

**APPENDIX B:  
Agency Correspondence**



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**HOUSTON-GALVESTON AREA COUNCIL**

**PO Box 22777 • 3555 Timmons Lane • Houston, Texas 77227-2777 • 713/627-3200**

**September 13 - 2007**

**Charles U. Airiohuodion  
Advance Transportation Planning  
Texas Department of Transportation  
7721 Washington Avenue  
Houston – Texas 77007**

**Re: Report of Congestion Mitigation Analysis (CMA) For SH 36 From 0.9 Miles South of the Brazos River to FM 1495 - CSJ # 0111-08-100**

**Dear Mr. Airiohuodion:**

The Houston-Galveston Area Council (H-GAC), the designated Metropolitan Planning Organization (MPO) for the region, has completed the Congestion Mitigation Analysis (CMA) for the above captioned project.

Please find attached the report of the CMA to be forwarded to the appropriate department of TxDOT.

The results of the analysis indicate that the level of mobility (LOM) for SH 36 From 0.9 Miles South of the Brazos River to FM 1495 has already deteriorated enough to justify added capacity.

Therefore, any widening of SH 36 From 0.9 Miles South of the Brazos River to FM 1495 will be consistent with the Congestion Management System (CMS) Plan of H-GAC.

Since this is a state highway in rural region with limited numbers of signals and sparsely populated area, as per Congestion Management System (CMS) Plan of H-GAC, we do not have any Transportation System Management (TSM) and Transportation Demand Management (TDM) options in our Tool-Box to apply as congestion mitigating factors to this corridor.

As such the implementing agency does not have to commit to include TSMs and TDMs as part of this roadway project.

If you have any comments or need additional information, please do not hesitate to contact me at (713) 993-4564.

**Sincerely,**

*ILyas Choudry*  
**ILyas H. Choudry**

**CONGESTION MITIGATION ANALYSIS (CMA)**  
**SH 36 From 0.9 Miles South of the Brazos River to FM 1495**  
**CSJ # 0111-08-100**  
**September 13 - 2007**

**FINDINGS**

The Level of Mobility (LOM) on SH 36 from 0.9 Miles South of the Brazos River to FM 1495 has already deteriorated significantly to justify adding additional road capacity. Since this is a State Highway in Rural Region with limited numbers of signals and sparsely populated area, as per Congestion Management Plan (CMS), we do not have a Transportation System Management (TSM) and Transportation Demand Management (TDM) in our Tool-Box to apply congestion mitigating factor to this corridor. It can be concluded that adding capacity on this roadway can be further investigated and is consistent with the CMS Plan of the Houston-Galveston Area Council (H-GAC) contingent to the considerations described below.

**BACKGROUND**

The current Congestion Management Systems (CMS) Plan for the Houston-Galveston metropolitan area was adopted in October 1997 and amended in December 1997, May 1998, and December 2004. The CMS requires the performance of a Congestion Mitigation Analysis (CMA), which was formerly known as Single Occupancy Vehicle Analysis (SOV), on significant added capacity roadway projects. It is the stated policy of the CMS to apply cost-effective Transportation System Management (TSM) measures and Travel Demand Management (TDM) as the first component of all congestion reduction strategies. Added capacity roadway projects, such as those being considered for this SH 332 are justified only if cost-effective demand and system management strategies fail to reduce vehicular congestion to acceptable (or tolerable) levels.

**PROJECT DESCRIPTION**

The limits of this project are SH 36 From 0.9 Miles South of the Brazos River to FM 1495. It is an existing 1.30-Miles long stretch of SH 36 with two lanes open ditch in rural area with limited development. It is being proposed to be widened to four-lanes divided rural highway. The 85<sup>th</sup> Percentile Speed on the facility is approximately 58-MPH.

**TRAFFIC AND LEVEL OF MOBILITY (LOM)**

Table 1 illustrates Levels of Mobility (LOM) used to define congestion by H-GAC. These LOMs were developed by the H-GAC Travel Modeling Committee in 1997 and approved by the Technical Advisory Committee (TAC). Roadway segments that fall above the tolerable level (i.e., volume/capacity (v/c) ratio  $\geq 0.85$ ) are considered congested, thus added capacity is considered to be justified.

**Table 1**  
**Summary of Levels of Mobility (LOM)**

<b>LOM</b>	<b>Volume/Capacity (V/C) Ratio</b>
Tolerable	< 0.85
Moderate	≥ 0.85 < 1.00
Serious	≥ 1.00 < 1.25
Severe	≥ 1.25

For the purpose of this CMA, the v/c ratios (LOMs) were calculated. Volume/capacity (v/c) ratios were calculated using capacities developed by H-GAC for the region’s travel demand model as well as actual 24-hour traffic counts done by consultant C. J. Hensch & Associates, Inc. Adjusted capacities were determined using H-GAC’s capacity tables, which are based on the standard “*Highway Capacity Manual*” procedures for different facility types and number of lanes, as well as other traffic-related factors. These include:

- Percent Trucks
- Number of Lanes
- Lane Utilization Factor
- Traffic Signal Timing  
[Green/Cycle Length (g/c) Ratio]
- Percent Left-turns
- Peak Hour Factor
- Peak Hour Directional Factors

Information for these factors was also collected in the field by consultant C. J. Hensch & Associates, Inc.. As mentioned earlier, they also collected traffic volume information. Once the adjusted capacity was calculated using Capacity Tables, weighted average v/c ratio for Year 2007 was determined. This v/c ratio 0.86 is higher than 0.85: Since there are no mitigating factors, LOM for after case will also remain the same as the existing case and is given in Table 2 as MODERATE.

**CONGESTION REDUCTION STRATEGIES**

It is the stated policy of the Congestion Management System to apply cost-effective demand and system management measures as the first component of all congestion reduction strategies. Added capacity roadway projects are justified only if cost-effective demand management and system management strategies fail to reduce vehicular congestion to acceptable levels. Where demand or system management projects are feasible and cost-effective, project sponsors, or relevant implementing agencies and the MPO must commit to their implementation or incorporation into a proposed added-capacity project as a pre-condition to federal funding assistance. Project design, concept, and scope must also be consistent with any selected management strategies.

Since this is a State Highway in Rural Region with limited numbers of signals and sparsely populate area, as per Congestion Management Plan (CMS), we do not have a Transportation System Management (TSM) and Transportation Demand Management (TDM) in our Tool-Box to apply congestion mitigating factor to this corridor.

## Analysis and Results

Since v/c ratio suggests enough congestion in Year 2007 and with no TSM/TDM considered, results are as such given in Table 2.

**Table 2**  
**LOM for Year 2007**  
**SH 36 From 0.9 Miles South of the Brazos River to FM 1495**  
**CSJ # 0111-08-100**

	<b>LOM Before Implementation of TSM/TDM Projects (2007)</b>	<b>LOM After Implementation of TSM/TDM Projects (2007)</b>
Yr. 2007 Adjusted LOM	0.86	0.86

It is obvious that the LOM within the limits of the project is MODERATE in the existing Year 2007. Therefore, adding capacity is justifiable and can be further explored.

Information from TxDOT about exact time frame of construction of this project is being requested. Reason is H-GAC is responsible for evaluating the before-and-after results. H-GAC's consultant C. J. Hensch & Associates, Inc. has already collected the before implementation travel time runs for the performance evaluation.



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**September 13 - 2007**

**Charles U. Airiohuodion  
Advance Transportation Planning  
Texas Department of Transportation  
7721 Washington Avenue  
Houston – Texas 77007**

**Re: Report of Congestion Mitigation Analysis (CMA) For SH 36 From South of Needville to Brazoria County Line - CSJ # 0188-02-036**

**Dear Mr. Airiohuodion:**

The Houston-Galveston Area Council (H-GAC), the designated Metropolitan Planning Organization (MPO) for the region, has completed the Congestion Mitigation Analysis (CMA) for the above captioned project.

Please find attached the report of the CMA to be forwarded to the appropriate department of TxDOT.

The results of the analysis indicate that the level of mobility (LOM) for SH 36 from South of Needville to Brazoria County Line has already deteriorated enough to justify added capacity.

Therefore, any widening of SH 36 from South of Needville to Brazoria County Line will be consistent with the Congestion Management System (CMS) Plan of H-GAC.

Since this is a state highway in rural region with limited numbers of signals and sparsely populated area, as per Congestion Management System (CMS) Plan of H-GAC, we do not have any Transportation System Management (TSM) and Transportation Demand Management (TDM) options in our Tool-Box to apply as congestion mitigating factors to this corridor.

As such the implementing agency does not have to commit to include TSMs and TDMs as part of this roadway project.

If you have any comments or need additional information, please do not hesitate to contact me at (713) 993-4564.

**Sincerely,**

*Ilyas Choudry*  
**Ilyas H. Choudry**

**CONGESTION MITIGATION ANALYSIS (CMA)**  
**SH 36 from South of Needville to Brazoria County Line**  
**CSJ: 0188-02-036**  
**September 13 - 2007**

**FINDINGS**

The Level of Mobility (LOM) on SH 36 from South of Needville to Brazoria County Line has already deteriorated significantly to justify adding additional road capacity. Since this is a State Highway in Rural Region with limited numbers of signals and sparsely populate area, as per Congestion Management Plan (CMS), we do not have a Transportation System Management (TSM) and Transportation Demand Management (TDM) in our Tool-Box to apply congestion mitigating factor to this corridor. It can be concluded that adding capacity on this roadway can be further investigated and is consistent with the CMS Plan of the Houston-Galveston Area Council (H-GAC) contingent to the considerations described below.

**BACKGROUND**

The current Congestion Management Systems (CMS) Plan for the Houston-Galveston metropolitan area was adopted in October 1997 and amended in December 1997, May 1998, and December 2004. The CMS requires the performance of a Congestion Mitigation Analysis (CMA), which was formerly known as Single Occupancy Vehicle Analysis (SOV), on significant added capacity roadway projects. It is the stated policy of the CMS to apply cost-effective Transportation System Management (TSM) measures and Travel Demand Management (TDM) as the first component of all congestion reduction strategies. Added capacity roadway projects, such as those being considered for this SH 332 are justified only if cost-effective demand and system management strategies fail to reduce vehicular congestion to acceptable (or tolerable) levels.

**PROJECT DESCRIPTION**

The limits of this project are SH 36 from South of Needville to Brazoria County Line. It is an existing 6.40-Miles long stretch of SH 36 with two lanes open ditch in rural area with single family homes and some commercial outlets adjacent to the road. It is being proposed to be widened to four-lanes divided rural highway. The 85<sup>th</sup> Percentile Speed on the facility is approximately 56-MPH.

**TRAFFIC AND LEVEL OF MOBILITY (LOM)**

Table 1 illustrates Levels of Mobility (LOM) used to define congestion by H-GAC. These LOMs were developed by the H-GAC Travel Modeling Committee in 1997 and approved by the Technical Advisory Committee (TAC). Roadway segments that fall above the tolerable level (i.e., volume/capacity (v/c) ratio  $\geq 0.85$ ) are considered congested, thus added capacity is considered to be justified.

