



Documentation of Public Hearing

Project Location

Brazoria County
SH 332
CSJ: 1524-01-047

Project Limits

From FM 521 to SH 288

Hearing Location

Lake Jackson Civic Center

Hearing Date and Time

September 26, 2017 at 5:30 pm

Translation Services

Spanish

Presenters

Christine Bergren, Environmental Program Manager, TxDOT Houston District
Grant Chim, P.E. Project Engineer, TxDOT Houston District
Matthew Clinton, Senior Environmental Planner, RPS

Elected Officials in Attendance

Donald "Dude" Payne, Brazoria County Commissioner, Precinct 1
David Linder, Brazoria County Commissioner, Precinct 4
Joe Rinehart, City of Lake Jackson Mayor
Matthew Broaddus, City of Lake Jackson City Council Member, Position 1
Susan Swanner Parker, City of Brazoria City Council Member, Position 5
John Hoss, Port Freeport Commissioner
Patty Sayes, Brazoria Independent School Board, School Board Member
Gloria Millsap on behalf of Joan Huffman State of Texas Senator, District 17

Total Number of Attendees (approx.)

129

Total Number of Commenters

40



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A. Comment/Response Matrix

SH 332 Public Hearing - September 26, 2017

Comment/Response Matrix

Committer Number	Committer Name	Date Received	Source	Comment Topic	Response
1	Stephenson	9/26/17	Comment Form	Committer is concerned that the road would act as a dam and flood homes adjacent to the proposed project.	The SH 332 project including the proposed new drainage channel would be designed to adequately drain the proposed highway and would not worsen existing flooding conditions. The final roadway profile and number and size of cross culverts would be determined during detailed design with further hydraulic analysis to ensure the design provides adequate drainage from one side of the roadway to the other. The hydraulic design for this project will be in accordance with current FHWA and TxDOT design policies.
2	Kenneth Feloman	9/26/17	Comment Form	Committer wants to know why the proposed ROW could not be placed across SH 332 and not through his home located at 102 Hand Lane.	The area south of SH 332 near the commenter's home is Wilderness Park, a City of Lake Jackson public park, which is protected under Section 4(f) of the U.S. Department of Transportation Act of 1966. Section 4(f) requires TxDOT to minimize impacts to public parks.
3	Michelle Hague	9/26/17	Comment Form	The commenter would like to know how much encroachment on the north side of SH 332 is going to occur.	The proposed project does not propose to acquire ROW on the north side of SH 332 between approximately 800 feet east of CR 379A and CR 680 (Bayou Drive). The proposed project in this area would acquire all needed ROW from the south side of SH 332. Within this area there would be no encroachment.
				The commenter asked, "Is the sidewalk going to effect my tress?"	The trees appear to be on the commenter's property. The sidewalk in this area would be built within TxDOT's existing ROW. The location of the sidewalk may be shifted towards the roadway if necessary to avoid impacting adjacent trees. The exact location of the sidewalk within TxDOT's ROW will be determined during detailed design.
				The commenter asked "And what happens to our mailboxes?"	It appears that mailboxes along the existing roadside would need to be moved in order to accommodate the widening of SH 332. Mailboxes would be moved by TxDOT at no expense to property owners.
				The commenter asked, "What happens to our ditches?"	The proposed design includes improved drainage ditches constructed along the north and south sides of the proposed project. Near the commenter's property, drainage ditches would generally remain in about the same locations. However, the existing ditches would be improved to allow for increased drainage capacity.
4	Anita Walker	9/26/17	Comment Form	Concerned about the encroachment on the right side of SH 332 westbound towards Brazoria.	The proposed project does not propose to acquire ROW on the north side of SH 332 between approximately 800 feet east of CR 379A and CR 680 (Bayou Drive). The proposed project in this area would acquire all needed ROW from the south side of SH 332. Within this area there would be no encroachment.
5	P.H. Crow	9/26/17	Comment Form	Committer wants to know if the drainage "is going to be worse or better for home owners."	The hydraulic design for this project would be in accordance with current FHWA and TxDOT design policies. The proposed project would not increase the base flood elevation to a level that would violate applicable floodplain regulations and ordinances. The project would improve the roadside ditches to allow for increased drainage capacity. The SH 332 project including the proposed new drainage channel would be designed to adequately drain the proposed highway and would not worsen existing flooding conditions.
6	Not Given	9/26/17	Comment Form	Committer is "interested in the number of crossovers at Riggs Oaks."	The Schematic presented at the Public Hearing includes three median openings for Riggs Oaks residents; one at the intersection of SH 332 and CR 680B (West Road), one at the intersection of SH 332 and CR 680A (Division Road) and one at the intersection of SH 332 and CR 680 (Bayou Drive).
7	William P. Yenne	9/26/17	Comment Form	Committer would like to know if the proposed drainage channel would include a drainage/flood control system at the outfall into the Brazos River to prevent the Brazos River from backing up into the proposed drainage channel. Whether a flood control structure or any other features will be incorporated into the design of the outfall will be determined during detailed design.	A drainage study is currently being conducted by local agencies. TxDOT does not yet know if a flood control structure would be necessary. Results of the drainage study would be taken into consideration after the study is finalized. Whether a flood control structure or any other features will be incorporated into the design of the outfall will be determined during detailed design.
8	Harry Sargent	9/26/17	Email	Committer would like there to be median opening and a traffic light at Eucalyptus Street.	The Schematic presented at the Public Hearing includes a median opening for a westbound left-turn lane at the intersection of SH 332 at Eucalyptus Street. At this time, a traffic signal is not proposed at this intersection because it is too close to the FM 2004 intersection.
				Committer would also like there to be median openings at Bayou Road and for the driveway for the Gulf Coast Bird Observatory to be moved to line up with Bayou Road.	The schematic shows a median opening at Bayou Road. It would be the responsibility of the GCBO to move their driveway to realign it with Bayou Road.
				Committer would also like there to be median openings at the two entries to the Sugar Mill subdivision.	The Schematic presented at the Public Hearing includes median openings at the intersections of SH 332 at CR 532 and SH 332 at CR 680.
9	Martin Hagne - Gulf Coast Bird Observatory	9/26/17	Comment Form	Committer would like confirmation that the property where the Gulf Coast Bird Observatory (GCBO) is located would not be disturbed by the proposed project.	No additional ROW is proposed to be acquired from the GCBO property.

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9	Martin Hagne - Gulf Coast Bird Observatory	9/26/17	Comment Form	Committer stated, "The divided median for the highway does not allow for a driveway cut for GCBO." "We request that a large enough driveway cut is included in front of GCBO's entrance.	TxDOT has revised the design to provide a flush median in the area of the Gulf Coast Bird Observatory (GCBO) to allow for left turns into and out of the GCBO driveway.
				Because a median opening is not proposed for the driveway of the GCBO, the commenter is concerned about visitors coming from areas east of the GCBO not being able to make a U-turn at the closest median opening west of the GCBO driveway. Commenter is concerned specific vehicles such as school busses, fire trucks, large works trucks and dump trucks, etc. would not be able to make a U-turn at the closest median opening west of the GCBO driveway. Commenter is concerned that visitors coming from areas east of the GCBO will need to make a U-turn in order to access the GCBO property and a U-turn is not the same as making a left at a median opening.	
				The commenter stated, "The local fire department played an active role in our entry road design when we built the new headquarters building, so I would think they would be concerned about their access.	
				Committer is concerned that the driveway will be lower than the road.	Although the GCBO driveway may be lower than the proposed SH 332 roadway, a safe and adequate connection would be provided. As currently designed, the proposed SH 332 roadway in the area of the GCBO would be at approximately the same elevation as the existing roadway and would be shifted to the north, which would allow for a flatter driveway slope.
				Committer is concerned that the new elevation of the proposed project would cause a "sight hindrance."	
Committer stated, "We are also worried that rain and flood waters will wash down the driveway from the bridge and elevated road."	The existing driveway outside of TxDOT's ROW is lower than the existing highway today. This would be the same if the proposed project is constructed. TxDOT drainage ditches would capture all drainage from SH 332.				
10	Chris Ross	9/27/17	Email	Committer has presented evidence of what has happened with storm waters during a flood event that occurred in 2016 as well as flooding that was a result of Hurricane Harvey.	A drainage study is currently being conducted by local agencies. Results would be taken into consideration after the study is finalized. Whether a flood control structure or any other features will be incorporated into the design of the outfall will be determined during detailed design. We encourage those who collected data during Hurricane Harvey to share the data with the City of Lake Jackson.
				Committer is asking for a drainage study of Brazos River Floodplain that is within Brazoria County. Commenter will support the project once this study has been conducted and the results of this study are used to aid in the design of the proposed project.	A study on the Brazos River Floodplain in Brazoria County is outside the scope of this project. A study of this magnitude would most likely need to be conducted by the Brazos River Authority or Brazoria County. TxDOT has conducted a drainage study for this project which did consider the Brazos River and its floodplain as well as many other factors.
11	Ronald G. Ponder	9/29/17	Comment Form	Committer believes that the proposed drainage channel to be located 800 feet west of CR 680A (Division Road) needs to be larger and deeper and maintained by regular mowing or should have a cement bottom.	The size dimensions of the proposed drainage channel are what is needed to adequately drain the proposed SH 332 project based on drainage studies performed thus far. A drainage study is currently being conducted by local agencies. Results would be taken into consideration after the study is finalized and the proposed drainage channel size dimensions may change if necessary. At this time, the proposed drainage channel would have an earthen bottom and side slopes. All areas of this proposed drainage channel would be maintained per TxDOT's guidelines.
				Committer believes that the proposed drainage channel needs to have gates at the Brazos River when the Brazos River is flooding to keep water from backing up into the proposed drainage channel. Whether a flood control structure or any other features will be incorporated into the design of the outfall will be determined during detailed design.	A drainage study is currently being conducted by local agencies. TxDOT does not yet know if a flood control structure would be necessary. Results of the drainage study would be taken into consideration after the study is finalized. Whether a flood control structure or any other features will be incorporated into the design of the outfall will be determined during detailed design.
				Committer believes that water on the north side of 332 needs to have a way to get to the proposed drainage channel. He suggests larger culverts or a bridge.	The SH 332 project including the proposed new drainage channel would be designed to adequately drain the proposed highway and would not worsen existing flooding conditions. The final roadway profile and number and size of cross culverts would be determined during detailed design with further hydraulic analysis to ensure the design provides adequate drainage from one side of the roadway to the other. The hydraulic design for this project would be in accordance with current FHWA and TxDOT design policies.

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12	Don Brushman	10/3/17	Comment Form	<p>Committer stated, "TxDOT has done a good job of maintaining the highways, but I think the drainage issue has basically been ignored. As an example when highway 35 was converted into a 4-lane highway it was also raised. As a result this resulted in a dramatic increase in the drainage water that had to pass through Mill Bayou. To my knowledge no provision was made to increase the water carrying capacity of Mill Bayou or provide for other drainage. Consequently there was flooding in the Bar-X. Then highway 521 was resurfaced, which raised it by several inches. This in turn created a "dam" holding water in the Bar-X worsening the flooding potential."</p>	<p>The SH 332 project including the proposed new drainage channel would be designed to adequately drain the proposed highway and would not worsen existing flooding conditions. The final roadway profile and number and size of cross culverts would be determined during detailed design with further hydraulic analysis to ensure the design provides adequate drainage from one side of the roadway to the other. The hydraulic design for this project would be in accordance with current FHWA and TxDOT design policies.</p>
				<p>Committer states, "Not too long ago the elevation required by the county for building a home was 28 feet. Just before we moved to the Bar-X it was raised to 29 feet. The county has now raised the elevation to 30 feet, which is the elevation we built our new home. During the recent flood essentially all of the homes constructed with an elevation of 29 feet flooded and at our home at 30 feet lack only about 3 inches from being flooded. Some homes that were at 30 feet did flood."</p>	
				<p>Committer states that, "If highways/roads are to be constructed, expanded, etc. I think that it should only be done with a complete assurance that drainage will accommodate water such as we have seen in floods the last two years. If in a floodplain any modification should be accompanied by improving the drainage system to accompany the additional water build up and/or construct levees to protect existing subdivisions prior to modifying the highway. Another alternative would be to construct/rebuild elevated highways, which in no way restricts natural drainage. If not then funding should be provided to raise all potentially affected homes prior to resurfacing/expansion of the highways. For example if any house already constructed to county requirements at the time of construction be provided funding to elevate it to say 35 feet. However, again this would only be a temporary resolution as roads continue to be raised without full accounting for flood waters."</p>	
13	Jim Glover	9/30/17	Letter	<p>Committer believes TxDOT has failed to demonstrate how the project will achieve satisfying one of the purposes of the proposed project, improve safety.</p>	<p>The proposed project would improve safety for through and local traffic as well as for pedestrians and bicyclists. The project would flatten existing curves to improve sight distance. The project would provide left turn lanes for safer access to adjacent properties. The project would add a raised median, which would separate opposing traffic and reduces conflict points at intersections. The raised median would also improve pedestrian safety by providing a refuge area for pedestrians crossing the roadway. Providing a raised median has demonstrated a 46% reduction in pedestrian crashes at marked crosswalks and 39% at unmarked crosswalk locations. Finally, the project would accommodate bicyclists with the addition of shared use lanes between FM 2004 and SH 288.</p>
				<p>Committer believes that TxDOT has only addressed one of the purposes of the proposed project, improve mobility and that the proposed project only address "mobility for populations at either end of the highway not for populations alongside it."</p>	
				<p>Committer states, "TxDOT has not demonstrated that head-on collisions are a major type of accident along Highway 332. It has not been shown that SH 332 is any more likely than any other two-lane road to have property loss, injury or death resulting from head-on collisions." and "The design of the project will make head-on accidents less likely, but the same could be said for nearly every road in Texas. Highway 332 should not be singled-out." Additionally, commenter states "Turning hazards and side-on collisions are exacerbated by the proposed design."</p>	

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13	Jim Glover	9/30/17	Letter	<p>Commenter states, "For people living between Buffalo Camp Bayou and FM 521, Highway 332 is the only egress route, and it will now be more difficult and more hazardous for them to enter the roadway." "It will be easier to misjudge a safe situation for entering the highway, and this will make accidents more likely."</p>	<p>The existing two-lane undivided roadway introduces potential vehicle conflict points at each driveway along the corridor, which increases the likelihood of crashes for both vehicles traveling through on SH 332 and vehicles turning into and out of driveways. The project would provide median openings at all cross streets and major driveways. Having defined intersections with left turn lanes provides safer access with fewer conflict points.</p>
				<p>Commenter states, "With the new design, the same motorist will have to observe four lanes of traffic with two potential speeds in each direction." "Safe opportunities to cross and merge will be fewer and farther between."</p>	
				<p>Commenter states, "In addition, motorists leaving the roadway to the left will have to find an opening to safely cross two lanes of traffic, not one. The opportunities to safely leave the roadway will be fewer and shorter just as are the opportunities to enter the roadway."</p>	
				<p>Commenter states, "In brief, the proposed design of a four lane, divided highway imposes new hazards for turning traffic both entering and leaving. These hazards should be addressed, specifically."</p>	
				<p>Commenter states, "Hazards of incidental contact with the center line are made worse by the proposed design. While having a raised median provides some physical separation between opposing traffic, it creates a new impact hazard for cars travelling at highway speeds."</p>	<p>The curbs along the median would be 6" in height and would not create an impact hazard. An offset of 2' would be provided between the face of the curb and the through lane.</p>
				<p>Commenter states, "Divided medians on highways are quickly blackened by tire marks as motorists inevitably get too close to them." This "glancing or blunt impact of a tire on a raised median can cause a motorist to swerve and overcorrect in steering potentially causing them to leave the roadway uncontrollably or to collide with other motorists. A painted center stripe is safer. While it does not create a physical barrier, it does not create a stationary impact hazard either. There are other ways to alert a motorist that they are straying too close to the center line without creating an impact hazard."</p>	
				<p>Flooding hazards are made worse by the proposed design. This is perhaps the greatest threat imposed by the SH 332 Expansion Project and the most egregious failure in the design. The design raises the roadway and further restricts the cross flow of water North to South. As it stands today, Highway 332 is a dam which holds back floodwater destroying residences, destroying wildlife habitat and contaminating supplies of drinking water. The project proposes to raise the elevation of 332, which will surely inundate what remains of Sugarmill homes. The proposed drainage channel on the South side of the road does nothing to address this concern. The Department of Transportation should thoroughly and completely study the flood plain and all available flood impact data before finalizing the design of the project. Once the design is improved, the department should provide evidence which proves that the project will not impede the flow of flood water. This evidence should include a thorough topographic survey map of the entire area with contours in one-foot increments before and after the roadway expansion. The project team should meet individually or in groups to discuss these contour maps with every owner of property between the Retrieve Unit Prison Farm and the Brazos River. The flooding hazard should be addressed, specifically.</p>	<p>The entire project west of the diversion channel is within the 100-year floodplain of the Brazos River. The proposed project would not increase the base flood elevation to a level that would violate applicable floodplain regulations and ordinances.</p> <p>The SH 332 project including the proposed new drainage channel would be designed to adequately drain the proposed highway and would not worsen existing flooding conditions. The final roadway profile and number and size of cross culverts would be determined during detailed design with further hydraulic analysis to ensure the design provides adequate drainage from one side of the roadway to the other. The hydraulic design for this project would be in accordance with current FHWA and TxDOT design policies.</p>

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13	Jim Glover	9/30/2017	Letter	<p>Committer stated, "In summary, TxDOT in an attempt to improve mobility and safety along Texas State Highway 332, has addressed one potential safety hazard and created or worsened three other hazards. In exchange for shorter transit times, the current design compromises the safety of motorists and submerges their hard-earned homesteads. A design change is warranted. The department should consider the following revisions at a minimum:</p> <p>1) eliminating the raised median, replacing it with a painted or grass median instead;</p> <p>2) installing traffic signals at the intersections with CR 680 and CR 532 to improve the safety of entering and exiting vehicles; and</p> <p>3) installing multiple bridges between CR680 and Wilderness Park to permit the Southward flow of flood water."</p>	<p>The proposed project would address the needs of the corridor by reducing traffic congestion, accommodating population growth, enhancing mobility and improving safety and drainage along SH 332.</p> <p>1) The raised median would improve safety by separating opposing traffic, reducing conflict points at intersections, and providing refuge for pedestrians crossing the roadway.</p> <p>2) A traffic signal warrant analysis will be performed during detailed design to evaluate the need for additional signals within the project limits.</p> <p>3) Further hydraulic analysis will be performed during detailed design to ensure there is adequate drainage from one side of the roadway to the other.</p>
14	Richard Harold Miller	9/30/17	Email	<p>The commenter would like some type of way to cross the proposed drainage channel so that he may access the portion of Wilderness Park that will be on the west side of the proposed drainage channel.</p>	<p>TxDOT is proposing a minimal crossing through the channel in Wilderness Park to provide access to the western portion of the park.</p>
				<p>The commenter stated, "We may need permanent pumps where Bastrop intersects the Brazos and where the new channel intersects the Brazos."</p>	<p>A drainage study is currently being conducted by local agencies. Results of the drainage study would be taken into consideration after the study is finalized. Whether a flood control structure or any other features will be incorporated into the design of the outfall will be determined during detailed design.</p>
15	Norman Terrell	9/29/17	Letter	<p>Committer stated, "Thank you for presenting the plans for highway 332 in Brazoria County. I was unable to attend the public meeting on the topic. Hopefully, you will host another meeting to evaluate the public concerns raised."</p>	<p>There will not be another public meeting or hearing, but TxDOT is still open to meet individually. If you would like to contact TxDOT for more information on the project or to meet with a project representative you can contact TxDOT by mail at:</p> <p>TxDOT Houston District Director of Project Development Texas Department of Transportation P.O. Box 1386 Houston, Texas 77251-1386 or e-mail: Hou-piowebmail@txdot.gov</p> <p>Additionally, the Public Hearing Documentation with the Comment Response Matrix will be posted online at: https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/houston/092617.html</p>
				<p>Committer stated, "While the government can do wonders, water will not willingly flow uphill. The current diversion ditch along highway 332 to the Brazos River is Buffalo Camp Bayou. A fresh water pump station lifts the Bayou from the spill way into the Brazoria County Water Authority canal that supplies fresh water to the southern cities and industries north of the Brazos River high north bank and hurricane levees in the Brazosport area."</p>	<p>The intention of the proposed drainage channel is to remove water from SH 332 and direct it to the Brazos River and would be designed to flow downhill. A drainage study is currently being conducted by local agencies. Results of the study would be taken into consideration after the study is finalized. Whether a flood control structure or any other features will be incorporated into the design of the outfall will be determined during detailed design.</p>
				<p>Committer stated, "When the Brazos level exceeds the spill way at the Bayou, the River backs up into the Bayou with resulting flooding. The hurricane levee and highway 2004 at the Brazos River keep the Brazos flood waters out of Lake Jackson city. Compromise the levees and Lake Jackson will become another flood plain. As is, pumps inside the levees are able to keep the cities and industries of the Brazosport area from flooding. Diversion ditches into the Brazos River will work till the Brazos flood water backs up into the ditches."</p>	<p>The SH 332 project including the proposed new drainage channel would be designed to adequately drain the proposed highway and would not worsen existing flooding conditions.</p>
				<p>Committer stated, "You may need to consider additional storm water collection ditches and pump station (s) to handle the waters along the new highway 332 improvements. The water has to get into the River some way besides gravity during floods."</p>	<p>Drainage studies performed thus far indicate the proposed drainage ditches along SH 332 and the new proposed drainage channel to the Brazos River would adequately drain the proposed SH 332 project improvements. More detailed drainage studies would be performed during the final design phase of this project and would ensure no adverse impacts to existing flooding conditions.</p>

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16	George Kidwell Velasco Drainage District	10/4/17	Email	Committer stated, "It is not the bridge over Buffalo Bayou that needs the freeboard. It is the roadbed as it goes over our Levee at Dow's Fresh Water Canal. The bottom of bridge span over Buffalo Bayou is at 18.8 and needs to be raised to 22.0 ft elevation. It is acting as a choke and backing water up to the north. They need to add multiple openings under 332 and either direct to a major channel to river or let it sheet flow to river. "	Both bridges at Buffalo Camp Bayou and the Dow Fresh Water Canal (diversion channel) would be raised. TxDOT has formally agreed to raise SH 332 at the diversion channel. Additionally, the drainage channel would run from SH 332 to the Brazos River.
17	Brandt Mannchen - Sierra Club	10/6/17	Email	Committer stated, "The Sierra Club is concerned because this proposal will extend about 5.3 miles, most of which will be through Columbia Bottomlands (CB) habitat."	The proposed project would be along the existing SH 332 corridor from FM 521 to SH 288. The area between FM 2004 and SH 288 is consistent with developed urban vegetation. Between FM 521 to SH 288 there is low density development along the proposed project corridor. Efforts have been made and will continue to be made to reduce impacts to the Columbia Bottomlands habitat.
				Committer stated, "The U.S. Army Corps of Engineers has recognized the importance of CB habitat by including it in the 2017 Nationwide Permit (NWP) Regional Conditions for the State of Texas, NWP 15. The TxDOT should not seek a NWP but should seek an individual permit so that mitigation for CB habitat can be appropriately done. This should include mitigating onsite. TxDOT should not mitigate elsewhere and leave disturbance and degradation on the CB habitat that is found along 5.3 miles of SH 332 right-of-way and other areas that will be disturbed due to this proposal.	TxDOT is seeking an Individual Permit from the U.S. Army Corps of Engineers (USACE). Mitigation for the proposed project would follow USACE requirements.
				Committer stated, "CB habitat must be protected during any construction activities and if destroyed or degraded must be replaced on an at least an 8:1 to 10:1 basis since floodplain vegetation, which is very important for wildlife, would be affected. Wilderness Park, The Wilderness Golf Course, wooded areas along the Brazos River, Buffalo Camp Bayou, Dow Centennial Bottomlands Park, and Gulf Coast Bird Observatory are all examples of CB habitat that may be affected or that are in the project area. Adding to Wilderness Park, Gulf Coast Bird Observatory (GCBO), Dow Centennial Bottomlands Park, or U.S. Fish and Wildlife Service CB properties would be most appropriate for mitigation."	Dow Centennial Bottomlands Park and the Gulf Coast Bird Observatory would not be impacted. All mitigation for the proposed project would follow USACE requirements.
				Committer stated, "Lake Jackson's Wilderness Park and The Wilderness Golf Course are very important parks for Lake Jackson and the surrounding area. They provide important kayaking, canoeing, picnicking, birding, fishing, wildlife observation, nature study, and other compatible low impact recreational uses. The Sierra Club does not agree that destruction of several acres of these two parks is de minimis under Section 4(f) and 23 CFR 774.3(b). The linear design of roads fragment habitat so that populations of wildlife are separated from each other and cannot genetically interact. This is true for all the CB habitat mentioned under 1) above as well as Wilderness Park and The Wilderness Golf Course."	The proposed project does meet the criteria for a Section 4(f) de minimis impact determination and the City of Lake Jackson has concurred with this determination. The proposed project would widen an existing highway. Therefore, the proposed roadway improvements would not fragment habitat so that populations of wildlife are separated from each other.
				Committer stated, "The TxDOT should conduct a fragmentation analysis for all the CB lands that will be affected by this proposal to determine what impacts may occur and mitigate those impacts via a mitigation plan. The Sierra Club recommends that TxDOT review and use "Habitat Fragmentation and Landscape Change An Ecological and Conservation Synthesis", by David B. Lindenmayer and Joern Fisher, Island Press, 2006, for information about fragmentation and how to mitigate its environmental impacts."	The proposed project would reconstruct and widen an existing roadway and therefore would not induce habitat fragmentation. The proposed drainage channel from SH 33 to the Brazos River would traverse Columbia Bottomlands. During dry or low flow periods, wildlife would still be able to cross from one side of the channel to the other just as they do with natural creeks, streams, and tributaries. Additionally, three openings are shown in the schematic to allow for natural drainage that could facilitate wildlife crossings.

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17	Brandt Mannchen - Sierra Club	10/6/17	Email	Committer stated, "The Sierra Club is very concerned with the planned drainage element of this proposal which will result in cutting through the two natural banks of Buffalo Camp Bayou (two ridges)."	The proposed project would not result in cutting through the two natural banks of Buffalo Camp Bayou. Drainage ditches for existing SH 332 already outfall into Buffalo Camp Bayou. The proposed project would improve these drainage ditches.
				Committer stated, "In addition, TxDOT plans to construct a 1.1-mile long ditch to the Brazos River to drain water from SH 332. It is of great concern that this ditch may be overwhelmed by Brazos River flood water which will then use it as a conduit and bring flood waters to SH 332 and nearby residential or other developed areas. A hydrology and hydraulics study is needed to determine what the impacts of this ditch and other drainage structures are and how to ensure that their construction and operation does not worsen flooding in the area."	The SH 332 project including the proposed new drainage channel would be designed to adequately drain the proposed highway and would not worsen existing flooding conditions. TxDOT does not yet know if a flood control structure would be necessary for the drainage channel. A drainage study is currently being conducted by local agencies. Results would be taken into consideration after the study is finalized. Whether a flood control structure or any other features will be incorporated into the design of the outfall will be determined during detailed design.
				Committer stated, "The Sierra Club is concerned that this proposal will result in Section 10/404 forested wetlands and other wetland losses including the draining of wetlands via dredge and fill activities. The TxDOT should provide for an analysis of how many wetlands will be lost or degraded (both regulated and non-regulated) due to this proposal and what wetlands avoidance, minimization, and mitigation will be implemented."	Section 10 of the Rivers and Harbors act does not involve any type of wetlands so there is no cause for concern. The proposed project would result in impacts to Section 404 regulated waters of the U.S. including wetlands. TxDOT has already analyzed impacts to waters within the project area. These waters included Section 404 regulated waters of the U.S. The results of this analysis can be found in the Water Resources Technical Report for SH 332 and the Draft EA for SH 332. Both documents were made available to the public during the Public Hearing. Both documents are on file at TxDOT's Houston District Office. Executive Order (EO) 11990: Wetlands requires agencies to minimize the destruction, loss or degradation of wetlands, and to preserve and enhance their natural and beneficial values. Alternatives were reviewed as required by Executive Order 11990 on Wetlands, and no practicable alternatives to permanent fill in wetlands were identified. An Individual Permit (IP) would be required for the proposed project. An IP is being prepared for the proposed project for submittal to USACE. Mitigation would be determined during the IP application process. Mitigation for this project would follow USACE requirements.
				Committer stated, "Additional culverts placed under SH 332 should be installed to ensure that the original hydrology of the CB habitat and other wetland habitats is maintained. The culverts must be placed so that they allow for continuous flow of water and do not result in interruptions or height drops from culverts to the stream bed which can result in erosion and breaks in stream continuity."	There are three water crossings. Buffalo Camp Bayou and the Dow Fresh Water Channel (Diversion Channel) are currently bridged. Reconstruction or replacement of bridges over Buffalo Camp Bayou and the diversion channel just east of Buffalo Camp Bayou are included in the proposed improvements. These bridges would be raised from existing heights to better facilitate the flow of water. The third water crossing would be by the proposed drainage channel through a natural wetland area. The schematic shows three openings to mimic the natural drainage.
				Committer stated, "The SH 332 widening proposal should provide wildlife crossings so that small wildlife (invertebrates, butterflies, small mammals, reptiles, amphibians, etc.) and large mammals (White-tailed Deer, Coyotes, Bobcats, Mountain Lions, etc.) can cross from one side of the CB habitat to the other and from one part of Buffalo Camp Bayou to the other."	The proposed project would construct larger drainage culverts underneath SH 332. These culverts would be larger than the existing culverts underneath SH 332 today. These proposed culverts would serve as wildlife crossings for small and some large wildlife. Wildlife can and would be able to in the future, cross underneath the bridges over Buffalo Camp Bayou and the diversion channel just east of Buffalo Camp Bayou.
				Committer stated, "The GCBO is a world-renowned research center for birds. The proposal may take some lands from the GCBO and certainly will introduce more noise and possibly non-native invasive plant species (NNIPS) into the CB and other wetlands that exist there. TxDOT should commit to not taking any GCBO lands for this proposal. If lands are taken then TxDOT should mitigate those losses on an 8:1 to 10:1 compensation, on an acre by acre basis. TxDOT also must prepare and implement a NNIPS control plan for construction and operation and maintenance of the proposed widened SH 332."	The proposed project would not acquire any property from the GCBO. Lands outside of the proposed project ROW will not be disturbed by the proposed project construction. Noise will increase with or without the proposed project. Invasive Species have been considered for the proposed project. Re-vegetation of disturbed areas would be in compliance with the Executive Order on Invasive Species (EO 13112). Regionally native and non-invasive plants would be used to the extent practicable in re-vegetation. TxDOT-approved seeding specification that is in compliance with EO 13112 would be used to revegetate the ROW. Moreover, TxDOT would design and promote construction practices that minimize adverse effects on existing vegetation. Trees within the ROW, but not in the construction zone, would not be removed if possible and such areas would be preserved to try to minimize the impact to wildlife habitat in the area.
				Committer stated, "The proposal will increase noise in all park, wildlife habitat, and green space lands. TxDOT should conduct a noise analysis to ensure that full mitigation for any noise increases is required."	A noise analysis has been completed for the proposed project. The results were that no noise impacts would occur; therefore no noise abatement is being proposed. A Noise Technical Report has been completed and is summarized in Section 5.14 of the Draft EA. Both documents are on file at TxDOT's Houston District Office and Brazoria County Area Office.

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Comment/Response Matrix

Committer Number	Committer Name	Date Received	Source	Comment Topic	Response
17	Brandt Mannchen - Sierra Club	10/6/17	Email	Committer stated, "Dow Centennial Bottomlands Park may be negatively impacted by the proposal. TxDOT must ensure that mitigation occurs on an at least 8: 1 to 10: 1 basis."	The proposed project would not impact Dow Centennial Bottomlands Park; therefore, mitigation is not required.
				Committer stated, "Oxbows, McFaddin Bayou, and Brazoria Reservoir are natural features that are either wetlands or waters of the United States. TxDOT must ensure that mitigation occurs on at least an 8:1 to 10:1 basis."	The proposed project would not impact Oxbows, McFaddin Bayou or Brazoria Reservoir; therefore, mitigation is not required.
				Committer stated, "The Sierra Club appreciates this opportunity to provide our input regarding the proposal to widen SH 332 near Lake Jackson."	TxDOT appreciates your input.
18	Tim Hopkins	10/11/17	Comment Form	Committer stated, "Any work on 332 that raises the current elevation will cause my house to flood if and when there is excessive rainfall north of our area. Raising 332 will cause it to be a damn, holding back water and flooding properties northward."	The SH 332 project including the proposed new drainage channel would be designed to adequately drain the proposed highway and would not worsen existing flooding conditions. The roadway profile will be finalized during detailed design with further hydraulic analysis to ensure there is adequate drainage from one side of the roadway to the other. The hydraulic design for this project would be in accordance with current FHWA and TxDOT design policies.
19	Delores Smith	10/11/17	Comment Form	Committer states that school buses frequently use the intersection of SH 332 at CR 680. Commenter would like TxDOT to consider these buses in the proposed design of this intersection. The commenter would like the median at this intersection to be the same size as the medians that are proposed between FM 521 and CR 532.	The proposed design would accommodate school buses at the intersection with CR 680. There will be a median break and turn lane. The proposed median would be approximately 65 feet wide which is the same width that was shown on the schematic presented at the Public Hearing for the intersection at CR 532 and the first median opening east of FM 521.
20	Joe Rinehart - Mayor City of Lake Jackson	10/3/17	Letter	Committer stated, "We reiterate our desire that this channel not isolate the furthest westerly reach of Wilderness Park and the access through this channel will be maintained to keep our parkland connected."	TxDOT is proposing a minimal crossing through the channel in Wilderness Park to provide access to the western portion of the park.
				Committer stated, "More importantly the City Council is adding a condition to the use of our parkland for the outfall of this proposed channel to the Brazos River. The city requires that the bank of the Brazos River in Wilderness Park be maintained and that the outfall be through a flood structure/gate that closes through flap gates that can be manually closed during periods when the Brazos River is flooded to prevent any backflow into the proposed channel."	A drainage study is currently being conducted by local agencies. TxDOT does not yet know if a flood control structure would be necessary. Results of the drainage study would be taken into consideration after the study is finalized. Whether a flood control structure or any other features will be incorporated into the design of the outfall will be determined during detailed design.
21	David Melass	10/9/17	Letter	Committer would like to work in concert with TxDOT for access roads and entrances off SH 332 for a Mixed Use Development project.	Committer should contact TxDOT's Permitting office to request any new access driveways.
22	Amy Schoemaker	10/10/17	Email	Committer stated, "In reviewing the Schematics, many of the existing entrances from commercial properties onto Highway 332 are not in yellow. Does this mean those entrances are going away, or just that they will not be widened or what?"	The schematic does not reflect every driveway entrance that would be provided. TxDOT will provide access to all properties in accordance with the Access Management Manual.
23	Bruce A. Warren, P.E.	10/9/17	Email	"Highway 288 and FM 2004 have been raised up many times in the past 50 years. The high pavement forces rain water and river water overflowing down from the north in Harris and Brazoria county to rise high enough to flow west across Wayne Scott Prison farm and the county airport into the residential areas north of Hwy 332 and west of FM 2004. From there, we only have two natural outlet channels...Buffalo Camp Bayou and Oyster Creek." Commenter states that historically these have been sufficient to drain the areas between Angleton and Lake Jackson however, currently, water must rise high enough to flow over existing SH 332. Commenter is concerned that if SH 332 is raised without using culverts "supporting a flow rate of at least 6,000,000 gallons per minute," Brazoria County will see a drop in property tax revenue due to the homes that "will be flooded by a higher Hwy 332 dam."	While both Buffalo Camp Bayou and Oyster Creek provide natural drainage to the Lake Jackson area, only Buffalo Camp Bayou provides drainage to the Brazos River in the project area. While the Buffalo Camp Bayou does have pumps to redirect the water, during high water events, water can flow unimpeded over the Dow weir into the Brazos River. With or without the proposed expansion and reconstruction of SH 332, the residential areas north of SH 332 would still be in the 100-year floodplain. The hydraulic design for this project would be in accordance with current FHWA and TxDOT design policies. The SH 332 project including the proposed new drainage channel would be designed to adequately drain the proposed highway and would not worsen existing flooding conditions. The proposed project would not increase the base flood elevation to a level that would violate applicable floodplain regulations and ordinances. In addition to the proposed reconstruction of the roadside drainage ditches that would run parallel to SH 332, TxDOT proposed to construct a drainage outfall channel to the Brazos River. This will help move water south of SH 332 to the Brazos River. The final roadway profile and number and size of cross culverts would be determined during detailed design with further hydraulic analysis to ensure the design provides adequate drainage from one side of the roadway to the other.

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23	Bruce A. Warren, P.E.	10/9/17	Email	"Every time a road is repaved, raised up, or moved, it changes the flood threats around it. The segment of Highway 332 between FM 2004 and the new big Brazoria bridge is today one long dam blocking water from Harris and north Brazoria counties from flowing where the topography wants it to go... downhill across Hwy 332 and into the Brazos river. A few years ago, overlay paving was added on top of Hwy 332 between Lake Jackson and the big bridge. This raised the Hwy 332 dam high enough (in combination with record rainfall and a raised FM 2004) to put 3 feet of water on my five acres in the middle of Sugar Mill. This flood was not due to a high water level of the Brazos River at FM 2004."	The SH 332 project including the proposed new drainage channel would be designed to adequately drain the proposed highway and would not worsen existing flooding conditions. The final roadway profile and number and size of cross culverts would be determined during detailed design with further hydraulic analysis to ensure the design provides adequate drainage from one side of the roadway to the other. The hydraulic design for this project would be in accordance with current FHWA and TxDOT design policies.
				"This project is not necessary because four lanes will not increase the flow capacity of the road due to the bottlenecks at each end."	The 2015 Annual Average Daily Traffic (AADT) on SH 332 within the project limits is 11,150 vehicles per day. The proposed AADT for the year 2040 was 16,800. The 2015 projected level of service (A-F) calculated for SH 332 through the project area results in a Level of Service D (traffic flow becomes unstable). Speeds subject to sudden changes and passing is difficult. The increase in AADT by the year 2040 without the proposed improvements results in a Level of Service "E" (significant congestion). This is defined as unstable traffic flow. Speeds change quickly and maneuverability is low. Three of the purposes of the proposed project is to reduce traffic congestion, accommodate population growth, and enhance mobility along SH 332. This would be accomplished by adding capacity.
				"If this project goes forward, any changes to the roadway must include drainage culverts under the roadbed with BIG flow capacity to allow water from the thousands of acres on the north side of 332 to get the south side of 332 and then let the natural slopes take it down to the Brazos River."	The SH 332 project including the proposed new drainage channel would be designed to adequately drain the proposed highway and would not worsen existing flooding conditions. The final roadway profile and number and size of cross culverts would be determined during detailed design with further hydraulic analysis to ensure the design provides adequate drainage from one side of the roadway to the other.
24	Beverly Hopkins	10/9/17	Email	Committer stated, "There is not a solid resolution for drainage. This elevated highway will cause our whole neighborhood to flood. Do not ignore us!"	The SH 332 project including the proposed new drainage channel would be designed to adequately drain the proposed highway and would not worsen existing flooding conditions. The final roadway profile and number and size of cross culverts would be determined during detailed design with further hydraulic analysis to ensure the design provides adequate drainage from one side of the roadway to the other. The hydraulic design for this project would be in accordance with current FHWA and TxDOT design policies.
25	Alex Zidan	10/10/2017	Comment Form	Committer asks if there has been a traffic or engineering study to show how this will impact businesses on SH 332 between FM 2004 and 288. Commenter is concerned that the current plans show his business' driveway as being removed and there is no direct turn access from the median. Commenter is concerned that this will cause severe traffic and accidents with limited entrances for many businesses.	The schematic does not reflect every driveway entrance that would be provided. TxDOT will provide access to all properties in accordance with the Access Management Manual. Additionally, median breaks between FM 2004 and SH 288 are located at Eucalyptus Street, the easternmost entrances to the car dealerships, at Lake Road, and at the main signalized entrances to the Brazos Mall and Walmart. U-turns would be permitted.
				The commenter asked, "What is the projected time line for construction interruption? Are there any allocations for business/property owners for losses during or after construction?"	A construction timeline would be determined as funding becomes available. There would not be any allocations for businesses/property owners for losses during or after construction. However, TxDOT would maintain access during construction and make every effort to minimize disruptions to adjacent property owners.
26	Bonny K Eakens	10/18/2017	Comment Form	The proposed design of the drainage channel includes box culverts providing ground level crossings of the drainage channel. The property north of these proposed crossings is currently leased from cattle grazing and the proposed drainage channel bisects the property. Commenter requests a minimum of two box culverts to provide ground level crossings of the drainage channel on their property. The crossings should be wide enough to accommodate a tractor. The commenter suggests a minimum of 15 feet wide.	This type of issue may be addressed during the ROW acquisition process.
				"It would be good to make the drainage channel parallel to the existing property line."	The location of the drainage channel was chosen because it provides the most efficient drainage from SH 332 to the Brazos River.

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Committer Number	Committer Name	Date Received	Source	Comment Topic	Response
27	Randy Vernor	10/19/2017	Comment Form	"I am very concerned with the flooding issues with this project. The use of culverts only would not be adequate to prevent severe flooding on the north side of 332 in an event like Harvey. Please consider the use of at least one bridge over the proposed ditch that will allow the ditch to reach the north side of the road. Also, having a gate or lock system to prevent water from the south side would be a great asset. Thank you."	The SH 332 project including the proposed new drainage channel would be designed to adequately drain the proposed highway and would not worsen existing flooding conditions. A drainage study is currently being conducted by local agencies. TxDOT does not yet know if a flood control structure would be necessary. Results of the drainage study would be taken into consideration after the study is finalized. Whether a flood control structure or any other features will be incorporated into the design of the outfall will be determined during detailed design.
28	Joe Harrell	10/23/2017	Comment Form	"I manage a business on Hwy 332 and am worried about my job. As the plans look, the driveway to the building I manage is completely removed. Customers will have to enter from behind the building, causing massive confusion and an unsafe flow of traffic. Customers will be frustrated and find another business to meet their needs. I am also worried about my employees safety due to merged flows of traffic at our business."	The schematic does not reflect every driveway entrance that would be provided. TxDOT will provide access to all properties in accordance with the Access Management Manual.
29	Frank Grady	10/24/2017	E-mail	"I am the owner of the area where you propose a drainage ditch from 332 to the river. It would be nice if you had contacted me."	Committer was notified regarding the Public Meeting held on Tuesday, September 29, 2015 which he attended where a schematic showing the proposed drainage channel was on display. Commenter was notified again for the Public Hearing held September 26, 2017 by mail to the physical address and twice to their P.O. Box (one for Frank Grady and a second for Donna Grady) where the schematic showing the proposed drainage outfall channel was on display.
				"If you construct it as drawn, it will leave a large part of my property landlocked. I would need you to construct TWO bridges over your ditch to provide access as well as compensate me for the loss of value of my property."	This type of issue may be addressed during the ROW acquisition process.
30	William S. Riggs	9/26/17	Transcript	Committer is concerned that storm water on the north side of SH 332 can not drain to the south side of SH 332. And that by raising the elevation of the road and not allowing storm water on the north side of SH 332 to drain to the south side of SH 332 homes will be flooded.	The SH 332 project including the proposed new drainage channel would be designed to adequately drain the proposed highway and would not worsen existing flooding conditions. The final roadway profile and number and size of cross culverts would be determined during detailed design with further hydraulic analysis to ensure the design provides adequate drainage from one side of the roadway to the other. The hydraulic design for this project would be in accordance with current FHWA and TxDOT design policies.
				Committer is concerned that box culverts would not be able to handle draining storm water on the north side of SH 332 to drain to the south side of SH 332.	
				Committer is concerned that the proposed drainage channel will be dug through a natural drainage area and that the proposed drainage channel will impede the natural drainage of this area. The commenter ask that a berm not be constructed to impede the flow of the natural drainage area, because this the construction of a berm would not allow for his pasture to drain.	The drainage channel and berms would be constructed to not impede existing drainage patterns. The berms would not be constructed along the entire length of the drainage channel.
31	Paul Lambert	9/26/2017	Transcript	Committer is asking for a "management-of-change document", to be created. The purpose of this document would be to compare the existing conditions of the proposed project to the proposed conditions of the proposed project and state what changes would be made by the proposed project. The commenter believes this information is within various reports for the proposed project but would like a separate report more easily and concisely explains the changes that would come from the proposed project.	TxDOT Houston District does not create a Management of Change document. SH 332 technical documents as well as the Draft Environmental Assessment (EA) detail the changes that would occur.
				The commenter would like the management-of-change document he is requesting to show that the State Highway Patrol, the Sheriff's Department and other emergency responders have verified, "that there won't be more accidents; that the accidents they've been reviewing will be eliminated, or best, taken care of."	While local law enforcement does not formally review every TxDOT project, they have the ability to discuss the project with TxDOT representatives. Furthermore, the project is being designed to meet current design and safety standards.

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Committer Number	Committer Name	Date Received	Source	Comment Topic	Response
31	Paul Lambert	9/26/2017	Transcript	The commenter would like all stakeholders of storm water drainage (Brazoria County, Lake Jackson, flood control management, etc.) of the study area to participate, provide input and review the management-of-change document he is requesting and to make sure these stakeholders are involved in the engineering design of the drainage.	TxDOT coordinates with stakeholders, including the City of Lake Jackson, on an ongoing basis and will continue to work and meet with them.
				Because of the local Dow Chemical Plant in the area of the proposed project has an outfall into the Brazos River and Dow Chemical having to deal with issues that have resulted from the Brazos River flooding; commenter asks if Dow Chemical has been consulted on lessons they have learned about from dealing with flooding of the Brazos River.	Dow Chemical has not been consulted on this project regarding their outfall. But they did receive notices for both the Public Meeting and the Public Hearing.
32	Matthew Bjune	9/26/2017	Transcript	Commenter stated, "One of your nice depictions in your example hall back here shows that you guys put a nice levy through a floodplain. It's higher than all the houses. You might see that blue circle, red line, kind of a levy. You're talking about raising it two more feet. I'm a construction engineer by trade and education, very proud of that. That doesn't seem like the proposed path of change."	TxDOT does not propose to construct a levy within the project area.
				Commenter stated, "Also, I've heard about this billion-dollar community up here, top of all this. I'm hoping they don't have any input on what our drainage looks like, seeing that all their water will be coming to the Brazos from us. I'm hoping that's not overlooked. Money -you know, the things – lot of people look to the left and right over. It's kind of an issue in my book."	Comment noted.
				Commenter believes it cost around half a million dollars a mile to construct a sidewalk and that it is a waste of money to construct sidewalks on either side of the proposed roadway on the, "the deadliest highway in the state of Texas at the moment."	Between 2012 and 2014 there have been two crashes resulting in at least one fatality and seven crashes that have caused incapacitating injuries. In 2014, the crash rate along the project section of SH 332 was 541.80 percent higher than the average crash rate for rural state highways in Texas. Improved safety is a purpose of the proposed project. Additionally, TxDOT is required to look at all modes of transportation including pedestrian.
				Commenter has "heard a hydrologic engineering study is going to be taking place soon." Commenter stated that a few people that live in the area collected data during recent flood events and that this data should be used in this hydrologic engineering study.	A drainage study is being conducted by local agencies. Results of the drainage study would be taken into consideration after the study is finalized. We encourage those who collected data during Hurricane Harvey to share the data with the City of Lake Jackson. Whether a flood control structure or any other features will be incorporated into the design of the outfall will be determined during detailed design.
				Commenter would like to know if we "are we more worried about transportation ability, safety of that transportation, or drainage?"	TxDOT is equally concerned about all three. The purpose of the proposed project is to reduce traffic congestion, accommodate population growth, enhance mobility and improve safety and drainage along SH 332. The proposed project would accomplish this purpose by adding capacity, dividing the undivided section of the roadway and updating drainage within the project area.
				Commenter believes there are obstructed views for vehicles trying to turn on SH 332 as a result elevation differences between existing SH 332 side streets. The commenter is concerned that these obstructed views would be worsened by raising SH 332 by two more feet.	Proper and safe sight distance would be provided at all intersecting streets and driveways.
				Commenter stated, "You speak of no traffic lines, only medians. That seems to be kind of an issue."	Median openings would be provided at various locations along the proposed project and the roadway would be striped with lane markings.
				Commenter stated, "Outside of that, I do like the idea of a four-lane highway being there. I give you guys credit for that."	Thank you for your support of this section of SH 332 being widened to four-lanes.
33	John Richers - Brazoria County Work Activity	9/26/17	Transcript	Commenter would like to echo what Mr. Lambert has said.	See comment responses to commenter 31.
				Commenter would like to echo what others have said about overall drainage.	See comment responses to previous commenters regarding drainage.

