrator
Sutton & Jacobs LLP
400.822.1100

COMMENT FORM
Public Meeting

I-10 Improvements from FM 365 to Walden Road

Control Section Job (Project Numbers):
CSJ: 0739-02-162

Tuesday, December 5, 2017



I am an Elected Official Position: _____

Name and Mailing Address (Optional):

Name Alice Schwing-Smith

Address _____

Email Address: _____

Telephone _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of a:

Residential property owner or renter Business property owner or lessee

Other (Please explain) _____

Per 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

Do you support the proposed project? Yes No Undecided Brooks Road bridge
(not as it pertains to shutting down)

COMMENTS: Not only should the Brooks Road/IH-10 bridge not be dismantled, it should be replaced like the major drive bridge AND the road replaced w/ drainage from IH10 to Major Drive

There are 400 houses in the Willow Creek subdivision as well as public access to the golf course that is also in the subdivision. Closing down Brooks road will cause undo strain on Walden Road especially during school hours.

Brooks Road is not only a daily road use bridge/road but it alleviates congestion on Walden and major drive \rightarrow over

Please make additional comments on the back.

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Scott Ayres
TxDOT Beaumont District
8350 Eastex Freeway
Beaumont, TX 77708
Email: scott.ayres@txdot.gov

when high school football games are played at the Thomas stadium; baseball/softball games and tournaments are played at Ford Park as well as other events such as the State Fair @ Ford Park.

Also, installing 3 foot concrete barriers between Walden and Major will only cause huge flooding problems during storm events

Do you not recall the Hurricane Harvey debacle on IH-10???

In short, I have lived in this subdivision since 1990. I use Brooks Road & I110 bridge on a daily basis. I want to see the Brooks Road bridge rebuilt like Major drive and the road itself reconstructed with proper drainage.

Ross, Hillary

From: Jim ENDERLE
Sent: Wednesday, December 06, 2017 8:20 AM
To: Scott Ayres
Subject: FW: Message from "USRCBEA-P00XFS2"
Attachments: 20171206081135048.pdf

-----Original Message-----

From: Jim ENDERLE
Sent: Wednesday, December 06, 2017 8:12 AM
To: Jim ENDERLE
Subject: Message from "USRCBEA-P00XFS2"

This E-mail was sent from "USRCBEA-P00XFS2" (MP C4504).

Scan Date: 12.06.2017 08:11:34 (-0600)
Queries to

COMMENT FORM
Public Meeting

I-10 Improvements from FM 365 to Walden Road

Control Section Job (Project Numbers):
CSJ: 0739-02-162

Tuesday, December 5, 2017



I am an Elected Official Position: _____

Name and Mailing Address (Optional):

Name Jim Enderle

Address _____

Email Address _____

Telephone _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of a:

Residential property owner or renter Business property owner or lessee

Other (Please explain) Employee of the Plant ^{Goodyear} complex on I-10

Per 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

Do you support the proposed project? Yes No Undecided

COMMENTS: I Have safety concerns of employees

having to leave their parking lots and having to turn
into oncoming traffic on the interstate.

Please make additional comments on the back.

This comment form may be turned in tonight, mailed, or emailed by Wednesday, December 20, 2017, to the address below:

Scott Ayres
TxDOT Beaumont District
8350 Eastex Freeway
Beaumont, TX 77708
Email: scott.ayres@txdot.gov

Ross, Hillary

From: Sarah Dupre
Sent: Wednesday, December 06, 2017 8:18 AM
To: Scott Ayres
Subject: FW: TxDOT Internet E-Mail

Are you taking in all the comment cards that we receive?
Below is a comment.

-----Original Message-----

From
Sent: Wednesday, December 06, 2017 8:15 AM
To: Sarah Dupre; Cindy Dougherty
Subject: TxDOT Internet E-Mail

Name: Mr. Thomas Patchimrat
Address:

Phone:

Requested Contact Method: Email

Reason for Contact: Customer Service
Complaint: No

Comment: I went to the open house (for 1-10 FM365 to Walden) last night. It was very informative. Good Job!

I live near Walden and Major. Pleas reconsider removing the Brooks Road overpass. I use it when traffic backs up and when going to the BISD stadium. Thanks.

Ross, Hillary

From: Lynn ·
Sent: Wednesday, December 06, 2017 1:46 PM
To: Scott Ayres
Cc: Bobby Cherry
Subject: Keep Brooks Road Open

Lynn Cherry

Resident since 1990

I am not an employee of TXDot

I do Not support the proposal

We are a community of 400+ single family homes.
Restricted access to I10 in emergency situation
Restricted access into the neighborhood during emergency situations
Thus increasing response time into or out of our neighborhood
Increases traffic on Walden Road (school zone)
Decreases access to Ford Park and Carroll Thomas Stadium

I did not have access to the form
Hope my opinion counts
Thanks
Lynn Cherry

Sent from my Verizon Wireless 4G LTE DROID

Ross, Hillary

From: Tredway & Company LLC
Sent: Wednesday, December 06, 2017 9:17 AM
To: Scott Ayres
Subject: No to closing Brook Road

We live on Champions Drive in Willow Creek and use Brooks Road all the time.
Please do not close.
Garland and Kathy Tredway

Ross, Hillary

From: Brent Coon
Sent: Thursday, December 07, 2017 3:58 PM
To: Scott Ayres
Cc: Brentwood Entertainment Complex
Subject: Brooks Road overpass in Beaumont

Scott,

It has come to my attention TxDot is considering removal of the I-10 overpass of Brooks road as part of a widening project. In addition to being a resident only a few hundred yards from the convenience of this overpass, I am the owner of the golf course and event center right off of Brooks road. We get literally tens of thousands of guests here every year, and many utilize to convenience of the Brooks road overpass. In addition, this area has grown by over a 1000 homes and will continue to do so as a result of the new school here, proximity to freeway, and a wide area of infrastructure community support with restaurants, retailers, and others locating here.

The areas adjacent to the freeway here face heavy traffic patterns along the freeway and service roads with the Ford Park Events complex, (which holds 15,000 plus), the regional baseball complex, the new football stadium (which holds over 5,000) the 10 theatre movie complex, and a half dozen hotels that have located in recent years just in the Walden to Major stretch. Brooks is the only crossing between them, and denying access there is going to create immediate traffic problems and compound them down the road as the Southwestern section of town continues to grow as a result of limited other space and the addition of access/service roads now built along this stretch as well (not to mention the recent widening of Major drive and Walden road). Walden also has the problem of extensive new residential development creating traffic patterns and the new school, which also involves a necessary students crossing the kids there. All of these present issues, as well as future ones, strongly suggest the continued access of a crossing on I-10 at Brooks. This is all just discussing the present situation on the areas IMMEDIATELY adjacent to this corridor, but the extension of residential development along this last underdeveloped section of town along the freeway as well as continued transition of agricultural lands on both sides of this area will exponentially increase traffic patterns over the next decade.