**Table 1**  
**Summary of Levels of Mobility (LOM)**

<b>LOM</b>	<b>Volume/Capacity (V/C) Ratio</b>
Tolerable	< 0.85
Moderate	≥ 0.85 < 1.00
Serious	≥ 1.00 < 1.25
Severe	≥ 1.25

For the purpose of this CMA, the v/c ratios (LOMs) were calculated. Volume/capacity (v/c) ratios were calculated using capacities developed by H-GAC for the region's travel demand model as well as actual 24-hour traffic counts done by consultant C. J. Hensch & Associates, Inc. Adjusted capacities were determined using H-GAC's capacity tables, which are based on the standard "Highway Capacity Manual" procedures for different facility types and number of lanes, as well as other traffic-related factors. These include:

- Percent Trucks
- Number of Lanes
- Lane Utilization Factor
- Traffic Signal Timing  
[Green/Cycle Length (g/c) Ratio]
- Percent Left-turns
- Peak Hour Factor
- Peak Hour Directional Factors

Information for these factors was also collected in the field by consultant C. J. Hensch & Associates, Inc.. As mentioned earlier, they also collected traffic volume information. Once the adjusted capacity was calculated using Capacity Tables, weighted average v/c ratio for Year 2007 was determined. This v/c ratio 0.98 is higher than 0.85: Since there are no mitigating factors, LOM for after case will also remain the same as the existing case and is given in Table 2 as MODERATE.

**CONGESTION REDUCTION STRATEGIES**

It is the stated policy of the Congestion Management System to apply cost-effective demand and system management measures as the first component of all congestion reduction strategies. Added capacity roadway projects are justified only if cost-effective demand management and system management strategies fail to reduce vehicular congestion to acceptable levels. Where demand or system management projects are feasible and cost-effective, project sponsors, or relevant implementing agencies and the MPO must commit to their implementation or incorporation into a proposed added-capacity project as a pre-condition to federal funding assistance. Project design, concept, and scope must also be consistent with any selected management strategies.

Since this is a State Highway in Rural Region with limited numbers of signals and sparsely populate area, as per Congestion Management Plan (CMS), we do not have a Transportation System Management (TSM) and Transportation Demand Management (TDM) in our Tool-Box to apply congestion mitigating factor to this corridor.

## Analysis and Results

Since v/c ratio suggests enough congestion in Year 2007 and with no TSM/TDM considered, results are as such given in Table 2.

**Table 2**  
**LOM for Year 2007**  
**SH 36 from South of Needville to Brazoria County Line**  
**CSJ: 0188-02-036**

	<b>LOM Before Implementation of TSM/TDM Projects (2007)</b>	<b>LOM After Implementation of TSM/TDM Projects (2007)</b>
Yr. 2007 Adjusted LOM	0.98	0.98

It is obvious that the LOM within the limits of the project is MODERATE in the existing Year 2007. Therefore, adding capacity is justifiable and can be further explored.

Information from TxDOT about exact time frame of construction of this project is being requested. Reason is H-GAC is responsible for evaluating the before-and-after results. H-GAC's consultant C. J. Hensch & Associates, Inc. has already collected the before implementation travel time runs for the performance evaluation.



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**September 13 - 2007**

**Charles U. Airiohuodion  
Advance Transportation Planning  
Texas Department of Transportation  
7721 Washington Avenue  
Houston – Texas 77007**

**Re: Report of Congestion Mitigation Analysis (CMA) For SH 36 From 1.13 Miles North of SH 332 to South of Brazoria - CSJ # 0188-04-043**

**Dear Mr. Airiohuodion:**

The Houston-Galveston Area Council (H-GAC), the designated Metropolitan Planning Organization (MPO) for the region, has completed the Congestion Mitigation Analysis (CMA) for the above captioned project.

Please find attached the report of the CMA to be forwarded to the appropriate department of TxDOT.

The results of the analysis indicate that the level of mobility (LOM) for SH 36 from 1.13 Miles North of SH 332 to South of Brazoria has already deteriorated enough to justify added capacity.

Therefore, any widening of SH 36 from 1.13 Miles North of SH 332 to South of Brazoria will be consistent with the Congestion Management System (CMS) Plan of H-GAC.

Since this is a state highway in rural region with limited numbers of signals and sparsely populated area, as per Congestion Management System (CMS) Plan of H-GAC, we do not have any Transportation System Management (TSM) and Transportation Demand Management (TDM) options in our Tool-Box to apply as congestion mitigating factors to this corridor.

As such the implementing agency does not have to commit to include TSMs and TDMs as part of this roadway project.

If you have any comments or need additional information, please do not hesitate to contact me at (713) 993-4564.

**Sincerely,**

*Ilyas Choudry*  
**Ilyas H. Choudry**

**CONGESTION MITIGATION ANALYSIS (CMA)**  
**SH 36 from 1.13 Miles North of SH 332 to South of Brazoria**  
**CSJ # 0188-04-043**  
**September 13 - 2007**

**FINDINGS**

The Level of Mobility (LOM) on SH 36 from 1.13 Miles North of SH 332 to South of Brazoria has already deteriorated significantly to justify adding additional road capacity. Since this is a State Highway in Rural Region with limited numbers of signals and sparsely populated area, as per Congestion Management Plan (CMS), we do not have a Transportation System Management (TSM) and Transportation Demand Management (TDM) in our Tool-Box to apply congestion mitigating factor to this corridor. It can be concluded that adding capacity on this roadway can be further investigated and is consistent with the CMS Plan of the Houston-Galveston Area Council (H-GAC) contingent to the considerations described below.

**BACKGROUND**

The current Congestion Management Systems (CMS) Plan for the Houston-Galveston metropolitan area was adopted in October 1997 and amended in December 1997, May 1998, and December 2004. The CMS requires the performance of a Congestion Mitigation Analysis (CMA), which was formerly known as Single Occupancy Vehicle Analysis (SOV), on significant added capacity roadway projects. It is the stated policy of the CMS to apply cost-effective Transportation System Management (TSM) measures and Travel Demand Management (TDM) as the first component of all congestion reduction strategies. Added capacity roadway projects, such as those being considered for this SH 332 are justified only if cost-effective demand and system management strategies fail to reduce vehicular congestion to acceptable (or tolerable) levels.

**PROJECT DESCRIPTION**

The limits of this project are SH 36 from 1.13 Miles North of SH 332 to South of Brazoria. The project is going to be a new 4-Lane Brazoria By-Pass in this small city and mixed development setting. The 85<sup>th</sup> Percentile Speed on the facility is approximately 65-MPH.

**TRAFFIC AND LEVEL OF MOBILITY (LOM)**

Table 1 illustrates Levels of Mobility (LOM) used to define congestion by H-GAC. These LOMs were developed by the H-GAC Travel Modeling Committee in 1997 and approved by the Technical Advisory Committee (TAC). Roadway segments that fall above the tolerable level (i.e., volume/capacity (v/c) ratio  $\geq 0.85$ ) are considered congested, thus added capacity is considered to be justified.

**Table 1  
Summary of Levels of Mobility (LOM)**

<b>LOM</b>	<b>Volume/Capacity (V/C) Ratio</b>
Tolerable	< 0.85
Moderate	≥ 0.85 < 1.00
Serious	≥ 1.00 < 1.25
Severe	≥ 1.25

For the purpose of this CMA, the v/c ratios (LOMs) were calculated. Volume/capacity (v/c) ratios were calculated using capacities developed by H-GAC for the region's travel demand model as well as actual 24-hour traffic counts done by consultant C. J. Hensch & Associates, Inc. Adjusted capacities were determined using H-GAC's capacity tables, which are based on the standard "Highway Capacity Manual" procedures for different facility types and number of lanes, as well as other traffic-related factors. These include:

- Percent Trucks
- Number of Lanes
- Lane Utilization Factor
- Traffic Signal Timing  
[Green/Cycle Length (g/c) Ratio]
- Percent Left-turns
- Peak Hour Factor
- Peak Hour Directional Factors

Information for these factors was also collected in the field by consultant C. J. Hensch & Associates, Inc.. As mentioned earlier, they also collected traffic volume information. Once the adjusted capacity was calculated using Capacity Tables, weighted average v/c ratio for Year 2007 was determined. This v/c ratio 1.03 is higher than 0.85: Since there are no mitigating factors, LOM for after case will also remain the same as the existing case and is given in Table 2 as SERIOUS.

**CONGESTION REDUCTION STRATEGIES**

It is the stated policy of the Congestion Management System to apply cost-effective demand and system management measures as the first component of all congestion reduction strategies. Added capacity roadway projects are justified only if cost-effective demand management and system management strategies fail to reduce vehicular congestion to acceptable levels. Where demand or system management projects are feasible and cost-effective, project sponsors, or relevant implementing agencies and the MPO must commit to their implementation or incorporation into a proposed added-capacity project as a pre-condition to federal funding assistance. Project design, concept, and scope must also be consistent with any selected management strategies.

Since this is a State Highway in Rural Region with limited numbers of signals and sparsely populate area, as per Congestion Management Plan (CMS), we do not have a Transportation System Management (TSM) and Transportation Demand Management (TDM) in our Tool-Box to apply congestion mitigating factor to this corridor.

## Analysis and Results

Since v/c ratio suggests enough congestion in Year 2007 and with no TSM/TDM considered, results are as such given in Table 2.

**Table 2**  
**LOM for Year 2007**  
**SH 36 from 1.13 Miles North of SH 332 to South of Brazoria**  
**CSJ # 0188-04-043**

	<b>LOM Before Implementation of TSM/TDM Projects (2007)</b>	<b>LOM After Implementation of TSM/TDM Projects (2007)</b>
Yr. 2007 Adjusted LOM	1.03	1.03

It is obvious that the LOM within the limits of the project is SERIOUS in the existing Year 2007. Therefore, adding capacity is justifiable and can be further explored.

Information from TxDOT about exact time frame of construction of this project is being requested. Reason is H-GAC is responsible for evaluating the before-and-after results. H-GAC's consultant C. J. Hensch & Associates, Inc. has already collected the before implementation travel time runs for the performance evaluation.



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**September 13 - 2007**

**Charles U. Airiohuodion  
Advance Transportation Planning  
Texas Department of Transportation  
7721 Washington Avenue  
Houston – Texas 77007**

**Re: Report of Congestion Mitigation Analysis (CMA) For SH 36 From South of Jones Creek Bridge to 0.2 Miles North of Brazos River - CSJ # 0188-06-046**

**Dear Mr. Airiohuodion:**

The Houston-Galveston Area Council (H-GAC), the designated Metropolitan Planning Organization (MPO) for the region, has completed the Congestion Mitigation Analysis (CMA) for the above captioned project.

Please find attached the report of the CMA to be forwarded to the appropriate department of TxDOT.

The results of the analysis indicate that the level of mobility (LOM) for SH 36 From South of Jones Creek Bridge to 0.2 Miles North of Brazos River has already deteriorated enough to justify added capacity.

Therefore, any widening of SH 36 From South of Jones Creek Bridge to 0.2 Miles North of Brazos River will be consistent with the Congestion Management System (CMS) Plan of H-GAC.

Since this is a state highway in rural region with limited numbers of signals and sparsely populated area, as per Congestion Management System (CMS) Plan of H-GAC, we do not have any Transportation System Management (TSM) and Transportation Demand Management (TDM) options in our Tool-Box to apply as congestion mitigating factors to this corridor.

As such the implementing agency does not have to commit to include TSMs and TDMs as part of this roadway project.

If you have any comments or need additional information, please do not hesitate to contact me at (713) 993-4564.

**Sincerely,**

*Ilyas Choudry*  
Ilyas H. Choudry

**CONGESTION MITIGATION ANALYSIS (CMA)**  
**SH 36 From South of Jones Creek Bridge to 0.2 Miles North of Brazos River**  
**CSJ # 0188-06-046**  
**September 13 - 2007**

**FINDINGS**

The Level of Mobility (LOM) on SH 36 From South of Jones Creek Bridge to 0.2 Miles North of Brazos River has already deteriorated significantly to justify adding additional road capacity. Since this is a State Highway in Rural Region with limited numbers of signals and sparsely populate area, as per Congestion Management Plan (CMS), we do not have a Transportation System Management (TSM) and Transportation Demand Management (TDM) in our Tool-Box to apply congestion mitigating factor to this corridor. It can be concluded that adding capacity on this roadway can be further investigated and is consistent with the CMS Plan of the Houston-Galveston Area Council (H-GAC) contingent to the considerations described below.