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Committer Number	Committer Name	Date Received	Source	Comment Topic	Response
33	John Richers - Brazoria County Work Activity Center	9/26/17	Transcript	<p>Committer stated, "I've been here long enough to -- and been here during the big flood of 1957, and I witnessed what TxDOT did to Highway 35 in raising it between Angleton and West Columbia and all the land north all the way up to Chenango. And then after the '57 flood and other floods, I witnessed what TxDOT did on Highway 521 from Brazoria to Bailey's Prairie. Without putting in the necessary drainage structures, they actually created two massive dams on Highway 35 and also on Highway 521 that created a lot of the flooding that you've seen in the Bar X Ranch. And then once that water got across, then -- and I hope that TxDOT takes in consideration that they've got to look at everything north of Highway 35 drainage that eventually gets into this watershed and comes across on 332 through Buffalo Camp Bayou, around through the prison farms, all the way up to Dry Bayou, Mills Bayou, some of the other bayous that are up north that bring all of that water down into this watershed that crosses 332."</p>	<p>The SH 332 project including the proposed new drainage channel would be designed to adequately drain the proposed highway and would not worsen existing flooding conditions. The final roadway profile and number and size of cross culverts would be determined during detailed design with further hydraulic analysis to ensure the design provides adequate drainage from one side of the roadway to the other. The hydraulic design for this project would be in accordance with current FHWA and TxDOT design policies.</p>
				<p>Committer stated, "I just recently was involved in a major study on Highway 288 drainage on Bastrop Bayou on the land across Oyster Creek, the 900 acres just south of the Dow airport. There's six openings in that that don't carry all the water that needs to be carried off of the north side of Highway 288. So I hope you take into consideration, as it was mentioned here, that you really need to look at the drainage all the way up across Highway 35, because it is going to impact what you're going to do on Highway 332 with the elevation you're talking about and the diversion channel that you're proposing to build to the Brazos River."</p>	
34	Bruce Warren	9/26/17	Transcript	<p>Committer agrees with what has previously been said about flooding.</p>	<p>See comment responses to previous commenters regarding flooding.</p>
				<p>Committer stated, "But my point is, generally, when I heard about this, even before the flood, is we're going to spend \$45 million on a road that takes two minutes to traverse, maybe three if you're legal. And that means hundreds and hundreds of people will get home to Brazoria every night a minute earlier. Why are we spending \$45 million for hundreds and hundreds of people to get to work or get home one or two minutes earlier?"</p>	<p>The purpose of the proposed project is to reduce traffic congestion, accommodate population growth, enhance mobility and improve safety and drainage along SH 332. Improved mobility is just one purpose of the proposed project.</p>
				<p>Committer stated, " I was just going to say the top hundred deadliest highways in Texas, 332 is not on the list. Just look it up."</p>	<p>251 crashes have occurred between 2012 to 2014 on this section of SH 332. Two of these crashes resulted in at least one fatality and seven crashes have caused incapacitating injuries. The crash rate on this section of SH 332 was 541.80 percent higher than the 2014 average crash rate for rural state highways in Texas. Improved safety is a purpose of the proposed project.</p>
35	Gail M. Tipp	9/26/17	Transcript	<p>Committer stated, "That highway is the most dangerous highway in our county, and I have seen it personally."</p>	<p>Improved safety is a purpose of the proposed project.</p>
				<p>Committer stated, "...we own four acres of property right next to the Exxon station that is for sale. I noticed in the new proposal -- I was here last year -- two years ago when we had this same meeting, I've noticed that y'all are planning on taking part of that property as well for easement."</p>	<p>Yes, additional ROW is proposed to be acquired from the Exxon property and the committer's property.</p>
				<p>Committer is concerned that the proposed elevation of SH 332 would cause flooding to her home.</p>	<p>The SH 332 project including the proposed new drainage channel would be designed to adequately drain the proposed highway and would not worsen existing flooding conditions. The final roadway profile and number and size of cross culverts would be determined during detailed design with further hydraulic analysis to ensure the design provides adequate drainage from one side of the roadway to the other. The hydraulic design for this project would be in accordance with current FHWA and TxDOT design policies.</p>
				<p>Committer would like the proposed project to be constructed as soon as possible.</p>	<p>Thank you for your support of the proposed project.</p>

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Committer Number	Committer Name	Date Received	Source	Comment Topic	Response
36	David Linder - Brazoria County Precinct 4	9/26/17	Transcript	<p>Committer is asking for TxDOT to review the proposed elevation of SH 332 and the amount of box culverts that would be used on the proposed project.</p> <p>Committer believes, "I think we need to have some bridges like we have in Louisiana, some big open spans."</p> <p>Committer stated, "So I think -- and I'm not pointing any blame. I'm simply saying that -- I'm simply asking that we all take a really good look at the drainage, at the elevations. Because I think -- like the lady who had just spoke, a lot of these properties were built many, many years ago; and as we make these improvements to our roadways, you know, we're not taking in consideration some of these homes that were built 25, 30 years ago. So I'm just asking for that on behalf of my constituents. And that's what I have."</p>	The SH 332 project including the proposed new drainage channel would be designed to adequately drain the proposed highway and would not worsen existing flooding conditions. The final roadway profile and number and size of cross culverts would be determined during detailed design with further hydraulic analysis to ensure the design provides adequate drainage from one side of the roadway to the other. The hydraulic design for this project would be in accordance with current FHWA and TxDOT design policies.
37	Van Kent	9/26/17	Transcript	<p>Committer stated, "I'm an engineer, and I do know that water can only run downhill. And in some cities, the streets are used as drainage. I got evidence of that when many of the streets off of Yaupon flooded on the east side, which is where the water came from. Yaupon is a marvelous dam for those on the west side. What I'm seeing is, is I'm seeing that we are cheaply redoing highways -\$45 million is a lot of money, it's not cheap, but instead of tearing it out, putting the drainage that we need underneath it, maintaining an elevation so the water has somewhere to go, we're just adding to the problem. So what we're doing is, we're making a dam here, we're making a dam there, we're making -- and if you live behind the dam, you're going to flood. Somebody somewhere has got to wake up and realize, water runs downhill.</p>	The SH 332 project including the proposed new drainage channel would be designed to adequately drain the proposed highway and would not worsen existing flooding conditions. The final roadway profile and number and size of cross culverts would be determined during detailed design with further hydraulic analysis to ensure the design provides adequate drainage from one side of the roadway to the other. The hydraulic design for this project would be in accordance with current FHWA and TxDOT design policies.
38	Billye Riggs Pakenham-Walsh	9/26/17	Transcript	<p>Committer does not think it is right that the only way she can have a copy of the reports available at the Public Hearing is to pay for them. She believes these reports should be available online.</p>	Copies of the Draft EA and Technical Reports that were available at the Public Hearing are available for review at the TxDOT Houston District and Area Offices. Copies of these reports are available for the cost of reproduction. Additionally, the EA will be posted online at: https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/houston/092617.html
39	Robert Tipp	9/26/17	Transcript	<p>"I love this new 332 proposal"</p> <p>Committer would like for the drainage to be done right.</p>	<p>Thank you for your support of the proposed project.</p> <p>The capacity of the existing drainage ditches along SH 332 would be increased and would run parallel to the proposed expansion along the entire length of the proposed project. The SH 332 project including the proposed new drainage channel would be designed to adequately drain the proposed highway and would not worsen existing flooding conditions.</p>
40	Marv Amerine	9/26/17	Transcript	<p>Committer stated, "I would like to make one. Looking at your picture of the drainage ditch going down to Brazos River, and in view of the recent flood we had, natural drainage isn't going to solve any problems on Buffalo Camp Bayou, because when the Brazos River was high, they -- for a week and a half, there was no place for water to go. You got to have pumps. That's -that's the only way you're going to get it from the lower elevation up into the river."</p>	The entire project area west of the diversion channel is within the 100-year floodplain of the Brazos River. With or without the proposed expansion and reconstruction of SH 332, the project area would still be in the 100-year floodplain. During large rain events, the Brazos River can potentially flood the entire project area, with or without the proposed project. Please contact the Velasco Drainage District for more information.



B. Public Hearing Certification



Public Hearing Certification

Project Name: SH 332

County Name Brazoria

Control Section Job Numbers (CSJ): 1524-01-047

Project Limits:

From: FM 521

To: SH 288

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

- A. A public hearing was held on Tuesday, September 26, 2017 at the Lake Jackson Civic Center in Lake Jackson, Texas
- B. The economic and social effects of the project location and design and its impacts on the environment have been considered
- C. In determining economic, social, and environmental effects, the statutory provisions of the Civil Rights Act of 1964 have been considered.
- D. The project consistency with the goals and objectives of urban planning, as dictated by the community has been considered.
- E. Requirements of Texas Administrative Code, Title 43, Part 1, Chapter 2, Subchapter E, Section 2.107 have been met.

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.

Signed: CP Henry Date: 10/9/17
Name/Title

Print Name: CP Henry



C. Notices



Notice
Draft Environmental Assessment Available for Public Review
and
Public Hearing
SH 332
From FM 521 to SH 288
CSJ: 1524-01-047
Brazoria County, Texas

The Texas Department of Transportation (TxDOT), as the lead agency, is proposing to reconstruct and widen State Highway (SH) 332 from FM 521 to SH 288 in Brazoria County, Texas. This notice advises the public that a draft environmental assessment (EA) is available for public review and that TxDOT will be conducting a public hearing on the proposed project. The hearing will be held on September 26, 2017, at the Lake Jackson Civic Center located at 333 Highway 332 E, Lake Jackson, Texas 77566. Displays will be available for viewing at 5:30 p.m. to 6:30 p.m. with the formal hearing starting at 6:30 p.m. The purpose of the hearing is to present the planned improvements and to receive public comment on the proposed project.

SH 332 would be reconstructed and widened from two to four lanes (two lanes in each direction) from FM 521 to FM 2004. The proposed project would also reconstruct and widen SH 332 from four to six-lanes (three lanes in each direction) from FM 2004 to SH 288. Roadway improvements would include the reconstruction or replacement of bridges over Buffalo Camp Bayou and a diversion channel just east of Buffalo Camp Bayou. Additionally, a new drainage channel is proposed on new location from SH 332, approximately 800 feet west of Division Street (CR 680A), south to the Brazos River, a distance of approximately 1.1 miles. The proposed construction area would be approximately 5.3 miles in length.

The existing right-of-way (ROW) varies from 100 to 220 feet in width. The proposed ROW would vary from 180 to 300 feet in width. The project would require approximately 70 acres of additional ROW. The project could potentially result in displacements of businesses and residences. Information about the TxDOT Relocation Assistance Program, benefits and services for displacees, as well as information about the tentative schedules for ROW acquisition and construction can be obtained from the TxDOT district office at the address listed below. Relocation assistance is available for displaced persons and businesses.

According to the FEMA Flood Insurance Rate Maps for Brazoria County, the majority of the proposed project is located within FEMA designated 100-year floodplains and the proposed project would cross nine bodies of water and potential wetlands.

In accordance with Chapter 26 of the Texas Parks and Wildlife Code, the hearing is also being conducted to allow the public the opportunity to review the draft EA and provide comments on the project's potential impacts to approximately 1-acre of ROW from the Wilderness Golf Course entrance and to approximately 2-acres of ROW from the Wilderness Park property for the proposed drainage channel. TxDOT is considering Section 4(f) de minimis impact determinations (under 23 CFR 774.3(b)) for the impacts to Wilderness Golf Course and Wilderness Park and is coordinating with the City of Lake Jackson, which has jurisdiction over the golf course and park. If the project is found to have a Section 4(f) de minimis impact, the proposed project would not adversely affect the

activities, features, or attributes that qualify Wilderness Golf Course and Wilderness Park for protection under Section 4(f). TxDOT will consider comments received during the public hearing before making a final Section 4(f) de minimis determination. Information describing the Section 4(f) resources and the impacts to the resources is included in the draft EA document prepared for this project.

The draft EA, maps showing the project location and design, tentative construction schedules, and other information regarding the project are on file and available for inspection Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m. at the TxDOT Houston District Office located at, 7600 Washington Avenue, Houston, Texas 77007. To schedule an appointment at the Houston District office, please contact Grant Chim, P.E., at (713) 802-5259 or at, Grant.Chim@txdot.gov. To schedule an appointment at the TxDOT Brazoria County Area Office please contact Michelle Milliard, P.E., TxDOT Brazoria County Area Engineer, at (979) 864-8500 or at, Michelle.Milliard@txdot.gov. The information will also be posted online on the TxDOT website; <http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html> This information also will be available for inspection at the hearing. Verbal and written comments from the public regarding the project are requested and may be presented at the hearing, or submitted in person or by mail to the TxDOT Houston District Office. Comments must be received on or before October 11, 2017, to be part of the official hearing record.

The hearing will be conducted in English. Persons interested in attending the hearing who have special communication or accommodation needs, such as the need for an interpreter, are encouraged to contact TxDOT's Public Information Office at, (713) 802-5076. Requests should be made at least five working days prior to the hearing. Every reasonable effort will be made to accommodate these 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.

Aviso de
Evaluación Ambiental Preliminar Disponible para Revisión Pública
y
Audiencia pública
SH 332
Desde la FM 521 hasta la SH 288
CSJ: 1524-01-047
Condado de Brazoria, Texas

El Departamento de Transporte de Texas (TxDOT), como la agencia principal, está proponiendo reconstruir y ampliar la carretera estatal (SH) 332 desde la FM 521 hasta la SH 288 en el condado de Brazoria, Texas. Esta notificación informa al público que una Evaluación Ambiental Preliminar (EA) está disponible para revisión pública y que TxDOT llevará a cabo una Audiencia Pública sobre el proyecto propuesto. La audiencia se llevará a cabo el 26 de septiembre de 2017, en el Lake Jackson Civic Center ubicado en 333 Highway 332 E, Lake Jackson, Texas 77566. Las exhibiciones estarán disponibles para ver a las 5:30 p.m. a 6:30 p.m. con la audiencia formal comenzando a las 6:30 p.m. El propósito de la audiencia es presentar las mejoras previstas y recibir comentarios del público sobre el proyecto propuesto.

El SH 332 sería reconstruido y ensanchado de dos a una de cuatro carriles (dos carriles en cada dirección) desde la FM 521 hasta la FM 2004. El proyecto propuesto también reconstruiría y ensancharía SH 332 de cuatro a una de seis carriles (tres carriles en cada dirección) desde la FM 2004 hasta la SH 288. Las mejoras de la carretera incluirían la reconstrucción o el reemplazo de puentes sobre la Buffalo Camp Bayou y un canal de desvío al este del Buffalo Camp Bayou. Además, se propone un nuevo canal de drenaje en una nueva ubicación desde la SH 332, aproximadamente 800 pies al oeste de la calle División (CR 680A), al sur hasta el río Brazos, a una distancia de aproximadamente 1.1 millas. El área de construcción propuesta tendría aproximadamente 5.3 millas de longitud.

El derecho de vía existente (ROW) varía de 100 a 220 pies de ancho. El ROW propuesto variaría de 180 a 300 pies de ancho. El proyecto requeriría aproximadamente 70 acres adicionales de ROW. El proyecto podría resultar en desplazamientos de negocios y residencias. Se puede obtener información sobre el Programa de Asistencia de Reubicación TxDOT, beneficios y servicios para desplazados, así como información sobre los horarios

tentativos para adquisición y construcción de ROW en la oficina del TxDOT distrito de Houston en la dirección que se indica a continuación. La asistencia para la reubicación está disponible para personas desplazadas y negocios.

De acuerdo con los mapas de FEMA tarifas de seguro contra inundaciones para el Condado de Brazoria, la mayoría del proyecto propuesto se encuentra dentro de las planicies de inundación de 100 años designadas por FEMA y el proyecto propuesto cruzaría nueve cuerpos de agua y humedales potenciales.

De acuerdo con el Capítulo 26 del Código de Parques y Vida Silvestre de Texas, la audiencia también se está llevando a cabo para permitir al público la oportunidad de revisar el EA preliminar y proporcionar comentarios sobre los impactos posibles del 1 acre de ROW del entrada de Wilderness Golf Course y aproximadamente 2 acres de ROW de la propiedad del parque de la naturaleza para el canal de drenaje propuesto. TxDOT está considerando la Sección 4 (f) determinaciones de impacto de minimis (bajo 23 CFR 774.3 (b)) para los impactos al Wilderness Golf Course y Wilderness Park y está coordinando con la Ciudad de Lake Jackson, que tiene jurisdicción sobre el campo de golf y el parque. Si se encuentra que el proyecto tiene un impacto de minimis de la Sección 4 (f), el proyecto propuesto no afectaría negativamente las actividades, características o atributos que califican a Wilderness Golf Course y Wilderness Park como protección bajo la Sección 4 (f). TxDOT considerará los comentarios recibidos durante la audiencia pública antes de hacer una determinación final de minimis de la Sección 4 (f). La información que describe los recursos de la Sección 4 (f) y los impactos a los recursos se incluye en el documento del EA preliminar preparado para este proyecto.

El EA preliminar, los mapas que muestran la ubicación y el diseño del proyecto, los calendarios provisionales de construcción y otra información relacionada con el proyecto están archivados y están disponibles para la inspección de lunes a viernes entre las 8:00 am y 5:00 p.m. en la Oficina del TxDOT Distrito de Houston ubicada en, 7600 Washington Avenue, Houston, Texas 77007. Para programar una cita en la oficina del TxDOT Distrito de Houston, por favor comuníquese con Grant Chim, PE, al (713) 802-5259 o Grant.Chim@txdot.gov . Para programar una cita en la oficina de TxDOT área del condado de Brazoria, por favor contacte a Michelle Milliard, P.E., ingeniero de área del condado de Brazoria, al (979) 864-8500 o Michelle.Milliard@txdot.gov . La información también se publicará en

línea en el sitio web de TxDOT; [Http: //www.txdot.ov/inside-txdot/et-involved/about/hearingsmeetins.html](http://www.txdot.ov/inside-txdot/et-involved/about/hearingsmeetins.html) Esta información también estará disponible para su inspección en la audiencia. Los comentarios verbales y escritos del público en relación con el proyecto se solicitan y pueden ser presentados en la audiencia, o presentados en persona o por correo a la oficina TxDOT distrito de Houston. Los comentarios deben ser recibidos a más tardar el 11 de octubre de 2017, para formar parte del expediente oficial de la audiencia.

La audiencia se llevará a cabo en inglés. Las personas interesadas en asistir a la audiencia que tengan necesidades especiales de comunicación o de alojamiento, como la necesidad de un intérprete, deben comunicarse con la Oficina de Información Pública de TxDOT al (713) 802-5076. Las solicitudes deben hacerse por lo menos cinco días hábiles antes de la audiencia. Se hará todo esfuerzo razonable para acomodar estas necesidades.

La revisión ambiental, la consulta y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo, o han sido, llevadas a cabo por TxDOT conforme a 23 U.S.C. 327 y un Memorando de Entendimiento fechado el 16 de diciembre de 2014, y ejecutado por FHWA y TxDOT.



AFFIDAVIT OF PUBLICATION

STATE OF TEXAS:

Before me, the undersigned authority, a Notary Public in and for the State of Texas, on this day personally appeared, the Newspaper Representative at the HOUSTON CHRONICLE, a daily newspaper published in Harris County, Texas, and generally circulated in the Counties of: HARRIS, TRINITY, WALKER, GRIMES, POLK, SAN JACINTO, WASHINGTON, MONTGOMERY, LIBERTY, AUSTIN, WALLER, CHAMBERS, COLORADO, BRAZORIA, FORT BEND, GALVESTON, WHARTON, JACKSON, and MATAGORDA and that the publication, of which the annexed herein, or attached to, is a true and correct copy, was published to-wit:

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Victoria Bond AIR Clerk
NEWSPAPER REPRESENTATIVE

Sworn and subscribed to before me, this 19th Day of September A.D. 2017



Charles E. Walichowski
Notary Public in and for the State of Texas

**Notice
Draft Environmental Assessment Available for Public Review
and
Public Hearing
SH 332
From EM 521 to SH 288
CSJ: 1524-01-047
Brazoria County, Texas**

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SH 332 would be reconstructed and widened from two to four lanes (two lanes in each direction) from FM 521 to FM 2004. The proposed project would also reconstruct and widen SH 332 from four to six-lanes (three lanes in each direction) from FM 2004 to SH 288. Roadway improvements would include the reconstruction or replacement of bridges over Buffalo Camp Bayou and a diversion channel just east of Buffalo Camp Bayou. Additionally, a new drainage channel is proposed on new location from SH 332, approximately 800 feet west of Division Street (CR 680A), south to the Brazos River, a distance of approximately 1.1 miles. The proposed construction area would be approximately 5.3 miles in length.

The existing right-of-way (ROW) varies from 100 to 220 feet in width. The proposed ROW would vary from 180 to 300 feet in width. The project would require approximately 70 acres of additional ROW. The project could potentially result in displacements of businesses and residences. Information about the TxDOT Relocation Assistance Program, benefits and services for displacees, as well as information about the tentative schedules for ROW acquisition and construction can be obtained from the TxDOT district office at the address listed below. Relocation assistance is available for displaced persons and businesses.

According to the FEMA Flood Insurance Rate Maps for Brazoria County, the majority of the proposed project is located within FEMA designated 100-year floodplains and the proposed project would cross nine bodies of water and potential wetlands.

In accordance with Chapter 26 of the Texas Parks and Wildlife Code, the hearing is also being conducted to allow the public the opportunity to review the draft EA and provide comments on the project's potential impacts to approximately 1-acre of ROW from the Wilderness Golf Course entrance and to approximately 2-acres of ROW from the Wilderness Park property for the proposed drainage channel. TxDOT is considering Section 4(f) de minimis impact determinations (under 23 CFR 774.3(b)) for the impacts to Wilderness Golf Course and Wilderness Park and is coordinating with the City of Lake Jackson, which has jurisdiction over the golf course and park. If the project is found to have a Section 4(f) de minimis impact, the proposed project would not adversely affect the activities, features, or attributes that qualify Wilderness Golf Course and Wilderness Park for protection under Section 4(f). TxDOT will consider comments received during the public hearing before making a final Section 4(f) de minimis determination. Information describing the Section 4(f) resources and the impacts to the resources is included in the draft EA document prepared for this project.

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NoticeDraft Environmental Assessment Available for Public ReviewandPublic HearingSH 332From EM 521 to SH 288CSJ: 1524-01-047Brazoria County, TexasThe Texas Department of Transportation (TxDOT), as the lead agency, is proposing to reconstruct and widen State Highway (SH) 332 from FM 521 to SH 288 in Brazoria County, Texas. This notice advises the public that a draft environmental assessment (EA) is available for public review and that TxDOT will be conducting a public hearing on the proposed project. The hearing will be held on September 26, 2017, at the Lake Jackson Civic Center located at 333 Highway 332 E, Lake Jackson, Texas 77566. Displays will be available for viewing at 5:30 p.m. to 6:30 p.m. with the formal hearing starting at 6:30 p.m. The purpose of the hearing is to present the planned improvements and to receive public comment on the proposed project. SH 332 would be reconstructed and widened from two to four lanes (two lanes in each direction) from FM 521 to FM 2004. The proposed project would also reconstruct and widen SH 332 from four to six-lanes (three lanes in each direction) from FM 2004 to SH 288. Roadway improvements would include the reconstruction or replacement of bridges over Buffalo Camp Bayou and a diversion channel just east of Buffalo Camp Bayou. Additionally, a new drainage channel is proposed on new location from SH 332, approximately 800 feet west of Division Street (CR 680A), south to the Brazos River, a distance of approximately 1.1 miles. The proposed construction area would be approximately 5.3 miles in length. The existing right-of-way (ROW) varies from 100 to 220 feet in width. The proposed ROW would vary from 180 to 300 feet in width. The project would require approximately 70 acres of additional ROW. The project could potentially result in displacements of businesses and residences. Information about the TxDOT Relocation Assistance Program, benefits and services for displacees, as well as information about the tentative schedules for ROW acquisition and construction can be obtained from the TxDOT district office at the address listed below. Relocation assistance is available for displaced persons and businesses. According to the FEMA Flood Insurance Rate Maps for Brazoria County, the majority of the proposed project is located within FEMA designated 100-year floodplains and the proposed project would cross nine bodies of water and potential wetlands. In accordance with Chapter 26 of the Texas Parks and Wildlife Code, the hearing is also being conducted to allow the public the opportunity to review the draft EA and provide comments on the project's potential impacts to approximately 1-acre of ROW from the Wilderness Golf Course entrance and to approximately 2-acres of ROW from the Wilderness Park property for the proposed drainage channel. TxDOT is considering Section 4(f) de minimis impact determinations (under 23 CFR 774.3(b)) for the impacts to Wilderness Golf Course and Wilderness Park and is coordinating with the City of Lake Jackson, which has jurisdiction over the golf course and park. If the project is found to have a Section 4(f) de minimis impact, the proposed project would not adversely affect the activities, features, or attributes that qualify Wilderness Golf Course and Wilderness Park for protection under Section 4(f). TxDOT will consider comments received during the public hearing before making a final Section 4(f) de minimis determination. Information describing the Section 4(f) resources and the impacts to the resources is included in the draft EA document prepared for this project. The draft EA, maps showing the project location and design, tentative construction schedules, and other information regarding the project are on file and available for inspection Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m. at the TxDOT Houston District Office located at, 7600 Washington Avenue, Houston, Texas



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STATE OF TEXAS:

Before me, the undersigned authority, a Notary Public in and for the State of Texas, on this day personally appeared, the Newspaper Representative at the HOUSTON CHRONICLE, a daily newspaper published in Harris County, Texas, and generally circulated in the Counties of: HARRIS, TRINITY, WALKER, GRIMES, POLK, SAN JACINTO, WASHINGTON, MONTGOMERY, LIBERTY, AUSTIN, WALLER, CHAMBERS, COLORADO, BRAZORIA, FORT BEND, GALVESTON, WHARTON, JACKSON, and MATAGORDA and that the publication, of which the annexed herein, or attached to, is a true and correct copy, was published to-wit:

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Victoria Bond HR Clerk
NEWSPAPER REPRESENTATIVE

Sworn and subscribed to before me, this 17th Day of September A.D. 2017



Veronica M Tyrone
Notary Public in and for the State of Texas

**Aviso de
Evaluación Ambiental Preliminar Disponible para Revisión Pública
y
Audiencia pública
SH 332
Desde la FM 521 hasta la SH 288
CSJ: 1524-01-047
Condado de Brazoria, Texas**

El Departamento de Transporte de Texas (TxDOT), como la agencia principal, está proponiendo reconstruir y ampliar la carretera estatal (SH) 332 desde la FM 521 hasta la SH 288 en el condado de Brazoria, Texas. Esta notificación informa al público que un Evaluación Ambiental Preliminar (EA) está disponible para revisión pública y que TxDOT llevará a cabo una Audiencia Pública sobre el proyecto propuesto. La audiencia se llevará a cabo el 26 de septiembre de 2017, en el Lake Jackson Civic Center ubicado en 333 Highway 332 E, Lake Jackson, Texas 77566. Las exhibiciones estarán disponibles para ver a las 5:30 p.m. a 6:30 p.m. con la audiencia formal comenzando a las 6:30 p.m. El propósito de la audiencia es presentar las mejoras previstas y recibir comentarios del público sobre el proyecto propuesto.

El SH 332 sería reconstruido y ensanchado de dos a una de cuatro carriles (dos carriles en cada dirección) desde la FM 521 hasta la FM 2004. El proyecto propuesto también reconstruiría y ensancharía SH 332 de cuatro a una de seis carriles (tres carriles en cada dirección) desde la FM 2004 hasta la SH 288. Las mejoras de la carretera incluirían la reconstrucción o el reemplazo de puentes sobre la Buffalo Camp Bayou y un canal de desvío al este del Buffalo Camp Bayou. Además, se propone un nuevo canal de drenaje en una nueva ubicación desde la SH 332, aproximadamente 800 pies al oeste de la calle División (CR 680A), al sur hasta el río Brazos, a una distancia de aproximadamente 1.1 millas. El área de construcción propuesta tendría aproximadamente 5.3 millas de longitud.

El derecho de vía existente (ROW) varía de 100 a 220 pies de ancho. El ROW propuesto variaría de 180 a 300 pies de ancho. El proyecto requeriría aproximadamente 70 acres adicionales de ROW. El proyecto podría resultar en desplazamientos de negocios y residencias. Se puede obtener información sobre el Programa de Asistencia de Reubicación TxDOT, beneficios y servicios para desplazados, así como información sobre los horarios tentativos para adquisición y construcción de ROW en la oficina del TxDOT distrito de Houston en la dirección que se indica a continuación. La asistencia para la reubicación está disponible para personas desplazadas y negocios.

De acuerdo con los mapas de FEMA tarifas de seguro contra inundaciones para el Condado de Brazoria, la mayoría del proyecto propuesto se encuentra dentro de las planicies de inundación de 100 años designadas por FEMA y el proyecto propuesto cruzaría nueve cuerpos de agua y humedales potenciales.

De acuerdo con el Capítulo 26 del Código de Parques y Vida Silvestre de Texas, la audiencia también se está llevando a cabo para permitir al público la oportunidad de revisar el EA preliminar y proporcionar comentarios sobre los impactos posibles del 1 acre de ROW del entrada de Wilderness Golf Course y aproximadamente 2 acres de ROW de la propiedad del parque de la naturaleza para el canal de drenaje propuesto. TxDOT está considerando la Sección 4 (f) determinaciones de impacto de minimis (bajo 23 CFR 774.3 (b)) para los impactos al Wilderness Golf Course y Wilderness Park y está coordinando con la Ciudad de Lake Jackson, que tiene jurisdicción sobre el campo de golf y el parque. Si se encuentra que el proyecto tiene un impacto de minimis de la Sección 4 (f), el proyecto propuesto no afectaría negativamente las actividades, características o atributos que califican a Wilderness Golf Course y Wilderness Park como protección bajo la Sección 4 (f). TxDOT considerará los comentarios recibidos durante la audiencia pública antes de hacer una determinación final de minimis de la Sección 4 (f). La información que describe los recursos de la Sección 4 (f) y los impactos a los recursos se incluye en el documento del EA preliminar preparado para este proyecto.

El EA preliminar, los mapas que muestran la ubicación y el diseño del proyecto, los calendarios provisionales de construcción y otra información relacionada con el proyecto están archivados y están disponibles para la inspección de lunes a viernes entre las 8:00 am y 5:00 p.m. en la Oficina del TxDOT Distrito de Houston ubicada en, 7600 Washington Avenue, Houston, Texas 77007. Para programar una cita en la oficina del TxDOT Distrito de Houston, por favor comuníquese con Grant Chim, PE, al (713) 802-5259 o Grant.Chim@txdot.gov. Para programar una cita en la oficina de TxDOT área del condado de Brazoria, por favor contacte a Michelle Milliard, P.E., ingeniero de área del condado de Brazoria, al (979) 864-8500 o Michelle.Milliard@txdot.gov. La información también se publicará en línea en el sitio web de TxDOT; <http://www.txdot.gov/inside-txdot/et-involved/about/hearingsmeetings.html>. Esta información también estará disponible para su inspección en la audiencia. Los comentarios verbales y escritos del público en relación con el proyecto se solicitan y pueden ser presentados en la audiencia, o presentados en persona o por correo a la oficina TxDOT distrito de Houston. Los comentarios deben ser recibidos a más tardar el 11 de octubre de 2017, para formar parte del expediente oficial de la audiencia.

La audiencia se llevará a cabo en inglés. Las personas interesadas en asistir a la audiencia que tengan necesidades especiales de comunicación o de alojamiento, como la necesidad de un intérprete, deben comunicarse con la Oficina de Información Pública de TxDOT al (713) 802-5076. Las solicitudes deben hacerse por lo menos cinco días hábiles antes de la audiencia. Se hará todo esfuerzo razonable para acomodar estas necesidades.

La revisión ambiental, la consulta y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo, o han sido, llevadas a cabo por TxDOT conforme a 23 U.S.C. 327 y un Memorando de Entendimiento fechado el 16 de diciembre de 2014, y ejecutado por FHWA y TxDOT.

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Posting Date : 9/10/2017

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Aviso de Evaluación Ambiental Preliminar Disponible para Revisión Pública y Audiencia Pública SH 332 Desde la FM 521 hasta la SH 288CSJ: 1524-01-047 Condado de Brazoria, Texas El Departamento de Transporte de Texas (TxDOT), como la agencia principal, está proponiendo reconstruir y ampliar la carretera estatal (SH) 332 desde la FM 521 hasta la SH 288 en el condado de Brazoria, Texas. Esta notificación informa al público que un Evaluación Ambiental Preliminar (EA) está disponible para revisión pública y que TxDOT llevará a cabo una Audiencia Pública sobre el proyecto propuesto. La audiencia se llevará a cabo el 26 de septiembre de 2017, en el Lake Jackson Civic Center ubicado en 333 Highway 332 E, Lake Jackson, Texas 77566. Las exhibiciones estarán disponibles para ver a las 5:30 p.m. a 6:30 p.m. con la audiencia formal comenzando a las 6:30 p.m. El propósito de la audiencia es presentar las mejoras previstas y recibir comentarios del público sobre el proyecto propuesto. El SH 332 sería reconstruido y ensanchado de dos a una de cuatro carriles (dos carriles en cada dirección) desde la FM 521 hasta la FM 2004. El proyecto propuesto también reconstruiría y ensancharía SH 332 de cuatro a una de seis carriles (tres carriles en cada dirección) desde la FM 2004 hasta la SH 288. Las mejoras de la carretera incluirían la reconstrucción o el reemplazo de puentes sobre la Buffalo Camp Bayou y un canal de desvío al este del Buffalo Camp Bayou. Además, se propone un nuevo canal de drenaje en una nueva ubicación desde la SH 332, aproximadamente 800 pies al oeste de la calle División (CR 680A), al sur hasta el río Brazos, a una distancia de aproximadamente 1.1 millas. El área de construcción propuesta tendría aproximadamente 5.3 millas de longitud. El derecho de vía existente (ROW) varía de 100 a 220 pies de ancho. El ROW propuesto variaría de 180 a 300 pies de ancho. El proyecto requeriría aproximadamente 70 acres adicionales de ROW. El proyecto podría resultar en desplazamientos de negocios y residencias. Se puede obtener información sobre el Programa de Asistencia de Reubicación TxDOT, beneficios y servicios para desplazados, así como información sobre los horarios tentativos para adquisición y construcción de ROW en la oficina del TxDOT distrito de Houston en la dirección que se indica a continuación. La asistencia para la reubicación está disponible para personas desplazadas y negocios. De acuerdo con los mapas de FEMA tarifas de seguro contra inundaciones para el Condado de Brazoria, la mayoría del proyecto propuesto se encuentra dentro de las planicies de inundación de 100 años designadas por FEMA y el proyecto propuesto cruzaría nueve cuerpos de agua y humedales potenciales. De acuerdo con el Capítulo 26 del Código de Parques y Vida Silvestre de Texas, la audiencia también se está llevando a cabo para permitir al público la oportunidad de revisar el EA preliminar y proporcionar comentarios sobre los impactos posibles del 1 acre de ROW del entrada de Wilderness Golf Course y aproximadamente 2 acres de ROW de la propiedad del parque de la naturaleza para el canal de drenaje propuesto. TxDOT está considerando la Sección 4 (f) determinaciones de impacto de minimis (bajo 23 CFR 774.3 (b)) para los impactos al Wilderness Golf Course y Wilderness Park y está coordinando con la Ciudad de Lake Jackson, que tiene jurisdicción sobre el campo de golf y el parque. Si se encuentra que el proyecto tiene un impacto de minimis de la Sección 4 (f), el proyecto propuesto no afectaría negativamente las actividades, características o atributos que califican a Wilderness Golf Course y Wilderness Park como protección bajo la Sección 4 (f). TxDOT considerará los comentarios recibidos durante la audiencia pública antes de hacer una determinación final de minimis de la Sección 4 (f). La información que describe los recursos de la Sección 4 (f) y los impactos a los recursos se inclu



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V 6 LA VOZ DE HOUSTON

DOMINGO 10 DE SEPTIEMBRE DE 2017

1245 ANUNCIOS LEGALES

Comisión de Calidad Ambiental del Estado de Texas
AVISO DE LA SOLICITUD Y DECISION PRELIMINAR PARA EL
PERMISO PARA AGUAS RESIDUALES MUNICIPALES
RENOVACION
PERMISO NO. WQ001495665

SOLICITUD Y DECISION PRELIMINAR. La Ciudad de Houston, P.O. Box 1620, Houston, Texas 77251, ha solicitado a la Comisión de Calidad Ambiental del Estado de Texas (TCEQ) para una renovación de su permiso de descarga de aguas residuales municipales...

El Director Ejecutivo de la TCEQ ha completado la revisión técnica de la solicitud y ha presentado un borrador del proyecto de resolución de permiso a ser aprobado, estableciendo las condiciones bajo las cuales la instalación debe operar...

OPORTUNIDAD DE UNA AUDIENCIA ADMINISTRATIVA DE LO CONTENIDOSO. Después del plazo para presentar comentarios públicos, el Director Ejecutivo considerará todos los comentarios apropiados y preparará una respuesta a una resolución de permiso...

PARA PEDIR UNA AUDIENCIA ADMINISTRATIVA DE LO CONTENIDOSO, USTED DEBE INCLUIR EN SU PEDIDO LOS SIGUIENTES DATOS: su nombre, dirección, teléfono, nombre del solicitante y número del permiso...

Acción del Director Ejecutivo. El Director Ejecutivo puede emitir una aprobación final de la solicitud a menos que exista un pedido antes del plazo de vencimiento de una audiencia administrativa de lo contenido...

LISTA DE CORREO. Si solicita comentarios públicos, un pedido para una audiencia administrativa de lo contenido o una reconsideración de la decisión del Director Ejecutivo, usted debe proporcionar una lista de correo...

INFORMACION DISPONIBLE ONLINE. Para más detalles sobre el estado de la aplicación, visite la página web de la Oficina del Secretario Principal...

CONTACTOS Y INFORMACION. Todos los comentarios escritos del público y los pedidos para una audiencia administrativa de lo contenido...

Fecha de emisión fue el tres (3) de Agosto, 2017
Evaluación Ambiental Preliminar Disponible para Revisión Pública
Audiencia pública
SH 332
Desde la SH 331 hasta la SH 288
CSJ: 1524-01-047
Condado de Brazoria, Texas

1245 ANUNCIOS LEGALES

Comisión de Calidad Ambiental del Estado de Texas
AVISO DE REBO UNIFICADO DE SOLICITUD E INTENCION
DE OBTENER PERMISO Y AVISO DE SOLICITUD Y DECISION
PRELIMINAR ESTANDAR
Registro propuesto No.02829

Solicitud. Martin Marietta Materials Southwest, LLC, ha solicitado a la Comisión de Calidad Ambiental del Estado de Texas (TCEQ) para un permiso de descarga de aguas residuales municipales...

Comentarios Públicos/Reunion Publica. Usted puede presentar comentarios públicos o una petición para recibir una audiencia...

Oportunidad para una audiencia de caso impugnado. Usted puede solicitar una audiencia de caso impugnado ante el Director Ejecutivo...

Una persona solicitante puede ser afectada por las emisiones de contaminantes atmosféricos de la instalación tiene el derecho de solicitar una audiencia...

Acción de la TCEQ. Después del plazo final para comentarios públicos, el Director Ejecutivo tomará en cuenta todos los comentarios públicos...

Lista de Correspondencia. Aparte de presentar comentarios públicos, puede solicitar que lo incluyan en la lista de correos para recibir avisos públicos...

CONTACTOS. Los comentarios públicos o peticiones para una reunión pública o una audiencia de caso impugnado...

Fecha de Expedición: August 16, 2017
TAKE NOTICE that, on January 17, 2017 the hospital facility doing business as Foundation Surgical Hospital of Houston, owned and operated by University General Hospital, LLC, located at 5601 Fannin, Houston, TX 77054, permanently closed...

1245 ANUNCIOS LEGALES

COMISION DE CALIDAD AMBIENTAL DE TEXAS
AVISO DE RECIBO DE LA SOLICITUD Y
EL INTENTO DE OBTENER PERMISO PARA LA CALIDAD DEL AGUA
RENOVACION
PERMISO NO. WQ001121501

SOLICITUD. El Distrito de Servicios Públicos Municipales de Meadowlark Regional, 7227 Allen Parkway, Suite 3150, Houston, Texas 77018, ha solicitado a la Comisión de Calidad Ambiental del Estado de Texas (TCEQ) para renovar su permiso de descarga de aguas residuales municipales...

El Director Ejecutivo de la TCEQ ha determinado que la solicitud esta administrativamente completa y conducirá una revisión técnica de la solicitud. Después de completar la revisión técnica, el Director Ejecutivo usará el período de tiempo de la publicación de la decisión preliminar sobre la solicitud...

OPORTUNIDAD DE UNA AUDIENCIA ADMINISTRATIVA DE LO CONTENIDOSO. Después de la publicación de la decisión preliminar, el Director Ejecutivo considerará todos los comentarios apropiados y preparará una respuesta a todos los comentarios públicos...

PARA PEDIR UNA AUDIENCIA ADMINISTRATIVA DE LO CONTENIDOSO, USTED DEBE INCLUIR EN SU PEDIDO LOS SIGUIENTES DATOS: su nombre, dirección, teléfono, nombre del solicitante y número del permiso...

LISTA DE CORREO. Si solicita comentarios públicos, un pedido para una audiencia administrativa de lo contenido o una reconsideración de la decisión del Director Ejecutivo...

INFORMACION ELECTRONICA DISPONIBLE. Para detalles sobre el estado de la aplicación, visite la Base de Datos Integrada de los Comisionados...

CONTACTOS Y INFORMACION DE LA TCEQ. Los comentarios públicos y pedidos de audiencia se aceptan por escrito a la Comisión de Calidad Ambiental de Texas...

Fecha de emisión: 23 de agosto de 2017.
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por expresar su opinión!

V 8 LA VOZ DE HOUSTON

DOMINGO 17 DE SEPTIEMBRE DE 2017

1245 ANUNCIOS
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COMISION DE CALIDAD AMBIENTAL DE TEXAS
AVISO DE LA SOLICITUD Y DECISION PRELIMINAR PARA EL SISTEMA DE ELIMINACION DE DESCARGAS CONTAMINANTES DE TEXAS (TPDES) PARA AGUAS RESIDUALES MUNICIPALES

RENOVACION
PERMISO NO. WQ001416600
SOLICITUD Y DECISION PRELIMINAR. Agua Texas, Inc., 1186 Clayton Lane, Suite 400W, Acton, Texas 77724, ha solicitado a la Comision de Calidad Ambiental del Estado de Texas (TCEQ) para una renovacion para el Sistema de Eliminacion de Descargas Contaminantes de Texas (TPDES) Permiso No. WQ001416600, el cual autoriza la descarga de aguas residuales domesticas tratadas en un flujo promedio diario que no sobrepasa de 80,000 galones de agua por dia. La TCEQ recibo esta solicitud el 23 de mayo de 2017.

La planta esta ubicada en 1225 North Vista Drive, aproximadamente a 1.3 millas al sudeste de la interseccion de Interstate Highway 45 y Farm-to-Market Road 1960, y en la esquina noroeste de la interseccion de Imperial Valley Drive y North Vista, en la Ciudad de Houston, Condado de Harris, Texas 77073. El efluente tratado es descargado a la zona K111-16-00 del Distrito de Control de Inundaciones del Condado de Harris (HCFCD); de ahí a Turkey Creek (zona HCFCD K111-00-00); de ahí a Cypress Creek en el Segmento Num. 009 de la Cuenca del Rio San Jacinto. Los usos de las aguas receptoras sin clasificar son minimos usos de la vida acuatica para la zona HCFCD K111-00-00 e intermedios usos de la vida acuatica para Turkey Creek (zona HCFCD K111-00-00). Los usos designados para la zona HCFCD K111-00-00 son elevados usos de la vida acuatica, suministro publico de agua, recreacion con contacto primario, Este enlace a un mapa electronico de la ubicacion general del sitio o de la instalacion es proporcionado como una cortesia y no es parte de la solicitud. Para la ubicacion exacta, consulte la solicitud <http://www.tceq.texas.gov/assets/public/hsb101/index.html#2161-3017130m2-2161303m2-hsbc>.

El Director Ejecutivo de la TCEQ ha completado la revision tecnica de la solicitud y ha preparado un borrador del permiso. El borrador del permiso, si es aprobado, establecera las condiciones bajo las cuales la instalacion debe operar. El Director Ejecutivo ha tomado una decision preliminar que, si este permiso es emitido, cumple con todos los requisitos normativos y legales. La solicitud del permiso, la decision preliminar del Director Ejecutivo, y el proyecto de permiso estan disponibles para leer y copiar en la Biblioteca Sucursal de Northwood, 1155 West Loop West, Suite 1000, Houston, Texas 77030.

COMENTARIO PUBLICO/REUNION PUBLICA. Usted puede presentar comentarios publicos o pedir una reunion publica sobre esta solicitud. El proposito de una reunion publica es dar la oportunidad de presentar comentarios o hacer preguntas acerca de la solicitud. La TCEQ ofrece una reunion publica si el Director Ejecutivo determina que hay un grupo de personas publico suficiente en la solicitud o si un legislador local lo pide. Una reunion publica es una audiencia administrativa de la TCEQ.

OPORTUNIDAD DE UNA AUDIENCIA ADMINISTRATIVA DE LO CONTENIDOS. Despues del plazo para presentar comentarios publicos, el Director Ejecutivo considerara todos los comentarios aprobados y preparara una respuesta a todos los comentarios publicos significativos. A menos que la solicitud haya sido referida directamente a una audiencia administrativa de la TCEQ, la respuesta a los comentarios y la decision del Director Ejecutivo sobre la solicitud y a las personas que estan en la lista para recibir avisos sobre esta solicitud. Si se reciben comentarios, el Director Ejecutivo puede programar una reunion publica para discutir la decision del Director Ejecutivo y para pedir una audiencia administrativa de la TCEQ para una reconsideracion de la solicitud.

PARA PEDIR UNA AUDIENCIA ADMINISTRATIVA DE LO CONTENIDOS, USTED DEBE INCLUIR EN SU PEDIDO LOS SIGUIENTES DATOS: nombre direccion telefono numero del solicitante y numero del permiso; la ubicacion y la distancia de su propiedad/actividad con respecto a la instalacion; una descripcion especifica de la forma como usted sera afectado adversamente por la planta o la actividad propuesta; debe explicar como usted esta afectado y como los intereses que el grupo desea proteger son pertinentes al proposito del permiso.

Despues del cierre de los periodos para los pedidos y comentarios, el Director Ejecutivo envia la solicitud y los pedidos para reconsideracion a para una audiencia administrativa de la TCEQ para una reconsideracion de la solicitud. La Comision solo otorgara una audiencia administrativa de la TCEQ para los asuntos que fueren presentados antes del plazo de vencimiento y que no hubieran sido resueltos anteriormente. La informacion para solicitar una audiencia se limita a las preguntas de hecho y cuestiones de derecho que son relevantes y material a la resolucion de la Comision sobre la solicitud presentada durante el periodo de comentarios. La TCEQ no actua sobre una solicitud para renovar un permiso para descargar aguas residuales sin proporcionar una oportunidad para una audiencia administrativa de la TCEQ que se acritan ciertos criterios.

ACCION DEL DIRECTOR EJECUTIVO. Despues de que usted puede emitir una aprobacion final de la solicitud a menos que exista un pedido antes del plazo de vencimiento de una audiencia administrativa de la TCEQ o se ha presentado un pedido de reconsideracion. Si un pedido ha sido emitido antes del plazo de vencimiento de una audiencia administrativa de la TCEQ, el Director Ejecutivo no emitira una aprobacion final sobre el permiso y enviara la solicitud y el pedido a las Comisiones de TCEQ para reconsideracion en un momento posterior.