The YMBL State Fair at the Ford Park complex alone brings in 500,000 visitors over the 10 day period. Traffic at Major is at a standstill when this occurs, as well as any time there is a major concert or other event, which occurs weekly if not more often. This crossing needs to stay in place.

We are addressing these concerns with City Council, the County Commissioners, and the major stakeholders in the area for further feedback to TxDot.

Thanks for the consideration.

Brent W. Coon
Founder/CEO-Brent Coon & Associates
Founder/CEO- Coondog Productions
Board Certified-Civil Trial Law (NBTA)
Board Certified-Personal Injury Trial Law (TBLS)
Executive Board-National Trial Lawyers Association
Executive Board-Environmental Trial Lawyers Association

____Confidentiality Notice_____ This e-mail, and any files transmitted with it, is confidential and is intended solely for the use of the individual or entity to whom it is addressed. This communication may contain material protected by the attorney-client privilege. If you are not the intended recipient or the person responsible for delivering the e-mail to the intended recipient, be advised that you have received this email in error and that any use, dissemination, forwarding, printing, or copying of this e-mail is strictly prohibited. If you have received this e-mail in error, please immediately notify the sender and permanently delete the email and any attachments. Thank you.

COMMENT FORM

Public Meeting

I-10 Improvements from FM 365 to Walden Road

Control Section Job (Project Numbers):

CSJ: 0739-02-162

Tuesday, December 5, 2017



I am an Elected Official Position: _____

Name and Mailing Address (Optional):

Name _____

Address _____

Email Address _____

Telephone _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of a:

Residential property owner or renter Business property owner or lessee

Other (Please explain) _____

Per 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

Do you support the proposed project? Yes No Undecided

COMMENTS: _____

See Attachment

Please make additional comments on the back.
This comment form may be turned in tonight, mailed, or emailed by Wednesday, December 20, 2017, to the address below:

Scott Ayres
TxDOT Beaumont District
8350 Eastex Freeway
Beaumont, TX 77708
Email: scott.ayres@txdot.gov

The environmental review, consultation and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated Dec. 16, 2014, and executed by FHWA and TxDOT.

Comment on I-10 improvements between Smith and Boyt road

1. Truck and small car traffic in front of the Goodyear and Total Chemical plants going to Smith Road will at least quadruple, due to the "Love's" fuel station and other Smith road traffic. The location of the exit relative to Smith Road and the two plants will lead to trucks and cars driving high speeds directly in front of both plants. 100 small cars/trucks and 50 semi trucks exit the plants via that feeder road. This will certainly lead to increased risk at plant exit onto I-10 feeder.
 - a. The GOAL
 - i. Keep as much "non-plant" traffic off of the feeder that passes directly in front of the plants
 - ii. Reduce potential for collisions of trucks containing flammable/explosive materials
 - b. One solution
 - i. Extend the feeder road from Boyt to Smith
 - ii. Relocate the Eastbound exit to the plants west of Boyt Road
 - iii. Relocate the Smith Road exit (from I-10 Eastbound) downstream of the plants

2. Extra miles caused by "improvements"
 - a. Elimination of the two-way feeder between Smith Road and the two chemical plants adds ~10 miles per day per driver (next exit is 365. ~5 miles West of Smith Road)
 - b. x 100 cars per day adds 1,000 miles per day driving to the plant
 - c. x 365 days = 365,000 miles per year
 - d. The GOAL - Eliminate extra miles
 - e. Possible solutions/patches
 - i. Keep the two way or add a 2nd "feeder" for the plant
 - ii. Create the Boyt Road exit from Westbound I-10 and Eastbound I-10 entrance from Boyt Road (cuts the "extra" driving by half)

Mike Goodeaux

Engineering Advisor

Total Petrochemicals

Ross, Hillary

From: Hazel Adair
Sent: Friday, December 08, 2017 9:56 AM
To: Scott Ayres
Subject: Brook Rd Overpass
Attachments: Brooks rd.pdf

COMMENT FORM
Public Meeting

I-10 Improvements from FM 365 to Walden Road

Control Section Job (Project Numbers):
CSJ: 0739-02-162

Tuesday, December 5, 2017



I am an Elected Official Position: _____

Name and Mailing Address (Optional):

Name _____

Address _____

Email Address _____

Telephone _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of a:

Residential property owner or renter Business property owner or lessee

Other (Please explain) _____

Per 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

Do you support the proposed project? Yes No Undecided

COMMENTS: _____

*I use the BROOKS RD OVERPASS
to exit from my residence would be very
inconvenient to NOT have it.*

Please make additional comments on the back.

This comment form may be turned in tonight, mailed, or emailed by Wednesday, December 20, 2017, to the address below:

Scott Ayres
TxDOT Beaumont District
8350 Eastex Freeway
Beaumont, TX 77708
Email: scott.ayres@txdot.gov

Ross, Hillary

From: Scott Wolfe <
Sent: Monday, December 11, 2017 10:02 AM
To: Scott Ayres
Subject: Comments form - I-10 improvements FM 365 - Walden Rd
Attachments: I-10 Comments SW.pdf

--
L Scott Wolfe, PE | Civil / Structural Engineer

COMMENT FORM
Public Meeting

I-10 Improvements from FM 365 to Walden Road

Control Section Job (Project Numbers):
CSJ: 0739-02-162

Tuesday, December 5, 2017



I am an Elected Official Position: _____

Name and Mailing Address (Optional):

Name SCOTT WOLFE

Address _____

Email Address: _____

Telephone _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of a:

Residential property owner or renter Business property owner or lessee

Other (Please explain) _____

Per 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

Do you support the proposed project? Yes No Undecided

COMMENTS: I OPPOSE THE REMOVAL OF BROOKS ROAD OVERPASS
I BELIEVE THERE ARE SEVERAL HUNDRED USERS / DAY.
ITS A BYPASS DURING FAIR AND EVENTS. ACCESS ALL THE WAY TO COLLEGE
BEFORE/EAST OF AIRPORT.
EXTEND PLAN A FEW HUNDRED FEET TO TIE
INTO THE 3 LANES TRANSITIONING INTO HWY 69
INTERCHANGE.

Please make additional comments on the back.

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Scott Ayres
TxDOT Beaumont District
8350 Eastex Freeway
Beaumont, TX 77708
Email: scott.ayres@txdot.gov

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Ross, Hillary

From: Raylene Lapierre
Sent: Monday, December 11, 2017 9:14 AM
To: Scott Ayres
Subject: I-10 Improvements from FM 365 to Walden Rd - Comment form
Attachments: I-10 Comments RL.pdf

Good Morning Scott,

Attached is my completed comment form regarding the I-10 improvements. I adamantly oppose the removal of the Brooks Rd overpass although I agree with the other improvements.