**BACKGROUND**

The current Congestion Management Systems (CMS) Plan for the Houston-Galveston metropolitan area was adopted in October 1997 and amended in December 1997, May 1998, and December 2004. The CMS requires the performance of a Congestion Mitigation Analysis (CMA), which was formerly known as Single Occupancy Vehicle Analysis (SOV), on significant added capacity roadway projects. It is the stated policy of the CMS to apply cost-effective Transportation System Management (TSM) measures and Travel Demand Management (TDM) as the first component of all congestion reduction strategies. Added capacity roadway projects, such as those being considered for this SH 332 are justified only if cost-effective demand and system management strategies fail to reduce vehicular congestion to acceptable (or tolerable) levels.

**PROJECT DESCRIPTION**

The limits of this project are SH 36 From South of Jones Creek Bridge to 0.2 Miles North of Brazos River. It is an existing 2.95-Miles long stretch of SH 36 with two lanes open ditch in rural area with limited development. It is being proposed to be widened to four-lanes divided rural highway. The 85<sup>th</sup> Percentile Speed on the facility is approximately 64-MPH.

**TRAFFIC AND LEVEL OF MOBILITY (LOM)**

Table 1 illustrates Levels of Mobility (LOM) used to define congestion by H-GAC. These LOMs were developed by the H-GAC Travel Modeling Committee in 1997 and approved by the Technical Advisory Committee (TAC). Roadway segments that fall above the tolerable level (i.e., volume/capacity (v/c) ratio  $\geq 0.85$ ) are considered congested, thus added capacity is considered to be justified.

**Table 1**  
**Summary of Levels of Mobility (LOM)**

<b>LOM</b>	<b>Volume/Capacity (V/C) Ratio</b>
Tolerable	< 0.85
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Severe	≥ 1.25

For the purpose of this CMA, the v/c ratios (LOMs) were calculated. Volume/capacity (v/c) ratios were calculated using capacities developed by H-GAC for the region's travel demand model as well as actual 24-hour traffic counts done by consultant C. J. Hensch & Associates, Inc. Adjusted capacities were determined using H-GAC's capacity tables, which are based on the standard "Highway Capacity Manual" procedures for different facility types and number of lanes, as well as other traffic-related factors. These include:

- Percent Trucks
- Number of Lanes
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- Traffic Signal Timing  
[Green/Cycle Length (g/c) Ratio]
- Percent Left-turns
- Peak Hour Factor
- Peak Hour Directional Factors

Information for these factors was also collected in the field by consultant C. J. Hensch & Associates, Inc.. As mentioned earlier, they also collected traffic volume information. Once the adjusted capacity was calculated using Capacity Tables, weighted average v/c ratio for Year 2007 was determined. This v/c ratio 0.94 is higher than 0.85: Since there are no mitigating factors, LOM for after case will also remain the same as the existing case and is given in Table 2 as MODERATE.

**CONGESTION REDUCTION STRATEGIES**

It is the stated policy of the Congestion Management System to apply cost-effective demand and system management measures as the first component of all congestion reduction strategies. Added capacity roadway projects are justified only if cost-effective demand management and system management strategies fail to reduce vehicular congestion to acceptable levels. Where demand or system management projects are feasible and cost-effective, project sponsors, or relevant implementing agencies and the MPO must commit to their implementation or incorporation into a proposed added-capacity project as a pre-condition to federal funding assistance. Project design, concept, and scope must also be consistent with any selected management strategies.

Since this is a State Highway in Rural Region with limited numbers of signals and sparsely populate area, as per Congestion Management Plan (CMS), we do not have a Transportation System Management (TSM) and Transportation Demand Management (TDM) in our Tool-Box to apply congestion mitigating factor to this corridor.

## Analysis and Results

Since v/c ratio suggests enough congestion in Year 2007 and with no TSM/TDM considered, results are as such given in Table 2.

**Table 2**  
**LOM for Year 2007**  
**SH 36 From South of Jones Creek Bridge to 0.2 Miles North of Brazos River**  
**CSJ # 0188-06-046**

	<b>LOM Before Implementation of TSM/TDM Projects (2007)</b>	<b>LOM After Implementation of TSM/TDM Projects (2007)</b>
Yr. 2007 Adjusted LOM	0.94	0.94

It is obvious that the LOM within the limits of the project is MODERATE in the existing Year 2007. Therefore, adding capacity is justifiable and can be further explored.

Information from TxDOT about exact time frame of construction of this project is being requested. Reason is H-GAC is responsible for evaluating the before-and-after results. H-GAC's consultant C. J. Hensch & Associates, Inc. has already collected the before implementation travel time runs for the performance evaluation.



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**HOUSTON-GALVESTON AREA COUNCIL**

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**September 13 - 2007**

**Lance Olenius  
Environmental Coordinator  
Advanced Project Development  
Texas Department of Transportation  
Houston District  
7721 Washington Avenue  
Houston, TX 77007**

**REF. Letter of Waiver of Single Occupancy Vehicle (SOV) Analysis For:  
CSJ Numbers: 0187-05-050 & 0187-05-048 – Spur 10 From US 59 South Till SH 36  
Lead Agency: TxDOT**

**Dear Lance Olenius.**

The Congestion Management System (CMS) Roadway Network, as adopted in 1997 and later revised in 1998 and 2004, is defined as roadways classified principal (or major) arterials and above in the urban areas and selected major collectors and above in the rural area, as defined in the TxDOT Roadway Inventory Log (RI-2) and other roadways designated by the TPC. Added capacity roadway projects, NOT on the adopted CMS network, are not subject to Congestion Mitigation Analysis (CMA) requirements. In addition, added capacity projects on the adopted CMS network, which have current environmental findings (FONSI/ROD) are also exempt from CMA. Currents FONSI/ROD should be within the last three years. Also added-capacity projects less than 1-Mile are considered insignificant and again exempt from CMA. Moreover any project of the nature of Transportation Demand Management (TDM) or Transportation System Management (TSM) is considered waived from the requirements of CMS Plan.

**H-GAC is issuing this Letter of Waiver (LOW) of CMA for the above referenced projects, as they are not on the CMS Network (Minor Collector and Other Arterial in Rural Area) and as such not requiring CMA. Please include this LOW in the Environmental Assessment (EA) document of this project.**

If you have any questions about this CMA waiver and the CMS amendment, please contact me at (713) 993-4564.

**Sincerely.**

*Ilyas Choudry*  
**Ilyas H. Choudry  
Transportation Department H-GAC**



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**HOUSTON-GALVESTON AREA COUNCIL**

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**PO Box 22777 • 3555 Timmons Lane • Houston, Texas 77227-2777 • 713/627-3200**

**September 26 - 2007**

**Charles U. Airiohuodion  
Advance Transportation Planning  
Texas Department of Transportation  
7721 Washington Avenue  
Houston – Texas 77007**

**Re: Report of Congestion Mitigation Analysis (CMA) For SH 36 From FM 2218 to South of Needville (1500' South of Needville – Fairchilds) - CSJ # 0188-02-029**

**Dear Mr. Airiohuodion:**

The Houston-Galveston Area Council (H-GAC), the designated Metropolitan Planning Organization (MPO) for the region, has completed the Congestion Mitigation Analysis (CMA) for the above captioned project.

Please find attached the report of the CMA to be forwarded to the appropriate department of TxDOT.

The results of the analysis indicate that the level of mobility (LOM) for SH 36 from FM 2218 to South of Needville (1500' South of Needville – Fairchilds) has already deteriorated enough to justify added capacity.

Therefore, any widening of SH 36 from FM 2218 to South of Needville (1500' South of Needville – Fairchilds) will be consistent with the Congestion Management System (CMS) Plan of H-GAC.

Since this is a state highway in rural region with limited numbers of signals and sparsely populated area, as per Congestion Management System (CMS) Plan of H-GAC, we do not have any Transportation System Management (TSM) and Transportation Demand Management (TDM) options in our Tool-Box to apply as congestion mitigating factors to this corridor.

As such the implementing agency does not have to commit to include TSMs and TDMs as part of this roadway project.

If you have any comments or need additional information, please do not hesitate to contact me at (713) 993-4564.

**Sincerely,  
*ILyas Choudry*  
ILyas H. Choudry**

**CONGESTION MITIGATION ANALYSIS (CMA)**  
**SH 36 From FM 2218 to South of Needville (1500' South of Needville – Fairchilds)**  
**CSJ # 0188-02-029**  
**September 26 - 2007**

**FINDINGS**

The Level of Mobility (LOM) on SH 36 from FM 2218 to South of Needville (1500' South of Needville – Fairchilds) has already deteriorated significantly to justify adding additional road capacity. Since this is a State Highway in Rural Region with limited numbers of signals and sparsely populated area, as per Congestion Management Plan (CMS), we do not have a Transportation System Management (TSM) and Transportation Demand Management (TDM) in our Tool-Box to apply congestion mitigating factor to this corridor. It can be concluded that adding capacity on this roadway can be further investigated and is consistent with the CMS Plan of the Houston-Galveston Area Council (H-GAC) contingent to the considerations described below.

**BACKGROUND**

The current Congestion Management Systems (CMS) Plan for the Houston-Galveston metropolitan area was adopted in October 1997 and amended in December 1997, May 1998, and December 2004. The CMS requires the performance of a Congestion Mitigation Analysis (CMA), which was formerly known as Single Occupancy Vehicle Analysis (SOV), on significant added capacity roadway projects. It is the stated policy of the CMS to apply cost-effective Transportation System Management (TSM) measures and Travel Demand Management (TDM) as the first component of all congestion reduction strategies. Added capacity roadway projects, such as those being considered for this SH 36 are justified only if cost-effective demand and system management strategies fail to reduce vehicular congestion to acceptable (or tolerable) levels.

**PROJECT DESCRIPTION**

The limits of this project are SH 36 from FM 2218 to South of Needville (1500' South of Needville – Fairchilds). It is an existing 7.50-Miles long stretch of SH 36 with two lanes open ditch in rural area with limited development. It is being proposed to be widened to four-lanes divided rural highway. The 85<sup>th</sup> Percentile Speed on the facility is approximately 56-MPH.

**TRAFFIC AND LEVEL OF MOBILITY (LOM)**

Table 1 illustrates Levels of Mobility (LOM) used to define congestion by H-GAC. These LOMs were developed by the H-GAC Travel Modeling Committee in 1997 and approved by the Technical Advisory Committee (TAC). Roadway segments that fall above the tolerable level (i.e., volume/capacity (v/c) ratio  $\geq 0.85$ ) are considered congested, thus added capacity is considered to be justified.

**Table 1**  
**Summary of Levels of Mobility (LOM)**

LOM	Volume/Capacity (V/C) Ratio
Tolerable	< 0.85
Moderate	≥ 0.85 < 1.00
Serious	≥ 1.00 < 1.25
Severe	≥ 1.25

For the purpose of this CMA, the v/c ratios (LOMs) were calculated. Volume/capacity (v/c) ratios were calculated using capacities developed by H-GAC for the region's travel demand model as well as actual 24-hour traffic counts done by consultant C. J. Hensch & Associates, Inc. Adjusted capacities were determined using H-GAC's capacity tables, which are based on the standard "Highway Capacity Manual" procedures for different facility types and number of lanes, as well as other traffic-related factors. These include:

- Percent Trucks
- Number of Lanes
- Lane Utilization Factor
- Traffic Signal Timing  
[Green/Cycle Length (g/c) Ratio]
- Percent Left-turns
- Peak Hour Factor
- Peak Hour Directional Factors

Information for these factors was also collected in the field by consultant C. J. Hensch & Associates, Inc.. As mentioned earlier, they also collected traffic volume information. Once the adjusted capacity was calculated using Capacity Tables, weighted average v/c ratio for Year 2007 was determined. This v/c ratio 0.90 is higher than 0.85: Since there are no mitigating factors, LOM for after case will also remain the same as the existing case and is given in Table 2 as MODERATE.