LISTA DE CORREO. Si solicita comentarios publicos, un pedido para una audiencia administrativa de la TCEQ o una reconsideracion de la decision del Director Ejecutivo, la Oficina del Secretario Principal enviara por correo los avisos publicos en relacion con la solicitud. Ademas, puede pedir que la TCEQ ponga su nombre en una o mas de las listas de correo siguientes: (1) la lista de correo permanente para recibir los avisos del solicitante indicado por nombre y direccion y via (2) la lista de correo de emergencia para recibir avisos de emergencia. Si desea que se agregue su nombre en una de las listas (1) y envie por correo su nombre a la Oficina del Secretario Principal de la TCEQ.

Todos los comentarios del publico y los pedidos para una reunion deben ser presentados a la Oficina del Secretario Principal, MC-105, TCEQ, P.O. Box 13867, Austin, TX 78711-3867 o electronicamente a www.tceq.texas.gov/about/comments.html dentro de los 30 dias de la publicacion de este aviso en el periodo de comentarios.

INFORMACION ELECTRONICA DISPONIBLE. Para detalles sobre el estado de la solicitud, visite la Base de Datos Interiores de los Comisionados en www.tceq.texas.gov/about/comments.html o por correo a la Comision de Calidad Ambiental de Texas, Oficina del Funcionario Jefe, MC-105, TCEQ, P.O. Box 13867, Austin, Texas 78711-3867. Cualquier informacion personal que usted someta a la TCEQ pasara a formar parte del registro publico de la Comision de Calidad Ambiental de Texas.

INFORMACION Y AGENCIA DE CONTACTOS. Los comentarios, peticiones y solicitudes deben ser sometidos via electronica a traves de www.tceq.texas.gov/about/comments.html o por correo a la Comision de Calidad Ambiental de Texas, Oficina del Funcionario Jefe, MC-105, TCEQ, P.O. Box 13867, Austin, Texas 78711-3867. Cualquier informacion personal que usted someta a la TCEQ pasara a formar parte del registro publico de la Comision de Calidad Ambiental de Texas. Para mas informacion acerca de esta solicitud para permiso de descarga de aguas residuales, favor de llamar a la oficina de asistencia al publico en espanol en nuestro sitio web en www.tceq.texas.gov/ingles/pep. Si desea informacion en espanol, puede llamar al 1-800-987-4040.

Se puede obtener informacion adicional de Agua Texas, Inc. en la direccion indicada arriba o llamando a Sr. Abel Bautista, Agua Texas, Inc., al 281-651-0174. Fecha de expedicion: 24 de agosto de 2017

1245 ANUNCIOS
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Comision de Calidad Ambiental Del Estado de Texas
AVISO DE LA SOLICITUD Y DECISION PRELIMINAR PARA EL PERMISO TPDES PARA AGUAS RESIDUALES MUNICIPALES

RENOVACION
PERMISO NO. WQ011495110
SOLICITUD Y DECISION PRELIMINAR. La Ciudad de Houston, c/o Departamento de Trabajos e Ingenieria Publicos, P.O. Box 1502, Houston, Texas 77251, ha solicitado a la Comision de Calidad Ambiental del Estado de Texas (TCEQ) para una renovacion del TPDES Permiso No. WQ00146910, el cual autoriza la descarga de muestre agua tratadas domesticas en un flujo diario no exceder 2,000,000 galones por dia. La TCEQ recibo esta solicitud el venefico (26) de febrero 2017.

La facilidad esta ubicada en 9030 Clinton Drive, Houston, en el Condado de Harris, Texas 77059. El efluente tratado es descargado al Houston Ship Channel (canal para buques de Houston) parafano Buffalo Bayou en Segmento No. 1007 del rio San Jacinto River. Los usos designados para el Segmento No. 1007 son agua para las industrias y el principal uso es recreacion de contacto. Este enlace a un mapa electronico de la ubicacion general del sitio o de la instalacion es proporcionado como una cortesia y no es parte de la solicitud o del aviso. Para la ubicacion exacta, consulte la solicitud <http://www.tceq.texas.gov/assets/public/hsb101/index.html#217-2666666m2-217266666m2-hsbc>.

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1245 ANUNCIOS
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Comision de Calidad Ambiental Del Estado de Texas
AVISO DE LA SOLICITUD Y DECISION PRELIMINAR PARA EL PERMISO TPDES PARA AGUAS RESIDUALES MUNICIPALES

RENOVACION
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Aviso de Evaluacion Ambiental Preliminar Disponible para Revision Publica y Audiencia Publica SH 332

Desde la FM 521 hasta la SH 288
CS# 1524-03-047
Condado de Brazoria, Texas

El Departamento de Transporte de Texas (TxDOT), como la agencia principal, está proponiendo reconstruir y ampliar la carretera estatal (SH) 332 desde la FM 521 hasta la SH 288 en el condado de Brazoria, Texas. Esta notificación informa al público que un Evaluación Ambiental Preliminar (EAP) está disponible para revisión pública y que TxDOT llevará a cabo una Audiencia Pública sobre el proyecto propuesto. La audiencia se llevará a cabo el 26 de septiembre de 2017, en el Lake Jackson Civic Center ubicado en 333 Highway 332, E. Lake Jackson, Texas 77556. Las exhibiciones estarán disponibles para ver a las 5:30 p.m. a 6:30 p.m., con la audiencia formal comenzando a las 6:30 p.m. El propósito de la audiencia es presentar las mejoras previstas y recibir comentarios del público sobre el proyecto propuesto.

El SH 332 sería reconstruido y ensanchado de dos a una de cuatro carriles (dos carriles en cada dirección) desde la FM 521 hasta la FM 2004. El proyecto propuesto también reconstruirá y ensanchará SH 332 de cuatro a una de seis carriles (tres carriles en cada dirección) desde la FM 2004 hasta la SH 288. Si se aprueba, el proyecto incluirá la reconstrucción o el cambio de pendientes sobre la carretera en el Camp Bayou y un canal de desvío al este del Buffalo Camp Bayou. Además, se propone un nuevo canal de drenaje en una nueva ubicación desde la SH 332, aproximadamente 800 pies al oeste de la línea de División (DR) 141 sur hasta el río Brazos, a una distancia de aproximadamente 1.1 millas. El área de construcción propuesta tendría aproximadamente 5.3 millas de longitud.

El derecho de vía existente (ROW) varía de 100 a 220 pies de ancho. El ROW propuesto variaría de 180 a 300 pies de ancho. El proyecto requerirá aproximadamente 70 acres adicionales de ROW. El proyecto podría resultar en desplazamientos de negocios y residencias. Se puede obtener información sobre el Programa de Asistencia de Reubicación TxDOT, beneficios y servicios para desplazados, así como información sobre los horarios tentativos para adquisición y construcción de ROW en la oficina del TxDOT distrito de Houston en la dirección que se indica en continuación. La asistencia para la reubicación está disponible para personas desplazadas y negocios.

De acuerdo con los mapas de FEMA laritas de riesgo contra inundaciones para el Condado de Brazoria, la mayoría del proyecto propuesto se encuentra dentro de las planicies de inundación de 100 años designadas por FEMA y el proyecto cruzaría nuevos cuerpos de agua y humedales potenciales.

De acuerdo con el Capítulo 26 del Código de Parques y Vida Silvestre de Texas, la audiencia también se está llevando a cabo para permitir al público la oportunidad de revisar el EAP preliminar y proporcionar comentarios sobre los impactos potenciales del 1 acre de ROW del entrada de Wilderness Golf Course y presentados en persona o por correo a la oficina TxDOT distrito de Houston. El canal de drenaje propuesto, TxDOT está considerando la Sección 4 (f) determinaciones de impacto de mínimo (bajo 23 CFR 774.3 (b)) para los impactos al Wilderness Golf Course y Wilderness Park y está coordinando con la Ciudad de Lake Jackson, que tiene jurisdicción sobre el campo de golf y el parque. Si se encuentra que el proyecto tiene un impacto de mínimo de la Sección 4 (f), el proyecto no afectaría negativamente las actividades, características o atributos que califican a Wilderness Golf Course y Wilderness Park como protección bajo la Sección 4 (f). TxDOT considerará los comentarios recibidos durante la audiencia pública antes de hacer una determinación final de mínimo de la Sección 4 (f). La información que describe los recursos de la Sección 4 (f) y los impactos a los recursos se incluye en el documento del EAP preliminar preparado para este proyecto.

El EAP preliminar, los mapas que muestran la ubicación y el diseño del proyecto, los calendarios provisionales de construcción y otra información relacionada con el proyecto están archivados y están disponibles para la inspección de lunes a viernes entre las 8:00 a.m. y 5:00 p.m. en la oficina del TxDOT distrito de Houston, 1000 West Washington Avenue, Houston, Texas 77007. Para programar una cita en la oficina del TxDOT distrito de Houston, llame al (713) 802-5259 o Grant.Chilimbit@tceq.texas.gov. Para programar una cita en la oficina de TxDOT área del condado de Brazoria, por favor contacte a Michelle Millard, P.E., ingeniero de área del condado de Brazoria, al (979) 816-8500 o Michelle.Millard@tceq.texas.gov. La información también se publicará en línea en el sitio web de TxDOT: <http://www.tdot.state.tx.us/inside-tdot/inf-involve/audit/hearingsmeetings.html>. Esta información también está disponible para su inspección en la audiencia. Los comentarios verbales y escritos del público en relación con el proyecto se solicitan y pueden ser presentados en la audiencia o presentados en persona o por correo a la oficina TxDOT distrito de Houston. Los comentarios deben ser recibidos a más tardar el 1 de octubre de 2017, para formar parte del expediente oficial de la audiencia.

La audiencia se llevará a cabo en inglés. Las personas interesadas en asistir a la audiencia que tengan necesidades especiales de comunicación o de alojamiento, como la necesidad de un intérprete, deben comunicarse con la Oficina de Información Pública de TxDOT al (713) 802-5076. Las solicitudes deben hacerse por el menor tiempo posible antes de la audiencia. Se hará todo esfuerzo razonable para acomodar estas necesidades.

La revisión ambiental, la consulta y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto se están llevando a cabo por TxDOT conforme a 23 U.S.C. 327 y un Memorandum de Entendimiento fechado el 15 de diciembre de 2014, y ejecutado por FHWA y TxDOT.

AVISO DE LA SOLICITUD Y DECISION PRELIMINAR PARA UNA ENMIENDA CON RENOVACION DEL PERMISO TPDES PARA AGUAS RESIDUALES INDUSTRIALES
Permiso TPDES Nueva, WQ00099999

AFFP

NoticeDraft Environmental Asses

JA

Affidavit of Publication

STATE OF TEXAS }
COUNTY OF BRAZORIA } SS

Cindy Cornette, being duly sworn, says:

That she is Advertising Director of the The Facts, a daily newspaper of general circulation, printed and published in Clute, Brazoria County, Texas; that the publication, a copy of which is attached hereto, was published in the said newspaper on the following dates:

September 18, 2017

That said newspaper was regularly issued and circulated on those dates.

SIGNED:



Advertising Director

Subscribed to and sworn to me this 18th day of September 2017.



Jamie Glockzin, , Brazoria County, Texas

My commission expires: June 01, 2019



00013484 00073512

RPS Group
1160 N Dairy Ashford, Ste 500
HOUSTON, TX 77079

Notice
Draft Environmental Assessment
Available for Public Review
and Public Hearing
SH 332 From FM 521 to SH 288
CSJ: 1524-01-047
Brazoria County, Texas

The Texas Department of Transportation (TxDOT), as the lead agency, is proposing to reconstruct and widen State Highway (SH) 332 from FM 521 to SH 288 in Brazoria County, Texas. This notice advises the public that a draft environmental assessment (EA) is available for public review and that TxDOT will be conducting a public hearing on the proposed project. The hearing will be held on September 26, 2017 at the Lake Jackson Civic Center located at 333 Highway 332 E, Lake Jackson, TX 77566. Displays will be available for viewing at 5:30 p.m. with the formal hearing starting at 6:30 p.m. The purpose of the hearing is to present the planned improvements and to receive public comment on the proposed project. SH 332 would be reconstructed and widened from two to four lanes (two lanes in each direction) from FM 521 to FM 2004. The proposed project would also reconstruct and widen SH 332 from four to six lanes (three lanes in each direction) from FM 2004 to SH 288. Roadway improvements would include the reconstruction or replacement of bridges over Buffalo Camp Bayou and a diversion channel just east of Buffalo Camp Bayou. Additionally, a new drainage channel is proposed on new location from SH 332, approximately 800 feet west of Division Street (CR 680A), south to the Brazos River, a distance of approximately 1.1 miles. The proposed construction area would be approximately 5.3 miles in length. The existing right-of-way (ROW) varies from 100 to 220 feet in width. The proposed ROW would vary from 180 to 300 feet in width. The project would require approximately 70 acres of additional ROW. The project could potentially result in displacements of businesses and residences. Information about the TxDOT Relocation Assistance Program, benefits and services for displacees, as well as information about the tentative schedules for ROW acquisition and construction can be obtained from the TxDOT district office at the address listed below. Relocation assistance is available for displaced persons and businesses. According to the FEMA Flood Insurance Rate Maps for Brazoria County, the majority of the proposed project is located within FEMA designated 100-year floodplains and the proposed project would cross nine bodies of water and potential wetlands. In accordance with Chapter 26 of the Texas Parks and Wildlife Code, the hearing is also being conducted to allow the public the opportunity to review the draft EA and provide comments on the project's potential impacts to approximately 1 acre of ROW from the Wilderness Golf Course entrance and to approximately 2 acres of ROW from the Wilderness Park property for the proposed drainage channel. TxDOT is considering Section 4(f) de minimis impact determinations (under 23 CFR 774.3(b)) for the impacts to Wilderness Golf Course and Wilderness Park and is coordinating with the City of Lake Jackson, which has jurisdiction over the golf course and park. If the project is found to have a Section 4(f) de minimis impact, the proposed project would not adversely affect the activities, features, or attributes that qualify Wilderness Golf Course and Wilderness Park for protection under Section 4(f). TxDOT will consider comments received during the public hearing before making a final Section 4(f) de minimis determination. Information describing the Section 4(f) resources and the impacts to the resources is included in the draft EA document prepared for this project. The draft EA, maps showing the project location and design, tentative construction schedules, and other information regarding the project are on file and available for inspection Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m. at the TxDOT Houston District Office located at 7600 Washington Avenue, Houston, Texas 77007. To schedule an appointment at the Houston District office, please contact Grant Chim, P.E. at 713-802-5259 or at Grant.Chim@txdot.gov. To schedule an appointment at the TxDOT Brazoria County Area Office please contact Michelle Milliard, P.E., TxDOT Brazoria County Area Engineer, at 979-864-8500 or at Michelle.Milliard@txdot.gov. The information will also be posted online on the TxDOT website; <http://www.txdot.gov/inside-txdot/get-involved/about/hearings->

meetings.html This information also will be available for inspection at the hearing. Verbal and written comments from the public regarding the project are requested and may be presented at the hearing, or submitted in person or by mail to the TxDOT Houston District Office. Comments must be received on or before October 11, 2017 to be part of the official hearing record.

The hearing will be conducted in English. Persons interested in attending the hearing who have special communication or accommodation needs, such as the need for an interpreter, are encouraged to contact TxDOT's Public Information Office at 713-802-5076. Requests should be made at least five working days prior to the hearing. Every reasonable effort will be made to accommodate these 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.

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Said business to be conducted at 326 N Erskine Street, Angleton, Brazoria County, Texas 77515. Scarlet Lounge Incorporated DBA 8ball President Linda Smith and VP/Secretary Africa Branch

Notice

**Draft Environmental Assessment Available for Public Review and Public Hearing
SH 332 From FM 521 to SH 288
CSJ: 1524-01-047
Brazoria County, Texas**

The Texas Department of Transportation (TxDOT), as the lead agency, is proposing to reconstruct and widen State Highway (SH) 332 from FM 521 to SH 288 in Brazoria County, Texas. This notice advises the public that a draft environmental assessment (EA) is available for public review and that TxDOT will be conducting a public hearing on the proposed project. The hearing will be held on September 26, 2017 at the Lake Jackson Civic Center located at 333 Highway 332 E, Lake Jackson, TX 77566. Displays will be available for viewing at 5:30 p.m. with the formal hearing starting at 6:30 p.m. The purpose of the hearing is to present the planned improvements and to receive public comment on the proposed project.

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The existing right-of-way (ROW) varies from 100 to 220 feet in width. The proposed ROW would vary from 180 to 300 feet in width. The project would require approximately 70 acres of additional ROW. The project could potentially result in displacements of businesses and residences. Information about the TxDOT Relocation Assistance Program, benefits and services for displacees, as well as information about the tentative schedules for ROW acquisition

removal must occur on or before Thursday, October 19, 2017. Contact Christy Browne in the Purchasing Department @ 979-864-1464 or christy@brazoria-county.com.

NOTICE TO CREDITORS

Notice is hereby given that original Letters of Administration for the Estate of Howard Elroy Bowman, Deceased, were issued on July 11, 2017, in Cause No. PR36944, pending in the Probate Court No. 1, Brazoria County, Texas, to: Genevieve Bowman.

All persons having claims against this Estate which is currently being administered are required to present them to the undersigned within the time and in the manner prescribed by law.

**Genevieve Bowman
%: The Polansky Law Firm, PLLC
107 West Way, Ste. 15
Lake Jackson, Texas 77566**

DATED the 15th day of September, 2017.

**Christine A. Polansky
Attorney for Genevieve Bowman
State Bar No.: 24058053
Telephone: (979)266-9281
Facsimile: (979) 266-9543**

**NOTICE OF PUBLIC HEARING
Rezoning Request 500 West Mulberry**

Notice of Public Hearings before the Angleton Planning & Zoning Commission and City Council: Notice is hereby given that the Planning and Zoning Commission will hold a public hearing at 12:00 PM, Wednesday, October 4th, 2017 and the City Council will hold a public hearing at 6:00 PM, Tuesday, October 10th, 2017 at Angleton City Hall in the City Council Chambers, 120 S. Chenango, Angleton, Texas, 77515.

The Planning & Zoning Commission and City Council will consider the application of Connie Cantu for a zoning change from Specific Use Permit to allow a Gameroom to a Specific Use Permit to allow an in-door pet grooming and boarding facility. The base zoning of the area is Commercial General. The property location is 500 West Mulberry, A0180 H H Cornwall, Tract 6A on .287 Acres.

All interested persons are encouraged to attend and participate in the public hearings. If you are unable to attend but wish to have your opinion made a part of the public record, please, submit written comments prior to the public hearing to the City Secretary at Angleton City Hall or email astathatos@angleton.tx.us. For more information, please, call 979.849.2471.

PUBLIC HEARING NOTICE

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...According to the FEMA Flood Insurance
...Rate Maps for Brazoria County, the major-
...ity of the proposed project is located within
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...In accordance with Chapter 26 of the Texas
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...drainage channel. TxDOT is considering
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...derness Park and is coordinating with the
...City of Lake Jackson, which has jurisdiction
...over the golf course and park. If the project
...is found to have a Section 4(f) de minimis
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...versely affect the activities, features, or at-
...tributes that qualify Wilderness Golf Course
...and Wilderness Park for protection under
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...ments received during the public hearing
...before making a final Section 4(f) de mini-
...mis determination. Information describing
...the Section 4(f) resources and the impacts
...to the resources is included in the draft EA
...document prepared for this project.

...The draft EA, maps showing the project lo-
...cation and design, tentative construction
...schedules, and other information regarding
...the project are on file and available for in-
...spection Monday through Friday between
...the hours of 8:00 a.m. and 5:00 p.m. at the
...TxDOT Houston District Office located at
...7600 Washington Avenue, Houston, Texas
...77007. To schedule an appointment at the
...Houston District office, please contact Grant
...Chim, P.E. at 713-802-5259 or at
...Grant.Chim@txdot.gov. To schedule an ap-
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...Area Office please contact Michelle Milliard,
...P.E., TxDOT Brazoria County Area Engi-
...neer, at 979-864-8500 or at Michelle.Mil-
...liard@txdot.gov. The information will also be
...posted online on the TxDOT website;
...http://www.txdot.gov/inside-txdot/get-in-
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...The hearing will be conducted in English.
...Persons interested in attending the hearing
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...DOT's Public Information Office at 713-802-
...5076. Requests should be made at least
...five working days prior to the hearing. Every
...reasonable effort will be made to accom-
...modate these needs.

...The environmental review, consultation, and
...other actions required by applicable Feder-
...al environmental laws for this project are be-
...ing, or have been, carried-out by TxDOT
...pursuant to 23 U.S.C. 327 and a Memor-
...andum of Understanding dated December
...16, 2014, and executed by FHWA and Tx-
...DOT.

The City of Angleton has received a re-
...quest to rezone two separate portions of a
...tract of land containing 14.391 acres of land
...situated in the T. S. Lee Survey, Abstract
...318, Brazoria County, Texas; the southerly
...portion of the 14.391 acres (which is cur-
...rently in the city limits) from PD - Planned
...Development District to a new PD -
...Planned Development District and the
...northerly portion of the 14.391 acres from
...AG - Agricultural District to PD - Planned
...Development District. The Planning and
...Zoning Commission will conduct a public
...hearing on this request on Wednesday, Oc-
...tober 4, 2017 at 12:00 pm and the City
...Council will conduct a public hearing on this
...request on Tuesday, October 10, 2017 at
...6:00 pm. The public hearings will be held at
...Angleton City Hall in the Council Chambers
...located at 120 South Chenango, Angleton,
...Texas 77515. The purpose of the public
...hearings is to receive comments from resid-
...ents and property owners on the requested
...rezone. If you are unable to attend the pub-
...lic hearings, comments may be sent to:

City of Angleton
121 South Velasco
Angleton, Texas 77515
Attn: City Secretary

For additional information concerning this
rezone, please contact Ashley Stathatos at
(979) 849-4364 ext. 2115.

CITATION BY PUBLICATION

THE STATE OF TEXAS

TO THE HEIRS AND UNKNOWN HEIRS
OF MONICAL LATRELLE WILLIAMS
PROBATE NO PR37864, COUNTY
COURT, BRAZORIA COUNTY, TEXAS

**APPLICATION FOR LETTERS
OF ADMINISTRATION AND
DETERMINATION OF HEIRSHIP**

Said application will be heard and acted on
by said court at 10:00 o'clock A.M. on the
first Monday next after the expiration of ten
days from date of publication of this citation,
in County Court at Law #4 and Probate
Court in the County Courthouse in Angleton,
Texas.

All persons interested in said estate are
hereby cited to appear before Honorable
Court at said above mentioned time and
place by filing a written answer contesting
such application should they desire to do
so.

The officer executing this writ shall promptly
serve the same according to requirements
of the law, and the mandate hereof, and
make due return as the law directs.

GIVEN UNDER MY HAND AND SEAL OF
SAID COURT at office in Angleton, Texas
this the 22nd day of August, 2017.

JOYCE HUDMAN, CLERK COUNTY
COURT
BRAZORIA COUNTY, TEXAS
BY: CKnox DEPUTY

ATTORNEY'S NAME, ADDRESS AND
PHONE NUMBER
MARK R. DAVIS
MARK R. DAVIS, PC
PO BOX 741
LAKE JACKSON, TX 77566
979-297-8860

Owner Name	Mailing Address	Mailing City	Mailing State	Mailing Zip Code
Dow Chemical Company				
Dow Chemical Company % Tax Dept TXINN APB Floor 4A				
Paul A Kresta and Terry David Wright				
Matthew Riggs Pekar % Billye R downing				
Matthew Riggs Pekar % Billye R downing				
Robert Shaffer & Kimberly Rene Stephenson				
Bailey Rebecca Beth Riggs				
Jared and Rachel Kirk				
Pamela Jean Raysor and Connie, Rena Rodrigueaz and Brian J Bartos % Jerome and Betty Lois Bartos				
Tony Cicenas				
Tony Cicenas				
Donna Compton & Efren Estrada				
Roger L Prichard				
Viola L & Esebio Fuentez				
Martina R Martinez				
Martina R Martinez				
Coastal Commercial Properties Inc % Anita Walker				
Coastal Commercial Properties Inc % Anita Walker				
Michelle L Hague				
Thomas Sweet and Nellie Family Trust				
Thomas Sweet and Nellie Family Trust				

Owner Name	Mailing Address	Mailing City	Mailing State	Mailing Zip Code
Robert Leslie Shaw				
J A Capps				
J A Capps				
Bradley J Noel				
Ruby Jo Dowlen				
Ruby Jo Dowlen				
Linda L & Ronald G Ponder				
Demetrio Flores				
Demetrio Flores				
Sandra Rasmussen Shaw				
Jason & Teresa Rooks				
Narrow Gate Ministries Inc				
Lisa Waley Cook				
Jerome D & Betty L Tomasek				
Miles E Lester				
First Bank				
First Bank				
Jennifer Gail Tipp				
Robert & Gail M Tipp				
Jackson Development Corp				
Randal E & Chiffvon T York				
Carona Limited				
Carona Limited				
Carona Limited				
Tommy L & Lori J Pyeatt				
Tiffany & John A Newman % John Artie & Bonnie Jeanne Wilson				
Staci & Osman Arauz				
Robert L McAndrew				
Charles & Henry H Hand				
Kenneth & Annette Felcman				
Dominique George				

Owner Name	Mailing Address	Mailing City	Mailing State	Mailing Zip Code
Brazoria County Courthouse West Annex				
Brazoria County Work Activity Center				
Shivam Enterprises				
Shivam Enterprises				
Petrocom Energy Group				
Don Davis Buik Pontiac GMC Trucks Inc				
Don Davis Buik Pontiac GMC Trucks Inc				
Suon Hun & Hou Chheng H & Suon Sovannary				
Suon Hun & Hou Chheng H & Suon Sovannary				
PK Hastings LLC % Granito Epstine LLC				
PK Hastings LLC % Granito Epstine LLC				
Luby's Fuddruckers Restaurants				
Luby's Fuddruckers Restaurants				
Target Corporation % Property Administrator				
Target Corporation % Property Administrator				
Sona Lake #1				
Natalie L Gold Trust				
Natalie L Gold Trust				
Lake Jackson Brazos Square Limited PRTNSH				

Owner Name	Mailing Address	Mailing City	Mailing State	Mailing Zip Code
Lake Jackson Brazos Square Limited PRTNSH				
AC Brazos Mall Partners LLC				
AC Brazos Mall Partners LLC				
Golden Arch Limited Partnership				
Golden Arch Limited Partnership				
Allstate Bk Real Estate Holdings LTD				
Allstate Bk Real Estate Holdings LTD				
Jiffy Lube #786 % Houston's Equities LP				
Jiffy Lube #786 % Houston's Equities LP				
U S Foods Inc % Nasim Makani				
U S Foods Inc % Nasim Makani				
Wells Fargo Bank NA				
Wells Fargo Bank NA				
106 Oyster Creek LLC				
106 Oyster Creek LLC				
George N Sherman Etal C/o Real Estate Services Inc				
George N Sherman Etal C/o Real Estate Services Inc				
Zimmer Poster Service LLP				
Zimmer Poster Service LLP				
State of Texas				
City of Lake Jackson				
Edward L & Sharon K Spencer				
Mary A Harnden				
Billie Sherlyn Beauchamp				
David M & April E Disisto				
Bottenfield Gerald W Family Trust				
Charley J & Regenia A Nesmith				

Owner Name	Mailing Address	Mailing City	Mailing State	Mailing Zip Code
Charley J & Regenia A Nesmith				
Lake Jackson Church of the Nazarene Inc				
D & W Brazoria Lake Investments LLC				
D & W Brazoria Lake Investments LLC				
Sehon L Warneke				
Mr. & Mrs. William Stewart Riggs III				
Joanna Ivy				
Edward Ron Smith & Eva Riggs Smith				
Alice Lucille Riggs Rab & Robert Rab				
William E Freeland				
Jasmine and Kadin Inc				
Bailey Rebecca Beth Riggs				
John Gannon Inc				
Ferdinand Beltran				
Ferdinand Beltran				
Eliborio Elicerio & Laura Nunez				
Bailey Rebecca Beth Riggs				
Brazoria Telephone Co				
Joe Carlos Garcia				
Vincente Garcia				
Edward Ron Smith & Eva Riggs Smith				
Vincent J Godnich				
Kyle Lane Howell				
PRS Properties LTD				
Sharon E Blackmar				
Sharon E Blackmar				
Bonny K Etal Eakens				
STMCK LLC				
Brazos Pointe Fellowship				

Owner Name	Mailing Address	Mailing City	Mailing State	Mailing Zip Code
Jackson Development Corp				
Frank J Grady				
Frank J Grady				
Melass L E Corky & George Warny Warny				
Gulf Coast Bird Observatory				
Gulf Coast Bird Observatory				
South Texas Girl Scout Council				
Shivam Enterprises				
The James S Billups 1996 Trust No 1				
The James S Billups 1996 Trust No 1				
Leo Martin Chevrolet				
Leo Martin Chevrolet				
GTP Real Estate Holding				
Prime United Petroleum Holding Company				
Prime United Petroleum Holding Company				
Lachance-Watford Land Inc				
Lachance-Watford Land Inc				
Kormex Properties LP				
Kormex Properties LP				
SDI 332 Holdings				
SDI 332 Holdings				
SPRF A/Lake Jackson Retail Investors LP % Stream Reality Acquisition LLC				
SPRF A/Lake Jackson Retail Investors LP % Stream Reality Acquisition LLC				
Whataburger Inc				
Whataburger Inc				

Owner Name	Mailing Address	Mailing City	Mailing State	Mailing Zip Code
TCHL Investments Inc				
TCHL Investments Inc				
LJ Commons LTD				
LJ Commons LTD				
Wal-Mart Stores Inc				
Wal-Mart Stores Inc				
Chick-Fil-A Inc				
Chick-Fil-A Inc				
BK 288 LTD				
BK 288 LTD				
Brittany Lamas				
Soal Shreves				
Mike Laughner				
Bill and Roxanne Day				
Randy Crim				
Craig Nisbitt				
Alice and Gary Rodgers				
David Howarth				
Janie Weathers				
Charlie Miller				
Jeremy Bubnick				
Norman Shaw				
David Jordan				
Teresa Noel				
Jo Dowlen				
Danny Perez				
Leslie Bateman				
Lynn H Vickers				
James & Conne Tarver				
Donna Grady				
Doug Borow				

Owner Name	Mailing Address	Mailing City	Mailing State	Mailing Zip Code
Bryce Carleton				
Pat Doyle				
Rebecca Bailey				
Craig Speares				
Sal Aquirre				
Tom Taron				
Ernest Schreiber				
Chris Gallior				
Jerry Robert Powers				
Paul Crow				
Wayne Shaw				
Elaine Conley				
Veronica Sweet				
Douglas Stallard				
John Richers				
Rik & Nell King				
Kim Doyle				
Giovannia Swisher				
Kirk Willson				
Patrick Dufilno				
Ann Marie Sandifur				
Michael McLester				
Michael Marash				
Joe Williams				
Mickey Dufilho				
Eddie Herrera				
Linda Miles				
Tom Darnold				
Vic Wadle				
Rosalea Beasley				
Glenn & Melba Campbell				
Bonnie Humphrey				

Owner Name	Mailing Address	Mailing City	Mailing State	Mailing Zip Code
RR Long				
Susan Buell				
Rick Park				
Barbara & Doug Lanier				
Butch Munner				
Robert Dauford				
Clara & Shane Batchelor				
Bill Babbington				
David Linder				
GL Kidwell				
Joe Rinehart				
Nancy Wollam				



Public Outreach Methods

In addition to the newspaper publications of the public hearing notice in English and Spanish, outreach methods to inform the public of the SH 332 widening public hearing included:

- Public hearing notices and flyers in English and Spanish were mailed to all of the adjacent property owners, Brazoria County Work Activity Center, the State of Texas, the City of Lake Jackson, and Gulf Coast Bird Observatory. See attached Mailing List
- Flyers were hand delivered to businesses along SH 332 to display to the public if possible or in break rooms for employees. Photographs of notices displayed at some locations can be seen below.
- Citizens could go to <http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html> in order to obtain information about the public hearing. A screenshot of the public hearing page on the TxDOT website can be seen below.
- Notices were sent to area elected officials.

YOU'RE INVITED:

SH 332 PUBLIC HEARING

Tuesday, September 26, 2017

Open house begins at 5:30 p.m.

Public Hearing begins at 6:30 p.m.

Lake Jackson Civic Center
333 Highway 332 E, Lake Jackson, TX 77566



Proposed Improvements:

The proposed project would reconstruct and widen SH 332 from two to four lanes (two in each direction) from FM 521 to FM 2004. The proposed project would also reconstruct and widen SH 332 from four to six lanes (three in each direction) from FM 2004 to SH 288.

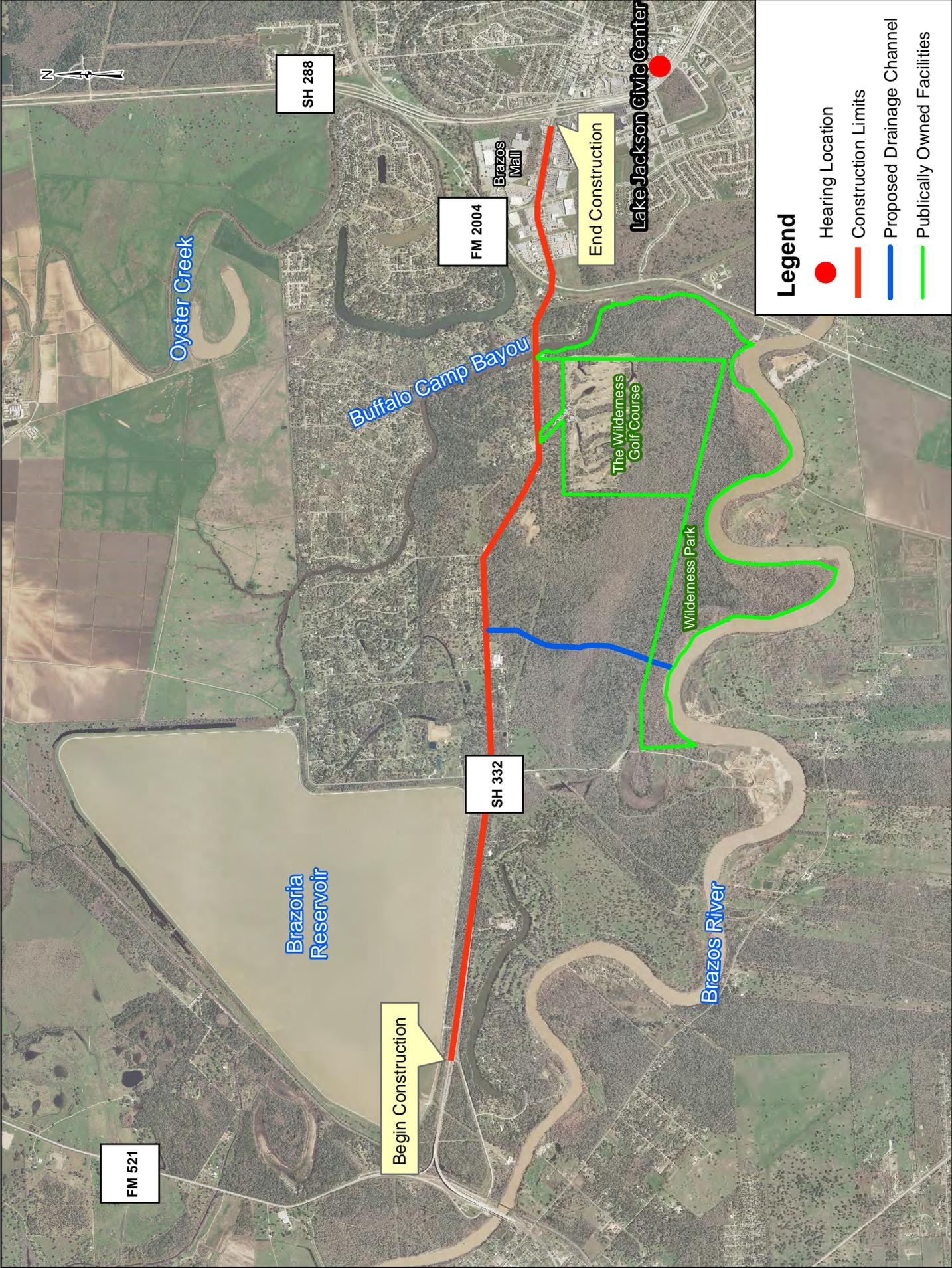
Roadway improvements would include the reconstruction or replacement of bridges over Buffalo Camp Bayou and a diversion channel just east of Buffalo Camp Bayou. The project would include sidewalks on both sides of the roadway for the entire length of the project. In addition to roadway improvements, improved drainage ditches would be constructed along the north and south sides of the project. Additionally, a new drainage channel is proposed on new location from SH 332, approximately 800 feet west of Division Street (CR 680A), south to the Brazos River, a distance of approximately 1.1 miles. The proposed construction area would be approximately 5.3 miles in length.

In accordance with Chapter 26 of the Texas Parks and Wildlife Code, the hearing is also being conducted to allow the public the opportunity to review the Draft Environmental Assessment (EA) and provide comments on the project's potential impacts to approximately 1 acre of right-of-way (ROW) from the Wilderness Golf Course entrance and to approximately 2 acres of ROW from the

Wilderness Park property. TxDOT is considering Section 4(f) de minimis impact determinations (under 23 CFR 774.3(b)) for the impacts to Wilderness Golf Course and Wilderness Park and is coordinating with the City of Lake Jackson, which has jurisdiction over the public facilities.

More Information:

Sign up for project updates by visiting www.txdot.gov and enter: SH 332 in the search area. Contact Grant Chim at 713-802-5259 or Michelle Milliard at the TxDOT Brazoria County Area Office at 979-864-8500 for more information.



Legend

-  Hearing Location
-  Construction Limits
-  Proposed Drainage Channel
-  Publically Owned Facilities

ESTAS INVITADO: SH 332 AUDIENCIA PUBLICA

Martes, 26 de septiembre de 2017

Foro Informativo comenzara a las 5:30 p.m.

Audiencia Publica comenzara a las 6:30 p.m.

Lake Jackson Civic Center

333 Highway 332 E, Lake Jackson, TX 77566

Mejoras Propuesto:

El proyecto propuesto reconstruiría y ampliaría el SH 332 de dos a cuatro carriles (dos en cada dirección) de FM 521 a FM 2004. El proyecto propuesto también reconstruiría y ampliaría el SH 332 de cuatro a seis carriles (tres en cada dirección) de FM 2004 a SH 288.

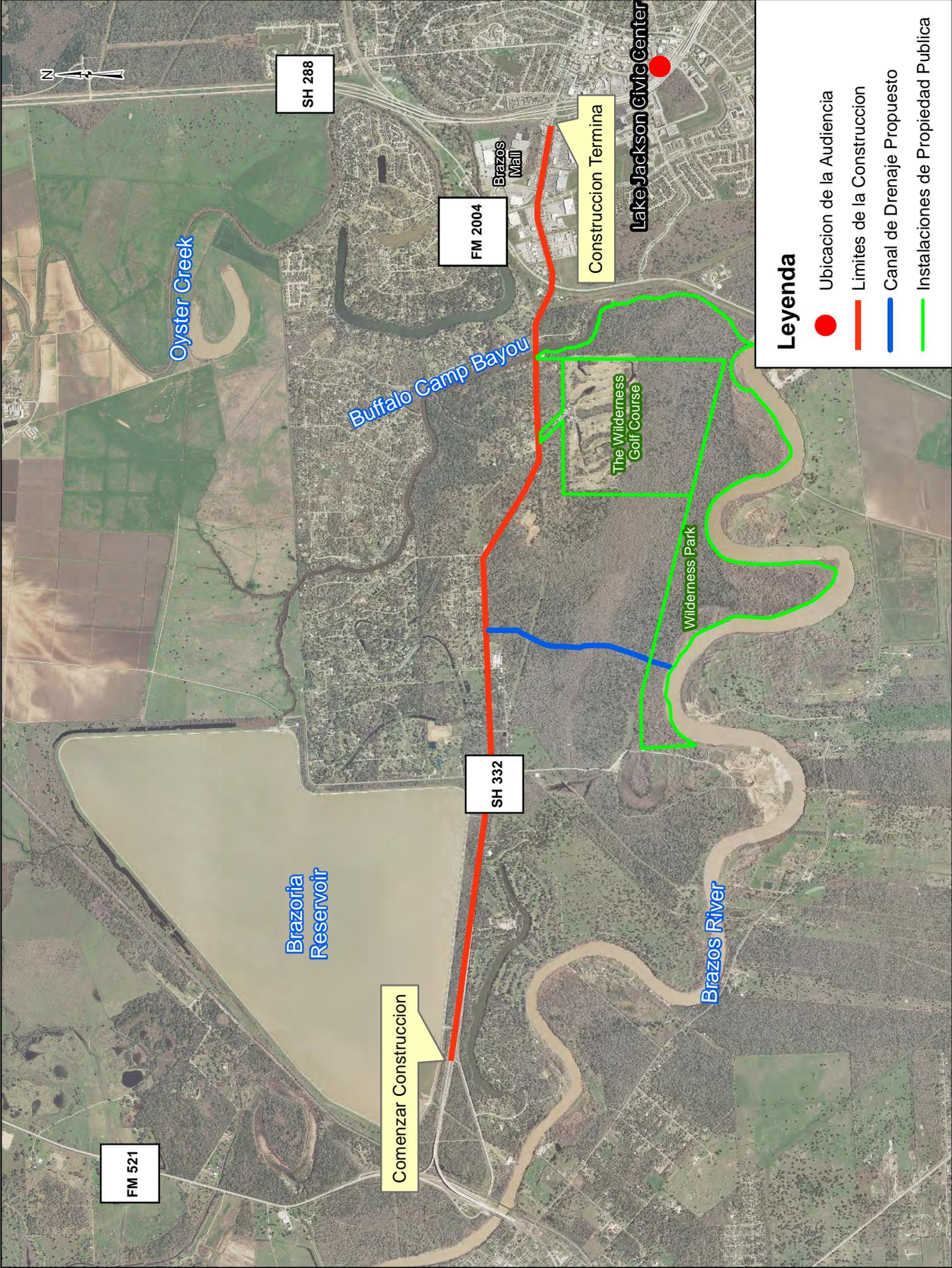
Las mejoras del camino incluirían la reconstrucción o el reemplazo de puentes sobre el bahía del campo de búfalo y de un canal de la desviación apenas al este del bahán del campo de búfalo. El proyecto incluiría aceras a ambos lados de la carretera durante toda la duración del proyecto. Además de las mejoras en las carreteras, se construirían zanjas de drenaje mejoradas a lo largo de los lados norte y sur del proyecto. Además, se propone un nuevo canal de drenaje en una nueva ubicación desde la SH 332, aproximadamente a 800 pies al oeste de la calle División (CR 680A), al sur hasta el río Brazos, a una distancia de aproximadamente 1.1 millas. El área de construcción propuesta tendría aproximadamente 5.3 millas de longitud.

De acuerdo con el Capítulo 26 del Código de Parques y Vida Silvestre de Texas, la audiencia también se está llevando a cabo para permitir al público la oportunidad de revisar el Proyecto de Evaluación Ambiental (EA) y proporcionar comentarios sobre los impactos potenciales del proyecto a aproximadamente 1 hectár de derecho (ROW) desde la entrada del campo de golf Wilderness y aproximadamente a 2 acres de ROW de la propiedad de Wilderness Park. TxDOT está considerando la determinación de impacto de minimis de la Sección 4 (f) (bajo 23 CFR 774.3 (b)) para los impactos al Wilderness Golf Course y Wilderness Park y está coordinando con la Ciudad de Lake Jackson, que tiene jurisdicción sobre las instalaciones públicas.



Mas Informacion:

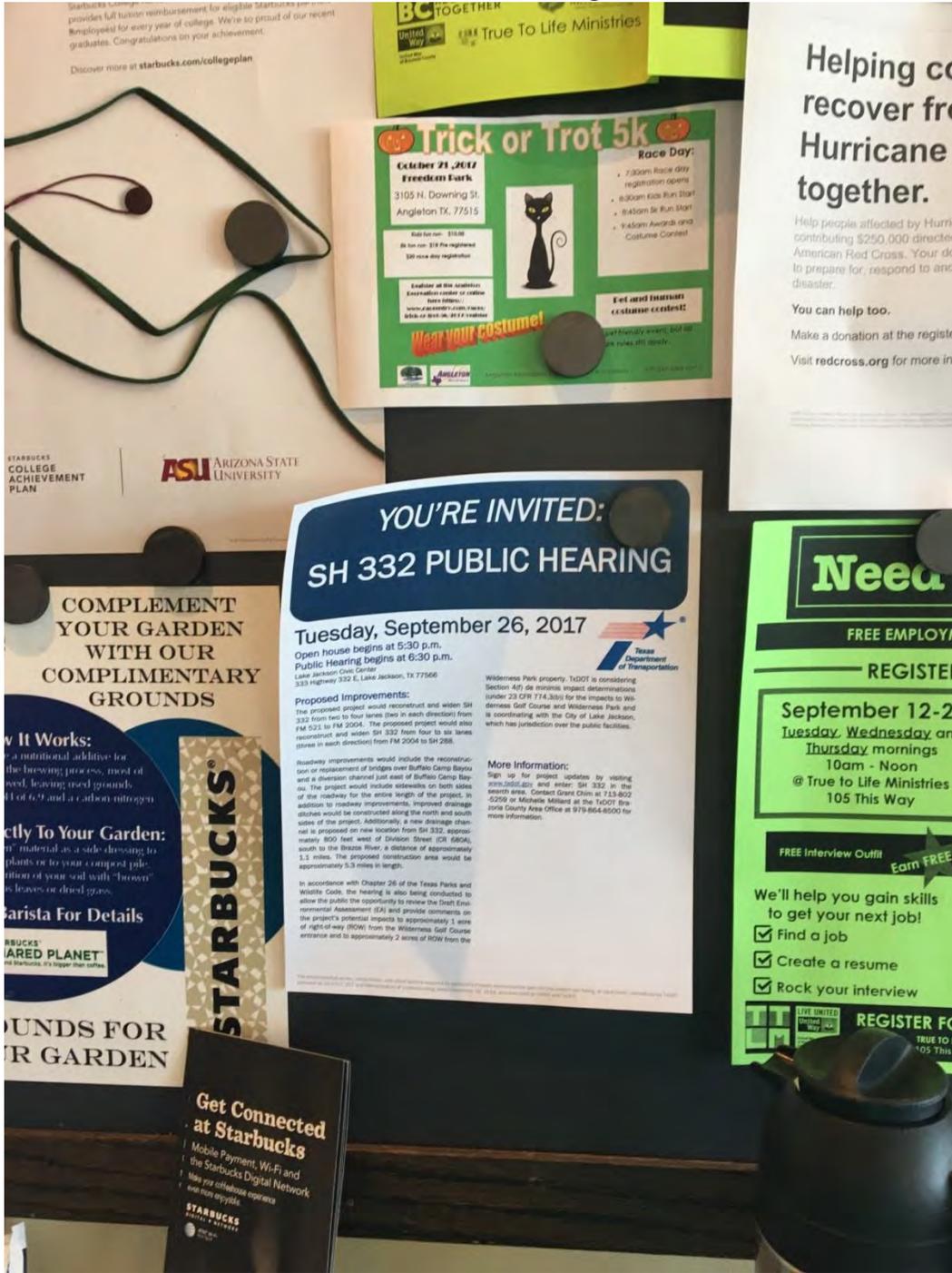
Inscribirse para recibir novedades del proyecto visitando www.txdot.gov y escriba: SH 332 en la área de búsqueda. Contactar Grant Chim a 713-802-5259 o Michelle Milliard a en la oficina de área del condado de TxDOT Brazoria enpara más información.



Leyenda

- Ubicación de la Audiencia
- Límites de la Construcción
- Canal de Drenaje Propuesto
- Instalaciones de Propiedad Pública

SH 332 Public Hearing



Flyer hand delivered September 12, 2017 – Starbucks Lake Jackson, Texas

SH 332 Public Hearing

2016 REPORT TO THE COMMUNITY.



LIVE UNITED

City of Lake Jackson
Starbucks
 This facility was inspected on food service handling and sanitation and was rated

Excellent

**ESTAS INVITADO:
 SH 332 AUDIENCIA PUBLICA**

Martes, 26 de septiembre 2017
 Foro Informativo comenzara a las 5:30 p.m.
 Audiencia Publica comenzara a las 6:30 p.m.