Regards,

Raylene L LaPierre

COMMENT FORM
Public Meeting

I-10 Improvements from FM 365 to Walden Road

Control Section Job (Project Numbers):
CSJ: 0739-02-162



Tuesday, December 5, 2017

I am an Elected Official Position: _____

Name and Mailing Address (Optional):

Name Paulene LaPierre

Address _____

Email Address _____

Telephone _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of a:

Residential property owner or renter Business property owner or lessee

Other (Please explain) _____

Per 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

Do you support the proposed project? Yes No Undecided

COMMENTS: With the exception of removing the Brooks Rd overpass - I OPPOSE that part of the project. This overpass is a necessity. I use this exit/overpass everyday to get in + out of my subdivision. I do not use Walden because it is so backed up with the school & Major exit is out of the way & absolutely impossible with traffic if anything is happening at Ford Park. Removing the Brooks Rd overpass is a bad idea as it will push more traffic onto Walden & Major which is already bottlenecked.

Keep the Brooks Rd overpass!

Please make additional comments on the back.
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Scott Ayres
TxDOT Beaumont District
8350 Eastex Freeway
Beaumont, TX 77708
Email: scott.ayres@txdot.gov

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COMMENT FORM

Public Meeting

I-10 Improvements from FM 365 to Walden Road

Control Section Job (Project Numbers):

CSJ: 0739-02-162

Tuesday, December 5, 2017



I am an Elected Official Position: _____

Name and Mailing Address (Optional):

Name Richard Evans

Address _____

Email Add _____

Telephone _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of a:

Residential property owner or renter Business property owner or lessee

Other (Please explain) _____

Per 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

Do you support the proposed project? Yes No Undecided

COMMENTS:

My wife, I & our neighbors use Brooks Road to access I-10 Eastbound to go to work & shop in Beaumont on a daily basis. Please don't remove the over pass and extend our commute into town.

RE

Please make additional comments on the back.

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Scott Ayres
TxDOT Beaumont District
8350 Eastex Freeway
Beaumont, TX 77708
Email: scott.ayres@txdot.gov



COMMENT FORM
Public Meeting

I-10 Improvements from FM 365 to Walden Road

Control Section Job (Project Number):
CSJ: 0739-02-192



Tuesday, December 5, 2017 — Wed, Dec 6, 2017

I am an Elected Official Position: _____

Name and Mailing Address (Optional):
Name DOREEN J HAMMER
Address _____
Email Add _____
Telephone _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW

I am primarily interested in the project from the standpoint of a:

- Residential property owner or renter
- Business property owner or lessee
- Other (Please explain) _____

Per Texas Transportation Code, §201.811(e)(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

Do you support the proposed project? Yes No Undecided

COMMENTS: I oppose the closing of the Brooks Rd overpass @ I 10. - Jefferson county.

Doreen J Hammer.

Please make additional comments on the back.

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Scott Ayres
TxDOT Beaumont District
8350 Eastex Freeway
Beaumont, TX 77708
Email: scott.ayres@txdot.gov

The environmental review, consultation and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to U.S.C. 327 and a Memorandum of Understanding dated Dec 10, 2014, and executed by FHWA and TxDOT.



Ross, Hillary

From:
Sent: Wednesday, December 13, 2017 2:59 PM
To: Scott Ayres
Subject: I-10 improvements Walden to 365

Mr Ayres,

After reviewing the information we are in full support of the project, including the removal of the overpass at Brooks Rd. The overpass does not serve any significant purpose related to daily travel, emergency response, or daily school activities.

Thank you for all TxDOT does!
Pamela Jack

Sent from my Verizon LG Smartphone

COMMENT FORM
Public Meeting

I-10 Improvements from FM 365 to Walden Road

Control Section Job (Project Numbers):
CSJ: 0739-02-162

Tuesday, December 5, 2017



I am an Elected Official Position: _____

Name and Mailing Address (Optional):

Name Patti Calhoun

Address _____

Email Addr _____

Telephone _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of a:

Residential property owner or renter Business property owner or lessee

Other (Please explain) _____

Per 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

Do you support the proposed project? Yes No Undecided

COMMENTS: We do not need increased traffic on Walden Road, or the intersections of Walden and I10. I do not see the need to spend taxpayers money on this project which doesn't seem to be necessary.

Please make additional comments on the back.

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Scott Ayres
TxDOT Beaumont District
8350 Eastex Freeway
Beaumont, TX 77708
Email: scott.ayres@txdot.gov



COMMENT FORM
Public Meeting

I-10 Improvements from FM 365 to Walden Road

Control Section Job (Project Numbers):
CSJ: 0739-02-162

Tuesday, December 5, 2017



Selected Official Position: _____

Mailing Address (Optional):
Francesca Crain

Address _____
City _____
State _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of a:

- Residential property owner or renter Business property owner or lessee
 Other (Please explain) _____



Per 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

Do you support the proposed project? Yes No Undecided

COMMENTS: Just moved to the area and was very happy that the Brooks Rd. Overpass, was accessible to the I-10 would be greatly disappointed if it were to close.

Please make additional comments on the back.
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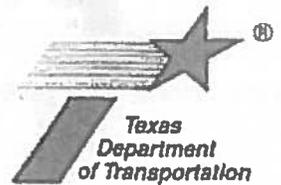
Scott Ayres
TxDOT Beaumont District
8350 Eastex Freeway
Beaumont, TX 77708
Email: scott.ayres@txdot.gov

COMMENT FORM
Public Meeting

I-10 Improvements from FM 365 to Walden Road

Control Section Job (Project Numbers):
CSJ: 0739-02-162

Tuesday, December 5, 2017



I am an Elected Official Position: _____

Name and Mailing Address (Optional)

Name Benjamin Crain

Address _____

Email Address _____

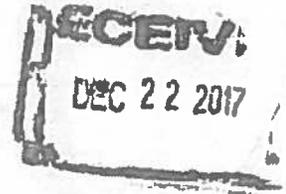
Telephone _____

PLEASE CHECK

I am primarily interested in the project from the standpoint of a:

Residential property owner or renter Business property owner or lessee

Other (Please explain) _____



Per 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 would benefit monetarily from the project or other item about which I am commenting

Do you support the proposed project? Yes No Undecided

Comments: We frequently use the Brooks Rd overpass. Please do not close this overpass.

Please make additional comments on the back.