#### **CONGESTION REDUCTION STRATEGIES**

It is the stated policy of the Congestion Management System to apply cost-effective demand and system management measures as the first component of all congestion reduction strategies. Added capacity roadway projects are justified only if cost-effective demand management and system management strategies fail to reduce vehicular congestion to acceptable levels. Where demand or system management projects are feasible and cost-effective, project sponsors, or relevant implementing agencies and the MPO must commit to their implementation or incorporation into a proposed added-capacity project as a pre-condition to federal funding assistance. Project design, concept, and scope must also be consistent with any selected management strategies.

Since this is a State Highway in Rural Region with limited numbers of signals and sparsely populated area, as per Congestion Management Plan (CMS), we do not have a Transportation System Management (TSM) and Transportation Demand Management (TDM) in our Tool-Box to apply congestion mitigating factor to this corridor.

## Analysis and Results

Since v/c ratio suggests enough congestion in Year 2007 and with no TSM/TDM considered, results are as such given in Table 2.

**Table 2**  
**LOM for Year 2007**  
**SH 36 From FM 2218 to South of Needville (1500' South of Needville – Fairchilds)**  
**CSJ # 0188-02-029**

	<b>LOM Before Implementation of TSM/TDM Projects (2007)</b>	<b>LOM After Implementation of TSM/TDM Projects (2007)</b>
Yr. 2007 Adjusted LOM	0.90	0.90

It is obvious that the LOM within the limits of the project is MODERATE in the existing Year 2007. Therefore, adding capacity is justifiable and can be further explored.

Information from TxDOT about exact time frame of construction of this project is being requested. Reason is H-GAC is responsible for evaluating the before-and-after results. H-GAC's consultant C. J. Hensch & Associates, Inc. has already collected the before implementation travel time runs for the performance evaluation.



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**HOUSTON-GALVESTON AREA COUNCIL**

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**September 26 - 2007**

**Charles U. Airiohuodion  
Advance Transportation Planning  
Texas Department of Transportation  
7721 Washington Avenue  
Houston – Texas 77007**

**Re: Report of Congestion Mitigation Analysis (CMA) For SH 36 From Fort Bend County  
Line Till SH 35 - CSJ # 0188-03-019**

**Dear Mr. Airiohuodion:**

The Houston-Galveston Area Council (H-GAC), the designated Metropolitan Planning Organization (MPO) for the region, has completed the Congestion Mitigation Analysis (CMA) for the above captioned project.

Please find attached the report of the CMA to be forwarded to the appropriate department of TxDOT.

The results of the analysis indicate that the level of mobility (LOM) for SH 36 from Fort Bend County Line to SH 35 has already deteriorated enough to justify added capacity.

Therefore, any widening of SH 36 from Fort Bend County Line to SH 35 will be consistent with the Congestion Management System (CMS) Plan of H-GAC.

Since this is a state highway in rural region with limited numbers of signals and sparsely populate area, as per Congestion Management System (CMS) Plan of H-GAC, we do not have any Transportation System Management (TSM) and Transportation Demand Management (TDM) options in our Tool-Box to apply as congestion mitigating factors to this corridor.

As such the implementing agency does not have to commit to include TSMs and TDMs as part of this roadway project.

If you have any comments or need additional information, please do not hesitate to contact me at (713) 993-4564.

**Sincerely,**

*ILyas Choudry*  
**ILyas H. Choudry**

**CONGESTION MITIGATION ANALYSIS (CMA)**  
**SH 36 From Fort Bend County Line Till SH 35**  
**CSJ # 0188-03-019**  
**September 26 - 2007**

**FINDINGS**

The Level of Mobility (LOM) on SH 36 from Fort Bend County Line till SH 35 has already deteriorated significantly to justify adding additional road capacity. Since this is a State Highway in Rural Region with limited numbers of signals and sparsely populate area, as per Congestion Management Plan (CMS), we do not have a Transportation System Management (TSM) and Transportation Demand Management (TDM) in our Tool-Box to apply congestion mitigating factor to this corridor. It can be concluded that adding capacity on this roadway can be further investigated and is consistent with the CMS Plan of the Houston-Galveston Area Council (H-GAC) contingent to the considerations described below.

**BACKGROUND**

The current Congestion Management Systems (CMS) Plan for the Houston-Galveston metropolitan area was adopted in October 1997 and amended in December 1997, May 1998, and December 2004. The CMS requires the performance of a Congestion Mitigation Analysis (CMA), which was formerly known as Single Occupancy Vehicle Analysis (SOV), on significant added capacity roadway projects. It is the stated policy of the CMS to apply cost-effective Transportation System Management (TSM) measures and Travel Demand Management (TDM) as the first component of all congestion reduction strategies. Added capacity roadway projects, such as those being considered for this SH 36 are justified only if cost-effective demand and system management strategies fail to reduce vehicular congestion to acceptable (or tolerable) levels.

**PROJECT DESCRIPTION**

The limits of this project are SH 36 from Fort Bend County Line till SH 35. It is an existing 14.05-Miles long stretch of SH 36 with two lanes open ditch in rural area with limited development. It is being proposed to be widened to four-lanes divided rural highway. The 85<sup>th</sup> Percentile Speed on the facility is approximately 47-MPH.

**TRAFFIC AND LEVEL OF MOBILITY (LOM)**

**Table 1** illustrates Levels of Mobility (LOM) used to define congestion by H-GAC. These LOMs were developed by the H-GAC Travel Modeling Committee in 1997 and approved by the Technical Advisory Committee (TAC). Roadway segments that fall above the tolerable level (i.e., volume/capacity (v/c) ratio  $\geq 0.85$ ) are considered congested, thus added capacity is considered to be justified.

**Table 1  
Summary of Levels of Mobility (LOM)**

LOM	Volume/Capacity (V/C) Ratio
Tolerable	< 0.85
Moderate	≥ 0.85 < 1.00
Serious	≥ 1.00 < 1.25
Severe	≥ 1.25

For the purpose of this CMA, the v/c ratios (LOMs) were calculated. Volume/capacity (v/c) ratios were calculated using capacities developed by H-GAC for the region's travel demand model as well as actual 24-hour traffic counts done by consultant C. J. Hensch & Associates, Inc. Adjusted capacities were determined using H-GAC's capacity tables, which are based on the standard "Highway Capacity Manual" procedures for different facility types and number of lanes, as well as other traffic-related factors. These include:

- Percent Trucks
- Number of Lanes
- Lane Utilization Factor
- Traffic Signal Timing  
[Green/Cycle Length (g/c) Ratio]
- Percent Left-turns
- Peak Hour Factor
- Peak Hour Directional Factors

Information for these factors was also collected in the field by consultant C. J. Hensch & Associates, Inc.. As mentioned earlier, they also collected traffic volume information. Once the adjusted capacity was calculated using Capacity Tables, weighted average v/c ratio for Year 2007 was determined. This v/c ratio 0.90 is higher than 0.85: Since there are no mitigating factors, LOM for after case will also remain the same as the existing case and is given in Table 2 as MODERATE.

#### **CONGESTION REDUCTION STRATEGIES**

It is the stated policy of the Congestion Management System to apply cost-effective demand and system management measures as the first component of all congestion reduction strategies. Added capacity roadway projects are justified only if cost-effective demand management and system management strategies fail to reduce vehicular congestion to acceptable levels. Where demand or system management projects are feasible and cost-effective, project sponsors, or relevant implementing agencies and the MPO must commit to their implementation or incorporation into a proposed added-capacity project as a pre-condition to federal funding assistance. Project design, concept, and scope must also be consistent with any selected management strategies.

Since this is a State Highway in Rural Region with limited numbers of signals and sparsely populate area, as per Congestion Management Plan (CMS), we do not have a Transportation System Management (TSM) and Transportation Demand Management (TDM) in our Tool-Box to apply congestion mitigating factor to this corridor.

## Analysis and Results

Since v/c ratio suggests enough congestion in Year 2007 and with no TSM/TDM considered, results are as such given in Table 2.

**Table 2**  
**LOM for Year 2007**  
**SH 36 From Fort Bend County Line Till SH 35**  
**CSJ # 0188-03-019**

	<b>LOM Before Implementation of TSM/TDM Projects (2007)</b>	<b>LOM After Implementation of TSM/TDM Projects (2007)</b>
Yr. 2007 Adjusted LOM	0.90	0.90

It is obvious that the LOM within the limits of the project is MODERATE in the existing Year 2007. Therefore, adding capacity is justifiable and can be further explored.

Information from TxDOT about exact time frame of construction of this project is being requested. Reason is H-GAC is responsible for evaluating the before-and-after results. H-GAC's consultant C. J. Hensch & Associates, Inc. has already collected the before implementation travel time runs for the performance evaluation.



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**September 26 - 2007**

**Charles U. Airiohuodion  
Advance Transportation Planning  
Texas Department of Transportation  
7721 Washington Avenue  
Houston – Texas 77007**

**Re: Report of Congestion Mitigation Analysis (CMA) For SH 36 From FM 522 Till  
1.13 Miles North Of SH 332 - CSJ # 0188-04-025**

**Dear Mr. Airiohuodion:**

The Houston-Galveston Area Council (H-GAC), the designated Metropolitan Planning Organization (MPO) for the region, has completed the Congestion Mitigation Analysis (CMA) for the above captioned project.

Please find attached the report of the CMA to be forwarded to the appropriate department of TxDOT.

The results of the analysis indicate that the level of mobility (LOM) for SH 36 from FM 522 to 1.13 Miles North of SH 332 has already deteriorated enough to justify added capacity.

Therefore, any widening of SH 36 from FM 522 to 1.13 Miles North of SH 332 will be consistent with the Congestion Management System (CMS) Plan of H-GAC.

Since this is a state highway in rural region with limited numbers of signals and sparsely populated area, as per Congestion Management System (CMS) Plan of H-GAC, we do not have any Transportation System Management (TSM) and Transportation Demand Management (TDM) options in our Tool-Box to apply as congestion mitigating factors to this corridor.

As such the implementing agency does not have to commit to include TSMs and TDMs as part of this roadway project.

If you have any comments or need additional information, please do not hesitate to contact me at (713) 993-4564.

**Sincerely,**

*ILyas Choudry*  
**ILyas H. Choudry**

**CONGESTION MITIGATION ANALYSIS (CMA)**  
**SH 36 From FM 522 To 1.13 Miles North Of SH 332**  
**CSJ # 0188-04-025**  
**September 26 - 2007**

**FINDINGS**

The Level of Mobility (LOM) on SH 36 from FM 522 to 1.13 Miles North of SH 332 has already deteriorated significantly to justify adding additional road capacity. Since this is a State Highway in Rural Region with limited numbers of signals and sparsely populated area, as per Congestion Management Plan (CMS), we do not have a Transportation System Management (TSM) and Transportation Demand Management (TDM) in our Tool-Box to apply congestion mitigating factor to this corridor. It can be concluded that adding capacity on this roadway can be further investigated and is consistent with the CMS Plan of the Houston-Galveston Area Council (H-GAC) contingent to the considerations described below.