Mejoras Propuestas:
 El presente proyecto reconstruirá y ampliará el SH 332 de dos a cuatro carriles (dos en cada dirección) de FM 522 a FM 2004. El presente proyecto también reconstruirá y ampliará el SH 332 de cuatro a seis carriles (tres en cada dirección) de FM 2004 a SH 284.
 Las mejoras del camino incluirán la reconstrucción o el reemplazo de puentes sobre el banco del campo de béisbol y de un canal de la derivación aguas arriba del resto del banco del campo de béisbol. El proyecto incluirá accesos a ambos lados de la carretera durante todo el desarrollo del proyecto. Además de las mejoras en las carreteras, se incorporarán curvas de drenaje mejoradas o se mejorará el sistema de drenaje existente. Además, se propone un nuevo canal de drenaje en una nueva ubicación desde el SH 332, aproximadamente a R00 para el lado de la calle Christian (CR 6804), al sur hasta el río Brazos, a una distancia de aproximadamente 1.3 millas. El área de construcción propuesta tendrá aproximadamente 0.3 millas de longitud.
 De acuerdo con el Capítulo 26 del Código de Parques y Vías Públicas de Texas, la audiencia también se está llevando a cabo para permitir al público la oportunidad de revisar el Proyecto de Evaluación Ambiental (EA) y proporcionar comentarios sobre los impactos potenciales del proyecto al aproximadamente 2 horas de duración (10:00) desde la apertura del campo de golf Wilderness Park. TADOT está considerando la determinación de impacto de muestra de la Sección 4 (f) (bajo 23 CFR 774.3 (f)) está coordinando con la Ciudad de Lake Jackson, que tiene jurisdicción sobre las instalaciones públicas.



Communities

vey,

Starbucks is
 parts through the
 les the Red Cross
 recover from this

#10yearsofBIGloven

Sunday, September 24th
 Pearland Town Center Pavilion
 11200 Broadway Street • Pearland, TX

New - Diaper Dash (1 and under, 100)	SCHEDULE	Shirt/Packet Pick-Up  2804 Business Center Dr.
Kids Bash (2-3, 100)	6:00 a.m. - Registration	
Kids Dash (4-6, 100)	7:30 a.m. - Memorial Ceremony & Butterfly Release	
Kids Mile (7-11, 100)	8:00 a.m. - Kids Mile	
5K (100)	8:30 a.m. - 5K	
Virtual Run (100)	9:30 a.m. - Kids Dash	

Flyer hand delivered September 12, 2017 – Starbucks Lake Jackson, Texas

SH 332 Public Hearing



Flyer hand delivered September 12, 2017 – Panera Bread Lake Jackson, Texas



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Public Hearing - SH 332

Home > Inside TxDOT > Get Involved > Hearings & Meetings > Schedule

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Contact Us

Where: Lake Jackson Civic Center
333 Highway 332 E
Lake Jackson, TX 77566 (Map)

When: Tuesday, Sept. 26, 2017
Open House 5:30 – 6:30 p.m.
Public Hearing 6:30 p.m.

Purpose: TxDOT is proposing to reconstruct and widen SH 332 from FM 521 to SH 288 in Brazoria County, Texas. This notice also advises the public that a Draft Environmental Assessment is available for public review. The first part of the meeting will be an open house format so citizens may come and go at their convenience, followed by a formal presentation and comment period.

Description: TxDOT proposes the following improvements to SH 332:

- Widen SH 332 from the existing two-lane undivided roadway to a four-lane divided roadway from FM 521 to FM 2004
- Widen SH 332 from the existing four-lane divided roadway to a six-lane divided roadway from FM 2004 to SH 288
- Replace bridges at Buffalo Camp Bayou and the diversion channel east of Buffalo Camp Bayou
- Construct a drainage channel on new location that would run south from SH 332 to the Brazos River
- Improve drainage ditches

Total length of the project is approximately 5.3 miles. Additional right of way (ROW) would be required. The proposed project would also result in residential and commercial displacements. The purpose of the proposed project is to reduce traffic congestion, accommodate population growth, and improve mobility, safety, drainage and hurricane evacuation.

In accordance with Chapter 26 of the Texas Parks and Wildlife Code, the hearing is also being conducted to allow the public the opportunity to review the draft EA and provide comments on the project's potential impacts to approximately one acre of ROW from the Wilderness Golf Course entrance

for the proposed drainage channel.

Written comments must be postmarked or submitted electronically on or before October 11, 2017.

Special accommodations: TxDOT makes every reasonable effort to accommodate the needs of the public. The open house will be in English. If you have a special communication accommodation or need for an interpreter, a request can be made. If you have a disability and need assistance, special arrangements can also be made to accommodate most needs. Please call the TxDOT Houston District Public Information Office at (713) 802-5076 at least five working days prior to the meeting. Please be aware that advance notice is requested as some accommodations may require time for TxDOT to arrange.

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.

Downloads:

- [Notice](#)
- [Public Hearing Location Map](#)
- [Project Location Map](#)
- [SH 332 Schematic - from FM 521 to West of CR 532](#)
- [SH 332 Schematic - from West of CR 532 to East of Blackstock Lane](#)
- [SH 332 Schematic - from East of Blackstock Lane to SH 288](#)

Contact:

Reference the following project number: 1524-01-047
TxDOT Houston District Public Information Office
(713) 802-5076

Email

Posted: September 1, 2017

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-  [Texas.gov](#)
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- › [Divisions](#)

Alexis Potaman

From: James Roscher <James.Roscher@txdot.gov>
Sent: Thursday, August 31, 2017 1:13 PM
To: Mr. Carter Smith (Carter.Smith@tpwd.texas.gov)
Subject: FW: Notice: Public Hearing for SH 332: FM 421 to SH 288 in Brazoria County, Tx
Attachments: SH332PH_NoticeApprovedPH-CB.pdf; Public Hearing Location Map 8-21-17.pdf

From: James Roscher
Sent: Thursday, August 31, 2017 1:05 PM
To: 'Mr. Carter Smith'
Subject: Notice: Public Hearing for SH 332: FM 421 to SH 288 in Brazoria County, Tx

Dear Mr. Smith,

Attached is a copy of the notice for the public hearing scheduled for the subject project for your information and use. After the completion of the public hearing process and the approval of the environmental document, this project will be scheduled for contract letting as soon as possible.

If you have any questions, please let me know.

James A. Roscher 713-802-5246

Alexis Potaman

From: James Roscher <James.Roscher@txdot.gov>
Sent: Thursday, August 31, 2017 1:15 PM
To: Ms. Janie Roman
Subject: Notice: Public Hearing for SH 332: FM 421 to SH 288 in Brazoria County, Tx
Attachments: Public Hearing Location Map 8-21-17.pdf; SH332PH_NoticeApprovedPH-CB.pdf

Dear Ms. Roman,

Attached is a copy of the notice for the public hearing scheduled for the subject project for your information and use. After the completion of the public hearing process and the approval of the environmental document, this project will be scheduled for contract letting as soon as possible.

If you have any questions, please let me know.

James A. Roscher 713-802-5246

Alexis Potaman

From: James Roscher <James.Roscher@txdot.gov>
Sent: Thursday, August 31, 2017 1:56 PM
To: Luis.Gonzalez@dps.texas.gov
Subject: Notice: Public Hearing for SH 332: FM 421 to SH 288 in Brazoria County, Tx
Attachments: Public Hearing Location Map 8-21-17.pdf; SH332PH_NoticeApprovedPH-CB.pdf

Dear Mr. Gonzalez,

Attached is a copy of the notice for the public hearing scheduled for the subject project for your information and use. After the completion of the public hearing process and the approval of the environmental document, this project will be scheduled for contract letting as soon as possible.

If you have any questions, please let me know.

James A. Roscher 713-802-5246

Alexis Potaman

From: James Roscher <James.Roscher@txdot.gov>
Sent: Thursday, August 31, 2017 1:22 PM
To: Mr. Mark Wolfe
Subject: Notice: Public Hearing for SH 332: FM 421 to SH 288 in Brazoria County, Tx
Attachments: Public Hearing Location Map 8-21-17.pdf; SH332PH_NoticeApprovedPH-CB.pdf

Dear Mr. Wolfe,

Attached is a copy of the notice for the public hearing scheduled for the subject project for your information and use. After the completion of the public hearing process and the approval of the environmental document, this project will be scheduled for contract letting as soon as possible.

If you have any questions, please let me know.

James A. Roscher 713-802-5246

Alexis Potaman

From: James Roscher <James.Roscher@txdot.gov>
Sent: Thursday, August 31, 2017 1:24 PM
To: Mr. Walter Talley
Subject: Notice: Public Hearing for SH 332: FM 421 to SH 288 in Brazoria County, Tx
Attachments: Public Hearing Location Map 8-21-17.pdf; SH332PH_NoticeApprovedPH-CB.pdf

Dear Mr. Talley,

Attached is a copy of the notice for the public hearing scheduled for the subject project for your information and use. After the completion of the public hearing process and the approval of the environmental document, this project will be scheduled for contract letting as soon as possible.

If you have any questions, please let me know.

James A. Roscher 713-802-5246



D. Sign-in Sheets



**PUBLIC (PÚBLICO)
SIGN-IN SHEET (HOJA DE REGISTRO)**

SH 332 From FM 521 to SH 288
CSJ 1524-01-047

Public Hearing / Audiencia Pública
Tuesday, September 26, 2017
Lake Jackson Civic Center
Lake Jackson, Texas

11

No.	NAME (PLEASE PRINT) Nombre (Letra de Molde)	MAILING ADDRESS / CITY / STATE / ZIP Dirección Postal/ Ciudad / Estado / Código Postal
1	Kathy Phillips	
2	P. H. Crow	
3	Albra Blackwell	
4	Eusebio P. Fuentes	
5	Alvin Bartek	
6	Ronald & Linda Jordan	
7	Chris Domengeaux McDonald's	
8	Bobby Koenig	
9	Steven Cloudt	
10	Tina Bjune	

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.

(La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo o han sido, llevado a cabo por TxDOT - en virtud de 23 USC 327 y un Memorando de Entendimiento fechado el 16 de diciembre del 2014, y ejecutado por la FHWA y el TxDOT.)

11



**PUBLIC (PÚBLICO)
SIGN-IN SHEET (HOJA DE REGISTRO)**

SH 332 From FM 521 to SH 288
CSJ 1524-01-047

Public Hearing / Audiencia Pública
Tuesday, September 26, 2017
Lake Jackson Civic Center
Lake Jackson, Texas

12

NO.	NAME (PLEASE PRINT) Nombre (Letra de Molde)	MAILING ADDRESS / CITY / STATE / ZIP Dirección Postal/ Ciudad / Estado / Código Postal
1	Martin Hagne	
2	Gary + Irene Standard	
3	DAVID MELASS	
4	Billye and Sam Pakenham - Walsh	
5	Paul Lambert	
6	RICK JANAK	
7	JOHNNIE REDDAN	
8	BILLY KOENNING	
9	RALPH HENDRICKS	
10	ALEX ZIDAN	

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.

(La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo o han sido, llevado a cabo por TxDOT - en virtud de 23 USC 327 y un Memorando de Entendimiento fechado el 16 de diciembre del 2014, y ejecutado por la FHWA y el TxDOT.)

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**PUBLIC (PÚBLICO)
SIGN-IN SHEET (HOJA DE REGISTRO)**

SH 332 From FM 521 to SH 288
CSJ 1524-01-047
Public Hearing / Audiencia Pública
Tuesday, September 26, 2017
Lake Jackson Civic Center
Lake Jackson, Texas

NO.	NAME (PLEASE PRINT) Nombre (Letra de Molde)	MAILING ADDRESS / CITY / STATE / ZIP Dirección Postal/ Ciudad / Estado / Código Postal
1	M H Phillips	
2	H.W. Hrnice	
3	Rebecca Barty	
4	Randy & Connie Rodriguez	
5	Kenneth Felman	
6	Patrick Dufilho	
7	Robert T. M	
8	Bill Yenne	
9	Bruce Warren	
10	Debbie Warren	

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.

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**PUBLIC (PÚBLICO)
SIGN-IN SHEET (HOJA DE REGISTRO)**

SH 332 From FM 521 to SH 288

CSJ 1524-01-047

Public Hearing / Audiencia Pública

Tuesday, September 26, 2017

Lake Jackson Civic Center

Lake Jackson, Texas



NO.	NAME (PLEASE PRINT) Nombre (Letra de Molde)	MAILING ADDRESS / CITY / STATE / ZIP Dirección Postal/ Ciudad / Estado / Código Postal
1	Gail M Tipp	
2	CRAIG KENNON / Jennifer Kennon	
3	Terry Lindsey	
4	Matthew Bure	
5	Sharon Blackman	
6	Kim & Lily Doyle	
7	Mark & Beth Kuettel	
8	PEY & LEAH DOYLE	
9	Glenn & Melba Campbell	
10	Don Bushman & Tracy King	

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.

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**PUBLIC (PÚBLICO)
SIGN-IN SHEET (HOJA DE REGISTRO)**

SH 332 From FM 521 to SH 288
CSJ 1524-01-047
Public Hearing / Audiencia Pública
Tuesday, September 26, 2017
Lake Jackson Civic Center
Lake Jackson, Texas

No.	NAME (PLEASE PRINT) Nombre (Letra de Molde)	MAILING ADDRESS / CITY / STATE / ZIP Dirección Postal/ Ciudad / Estado / Código Postal
1	Tim & Amy Miller	
2	S.T. McKnight "STMCK LLC"	
3	Robert & Jacquelyn Danford	
4	Colleen S. Roco TPWD	
5	Linda Miles	
6	Jerome & Betty Bartos	
7	Gladys Hauselman	
8	CRAIG & KATHY SCOTT	
9	Kim Willson	
10	Jennifer & Mark Manasco	

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.

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15



**PUBLIC (PÚBLICO)
SIGN-IN SHEET (HOJA DE REGISTRO)**

SH 332 From FM 521 to SH 288
CSJ 1524-01-047

Public Hearing / Audiencia Pública
Tuesday, September 26, 2017
Lake Jackson Civic Center
Lake Jackson, Texas

No.	NAME (PLEASE PRINT) Nombre (Letra de Molde)	MAILING ADDRESS / CITY / STATE / ZIP Dirección Postal/ Ciudad / Estado / Código Postal
1	Robert L. McAndrew	
2	BRYCE CRISTON, CITY OF LAKE JACKSON	
3	John Baker	
4	Delores Smith	
5	Sheryl Riggs	
6	Michelle Hague	
7	Robert "Shaffer" & Kim Stephenson	
8	Randy & Debbie Verner	
9	Joe & Jeanie Nesmith	
10	CHARLES MILLER	

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.

(La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo o han sido, llevado a cabo por TxDOT - en virtud de 23 USC 327 y un Memorando de Entendimiento fechado el 16 de diciembre del 2014, y ejecutado por la FHWA y el TxDOT.)



**PUBLIC (PÚBLICO)
SIGN-IN SHEET (HOJA DE REGISTRO)**

SH 332 From FM 521 to SH 288
CSJ 1524-01-047

Public Hearing / Audiencia Pública
Tuesday, September 26, 2017
Lake Jackson Civic Center
Lake Jackson, Texas

10

No.	NAME (PLEASE PRINT) Nombre (Letra de Molde)	MAILING ADDRESS / CITY / STATE / ZIP Dirección Postal/ Ciudad / Estado / Código Postal
1	Marcus F. Knuppa	
2	Sam T. Shandley	
3	Jimmy J. Simunek	
4	Leon C Norton	
5	Marv Amerie	
6	Van Kant	
7	Ralph Tuller	
8	Mark Sondock	
9	Karen Gillenwaters	
10	Chris Ross	

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.

(La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo o han sido, llevado a cabo por TxDOT - en virtud de 23 USC 327 y un Memorando de Entendimiento fechado el 16 de diciembre del 2014, y ejecutado por la FHWA y el TxDOT.)

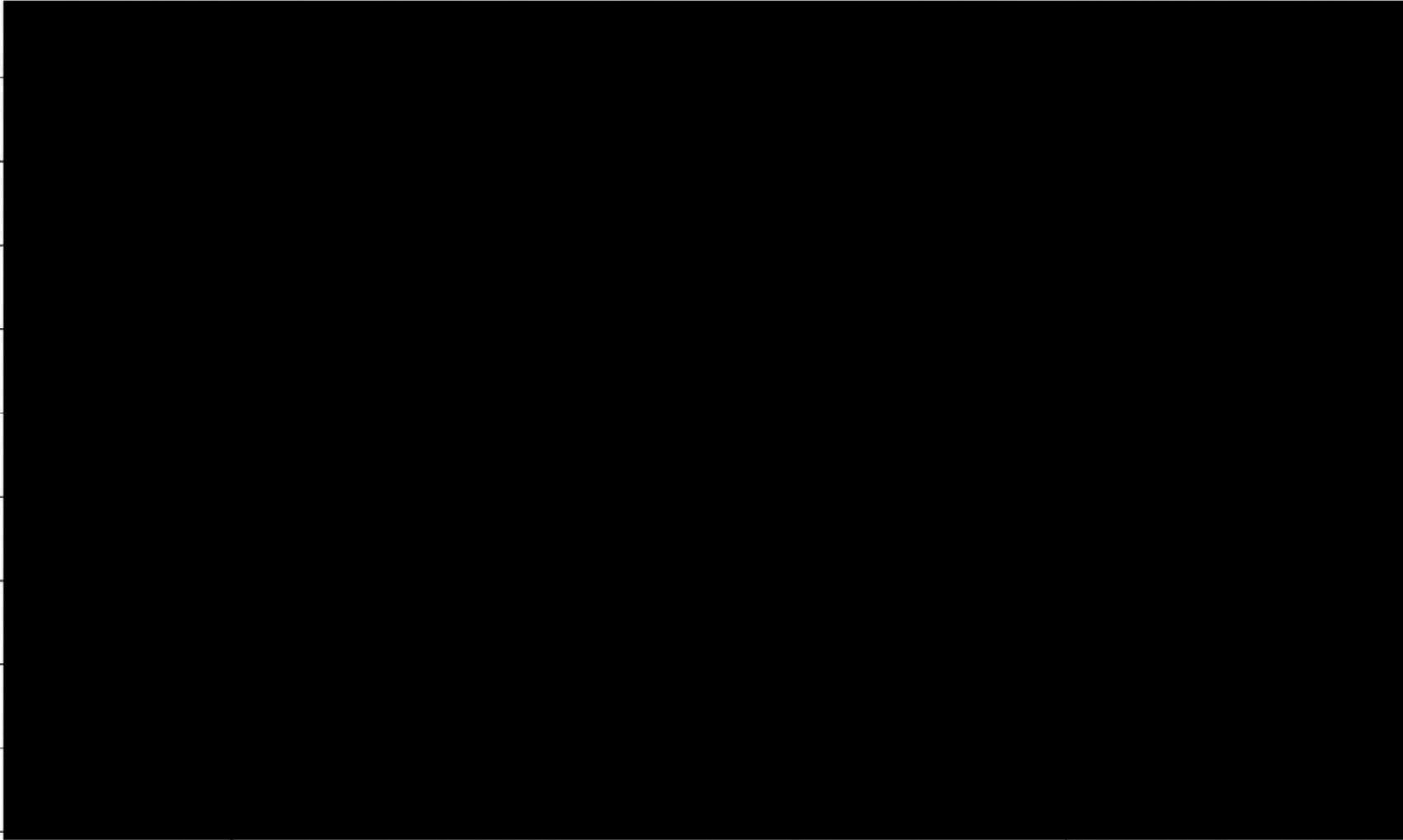
10



**PUBLIC (PÚBLICO)
SIGN-IN SHEET (HOJA DE REGISTRO)**

SH 332 From FM 521 to SH 288
CSJ 1524-01-047

Public Hearing / Audiencia Pública
Tuesday, September 26, 2017
Lake Jackson Civic Center
Lake Jackson, Texas

NO.	NAME (PLEASE PRINT) Nombre (Letra de Molde)	MAILING ADDRESS / CITY / STATE / ZIP Dirección Postal/ Ciudad / Estado / Código Postal
1	Joe & Beth Capps	
2	Don Stum	
3	Eric Curff	
4	Robert & Rab (Candy)	
5	Eduardo Herrera	
6	Craig Nesbitt	
7	William S Riggs III	
8	Paul Bryan	
9	Mickey Dufilho	
10	Andrew Humphrey	

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**PUBLIC (PÚBLICO)
SIGN-IN SHEET (HOJA DE REGISTRO)**

SH 332 From FM 521 to SH 288
CSJ 1524-01-047
Public Hearing / Audiencia Pública
Tuesday, September 26, 2017
Lake Jackson Civic Center
Lake Jackson, Texas

No.	NAME (PLEASE PRINT) Nombre (Letra de Molde)	MAILING ADDRESS / CITY / STATE / ZIP Dirección Postal/ Ciudad / Estado / Código Postal
1	Jim Moore	
2	Stephany Garcia	
3	R. HAROLD MIKKER	
4	Hayman Dengler	
5	SAL AGUIRRE	
6	Penny Crow	
7	Oliver Robinson	
8	Doug Rooster	
9		
10		

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No.	NAME (PLEASE PRINT) Nombre (Letra de Molde)	MAILING ADDRESS / CITY / STATE / ZIP Dirección Postal/ Ciudad / Estado / Código Postal
1	Cris Howell	
2	Roger HAMMONS HOA ^{Northwood}	
3	Modesto Mundo	
4	ATHILSIAN SANCHEZ	
5	Joseph Harrell	
6	Richard Gregg	
7		
8		
9		
10		

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1	DICK KING	
2	Nate Moore	
3	Jamie Hill	
4	John Richers	
5	Gerald Roznovsky	
6	Bill Dacy	
7	Jim GLOVER	
8		
9		
10		

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ELECTED OFFICIALS (FUNCIONARIOS ELECTOS)

SIGN-IN SHEET (HOJA DE REGISTRO)

SH 332 From FM 521 to SH 288

CSJ 1524-01-047

Public Hearing / Audiencia Pública

Tuesday, September 26, 2017

Lake Jackson Civic Center

Lake Jackson, Texas

No.	NAME (PLEASE PRINT) Nombre (Letra de Molde)	ELECTED OFFICE Oficio (Cargo Oficial)	MAILING ADDRESS / CITY / STATE / ZIP Dirección Postal / Ciudad / Estado / Código Postal
1	Donald "Dude" Payne	County Commissioner Pct. 1 Brazoria County	P.O. Box 998 Cuote, Tx 77531
2	Joe Rinehart	Mayor - Lake Jackson	25 Oak Dr, LJ 77566
3	Matthew Broaddus	Lake Jackson City Council - Pos 1	25 Oak Dr. L.J. 25 Oak Dr. L.J. 77566
4	David Linder	County Commissioner Pct 4	316 Samian - Aus 77575
5	Dena Millsap on behalf of Senator Joan Huffman SA 17		
6	Susan Swanner Parker	City of Brazoria Council pos 5	115 Red Oak Street 77422
7	John Hoss, Port Freeport Commissioner	Commissioner Port Freeport	
8	Patty Sayes, BISD School Board		
9			
10			

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**MEDIA (MEDIOS DE COMUNICACIÓN)
SIGN-IN SHEET (HOJA DE REGISTRO)**

SH 332 From FM 521 to SH 288
CSJ 1524-01-047
Public Hearing / Audiencia Pública
Tuesday, September 26, 2017
Lake Jackson Civic Center
Lake Jackson, Texas

No.	NAME (PLEASE PRINT) Nombre (Letra de Molde)	REPRESENTING Representando	MAILING ADDRESS / CITY / STATE / ZIP Dirección Postal / Ciudad / Estado / Código Postal
1	Stephany Garza	The Facts	720 S Main St. Clute, TX 77531
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STAFF SIGN-IN

SH 332 From FM 521 to SH 288
 CSJ 1524-01-047
 Public Hearing / Audiencia Pública
 Tuesday, September 26, 2017
 Lake Jackson Civic Center
 Lake Jackson, Texas

No.	NAME (PLEASE PRINT)	COMPANY / FIRM / AGENCY
1	Sabrina Stachurski	TXDOT
2	Sharon Fu	TXDOT
3	James Roscher	TXDOT
4	Laurie Lipp	TXDOT
5	Jeff Anderson	RPS
6	Matt Cruz	RPS
7	Catie Hobbs	RPS
8	Alexis Potaman	RPS
9	DEB LWEY	TXDOT
10	Zain Walkabout	TXDOT

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STAFF SIGN-IN

SH 332 From FM 521 to SH 288
 CSJ 1524-01-047
 Public Hearing / Audiencia Pública
 Tuesday, September 26, 2017
 Lake Jackson Civic Center
 Lake Jackson, Texas

NO.	NAME (PLEASE PRINT)	COMPANY / FIRM / AGENCY
1	MUHAMMAD BARI	TXDOT
2	Stella Jackson	TXDOT
3	Colan Diddman	TXDOT
4	Danny Pena	TXDOT
5	Michelle Miliard	TXDOT
6	K. Smith	TXDOT
7		
8		
9		
10		

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E. Transcript & Speaker Registration Cards

Reconstruction and Expansion Project,) September 26, 2017
State Highway 332 from Farm-to-Market)
Road 521 to SH 288 in Brazoria County)
Public Hearing) 6:30 p.m.

REPORTED BY: Susan T. Baker, CSR, RMR

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P R O C E E D I N G S

MS. BERGREN: Good evening, everyone. I'd like to ask everyone to please begin taking your seats.

Once again, good evening and welcome. My name is Christine Bergren, and I'm the Manager of the Environmental Program at the Texas Department of Transportation, Houston District.

And before we begin tonight, I would like to ask everyone to please silence your cellphones so we can minimize interruptions during the hearing.

Today is Tuesday, September 26, 2017, and the time is 6:32. On behalf of the Texas Department of Transportation, I would like to thank you for your interest and participation in this public hearing. We would also like to thank the Lake Jackson Civic Center for the use of this very beautiful facility.

As you entered tonight, you were asked to register at one of our sign-in tables. If you have not already done so, please register before you leave tonight so that we have a record of your participation at this public hearing.

Please feel free to view the exhibits. They will be available until we adjourn tonight.

Prior to December 16th, 2014, the Federal Highway Administration, or FHWA, reviewed and approved

1 documents prepared under the National Environmental
2 Policy Act, also known as NEPA; however, on
3 December 16th, 2014, TxDOT assumed responsibility from
4 FHWA for reviewing and approving certain assigned NEPA
5 environmental documents.

6 we would like to welcome and recognize the
7 elected officials who are in attendance tonight:

8 Mayor Joe Rinehart, Mayor of City of Lake
9 Jackson. Mayor, thank you.

10 Commissioner Donald Payne, Brazoria County
11 Precinct 1. Commissioner.

12 Councilman Matthew Broaddus, City of Lake
13 Jackson, Position 1. Councilman, thank you, sir.

14 Commissioner David Linder, Precinct 1. Thank
15 you, sir.

16 And on behalf of Senator Joan Huffman, Gloria
17 Millsat. Thank you.

18 And lastly, on behalf of the City of Brazoria,
19 Susan Parker. Thank you.

20 Is there any other elected officials present
21 tonight? Please raise your hand to be recognized.

22 Sir, would you please introduce yourself?

23 COMM. HOSS: John Hoss, Commissioner, Port
24 Freeport.

25 MS. SAYES: Patty Sayes, BISD School

1 Board.

2 MS. BERGREN: Any others? Okay. Thank
3 you. Each of you will be given the opportunity to speak
4 prior to the public comment period tonight.

5 Notices for this public hearing were advertised
6 in the Houston Chronicle in accordance with FHWA and
7 Chapter 26 of the Texas Parks and Wildlife Code, as well
8 as The Facts and La Voz. Notices were mailed to elected
9 officials, adjacent property owners, and interested
10 persons.

11 The purpose of this public hearing is to
12 present the proposed improvements to State Highway 332,
13 the findings of the Draft Environmental Assessment, and
14 to receive your comments on the proposed project.

15 The public comment session will begin following
16 the presentation. We will not answer questions during
17 the presentation or public comment session, but we will
18 be available to answer your questions following the
19 comment session. This official public hearing will
20 adjourn after all verbal comments have been heard.

21 Now I would like to introduce Mr. Grant Chim,
22 TXDOT Project Engineer, who will discuss the engineering
23 for the proposed State Highway 332 Roadway
24 Reconstruction and Expansion Project.

25 MR. CHIM: Thank you, Miss Bergren. The

1 proposed project limits along State Highway 332 are from
2 Farm-to-Market Road FM 521 to State Highway 288 in
3 Brazoria County --

4 AUDIENCE MEMBER: Speak up.

5 AUDIENCE MEMBER: Speak up. Speak into
6 the mic.

7 MR. CHIM: I'll start over.

8 The proposed project limits along State Highway
9 332 are from Farm-to-Market Road FM 521 to State Highway
10 288 in Brazoria County, a distance of approximately
11 5.3 miles.

12 The project is needed because:

13 Traffic exceeds or approaches capacity during
14 both of the daily commute periods.

15 Crash rates along State Highway 332 in this
16 section are higher than the statewide average.

17 The roadway lacks an adequate drainage system,
18 which contributes to poor drainage along the roadway and
19 in adjacent roadside ditches.

20 The purpose of the proposed project would be to
21 improve safety, reduce traffic congestion, accommodate
22 population growth, enhance mobility, and improve
23 drainage along State Highway 332.

24 The existing State Highway 332 between FM 521
25 and Lake Road typically consists of two undivided

1 12-foot travel lanes, one lane in each direction, with
2 ten-foot outside shoulders, and open ditches, within a
3 100- to 160-foot right-of-way.

4 The existing State Highway 332 between Lake
5 Road and State Highway 288 typically consists of four
6 12-foot-wide travel lanes, two lanes in each direction,
7 divided by a 16-foot raised median with open ditches
8 within a 225-foot right-of-way.

9 TxDOT held a public meeting on September 29,
10 2015, to gather input from the public.

11 The preferred alternative being presented
12 tonight would reconstruct and widen the existing
13 two-lane undivided roadway to a four-lane divided
14 roadway from FM 521 to FM 2004, and the existing roadway
15 to a six-lane divided roadway from FM 2004 to State
16 Highway 288. Sidewalks would be constructed on both
17 sides of the roadway for the entire length of the
18 project.

19 Drainage ditches along the north and south side
20 of the project would be improved. A new drainage
21 channel is proposed on new location from State Highway
22 332 west of Division Street, County Road 680A, south to
23 the Brazos River.

24 Approximately 70 acres of new right-of-way
25 would potentially be required for the proposed project.

1 From approximately -- from FM 521 to
2 approximately 400 feet east of County Road 532, the
3 proposed typical section for State Highway 332 typically
4 consists of four 12-foot-wide travel lanes, two lanes in
5 each direction, divided by a 40-foot depressed grass
6 median, 10-foot-wide outside shoulders, and open ditches
7 within a 240-foot to 300-foot right-of-way.

8 From approximately 400 feet east of CR 532 to
9 approximately 800 feet east of County Road 279A, the
10 median will be flush with the roadway and taper from 40
11 feet to 18 feet wide that would be striped to not allow
12 vehicle use.

13 Approximately 800 feet east of County Road 379A
14 to approximately 600 feet west of the proposed bridge
15 over Buffalo Camp Bayou, the proposed typical section
16 for State Highway 332 typically consists of four
17 12-foot-wide travel lanes, two lanes in each direction,
18 divided by an 18-foot raised median, 10-foot-wide
19 outside shoulders, and open ditches within a 220-foot
20 right-of-way.

21 From FM 2004 to State Highway 288, the proposed
22 typical section for State Highway 332 typically consists
23 of six travel lanes, three in each direction, divided by
24 a 30-foot-wide raised median, the outermost lanes in
25 each direction being 15-foot shared-use lanes which

1 would accommodate bicycles, with open ditches within a
2 180-foot to 225-foot right-of-way.

3 The estimated construction cost for the
4 proposed project would be \$45 million, construction to
5 be determined as funding becomes available.

6 This completes the engineering and design
7 portion of the presentation. I would like now to
8 introduce Mr. Matthew Clinton, who will present the
9 findings of the environmental studies.

10 MR. CLINTON: Thank you, Mr. Chim.
11 A Draft Environmental Assessment, or EA, was prepared
12 for the proposed project and is available tonight for
13 your review.

14 The draft EA sets out to accomplish four
15 objectives: The draft EA compares the Build and
16 No-Build alternatives, it presents existing conditions,
17 it evaluates potential impacts, and summarizes
18 coordination with resource agencies and the public.

19 As part of the environmental assessment
20 process, natural, cultural, and social resources are
21 evaluated for potential impacts as a result of the
22 proposed project.

23 The Draft Environmental Assessment determined
24 there were potential impacts as a result of this
25 proposed project, some of which I will highlight in the

1 following slides.

2 As previously stated, approximately 70 acres of
3 right-of-way would potentially be required for the
4 proposed improvements and would potentially result in
5 residential, business, and utility relocations. Our
6 right-of-way staff is here to assist you should you have
7 any questions regarding the acquisition of property.

8 Five-foot sidewalks would be constructed on the
9 north and south sides of State Highway 332 along the
10 entire project length.

11 Between Buffalo Camp Bayou and State Highway
12 288, a 15-foot outside shared-use lane would be
13 constructed that would accommodate both bicycles and
14 vehicles.

15 A traffic noise analysis was performed, and the
16 result was the proposed project would not result in any
17 traffic noise impacts.

18 Approximately 60 acres of vegetation would be
19 disturbed by the construction of the proposed project
20 within the existing and proposed right-of-way.
21 Mitigation efforts to minimize impacts to vegetation and
22 wildlife habitat would be implemented.

23 The proposed project limits are located in the
24 100-year floodplain; however the project would be
25 designed in accordance with current TxDOT and FHWA

1 policies.

2 The proposed reconstruction and expansion of
3 State Highway 332 and the associated drainage channel to
4 the Brazos River would cross nine water bodies.
5 Applicable U.S. Army Corps of Engineer permits will be
6 acquired prior to construction.

7 The Department of Transportation defines
8 Section 4(f) properties as publicly owned parks,
9 recreation areas, and wildlife or waterfowl refuges, or
10 any historic site listed or eligible for listing on the
11 National Register of Historic Places.

12 The Texas Parks and Wildlife Code defines
13 Chapter 26 properties as a park, recreation area,
14 scientific area, wildlife refuge, or historic site.

15 The proposed project would require new
16 right-of-way from two properties designated as Section
17 4(f) and Chapter 26 properties wilderness Golf Course
18 and wilderness Park.

19 The proposed project would require
20 approximately 1 acre of right-of-way from the wilderness
21 Golf Course entrance seen in the top picture. No
22 right-of-way would be required from the main parking lot
23 or the actual golf course.

24 Less than 2 acres of right-of-way would be
25 required from wilderness Park property for the proposed

1 drainage channel seen in the picture below. The
2 right-of-way acquired for the drainage channel would not
3 impact the park facility, picnic tables, parking lot, or
4 boat ramp located in the southwest corner of State
5 Highway 332 and Buffalo Camp Bayou. Additionally, the
6 drainage channel would not impact the 2-mile hiking
7 trail maintained by the City of Lake Jackson.

8 Access to and from wilderness Park and the golf
9 course would be maintained throughout construction of
10 the proposed project.

11 Both of these properties are owned by the City
12 of Lake Jackson.

13 A determination was made that the proposed
14 project would not substantially impair the functions or
15 purposes of the properties. TxDOT is pursuing a Section
16 4(f) de minimis impact determination to both proposed
17 properties.

18 Chapter 26 of the Texas Parks and Wildlife Code
19 states that when TxDOT impacts a Chapter 26 property,
20 they must make a determination that no feasible and
21 prudent alternative to the use of the property exists.
22 Also, TxDOT must minimize harm to the site as a result
23 of the use of the property. It was determined that no
24 other alternatives would be feasible and prudent. As
25 stated previously, the proposed project would not impact

1 any park facility or hiking trails and would not impact
2 the golf course or parking lot; therefore, harm to the
3 properties were minimized to the greatest extent
4 possible.

5 Throughout the environmental process, TxDOT has
6 coordinated with many resource agencies, elected
7 officials, and local stakeholders, including all of the
8 agencies listed on this slide, as well as the public and
9 special interest groups.

10 In the next steps of the environmental process,
11 all comments received tonight, as well as written
12 comments received during the comment period, will be
13 included in the official public hearing record and will
14 be addressed in the next phase of the Environmental
15 process. The comments received will be used to help
16 finalize the preliminary design.

17 The draft EA and all related technical reports
18 are available for public review after this public
19 hearing at the TxDOT Houston District Office and the
20 Brazoria County Area Office. In addition, should you
21 wish to obtain a copy for your personal use, paper
22 copies may be purchased for the cost of reproduction.

23 I would like to hand the hearing back over to
24 Ms. Christine Bergren.

25 MS. BERGREN: Thank you, Mr. Clinton.

1 At this time, we'll move to the public comment
2 portion of the hearing. There are several ways to
3 comment on the proposed SH 332 project. You may present
4 your comments here tonight for the court reporter. If
5 you would like to speak for the public record and have
6 not filled out a speaker card, please raise your hand.

7 Please limit your speaking time to 3 minutes so
8 that everyone who wishes to speak may have an
9 opportunity to do so. Due to the public hearing
10 process, we will not be responding to any verbal
11 comments as part of the presentation.

12 Speakers will be called in the order in which
13 they signed up.

14 You may submit your comments in writing. We
15 have provided comment boxes if you choose to leave your
16 completed comment form tonight. Your comment forms may
17 also be mailed or sent electronically to the e-mail
18 address shown here and listed in your handout. All
19 comments must be submitted or postmarked by
20 October 11th, 2017.

21 Both written and verbal comments will be
22 considered equally. If you submit your comments in
23 writing, it is not necessary to repeat your comments
24 verbally. Responses to verbal and written comments will
25 be available in the official public hearing record which

1 will be available in late 2017.

2 I would like to begin the public comment
3 session by introducing our elected officials who wish to
4 comment. I did not have any elected officials indicate
5 they would like to comment, so I'd like to offer one
6 last opportunity for any elected officials who would
7 like to comment to do so.

8 (None noted.)

9 MS. BERGREN: Thank you.

10 Now I would like to provide an opportunity for
11 those who have registered to speak on the proposed
12 project. You will have 3 minutes to make your comments.
13 When I announce your name, please come to the microphone
14 and clearly state your name and whom you may represent.
15 A timer located on the screen will indicate the
16 beginning of your 3 minutes. After 3 minutes, you will
17 be asked to be seated so the next speaker can make his
18 or her comments. Unused time may not be given to
19 another speaker. If you have additional comments,
20 please complete the written comment form provided to
21 you.

22 I had four individuals sign up and indicate
23 that they would like to speak, so I will call those
24 speakers listed on the speaker registration cards in the
25 order that they signed up.

1 First we will hear from William Riggs, followed
2 by Paul Lambert, followed by Matthew Bjune, and followed
3 by John Richers. If you could please make your way to
4 the front.

5 I would like to ask that the first speaker come
6 to the microphone while the other three speakers take a
7 seat in the front row. And again, please state your
8 name before making your comments.

9 MR. RIGGS: I'm William Riggs. And what
10 I want to bring everybody's attention -- that already
11 everyone knows -- we recently had a flooding event on
12 332. The ditch that's proposed would not handle the
13 flooding event, but that makes no difference. What we
14 do need to do on this project is be sure that the water
15 on the north side of 332 can travel to the south side.
16 If you raise the elevation, you'll flood a lot of homes.
17 It won't cost a lot to get it under the road.

18 What happens to it on the other side is not a
19 problem, but it needs to be where the water is not
20 impeded by 332 any more than what it is at this point.

21 Box culverts won't handle it. We had a couple
22 of three miles of 8 to 10 inches of water flowing over.
23 Engineers can crunch that, and that's a lot of box
24 culverts.

25 The other comment that I wanted to make was

1 your ditch that you're digging to the river is crossing
2 a natural drain. You know, the wetland thing and all of
3 that, it needs to be where -- I know where that -- where
4 that drain drains to on its own now. When they're
5 digging that ditch, they need to be sure and not build a
6 berm of any kind or they'll be flooding me, making
7 wetland out of my grazing land.

8 So I don't want any -- you know, I want that to
9 be a deal where that elevation stays the same. You can
10 drain it great, but don't build a berm and hold any
11 water back because you're going through a natural drain
12 with the ditch, which it needs to be done.

13 But anyway, that's just the comments that
14 I wanted to make.

15 MS. BERGREN: Thank you, Mr. Riggs.

16 Next up, Mr. Paul Lambert.

17 MR. LAMBERT: Paul Lambert. I live on
18 McFadden Road two blocks off of the highway proposed.

19 And the -- my question is the management of
20 change. Every project that is not changed -- is a -- is
21 not in-kind replacement -- if it's not replaced in kind,
22 must have a management-of-change document to review what
23 these changes may have in unheard-of consequences.

24 And so I think most of this is probably buried
25 in some of the engineering reports, the Environmental

1 Assessment reports and this sort of thing, but for a
2 citizen to look and see, it needs to be in this
3 management-of-change document where you can see all the
4 stakeholders that have had input.

5 So this management-of-change should -- should
6 show that the State Highway Patrol, the Sheriff's
7 Department, those kind of agencies have looked at it and
8 signed off that there won't be more accidents; that the
9 accidents they've been reviewing will be eliminated, or
10 best, taken care of.

11 When we look at the flood control management
12 and the stakeholders there, you know, the drainage
13 district has been taking new elevations. You know, will
14 they be with this -- with their new data, will they be a
15 stakeholder to review your management-of-change where
16 the engineering is taking care of the drainage? The
17 County, the City, you know, all the agencies should be a
18 part of that.

19 Just as a wild idea, one of my ideas was Dow
20 Chemical has had the styrene outfall going into the
21 Brazos River that has dealt with rises of the Brazos
22 over years. What is their engineering and protection of
23 the people and the plants within that -- behind that
24 outfall? You know, has this study touched base with
25 them and said, "What have you learned?" so that we'll be

1 able to do it better.

2 So until -- I don't want to have to dig through
3 engineering reports to know that you've done a
4 management-of-change review and I can see it and know
5 that my stakeholders have addressed it.

6 MS. BERGREN: Thank you, Mr. Lambert.

7 Next up, Matthew Bjune.

8 MR. BJUNE: Good evening. My name is
9 Matthew Bjune. Many of you know me from the Riggs Oaks,
10 Sugar Mill neighborhood, lived there for 30 years.

11 One of your nice depictions in your example
12 hall back here shows that you guys put a nice levy
13 through a floodplain. It's higher than all the houses.
14 You might see that blue circle, red line, kind of a
15 levy. You're talking about raising it two more feet.
16 I'm a construction engineer by trade and education, very
17 proud of that. That doesn't seem like the proposed path
18 of change.

19 Also, I've heard about this billion-dollar
20 community up here, top of all this. I'm hoping they
21 don't have any input on what our drainage looks like,
22 seeing that all their water will be coming to the Brazos
23 from us. I'm hoping that's not overlooked. Money --
24 you know, the things -- lot of people look to the left
25 and right over. It's kind of an issue in my book.

1 I've lived in this neighborhood 30 years:
2 Born, raised, plan on dying. I see multiple issues with
3 constructing sidewalks down the deadliest highway in the
4 state of Texas at the moment. Not only does that
5 encourage more people to not use the sidewalk, like a
6 cyclist already wouldn't, it's going to -- I don't know,
7 on the outside of a ditch line, along a forested line
8 seems like a nice waste of -- I believe it's half a
9 million dollars a mile for new construction of
10 sidewalks, guys, give or take? Seems like a lot of
11 money going on shock (phonetic) for an unfunded project.
12 Just my opinion, maybe.

13 One of the -- also the biggest issues is I
14 heard a hydrologic engineering study is going to be
15 taking place soon. Quite a few of us have turned in a
16 massive amount of information that was taken during the
17 flooding when no one else would approach the area unless
18 they were flying over in their beautiful helicopters. I
19 hope this information has not been overlooked. I
20 believe it's right over a thousand photos of timestamps,
21 location stamps, flow patterns, depths. All good stuff
22 you guys need to further your information on this.

23 Also, one of the issues that I believe has
24 arisen was, are we more worried about transportation
25 ability, safety of that transportation, or drainage?

1 I'm thinking raising a highway 2 more feet so that the
2 incline that I have to come out of or my daughters who
3 will soon be driving, is already a blindside.

4 You speak of no traffic lines, only medians.
5 That seems to be kind of an issue. I've lived here for
6 30 years. At one point in time, that roadway was level
7 with my house. It no longer is. I've never seen a
8 single grading machine going down that road doing
9 resurfacing; I've only seen paving machines. I know the
10 difference, gentlemen.

11 Outside of that, I do like the idea of a
12 four-lane highway being there. I give you guys credit
13 for that. I do like the idea of, hopefully,
14 well-engineered, thought-through and executed drainage
15 systems.

16 Billion-dollar development, I hope these guys
17 aren't really pressuring us that hard. I'd like to not
18 forget about that, everybody else. Billion-dollar
19 development up here, and all their water is going to be
20 coming through us.

21 Thank you.

22 MS. BERGREN: Thank you, Mr. Bjune.

23 The next speaker is John Richers.

24 MR. RICHERS: I'm John Richers, and I'm
25 here to represent the Brazoria County Work Activity

1 Center, which has a little over 5 and a half acres at
2 the intersection of 2004 and 332. But more importantly,
3 to echo what Mr. Lambert said and the other speakers
4 here is, this overall drainage, I've been here long
5 enough to -- and been here during the big flood of 1957,
6 and I witnessed what TxDOT did to Highway 35 in raising
7 it between Angleton and West Columbia and all the land
8 north all the way up to Chenango. And then after the
9 '57 flood and other floods, I witnessed what TxDOT did
10 on Highway 521 from Brazoria to Bailey's Prairie.
11 Without putting in the necessary drainage structures,
12 they actually created two massive dams on Highway 35 and
13 also on Highway 521 that created a lot of the flooding
14 that you've seen in the Bar X Ranch. And then once that
15 water got across, then -- and I hope that TxDOT takes in
16 consideration that they've got to look at everything
17 north of Highway 35 drainage that eventually gets into
18 this watershed and comes across on 332 through Buffalo
19 Camp Bayou, around through the prison farms, all the way
20 up to Dry Bayou, Mills Bayou, some of the other bayous
21 that are up north that bring all of that water down into
22 this watershed that crosses 332.

23 And I'd just like to reiterate what the -- it
24 was mentioned, that divergent channel that you're
25 getting ready to build, I witnessed the water backing up

1 Buffalo Camp Bayou in the previous flood that we had and
2 backed water all the way up through Mills Bayou,
3 McFadden Slough, all the way around behind the Dow
4 Reservoir, crossed 521 and went back north almost all
5 the way to Highway 35 because of the dams that we've
6 created on the roadways.

7 I just recently was involved in a major study
8 on Highway 288 drainage on Bastrop Bayou on the land
9 across Oyster Creek, the 900 acres just south of the Dow
10 airport. There's six openings in that that don't carry
11 all the water that needs to be carried off of the north
12 side of Highway 288. So I hope you take into
13 consideration, as it was mentioned here, that you really
14 need to look at the drainage all the way up across
15 Highway 35, because it is going to impact what you're
16 going to do on Highway 332 with the elevation you're
17 talking about and the diversion channel that you're
18 proposing to build to the Brazos River.

19 Thank you.

20 MS. BERGREN: Next I have Bruce Warren.

21 MR. WARREN: I've lived at Sugar Mill for
22 37 years; and every day, five or ten trips from my
23 family going in 332. And I totally agree with all the
24 flooding things, for sure. But my point is, generally,
25 when I heard about this, even before the flood, is we're

1 going to spend \$45 million on a road that takes two
2 minutes to traverse, maybe three if you're legal. And
3 that means hundreds and hundreds of people will get home
4 to Brazoria every night a minute earlier. Why are we
5 spending \$45 million for hundreds and hundreds of people
6 to get to work or get home one or two minutes earlier?

7 Thank you.

8 MS. BERGREN: And our last speaker is Gail
9 Tipp or Trip?

10 MS. TIPP: Tipp, T-I-P-P.

11 My name is Gail Tipp. I've lived in Sugar Mill
12 for 20 -- 37-plus years, raised two kids, lost a son --
13 I hope I can get through this without crying -- because
14 I have two feet of damage in my home in Sugar Mill.
15 I was the second house to build in our neighborhood. My
16 house is trashed. I saw everything picked up, all of
17 our 43 years of marriage, picked up and dumped in a
18 dumpster yesterday. Thank you for picking it up. I
19 appreciate our county in taking care of that.