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Scott Ayres
TxDOT Beaumont District
8350 Eastex Freeway
Beaumont, TX 77708
Email: scott.ayres@txdot.gov

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COMMENT FORM
Public Meeting

I-10 Improvements from FM 365 to Walden Road

Control Section Job (Project Numbers):
CSJ: 0739-02-162

Tuesday, December 5, 2017



I am an Elected Official Position: _____

Name and Mailing Address (Optional):

Name PATRICK BARTON

Address _____

Email Address _____

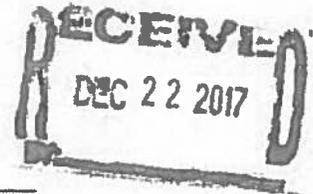
Telephone _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of a:

Residential property owner or renter Business property owner or lessee

Other (Please explain) _____



Per 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

Do you support the proposed project? Yes No Undecided

COMMENTS: THE BROOKS ROAD OVERPASS IS USED TOO
MUCH TO JUST DO AWAY IT. IT IS
CLEAR TO ME THAT TXDOT DID NOT
RESEARCH THIS PRIOR TO MAKING THIS
DECISION

Please make additional comments on the back.
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TxDOT Beaumont District
8350 Eastex Freeway
Beaumont, TX 77708
Email: scott.ayres@txdot.gov

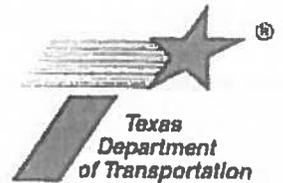
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COMMENT FORM
Public Meeting

I-10 Improvements from FM 365 to Walden Road

Control Section Job (Project Numbers):
CSJ: 0739-02-162

Tuesday, December 5, 2017



I am an Elected Official Position: _____

Name and Mailing Address (Optional):

Name WILLIAM NANTZ

Address _____

Email Address: _____

Telephone _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of a:

Residential property owner or renter Business property owner or lessee

Other (Please explain) _____

Per 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

Do you support the proposed project? Yes No Undecided

COMMENTS: The Brooks Road overpass must be rebuilt as part of the I-10 widening project. There is heavy annual use of the overpass including access to football, soccer baseball and softball games plus the RV Park and SE Texas State Fair and other events at Folk Park.

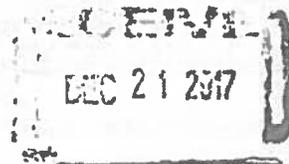
Why are the overpasses in West Jefferson County on I-10 being rebuilt when their use must be much less than that at Brooks Road?

Was a use study ever conducted at all the overpasses?

Please make additional comments on the back.

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Scott Ayres
TxDOT Beaumont District
8350 Eastex Freeway
Beaumont, TX 77708
Email: scott.ayres@txdot.gov



COMMENT FORM
Public Meeting

I-10 Improvements from FM 365 to Walden Road

Control Section Job (Project Numbers):
CSJ: 0739-02-162

Tuesday, December 5, 2017



I am an Elected Official Position: _____

Name and Mailing Address (Optional):

Name Shirley Nantz

Address _____

Email Address _____

Telephone _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of a:

Residential property owner or renter Business property owner or lessee

Other (Please explain) _____

Per 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

Do you support the proposed project? Yes No Undecided

COMMENTS: Traffic on Brooks Road and the overpass is constant and, at times, heavy. Lots of sporting events.

Why would you even consider not rebuilding the overpass?

The ones near Winnie have much less use and you're rebuilding them

Rebuild the overpass!!!

Please make additional comments on the back.

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Scott Ayres
TxDOT Beaumont District
8350 Eastex Freeway
Beaumont, TX 77708
Email: scott.ayres@txdot.gov



COMMENT FORM
Public Meeting

I-10 Improvements from FM 365 to Walden Road

Control Section Job (Project Numbers):
CSJ: 0739-02-162

Tuesday, December 5, 2017



I am an Elected Official Position: _____

Name and Mailing Address (Optional):

Name Louise Legere

Address _____

Email Add _____

Telephone _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of a:

Residential property owner or renter Business property owner or lessee

Other (Please explain) _____

Per 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

Do you support the proposed project? Yes No Undecided

COMMENTS: Closing Brooks Rd. Overpass would cause an impact of residents of Willow Creek getting to I 10 east bound and to Hwy 124. It would effect travels on I 10 west bound going to the RV park on Brooks Rd.
Closing Brooks Rd. overpass would effect the restaurant business in Beaumont from individuals playing at the baseball/softball complex. The families in town for games would have a harder time returning from eating if overpass is closed.

Please make additional comments on the back.

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Scott Ayres
TxDOT Beaumont District
8350 Eastex Freeway
Beaumont, TX 77708
Email: scott.ayres@txdot.gov



COMMENT FORM
Public Meeting

I-10 Improvements from FM 365 to Walden Road

Control Section Job (Project Numbers):
CSJ: 0739-02-162

Tuesday, December 5, 2017



I am an Elected Official Position: _____

Name and Mailing Address (Optional):

Name Rose De Rouen
Address _____
Email Address _____
Telephone _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of a:

Residential property owner or renter Business property owner or lessee
 Other (Please explain) _____

Per 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

Do you support the proposed project? Yes No Undecided

COMMENTS: MORE TRAFFIC DIVERTED TO WALDEN Rd
SCHOOL ON CHAMPION CAUSING MORE TRAFFIC
INCREASED RISK FOR KIDS
RESIDENTS IN WILLOWCREEK USING BROOKS AS
ENTRY IN ON OUT WILL INCREASE TRAFFIC ON
WILLOW BEND

Please make additional comments on the back.
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Scott Ayres
TxDOT Beaumont District
8350 Eastex Freeway
Beaumont, TX 77708
Email: scott.ayres@txdot.gov



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COMMENT FORM
Public Meeting

I-10 Improvements from FM 365 to Walden Road

Control Section Job (Project Numbers):
CSJ: 0739-02-162

Tuesday, December 5, 2017



I am an Elected Official Position: _____

Name and Mailing Address (Optional):

Name Michael Gerdes _____

Address _____

Email Address _____

Telephone _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of a:

Residential property owner or renter Business property owner or lessee

Other (Please explain) _____

Per 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

Do you support the proposed project? Yes No Undecided

COMMENTS: Loss of OVERPASS would ~~lengthen~~ lengthen the time
and distance to my office

Please make additional comments on the back.

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Scott Ayres
TxDOT Beaumont District
8350 Eastex Freeway
Beaumont, TX 77708
Email: scott.ayres@txdot.gov

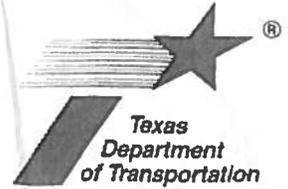
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COMMENT FORM
Public Meeting

I-10 Improvements from FM 365 to Walden Road

Control Section Job (Project Numbers):
CSJ: 0739-02-162

Tuesday, December 5, 2017



I am an Elected Official Position: _____

Name and Mailing Address (Optional):

Name PATRICIA GERDES

Address _____

Email Address _____

Telephone _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of a:

Residential property owner or renter Business property owner or lessee

Other (Please explain) _____

Per 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

Do you support the proposed project? Yes No Undecided

COMMENTS: THIS PROJECT WOULD BE A MAJOR INCONVENIENCE
FOR EVERYONE IN OUR NEIGHBORHOOD.

Please make additional comments on the back.

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Scott Ayres
TxDOT Beaumont District
8350 Eastex Freeway
Beaumont, TX 77708
Email: scott.ayres@txdot.gov

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COMMENT FORM

Public Meeting

I-10 Improvements from FM 365 to Walden Road

Control Section Job (Project Numbers):

CSJ: 0739-02-162

Tuesday, December 5, 2017



I am an Elected Official Position: _____

Name and Mailing Address (Optional):

Name Clifford Cavett _____

Address _____

Email Address _____

Telephone _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of a:

Residential property owner or renter Business property owner or lessee

Other (Please explain) _____

Per 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

Do you support the proposed project? Yes No Undecided

COMMENTS:

We need more than one exit out of this development. It is very dangerous to have only 1 exit (Walden Road) to get to the freeway to get to a hospital

Please make additional comments on the back.

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Scott Ayres
TxDOT Beaumont District
8350 Eastex Freeway
Beaumont, TX 77708
Email: scott.ayres@txdot.gov

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COMMENT FORM
Public Meeting

I-10 Improvements from FM 365 to Walden Road

Control Section Job (Project Numbers):
CSJ: 0739-02-162

Tuesday, December 5, 2017



I am an Elected Official Position: RETIRED

Name and Mailing Address (Optional):

Name EDWIN BEARB
Address _____
Email Address _____
Telephone _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of a:

Residential property owner or renter Business property owner or lessee
 Other (Please explain) _____

Per 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

Do you support the proposed project? Yes No Undecided

COMMENTS: TOO MANY WORKERS TRAVEL TO AND FROM WORK. THIS
IS FROM WILLOW CREEK AND OTHER AREAS NEAR BY.

Please make additional comments on the back.
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Scott Ayres
TxDOT Beaumont District
8350 Eastex Freeway
Beaumont, TX 77708
Email: scott.ayres@txdot.gov

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COMMENT FORM
Public Meeting

I-10 Improvements from FM 365 to Walden Road

Control Section Job (Project Numbers):
CSJ: 0739-02-162

Tuesday, December 5, 2017



I am an Elected Official Position: _____

Name and Mailing Address (Optional):

Name Jan + Denise Oliphant _____

Address _____

Email Address _____

Telephone _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of a:

Residential property owner or renter Business property owner or lessee

Other (Please explain) _____

Per 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

Do you support the proposed project? Yes No Undecided

COMMENTS: Closing Brooks Road would cut access into Willow Creek from 3 to 2. Currently there is easy access to the Interstate. There is better access to all of the facilities on the south side of Interstate 10. There is currently easy access directly to Fannett Road. The traffic would be heavier on Whilden + Major Dr. in the am + pm. It just doesn't seem feasible to close Brooks Road. We are totally against it.

Please make additional comments on the back.

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Scott Ayres
TxDOT Beaumont District
8350 Eastex Freeway
Beaumont, TX 77708
Email: scott.ayres@txdot.gov

COMMENT FORM
Public Meeting

I-10 Improvements from FM 365 to Walden Road

Control Section Job (Project Numbers):
CSJ: 0739-02-162

Tuesday, December 5, 2017



I am an Elected Official Position: _____

Name and Mailing Address (Optional):

Name VANISH A HARVOT

Address _____

Email Address _____

Telephone _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of a:

Residential property owner or renter Business property owner or lessee

Other (Please explain) _____

Per 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

Do you support the proposed project? Yes No Undecided

COMMENTS: I do not agree with closure of overpass @ Brooks Rd. I live in the subdivision directly behind the involved project. This will affect all individuals living in this large subdivision (Country Club). Traffic along Walden Rd is heavy in am + pm here to Dishman Elementary dropoff + pickup. Closure of Brooks Road overpass will adversely affect traffic flow to the baseball/softball fields, the football field and natatorium (BISD complex). In addition flow of traffic to/from Ford Park will also be effected. All residents in our subdivision feel very strongly regarding this closure and would like this decision to be reconsidered. Thank you for your consideration in this matter.

Please make additional comments on the back.

This comment form may be turned in tonight, mailed, or emailed by Wednesday, December 20, 2017, to the address below:

Scott Ayres
TxDOT Beaumont District
8350 Eastex Freeway
Beaumont, TX 77708
Email: scott.ayres@txdot.gov

COMMENT FORM
Public Meeting

I-10 Improvements from FM 365 to Walden Road

Control Section Job (Project Numbers):
CSJ: 0739-02-162

Tuesday, December 5, 2017



I am an Elected Official Position: _____

Name and Mailing Address (Optional):

Name SAURABH SINGH
Address _____
Email Address _____
Telephone _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of a:

Residential property owner or renter Business property owner or lessee
 Other (Please explain) _____

Per 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

Do you support the proposed project? Yes No Undecided

COMMENTS: Please stop this overpass destruction.
You cannot repair a Road (Brooks' road has major
potholes) which is a constructive thing to do; Instead
you are wanting to do something destructive.
Shame on you !!

Please make additional comments on the back.

This comment form may be turned in tonight, mailed, or emailed by Wednesday, December 20, 2017, to the address below:

Scott Ayres
TxDOT Beaumont District
8350 Eastex Freeway
Beaumont, TX 77708
Email: scott.ayres@txdot.gov

Other Comments - Resolutions

RESOLUTION NO. 17-267

WHEREAS, as part of the IH-10 from FM 365 East to Walden Road Project, TxDOT is considering removing the Brooks Road Overpass; and,

WHEREAS, removal of the Brooks Road Overpass would restrict 2.2 miles of frontage road and 900 acres of land for future development; and,

WHEREAS, due to limitations of the current drainage infrastructure northwest of the City along SH 105, future development of the City may shift to both sides of IH-10 between Walden Road and Major Drive. Brooks Road Overpass will be vitally important to serve future development in the area; and,

WHEREAS, removal of the Brooks Road Overpass would limit access to the BISD football stadium with a capacity of 10,600 located at the south side of IH-10; and,

WHEREAS, removal of the Brooks Road Overpass would limit access to the Ford Park area where the South Texas State Fair and numerous other events are held annually; and,

WHEREAS, removal of the Brooks Road Overpass would increase emergency response times for current and future developments in the area; and,

WHEREAS, the City Council is of the opinion that it is in the best interest of the citizens of the City of Beaumont to oppose the removal of the Brooks Road Overpass;

NOW, THEREFORE, BE IT RESOLVED

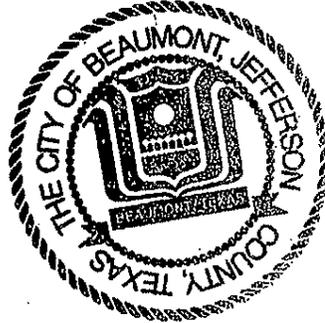
BY THE CITY COUNCIL OF THE CITY OF BEAUMONT:

THAT the statements and findings set out in the preamble to this resolution are hereby, in all things, approved and adopted; and,

THAT the City Council opposes the removal of the Brooks Road Overpass.