**BACKGROUND**

The current Congestion Management Systems (CMS) Plan for the Houston-Galveston metropolitan area was adopted in October 1997 and amended in December 1997, May 1998, and December 2004. The CMS requires the performance of a Congestion Mitigation Analysis (CMA), which was formerly known as Single Occupancy Vehicle Analysis (SOV), on significant added capacity roadway projects. It is the stated policy of the CMS to apply cost-effective Transportation System Management (TSM) measures and Travel Demand Management (TDM) as the first component of all congestion reduction strategies. Added capacity roadway projects, such as those being considered for this SH 36 are justified only if cost-effective demand and system management strategies fail to reduce vehicular congestion to acceptable (or tolerable) levels.

**PROJECT DESCRIPTION**

The limits of this project are SH 36 from FM 522 to 1.13 Miles North of SH 332. It is an existing 5.16-Miles long stretch of SH 36 with two lanes open ditch in rural area with limited development. It is being proposed to be widened to four-lanes un-divided rural highway. The 85<sup>th</sup> Percentile Speed on the facility is approximately 61-MPH.

**TRAFFIC AND LEVEL OF MOBILITY (LOM)**

Table 1 illustrates Levels of Mobility (LOM) used to define congestion by H-GAC. These LOMs were developed by the H-GAC Travel Modeling Committee in 1997 and approved by the Technical Advisory Committee (TAC). Roadway segments that fall above the tolerable level (i.e., volume/capacity (v/c) ratio  $\geq 0.85$ ) are considered congested, thus added capacity is considered to be justified.

**Table 1  
Summary of Levels of Mobility (LOM)**

LOM	Volume/Capacity (V/C) Ratio
Tolerable	< 0.85
Moderate	≥ 0.85 < 1.00
Serious	≥ 1.00 < 1.25
Severe	≥ 1.25

For the purpose of this CMA, the v/c ratios (LOMs) were calculated. Volume/capacity (v/c) ratios were calculated using capacities developed by H-GAC for the region's travel demand model as well as actual 24-hour traffic counts done by consultant C. J. Hensch & Associates, Inc. Adjusted capacities were determined using H-GAC's capacity tables, which are based on the standard "Highway Capacity Manual" procedures for different facility types and number of lanes, as well as other traffic-related factors. These include:

- Percent Trucks
- Number of Lanes
- Lane Utilization Factor
- Traffic Signal Timing  
[Green/Cycle Length (g/c) Ratio]
- Percent Left-turns
- Peak Hour Factor
- Peak Hour Directional Factors

Information for these factors was also collected in the field by consultant C. J. Hensch & Associates, Inc.. As mentioned earlier, they also collected traffic volume information. Once the adjusted capacity was calculated using Capacity Tables, weighted average v/c ratio for Year 2007 was determined. This v/c ratio 0.87 is higher than 0.85: Since there are no mitigating factors, LOM for after case will also remain the same as the existing case and is given in Table 2 as MODERATE.

#### **CONGESTION REDUCTION STRATEGIES**

It is the stated policy of the Congestion Management System to apply cost-effective demand and system management measures as the first component of all congestion reduction strategies. Added capacity roadway projects are justified only if cost-effective demand management and system management strategies fail to reduce vehicular congestion to acceptable levels. Where demand or system management projects are feasible and cost-effective, project sponsors, or relevant implementing agencies and the MPO must commit to their implementation or incorporation into a proposed added-capacity project as a pre-condition to federal funding assistance. Project design, concept, and scope must also be consistent with any selected management strategies.

Since this is a State Highway in Rural Region with limited numbers of signals and sparsely populate area, as per Congestion Management Plan (CMS), we do not have a Transportation System Management (TSM) and Transportation Demand Management (TDM) in our Tool-Box to apply congestion mitigating factor to this corridor.

## Analysis and Results

Since v/c ratio suggests enough congestion in Year 2007 and with no TSM/TDM considered, results are as such given in Table 2.

**Table 2**  
**LOM for Year 2007**  
**SH 36 From FM 522 To 1.13 Miles North Of SH 332**  
**CSJ # 0188-04-025**

	<b>LOM Before Implementation of TSM/TDM Projects (2007)</b>	<b>LOM After Implementation of TSM/TDM Projects (2007)</b>
Yr. 2007 Adjusted LOM	0.87	0.87

It is obvious that the LOM within the limits of the project is MODERATE in the existing Year 2007. Therefore, adding capacity is justifiable and can be further explored.

Information from TxDOT about exact time frame of construction of this project is being requested. Reason is H-GAC is responsible for evaluating the before-and-after results. H-GAC's consultant C. J. Hensch & Associates, Inc. has already collected the before implementation travel time runs for the performance evaluation.



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**September 26 - 2007**

**Charles U. Airiohuodion  
Advance Transportation Planning  
Texas Department of Transportation  
7721 Washington Avenue  
Houston – Texas 77007**

**Re: Report of Congestion Mitigation Analysis (CMA) For SH 36 From SH 35 Till FM 522  
CSJ # 0188-04-035**

**Dear Mr. Airiohuodion:**

The Houston-Galveston Area Council (H-GAC), the designated Metropolitan Planning Organization (MPO) for the region, has completed the Congestion Mitigation Analysis (CMA) for the above captioned project.

Please find attached the report of the CMA to be forwarded to the appropriate department of TxDOT.

The results of the analysis indicate that the level of mobility (LOM) for SH 36 from SH 35 to FM 522 has already deteriorated enough to justify added capacity.

Therefore, any widening of SH 36 from SH 35 to FM 522 will be consistent with the Congestion Management System (CMS) Plan of H-GAC.

Since this is a state highway in rural region with limited numbers of signals and sparsely populated area, as per Congestion Management System (CMS) Plan of H-GAC, we do not have any Transportation System Management (TSM) and Transportation Demand Management (TDM) options in our Tool-Box to apply as congestion mitigating factors to this corridor.

As such the implementing agency does not have to commit to include TSMs and TDMs as part of this roadway project.

If you have any comments or need additional information, please do not hesitate to contact me at (713) 993-4564.

**Sincerely,**

*ILyas Choudry*  
**ILyas H. Choudry**

## **CONGESTION MITIGATION ANALYSIS (CMA)**

### **SH 36 From SH 35 To FM 522**

**CSJ # 0188-04-035**

**September 26 - 2007**

#### **FINDINGS**

The Level of Mobility (LOM) on SH 36 from SH 35 to FM 522 has already deteriorated significantly to justify adding additional road capacity. Since this is a State Highway in Rural Region with limited numbers of signals and sparsely populated area, as per Congestion Management Plan (CMS), we do not have a Transportation System Management (TSM) and Transportation Demand Management (TDM) in our Tool-Box to apply congestion mitigating factor to this corridor. It can be concluded that adding capacity on this roadway can be further investigated and is consistent with the CMS Plan of the Houston-Galveston Area Council (H-GAC) contingent to the considerations described below.

#### **BACKGROUND**

The current Congestion Management Systems (CMS) Plan for the Houston-Galveston metropolitan area was adopted in October 1997 and amended in December 1997, May 1998, and December 2004. The CMS requires the performance of a Congestion Mitigation Analysis (CMA), which was formerly known as Single Occupancy Vehicle Analysis (SOV), on significant added capacity roadway projects. It is the stated policy of the CMS to apply cost-effective Transportation System Management (TSM) measures and Travel Demand Management (TDM) as the first component of all congestion reduction strategies. Added capacity roadway projects, such as those being considered for this SH 36 are justified only if cost-effective demand and system management strategies fail to reduce vehicular congestion to acceptable (or tolerable) levels.

#### **PROJECT DESCRIPTION**

The limits of this project are SH 36 from SH 35 to FM 522. It is an existing 1.88-Miles long stretch of SH 36 with two lanes open ditch in rural area with limited development. It is being proposed to be widened to four-lanes un-divided rural highway. The 85<sup>th</sup> Percentile Speed on the facility is approximately 54-MPH.

#### **TRAFFIC AND LEVEL OF MOBILITY (LOM)**

Table 1 illustrates Levels of Mobility (LOM) used to define congestion by H-GAC. These LOMs were developed by the H-GAC Travel Modeling Committee in 1997 and approved by the Technical Advisory Committee (TAC). Roadway segments that fall above the tolerable level (i.e., volume/capacity (v/c) ratio  $\geq 0.85$ ) are considered congested, thus added capacity is considered to be justified.

**Table 1**  
**Summary of Levels of Mobility (LOM)**

LOM	Volume/Capacity (V/C) Ratio
Tolerable	< 0.85
Moderate	≥ 0.85 < 1.00
Serious	≥ 1.00 < 1.25
Severe	≥ 1.25

For the purpose of this CMA, the v/c ratios (LOMs) were calculated. Volume/capacity (v/c) ratios were calculated using capacities developed by H-GAC for the region's travel demand model as well as actual 24-hour traffic counts done by consultant C. J. Hensch & Associates, Inc. Adjusted capacities were determined using H-GAC's capacity tables, which are based on the standard "Highway Capacity Manual" procedures for different facility types and number of lanes, as well as other traffic-related factors. These include:

- Percent Trucks
- Number of Lanes
- Lane Utilization Factor
- Traffic Signal Timing  
[Green/Cycle Length (g/c) Ratio]
- Percent Left-turns
- Peak Hour Factor
- Peak Hour Directional Factors

Information for these factors was also collected in the field by consultant C. J. Hensch & Associates, Inc.. As mentioned earlier, they also collected traffic volume information. Once the adjusted capacity was calculated using Capacity Tables, weighted average v/c ratio for Year 2007 was determined. This v/c ratio 1.01 is higher than 0.85: Since there are no mitigating factors, LOM for after case will also remain the same as the existing case and is given in Table 2 as SERIOUS.

#### **CONGESTION REDUCTION STRATEGIES**

It is the stated policy of the Congestion Management System to apply cost-effective demand and system management measures as the first component of all congestion reduction strategies. Added capacity roadway projects are justified only if cost-effective demand management and system management strategies fail to reduce vehicular congestion to acceptable levels. Where demand or system management projects are feasible and cost-effective, project sponsors, or relevant implementing agencies and the MPO must commit to their implementation or incorporation into a proposed added-capacity project as a pre-condition to federal funding assistance. Project design, concept, and scope must also be consistent with any selected management strategies.

Since this is a State Highway in Rural Region with limited numbers of signals and sparsely populated area, as per Congestion Management Plan (CMS), we do not have a Transportation System Management (TSM) and Transportation Demand Management (TDM) in our Tool-Box to apply congestion mitigating factor to this corridor.

#### **Analysis and Results**

Since v/c ratio suggests enough congestion in Year 2007 and with no TSM/TDM considered, results are as such given in Table 2.

**Table 2**  
**LOM for Year 2007**  
**SH 36 From SH 35 To FM 522**  
**CSJ # 0188-04-035**

	<b>LOM Before Implementation of TSM/TDM Projects (2007)</b>	<b>LOM After Implementation of TSM/TDM Projects (2007)</b>
Yr. 2007 Adjusted LOM	1.01	1.01

It is obvious that the LOM within the limits of the project is SERIOUS in the existing Year 2007. Therefore, adding capacity is justifiable and can be further explored.

Information from TxDOT about exact time frame of construction of this project is being requested. Reason is H-GAC is responsible for evaluating the before-and-after results. H-GAC's consultant C. J. Hensch & Associates, Inc. has already collected the before implementation travel time runs for the performance evaluation.