20 But this elevation business, we -- I don't know
21 anything about elevation. I'm not an engineer. I'm a
22 plain blue-collar momma, housewife. I drove a school
23 bus on Highway 332 for over 16-plus years. I have some
24 of my students that are my friends now, are adults.

25 I have seen accident, accident, accident. Now,

1 I don't know what Mr. Warren's talking about on people
2 getting home in one minute. Well, let me tell you
3 something. I've watched accidents happen right beside
4 my bus when I was loading children on that highway.
5 That highway is the most dangerous highway in our
6 county, and I have seen it personally.

7 The elevation, my husband and I and my
8 daughter, we own four acres of property right next to
9 the Exxon station that is for sale. I noticed in the
10 new proposal -- I was here last year -- two years ago
11 when we had this same meeting, I've noticed that y'all
12 are planning on taking part of that property as well for
13 easement.

14 I think the highway between Brazoria and Lake
15 Jackson is well deserved, well needed, and I hope we do
16 something and quit talking. 45 million, whatever my
17 tax-paying dollars are paying for, I don't care, but
18 we've got to have some safety on this highway. Our
19 children that are learning to drive are pulling up on
20 this highway, and it's outrageous. I have seen wreck
21 after wreck after wreck. We've lost too many lives on
22 that little strip of highway.

23 So please, let's do something. Let's get this
24 going and quit talking. Let's do whatever it's going to
25 take for us as a neighborhood and everyone to pull

1 together and get some safety on this highway; but
2 please, I pray to God that the -- the elevation does not
3 flood my husband and I out one more time. But we were
4 the second house, and we built to the level we were
5 told, and now my life is in the dumpster. And I've got
6 my daughter right beside me.

7 So thank you. I appreciate it. Let's get
8 something going.

9 MS. BERGREN: That concludes the list of
10 individuals who have signed up to speak. However, I do
11 want to offer the opportunity one more time: If we have
12 anybody in the audience who would like to make comments,
13 I would invite you to approach the microphone, please
14 state your name and whom you may represent, but I'd also
15 like to request that once you are done, to fill out a
16 speaker registration card so that we have a record.

17 MR. LINDER: Yes, ma'am, I'll do that for
18 you.

19 My name is David Linder. I'm Brazoria County
20 Commissioner in Precinct 4, and most of these are my
21 constituents. And a couple of comments I'd like to
22 make is -- and I've heard them made tonight as well --
23 I think that we really need to look -- and I'm not
24 saying we haven't -- but I think we really need to take
25 another peek at the elevations of these roads and the

1 amount of -- I think one gentleman said something about
2 box culverts. I think we need to have some bridges like
3 we have in Louisiana, some big open spans.

4 As Mr. Richards had said about 521, I -- I
5 truly believe that has contributed to some of the homes
6 that flood in Bar X, and 35 as well to the homes to the
7 north of that, and even 521 from where it was paved from
8 35 north towards Chenango or 288B North.

9 So I think -- and I'm not pointing any blame.
10 I'm simply saying that -- I'm simply asking that we all
11 take a really good look at the drainage, at the
12 elevations. Because I think -- like the lady who had
13 just spoke, a lot of these properties were built many,
14 many years ago; and as we make these improvements to our
15 roadways, you know, we're not taking in consideration
16 some of these homes that were built 25, 30 years ago.
17 So I'm just asking for that on behalf of my
18 constituents. And that's what I have.

19 Thank you.

20 MS. BERGREN: We have another individual
21 who'd like to make comments. Please state your name for
22 the record.

23 MR. KENT: My name is Van Kent. I'm an
24 engineer, and I do know that water can only run
25 downhill. And in some cities, the streets are used as

1 drainage. I got evidence of that when many of the
2 streets off of Yaupon flooded on the east side, which is
3 where the water came from. Yaupon is a marvelous dam
4 for those on the west side. What I'm seeing is, is I'm
5 seeing that we are cheaply redoing highways --
6 \$45 million is a lot of money, it's not cheap, but
7 instead of tearing it out, putting the drainage that we
8 need underneath it, maintaining an elevation so the
9 water has somewhere to go, we're just adding to the
10 problem. So what we're doing is, we're making a dam
11 here, we're making a dam there, we're making -- and if
12 you live behind the dam, you're going to flood.
13 Somebody somewhere has got to wake up and realize, water
14 runs downhill.

15 MS. BERGREN: We have another individual
16 who would like to make comments. Please state your name
17 for the record.

18 MS. PAKENHAM-WALSH: It's more suggestion
19 than a comment. Billye Riggs Pakenham-walsh. And I
20 was wanting to look at your complete package there, and
21 I understand the only way I can get it is to pay for it
22 to be printed. I don't think that is proper. It should
23 all be online where we can see it. We should not have
24 to pay to read what you're going to do to us.

25 Thank you.

1 MS. BERGREN: Sir, please approach the
2 microphone and state your name for the record.

3 I believe you've already made comments; is that
4 correct?

5 MR. WARREN: Yes, Bruce Warren again.

6 MS. BERGREN: Mr. Warren, what I'd like to
7 request that you do is provide the remaining portion of
8 your comments to us in writing.

9 MR. WARREN: I was just going to say the
10 top hundred deadliest highways in Texas, 332 is not on
11 the list. Just look it up.

12 MS. BERGREN: Thank you, sir.

13 AUDIENCE MEMBER: Tell that to everybody
14 who's lost someone on that highway.

15 MR. WARREN: It's deadly, but not the most
16 dangerous.

17 MS. BERGREN: Another individual to make
18 comments. Please state your name for the record.

19 MR. TIPP: My name's Robert Tipp. I just
20 want to make a comment that it seems like Brazoria
21 County, southern Brazoria County don't seem to get the
22 respect that we deserve. I mean, look at 288 going
23 north. You got a four-lane highway and intersecting
24 roads coming across it. And you look at the new 288
25 that they just built -- and back when I was working, I'm

1 sitting there driving down a four-lane highway, but you
2 got -- you got lanes feeding in there that people
3 can't -- the point I'm making is, we don't seem to get
4 the respect that northern Texas gets. Our road systems
5 suck down here. Sorry.

6 But I love this new 332 proposal, but we've got
7 to make sure that the drainage is right. Just like the
8 gentleman said, water rolls downhill.

9 Thank you.

10 MS. BERGREN: Mr. Tipp, please do fill out
11 a speaker card. They'll bring you one.

12 MR. TIPP: I'll do that.

13 MS. BERGREN: Do I have any other
14 individuals who would like to make a comment tonight?

15 MR. AMERINE: I would like to make one.

16 I'm Marv Amerine, Lake Jackson. When I was
17 looking at your picture of the drainage ditch going down
18 to Brazos River, and in view of the recent flood we had,
19 natural drainage isn't going to solve any problems on
20 Buffalo Camp Bayou, because when the Brazos River was
21 high, they -- for a week and a half, there was no place
22 for water to go. You got to have pumps. That's --
23 that's the only way you're going to get it from the
24 lower elevation up into the river.

25 MS. BERGREN: Do I have anybody else

1 wishing to make comments?

2 (None noted.)

3 MS. BERGREN: I would like to thank you
4 all for your comments.

5 We will now close the hearing. It is exactly
6 7:13 p.m., and the hearing is adjourned. Please drive
7 home safely.

8 (Off the record at 7:13 p.m.)

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1 THE STATE OF TEXAS)

2 COUNTY OF HARRIS)

3 I, Susan T. Baker, Certified Shorthand Reporter
4 in and for the State of Texas, do hereby certify that
5 the above and foregoing transcript contains a true and
6 correct transcription of all portions of the public
7 hearing, all of which occurred and were transcribed by
8 me.

9 WITNESS MY OFFICIAL HAND this the 2nd day of
10 October, 2017.

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Susan T. Baker
CSR No. 1561
Expiration Date: 12-31-2017
Vinson Reporting & Video Service
Firm Registration #288
3018 Colony Crossing Drive
Sugar Land, Texas 77479



SPEAKER REGISTRATION

SH 332 FROM FM 521 TO SH 288

CSJ: 1524-01-047

PLEASE COMPLETE THIS CARD IF YOU WOULD LIKE TO MAKE VERBAL COMMENTS AT TONIGHT'S HEARING.
Please note: speakers will have 3 minutes to complete their comments.

William S. Rigg
NAME (PLEASE PRINT)

9-26-17
DATE

self

REPRESENTING (ie: HOA/ Neighborhood Group / Business)

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



SPEAKER REGISTRATION

SH 332 FROM FM 521 TO SH 288

CSJ: 1524-01-047

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Please note: speakers will have 3 minutes to complete their comments.

Paul LAMBERT

09/26/17

NAME (PLEASE PRINT)

DATE

REPRESENTING (ie: HOA/Neighborhood Group/Business)

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SPEAKER REGISTRATION

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CSJ: 1524-01-047

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Please note: speakers will have 3 minutes to complete their comments.

Matthew Bjune

9/26/2017

NAME (PLEASE PRINT)

DATE

Riggs ask

REPRESENTING (ie: HOA/ Neighborhood Group / Business)

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SPEAKER REGISTRATION

SH 332 FROM FM 521 TO SH 288

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Please note: speakers will have 3 minutes to complete their comments.

John Richers

9-26-17

NAME (PLEASE PRINT)

DATE

BRAZORIA City Work Activity Center

REPRESENTING (ie: HOA/ Neighborhood Group / Business)

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

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- I could benefit monetarily from the project or other item

about which I am commenting



SPEAKER REGISTRATION

SH 332 FROM FM 521 TO SH 288

CSJ: 1524-01-047

PLEASE COMPLETE THIS CARD IF YOU WOULD LIKE TO MAKE VERBAL COMMENTS AT TONIGHT'S HEARING.

Please note: speakers will have 3 minutes to complete their comments.

Bruce Warren

9.26.17

NAME (PLEASE PRINT)

DATE

Sugar Mill

REPRESENTING (ie: HOA/ Neighborhood Group / Business)

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

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



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SPEAKER REGISTRATION

SH 332 FROM FM 521 TO SH 288

CSJ: 1524-01-047

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Please note: speakers will have 3 minutes to complete their comments.

Gail M Tipp

9-26-17

NAME (PLEASE PRINT)

DATE

Self

REPRESENTING (ie: HOA/ Neighborhood Group / Business)

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

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SPEAKER REGISTRATION

SH 332 FROM FM 521 TO SH 288

CSJ: 1524-01-047

PLEASE COMPLETE THIS CARD IF YOU WOULD LIKE TO MAKE VERBAL COMMENTS AT TONIGHT'S HEARING.

Please note: speakers will have 3 minutes to complete their comments.

David Linder

09-26-2017

NAME (PLEASE PRINT)

DATE

Brazoria County Pct 4

REPRESENTING (ie: HOA/ Neighborhood Group / Business)

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

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SPEAKER REGISTRATION

SH 332 FROM FM 521 TO SH 288

CSJ: 1524-01-047

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Please note: speakers will have 3 minutes to complete their comments.

VAN KENT
NAME (PLEASE PRINT)9-26-17
DATE

RED OAK CT L5

REPRESENTING (ie: HOA/ Neighborhood Group / Business)

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



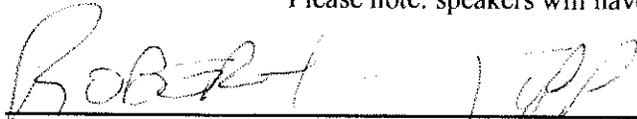
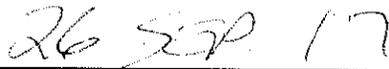
SPEAKER REGISTRATION

SH 332 FROM FM 521 TO SH 288

CSJ: 1524-01-047

PLEASE COMPLETE THIS CARD IF YOU WOULD LIKE TO MAKE VERBAL COMMENTS AT TONIGHT'S HEARING.

Please note: speakers will have 3 minutes to complete their comments.

NAME (PLEASE PRINT) DATE



REPRESENTING (ie: HOA/ Neighborhood Group / Business)

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SPEAKER REGISTRATION

SH 332 FROM FM 521 TO SH 288

CSJ: 1524-01-047

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Please note: speakers will have 3 minutes to complete their comments.

Mauv Ameyine

9-26-2017

NAME (PLEASE PRINT)

DATE

Self

REPRESENTING (ie: HOA/ Neighborhood Group / Business)

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





F. Comments Received

COMMENT FORM
(FORMA DE COMENTARIOS)

Public Hearing – SH 332 From FM 521 to SH 288
Audiencia Pública – SH 332 De FM 521 a SH 288

CSJ No. 1524-01-047

September 26, 2017
(26 de septiembre 2017)

I am an Elected Official (Soy Funcionario/a electo) Position (Posición): _____

Name and Mailing Address (Optional) (Nombre y Dirección [Opcional]):

Name (Nombre) Stephenson

Address (Dirección) _____

Telephone (Teléfono) _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW: (Favor de marcar la que le aplique)

I am primarily interested in the project from the standpoint of a: (el proyecto desde el punto de vista de:)

Residential property owner or renter Business property owner or lessee
(Propietario o inquilino residencial) (Propietario o inquilino del negocio)

Other (Please explain) (Otro) _____

Per Texas Transportation Code, §201.811(a)(5): check each of the following boxes that apply to you: (Por Código de Transportación de Texas, §201.811(a)(5): marcar siguientes casillas que le correspondan:)

I am employed by TxDOT (Soy empleado de TxDOT)

I do business with TxDOT (Hago negocios con TxDOT)

I could benefit monetarily from the project or other item about which I am commenting (beneficarme económicamente con este proyecto u otro asunto del cual estoy comentando)

How did you learn about this hearing? (¿Como se entero de esta?)

Newspaper (Periódico) Notice in the Mail (Aviso por Correo)

Other (Please explain) (Otro) _____

Do you support the proposed project? (¿Apoya el proyecto propuesto?) Yes (Si) No (No) Undecided (Indeciso) *not currently*

COMMENTS (COMENTARIOS): I'm very afraid that you guys are going to flood more homes by building this new Hwy 332. Its going to act as a dam to Sugar Mill & Rights Oaks & all homes along the way. Please consider this. Our home has been in our family over 100 years & never

Please make additional comments on the back (Favor de hacer comentarios adicionales al dorso de esta forma.)

This comment form may be turned in tonight, mailed, or emailed by October 11, 2017 to the address below: (Esta de comentarios puede esta noche, por correo, o por correo electrónico 11 de octubre de 2017:)

Director of Project Development
Texas Department of Transportation – Houston District
P.O. Box 1386
Houston, Texas 77251-1386
Email: [hou-piowebmail@txdot.gov](mailto:houston@txdot.gov)

*flooded.
Need
more
drainage.*

COMMENT FORM
(FORMA DE COMENTARIOS)

Public Hearing – SH 332 From FM 521 to SH 288
Audiencia Pública – SH 332 De FM 521 a SH 288

CSJ No. 1524-01-047

September 26, 2017
(26 de septiembre 2017)

I am an Elected Official (Soy Funcionario/a electo) Position (Posición): _____

Name and Mailing Address (Optional) (Nombre y Dirección [Opcional]):

Name (Nombre) Kenneth Felerman

Address (Dirección) _____

Telephone (Teléfono) _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW: (Favor de marcar la que le aplique)

I am primarily interested in the project from the standpoint of a: (el proyecto desde el punto de vista de:)

Residential property owner or renter Business property owner or lessee
(Propietario o inquilino residencial) (Propietario o inquilino del negocio)

Other (Please explain) (Otro) _____

Per Texas Transportation Code, §201.811(a)(5): check each of the following boxes that apply to you: (Por Código de Transportación de Texas, §201.811(a)(5): marcar siguientes casillas que le correspondan:)

I am employed by TxDOT (Soy empleado de TxDOT)

I do business with TxDOT (Hago negocios con TxDOT)

I could benefit monetarily from the project or other item about which I am commenting (beneficarme económicamente con este proyecto u otro asunto del cual estoy comentando)

How did you learn about this hearing? (¿Como se entero de esta?)

Newspaper (Periódico) Notice in the Mail (Aviso por Correo)

Other (Please explain) (Otro) _____

Do you support the proposed project? (¿Apoya el proyecto propuesto?) Yes (Si) No (No) Undecided (Indeciso)

COMMENTS (COMENTARIOS): I'm at 102 Hamil Lane on 332. They are putting the right of way through the middle of my house. There is a lot of land across the street. There is no reasonable reason why they could not put the right of way across the street. Why can't they do this?

Please make additional comments on the back. (Favor de hacer comentarios adicionales al dorso de esta forma.)

This comment form may be turned in tonight, mailed, or emailed by October 11, 2017 to the address below:
(Esta de comentarios puede esta noche, por correo, o por correo electrónico 11 de octubre de 2017:)

Director of Project Development
Texas Department of Transportation – Houston District
P.O. Box 1386
Houston, Texas 77251-1386
Email: hou-piowebmail@txdot.gov

COMMENT FORM
(FORMA DE COMENTARIOS)

Public Hearing – SH 332 From FM 521 to SH 288
Audiencia Pública – SH 332 De FM 521 a SH 288

CSJ No. 1524-01-047

September 26, 2017
(26 de septiembre 2017)

I am an Elected Official (Soy Funcionario/a electo) Position (Posición): _____

Name and Mailing Address (Optional) (Nombre y Dirección [Opcional]):

Name (Nombre) Michelle Herrera

Address (Dirección) _____

Telephone (Teléfono) _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW: (Favor de marcar la que le aplique)

I am primarily interested in the project from the standpoint of a: (el proyecto desde el punto de vista de:)

Residential property owner or renter Business property owner or lessee

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I am employed by TxDOT (Soy empleado de TxDOT)

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I could benefit monetarily from the project or other item about which I am commenting (beneficarme económicamente con este proyecto u otro asunto del cual estoy comentando)

How did you learn about this hearing? (¿Como se entero de esta?)

Newspaper (Periódico) Notice in the Mail (Aviso por Correo)

Other (Please explain) (Otro) _____

Do you support the proposed project? (¿Apoya el proyecto propuesto?) Yes (Sí) No (No) Undecided (Indeciso)

COMMENTS (COMENTARIOS): I want to know how much
encroachment on the RT side of 332W towards
BRAZORIA. Is the sidewalk going to effect my
TREES. + 5' + close to the Road. And what
happens to our Mail boxes. What happens to our
ditches?

Please make additional comments on the back. (Favor de hacer comentarios adicionales al dorso de esta forma.)

This comment form may be turned in tonight, mailed, or emailed by October 11, 2017 to the address below:

(Esta de comentarios puede esta noche, por correo, o por correo electrónico 11 de octubre de 2017:)

Director of Project Development

Texas Department of Transportation – Houston District

P.O. Box 1386

Houston, Texas 77251-1386

Email: hou-piowebmail@txdot.gov

COMMENT FORM
(FORMA DE COMENTARIOS)

Public Hearing – SH 332 From FM 521 to SH 288
Audiencia Pública – SH 332 De FM 521 a SH 288

CSJ No. 1524-01-047

September 26, 2017
(26 de septiembre 2017)

I am an Elected Official (Soy Funcionario/a electo) Position (Posición): _____

Name and Mailing Address (Optional) (Nombre y Dirección [Opcional]):

Name (Nombre) Anita Walker

Address (Dirección) _____

Telephone (Teléfono) _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW: (Favor de marcar la que le aplique)

I am primarily interested in the project from the standpoint of a: (el proyecto desde el punto de vista de:)

Residential property owner or renter Business property owner or lessee
(Propietario o inquilino residencial) (Propietario o inquilino del negocio)

Other (Please explain) (Otro) _____

Per Texas Transportation Code, §201.811(a)(5): check each of the following boxes that apply to you: (Por Código de Transportación de Texas, §201.811(a)(5): marcar siguientes casillas que le correspondan:)

I am employed by TxDOT (Soy empleado de TxDOT)

I do business with TxDOT (Hago negocios con TxDOT)

I could benefit monetarily from the project or other item about which I am commenting (beneficarme económicamente con este proyecto u otro asunto del cual estoy comentando)

How did you learn about this hearing? (¿Como se entero de esta?)

Newspaper (Periódico)

Notice in the Mail (Aviso por Correo)

Other (Please explain) (Otro) _____

Do you support the proposed project? (¿Apoya el proyecto propuesto?) Yes (Si) No (No) Undecided (Indeciso)

COMMENTS (COMENTARIOS): Concerned on the encroachment on
the Rt side of 332W towards BRAZORIA

Please make additional comments on the back. (Favor de hacer comentarios adicionales al dorso de esta forma.)

This comment form may be turned in tonight, mailed, or emailed by October 11, 2017 to the address below:
(Esta de comentarios puede esta noche, por correo, o por correo electrónico 11 de octubre de 2017:)

Director of Project Development
Texas Department of Transportation – Houston District
P.O. Box 1386
Houston, Texas 77251-1386
Email: [hou-piowebmail@txdot.gov](mailto:houstonwebmail@txdot.gov)

COMMENT FORM
(FORMA DE COMENTARIOS)

Public Hearing – SH 332 From FM 521 to SH 288
Audiencia Pública – SH 332 De FM 521 a SH 288

CSJ No. 1524-01-047

September 26, 2017
(26 de septiembre 2017)

I am an Elected Official (Soy Funcionario/a electo) Position (Posición): _____

Name and Mailing Address (Optional) (Nombre y Dirección [Opcional]):

Name (Nombre) PH. CROW

Address (Dirección) _____
Telephone (Teléfono) _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW: (Favor de marcar la que le aplique)

I am primarily interested in the project from the standpoint of a: (el proyecto desde el punto de vista de:)

Residential property owner or renter Business property owner or lessee
(Propietario o inquilino residencial) (Propietario o inquilino del negocio)

Other (Please explain) (Otro) LAND / HOME OWNER

Per Texas Transportation Code, §201.811(a)(5): check each of the following boxes that apply to you: (Por Código de Transportación de Texas, §201.811(a)(5): marcar siguientes casillas que le correspondan:)

I am employed by TxDOT (Soy empleado de TxDOT)

I do business with TxDOT (Hago negocios con TxDOT)

I could benefit monetarily from the project or other item about which I am commenting (beneficarme económicamente con este proyecto u otro asunto del cual estoy comentando)

How did you learn about this hearing? (¿Como se entero de esta?)

Newspaper (Periódico)

Notice in the Mail (Aviso por Correo)

Other (Please explain) (Otro) _____

Do you support the proposed project? (¿Apoya el proyecto propuesto?) Yes (Si) No (No) Undecided (Indeciso)

COMMENTS (COMENTARIOS):

Drainage clarification - is going to be worse or better
for home owners

Please make additional comments on the back. (Favor de hacer comentarios adicionales al dorso de esta forma.)

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(Esta de comentarios puede esta noche, por correo, o por correo electrónico 11 de octubre de 2017:)

Director of Project Development
Texas Department of Transportation – Houston District
P.O. Box 1386
Houston, Texas 77251-1386
Email: [hou-piowebmail@txdot.gov](mailto:houstonwebmail@txdot.gov)

COMMENT FORM
(FORMA DE COMENTARIOS)

Public Hearing – SH 332 From FM 521 to SH 288
Audiencia Pública – SH 332 De FM 521 a SH 288

CSJ No. 1524-01-047

September 26, 2017
(26 de septiembre 2017)

I am an Elected Official (Soy Funcionario/a electo) Position (Posición): _____

Name and Mailing Address (Optional) (Nombre y Dirección [Opcional]):

Name (Nombre) _____
Address (Dirección) _____
Telephone (Teléfono) _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW: (Favor de marcar la que le aplique)

I am primarily interested in the project from the standpoint of a: (el proyecto desde el punto de vista de:)

Residential property owner or renter Business property owner or lessee
(Propietario o inquilino residencial) (Propietario o inquilino del negocio)

Other (Please explain) (Otro) _____

Per Texas Transportation Code, §201.811(a)(5): check each of the following boxes that apply to you: (Por Código de Transportación de Texas, §201.811(a)(5): marcar siguientes casillas que le correspondan:)

I am employed by TxDOT (Soy empleado de TxDOT)
 I do business with TxDOT (Hago negocios con TxDOT)
 I could benefit monetarily from the project or other item about which I am commenting (beneficarme económicamente con este proyecto u otro asunto del cual estoy comentando)

How did you learn about this hearing? (¿Como se entero de esta?)

Newspaper (Periódico) Notice in the Mail (Aviso por Correo)
 Other (Please explain) (Otro) _____

Do you support the proposed project? (¿Apoya el proyecto propuesto?) Yes (Sí) No (No) Undecided (Indeciso)

COMMENTS (COMENTARIOS): I am interested in the number of
Crossovers at Riggs Cals - 608

Please make additional comments on the back. (Favor de hacer comentarios adicionales al dorso de esta forma.)

This comment form may be turned in tonight, mailed, or emailed by October 11, 2017 to the address below:
(Esta de comentarios puede esta noche, por correo, o por correo electrónico 11 de octubre de 2017:)

Director of Project Development
Texas Department of Transportation – Houston District
P.O. Box 1386
Houston, Texas 77251-1386
Email: hou-piowebmail@txdot.gov

COMMENT FORM
(FORMA DE COMENTARIOS)

Public Hearing – SH 332 From FM 521 to SH 288
Audiencia Pública – SH 332 De FM 521 a SH 288

CSJ No. 1524-01-047

September 26, 2017
(26 de septiembre 2017)

I am an Elected Official (Soy Funcionario/a electo) Position (Posición): _____

Name and Mailing Address (Optional) (Nombre y Dirección [Opcional]):

Name (Nombre) William P. Yenne

Address (Dirección) _____

Telephone (Teléfono) _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW: (Favor de marcar la que le aplique)

I am primarily interested in the project from the standpoint of a: (el proyecto desde el punto de vista de:)

Residential property owner or renter Business property owner or lessee

(Propietario o inquilino residencial) (Propietario o inquilino del negocio)

Other (Please explain) (Otro) Lake Jackson City Manager

Per Texas Transportation Code, §201.811(a)(5): check each of the following boxes that apply to you: (Por Código de Transportación de Texas, §201.811(a)(5): marcar siguientes casillas que le correspondan:)

I am employed by TxDOT (Soy empleado de TxDOT)

I do business with TxDOT (Hago negocios con TxDOT)

I could benefit monetarily from the project or other item about which I am commenting (beneficarme económicamente con este proyecto u otro asunto del cual estoy comentando)

How did you learn about this hearing? (¿Como se entero de esta?)

Newspaper (Periódico) Notice in the Mail (Aviso por Correo)

Other (Please explain) (Otro) Notice to City by TxDOT

Do you support the proposed project? (¿Apoya el proyecto propuesto?) Yes (Sí) No (No) Undecided (Indeciso)

COMMENTS (COMENTARIOS): The City of Lake Jackson is asking that any drainage way through our City Park that outfalls to the Brazos River have a drainage freon control structure at the outfall to protect backflow of the River in to the proposed drainage structure.

Please make additional comments on the back. (Favor de hacer comentarios adicionales al dorso de esta forma.)

This comment form may be turned in tonight, mailed, or emailed by October 11, 2017 to the address below:
(Esta de comentarios puede esta noche, por correo, o por correo electrónico 11 de octubre de 2017:)

Director of Project Development
Texas Department of Transportation – Houston District
P.O. Box 1386
Houston, Texas 77251-1386
Email: [hou-piowebmail@txdot.gov](mailto:houston@txdot.gov)

Charles Gauzer

From: James Roscher <James.Roscher@txdot.gov>
Sent: Thursday, September 28, 2017 3:10 PM
To: Jeff Anderson
Cc: Matthew Clinton
Subject: [EXT] FW: TxDOT Internet E-Mail

Please add to the comments from the 332 Public Hearing.

From: Pat Henry
Sent: Thursday, September 28, 2017 3:08 PM
To: James Roscher; Christine Bergren
Subject: Fwd: TxDOT Internet E-Mail

Sent from my iPad

Begin forwarded message:

From: HOU-PIOWebMail <HOU-PIOWebMail@txdot.gov>
Date: September 28, 2017 at 9:39:54 AM CDT
To: Pat Henry <Pat.Henry@txdot.gov>
Subject: FW: TxDOT Internet E-Mail

Kristina Hadley
Public Information Office
TxDOT-Houston District
Phone: (713) 802-5076
Kristina.Hadley@txdot.gov

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Watch us @www.youtube.com/txdotpio

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

From: [REDACTED]
Sent: Thursday, September 28, 2017 7:53 AM
To: HOU-PIOWebMail
Subject: TxDOT Internet E-Mail

Name: Mr. Harry Sargent [REDACTED]
Address:
[REDACTED]

Phone:



Requested Contact Method: Email

Reason for Contact: Customer Service

Complaint: No

Comment: I was part of a presentation to the Lake Jackson Council. I want to reinforce some concerns we had. There needs to be an opening in the median (probably a traffic light) for Eucalytus for the apartments. Bayou road should have an open median with a move of the Bird Conservancy road. Sugar Mill subdivision needs open medians at the two entries.



Charles Gauzer

From: James Roscher <James.Roscher@txdot.gov>
Sent: Thursday, September 28, 2017 3:19 PM
To: Jeff Anderson
Cc: Matthew Clinton
Subject: [EXT] FW: CJS No 1524-01-047 Comment Form
Attachments: Comment Form.pdf; ATT00001.htm

[One more for the comments on 332.](#)

From: Pat Henry
Sent: Thursday, September 28, 2017 3:14 PM
To: James Roscher; Christine Bergren
Subject: Fwd: CJS No 1524-01-047 Comment Form

Sent from my iPad

Begin forwarded message:

From: "HOU-PIOWebMail" <HOU-PIOWebMail@txdot.gov>
To: "Pat Henry" <Pat.Henry@txdot.gov>
Subject: FW: CJS No 1524-01-047 Comment Form

Kristina Hadley
Public Information Office
TxDOT-Houston District
Phone: (713) 802-5076
Kristina.Hadley@txdot.gov

Follow us on twitter [@txdothoustonpio](#)
Watch us [@www.youtube.com/txdotpio](http://www.youtube.com/txdotpio)

From: Martin Hagne [REDACTED]
Sent: Wednesday, September 27, 2017 2:19 PM
To: HOU-PIOWebMail
Subject: CJS No 1524-01-047 Comment Form

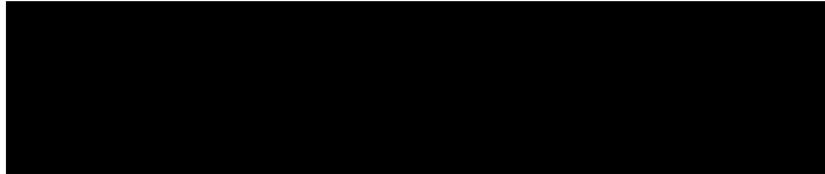
Good afternoon,

Please find our comment form attached.

Thank you,

Martin Hagne
Executive Director

Gulf Coast Bird Observatory



www.gcbo.org



COMMENT FORM
(FORMA DE COMENTARIOS)

Public Hearing – SH 332 From FM 521 to SH 288
Audiencia Pública – SH 332 De FM 521 a SH 288

CSJ No. 1524-01-047

September 26, 2017
(26 de septiembre 2017)

I am an Elected Official (Soy Funcionario/a electo) Position (Posición): _____

Name and Mailing Address (Optional) (Nombre y Dirección [Opcional]):
Name (Nombre) Gulf Coast Bird Observatory - Martin Hagne, Executive Director
Address (Dirección) _____
Telephone (Teléfono) _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW: (Favor de marcar la que le aplique)

I am primarily interested in the project from the standpoint of a: (el proyecto desde el punto de vista de:)

Residential property owner or renter Business property owner or lessee
(Propietario o inquilino residencial) (Propietario o inquilino del negocio)
 Other (Please explain) (Otro) 501c3 Non Profit Conservation Organization

Per Texas Transportation Code, §201.811(a)(5): check each of the following boxes that apply to you: (Por Código de Transportación de Texas, §201.811(a)(5): marcar siguientes casillas que le correspondan:)

I am employed by TxDOT (Soy empleado de TxDOT)
 I do business with TxDOT (Hago negocios con TxDOT)
 I could benefit monetarily from the project or other item about which I am commenting (beneficarme económicamente con este proyecto u otro asunto del cual estoy comentando)

How did you learn about this hearing? (¿Como se entero de esta?)

Newspaper (Periódico) Notice in the Mail (Aviso por Correo)
 Other (Please explain) (Otro) _____

Do you support the proposed project? (¿Apoya el proyecto propuesto?) Yes (Si) No (No) Undecided (Indeciso)

COMMENTS (COMENTARIOS): Please see attached page 2.

Please make additional comments on the back. (Favor de hacer comentarios adicionales al dorso de esta forma.)

This comment form may be turned in tonight, mailed, or emailed by October 11, 2017 to the address below:
(Esta de comentarios puede esta noche, por correo, o por correo electrónico 11 de octubre de 2017:)

Director of Project Development
Texas Department of Transportation – Houston District
P.O. Box 1386
Houston, Texas 77251-1386
Email: [hou-piowebmail@txdot.gov](mailto:houston-piowebmail@txdot.gov)

Comment Form pg 2

CSJ No 1524-01-047

Public Hearing SH 332 from 521 to 288

The Gulf Coast Bird Observatory (GCBO) is a 501c3 non-profit conservation organization headquartered at 299 Hwy 332 West. Our property borders the Buffalo Camp Bayou to the west, and the Dow Canal to the east, and fronts Hwy 332. Our driveway enters Hwy 332.

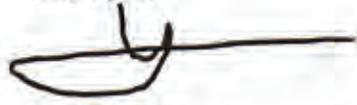
We have three main concerns:

1. The 34 acre property was deeded by Dow Chemical Co to the GCBO about 15 years ago. There is a Conservation Easement on the entire 34 acres protecting it from future clearing or development. Reviewing the maps at the public hearing, it does not look like any habitat (trees or shrubs, etc) will be impacted along Hwy 332 on our property, and it does not look like ROW has been expanded past the old ROW. We want to make clear that is the case? If habitat is planned to be impacted we will have an issue with that and will seek to resolve that issue with TXDOT.

2. The divided median for the highway does not allow for a driveway cut for GCBO. It worries us that people coming from the east and seeking to enter the GCBO property will have to make a u turn further down the highway. This not only includes staff, volunteers and visitors, but also daily traffic to the Dow and TCEQ water and weather station located behind GCBO and using our drive to enter their property. Large work and dump trucks use this entry. During educational functions school children and adults are delivered by bus to GCBO grounds as well. In addition, the local fire department played an active role in our entry road design when we built the new headquarters building, so I would think they would be concerned about their access. Therefore we request that a large enough driveway cut is included in front of GCBO's entrance.

3. The Buffalo Camp Bayou bridge shows to be elevated quite a bit, as is the road. Our driveway will be lower than the road. Also, the start of the incline of the bridge seems to be located at the edge of our driveway. It worries us that there may be issues of sight hindrance, and issues entering Hwy 332. We are also worried that rain and flood waters will wash down the driveway from the bridge and elevated road. We ask that this is addressed and we are informed.

Thank you,



Martin Hagne
Executive Director

Charles Gauzer

From: James Roscher <James.Roscher@txdot.gov>
Sent: Wednesday, September 27, 2017 1:01 PM
To: Jeff Anderson
Subject: [EXT] SH 332 hearing comments
Attachments: RossEmail332HearingComment.pdf; RossDiagram332 Hearing.pdf; RossEmailPhoto2.pdf

Please add the attached to the list of comments for the project.



FROM: ANDREW LESKE
SENT: WEDNESDAY, SEPTEMBER 27, 2017 11:17 AM
TO: JAMES ROSCHER
SUBJECT: FW: PUBLIC HEARING REGARDING PROPOSED PROJECT ALONG SH 332
ATTACHMENTS: GENERAL BRAZOS RIVER FLOOD OVERVIEW.JPG; BRAZORIA COUNTY INUNDATION MAP.JPG

Don't know why Pat sent this to me.

From: Pat Henry
Sent: Wednesday, September 27, 2017 11:15 AM
To: Andrew Leske; Christine Bergren
Subject: FW: Public Hearing Regarding Proposed Project Along SH 332

From: HOU-PIOWebMail
Sent: Wednesday, September 27, 2017 11:05 AM
To: Pat Henry
Subject: FW: Public Hearing Regarding Proposed Project Along SH 332

Kristina Hadley
Public Information Office
TxDOT-Houston District
Phone: (713) 802-5076
Kristina.Hadley@txdot.gov

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Watch us @www.youtube.com/txdotpio

From: Chris Ross [REDACTED]
Sent: Wednesday, September 27, 2017 1:02 AM
To: HOU-PIOWebMail
Subject: Public Hearing Regarding Proposed Project Along SH 332

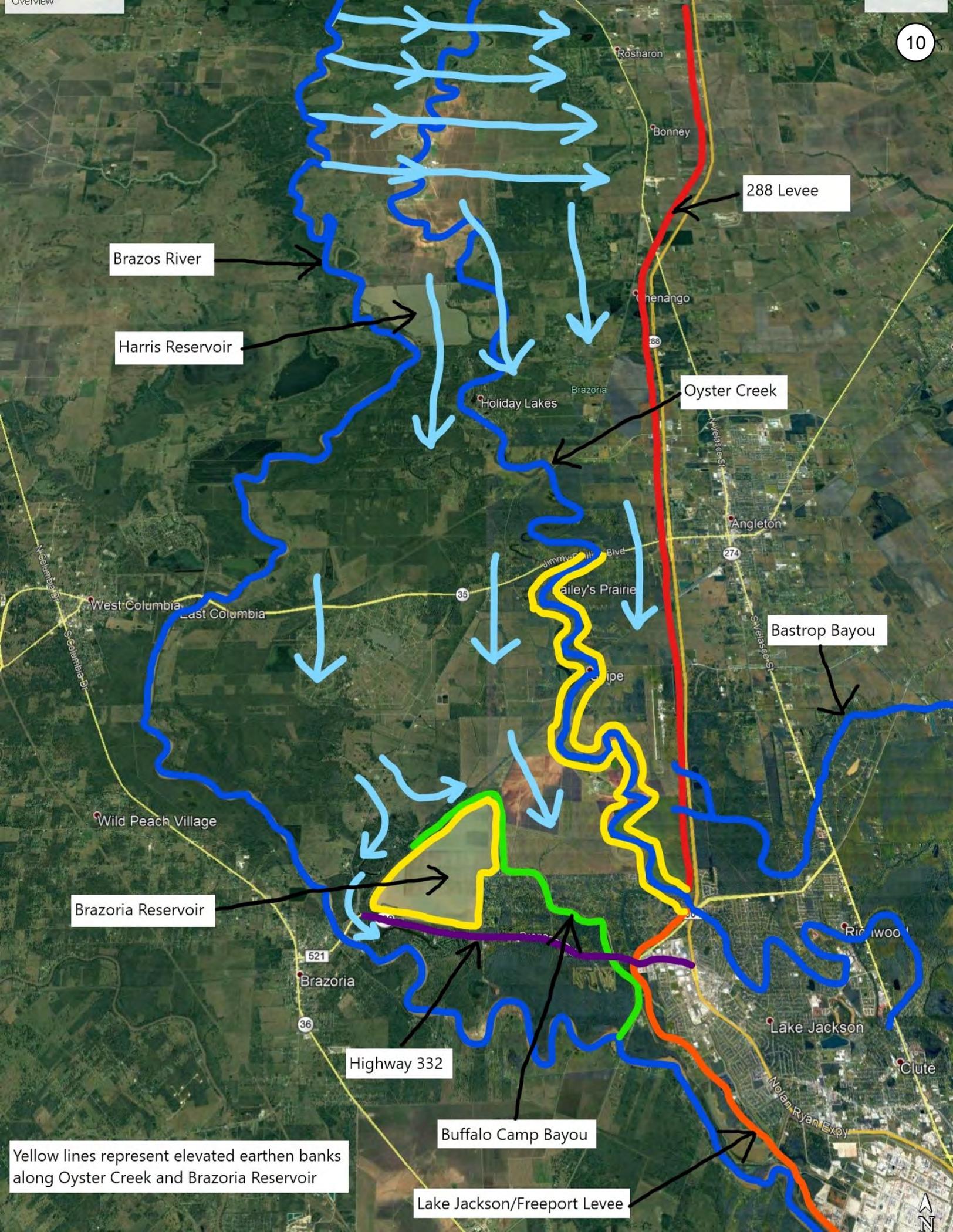
With two significant flooding events in Brazoria County in the past 15 months I want to get my comments on the record. I have attached a graphic to give a general overview of how both flood events progressed. The start of the flood event occurred many miles to our north. The 2016 flood started up in central Texas with a massive rain fall event that forced a large release of water from lake(s) in the area into the Brazos River. The 2017 flood event was due to massive rain fall from Hurricane Harvey on the west side of the greater Houston area draining into the Brazos River. As this flood water makes its way south, the Brazos river spills over it's banks in numerous locations.

The primary flood path for the water that flooded the homes along 332 was the Brazos River flowing over it's banks west of Rosharon and north of the Harris Reservoir. This is where the Brazos River and Oyster Creek are close together. As this flood water fills up the flood plain it continues to travel east and south. Eastward travel of the flood water is stopped by the 288 levee shown in red. From there the water can only travel south inundating everything in it's path. As the water flows south the first big obstacle it hits is highway 35 which is elevated to some degree above the surrounding land. Both flood events filled up the flood plain north of Highway 35 and began to flow over the top of the pavement. The water then continues to flow south. South of 35, the flood water is divided in two by Oyster Creek. The banks of Oyster Creek are high enough that no flood water south of 35 was able to get into Oyster Creek. This is shown by the sliver of dry land surrounding Oyster Creek on the Brazoia County Inundation image attached and confirmed by the Velasco Drainage District. This sends the flood water on the east side down a narrow piece of land between the creek and the 288 levee. The eastern flood waters enter the beginning of Bastrop Bayou by the airport, crossing under 288 and heading east. The waters on the west side of the creek continue to work south getting squeezed around Brazoria Reservoir. This Reservoir is an elevated reservoir managed by Dow Chemical Company. Because of it's high elevation the water in the reservoir plays no part in the flood, but the shape, size, and location of the reservoir does impact the existing flood waters by forcing the flood water to flow around it. As the flood water approaches the Brazoria Reservoir it is able to enter Buffalo Camp Bayou shown in green. Buffalo Camp Bayou is fed from Brazoria Reservoir during normal operation. My understanding is that Dow Chemical shuts the valves feeding the Brazoria Reservoir into Buffalo Camp Bayou during a flood event. This allows 100% of the capacity of Buffalo Camp Bayou to take on flood water. Buffalo Camp Bayou has a choke point though where the Bayou flows under the 332 Bridge. Both flood events have shown that this Bayou cannot handle the volume of flood water coming from the north. Since the bayou cannot handle the flow rate of the flood water, the water starts backing up. The current elevation of 332 acts as a levee. Combined with the existing Lake Jackson/Freeport levee the flood water is trapped and has no place to go but up. In the 2017 flood the water continued to climb until it crested over the top of 332 for a significant length of the highway between 2004 and 521. The water cresting over 332 was then able to make it's way back into the Brazos River and out into the Gulf of Mexico. This cresting of 332 is what finally slowed/stopped the flood waters from rising further.

This county cannot continue to have major civil projects done that only look at one small piece of the overall puzzle that represents the entire county. Much of the land in the county is a flood plain. Criss-crossing these flood plains with elevated roads without adequate ways for flood waters to drain makes these floods much worse than they need to be. I'm sure that the 288 levee looked like a good idea at the time. Same goes for the Lake Jackson levee, and building 332 as an elevated evacuation route, and building the Brazoria Reservoir, but taken together they have created a big bathtub with only one small drain (Buffalo Camp Bayou). I am in full agreement that 332 needs to be overhauled, but not before a flood water study is done that looks at the entire flood plain of the Brazos river in Brazoria County. Lake Jackson barely won the fight against mother nature keeping the flood waters out of the Timbercreek neighborhood. An elevated 332 without adequate flood paths to the other side of the highway would have completely inundated Timbercreek and started flowing into Oyster Creek threatening the center of Lake Jackson. This proposed project has major and very far reaching consequences. Reaching well beyond just the immediate need of the drivers on the highway. Once this study is done a design for 332 can be done that addresses the need for improving the safety of the highway and improving the drainage of flood waters.

Regards,





Brazos River

Harris Reservoir

288 Levee

Oyster Creek

Bastrop Bayou

Brazoria Reservoir

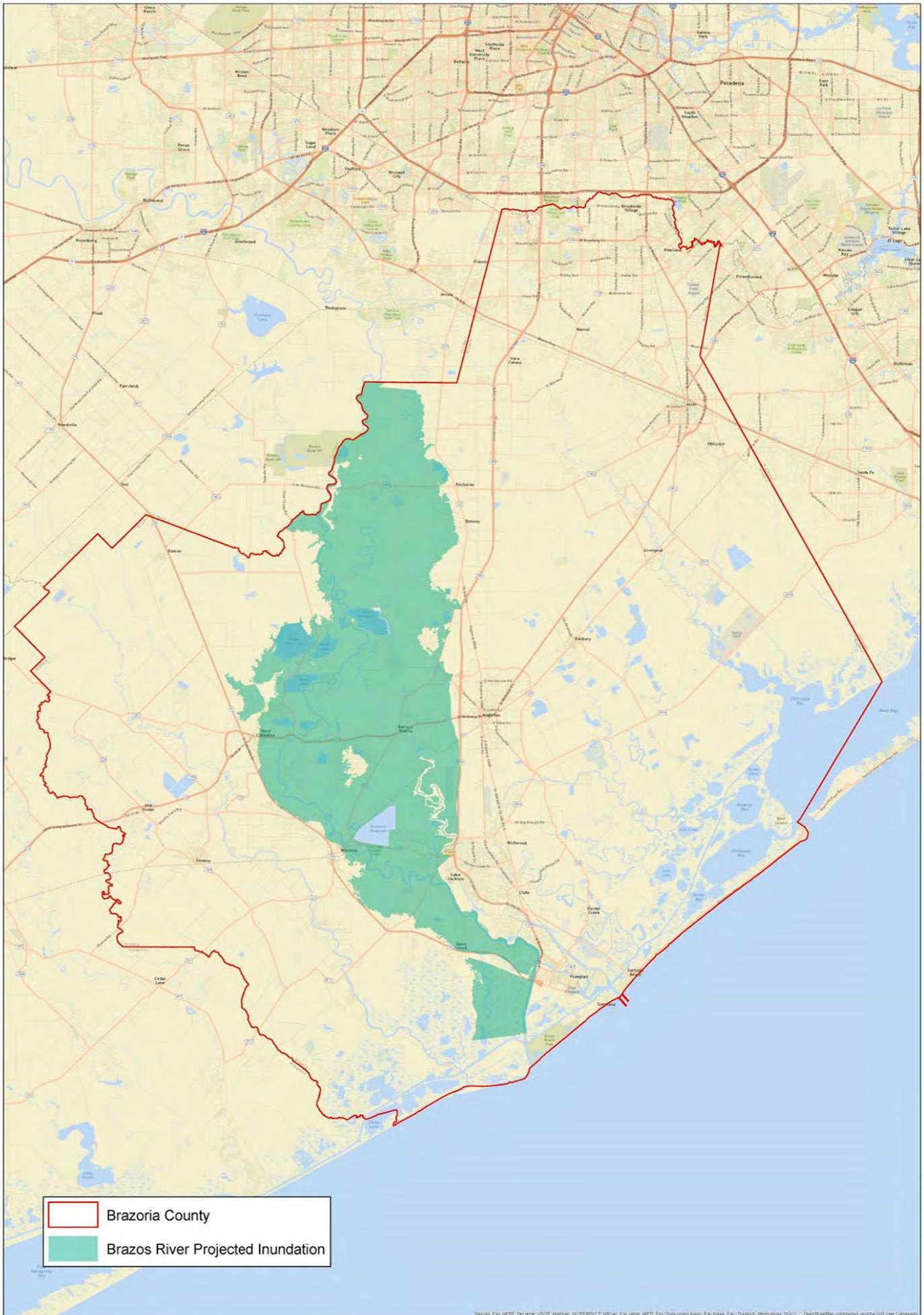
Highway 332

Buffalo Camp Bayou

Lake Jackson/Freeport Levee

Yellow lines represent elevated earthen banks along Oyster Creek and Brazoria Reservoir





Brazoria County
Brazos River Projected Inundation



8/30/17 13:00 HRS



8/30/17
1300 HRS

Created By: Ben Plunkett
TFS GIS

Charles Gauzer

From: Jeff Anderson
Sent: Friday, October 13, 2017 11:23 AM
To: Charles Gauzer
Subject: Fwd: [EXT] FW: Public Hearing Regarding Proposed Project Along SH 332

Another one.

Sent from my iPhone

Begin forwarded message:

From: James Roscher <James.Roscher@txdot.gov>
Date: October 13, 2017 at 11:16:13 AM CDT
To: "Jeff Anderson" [REDACTED]
Cc: "Matthew Clinton" [REDACTED]
Subject: [EXT] FW: Public Hearing Regarding Proposed Project Along SH 332

Another 332 PH Comment.

From: Pat Henry
Sent: Friday, October 13, 2017 10:45 AM
To: James Roscher; Christine Bergren
Subject: Fwd: Public Hearing Regarding Proposed Project Along SH 332

Sent from my iPad

Begin forwarded message:

From: HOU-PIOWebMail <HOU-PIOWebMail@txdot.gov>
Date: October 12, 2017 at 11:15:23 AM CDT
To: Pat Henry <Pat.Henry@txdot.gov>
Subject: FW: Public Hearing Regarding Proposed Project Along SH 332

Kristina Hadley
Public Information Office
TxDOT-Houston District
Phone: (713) 802-5076
Kristina.Hadley@txdot.gov

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Watch us @www.youtube.com/txdotpio

From: Chris Ross [REDACTED]
Sent: Monday, October 09, 2017 8:54 PM

To: HOU-PIOWebMail

Subject: Re: Public Hearing Regarding Proposed Project Along SH 332

I receive the flood studies related to the proposed 332 expansion. The studies appear to be quite thorough in evaluating 3 types of flood events (Hurricane, local rain event, and local Brazos River flood event) however the reports omit a fourth flood event. This is the flood event that inundated every neighborhood from Rosharon, Tx all the way to 332 in both 2016 and 2017. As stated in my previous email 332 and the current design of Buffalo Camp Bayou and the 332 bridge over the bayou significantly contributes to the height of the flooding for the neighborhoods to the north all the way to Hwy 35 and possibly even all the way to Rosharon. This project cannot continue forward until a supplemental study is done looking at the flood mechanism of overland flooding from the Brazos coming from west of Rosharon and north of the Harris Reservoir. This study needs to evaluate at a minimum the current 332 design to be compared to flood event data from 2016 and 2017 to help calibrate the model and the proposed new design. I also believe a case should be run with 332 removed from the model to evaluate the effect that 332 is currently having on the neighborhoods to the north and use as a baseline for determining the size of openings under the proposed changes to 332 to ensure that we improve the conditions for these residents. With the need to widen 332 becoming more and more apparent lets make sure to take advantage of that and improve the drainage for a large number of residents of Brazoria county not just keep a bad situation bad.

Regards,

Chris Ross
Buffalo Camp Subdivision



On Wed, Sep 27, 2017 at 1:02 AM, Chris Ross  wrote:

With two significant flooding events in Brazoria County in the past 15 months I want to get my comments on the record. I have attached a graphic to give a general overview of how both flood events progressed. The start of the flood event occurred many miles to our north. The 2016 flood started up in central Texas with a massive rain fall event that forced a large release of water from lake(s) in the area into the Brazos River. The 2017 flood event was due to massive rain fall from Hurricane Harvey on the west side of the greater Houston area draining into the Brazos River. As this flood water makes its way south, the Brazos river spills over it's banks in numerous locations.

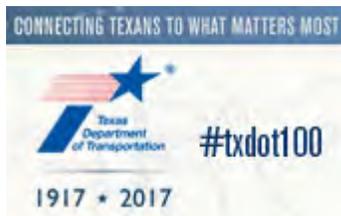
The primary flood path for the water that flooded the homes along 332 was the Brazos River flowing over it's banks west of Rosharon and north of the Harris Reservoir. This is where the Brazos River and Oyster Creek are close together. As this flood water fills up the flood plain it continues to travel east and south. Eastward travel of the flood water is stopped by the 288 levee shown in red. From there the water can only travel south inundating everything in it's path. As the water flows south the first big obstacle it hits is highway 35 which is elevated to some degree above the surrounding land. Both flood events filled up the flood plain north of Highway 35 and began to flow over the top of the

pavement. The water then continues to flow south. South of 35, the flood water is divided in two by Oyster Creek. The banks of Oyster Creek are high enough that no flood water south of 35 was able to get into Oyster Creek. This is shown by the sliver of dry land surrounding Oyster Creek on the Brazoria County Inundation image attached and confirmed by the Velasco Drainage District. This sends the flood water on the east side down a narrow piece of land between the creek and the 288 levee. The eastern flood waters enter the beginning of Bastrop Bayou by the airport, crossing under 288 and heading east. The waters on the west side of the creek continue to work south getting squeezed around Brazoria Reservoir. This Reservoir is an elevated reservoir managed by Dow Chemical Company. Because of it's high elevation the water in the reservoir plays no part in the flood, but the shape, size, and location of the reservoir does impact the existing flood waters by forcing the flood water to flow around it. As the flood water approaches the Brazoria Reservoir it is able to enter Buffalo Camp Bayou shown in green. Buffalo Camp Bayou is fed from Brazoria Reservoir during normal operation. My understanding is that Dow Chemical shuts the valves feeding the Brazoria Reservoir into Buffalo Camp Bayou during a flood event. This allows 100% of the capacity of Buffalo Camp Bayou to take on flood water. Buffalo Camp Bayou has a choke point though where the Bayou flows under the 332 Bridge. Both flood events have shown that this Bayou cannot handle the volume of flood water coming from the north. Since the bayou cannot handle the flow rate of the flood water, the water starts backing up. The current elevation of 332 acts as a levee. Combined with the existing Lake Jackson/Freeport levee the flood water is trapped and has no place to go but up. In the 2017 flood the water continued to climb until it crested over the top of 332 for a significant length of the highway between 2004 and 521. The water cresting over 332 was then able to make it's way back into the Brazos River and out into the Gulf of Mexico. This cresting of 332 is what finally slowed/stopped the flood waters from rising further.

This county cannot continue to have major civil projects done that only look at one small piece of the overall puzzle that represents the entire county. Much of the land in the county is a flood plain. Criss-crossing these flood plains with elevated roads without adequate ways for flood waters to drain makes these floods much worse than they need to be. I'm sure that the 288 levee looked like a good idea at the time. Same goes for the Lake Jackson levee, and building 332 as an elevated evacuation route, and building the Brazoria Reservoir, but taken together they have created a big bathtub with only one small drain (Buffalo Camp Bayou). I am in full agreement that 332 needs to be overhauled, but not before a flood water study is done that looks at the entire flood plain of the Brazos river in Brazoria County. Lake Jackson barely won the fight against mother nature keeping the flood waters out of the Timbercreek neighborhood. An elevated 332 without adequate flood paths to the other side of the highway would have completely inundated Timbercreek and started flowing into Oyster Creek threatening the center of Lake Jackson. This proposed project has major and very far reaching consequences. Reaching well beyond just the immediate need of the drivers on the highway. Once this study is done a design for 332 can be done that addresses the need for improving the safety of the highway and improving the drainage of flood waters.

Regards,

Chris Ross
Buffalo Camp Subdivision



COMMENT FORM (FORMA DE COMENTARIOS)

Public Hearing - SH 332 From FM 521 to SH 288 Audiencia Pública - SH 332 De FM 521 a SH 288

CSJ No. 1524-01-047

September 26, 2017 (26 de septiembre 2017)



I am an Elected Official (Soy Funcionario/a electo) Position (Posición):

Name and Mailing Address (Optional) (Nombre y Dirección [Opcional]):

Name (Nombre) RONALD G PANDER Address (Dirección) Telephone (Teléfono)

PLEASE CHECK THE APPROPRIATE ITEMS BELOW: (Favor de marcar la que le aplique)

I am primarily interested in the project from the standpoint of a: (el proyecto desde el punto de vista de:)

Residential property owner or renter Business property owner or lessee

Other (Please explain) (Otro)

Per Texas Transportation Code, §201.811(a)(5): check each of the following boxes that apply to you: (Por Código de Transportación de Texas, §201.811(a)(5): marcar siguientes casillas que le correspondan:)

I am employed by TxDOT (Soy empleado de TxDOT) I do business with TxDOT (Hago negocios con TxDOT) I could benefit monetarily from the project or other item about which I am commenting (beneficarme económicamente con este proyecto u otro asunto del cual estoy comentando)

How did you learn about this hearing? (¿Como se entero de esta?)

Newspaper (Periódico) Notice in the Mail (Aviso por Correo) Other (Please explain) (Otro)

Do you support the proposed project? (¿Apoya el proyecto propuesto?) Yes (Si) No (No) Undecided (Indeciso)

COMMENTS (COMENTARIOS): 1) New drainage channel to be located 800 feet west of Division (CALGSA) needs to be larger and deeper and future maintained with cement bottom. 2) New drainage channel needs to have gates at Brazos River to keep river water from backing up in channel, when Brazos River is on flood. 3) Water on north side of 332 needs to have way to get to channels. Larger culvert bridge.

Please make additional comments on the back. (Favor de hacer comentarios adicionales al dorso de esta forma.)

This comment form may be turned in tonight, mailed, or emailed by October 11, 2017 to the address below: (Esta de comentarios puede esta noche, por correo, o por correo electrónico 11 de octubre de 2017:)

Director of Project Development Texas Department of Transportation - Houston District P.O. Box 1386 Houston, Texas 77251-1386 Email: hou-piowebmail@txdot.gov

THANKS.

Director of Project Development
Texas Department of Transportation – Houston District
P.O. Box 1386
Houston, Texas 77251-1386

NORTH HOUSTON TX 773

27 SEP 2017 PM 2 L



**Director of Project Development
Texas Department of Transportation – Houston District
P.O. Box 1386
Houston, Texas 77251-1386**

(JR: CSJ No. 1524-01-047)

77251-138686



COMMENT FORM
(FORMA DE COMENTARIOS)

Public Hearing – SH 332 From FM 521 to SH 288
Audiencia Pública – SH 332 De FM 521 a SH 288

CSJ No. 1524-01-047

September 26, 2017
(26 de septiembre 2017)

I am an Elected Official (Soy Funcionario/a electo) Position (Posición): _____

Name and Mailing Address (Optional) (Nombre y Dirección [Opcional]):

Name (Nombre) Don Bushman
Address (Dirección) _____
Telephone (Teléfono) _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW: (Favor de marcar la que le aplique)

I am primarily interested in the project from the standpoint of a: (el proyecto desde el punto de vista de:)

- Residential property owner or renter (Propietario o inquilino residencial)
- Business property owner or lessee (Propietario o inquilino del negocio)
- Other (Please explain) (Otro) _____

Per Texas Transportation Code, §201.811(a)(5): check each of the following boxes that apply to you: (Por Código de Transportación de Texas, §201.811(a)(5): marcar siguientes casillas que le correspondan:)

- I am employed by TxDOT (Soy empleado de TxDOT)
- I do business with TxDOT (Hago negocios con TxDOT)
- I could benefit monetarily from the project or other item about which I am commenting (beneficarme económicamente con este proyecto u otro asunto del cual estoy comentando)

How did you learn about this hearing? (¿Como se entero de esta?)

- Newspaper (Periódico)
- Notice in the Mail (Aviso por Correo)
- Other (Please explain) (Otro) _____

Do you support the proposed project? (¿Apoya el proyecto propuesto?) Yes (Sí) No (No) Undecided (Indeciso)

COMMENTS (COMENTARIOS): see next page

Please make additional comments on the back. (Favor de hacer comentarios adicionales al dorso de esta forma.)

This comment form may be turned in tonight, mailed, or emailed by October 11, 2017 to the address below:
(Esta de comentarios puede esta noche, por correo, o por correo electrónico 11 de octubre de 2017:)

Director of Project Development
Texas Department of Transportation – Houston District
P.O. Box 1386
Houston, Texas 77251-1386
Email: [hou-piowebmail@txdot.gov](mailto:houston-piowebmail@txdot.gov)

Ref CSJ No. 1524-01-047

TXDOT has done a good job of maintaining the highways, but I think the drainage issue has basically been ignored. As an example when highway 35 was converted into a 4-lane highway it was also raised. As a result this resulted in a dramatic increase in the drainage water that had to pass through Mill Bayou. To my knowledge no provision was made to increase the water carrying capacity of Mill Bayou or provide for other drainage. Consequently there was flooding in the Bar-X. Then highway 521 was resurfaced, which raised it by several inches. This in turn created a "dam" holding water in the Bar-X worsening the flooding potential.

Not too long ago the elevation required by the county for building a home was 28 ft. Just before we moved to the Bar-X it was raised to 29 ft. The county has now raised the elevation to 30 ft., which is the elevation we built our new home. During the recent flood essentially all of the homes constructed with an elevation of 29 ft. flooded and our home at 30 ft. lack only about 3 inches from being flooded. Some homes that were at 30 ft. did flood.

If highways / roads are to be constructed, expanded, etc. I think that it should only be done with a complete assurance that drainage will accommodate water such as we have seen in floods the last two years. If in a floodplain any modification should be accompanied by improving the drainage system to accompany the additional water build up and / or construct levies to protect existing subdivisions **prior to modifying the highway**. Another alternative would be to construct / rebuild elevated highways, which in no way restricts natural drainage. If not then funding should be provided to raise all potentially affected homes **prior to** resurfacing/expansion of the highways. For example if any house already constructed to county requirements at the time of construction be provided funding to elevate it to say 35 ft. However, again this would only be a temporary resolution as roads continue to be raised without full accounting for flood waters.

Jim Glover



30 September 2017

Director of Project Development
Texas Department of Transportation – Houston District
P.O. Box 1386
Houston, Texas 77251-1386
hou-piowebmail@txdot.gov

Re: State Highway 332 Expansion Project (FM 521 to SH 288), Project# 1524-01-047

Dear Director:

In proposing the SH332 Expansion Project, TxDOT intends to improve mobility and safety along the road. However, TxDOT has failed to demonstrate how the design achieves this purpose. In creating a four-lane, divided highway between Brazoria and Lake Jackson, the Department has addressed only one of the stated goals – mobility, and at that, only mobility for populations at either end of the highway not for the population alongside it. The design fails to improve safety and actually worsens safety by the additional hazards it creates.

For...	Condition is...
Head-on Collision Hazards	Improved Slightly
Turning/Merging Hazards	Worsened
Hazard of Incidental Contact with the Centerline	Worsened
Flooding Hazards	Worsened

The Department should address each of the safety hazards which exist along this roadway and demonstrate how the design of the project treats those hazards. These written comments are meant to highlight hazards and invite TxDOT’s response.

One hazard potentially made better by this design, is that of head-on collisions. It is reasonable to think that by dividing opposing traffic, there is less potential for motorists to meet head-on. However, TxDOT has not demonstrated that head-on collisions are a major type of accident along Highway 332. It has not been shown that SH332 is any more likely than any other two-lane road to have property loss, injury or death resulting from head-on collisions. The design of the project will make head-on accidents less likely, but the same could be said for nearly every road in Texas. Highway 332 should not be singled-out.

Turning hazards and side-on collisions are exacerbated by the proposed design. For people living between Buffalo Camp Bayou and FM521, Highway 332 is the only egress route, and it will now be more difficult and more hazardous for them to enter the roadway. Today, motorists stopped at entrances cautiously observe traffic in both directions before turning left – one lane of approaching cars on the left (for crossing) and one lane on the right (for merging). With patience, there will be a safe opening in both directions allowing the motorist enter the

roadway. With the new design, the same motorist will have to observe four lanes of traffic with two potential speeds in each direction. Safe opportunities to cross and merge will be fewer and farther between. It will be easier to misjudge a safe situation for entering the highway, and this will make accidents more likely. In addition, motorists leaving the roadway to the left will have to find an opening to safely cross two lanes of traffic, not one. The opportunities to safely leave the roadway will be fewer and shorter just as are the opportunities to enter the roadway. In brief, the proposed design of a four lane, divided highway imposes new hazards for turning traffic both entering and leaving. These hazards should be addressed, specifically.

Hazards of incidental contact with the center line are made worse by the proposed design. While having a raised median provides some physical separation between opposing traffic, it creates a new impact hazard for cars travelling at highway speeds. Divided medians on highways are quickly blackened by tire marks as motorists inevitably get too close to them. The glancing or blunt impact of a tire on a raised median can cause a motorist to swerve and overcorrect in steering potentially causing them to leave the roadway uncontrollably or to collide with other motorists. A painted center stripe is safer. While it does not create a physical barrier, it does not create a stationary impact hazard either. There are other ways to alert a motorist that they are straying too close to the center line without creating an impact hazard.

Flooding hazards are made worse by the proposed design. This is perhaps the greatest threat imposed by the SH332 Expansion Project and the most egregious failure in the design. The design raises the roadway and further restricts the cross flow of water North to South. As it stands today, Highway 332 is a dam which holds back floodwater destroying residences, destroying wildlife habitat, and contaminating supplies of drinking water. As observed during the Brazos River Flood following Hurricane Harvey, Highway 332 ultimately became a spillway as floodwater overtopped it to reach the forested bottom lands to the South. The functioning spillway (over a mile in length at its peak) served to limit the damage and slow the rise and extent of the flood. As a result, some homes North of the highway were spared by the highway's existing elevation. The project proposes to raise the elevation of 332, which will surely inundate what remains of Sugarmill homes and make an already tragic situation worse for those who flooded. The proposed drainage channel on the South side of the road does nothing to address this concern. The Department of Transportation should thoroughly and completely study the flood plain and all available flood impact data before finalizing the design of the project. Once the design is improved, the department should provide evidence which proves that the project will not impede the flow of flood water. This evidence should include of a thorough topographic survey map of the entire area with contours in one-foot increments before and after the roadway expansion. The project team should meet individually or in groups to discuss these contour maps with every owner of property between the Retrieve Unit Prison Farm and the Brazos River. The flooding hazard should be addressed, specifically.

In summary, TxDOT in an attempt to improve mobility and safety along Texas State Highway 332, has addressed one potential safety hazard and created or worsened three other hazards. In exchange for shorter transit times, the current design compromises the safety of motorists and submerges their hard-earned homesteads. A design change is warranted. The department should consider the following revisions at a minimum:

- 1) eliminating the raised median, replacing it with a painted or grass median instead;
- 2) installing traffic signals at the intersections with CR680 and CR532 to improve the safety of entering and exiting vehicles; and
- 3) installing multiple bridges between CR680 and Wilderness Park to permit the Southward flow of flood water.

There are ways to improve mobility without causing harm to the public, and that is what we Texans expect from our Department of Transportation. First and foremost, do no harm. Mobility comes second.

Respectfully,



Jim Glover

Cc:

Quincy Allen, P.E., Houston District Engineer, TxDOT
David Linder, Brazoria County Commissioner, Precinct 4
Dennis Bonnen, Texas State Representative – District 25
Randy Weber, United States Representative – District 14

JG:jg

COMMENT FORM
(FORMA DE COMENTARIOS)

Public Hearing – SH 332 From FM 521 to SH 288
Audiencia Pública – SH 332 De FM 521 a SH 288

CSJ No. 1524-01-047

September 26, 2017
(26 de septiembre 2017)

I am an Elected Official (Soy Funcionario/a electo) Position (Posición): _____

Name and Mailing Address (Optional) (Nombre y Dirección [Opcional]):
Name (Nombre) RICHARD HAROLD MILLER
Address (Dirección) _____
Telephone (Teléfono) _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW: (Favor de marcar la que le aplique)

I am primarily interested in the project from the standpoint of a: (el proyecto desde el punto de vista de:)

Residential property owner or renter Business property owner or lessee
(Propietario o inquilino residencial) (Propietario o inquilino del negocio)

Other (Please explain) (Otro) USLR OF THE WILDERNESS PARK.

Per Texas Transportation Code, §201.811(a)(5): check each of the following boxes that apply to you: (Por Código de Transportación de Texas, §201.811(a)(5): marcar siguientes casillas que le correspondan:)

I am employed by TxDOT (Soy empleado de TxDOT)
 I do business with TxDOT (Hago negocios con TxDOT)
 I could benefit monetarily from the project or other item about which I am commenting (beneficarme económicamente con este proyecto u otro asunto del cual estoy comentando)

How did you learn about this hearing? (¿Como se entero de esta?)

Newspaper (Periódico) Notice in the Mail (Aviso por Correo)
 Other (Please explain) (Otro) _____

Do you support the proposed project? (¿Apoya el proyecto propuesto?) Yes (Si) No (No) Undecided (Indeciso)

COMMENTS (COMENTARIOS): WHERE YOUR DRAINAGE CHANNEL
CROSSES THE TIP OF THE WILDERNESS PARK WE
NEED A BRIDGE OR CULVERTS TO PROVIDE ACCESS.
WE ALSO MAY NEED PERMANENT PUMPS WHERE
BASTROP INTERSECTS THE BRAZOS AND WHERE THE
NEW CHANNEL INTERSECTS THE BRAZOS.

Please make additional comments on the back. (Favor de hacer comentarios adicionales al dorso de esta forma.)

This comment form may be turned in tonight, mailed, or emailed by October 11, 2017 to the address below:
(Esta de comentarios puede esta noche, por correo, o por correo electrónico 11 de octubre de 2017:)

Director of Project Development
Texas Department of Transportation – Houston District
P.O. Box 1386
Houston, Texas 77251-1386
Email: hou- iowebmail txdot. ov

9-29-2017

re: file 332 highway project
to: TxDot Houston District

attn.: Director of Project Development
PO Box 1386
Houston, Texas 77251 – 1386

xc: The Facts of Brazoria County

Thank you for presenting the plans for highway 332 in Brazoria County. I was unable to attend the public meeting on the topic. Hopefully, you will host another meeting to evaluate the public concerns raised.

While the government can do wonders, water will not willingly flow uphill. The current diversion ditch along highway 332 to the Brazos River is Buffalo Camp Bayou. A fresh water pump station lifts the Bayou from the spill way into the Brazoria County Water Authority canal that supplies fresh water to the southern cities and industries north of the Brazos River high north bank and hurricane levees in the Brazosport area.

When the Brazos level exceeds the spill way at the Bayou, the River backs up into the Bayou with resulting flooding. The hurricane levee and high way 2004 at the Brazos River keep the Brazos flood waters out of Lake Jackson city.

Compromise the levees and Lake Jackson will become another flood plain. As is, pumps inside the levees are able to keep the cities and industries of the Brazosport area from flooding. Diversion ditches into the Brazos River will work till the Brazos flood water backs up into the ditches.

You may need to consider additional storm water collection ditches and pump station (s) to handle the waters along the new highway 332 improvements. The water has to get into the River some way besides gravity during floods.

Water does not flow uphill without help.

Norman Terrell
Retired Chemical Engineer



Mr Norman S Terrell



Charles Gauzer

From: Jeff Anderson
Sent: Thursday, October 5, 2017 1:17 PM
To: Charles Gauzer; Alexis Potaman
Subject: FW: ADD levee in TxDOT ROW

Please save the comments below from George Kidwell in the appropriate folder and address. Thanks.

From: James Roscher [<mailto:James.Roscher@txdot.gov>]
Sent: Thursday, October 5, 2017 11:17 AM
To: Jeff Anderson
Cc: Matthew Clinton
Subject: [EXT] FW: ADD levee in TxDOT ROW

Please add to the comment list.

From: Michelle Milliard
Sent: Thursday, October 05, 2017 9:16 AM
To: Christine Bergren; James Roscher
Cc: Grant Chim
Subject: FW: ADD levee in TxDOT ROW

Please add this to the comment list if it is still open. George Kidwell is with the Velasco Drainage District.

Thanks

Michelle Milliard, P.E. | Area Engineer
Texas Department of Transportation
Brazoria Area Office
1033 East Orange St. | Angleton, TX 77515
Main: 979-864-8500 | Direct: 979-864-8512

From: Doug Roesler [REDACTED]
Sent: Thursday, October 05, 2017 3:41 AM
To: Michelle Milliard
Subject: FW: ADD levee in TxDOT ROW

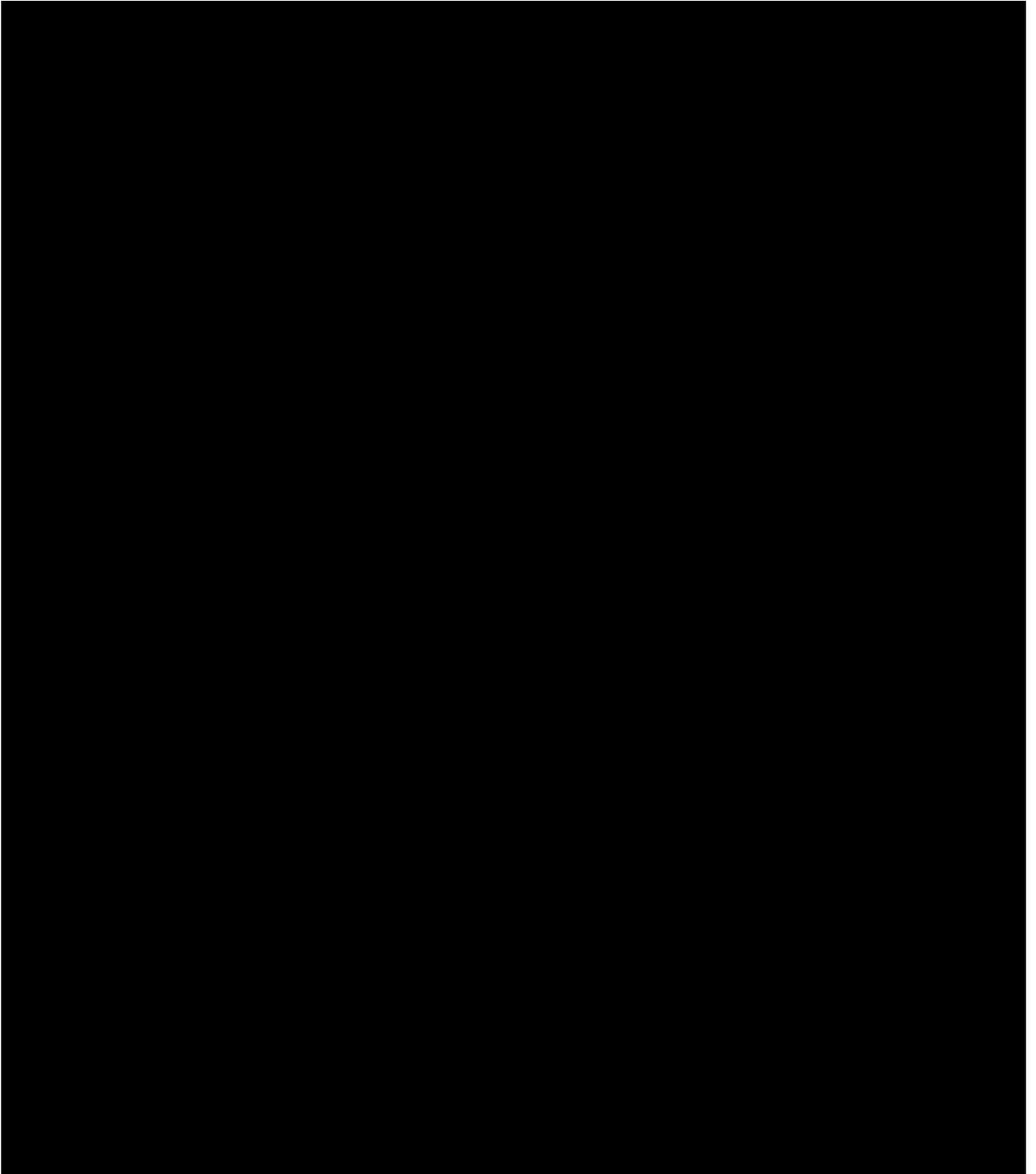
Can you pass this on to someone for SH 332?
Thanks

From: George Kidwell [REDACTED]
Sent: Wednesday, October 04, 2017 9:45 PM
To: Doug Roesler
Subject: Re: ADD levee in TxDOT ROW

Doug-- just a correction. It is not the bridge over Buffalo Bayou that needs the freeboard. It is the roadbed as it goes over our Levee at Dow's Fresh Water Canal. The bottom of bridge span over Buffalo Bayou is at 18.8 and needs to be raised to 22.0 ft elevation. It is acting as a choke and backing water up to the north. They need to add multiple openings under 332 and either direct to a major channel to river or let it sheet flow to river.

Water level on south side of 332 at Brazospointe Church was only 18.2. Water going under 332 bridge was moving back west in roadside ditch seeking low ground to river. River at 2004 was at 16.45 ft. River at Dow Reservoir reached 23.70. Water at Riggs Oaks on north side of 332 was 19.0 to 20.0. Water in Buffalo Camp Farms was in the 21's
George

Sent from my iPhone





SIERRA CLUB
FOUNDED 1892

September 26, 2017

Houston Regional Group
P.O. Box 3021
Houston, Texas 77253-3021
713-895-9309

<http://texas.sierraclub.org/houston/>

Mr. Quincy Allen, P.E.
District Engineer
Houston District
Texas Department of Transportation
7600 Washington Avenue
Houston, Texas 77007

Dear Mr. Allen,

The Houston Regional Group of the Sierra Club (Sierra Club) provides these comments on the proposed Draft Environmental Assessment from the widening of State Highway 332 from FM 521 to SH 288 (CSJ: 1524-01-047), in Brazoria County, Texas.

- 1) The Sierra Club is concerned because this proposal will extend about 5.3 miles, most of which will be through Columbia Bottomlands (CB) habitat. CB is a unique coastal forest and wetlands, the largest on the Texas Coast, which contains a rich diversity of hardwood trees species like Live Oak, Bur Oak, Durand Oak, Water Oak, Texas Red Oak, Green Ash, Pecan, Hackberry, Western Soapberry, American Elm, Water Hickory, and many other woody species.

This type of habitat is extremely important for neotropical migrant birds, who use the area by the millions, wading birds, and ducks and other waterfowl. There are scattered old growth Live Oak and other trees in Wilderness Park and The Wilderness Golf Course whose existence ensures that multiple layers of vegetation, both vertical and horizontal, are present.

The U.S. Army Corps of Engineers has recognized the importance of CB habitat by including it in the 2017 Nationwide Permit (NWP) Regional Conditions for the State of Texas, NWP 15. The TxDOT should not seek a NWP but should seek an individual permit so that mitigation for CB habitat can be appropriately done. This should include mitigating onsite. TxDOT should not mitigate elsewhere and leave disturbance and degradation on the CB habitat that is found along 5.3 miles of SH 332 right-of-way and other areas that will be disturbed due to this proposal.

CB habitat must be protected during any construction activities and if destroyed or degraded must be replaced on an at least an 8:1 to 10:1 basis since floodplain vegetation, which is very important for wildlife, would be affected. Wilderness

Park, The Wilderness Golf Course, wooded areas along the Brazos River, Buffalo Camp Bayou, Dow Centennial Bottomlands Park, and Gulf Coast Bird Observatory are all examples of CB habitat that may be affected or that are in the project area. Adding to Wilderness Park, Gulf Coast Bird Observatory (GCBO), Dow Centennial Bottomlands Park, or U.S. Fish and Wildlife Service CB properties would be most appropriate for mitigation.

- 2) Lake Jackson’s Wilderness Park and The Wilderness Golf Course are very important parks for Lake Jackson and the surrounding area. They provide important kayaking, canoeing, picnicking, birding, fishing, wildlife observation, nature study, and other compatible low impact recreational uses. The Sierra Club does not agree that destruction of several acres of these two parks is de minimus under Section 4(f) and 23 CFR 774.3(b). The linear design of roads fragment habitat so that populations of wildlife are separated from each other and cannot genetically interact. This is true for all the CB habitat mentioned under 1) above as well as Wilderness Park and The Wilderness Golf Course.

Some of effects of fragmentation include habitat loss, habitat degradation, habitat subdivision, habitat isolation, altered behavior and biology, altered species interactions, patch size decrease, increased edge effects (light, temperature, predator and or parasite invasions, etc.), increased noise, more tree blowdown, extinction of populations, and other impacts.

The TxDOT should conduct a fragmentation analysis for all the CB lands that will be affected by this proposal to determine what impacts may occur and mitigate those impacts via a mitigation plan. The Sierra Club recommends that TxDOT review and use “Habitat Fragmentation and Landscape Change – An Ecological and Conservation Synthesis”, by David B. Lindenmayer and Joern Fisher, Island Press, 2006, for information about fragmentation and how to mitigate its environmental impacts.

- 3) The Sierra Club is very concerned with the planned drainage element of this proposal which will result in cutting through the two natural banks of Buffalo Camp Bayou (two ridges). In addition, TxDOT plans to construct a 1.1-milelong ditch to the Brazos River to drain water from SH 332. It is of great concern that this ditch may be overwhelmed by Brazos River flood water which will then use it as a conduit and bring flood waters to SH 332 and nearby residential or other developed areas. A hydrology and hydraulics study is needed to determine what the impacts of this ditch and other drainage structures are and how to ensure that their construction and operation does not worsen flooding in the area.
- 4) The Sierra Club is concerned that this proposal will result in Section 10/404 forested wetlands and other wetland losses including the draining of wetlands via

dredge and fill activities. The TxDOT should provide for an analysis of how many wetlands will be lost or degraded (both regulated and non-regulated) due to this proposal and what wetlands avoidance, minimization, and mitigation will be implemented. Additional culverts placed under SH 332 should be installed to ensure that the original hydrology of the CB habitat and other wetland habitats is maintained. The culverts must be placed so that they allow for continuous flow of water and do not result in interruptions or height drops from culverts to the stream bed which can result in erosion and breaks in stream continuity.

The SH 332 widening proposal should provide wildlife crossings so that small wildlife (invertebrates, butterflies, small mammals, reptiles, amphibians, etc.) and large mammals (White-tailed Deer, Coyotes, Bobcats, Mountain Lions, etc.) can cross from one side of the CB habitat to the other and from one part of Buffalo Camp Bayou to the other.

- 5) The GCBO is a world-renowned research center for birds. The proposal may take some lands from the GCBO and certainly will introduce more noise and possibly non-native invasive plant species (NNIPS) into the CB and other wetlands that exist there. TxDOT should commit to not taking any GCBO lands for this proposal. If lands are taken then TxDOT should mitigate those losses on an 8:1 to 10:1 compensation, on an acre by acre basis. TxDOT also must prepare and implement a NNIPS control plan for construction and operation and maintenance of the proposed widened SH 332.
- 6) The proposal will increase noise in all park, wildlife habitat, and green space lands. TxDOT should conduct a noise analysis to ensure that full mitigation for any noise increases is required.
- 7) Dow Centennial Bottomlands Park may be negatively impacted by the proposal. TxDOT must ensure that mitigation occurs on an at least 8:1 to 10:1 basis.
- 8) Oxbows, McFaddin Bayou, and Brazoria Reservoir are natural features that are either wetlands or waters of the United States. TxDOT must ensure that mitigation occurs on at least an 8:1 to 10:1 basis.

The Sierra Club appreciates this opportunity to provide our input regarding the proposal to widen SH 332 near Lake Jackson. Thank you.

Sincerely, *Brandt Mannchen*

Brandt Mannchen
Chair, Forestry Subcommittee
Houston Regional Group of the Sierra Club



COMMENT FORM
(FORMA DE COMENTARIOS)

Public Hearing – SH 332 From FM 521 to SH 288
Audiencia Pública – SH 332 De FM 521 a SH 288

CSJ No. 1524-01-047

September 26, 2017
(26 de septiembre 2017)

I am an Elected Official (Soy Funcionario/a electo) Position (Posición): _____

Name and Mailing Address (Optional) (Nombre y Dirección [Opcional]):

Name (Nombre) Tim Hopkins

Address (Dirección) _____
Telephone (Teléfono) _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW: (Favor de marcar la que le aplique)

I am primarily interested in the project from the standpoint of a: (el proyecto desde el punto de vista de:)

Residential property owner or renter Business property owner or lessee
(Propietario o inquilino residencial) (Propietario o inquilino del negocio)

Other (Please explain) (Otro) _____

Per Texas Transportation Code, §201.811(a)(5): check each of the following boxes that apply to you: (Por Código de Transportación de Texas, §201.811(a)(5): marcar siguientes casillas que le correspondan:)

I am employed by TxDOT (Soy empleado de TxDOT)

I do business with TxDOT (Hago negocios con TxDOT)

I could benefit monetarily from the project or other item about which I am commenting (beneficarme económicamente con este proyecto u otro asunto del cual estoy comentando)

How did you learn about this hearing? (¿Como se entero de esta?)

Newspaper (Periódico) Notice in the Mail (Aviso por Correo)

Other (Please explain) (Otro) _____

Do you support the proposed project? (¿Apoya el proyecto propuesto?) Yes (Si) No (No) Undecided (Indeciso)

COMMENTS (COMENTARIOS): Any work on 332 that raises the current elevation will cause my home to flood if and when there is excessive rain fall north of our area. Raising 332 will cause it to be a dam, holding back water and flooding properties northward.

Please make additional comments on the back. (Favor de hacer comentarios adicionales al dorso de esta forma.)

This comment form may be turned in tonight, mailed, or emailed by October 11, 2017 to the address below:
(Esta de comentarios puede esta noche, por correo, o por correo electrónico 11 de octubre de 2017:)

Director of Project Development
Texas Department of Transportation – Houston District
P.O. Box 1386
Houston, Texas 77251-1386
Email: hou- iowebmail dot. ov

COMMENT FORM
(FORMA DE COMENTARIOS)

Public Hearing – SH 332 From FM 521 to SH 288
Audiencia Pública – SH 332 De FM 521 a SH 288

CSJ No. 1524-01-047

September 26, 2017
(26 de septiembre 2017)

 I am an Elected Official (Soy Funcionario/a electo) Position (Posición): _____

Name and Mailing Address (Optional) (Nombre y Dirección [Opcional]):

Name (Nombre) Delores Smith

Address (Dirección) _____

Telephone (Teléfono) _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW: (Favor de marcar la que le aplique)

I am primarily interested in the project from the standpoint of a: (el proyecto desde el punto de vista de:)

Residential property owner or renter Business property owner or lessee
(Propietario o inquilino residencial) (Propietario o inquilino del negocio)

Other (Please explain) (Otro) _____

Per Texas Transportation Code, §201.811(a)(5): check each of the following boxes that apply to you: (Por Código de Transportación de Texas, §201.811(a)(5): marcar siguientes casillas que le correspondan:)

I am employed by TxDOT (Soy empleado de TxDOT)

I do business with TxDOT (Hago negocios con TxDOT)

I could benefit monetarily from the project or other item about which I am commenting (beneficarme económicamente con este proyecto u otro asunto del cual estoy comentando)

How did you learn about this hearing? (¿Como se entero de esta?)

Newspaper (Periódico) Notice in the Mail (Aviso por Correo)

Other (Please explain) (Otro) _____

Do you support the proposed project? (¿Apoya el proyecto propuesto?) Yes (Si) No (No) Undecided (Indeciso)

COMMENTS (COMENTARIOS): The County Road 680 - 332 intersection is navigated by two (2) school districts buses during August-May. Columbia-Brazoria I.S.D. buses travel 680 into Sugar Hill (subdivision) and Brazoport I.S.D. buses use that intersection for children living on the two streets nearest the highway. Please consider the bus traffic and perhaps widen the median more like it is farther West, of like near the Brazoria Reservoir.

Please make additional comments on the back. (Favor de hacer comentarios adicionales al dorso de esta forma.)

This comment form may be turned in tonight, mailed, or emailed by October 11, 2017 to the address below:
(Esta de comentarios puede esta noche, por correo, o por correo electrónico 11 de octubre de 2017:)

Director of Project Development
Texas Department of Transportation – Houston District
P.O. Box 1386
Houston, Texas 77251-1386
Email: hou- iowebmail txdot. ov



CITY OF LAKE JACKSON

25 OAK DRIVE • LAKE JACKSON, TEXAS 77566-5289 • 979-415-2400 • FAX 979-297-9804

October 3, 2017

Director of Project Development
Texas Department of Transportation
Houston District
P.O. Box 1386
Houston, Texas 77251-1386

Re: Project CSV 1524-01-047
SH332 From FM521 to SH288

Dear Director,

The City Council of the City of Lake Jackson meeting in regular session on Monday, October 2, 2017 voted to direct me, as Mayor, to write this letter regarding the proposed drainage channel that will cross a portion of Wilderness Park in Lake Jackson as part of the above referenced project.

We reiterate our desire that this channel not isolate the furthest westerly reach of Wilderness Park and the access through this channel will be maintained to keep our parkland connected.

More importantly the City Council is adding a condition to the use of our parkland for the outfall of this proposed channel to the Brazos River. The city requires that the bank of the Brazos River in Wilderness Park be maintained and that the outfall be through a flood structure/gate that closes through flap gates that can be manually closed during periods when the Brazos River is flooded to prevent any backflow into the proposed drainage channel.

If you have any questions, please do not hesitate to call me or our City Manager, William P. Yenne at 979-415-2500.

Sincerely,

Joe Rinehart
Mayor

ROUTE:	
JA	
OCT 06 '17	
PROJECT NO.	_____
FILE INDEX	_____
RPS	

Cc: City Council

: Jeff Anderson
Environmental Dept. Manager
RPS Klotz Associates
1160 Dairy Ashford, Suite 500
Houston, Texas 77079

: Mark Wooldridge, P.E.
TxDot - Houston office
District Engineer
7600 Washington Avenue
Houston, Texas 77007

COMMENT FORM
(FORMA DE COMENTARIOS)

Public Hearing – SH 332 From FM 521 to SH 288
Audiencia Pública – SH 332 De FM 521 a SH 288

CSJ No. 1524-01-047

September 26, 2017
(26 de septiembre 2017)

I am an Elected Official (Soy Funcionario/a electo) Position (Posición): _____

Name and Mailing Address (Optional) (Nombre y Dirección [Opcional]):

Name (Nombre) David McLAZS

Address (Dirección) _____

Telephone (Teléfono) _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW: (Favor de marcar la que le aplique)

I am primarily interested in the project from the standpoint of a: (el proyecto desde el punto de vista de:)

Residential property owner or renter (Propietario o inquilino residencial) Business property owner or lessee (Propietario o inquilino del negocio)

Other (Please explain) (Otro) _____

Per Texas Transportation Code, §201.811(a)(5): check each of the following boxes that apply to you: (Por Código de Transportación de Texas, §201.811(a)(5): marcar siguientes casillas que le correspondan:)

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I do business with TxDOT (Hago negocios con TxDOT)

I could benefit monetarily from the project or other item about which I am commenting (beneficarme económicamente con este proyecto u otro asunto del cual estoy comentando)

How did you learn about this hearing? (¿Como se entero de esta?)

Newspaper (Periódico) Notice in the Mail (Aviso por Correo)

Other (Please explain) (Otro) _____

Do you support the proposed project? (¿Apoya el proyecto propuesto?) Yes (Sí) No (No) Undecided (Indeciso)

COMMENTS (COMENTARIOS):

Please make additional comments on the back. (Favor de hacer comentarios adicionales al dorso de esta forma.)

This comment form may be turned in tonight, mailed, or emailed by October 11, 2017 to the address below:
(Esta de comentarios puede esta noche, por correo, o por correo electrónico 11 de octubre de 2017:)

Director of Project Development
Texas Department of Transportation – Houston District
P.O. Box 1386
Houston, Texas 77251-1386
Email: [hou-piowebmail@txdot.gov](mailto:houston-piowebmail@txdot.gov)

MELASS PROPERTIES



Director of Project Development
Texas Department of Transportation – Houston Division
P.O. Box 1386
Houston, Texas 77251-1386

Dear Director:

I attended the Public Hearing On September 26, 2017 regarding the proposed project for SH 332 from FM 521 to SH 288. We, Jackson Development and myself, David Melass, are property owners along the SH 332 corridor between FM 521 and SH 288. I talked with a TxDot representative at the Hearing about a Mixed Use Development project slated for our real estate next to SH 332 that we have been working on with a group of developers out of California.

The TxDot representative recommended we forward our Mixed Use Development project plans and other relevant information to the Director of Project Development for TxDot. This information, as the TxDot representative stated, might assist TxDot and the Mixed Use Development to work in concert for access roads and entrances off SH 332. I, David Melass, represent Jackson Development and the 45.86 +/- acre tract that fronts SH 332 on the north side of the highway across from the Brazospointe Fellowship land. I also have an interest in the approximately 6 acre tract on the south side of SH 332 where the cell tower is located and adjacent to the church property. I'm enclosing the documents and plans for the Mixed Use Development as well as the legal description of the tract in question. In addition to the contact information listed in the letterhead, I can be reached by cell phone, [REDACTED]



Sincerely,

David Melass

Charles Gauzer

From: Jeff Anderson
Sent: Friday, October 13, 2017 11:21 AM
To: Charles Gauzer
Subject: Fwd: [EXT] FW: TxDOT Internet E-Mail

Same as before Charles. Two more coming. Thanks .

Sent from my iPhone

Begin forwarded message:

From: James Roscher <James.Roscher@txdot.gov>
Date: October 13, 2017 at 11:11:19 AM CDT
To: "Jeff Anderson" [REDACTED]
Cc: "Matthew Clinton" [REDACTED]
Subject: [EXT] FW: TxDOT Internet E-Mail

One more 332 PH comment.

From: Pat Henry
Sent: Friday, October 13, 2017 10:44 AM
To: James Roscher; Christine Bergren
Subject: Fwd: TxDOT Internet E-Mail

Sent from my iPad

Begin forwarded message:

From: HOU-PIOWebMail <HOU-PIOWebMail@txdot.gov>
Date: October 12, 2017 at 11:10:36 AM CDT
To: Pat Henry <Pat.Henry@txdot.gov>
Subject: FW: TxDOT Internet E-Mail

Kristina Hadley
Public Information Office
TxDOT-Houston District
Phone: (713) 802-5076
Kristina.Hadley@txdot.gov

Follow us on twitter @txdothoustonpio
Watch us @www.youtube.com/txdotpio

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

From: [REDACTED]
Sent: Tuesday, October 10, 2017 11:11 AM
To: HOU-PIOWebMail
Subject: TxDOT Internet E-Mail

Name: Ms. Amy Schoemaker [REDACTED]
Address:
[REDACTED]

Phone:
[REDACTED]

Requested Contact Method: Phone

Reason for Contact: Customer Service
Complaint: No

Comment: Project 1524-01-047. In reviewing the Schematics, many of the existing entrances from commercial properties onto Highway 332 are not in yellow. Does this mean those entrances are going away, or just that they will not be widened or what? I understand public comments are due tomorrow and so I am trying to be sure before that period ends. Thanks



Charles Gauzer

From: Jeff Anderson
Sent: Friday, October 13, 2017 11:23 AM
To: Charles Gauzer
Subject: Fwd: [EXT] FW: Property Tax collapse - Lake Jackson/Brazoria Hwy332 Project Project CSJ No. 1524-01-047

Another one.

Sent from my iPhone

Begin forwarded message:

From: James Roscher <James.Roscher@txdot.gov>
Date: October 13, 2017 at 11:18:15 AM CDT
To: "Jeff Anderson" [REDACTED]
Cc: "Matthew Clinton" [REDACTED]
Subject: [EXT] FW: Property Tax collapse - Lake Jackson/Brazoria Hwy332 Project Project CSJ No. 1524-01-047

One more Public Hearing comment for 332.

From: Pat Henry
Sent: Friday, October 13, 2017 10:45 AM
To: James Roscher; Christine Bergren
Subject: Fwd: Property Tax collapse - Lake Jackson/Brazoria Hwy332 Project Project CSJ No. 1524-01-047

Sent from my iPad

Begin forwarded message:

From: HOU-PIOWebMail <HOU-PIOWebMail@txdot.gov>
Date: October 12, 2017 at 11:16:00 AM CDT
To: Pat Henry <Pat.Henry@txdot.gov>
Subject: FW: Property Tax collapse - Lake Jackson/Brazoria Hwy332 Project Project CSJ No. 1524-01-047

Kristina Hadley
Public Information Office
TxDOT-Houston District
Phone: (713) 802-5076
Kristina.Hadley@txdot.gov

Follow us on twitter @txdothoustonpio
Watch us @www.youtube.com/txdotpio

From: [REDACTED]
Sent: Monday, October 09, 2017 4:33 PM
To: HOU-PIOWebMail
Subject: Property Tax collapse - Lake Jackson/Brazoria Hwy332 Project Project CSJ No. 1524-01-047

Economic Costs of a Hwy332 Flood Dam – Project CSJ No. 1524-01-047

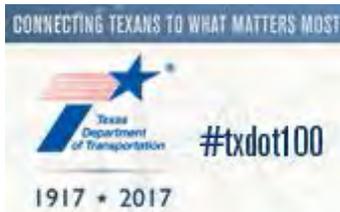
Bruce A. Warren, P.E. Tx 59296

[REDACTED]

Attended the September 26 Meeting at Lake Jackson Civic Center

[REDACTED]

Highway 288 and FM2004 have been raised up many times in the past 50 years. The high pavement forces rain water and river water overflowing down from the north in Harris and Brazoria county to rise high enough to flow west across Wayne Scott prison farm and the county airport into the residential areas north of Hwy 332 and west of FM 2004. From there, we have only two natural outlet channels... Buffalo Camp Bayou and Oyster Creek. Both streams have dams with pumping stations that supply river water to Dow and Lake Jackson. In ancient times, those two waterways evolved to be sufficient to drain the areas between Angleton and Lake Jackson. Today, the water must rise high enough to wash over Hwy332 in order to get down to the Brazos river. The proposed plan raises Hwy 332 by 2 feet (yikes!). If Hwy 332 is raised without using culverts supporting a flow rate of at least 6,000,000 gallons per minute, Brazoria County will see a huge drop in property tax revenue because there are over 800 houses in the areas that will be flooded by a higher Hwy332 dam (Buffalo Camp Farms, Sugar Mill East, Sugar Mill West, Lake Jackson Farms, Jackson Oaks II, Riggs Oaks, Jackson Oaks Estates, and Timbercreek). The 2016 total appraised value of those properties is over 236 million dollars (HAR.com). If property values drop 20% from flood fears caused by the Hwy 332 dam, that is a loss of over 1.4 million dollars in property tax collections.



Charles Gauzer

From: Jeff Anderson
Sent: Friday, October 13, 2017 11:24 AM
To: Charles Gauzer
Subject: Fwd: [EXT] FW: Lake Jackso-Brazoria Hwy332 Project

Last one.....for now.

Sent from my iPhone

Begin forwarded message:

From: James Roscher <James.Roscher@txdot.gov>
Date: October 13, 2017 at 11:20:58 AM CDT
To: "Jeff Anderson" [REDACTED]
Cc: "Matthew Clinton" [REDACTED]
Subject: [EXT] FW: Lake Jackso-Brazoria Hwy332 Project

Another comment on 332 project.

From: Pat Henry
Sent: Friday, October 13, 2017 10:46 AM
To: James Roscher; Christine Bergren
Subject: Fwd: Lake Jackso-Brazoria Hwy332 Project

Sent from my iPad

Begin forwarded message:

From: HOU-PIOWebMail <HOU-PIOWebMail@txdot.gov>
Date: October 12, 2017 at 11:16:09 AM CDT
To: Pat Henry <Pat.Henry@txdot.gov>
Subject: FW: Lake Jackso-Brazoria Hwy332 Project

Kristina Hadley
Public Information Office
TxDOT-Houston District
Phone: (713) 802-5076
Kristina.Hadley@txdot.gov

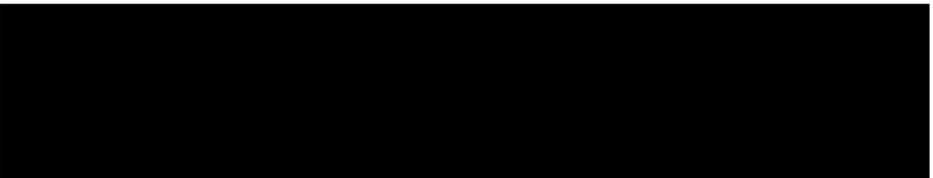
Follow us on twitter @txdothoustonpio
Watch us @www.youtube.com/txdotpio

From: [REDACTED]
Sent: Monday, October 09, 2017 4:15 PM

To: HOU-PIOWebMail
Subject: Lake Jackso-Brazoria Hwy332 Project

Water Flows Downhill, please do not block it with a Hwy332 Dam – Project CSJ No. 1524-01-047

Bruce A. Warren, P.E. Tx 59296



Every attempt to protect any property from flooding by building levees, raising roads for evacuation, building floodgates or dams will increase the threat to many other properties. Every time a road is repaved, raised up, or moved, it changes the flood threats around it. The segment of Highway 332 between FM2004 and the new big Brazoria bridge is today one long damn blocking water from Harris and north Brazoria counties from flowing where the topography wants it to go... downhill across Hwy332 and into the Brazos river. A few years ago, overlay paving was added on top of Hwy 332 between Lake Jackson and the big bridge. This raised the Hwy332 dam high enough (in combination with record rainfall and a raised FM2004) to put 3 feet of water on my five acres in the middle of Sugar Mill. This flood was not due to a high water level of the Brazos River at FM 2004. The river crest was many feet lower than the Hwy332 and FM 2004 drainage ditches. I watched water flowing fast across Hwy332 from north to south towards the Brazos river on the day the flood on my property finally stopped its four day rise.

This project is not necessary because four lanes will not increase the flow capacity of the road due to the bottlenecks at each end. And the two land road is not overloaded right now... even with the temporary increase in traffic from big construction project workers living near Brazoria. My family has used Hwy332 almost every day for the past 37 years. We almost never have to slow down unless it is Sunday morning and road is being blocked by officers at the Church.

Last year, rainfall caused Oyster Creek to rise high enough to totally cover the Brazos Mall rear parking lot and close down the Mall. Plus, it flooded many homes in Buffalo Camp Farms. Now, just a year later, a much bigger, record setting rainfall for some reason did not get into the Mall parking lot near the FM2004 Oyster Creek bridge. (Maybe the flow was blocked by the big construction project on Oyster Creek at the Dow Pump Station). What did happen was hundreds of home owners on the Oyster Creek upstream side of FM2004 living in Buffalo Camp Farms, Sugar Mill East, Sugar Mill

West, Lake Jackson Farms, Jackson Oaks II, Riggs Oaks, Jackson Oaks Estates, and Timbercreek stood on their porch or saw drone videos of the water rise up as high as 6 feet inside hundreds of houses while the sky was sunny all week with nice cool breezes. This flooding happened even on lots with a ground elevation of 22 feet. These floods are raining down from the sky, not rising up from the Gulf of Mexico.

If this project goes forward, any changes to the roadway must include drainage culverts under the roadbed with BIG flow capacity to allow water from the thousands of acres on the north side of 332 to get to the south side of 332 and then let the natural slopes take it down to the Brazos River. I did some rough calculations to try to understand the hydrology of this flood. I used the formula from www.hydromatch.com to calculate the water flow across my 5 acres during this flood. The water depth averaged 1.5 meter including McFadden Bayou which is my east property line. The 'river' on my property was 100 meters wide (front and back yards) and I timed a floating leaf at about ten seconds to move one meter past my porch. That calculates to a water flow of 7.5 cubic meters per second. This is 125,000 gallons per minute. The calculator at www.prinsco.com says this flow needs two 36" culverts. But that is just for my 300 foot wide segment of the 15,000ft wide 'river' that existed for 5 days between FM2004 and the Dow Reservoir. So we need 50 times that many. That is one hundred 3 foot culvert pipes just for Sugar Mill and Buffalo Camp.

High tides from the Gulf of Mexico have never pushed the Brazos River out of its banks and up to Lake Jackson near the west segment of Hwy 332. But, two years in a row, we have had a rain water flood flowing down from the north overflowing into Buffalo Camp Bayou and Oyster Creek... from rainfall and only rainfall... no saltwater hurricane tides. When Dow built the Brazoria Reservoir, Buffalo Camp bayou became a manmade lake starting at the base of the reservoir dam and ending at a tall dam near the Lake Jackson waterworks on FM2004. That severely impedes the peak capacity to drain floods from north/east. And, because the Wilderness Golf Course was built in a marsh with an elevation of 12-15ft, the water flowing across my property wants to flow down across those fairways, through the forests behind the church and then down into the Brazos River. A revamped Hwy 332 must let this happen.



COMMENT FORM
(FORMA DE COMENTARIOS)

Public Hearing – SH 332 From FM 521 to SH 288
Audiencia Pública – SH 332 De FM 521 a SH 288

CSJ No. 1524-01-047

September 26, 2017
(26 de septiembre 2017)

I am an Elected Official (Soy Funcionario/a electo) Position (Posición): _____

Name and Mailing Address (Optional) (Nombre y Dirección [Opcional]):

Name (Nombre) BEVERLY HOPKINS

Address (Dirección) _____

Telephone (Teléfono) _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW: (Favor de marcar la que le aplique)

I am primarily interested in the project from the standpoint of a: (el proyecto desde el punto de vista de:)

Residential property owner or renter Business property owner or lessee
(Propietario o inquilino residencial) (Propietario o inquilino del negocio)

Other (Please explain) (Otro) _____

Per Texas Transportation Code, §201.811(a)(5): check each of the following boxes that apply to you: (Por Código de Transportación de Texas, §201.811(a)(5): marcar siguientes casillas que le correspondan:)

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I do business with TxDOT (Hago negocios con TxDOT)

I could benefit monetarily from the project or other item about which I am commenting (beneficarme económicamente con este proyecto u otro asunto del cual estoy comentando)

How did you learn about this hearing? (¿Como se entero de esta?)

Newspaper (Periódico) Notice in the Mail (Aviso por Correo)

Other (Please explain) (Otro) _____

Do you support the proposed project? (¿Apoya el proyecto propuesto?) Yes (Sí) No (No) Undecided (Indeciso)

COMMENTS (COMENTARIOS): There is NOT A solid resolution for
drainage. This elevated Hwy will cause our whole
neighborhood to flood.
DO NOT ignore us!

Please make additional comments on the back. (Favor de hacer comentarios adicionales al dorso de esta forma.)

This comment form may be turned in tonight, mailed, or emailed by October 11, 2017 to the address below:
(Esta de comentarios puede esta noche, por correo, o por correo electrónico 11 de octubre de 2017:)

Director of Project Development
Texas Department of Transportation – Houston District
P.O. Box 1386
Houston, Texas 77251-1386
Email: [hou-piowebmail@txdot.gov](mailto:houston@txdot.gov)

COMMENT FORM
(FORMA DE COMENTARIOS)

Public Hearing – SH 332 From FM 521 to SH 288
Audiencia Pública – SH 332 De FM 521 a SH 288

CSJ No. 1524-01-047

September 26, 2017
(26 de septiembre 2017)

I am an Elected Official (Soy Funcionario/a electo) Position (Posición): _____

Name and Mailing Address (Optional) (Nombre y Dirección [Opcional]):

Name (Nombre) ARX Zidan

Address (Dirección) _____
Telephone (Teléfono) _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW: (Favor de marcar la que le aplique)

I am primarily interested in the project from the standpoint of a: (el proyecto desde el punto de vista de:)

Residential property owner or renter (Propietario o inquilino residencial) Business property owner or lessee (Propietario o inquilino del negocio)

Other (Please explain) (Otro) _____

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- I do business with TxDOT (Hago negocios con TxDOT)
- I could benefit monetarily from the project or other item about which I am commenting (beneficarme económicamente con este proyecto u otro asunto del cual estoy comentando)

How did you learn about this hearing? (¿Como se entero de esta?)

Newspaper (Periódico) Notice in the Mail (Aviso por Correo)
 Other (Please explain) (Otro) City of Lake Jackson

Do you support the proposed project? (¿Apoya el proyecto propuesto?) Yes (Si) No (No) Undecided (Indeciso)

COMMENTS (COMENTARIOS): I have the same concerns that were addressed the night of the hearing - safety, speed, flooding, and traffic disruption. As a business owner I have the following concerns: has there been a traffic study to show how this will impact businesses on SH332 between FM 2004 & 288? Engineering study? Currently as the plans show my business' driveway as being removed & there is no direct turn access from median. I believe this will cause severe traffic & accidents with limited entrances for many businesses.

Please make additional comments on the back. (Favor de hacer comentarios adicionales al dorso de esta forma.)

This comment form may be turned in tonight, mailed, or emailed by October 11, 2017 to the address below: (Esta de comentarios puede esta noche, por correo, o por correo electrónico 11 de octubre de 2017:)

Director of Project Development
Texas Department of Transportation – Houston District
P.O. Box 1386
Houston, Texas 77251-1386
Email: hou-piowebmail@txdot.gov


see back

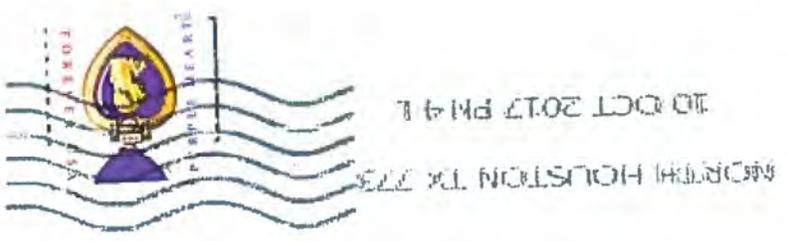
77251-1386B



(JR: CSJ No. 1524-01-047)

Director of Project Development
Texas Department of Transportation - Houston District
P. O. Box 1386
Houston, Texas 77251-1386

Director of Project Development
Texas Department of Transportation - Houston District
P. O. Box 1386
Houston, Texas 77251-1386



10 OCT 2017 PM 4 L

NORTH HOUSTON TX 773

This will cause major losses for businesses. What is the projected time line for construction interruption?

Are there any allocations for business / property owners for losses during or after construction?

If the studies I mentioned are available, please let me know how to access them.

COMMENT FORM
(FORMA DE COMENTARIOS)

Public Hearing – SH 332 From FM 521 to SH 288
Audiencia Pública – SH 332 De FM 521 a SH 288

CSJ No. 1524-01-047

September 26, 2017
(26 de septiembre 2017)

I am an Elected Official (Soy Funcionario/a electo) Position (Posición): _____

Name and Mailing Address (Optional) (Nombre y Dirección [Opcional]):

Name (Nombre) BONNY K. EAKENS

Address (Dirección) _____

Telephone (Teléfono) _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW: (Favor de marcar la que le aplique)

I am primarily interested in the project from the standpoint of a: (el proyecto desde el punto de vista de:)

Residential property owner or renter (Propietario o inquilino residencial) Business property owner or lessee (Propietario o inquilino del negocio)

GRE ID: 0019-2403-000
LEGN: A0019 SFAUSTINTRACT
3SEFSO TRSS LOTS
15-16-17-18 (DIVE)

Other (Please explain) (Otro) OWNER OF 123.67 A ADJACENT TO HWY 332

Per Texas Transportation Code, §201.811(a)(5): check each of the following boxes that apply to you: (Por Código de Transportación de Texas, §201.811(a)(5): marcar siguientes casillas que le correspondan:)

I am employed by TxDOT (Soy empleado de TxDOT)

I do business with TxDOT (Hago negocios con TxDOT)

I could benefit monetarily from the project or other item about which I am commenting (beneficarme económicamente con este proyecto u otro asunto del cual estoy comentando) AS LAND OWNER WOULD BENEFIT BY SECURING RIGHT-OF-WAY.

How did you learn about this hearing? (¿Como se entero de esta?)

Newspaper (Periódico)

Notice in the Mail (Aviso por Correo)

Other (Please explain) (Otro) _____

Do you support the proposed project? (¿Apoya el proyecto propuesto?) Yes (Si) No (No) Undecided (Indeciso)

COMMENTS (COMENTARIOS): CURRENTLY THE LAND IS LEASED FOR CATTLE GRAZING, THE PROPOSED DESIGN HAS BOX CULVERTS PROVIDING GROUND LEVEL CROSSINGS OF THE DRAINAGE CHANNEL ON THE ADJACENT PROPERTY OWNED BY POABLE HILL LLC. THE SUBJECT PROPERTY OWNED BY BONNY K. EAKENS, ETC IS APPROXIMATELY 1780 FT DEEP. WE REQUEST A MINIMUM OF TWO (2) BOX CULVERTS TO PROVIDE GROUND LEVEL CROSSINGS OF THE DRAINAGE CHANNEL ON THE SUBJECT PROPERTY. THE CROSSINGS SHOULD BE WIDE ENOUGH TO ACCOMODATE A TRACTOR. SUGGEST MINIMUM 15 FT WIDE. SEE EXHIBIT "A" ATTACHED. (OVER)

Please make additional comments on the back. (Favor de hacer comentarios adicionales al dorso de esta forma.)

This comment form may be turned in tonight, mailed, or emailed by October 11, 2017 to the address below:

(Esta de comentarios puede esta noche, por correo, o por correo electrónico 11 de octubre de 2017:)

Director of Project Development
Texas Department of Transportation – Houston District
P.O. Box 1386
Houston, Texas 77251-1386
Email: [hou-piowebmail@txdot.gov](mailto:houston@txdot.gov)

COMMENT: IT WOULD BE GOOD TO MAKE THE DRAINAGE CHANNEL PARALLEL TO THE EXISTING PROPERTY LINE.

Director of Project Development
Texas Department of Transportation – Houston District
P.O. Box 1386
Houston, Texas 77251-1386



**Director of Project Development
Texas Department of Transportation – Houston District
P.O. Box 1386
Houston, Texas 77251-1386**

COMMENT FORM
(FORMA DE COMENTARIOS)

Public Hearing – SH 332 From FM 521 to SH 288
Audiencia Pública – SH 332 De FM 521 a SH 288

CSJ No. 1524-01-047

September 26, 2017
(26 de septiembre 2017)

I am an Elected Official (Soy Funcionario/a electo) Position (Posición): _____

Name and Mailing Address (Optional) (Nombre y Dirección [Opcional]):

Name (Nombre) Randy Verner
Address (Dirección) _____
Telephone (Teléfono) _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW: (Favor de marcar la que le aplique)

I am primarily interested in the project from the standpoint of a: (el proyecto desde el punto de vista de:)

Residential property owner or renter Business property owner or lessee
(Propietario o inquilino residencial) (Propietario o inquilino del negocio)

Other (Please explain) (Otro) _____

Per Texas Transportation Code, §201.811(a)(5): check each of the following boxes that apply to you: (Por Código de Transportación de Texas, §201.811(a)(5): marcar siguientes casillas que le correspondan:)

I am employed by TxDOT (Soy empleado de TxDOT)
 I do business with TxDOT (Hago negocios con TxDOT)
 I could benefit monetarily from the project or other item about which I am commenting (beneficarme económicamente con este proyecto u otro asunto del cual estoy comentando)

How did you learn about this hearing? (¿Como se entero de esta?)

Newspaper (Periódico) Notice in the Mail (Aviso por Correo)
 Other (Please explain) (Otro) _____

Do you support the proposed project? (¿Apoya el proyecto propuesto?) Yes (Si) No (No) Undecided (Indeciso)

COMMENTS (COMENTARIOS): I am very concerned with the flooding issues with this project. The use of culverts only would not be adequate to prevent severe flooding on the north side of 332 in an event like Harvey. Please consider the use of at least one bridge over the proposed ditch that will allow the ditch to reach the north side of the road.

Please make additional comments on the back. (Favor de hacer comentarios adicionales al dorso de esta forma.) (over)

This comment form may be turned in tonight, mailed, or emailed by October 11, 2017 to the address below: (Esta de comentarios puede esta noche, por correo, o por correo electrónico 11 de octubre de 2017:)

Director of Project Development
Texas Department of Transportation – Houston District
P.O. Box 1386
Houston, Texas 77251-1386
Email: [hou-piowebmail@txdot.gov](mailto:houstonpiowebmail@txdot.gov)

Also, having a gate or lock system to prevent water coming from the ~~side~~ south side would be a great asset. Thanks you!

Director of Project Development
Texas Department of Transportation - Houston District
P.O. Box 1386
Houston, Texas 77251-1386

NORTH HOUSTON TX 772
05 OCT 2017 PM 9 L



Director of Project Development
Texas Department of Transportation - Houston District
P.O. Box 1386
Houston, Texas 77251-1386



77251-1386 (PR-05) No. 1524-01-047

COMMENT FORM
(FORMA DE COMENTARIOS)

Public Hearing – SH 332 From FM 521 to SH 288
Audiencia Pública – SH 332 De FM 521 a SH 288

CSJ No. 1524-01-047

September 26, 2017
(26 de septiembre 2017)

I am an Elected Official (Soy Funcionario/a electo) Position (Posición): _____

Name and Mailing Address (Optional) (Nombre y Dirección [Opcional]):

Name (Nombre) Joe Hartell

Address (Dirección) _____

Telephone (Teléfono) _____

PLEASE CHECK THE APPROPRIATE ITEMS BELOW: (Favor de marcar la que le aplique)

I am primarily interested in the project from the standpoint of a: (el proyecto desde el punto de vista de:)

Residential property owner or renter Business property owner or lessee
(Propietario o inquilino residencial) (Propietario o inquilino del negocio)

Other (Please explain) (Otro) _____

Per Texas Transportation Code, §201.811(a)(5): check each of the following boxes that apply to you: (Por Código de Transportación de Texas, §201.811(a)(5): marcar siguientes casillas que le correspondan:)

I am employed by TxDOT (Soy empleado de TxDOT)

I do business with TxDOT (Hago negocios con TxDOT)

I could benefit monetarily from the project or other item about which I am commenting (beneficarme económicamente con este proyecto u otro asunto del cual estoy comentando)

How did you learn about this hearing? (¿Como se entero de esta?)

Newspaper (Periódico) Notice in the Mail (Aviso por Correo)

Other (Please explain) (Otro) _____

Do you support the proposed project? (¿Apoya el proyecto propuesto?) Yes (Si) No (No) Undecided (Indeciso)

COMMENTS (COMENTARIOS): I manage a business on HWY 332 and am worried about my job. ~~and business~~ As the plans look, the driveway to the building I manage is completely removed. Customers will have to enter from behind the building, causing massive confusion and unsafe flow of traffic. Customers will be frustrated and find another business to meet their needs. I am also worried about my employees safety due to merged flow of traffic at our business.

Please make additional comments on the back. (Favor de hacer comentarios adicionales al dorso de esta forma.)

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Director of Project Development
Texas Department of Transportation – Houston District
P.O. Box 1386
Houston, Texas 77251-1386
Email: [hou-piowebmail@txdot.gov](mailto:houston@txdot.gov)

Director of Project Development
Texas Department of Transportation – Houston District
P.O. Box 1386
Houston, Texas 77251-1386

NORTH HOUSTON TX 77060
10 OCT 2017 PM 6:1



**Director of Project Development
Texas Department of Transportation – Houston District
P.O. Box 1386
Houston, Texas 77251-1386**



(JR: CSJ No. 1524-01-047)

Alexis Potaman

From: Matthew Clinton
Sent: Tuesday, October 24, 2017 11:53 AM
To: Alexis Potaman
Subject: FW: CSTAR Complaint/SH 332

From: James Roscher [<mailto:James.Roscher@txdot.gov>]
Sent: Tuesday, October 24, 2017 11:52 AM
To: Jeff Anderson
Cc: Matthew Clinton
Subject: [EXT] FW: CSTAR Complaint/SH 332

Jeff,
Please **DO** enter this comment in with the public hearing comment list.

From: Pat Henry
Sent: Tuesday, October 24, 2017 11:00 AM
To: Michelle Milliard; James Roscher; Christine Bergren
Subject: FW: CSTAR Complaint/SH 332

Count as comment. Michelle may need to contact him.

From: Kristina Hadley
Sent: Tuesday, October 24, 2017 10:57 AM
To: Pat Henry
Subject: CSTAR Complaint/SH 332

Morning!

Received this complaint via CSTAR:

"I am the owner of the area whee you propose a drainage ditch from 332 to the river. It would be nice if you had contacted me.
If you construct it as drawn, it will leave a large part of my property landlocked. I would need you to construct TWO bridges over your ditch to provide access as well as compensate me for the loss of value of my property. Date of Occurrence: Location:"

Contact Information:
Frank Grady



Kristina Hadley
Public Information Office

TxDOT-Houston District
Phone: (713) 802-5076
Kristina.Hadley@txdot.gov

Follow us on twitter @txdothoustonpio
Watch us @www.youtube.com/txdotpio





G. Figures

SH 332 Public Hearing
Lake Jackson Civic Center
September 26, 2017



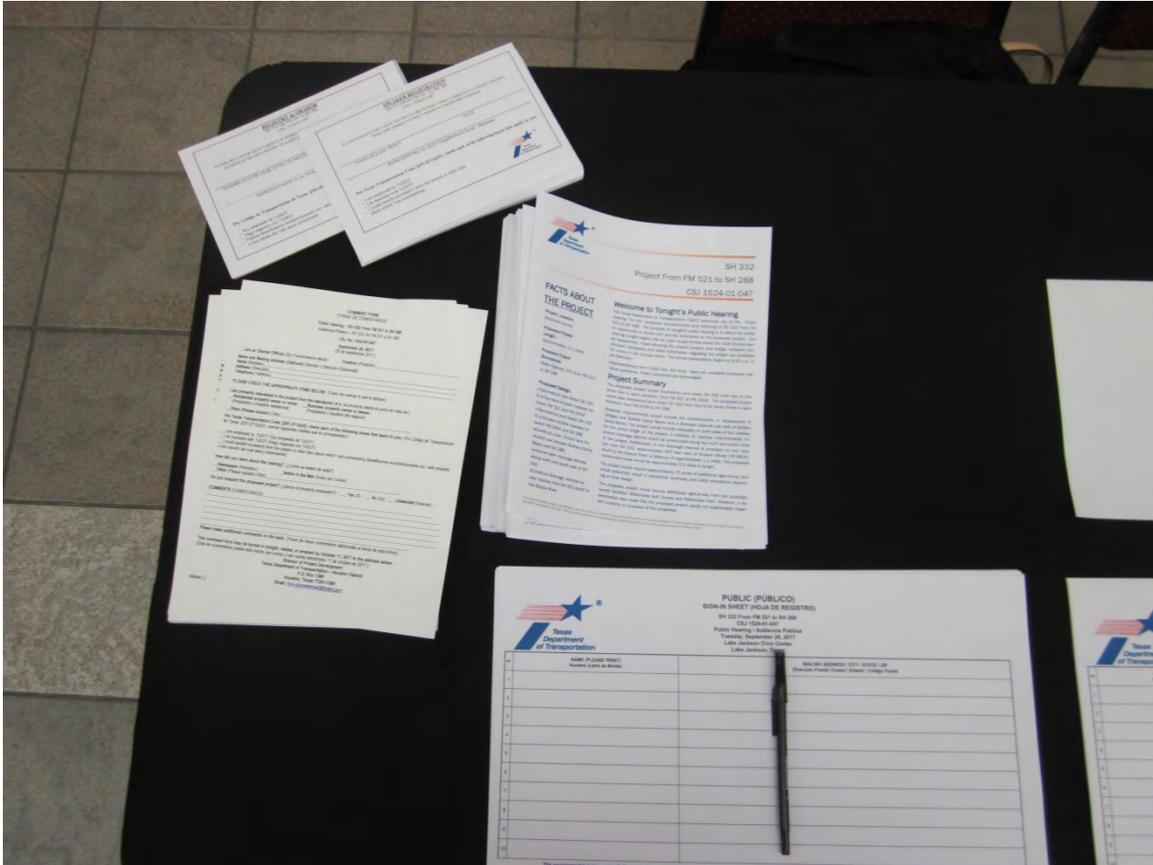
SH 332 Public Hearing
Lake Jackson Civic Center
September 26, 2017



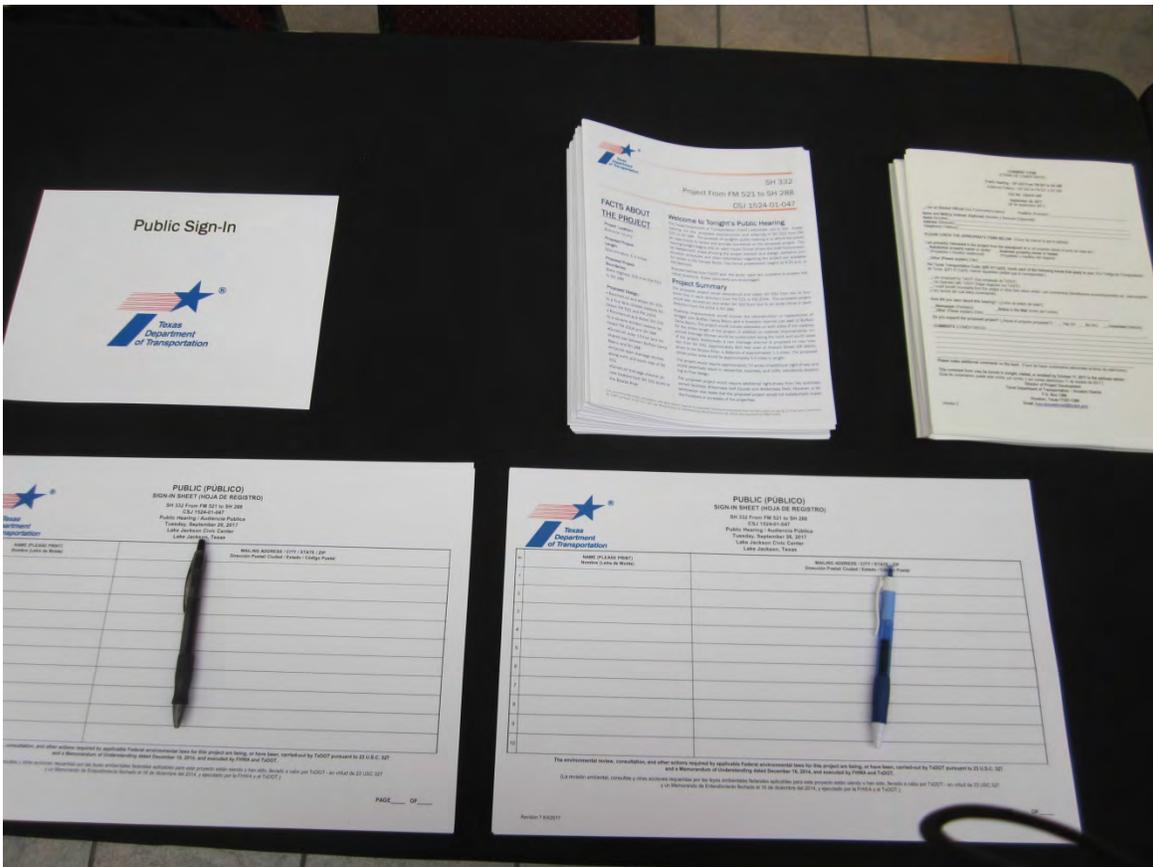
**SH 332 Public Hearing
Lake Jackson Civic Center
September 26, 2017**



SH 332 Public Hearing
Lake Jackson Civic Center
September 26, 2017



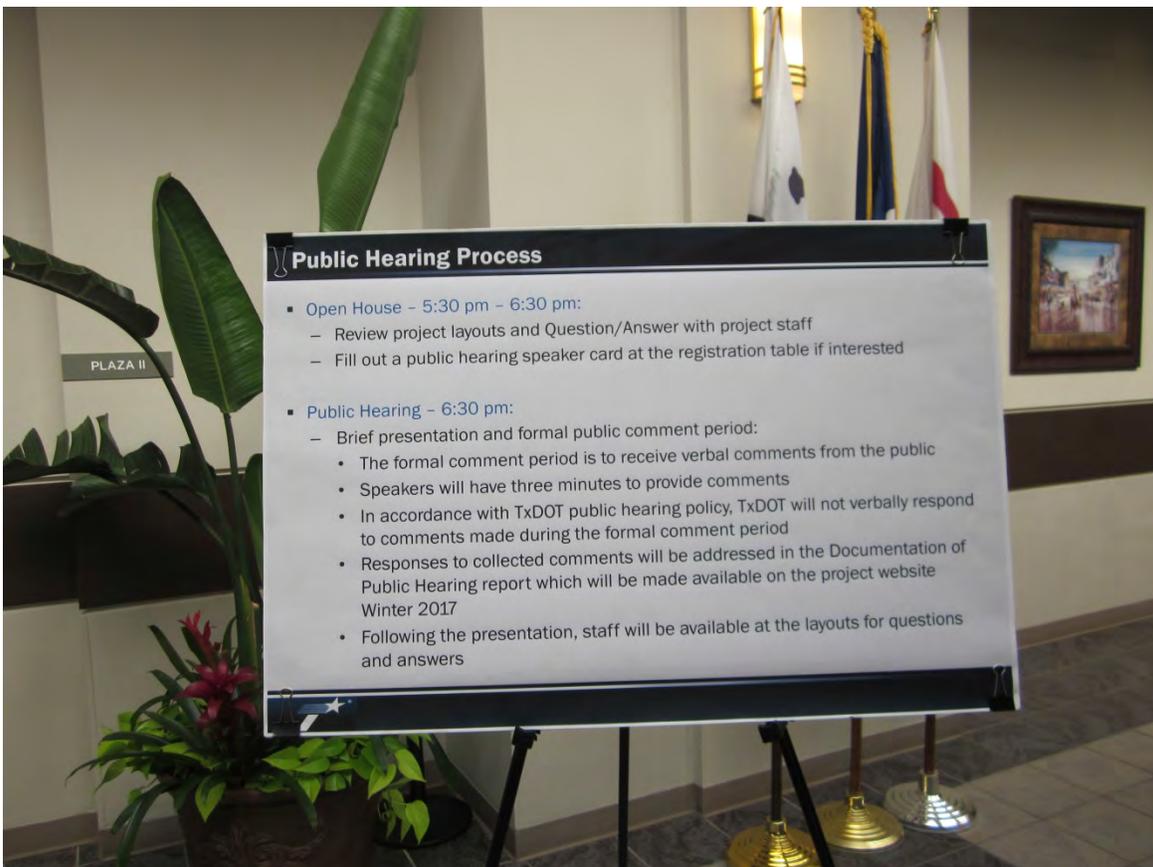
SH 332 Public Hearing
Lake Jackson Civic Center
September 26, 2017



SH 332 Public Hearing
Lake Jackson Civic Center
September 26, 2017



**SH 332 Public Hearing
Lake Jackson Civic Center
September 26, 2017**



SH 332 Public Hearing
Lake Jackson Civic Center
September 26, 2017



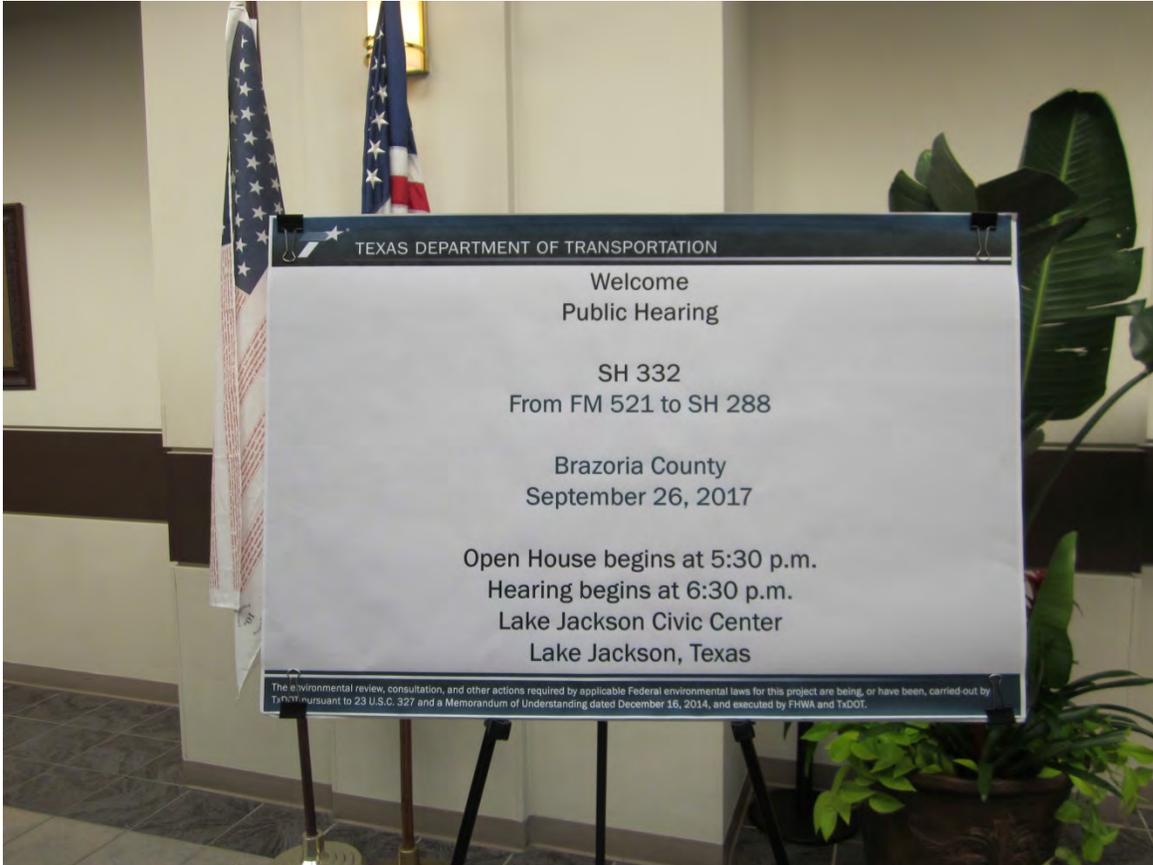
SH 332 Public Hearing
Lake Jackson Civic Center
September 26, 2017



SH 332 Public Hearing
Lake Jackson Civic Center
September 26, 2017



SH 332 Public Hearing
Lake Jackson Civic Center
September 26, 2017



SH 332 Public Hearing
Lake Jackson Civic Center
September 26, 2017

Need and Purpose

Project Needs

- High traffic during daily commute periods
- Crash rates more than 500% higher than the 2014 statewide average
- The lack of an adequate drainage system has contributed to poor drainage along the roadway and adjacent roadside ditches

Project Purpose

- The purpose of the proposed project would be to improve safety, reduce traffic congestion, accommodate population growth, enhance mobility and improve drainage along SH 332

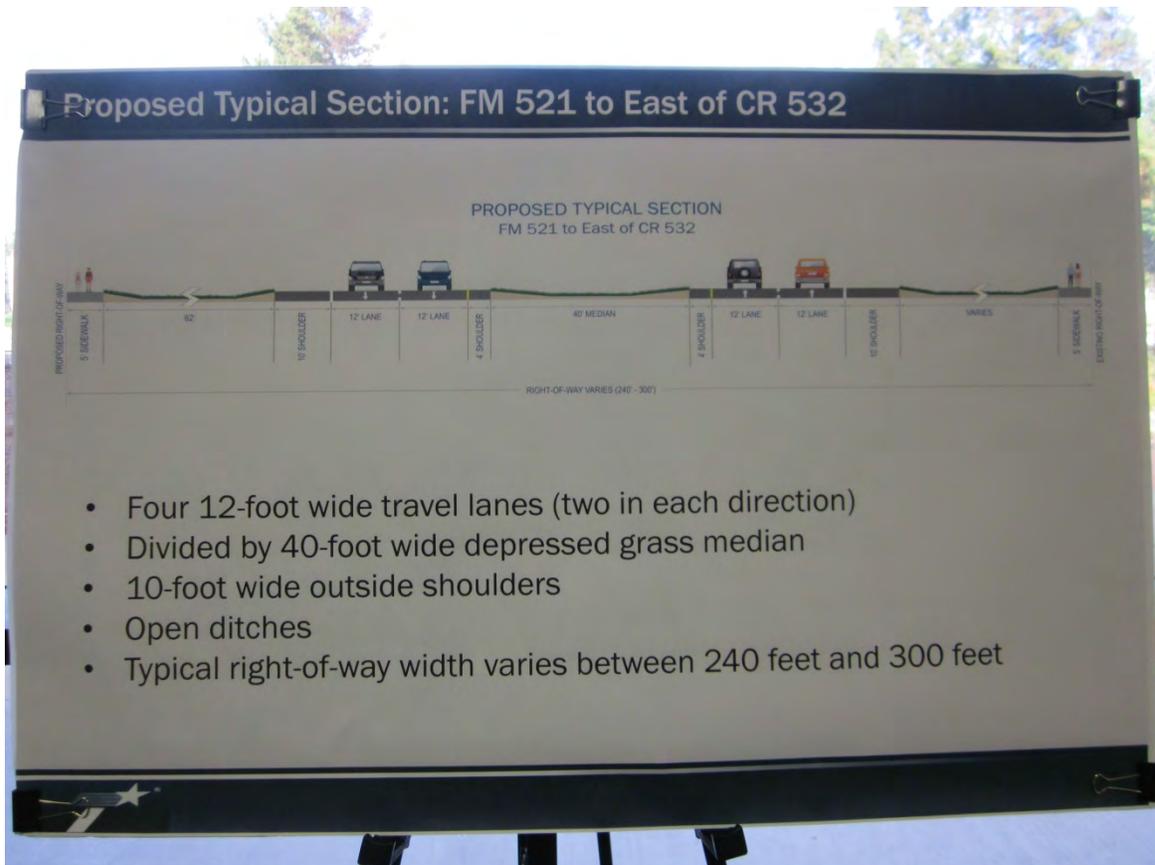
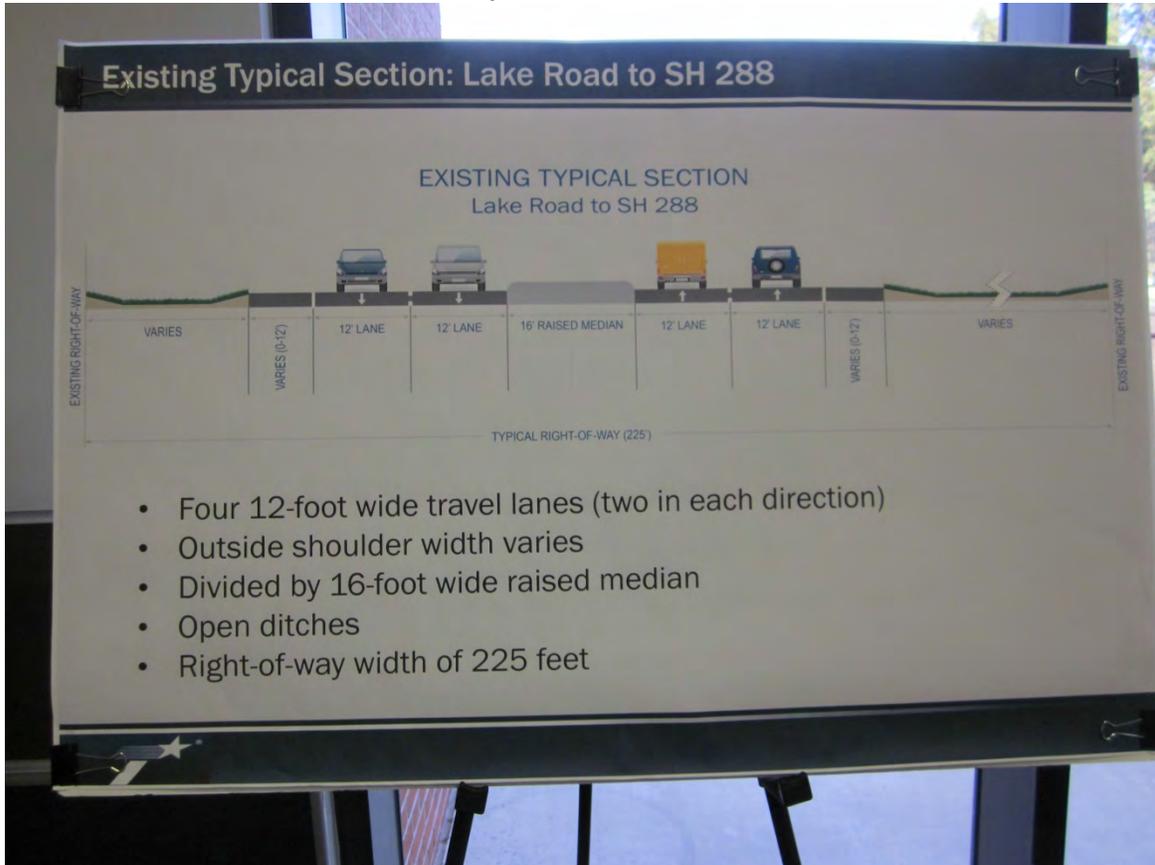
Existing Typical Section: FM 521 to Lake Road

EXISTING TYPICAL SECTION FM 521 to Lake Road

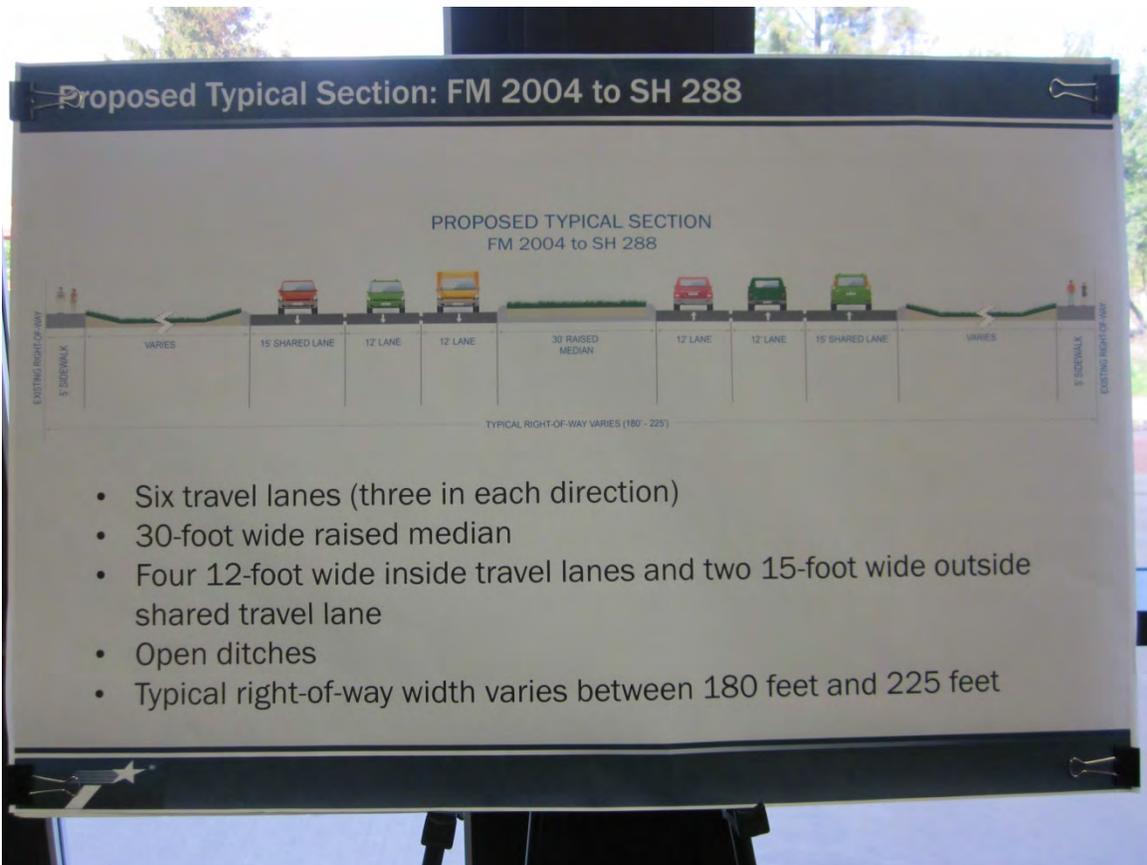
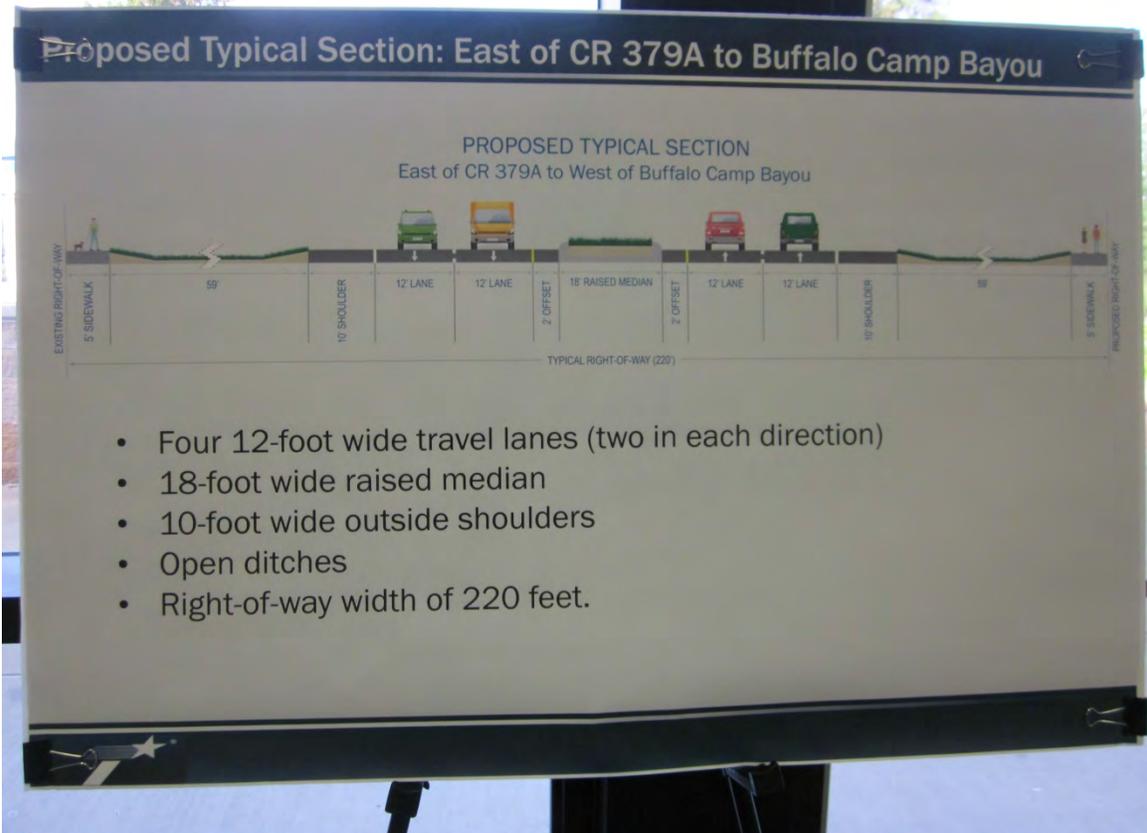


- Two undivided 12-foot wide travel lanes (one in each direction)
- 10-foot wide outside shoulders
- Open ditches
- Typical right-of-way width varies between 100 feet and 160 feet

SH 332 Public Hearing
Lake Jackson Civic Center
September 26, 2017



SH 332 Public Hearing
Lake Jackson Civic Center
September 26, 2017



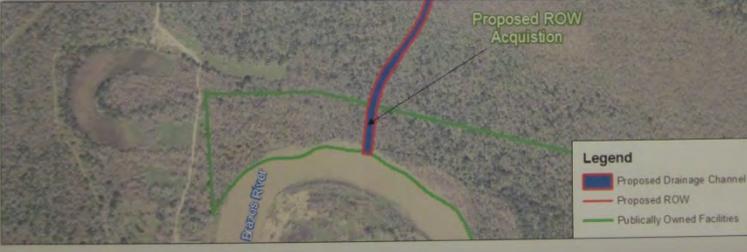
SH 332 Public Hearing
Lake Jackson Civic Center
September 26, 2017

Public Area Impacts



Proposed ROW Acquisition

- The proposed project would require additional right-of-way from two publically owned facilities: Wilderness Golf Course (top photo) and Wilderness Park (bottom photo)



Proposed ROW Acquisition

Pecos River

Legend

- Proposed Drainage Channel
- Proposed ROW
- Publicly Owned Facilities

- A determination was made that the proposed project would not substantially impair the functions or purposes of the two properties

Next Steps

- Consider public hearing comments
- Finalize environmental analysis
- Environmental decision from TxDOT for the final approved Environmental Assessment
- Begin right-of-way acquisition
- Complete final design
- Construction to be determined as funding becomes available

**SH 332 Public Hearing
Lake Jackson Civic Center
September 26, 2017**

Public Hearing Comments

All comments must be submitted by October 11, 2017

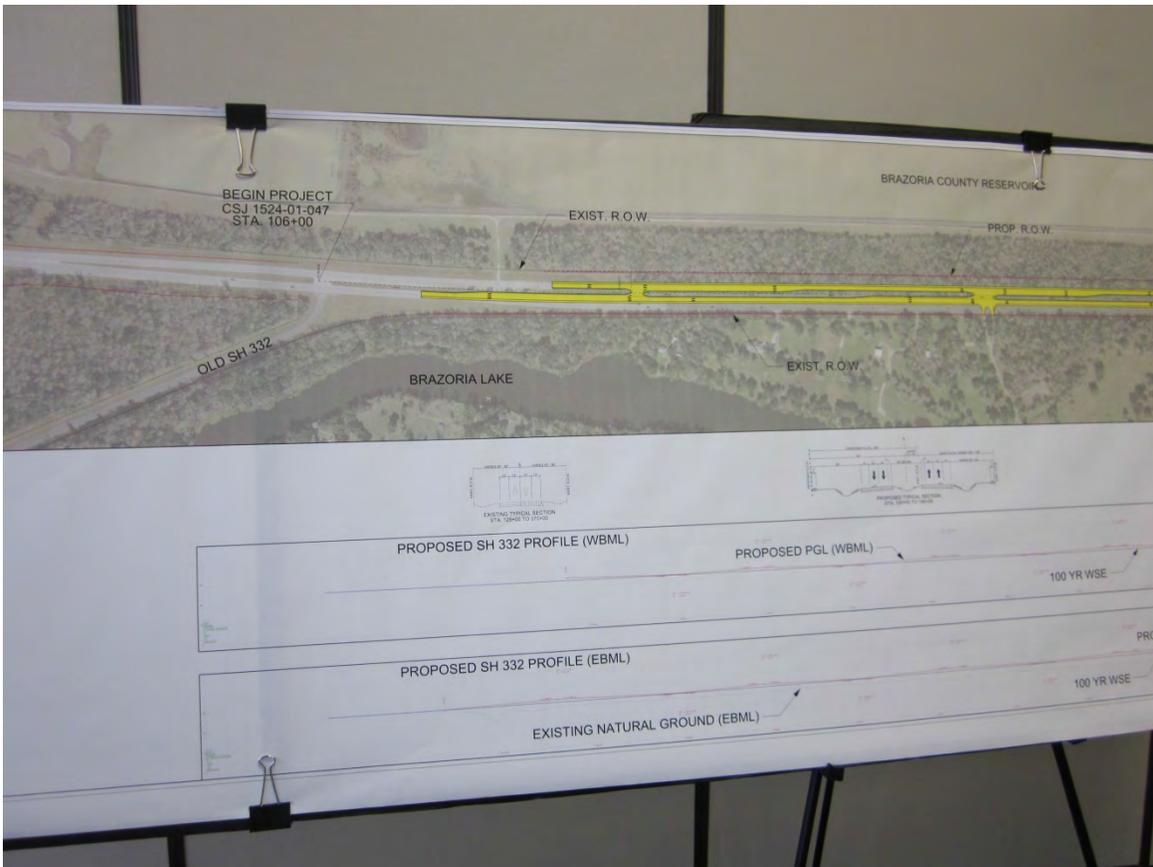
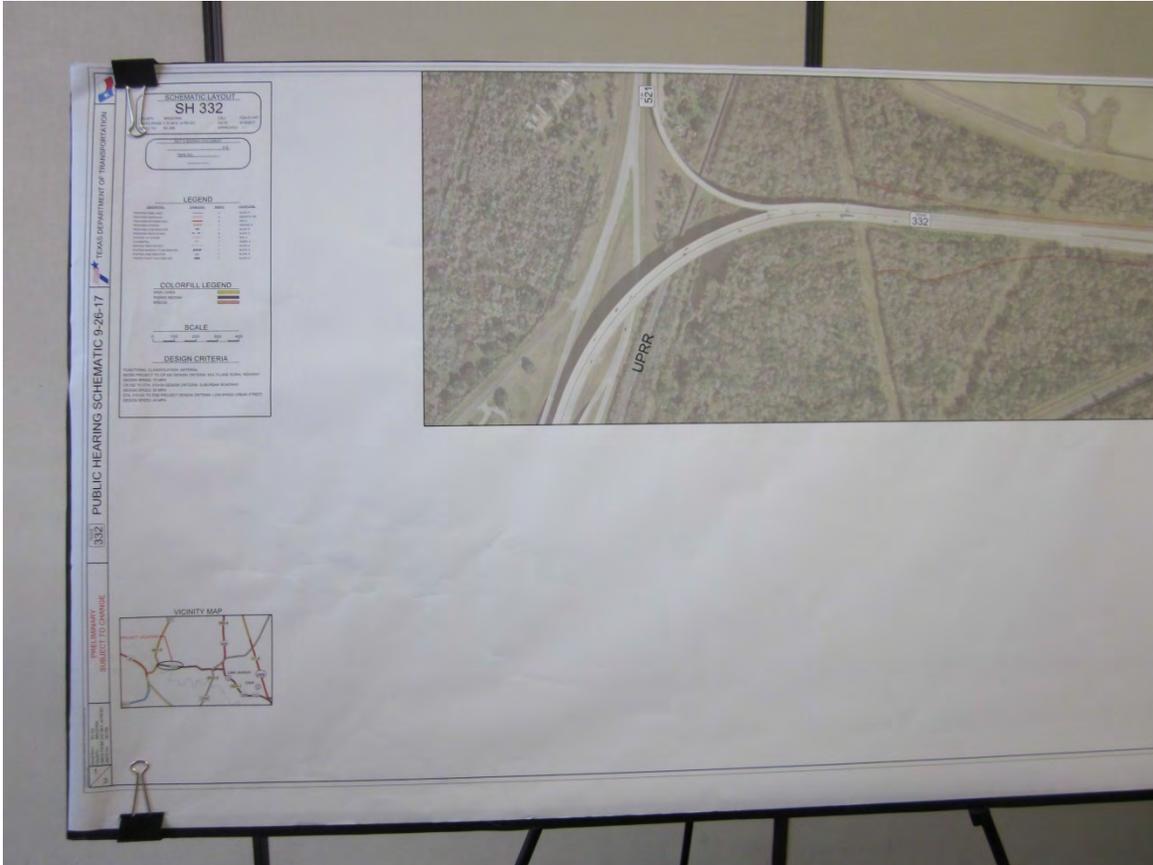
Submit Comments **TONIGHT** by
Verbal Comments: Complete a speaker card to speak during the public hearing
Written Comments: Place in the comment box

Submit Comments by **MAIL** to:
TxDOT Houston District
Attn: Director of Project Development
P.O. Box 1386
Houston, Texas 77251-1386

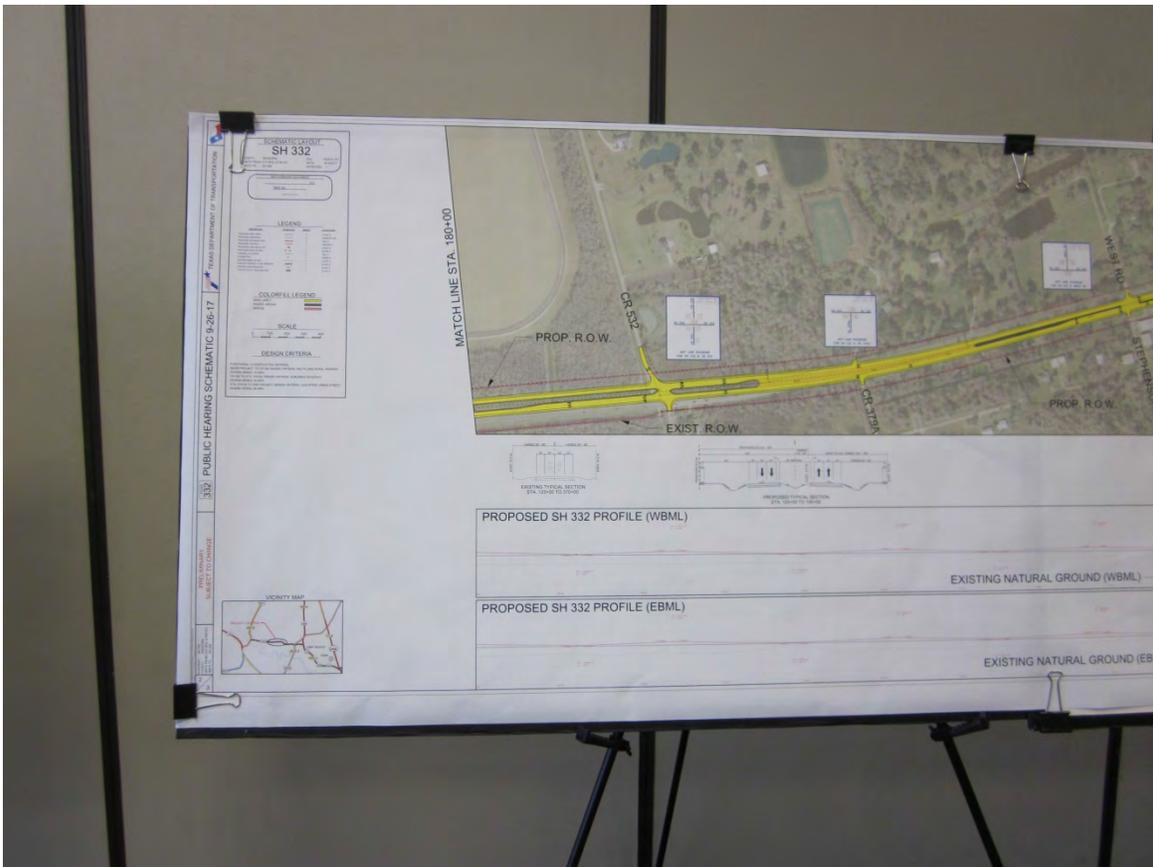
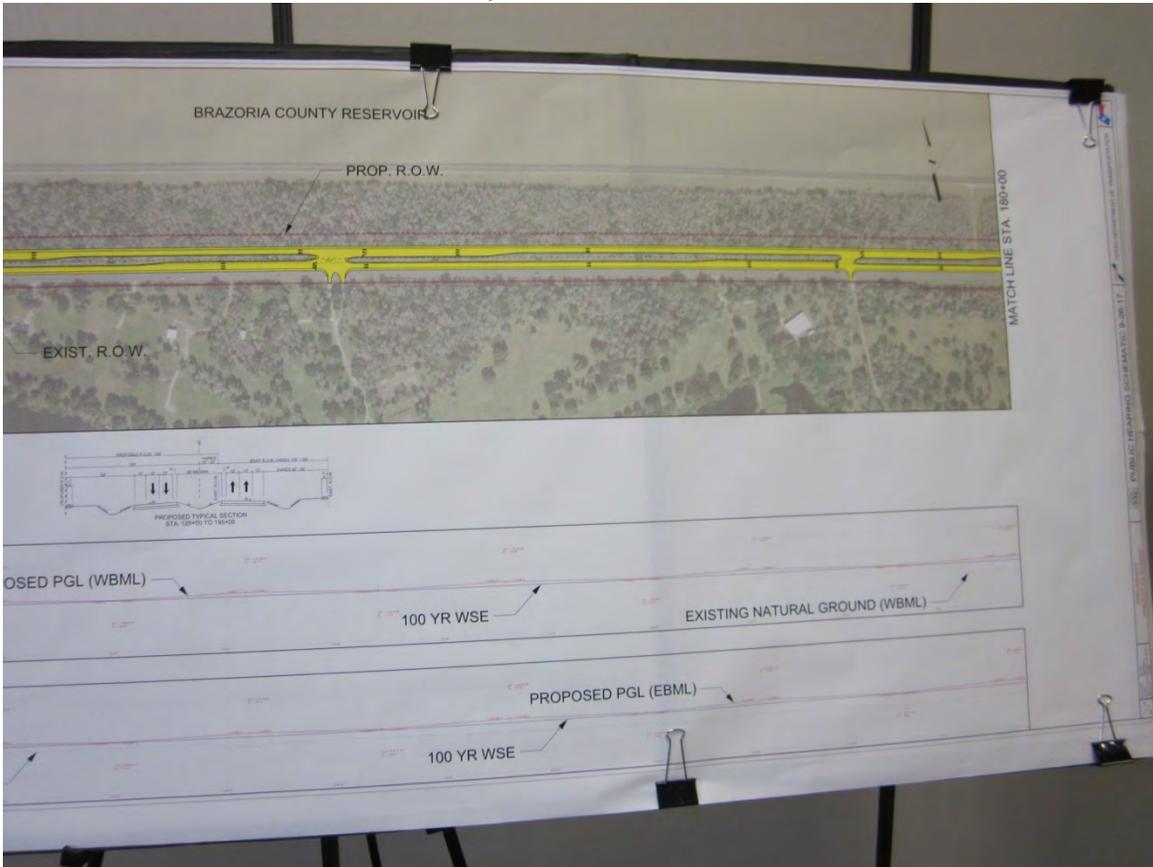
Submit Comments **ELECTRONICALLY** by:
EMAIL at HOU-piowebmail@txdot.gov
OR
Online at
<http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/houston/092617.html>



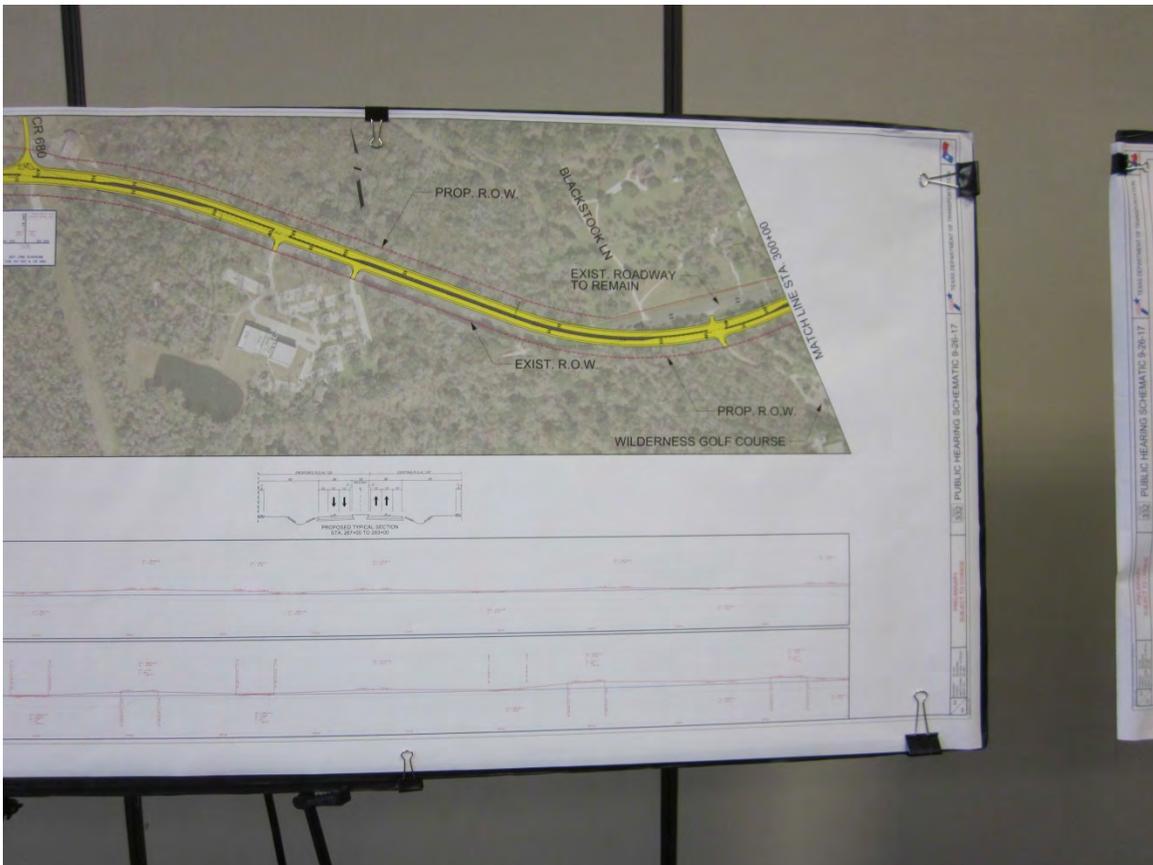
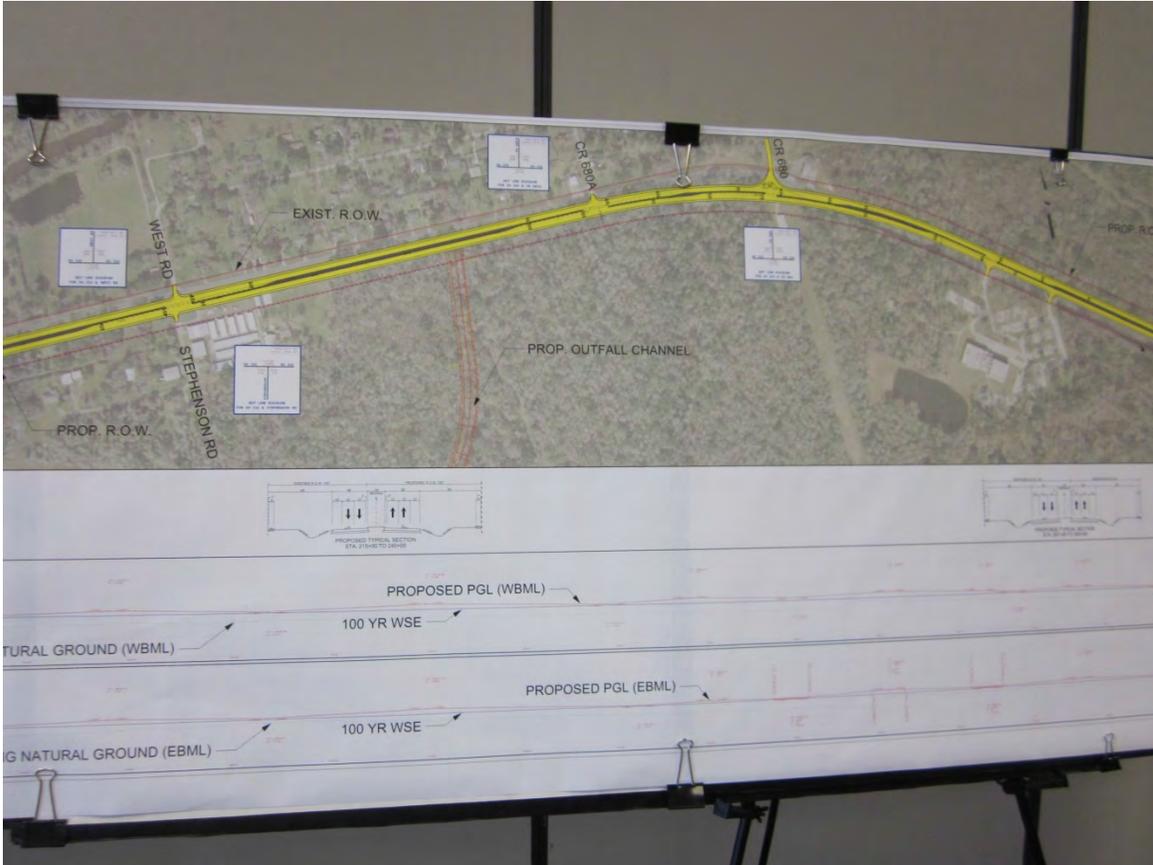
SH 332 Public Hearing
Lake Jackson Civic Center
September 26, 2017



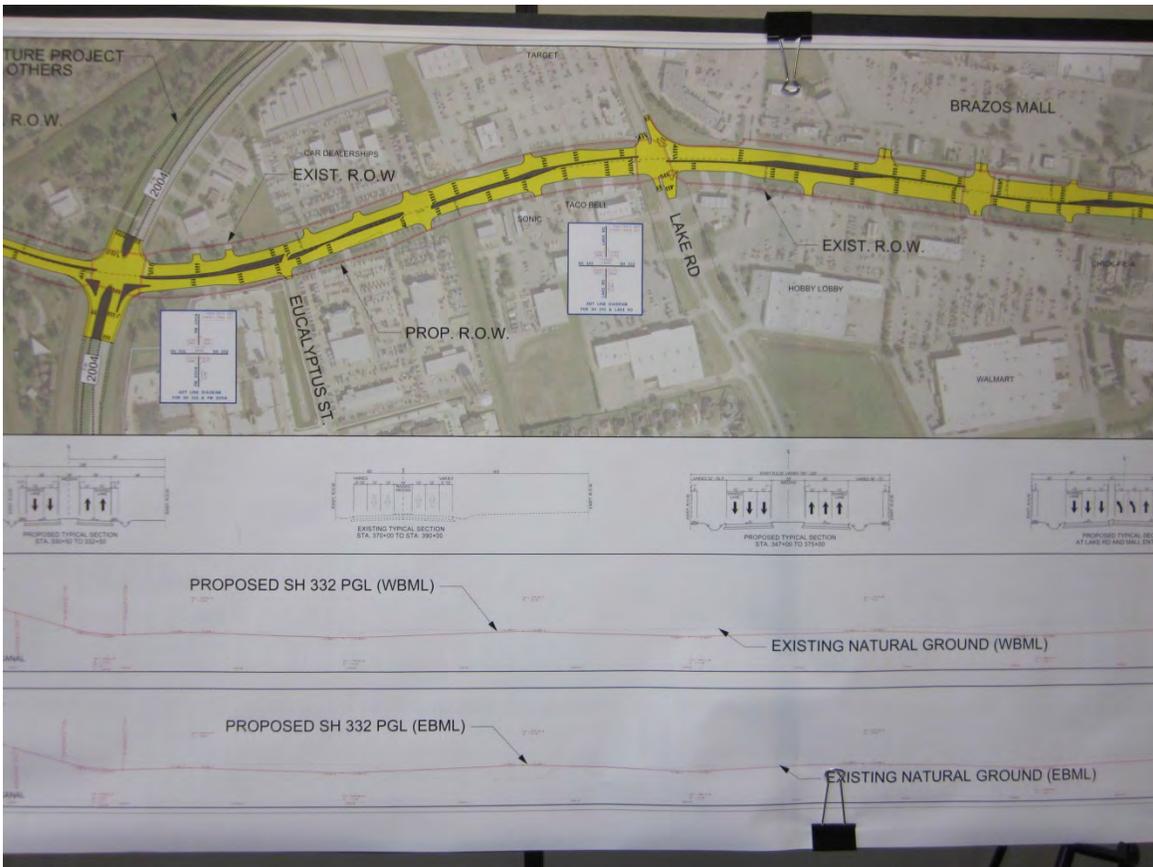
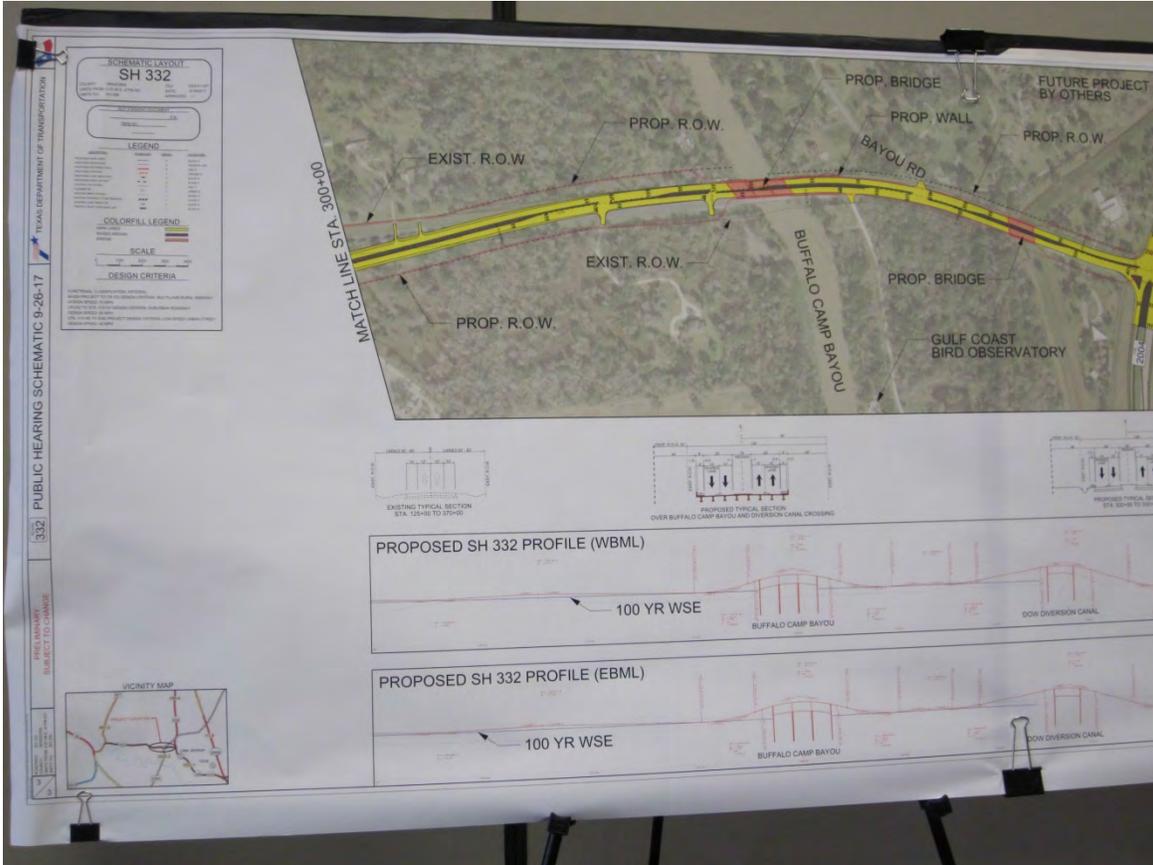
**SH 332 Public Hearing
Lake Jackson Civic Center
September 26, 2017**



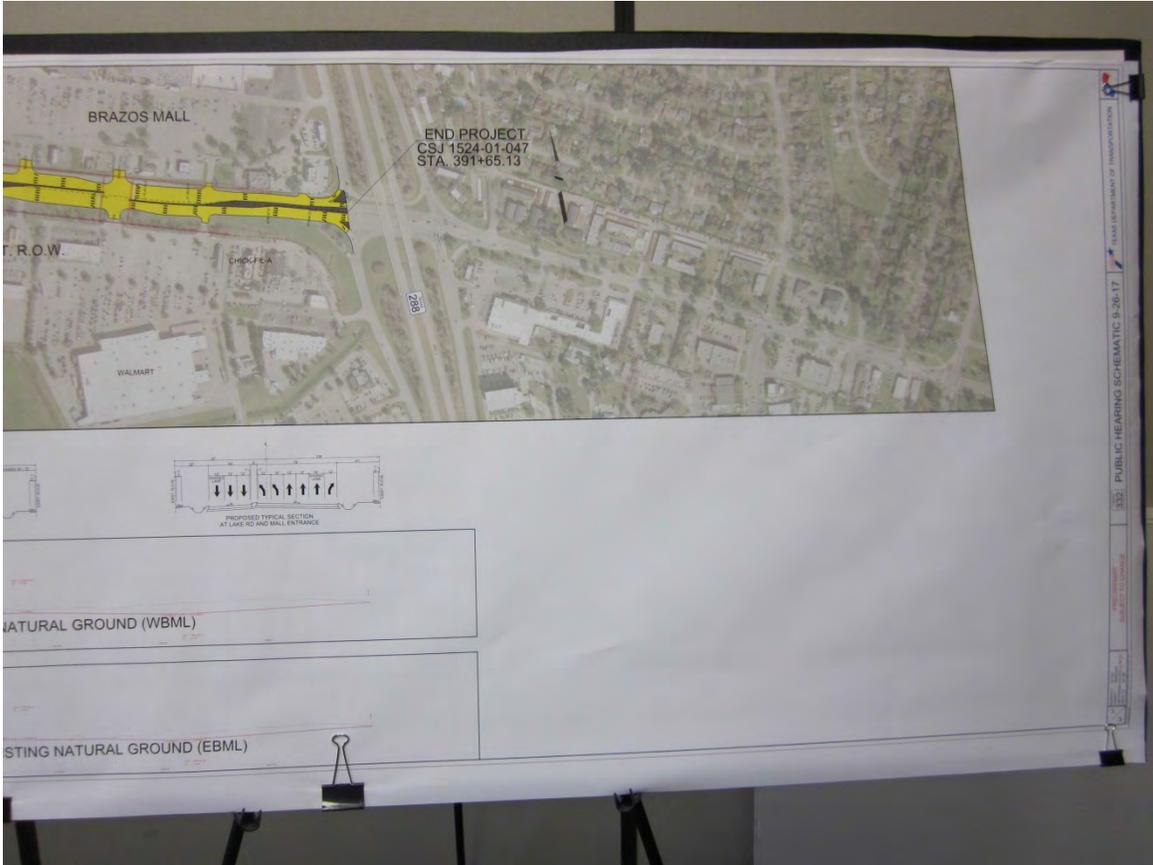
SH 332 Public Hearing
Lake Jackson Civic Center
September 26, 2017



SH 332 Public Hearing
 Lake Jackson Civic Center
 September 26, 2017



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SH 332 Public Hearing
Lake Jackson Civic Center
September 26, 2017



**SH 332 Public Hearing
Lake Jackson Civic Center
September 26, 2017**



SH 332 Public Hearing
Lake Jackson Civic Center
September 26, 2017



SH 332 Public Hearing
Lake Jackson Civic Center
September 26, 2017



SH 332 Public Hearing
Lake Jackson Civic Center
September 26, 2017



SH 332 Public Hearing
Lake Jackson Civic Center
September 26, 2017





TEXAS DEPARTMENT OF TRANSPORTATION

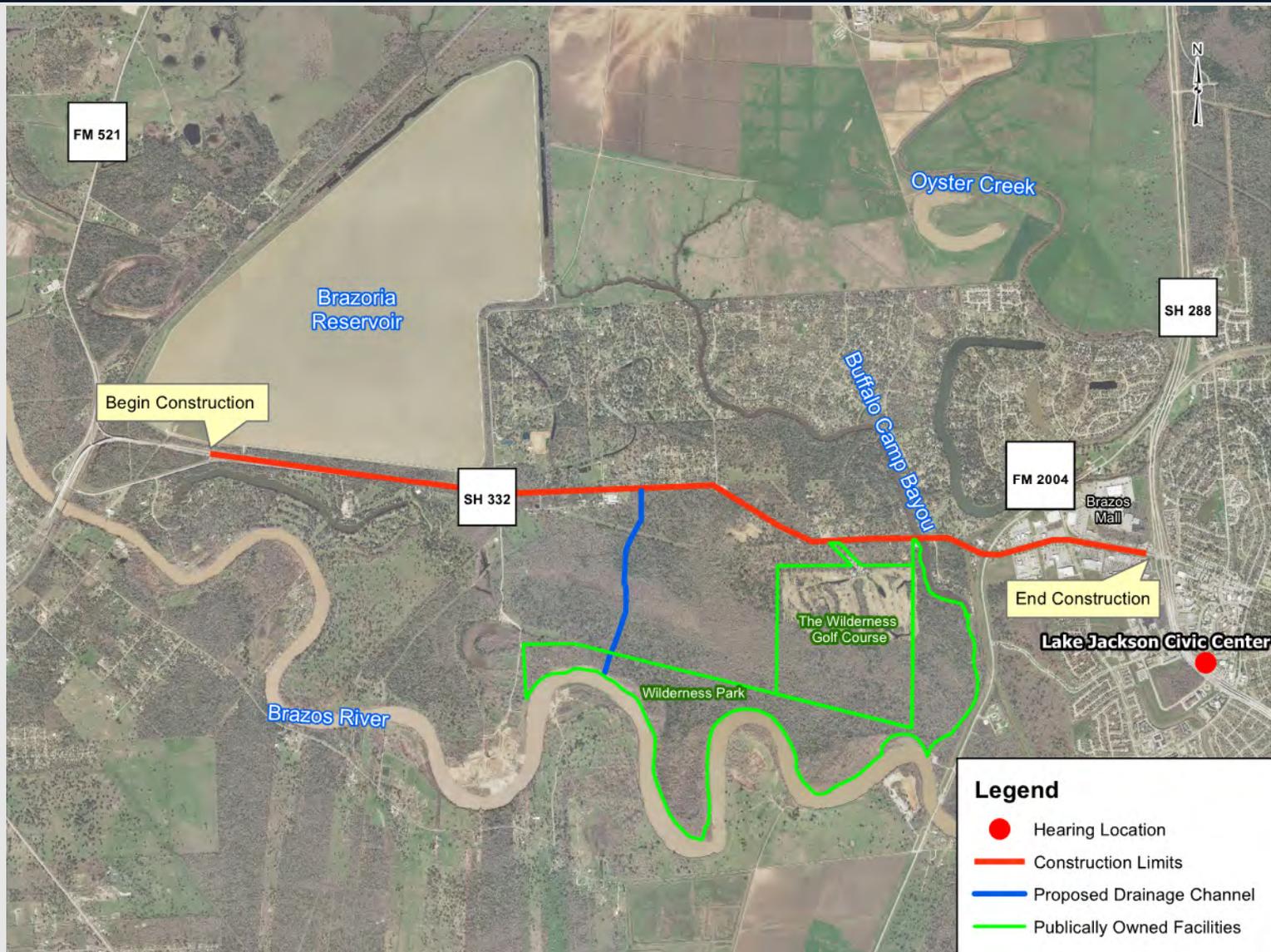
Welcome
Public Hearing

SH 332
From FM 521 to SH 288

Brazoria County
September 26, 2017

Open House begins at 5:30 p.m.
Hearing begins at 6:30 p.m.
Lake Jackson Civic Center
Lake Jackson, Texas

Project Location Map



Need and Purpose

Project Needs

- High traffic during daily commute periods
- Crash rates more than 500% higher than the 2014 statewide average
- The lack of an adequate drainage system has contributed to poor drainage along the roadway and adjacent roadside ditches

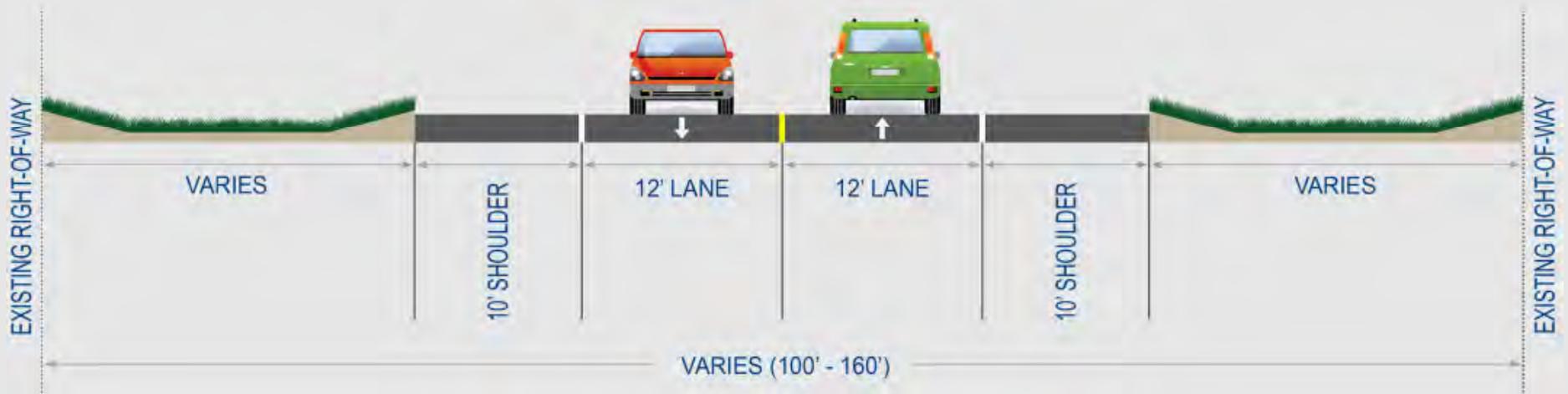
Project Purpose

- The purpose of the proposed project would be to improve safety, reduce traffic congestion, accommodate population growth, enhance mobility and improve drainage along SH 332



Existing Typical Section: FM 521 to Lake Road

EXISTING TYPICAL SECTION FM 521 to Lake Road

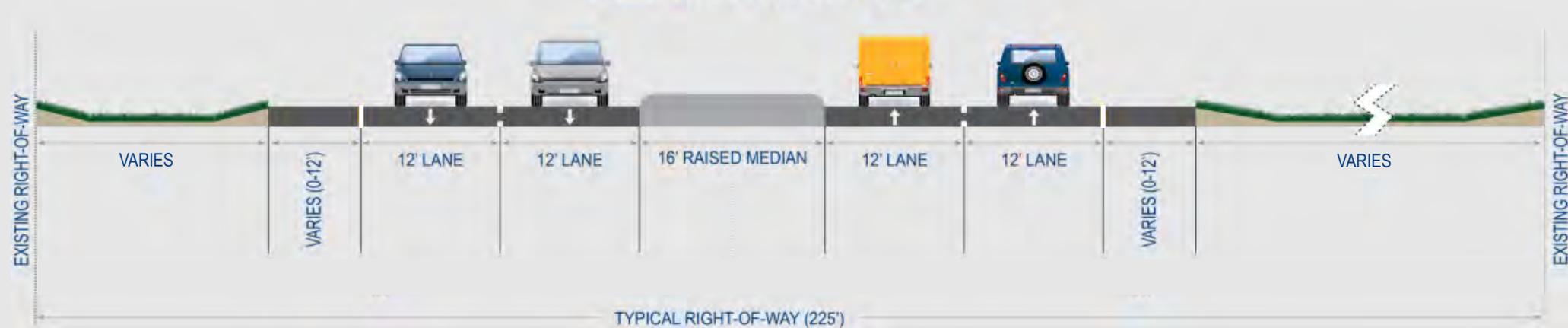


- Two undivided 12-foot wide travel lanes (one in each direction)
- 10-foot wide outside shoulders
- Open ditches
- Typical right-of-way width varies between 100 feet and 160 feet



Existing Typical Section: Lake Road to SH 288

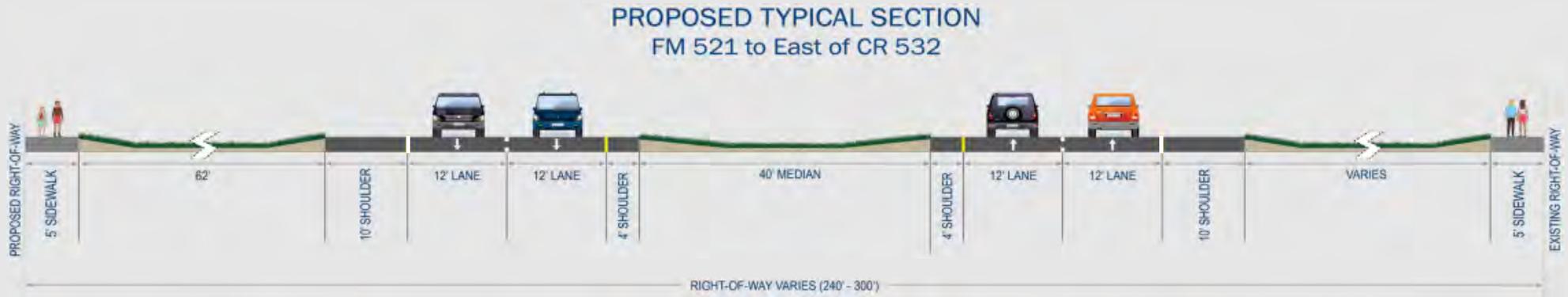
EXISTING TYPICAL SECTION Lake Road to SH 288



- Four 12-foot wide travel lanes (two in each direction)
- Outside shoulder width varies
- Divided by 16-foot wide raised median
- Open ditches
- Right-of-way width of 225 feet



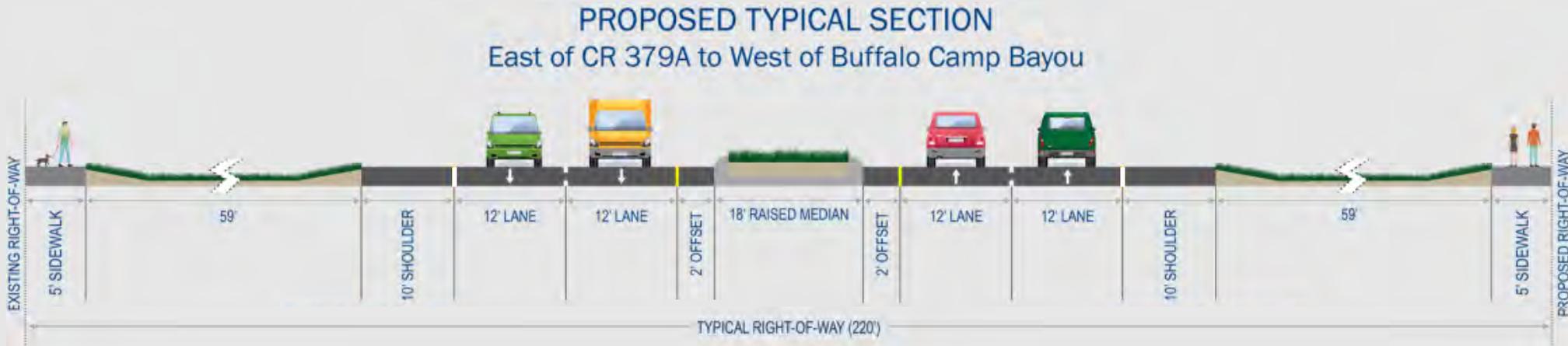
Proposed Typical Section: FM 521 to East of CR 532



- Four 12-foot wide travel lanes (two in each direction)
- Divided by 40-foot wide depressed grass median
- 10-foot wide outside shoulders
- Open ditches
- Typical right-of-way width varies between 240 feet and 300 feet



Proposed Typical Section: East of CR 379A to Buffalo Camp Bayou



- Four 12-foot wide travel lanes (two in each direction)
- 18-foot wide raised median
- 10-foot wide outside shoulders
- Open ditches
- Right-of-way width of 220 feet.



Proposed Typical Section: FM 2004 to SH 288



- Six travel lanes (three in each direction)
- 30-foot wide raised median
- Four 12-foot wide inside travel lanes and two 15-foot wide outside shared travel lane
- Open ditches
- Typical right-of-way width varies between 180 feet and 225 feet



Public Area Impacts



- The proposed project would require additional right-of-way from two publically owned facilities: Wilderness Golf Course (top photo) and Wilderness Park (bottom photo)



- A determination was made that the proposed project would not substantially impair the functions or purposes of the two properties



Next Steps

- Consider public hearing comments
- Finalize environmental analysis
- Environmental decision from TxDOT for the final approved Environmental Assessment
- Begin right-of-way acquisition
- Complete final design
- Construction to be determined as funding becomes available



Public Hearing Comments

All comments must be submitted by October 11, 2017

Submit Comments **TONIGHT** by

Verbal Comments: Complete a speaker card to speak during the public hearing

Written Comments: Place in the comment box

Submit Comments by **MAIL** to:

TxDOT Houston District

Attn: Director of Project Development

P.O. Box 1386

Houston, Texas 77251-1386

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EMAIL at HOU-piowebmail@txdot.gov

OR

Online at

<http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/houston/092617.html>



Public Hearing Process

- **Open House – 5:30 pm – 6:30 pm:**
 - Review project layouts and Question/Answer with project staff
 - Fill out a public hearing speaker card at the registration table if interested

- **Public Hearing – 6:30 pm:**
 - Brief presentation and formal public comment period:
 - The formal comment period is to receive verbal comments from the public
 - Speakers will have three minutes to provide comments
 - In accordance with TxDOT public hearing policy, TxDOT will not verbally respond to comments made during the formal comment period
 - Responses to collected comments will be addressed in the Documentation of Public Hearing report which will be made available on the project website Winter 2017
 - Following the presentation, staff will be available at the layouts for questions and answers





Begin Construction

End Construction

Wilderness
Golf Course

Wilderness
Park

- Legend**
- ★ State Historical Marker
 - △ Closed & Abandoned Landfill
 - Groundwater Contamination Cases
 - Leaking Storage Tank
 - Petroleum Storage Tank
 - Resource Conservation & Recovery Act - Generator Facilities
 - River and Streams
 - Construction Limits
 - Proposed Outfall Channel
 - ▨ NWI
 - ▨ 100 Year Floodplain
 - ▭ Publicly Owned Facilities

RPS klotz associates
 1160 Darry Ashford, Suite 500, Houston, Texas 77079
 T 281.589.7257 • email@klotz.com • Texas PE Firm Reg. #F-929

Constraints Map
 SH 332
 From FM 521 to SH 288

SCALE: 1" = 1,000'
 DATE: September 2015