The meeting at which this resolution was approved was in all things conducted in strict compliance with the Texas Open Meetings Act, Texas Government Code, Chapter 551.

PASSED BY THE CITY COUNCIL of the City of Beaumont this the 19th day of December, 2017.



A handwritten signature in cursive script, appearing to read "Becky Ames". The signature is written in black ink and is positioned above a horizontal line.

- Mayor Becky Ames -



Resolution

STATE OF TEXAS
COUNTY OF JEFFERSON

§
§

COMMISSIONERS' COURT
OF JEFFERSON COUNTY, TEXAS

BE IT REMEMBERED at a meeting of Commissioners' Court of Jefferson County, Texas, held on the 18th day of December, 2017, on motion made by Eddie Arnold, Commissioner of Precinct No. 1, and seconded by Brent Weaver, Commissioner of Precinct No. 2, the following Resolution was adopted:

OPPOSING THE REMOVAL OF THE BROOKS ROAD OVERPASS ON INTERSTATE HIGHWAY 10

WHEREAS, the Texas Department of Transportation (TxDOT) will be making improvements along Interstate Highway 10 (IH-10) to meet the demands of increased traffic; and

WHEREAS, TxDOT has advised that, as part of their plans, they intend to remove the Brooks Road overpass; and

WHEREAS, TxDOT has invited comments regarding their proposed improvements which must be submitted by December 20, 2017;

WHEREAS, the Jefferson County Commissioners Court recognizes that the Brooks Road overpass is a vital route that should remain open during times of emergencies; and

WHEREAS, the Jefferson County Commissioners Court recognizes that the current Brooks Road overpass has served and continues to serve as a route vital to the economic development of property currently accessible by Brooks Road;

WHEREAS, the removal of the Books Road overpass will cause unnecessary travel times, expense and increase traffic congestion for those who have relied upon access by the overpass; and

WHEREAS, it is in the best interest of Jefferson County residents to maintain the Brooks Road overpass.

NOW THEREFORE, BE IT RESOLVED THAT TxDot reconsider the removal of the Brooks Road overpass and redesign their planned improvements to keep this vital route of travel open to our citizens.

SIGNED this 18th day of DECEMBER, 2017.



JUDGE JEFF R. BRANICK
County Judge





COMMISSIONER EDDIE ARNOLD
Precinct No. 1



COMMISSIONER MICHAEL S. SINEGAL
Precinct No. 3



COMMISSIONER BRENT A. WEAVER
Precinct No. 2



COMMISSIONER EVERETTE D. ALFRED
Precinct No. 4

E. Figures

Meeting Exhibits

WELCOME!

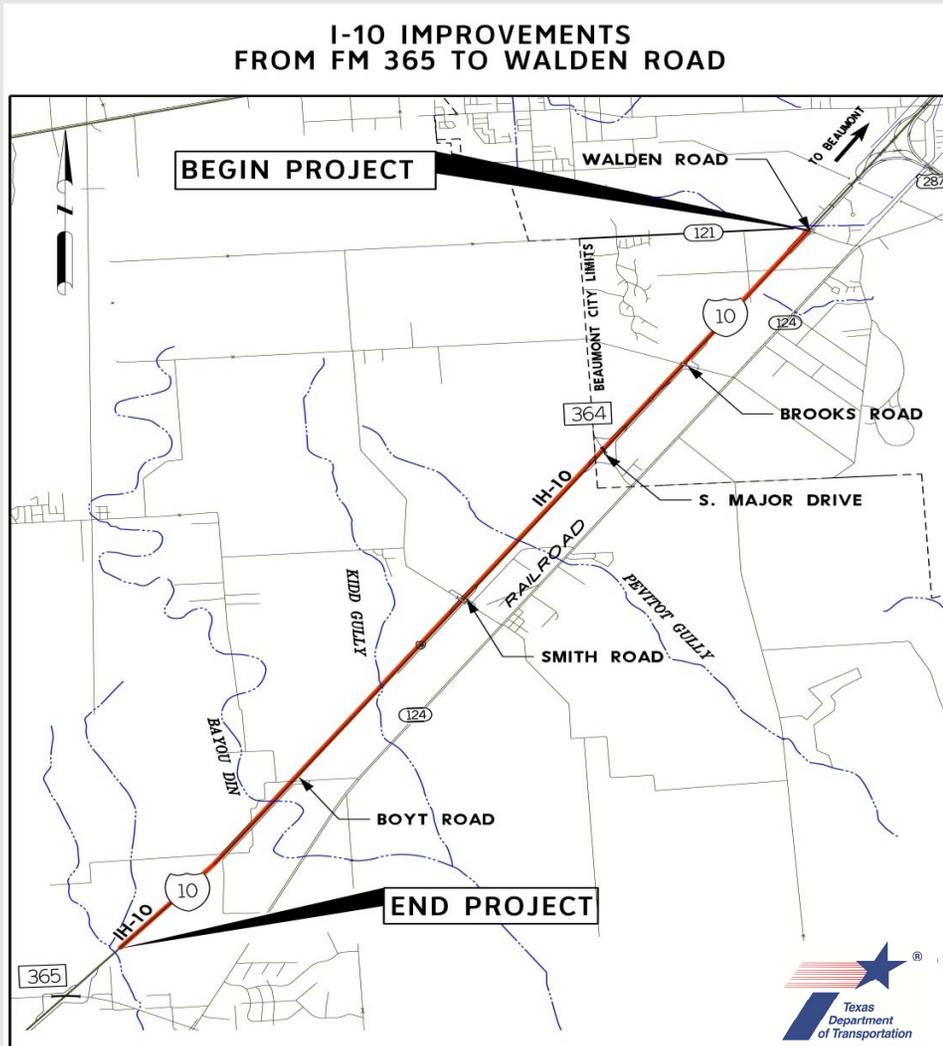
I-10 Widening Project Walden Road to FM 365

Why Am I Here?

- Learn and ask questions about the proposed project
- Review the project layout
- Provide comments and feedback

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated Dec. 16, 2014, and executed by FHWA and TxDOT.

I-10 Project Background



- **Project Limits:**
 - Located west of Beaumont
 - I-10 from Walden Road to FM 365
 - Approximate length 9.9 miles
- **Project History:**
 - TxDOT is completing two similar widening projects from Winnie to FM 365
 - Major Drive interchange improvements completed in 2016 included components to accommodate freeway widening.
- **Project Details:**
 - Reconstruct existing 4-lane freeway to 6-lane freeway (3 lanes each direction) with 12-ft travel lanes, 10-ft shoulders, and a concrete median barrier

Project Need – Increased Interstate Congestion



I-10 Need and Purpose

- **What are the needs for the project?**
 - The existing facility is not sufficient to meet the demands of the increased traffic along the I-10 corridor.
 - Increased freight traffic through the area has caused increased congestion; oversized loads are restricted by existing overpasses.
 - Increased development and population growth along the I-10 corridor results in more local traffic merging on and off the interstate.
 - Increased traffic and local growth lead to the need for improved safety enhancements along the interstate, frontage roads, and interchanges.

Project Purpose – Relieve Congestion



Project Purpose – Improve Mobility



I-10 Purpose and Need

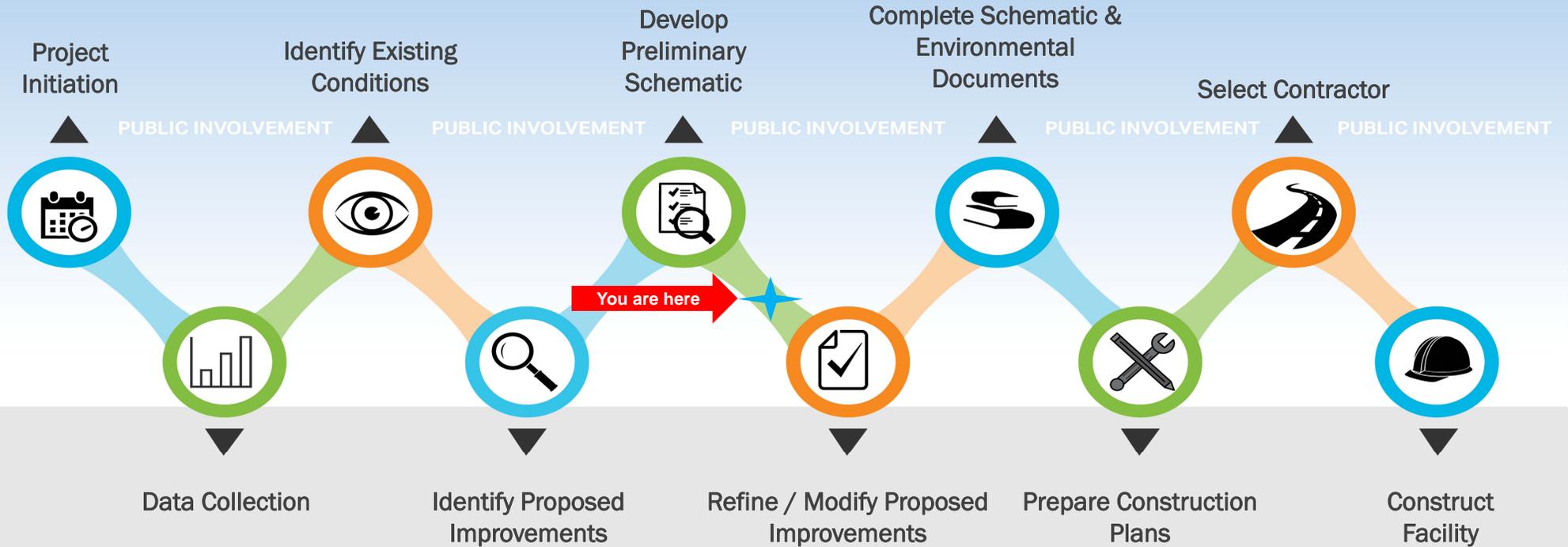
- What is the purpose of the project?
 - Reduce congestion by adding additional travel lanes.
 - Reduce congestion and improve mobility by placing local streets below I-10, removing the constraints of existing overpasses.
 - Improve mobility by modernizing interchanges and improving or extending frontage roads.
 - Add enhanced safety features, including improved safety lighting, a concrete median barrier, inside shoulders, and a fog detection and alert system.

I-10 Study Process

TIME LINE

Year 2017

Year 2018 – 2022*



* Tentative projected completion date

★ Public Meeting

I-10 Proposed Improvements

Reconstruct and widen I-10 to a 6-lane freeway

Planned removal of Brooks Rd overpass ;
Improve existing I-10 bridge over Walden Rd

Remove existing Smith Rd bridge over
I-10; construct new I-10 bridge over Smith
Rd

Planned removal of Boyt Road Bridge over I-
10; construct new I-10 bridge over Boyt Road

Proposed access improvement at Smith Rd:
eliminate 2-way frontage road at Goodyear
Plant ; construct continuous 1-way
eastbound and westbound frontage roads
from Smith Rd to Boyt Rd; install turnaround
at Boyt Rd below I-10 overpass

We want to hear from you

Please Provide Feedback!

Tonight: Please fill out a comment card and place it in the comment box

By Mail: Mail comments to:
TxDOT Beaumont District
Attn: Scott Ayres
8350 Eastex Fwy
Beaumont, TX 77708

Email: Email your comments to
scott.ayres@txdot.gov

Please note: To be part of the official project file, comments must be received by 5:00 p.m., December 20, 2017

Meeting Materials



Public Meeting Fact Sheet

Proposed I-10 Widening Project from Walden Road to FM 365
Ben J Rogers Visitors Center, Beaumont: December 5, 2017 from 4:30 – 7:30 PM,

Introduction

The purpose of this public meeting is to present proposed improvements along Interstate Highway 10 (I-10) from Walden Rd to Farm to Market Road (FM) 365 in Jefferson County, TX, and to solicit public input on the proposed plans.

Why is this project needed?

- The existing facility is not sufficient to meet the demands of the increased traffic along the I-10 corridor.
- Increased freight traffic through the area has caused increased congestion; oversized loads are restricted by existing overpasses.
- Increased development and population growth along the I-10 corridor have resulted in more local traffic merging on and off the interstate.
- Increased traffic and local growth lead to the need for improved safety enhancements along the interstate, frontage roads, and interchanges.

What is the purpose of the project?

- Reduce congestion by adding additional travel lanes.
- Reduce congestion and improve mobility by placing local streets below I-10, removing the constraints of existing overpasses.
- Improve mobility by modernizing interchanges and improving or extending frontage roads.
- Add enhanced safety features, including improved safety lighting, a concrete median barrier, inside shoulders, and a fog detection and alert system.

Project Details

- Reconstruct and widen I-10 to a 6-lane highway
- Planned removal of Brooks Rd overpass; improve existing I-10 bridge over Walden Rd
- Remove existing Smith Rd bridge over I-10; construct new I-10 bridge over Smith Rd
- Potentially improve access at Smith Rd and eliminate 2-way access road at Goodyear Plant by constructing continuous eastbound and westbound frontage roads between Smith Rd and Boyt Rd
- Construction of continuous frontage roads including four new overpasses of existing railroad
- Planned removal of Boyt Rd bridge over I-10; construct new I-10 bridge over Boyt Rd.

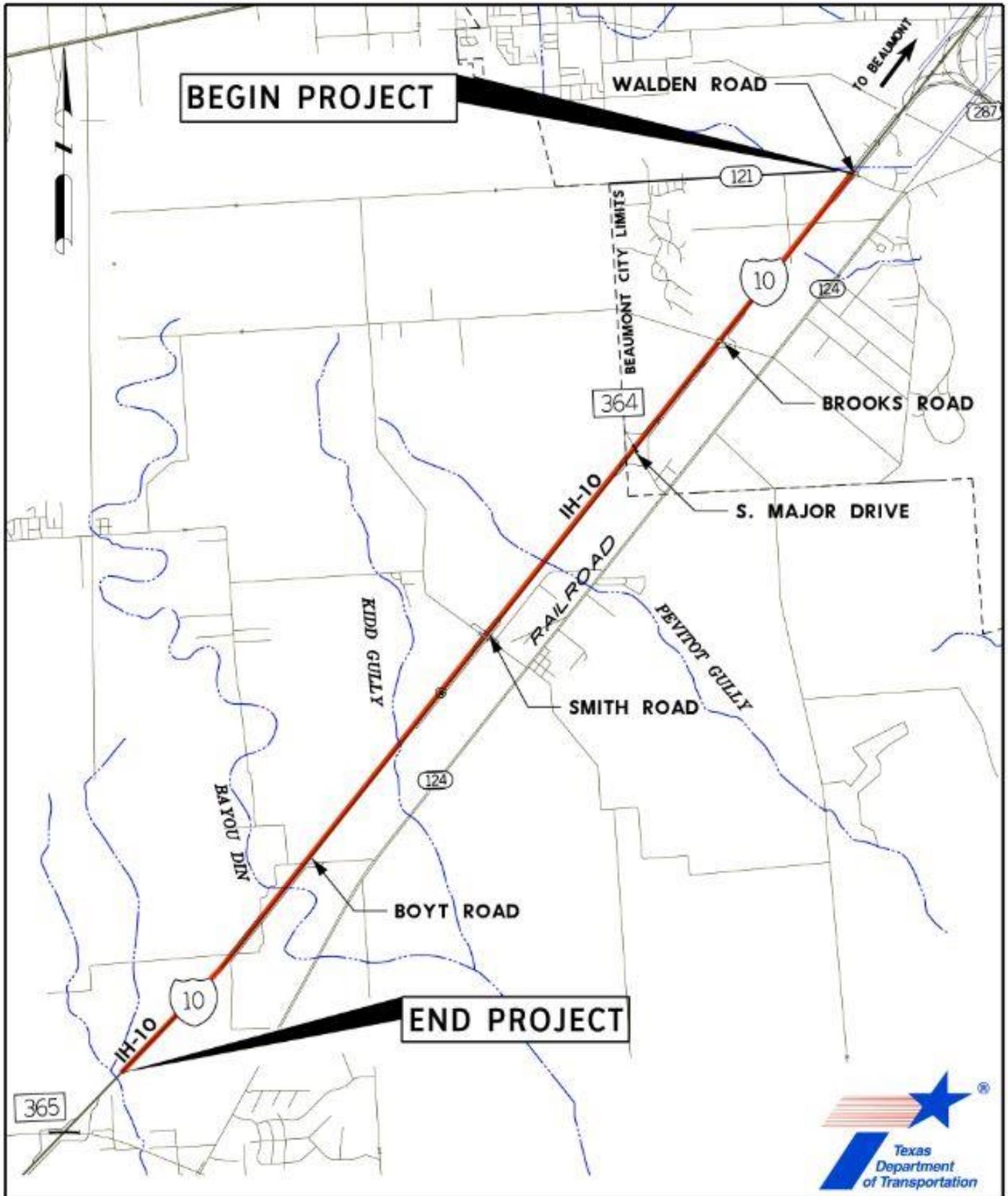
For more information: visit www.txdot.gov and search: I-10 from FM 365 to Walden Road

Written Comments

You may leave a written comment with us tonight or submit written comments by mail or email. Comments must be received by 5:00 p.m. December 20th to be included as part of the official project record. To submit comments by mail or email, send comments to:

Texas Department of Transportation
Beaumont District Office
Attention: Scott Ayers
8350 Eastex Fwy
Beaumont, Texas 77708
Scott.ayres@txdot.gov

I-10 IMPROVEMENTS FROM FM 365 TO WALDEN ROAD



COMMENT FORM
Public Meeting
I-10 Improvements from FM 365 to Walden Road



CSJ: 0739-02-162

Tuesday, December 5, 2017

I am an Elected Official Position: _____

Name and Mailing Address (Optional):

Name _____

Address _____

Email Address _____

Telephone _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of a:

Residential property owner or renter Business property owner or lessee

Other (Please explain) _____

Per 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

Do you support the proposed project? Yes No Undecided

COMMENTS: _____

Please make additional comments on the back.

This comment form may be turned in tonight, mailed, or emailed by Wednesday, December 20, 2017, to the address below:

Scott Ayres
TxDOT Beaumont District
8350 Eastex Freeway
Beaumont, TX 77708
Email: scott.ayres@txdot.gov



**ELECTED OFFICIALS
SIGN-IN SHEET**

Proposed I-10 Improvements from Walden Road (CR131) to FM365

Please Print Clearly

Tuesday, December 5, 2017

#	NAME	AFFILIATION	PHONE #	EMAIL	ADDRESS	HOW DID YOU HEAR ABOUT THE PUBLIC MEETING?
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PUBLIC SIGN-IN SHEET

Proposed I-10 Improvements from Walden Road (CR131) to FM365

Please Print Clearly

Tuesday, December 5, 2017

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Meeting Photographs