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**HOUSTON-GALVESTON AREA COUNCIL**

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**September 26 - 2007**

**Charles U. Airiohuodion  
Advance Transportation Planning  
Texas Department of Transportation  
7721 Washington Avenue  
Houston – Texas 77007**

**Re: Report of Congestion Mitigation Analysis (CMA) For SH 36 From 2.40-Miles North  
Of SH 332 Till FM 521 - CSJ # 0188-04-044**

**Dear Mr. Airiohuodion:**

The Houston-Galveston Area Council (H-GAC), the designated Metropolitan Planning Organization (MPO) for the region, has completed the Congestion Mitigation Analysis (CMA) for the above captioned project.

Please find attached the report of the CMA to be forwarded to the appropriate department of TxDOT.

The results of the analysis indicate that the level of mobility (LOM) for SH 36 from 2.40-Miles North of SH 332 to FM 521 has already deteriorated enough to justify added capacity.

Therefore, any widening of SH 36 from 2.40-Miles North of SH 332 to FM 521 will be consistent with the Congestion Management System (CMS) Plan of H-GAC.

Since this is a state highway in rural region with limited numbers of signals and sparsely populate area, as per Congestion Management System (CMS) Plan of H-GAC, we do not have any Transportation System Management (TSM) and Transportation Demand Management (TDM) options in our Tool-Box to apply as congestion mitigating factors to this corridor.

As such the implementing agency does not have to commit to include TSMs and TDMs as part of this roadway project.

If you have any comments or need additional information, please do not hesitate to contact me at (713) 993-4564.

**Sincerely,**

*ILyas Choudry*  
**ILyas H. Choudry**

**CONGESTION MITIGATION ANALYSIS (CMA)**  
**SH 36 From 2.40-Miles North Of SH 332 To FM 521**  
**CSJ # 0188-04-044**  
**September 26 - 2007**

**FINDINGS**

The Level of Mobility (LOM) on SH 36 from FM 522 to 1.13 Miles North of SH 332 has already deteriorated significantly to justify adding additional road capacity. Since this is a State Highway in Rural Region with limited numbers of signals and sparsely populate area, as per Congestion Management Plan (CMS), we do not have a Transportation System Management (TSM) and Transportation Demand Management (TDM) in our Tool-Box to apply congestion mitigating factor to this corridor. It can be concluded that adding capacity on this roadway can be further investigated and is consistent with the CMS Plan of the Houston-Galveston Area Council (H-GAC) contingent to the considerations described below.

**BACKGROUND**

The current Congestion Management Systems (CMS) Plan for the Houston-Galveston metropolitan area was adopted in October 1997 and amended in December 1997, May 1998, and December 2004. The CMS requires the performance of a Congestion Mitigation Analysis (CMA), which was formerly known as Single Occupancy Vehicle Analysis (SOV), on significant added capacity roadway projects. It is the stated policy of the CMS to apply cost-effective Transportation System Management (TSM) measures and Travel Demand Management (TDM) as the first component of all congestion reduction strategies. Added capacity roadway projects, such as those being considered for this SH 36 are justified only if cost-effective demand and system management strategies fail to reduce vehicular congestion to acceptable (or tolerable) levels.

**PROJECT DESCRIPTION**

The limits of this project are SH 36 from 2.40-Miles North of SH 332 to FM 521. It is an existing 1.47-Miles long stretch of SH 36 with two lanes open ditch in rural area with limited development. It is being proposed to be widened to four-lanes un-divided rural highway. The 85<sup>th</sup> Percentile Speed on the facility is approximately 38-MPH.

**TRAFFIC AND LEVEL OF MOBILITY (LOM)**

Table 1 illustrates Levels of Mobility (LOM) used to define congestion by H-GAC. These LOMs were developed by the H-GAC Travel Modeling Committee in 1997 and approved by the Technical Advisory Committee (TAC). Roadway segments that fall above the tolerable level (i.e., volume/capacity (v/c) ratio  $\geq 0.85$ ) are considered congested, thus added capacity is considered to be justified.

**Table 1**  
**Summary of Levels of Mobility (LOM)**

<b>LOM</b>	<b>Volume/Capacity (V/C) Ratio</b>
Tolerable	< 0.85
Moderate	≥ 0.85 < 1.00
Serious	≥ 1.00 < 1.25
Severe	≥ 1.25

For the purpose of this CMA, the v/c ratios (LOMs) were calculated. Volume/capacity (v/c) ratios were calculated using capacities developed by H-GAC for the region's travel demand model as well as actual 24-hour traffic counts done by consultant C. J. Hensch & Associates, Inc. Adjusted capacities were determined using H-GAC's capacity tables, which are based on the standard "Highway Capacity Manual" procedures for different facility types and number of lanes, as well as other traffic-related factors. These include:

- Percent Trucks
- Number of Lanes
- Lane Utilization Factor
- Traffic Signal Timing  
[Green/Cycle Length (g/c) Ratio]
- Percent Left-turns
- Peak Hour Factor
- Peak Hour Directional Factors

Information for these factors was also collected in the field by consultant C. J. Hensch & Associates, Inc.. As mentioned earlier, they also collected traffic volume information. Once the adjusted capacity was calculated using Capacity Tables, weighted average v/c ratio for Year 2007 was determined. This v/c ratio 0.88 is higher than 0.85: Since there are no mitigating factors, LOM for after case will also remain the same as the existing case and is given in Table 2 as MODERATE.

#### **CONGESTION REDUCTION STRATEGIES**

It is the stated policy of the Congestion Management System to apply cost-effective demand and system management measures as the first component of all congestion reduction strategies. Added capacity roadway projects are justified only if cost-effective demand management and system management strategies fail to reduce vehicular congestion to acceptable levels. Where demand or system management projects are feasible and cost-effective, project sponsors, or relevant implementing agencies and the MPO must commit to their implementation or incorporation into a proposed added-capacity project as a pre-condition to federal funding assistance. Project design, concept, and scope must also be consistent with any selected management strategies.

Since this is a State Highway in Rural Region with limited numbers of signals and sparsely populated area, as per Congestion Management Plan (CMS), we do not have a Transportation System Management (TSM) and Transportation Demand Management (TDM) in our Tool-Box to apply congestion mitigating factor to this corridor.

## Analysis and Results

Since v/c ratio suggests enough congestion in Year 2007 and with no TSM/TDM considered, results are as such given in Table 2.

**Table 2**  
**LOM for Year 2007**  
**SH 36 From 2.40-Miles North Of SH 332 To FM 521**  
**CSJ # 0188-04-044**

	<b>LOM Before Implementation of TSM/TDM Projects (2007)</b>	<b>LOM After Implementation of TSM/TDM Projects (2007)</b>
<b>Yr. 2007 Adjusted LOM</b>	<b>0.88</b>	<b>0.88</b>

It is obvious that the LOM within the limits of the project is MODERATE in the existing Year 2007. Therefore, adding capacity is justifiable and can be further explored.

Information from TxDOT about exact time frame of construction of this project is being requested. Reason is H-GAC is responsible for evaluating the before-and-after results. H-GAC's consultant C. J. Hensch & Associates, Inc. has already collected the before implementation travel time runs for the performance evaluation.



---

**HOUSTON-GALVESTON AREA COUNCIL**

**PO Box 22777 • 3555 Timmons Lane • Houston, Texas 77227-2777 • 713/627-3200**

**September 26 - 2007**

**Charles U. Airiohuodion  
Advance Transportation Planning  
Texas Department of Transportation  
7721 Washington Avenue  
Houston – Texas 77007**

**Re: Report of Congestion Mitigation Analysis (CMA) For SH 36 From South Of Brazoria  
Till South Of Jones Creek Bridge - CSJ # 0188-05-027**

**Dear Mr. Airiohuodion:**

The Houston-Galveston Area Council (H-GAC), the designated Metropolitan Planning Organization (MPO) for the region, has completed the Congestion Mitigation Analysis (CMA) for the above captioned project.

Please find attached the report of the CMA to be forwarded to the appropriate department of TxDOT.

The results of the analysis indicate that the level of mobility (LOM) for SH 36 from South of Brazoria to South of Jones Creek Bridge has already deteriorated enough to justify added capacity.

Therefore, any widening of SH 36 from South of Brazoria to South of Jones Creek Bridge will be consistent with the Congestion Management System (CMS) Plan of H-GAC.

Since this is a state highway in rural region with limited numbers of signals and sparsely populated area, as per Congestion Management System (CMS) Plan of H-GAC, we do not have any Transportation System Management (TSM) and Transportation Demand Management (TDM) options in our Tool-Box to apply as congestion mitigating factors to this corridor.

As such the implementing agency does not have to commit to include TSMs and TDMs as part of this roadway project.

If you have any comments or need additional information, please do not hesitate to contact me at (713) 993-4564.

**Sincerely,**

*ILyas Choudry*  
**ILyas H. Choudry**

**CONGESTION MITIGATION ANALYSIS (CMA)**  
**SH 36 From South Of Brazoria To South Of Jones Creek Bridge**  
**CSJ # 0188-05-027**  
**September 26 - 2007**

**FINDINGS**

The Level of Mobility (LOM) on SH 36 from South of Brazoria to South of Jones Creek Bridge has already deteriorated significantly to justify adding additional road capacity. Since this is a State Highway in Rural Region with limited numbers of signals and sparsely populated area, as per Congestion Management Plan (CMS), we do not have a Transportation System Management (TSM) and Transportation Demand Management (TDM) in our Tool-Box to apply congestion mitigating factor to this corridor. It can be concluded that adding capacity on this roadway can be further investigated and is consistent with the CMS Plan of the Houston-Galveston Area Council (H-GAC) contingent to the considerations described below.

**BACKGROUND**

The current Congestion Management Systems (CMS) Plan for the Houston-Galveston metropolitan area was adopted in October 1997 and amended in December 1997, May 1998, and December 2004. The CMS requires the performance of a Congestion Mitigation Analysis (CMA), which was formerly known as Single Occupancy Vehicle Analysis (SOV), on significant added capacity roadway projects. It is the stated policy of the CMS to apply cost-effective Transportation System Management (TSM) measures and Travel Demand Management (TDM) as the first component of all congestion reduction strategies. Added capacity roadway projects, such as those being considered for this SH 36 are justified only if cost-effective demand and system management strategies fail to reduce vehicular congestion to acceptable (or tolerable) levels.

**PROJECT DESCRIPTION**

The limits of this project are SH 36 from South of Brazoria to South of Jones Creek Bridge. It is an existing 10.23-Miles long stretch of SH 36 with two lanes open ditch in rural area with limited development. It is being proposed to be widened to four-lanes divided rural highway. The 85<sup>th</sup> Percentile Speed on the facility is approximately 53-MPH.

**TRAFFIC AND LEVEL OF MOBILITY (LOM)**

Table 1 illustrates Levels of Mobility (LOM) used to define congestion by H-GAC. These LOMs were developed by the H-GAC Travel Modeling Committee in 1997 and approved by the Technical Advisory Committee (TAC). Roadway segments that fall above the tolerable level (i.e., volume/capacity (v/c) ratio  $\geq 0.85$ ) are considered congested, thus added capacity is considered to be justified.

**Table 1  
Summary of Levels of Mobility (LOM)**

LOM	Volume/Capacity (V/C) Ratio
Tolerable	< 0.85
Moderate	≥ 0.85 < 1.00
Serious	≥ 1.00 < 1.25
Severe	≥ 1.25

For the purpose of this CMA, the v/c ratios (LOMs) were calculated. Volume/capacity (v/c) ratios were calculated using capacities developed by H-GAC for the region's travel demand model as well as actual 24-hour traffic counts done by consultant C. J. Hensch & Associates, Inc. Adjusted capacities were determined using H-GAC's capacity tables, which are based on the standard "Highway Capacity Manual" procedures for different facility types and number of lanes, as well as other traffic-related factors. These include:

- Percent Trucks
- Number of Lanes
- Lane Utilization Factor
- Traffic Signal Timing  
[Green/Cycle Length (g/c) Ratio]
- Percent Left-turns
- Peak Hour Factor
- Peak Hour Directional Factors

Information for these factors was also collected in the field by consultant C. J. Hensch & Associates, Inc.. As mentioned earlier, they also collected traffic volume information. Once the adjusted capacity was calculated using Capacity Tables, weighted average v/c ratio for Year 2007 was determined. This v/c ratio 0.91 is higher than 0.85: Since there are no mitigating factors, LOM for after case will also remain the same as the existing case and is given in Table 2 as MODERATE.

#### **CONGESTION REDUCTION STRATEGIES**

It is the stated policy of the Congestion Management System to apply cost-effective demand and system management measures as the first component of all congestion reduction strategies. Added capacity roadway projects are justified only if cost-effective demand management and system management strategies fail to reduce vehicular congestion to acceptable levels. Where demand or system management projects are feasible and cost-effective, project sponsors, or relevant implementing agencies and the MPO must commit to their implementation or incorporation into a proposed added-capacity project as a pre-condition to federal funding assistance. Project design, concept, and scope must also be consistent with any selected management strategies.

Since this is a State Highway in Rural Region with limited numbers of signals and sparsely populate area, as per Congestion Management Plan (CMS), we do not have a Transportation System Management (TSM) and Transportation Demand Management (TDM) in our Tool-Box to apply congestion mitigating factor to this corridor.

## Analysis and Results

Since v/c ratio suggests enough congestion in Year 2007 and with no TSM/TDM considered, results are as such given in Table 2.

**Table 2**  
**LOM for Year 2007**  
**SH 36 From South Of Brazoria To South Of Jones Creek Bridge**  
**CSJ # 0188-05-027**

	<b>LOM Before Implementation of TSM/TDM Projects (2007)</b>	<b>LOM After Implementation of TSM/TDM Projects (2007)</b>
<b>Yr. 2007 Adjusted LOM</b>	<b>0.91</b>	<b>0.91</b>

It is obvious that the LOM within the limits of the project is MODERATE in the existing Year 2007. Therefore, adding capacity is justifiable and can be further explored.

Information from TxDOT about exact time frame of construction of this project is being requested. Reason is H-GAC is responsible for evaluating the before-and-after results. H-GAC's consultant C. J. Hensch & Associates, Inc. has already collected the before implementation travel time runs for the performance evaluation.



Mr. Pat Henry, P.E.  
Project Manager  
Texas Department of Transportation  
P.O. Box 1386  
Houston, TX 77251-1386

Re: SH 36: Jones Creek to 0.2 mile north of the Brazos River Diversion  
Channel  
Net Benefit Programmatic Section 4(f) Evaluation  
CSJ: 0188-06-046

- COMMISSIONERS
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CHAIRMAN-EMERITUS  
FORT WORTH
  - ROBERT L. COOK  
EXECUTIVE DIRECTOR

Dear Mr. Henry:

The Texas Department of Transportation (TxDOT) proposes to upgrade SH 36 and Spur 10 (Hartledge/Gerken Road) from US 59 in Fort Bend County to FM 1495 in Brazoria County. The proposed improvements are intended to increase safety, access, and mobility for the transportation of people and commercial goods in coastal areas during emergency situations.

Although the proposed highway improvements would not encroach onto the Peach Point Wildlife Management Area (WMA) property, TxDOT proposes to construct a floodplain detention pond within a construction easement located adjacent to Jones Creek on Texas Parks and Wildlife Department (TPWD) property at the WMA. TxDOT has worked with TPWD to develop a design for the detention pond that would improve wildlife opportunities while also meeting the floodplain mitigation needs. The detention pond would be operated by TPWD and would serve to enhance the waterfowl roosting areas in the WMA as well as providing flood storage capacity.

In coordination with the environmental assessment process, TPWD agrees with the floodplain mitigation basin design concept presented in TxDOT's Draft Programmatic Section 4(f) Evaluation. Further, TPWD concurs that the proposed basin would result in a net benefit to the Peach Point WMA. We appreciate the opportunity to work with TxDOT on this highway improvement project.

Sincerely,

Todd Merendino, Ph.D.  
Project Leader, Central Coast Wetlands Ecosystem Project

Cc: Karen Coopersmith, HNTB Corporation  
Lance Olenius, TxDOT



Take a kid  
hunting or fishing  
• • •  
Visit a state park  
or historic site

May 22, 2007

Ms. Marie Beth Jones, Chairman  
Brazoria County Historical Commission  
130 East Cedar  
Angleton, TX 77515

**HNTB**

RE: Spur 10 from US 59(S) in Rosenberg, to SH 36 in Fort Bend County;  
SH 36 from FM 2218 in Pleak, Fort Bend County to FM 1495 in Freeport,  
Brazoria County  
Follow up to early coordination for CSJs: 0187-05-050; 0188-02-029;  
0188-03-019; 0188-05-027; 0188-06-046; 111-08-100; 0188-04-035;  
0188-04-025; 0187-05-048; 0188-02-036

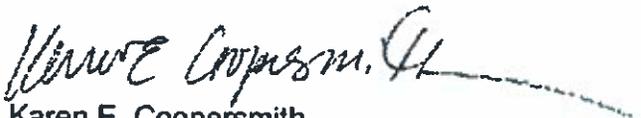
Dear Ms. Jones:

On behalf of the Texas Department of Transportation (TxDOT), HNTB initiated early coordination with the local Texas Historical Commission (THC) for the above referenced project in September 2000. The proposed improvements will widen the existing two-lane facility to a four-lane facility from US 59(S) in Rosenberg, to FM 1495 in Freeport, a distance of approximately 55 miles. The Spur 10 portion of the project, south of Rosenberg to existing SH 36, is approximately 5 miles in length.

Given the length of time since the last communication and public meetings, we wanted to again respectfully request that a representative from your office contact our office if you are aware of any information which may assist with project environmental planning. If you need additional information, please call me at 281-931-2742.

Sincerely,

HNTB CORPORATION

  
Karen E. Coopersmith  
Environmental Planner

Attachment: Project Location Map

Cc: Lance Olenius- TxDOT Houston District



May 22, 2007

Mr. Michael Moore, Chairman  
c/o Mr. W.M. Von-Maszewski  
Fort Bend County Historical Commission  
George Memorial Library  
1001 Golfview Drive  
Richmond, TX 77469-5199

**HNTB**

RE: Spur 10 from US 59(S) in Rosenberg, to SH 36 in Fort Bend County;  
SH 36 from FM 2218 in Pleak, Fort Bend County to FM 1495 in Freeport,  
Brazoria County

Follow up to early coordination for CSJs: 0187-05-050; 0188-02-029;  
0188-03-019; 0188-05-027; 0188-06-046; 111-08-100; 0188-04-035;  
0188-04-025; 0187-05-048; 0188-02-036

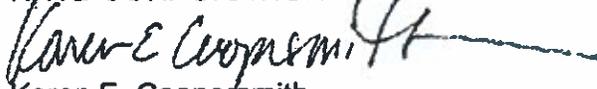
Dear Mr. Moore and Mr. Von-Maszewski:

On behalf of the Texas Department of Transportation (TxDOT), HNTB initiated early coordination with the local Texas Historical Commission (THC) for the above referenced project in September 2000. The proposed improvements will widen the existing two-lane facility to a four-lane facility from US 59(S) in Rosenberg, to FM 1495 in Freeport, a distance of approximately 55 miles. The Spur 10 portion of the project, south of Rosenberg to existing SH 36, is approximately 5 miles in length.

Given the length of time since the last communication and public meetings, we wanted to again respectfully request that a representative from your office contact our office if you are aware of any information which may assist with project environmental planning. If you need additional information, please call me at 281-931-2742.

Sincerely,

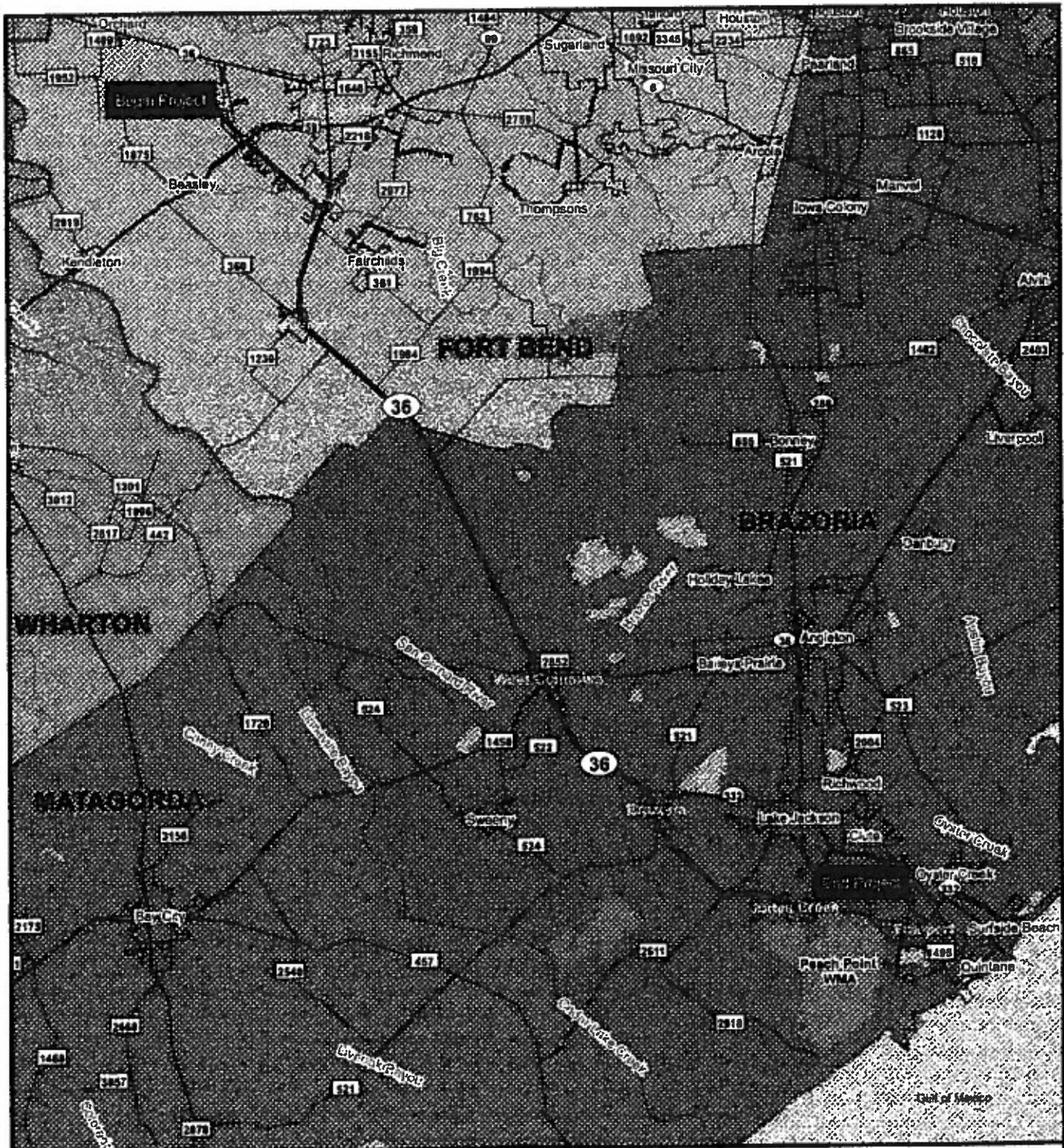
HNTB CORPORATION



Karen E. Coopersmith  
Environmental Planner

Attachment: Project Location Map

Cc: Mr. Lance Olenius- TxDOT Houston District



**Legend**

- Project Location
- City Boundary
- US Highway
- Rivers/Streams
- State Highway
- FM Road
- State Parks
- County Boundary
- Bodies of Water



BASE MAP SOURCE: H-GAC



**EXHIBIT 1  
PROJECT LOCATION MAP**

TEXAS DEPARTMENT OF TRANSPORTATION  
SH 36 ROADWAY IMPROVEMENTS

FORT BEND AND BRAZORIA COUNTIES, TEXAS

CSJs: 0187-05-050; 0188-02-029; 0188-03-019,  
0188-04-035; 0188-04-025; 0188-05-027,  
0188-06-046; 0111-08-100; 0187-05-048;  
0188-02-036



*John D*

300 East 8<sup>th</sup> Street, Rm. 826  
Austin, TX 78701

*Houston*

March 12, 2002

Texas Division

In Reply Refer To:  
HPC-TX

**Fort Bend and Bazarria Counties**  
**Spur 10: US 596 to SH 36 (1.5 miles south of Pleak) and**  
**SH 36: FM 2218 south of Pleak to FM 1495**  
Control: 0187-05-048, 0188-02-029, 0188-03-019, 0188-04-035  
0188-04-025, 0188-05-027, 0188-06-046, 0111-08-100

MAR 15 2002  
0111-08-100

Mr. Marcus N. Redford, P.E.  
Chief, Bridge Administration Branch  
Eight Coast Guard District  
501 Magazine Street  
New Orleans, Louisiana 70130-3396

Dear Mr. Redford:

The Texas Department of Transportation (TxDOT) is proposing to replace and widen a bridge on State Highway 36 over Jones Creek in using federal funds. On January 14, 2002, TxDOT provided information to this office supporting their contention that a United States Coast Guard permit is not required for this location. The affected waterway is subject to tidal influence; however, it does not carries navigation or shipping of any kind.

Based on the information submitted by TxDOT, we conclude that Jones Creek Bridge (SH-36) is not now used nor is it susceptible to use in its natural condition or by reasonable improvement as a means to transport interstate or foreign commerce. We believe that this bridge construction is exempt from the requirements imposed under 33 U.S.C. 401 and 525(b). Further, this project is exempt from the lighting and signal requirements of 33 CFR 118.40(b).

Sincerely yours,

*Peter Chang*  
Peter Chang, P.E.  
Division Bridge Engineer

Enclosure

OPTIONAL FORM NO. 10 (7-98)

**FAX TRANSMITTAL** # of pages = *2*

To: <i>Peter Chang</i>	From: <i>XSCG/Coiby</i>
Designation: <i>FHWA</i>	Phone #
Fax # <i>(512) 536-5990</i>	Fax #

FORM 750001-317-7300 5010-101 GENERAL SERVICES ADMINISTRATION

U.S. Department  
of Transportation

United States  
Coast Guard



Commander  
Eighth Coast Guard District  
Hale Boggs Federal Building

01 Magazine Street  
New Orleans, LA 70130-3390  
Staff Symbol: obc  
Phone: 504-589-2985  
FAX: 504-589-3083

16591C

March 18, 2002

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

Dear Mr. Henry:

Please refer to your letter dated January 15, 2002, regarding your proposed project to replace the existing State Route 36 bridge across Jones Creek in Fort Bend County, Texas.

Although Jones Creek is tidally influenced and considered to be a navigable waterway, it is not used in its natural condition by commercial vessels or recreational vessels. Furthermore, it is not susceptible by reasonable improvement as a means to transport interstate or foreign commerce. In this regard, the (FHWA) has made a determination, that this bridge project is exempt from requirements imposed under 33 U.S.C. 401 and 525(b). Therefore, under the Surface Transportation Assistance (STA) Act of 1978, per 23 CFR 5650.805, a Coast Guard permit is not required for construction of the proposed bridge.

It must be noted that the subject Act which amended Title 23 U.S. Code to include 23 U.S.C. 144(h), did not exclude that category of bridges from the application of 14 U.S.C. 85. The later statute requires the establishment, maintenance, and operation of Coast Guard required lights and signals on fixed structures, including bridges. Approval of lights and other signals required under the provisions of 33 CFR 118.40 should be obtained from this office, prior to the commencement of construction or you must request an exemption from lighting requirements. Your statement of the reason for the exemption must fulfill the requirements of this section. For example, if no significant nighttime navigation occurs at the proposed bridge site, a statement to that effect is required before an exemption could be made.

If we can be of any further assistance, please contact us.

Sincerely,

A handwritten signature in black ink, appearing to read "Marcus N. Redford".

MARCUS N. REDFORD, P.E.  
Chief, Bridge Administration Branch  
By Direction of the Commander  
Eighth Coast Guard District

*Faxed copy to  
Pat's [unclear]*



## Texas Department of Transportation

P.O. BOX 1386 • HOUSTON, TEXAS 77251-1386 • (713) 802-5000

October 17, 2001

Project No. 16591A  
Fort Bend and Brazoria Counties  
Spur 10: US 59S to SH 36 (1.5 miles South of Pleak)  
SH 36: FM 2218 South of Pleak to FM 1495  
Control 0187-05-048, 0188-02-029, 0188-03-019, 0188-04-035,  
0188-04-025, 0188-05-027, 0188-06-046 and 0111-08-100

CONTACT DPD

Mr. Marcus N. Redford, P.E.  
Chief, Bridge Administration Branch  
Eighth Coast Guard District  
501 Magazine Street  
New Orleans, Louisiana 70130-3396

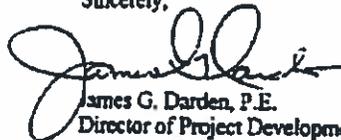
Dear Chief Redford:

Referencing correspondence from your office dated March 22, 2001, we are submitting a Bridge Project Questionnaire for the Jones Creek Bridge replacement required for the SH 36 roadway widening project from US 59(S) in Fort Bend County, Texas to FM 1495 in Freeport, Brazoria County, Texas. Two bridges were referenced in prior correspondence, the Brazos River Diversion Channel Bridge and the Jones Creek Bridge. Although the Brazos River Diversion Channel is included within the project limits, no improvements will occur to the bridge. According to a phone conversation on August 27, 2001 with Flo Hannah, HNTB Corporation, it was determined that no permits were necessary for the Brazos River Diversion Channel Bridge.

The enclosed questionnaire and attachments request your evaluation of the Jones Creek Bridge replacement. The proposed project will widen the existing bridge structure from two to four lanes within the existing right-of-way. At this time we are requesting your evaluation of this project to determine whether or not a permit will be required for the replacement of the Jones Creek Bridge.

Your attention to this matter will be greatly appreciated. If further information is needed, please contact Ms. Susan Patterson at (713) 802-5247.

Sincerely,



James G. Darden, P.E.  
Director of Project Development  
Houston District

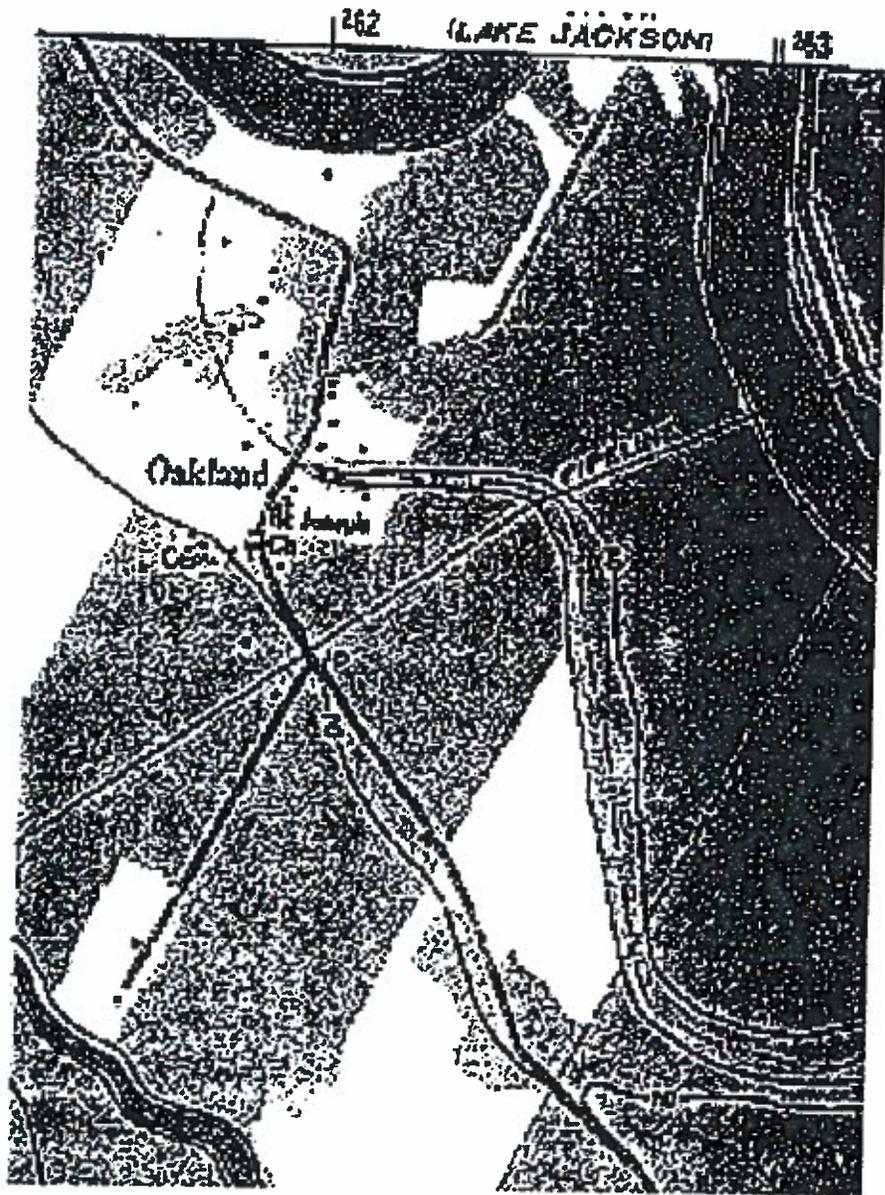
SP-vkb  
Attachments  
cc: Ms. Susan Patterson  
bc: Ms. Debbie Taylor - HNTB Corporation

8. Any natural or manmade obstructions, bridges, dams, weirs, etc. downstream or upstream? Yes \_\_\_\_\_ No  X
- 8a. If yes, provide upstream/downstream location with relation to the proposed bridge.  N/A
- 8b. If bridges are located upstream or downstream, provide vertical clearance at mean high water and mean low water and horizontal clearance normal to the axis of the channel.  N/A
- 8c. Provide a photograph of the bridge from the waterway showing channel spans. See attached photo
9. Will the structure replace an existing bridge? Yes  X  No \_\_\_\_\_
- 9a. Provide permit number and issuing agencies of permits for bridge(s) to be replaced.  N/A
- 9b. Provide vertical clearance at mean high water and mean low water and horizontal clearance normal to the axis of the channel for the proposed bridge.  
 Vertical mean low 115.5 inches horizontal 30 ft.   
 Vertical mean high 118.0 inches
10. List names and addresses of persons whose property adjoins bridge right-of-way.  
 1. Stringfellow Rel. Interest C/O Percival T. