Documentation of Stakeholder Meeting

Project Location
Brazoria County

SH 332 Historic Truss Bridge
TxDOT CSJ: 1524-01-076

Project Limits
At the Brazos River

Meeting Location
Brazoria Civic Center
202 West Smith Street, Brazoria, TX 77422

Meeting Date and Time
May 21, 2018 at 10:30 a.m.

Translation Services
Not applicable

Presenters
Renee Benn, TxDOT Environmental Affairs Division Historian
Michelle Milliard, P.E., TxDOT Brazoria Area Engineer
Maryellen Russo, Blanton & Associates

Elected Officials in Attendance
Gary Kersh, Brazoria City Pro-Tem Mayor
Roger D. Shugart, Brazoria City Councilman
David Linder, Brazoria County Commissioner (Precinct 4)

Total Number of Attendees (approx.)
21

Total Number of Commenters
Not applicable

Contents

A. Comment/response matrix
B. Notices
C. Sign-in sheets
D. Comments received
E. Handouts
F. Stakeholder meeting photographs

Attachment A

Comment/Response Matrix

(*Not Applicable*)

Attachment B

Notices

Maryellen Russo

From: Renee Benn <[redacted]>
Sent: Wednesday, May 2, 2018 4:12 PM
To: 'Kitty Henderson [redacted] Justin Kockritz [redacted]
Cc: Michelle Milliard; Terri Dedhia; Maryellen Russo; Christine Bergren
Subject: SH 332 historic bridge meeting May 21

Good afternoon,

As historic consulting parties and stakeholders, TxDOT invites you to another meeting regarding the SH 332 truss bridge over the Brazos River. The meeting will be May 21st, Monday, from 10:30 AM to 11:30 AM. The Brazoria Heritage Foundation graciously agreed to host the meeting at the Civic Center in Brazoria, 202 West Smith St, Brazoria, TX 77422. We've completed comparison cost studies and want to bring you up to date as we anticipate a public hearing to be held in summer of 2018. If you know of others that would like to be included as historic stakeholders, feel free to invite them.

If you would like to participate by phone:

Dial-in Number: [redacted]

Attendee Code: 59292970

Thanks and hope to see you there.

Renee Benn
Historian, TxDOT Environmental Affairs division
Phone: [redacted]

Attachment C

Sign-in Sheets

Attendance

Total Attendance: 21

Elected Officials: 3
Brazoria County and City Staff: 4
Section 106 Consulting Parties/Stakeholders: 7
TxDOT personnel: 6
Project Consultants: 1

SH 332 Bridge at Brazos River

5/21/2018 TxDOT Stakeholder Meeting

5/21 2018

Shirley Spearow [redacted]
Dr Bob Schwebel [redacted]
Teresa Borders [redacted]
Roger D. Shugart [redacted]
IRV EDDY [redacted]

DAVID JORDAN [redacted]
Gary Gatton [redacted]
David Linder [redacted]
Carlos Zepeda [redacted]
Terri Dedhia [redacted]
GARY Kersh [redacted]
Michelle Milliard [redacted]
Renee Benn [redacted]

Justin Kakritz [redacted]
MATT HANKS [redacted]
CLAY FORISTER [redacted]
Marylleen Russo [redacted]
Paul Rollins [redacted]
J.D. Allen [redacted]

On the telephone { Christine Bergren [redacted]
Kitty Henderson [redacted]

Attachment D

Comments Received

(*Stakeholder Meeting Summary*)

STAKEHOLDER FOLLOW-UP MEETING MINUTES
SH 332 BRIDGE at BRAZOS RIVER, CSJ: 1524-01-076

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1.0 INTRODUCTION

In 2004, the Texas Department of Transportation (TxDOT) completed an Environmental Assessment (EA) for the construction of the new State Highway (SH) 332 bridge at the Brazos River. TxDOT established a three-party agreement in which the City of Brazoria and Brazoria County agreed to assume ownership and rehabilitate the historic SH 332 truss bridge. In 2010, the construction of the new SH 332 bridge was complete, and the historic SH 332 truss bridge was removed from service. In 2011, Brazos County terminated the agreement and transferred responsibilities for the bridge back to TxDOT. In 2016 and early 2017, TxDOT conducted an alternatives analysis to determine options for the historic SH 332 truss bridge.

On November 16, 2017, TxDOT conducted a historic stakeholder meeting at Barrow Elementary School in Brazoria, Texas, from 5:30 pm to 7:30 pm. The school is approximately 0.65 mile southwest of the historic truss bridge. The purpose of the meeting was to gain input from project stakeholders on the potential options for the SH 332 historic truss bridge. The meeting was part of the Section 106 consultation process which requires that agencies "take into account the effects of their undertakings on historic properties and afford… a reasonable opportunity to comment on such undertakings" (36 CFR 800.1).

On May 21, 2018, TxDOT conducted a follow-up meeting with the stakeholders at the Brazoria Civic Center in Brazoria, Texas, from 10:30am to 11:30am. The civic center is located approximately 0.75 mile southwest of the historic truss bridge. The purpose of this meeting was to provide information to the stakeholders, which they requested during and since the November 16, 2017 stakeholder meeting. This report includes documentation of the stakeholder meeting

and discussions that occurred at that meeting regarding the historic SH 332 bridge at the Brazos River.

2.0 ATTENDANCE

TxDOT Environmental Affairs Division (ENV) historian, Renee Benn, sent an email invitation to the attendees of the November 2017 stakeholder meeting to inform them of the May 21, 2018 follow-up meeting. Several additional attendees came to the May 21, 2018 meeting, which included a total of 14 attendees (non-staff). These individuals were:

- Gary Kersh, Brazoria City Pro-Tem Mayor
- Teresa Borders, Brazoria City Manager
- Roger D. Shugart, Brazoria City Councilman
- David Jordan, City of Brazoria Public Works Director
- David Linder, Brazoria County Commissioner (Precinct 4)
- Matt Hanks, Brazoria County Engineer
- Clay Forister, Brazoria County Assistant Engineer
- Bob Schwebel, Brazoria Heritage Foundation
- Shirley Sparrow, Brazoria Heritage Foundation
- J.D. Allen, Brazoria citizen/nearby property owner
- Irv Eddy, Brazoria citizen
- Gary Gatton, Brazoria citizen
- Justin Kockritz, Texas State Historic Preservation Office (SHPO) liaison to TxDOT
- Kitty Henderson, Historic Bridge Foundation Executive Director (via telephone)

Project team members who attended the meeting included:

- Renee Benn, TxDOT ENV-Historical Studies Branch
- Michelle Milliard, TxDOT Brazoria Area Office
- Carlos Zepeda, TxDOT Brazoria Area Office
- Terri Dedhia, TxDOT Houston District
- Paul Rollins, TxDOT Bridge Division
- Christine Bergren, TxDOT ENV-Project Delivery Section (via telephone)
- Maryellen Russo, Blanton & Associates, Inc.

A copy of the sign-in sheet is included in **Attachment C**.

3.0 FORMAT

Since the May 2018 stakeholder meeting was a follow-up to the November 2017 meeting, the meeting was a roundtable discussion with no formal presentation. TxDOT provided attendees a

meeting agenda and two handouts (see **Attachment F**). The group gathered in a meeting room with tables situated in a square, with attendees facing each other to facilitate discussion among the group (see photographs of the meeting in **Attachment G**). One stakeholder and one TxDOT staff joined via telephone, which was located directly adjacent to Ms. Benn.

The stakeholder meeting was an informal gathering where attendees asked questions and shared their comments in an open forum (no comment cards were provided to attendees). Ms. Benn opened the meeting welcoming the attendees. All of the attendees also introduced themselves and the organization/agency with which they were affiliated. Ms. Benn asked all participants to fill out the sign-in sheet that was sent around the table (see sign-in sheet in **Attachment C**). Ms. Benn also provided a handout with a comparison of the historic SH 332 bridge at the Brazos River to the TxDOT-owned Beville Jerrell Bridge, which is the only TxDOT-owned bridge that exclusively carries pedestrians. Ms. Benn also provided a handout which outlined the timeline for completing Section 106 consultation. The handouts are included in **Attachment F**. Below is a summary of the presentation and discussion.

4.0 MEETING MINUTES

4.1. Debrief since the November 2017 Meeting

Ms. Benn noted that at and since the November 2017 meeting, stakeholders requested that TxDOT determine how TxDOT completed rehabilitation and continued maintenance of three bridges that exclusively carry pedestrians. These bridges were as follows:

- State Highway (SH) 19 bridge over the Trinity River near Lovelady
- Business US Highway (BU) 59 bridge over the Colorado River in Wharton
- Bevil Jarrell Memorial Bridge (within the US 59 right-of-way over the San Jacinto River

Ms. Benn let the group know that the first two bridges carry vehicular traffic and pedestrians, so they were rehabilitated with federal funding from the Federal Highway Administration (FHWA), which is designated for and can only be used on bridges that carry vehicular traffic. For that reason, TxDOT focused its research on the Bevil JarrellBridge, which only carries pedestrian traffic. Brazoria City Councilman Roger Shugard asked about the BU 59 Bridge over the Colorado River in Wharton. Ms. Benn said that the Wharton Bridge was rehabilitated for continued vehicular use, and it has sidewalks on it for pedestrians.

Ms. Benn then noted that TxDOT hired Blanton & Associates, Inc. (B&A) to complete a statewide study that focused on determining how much rehabilitations for pedestrian bridges actually cost. This research was already planned for TxDOT's overall historic bridge program, and TxDOT requested that B&A first focus on possible pedestrian rehabilitation costs associated with the historic SH 332 bridge at the Brazos River. Ms. Benn asked B&A historian Maryellen Russo to explain B&A's research and findings.

Ms. Russo noted that, with the exception of the Bevil Jarrell Memorial Bridge, all other exclusively pedestrian bridges in the state are owned by other entities (such as the Lower Colorado River Authority [LCRA] or city and county governments). For this reason, TxDOT did not have a record of the actual rehabilitation costs and funding associated with those rehabilitation projects. Additionally, at the time of B&A's work, TxDOT could not find the actual costs of rehabilitation for the Bevil Jarrell Memorial Bridge. However, TxDOT did have actual costs associated with rehabilitations of vehicular bridges that also have pedestrian facilities on them. Ms. Russo explained that TxDOT provided the actual costs associated with the following bridges:

- SH 19 bridge over the Trinity River near Lovelady
- BU 59 bridge over the Colorado River in Wharton
- SH 16 bridge over the Llano River in Llano, Texas

Ms. Russo noted that TxDOT completed two of the bridge rehabilitations several years ago, and B&A used the standard four percent rate of inflation that TxDOT uses to determine costs over time. With the information provided from TxDOT regarding the aforementioned rehabilitations, B&A extrapolated cost per linear foot (or other measurement as appropriate) for the historic SH 332 bridge using the actual costs (with rates of inflation as needed) from the three bridge rehabilitations. B&A noted that the estimated costs were excessively high compared to what TxDOT preliminarily determined for the historic SH 332 bridge. Ms. Russo noted that this is likely because the TxDOT preliminary costs were based on engineering judgement, which B&A's bridge historians could not provide. Ms. Russo noted that professional bridge engineers like Paul Rollins from TxDOT Bridge Division (who was in attendance) were the appropriate authority on estimated costs of pedestrian rehabilitation for the SH 332 bridge. Therefore, B&A's research project proved that previous rehabilitations of other truss bridges cannot provide an item-for-item comparison for calculating estimated costs on another truss bridge. Ms. Russo noted that TxDOT decided to abandon that research project.

Next, Ms. Benn talked about the research TxDOT completed on the Bevil Jarrell Memorial Bridge rehabilitation and TxDOT's continued ownership and maintenance of the bridge. Ms. Benn pointed the group to review the handout comparing the two bridges (see **Attachment F**), which outlined that the Bevil Jarrell Memorial Bridge is located within the middle of other freeway bridges along US 59 at the San Jacinto River. Therefore, it was not on the edge of TxDOT's right-of-way like the historic SH 332 bridge. Ms. Benn also stated the funding used to rehabilitate the Bevil Jarrell Memorial Bridge was from a state discretionary fund that is no longer in existence.

4.2. Open Discussion

At that point, Ms. Benn asked if the group had any questions regarding the information discussed. The State Historic Preservation Office (SHPO) reviewer Justin Kockritz asked why

federal funding from FHWA cannot be used on the SH 332 bridge for rehabilitation. TxDOT Brazoria Area Office Engineer Michelle Milliard stated that FHWA funding cannot be used to rehabilitate the historic bridge for vehicular traffic because TxDOT already used FHWA funding for the construction of a new crossing at SH 332 over the Brazos River. If TxDOT used FHWA funding again for the rehabilitation of the historic SH 332 bridge for that purpose, TxDOT would be in jeopardy of having to pay FHWA back for the construction costs associated with the new SH 332 bridge and approach roadway construction. Ms. Milliard stated that only the estimated demolition funds for the historic SH 332 bridge could be used for rehabilitation or relocation of the trusses for non-vehicular uses. Ms. Benn stated that since the truss spans are so large, it is much harder to find a recipient to take them than it would be if they were smaller trusses. She stated that TxDOT would be willing to consider moving one truss rather than all three truss spans if a recipient was found; however, TxDOT can only provide $490,000 (the estimated demolition funds designated for the historic SH 332 bridge) for a recipient to relocate or rehabilitate the bridge. (Later in the meeting Ms. Benn noted that the cost of relocating one truss, as well as relocating all three trusses are included on TxDOT's project website.)

Ms. Benn said TxDOT is still looking for a recipient for the bridge, but has not found one to date. Brazoria Heritage Foundation member Shirley Sparrow asked if any entity could take it over, and Ms. Benn said if they could commit to maintaining the bridge, a local entity could take it over. Ms. Sparrow noted that the rehabilitation costs were so high that finding a local entity may be difficult. Councilman Shugard noted that the city would not have the financial ability to take ownership of the bridge, and Pro-Tem Mayor Kersh agreed.

Brazoria County Engineer Matt Hanks asked how much is the estimated rehabilitation. TxDOT staff noted that it is currently estimated at $3.2 million; however, they are preliminary costs. Mr. Hanks also asked if the bridge is being inspected. Ms. Milliard stated that the bridge is no longer being inspected biannually but it was inspected as part of a condition assessment a few years ago to determine its current condition to determine preliminary rehabilitation costs. Ms. Millard also stated that she recently requested that a bridge inspection be completed.

Ms. Sparrow asked the local government officials in attendance if a bond issue could be brought forth. The local government officials noted that it was very unlikely to have local support since they recently had difficulty funding for the local fire department.

The discussion then ceased as no one had additional questions for TxDOT. Ms. Benn then discussed the Section 106 timeline that she provided in a handout to the group (see **Attachment F**). Mr. Hanks asked what the deadline was to determine if a recipient could be identified. Mr. Hanks was told that the bridge will be marketed to see if a recipient can be found.

Councilman Shugard asked if federal funds can be used for the demolition. Ms. Milliard said yes, and that money was estimated at $490,000. She also noted that TxDOT requested preliminary estimates from various contractors to get an idea of the cost. She said they ranged from $0 to

over $2,000,000. Ms. Milliard noted that the demolition would include removing the bridge entirely, including piers in the river.

After hearing Ms. Milliard's explanation of the demolition costs and funding, local resident J.D. Allen said he did not believe there was any way to save the bridge, and he left the meeting. Mr. Hanks then said that a lot of people want to save the bridge, but with no funding it is not possible. He said that the county could not take over ownership of the bridge without the city.

4.3. Meeting Conclusion

Ms. Benn closed the meeting, explaining that TxDOT will continue to leave information about the historic bridge and this project on TxDOT's website. Ms. Russo noted that TxDOT's webpage could be found by searching for SH 332 bridge in the search engine on TxDOT's website. Ms. Benn noted that currently TxDOT's preferred alternative for the bridge is to demolish and remove the bridge. TxDOT will hold a public hearing later this year, and TxDOT will be informing the general public about the plans to demolish the bridge.

Attachment E

Comments Received

(***See Attachment D - Stakeholder Meeting Summary***)

Attachment F

Handouts

Contents

1. Meeting agenda
2. Comparisons of SH 332 Historic Truss Bridge and the US 59 Bridge at the San Jacinto River
3. Section 106 Timeline

Texas Department of Transportation

Subject:	SH 332 Historic Stakeholder Meeting
Date and Time:	May 21, 2018, 10:30 – 11:30am
Location:	Civic Center, 202 West Smith St, Brazoria TX

Meeting Agenda

Re-introductions

Why we are here and our findings pertaining to your questions from November 2017 meeting

Marketing Concerns or Options

Likely Preferred Alternative

Next Steps

Texas Department of Transportation

	SH 332 at Brazos	**US 59 at San Jacinto (Bevil Jarrell Memorial bridge)**
Date of construction	1939	1931
Number of trusses	3 (about 220’ each)	2 (about 200’ each)
Number of approach spans	14 (about 30’-40’ each so total length about 930’ with trusses)	30 (about 1500’ with trusses)
Original Owner	Brazoria County	TxDOT
Safety considerations	• Approach span keeps getting hit from underneath, by traffic going to Lake Jackson • Significant structural issues with rust	N/A
Maintenance considerations	• Bridge is not currently inspected or maintained by TxDOT • Maintenance agreement must be signed by new owner or maintenance must be paid for by TxDOT, TxDOT does not maintain pedestrian bridges, all those we studied that are now pedestrian use are not owned by TxDOT except US 59	Bridge is not currently inspected or maintained by TxDOT

Section 106 timeline – SH 332 at Brazos River, Brazoria
TxDOT CSJ: 1524-01-076

Attachment G

Stakeholder Meeting Photographs

Blanton & Associates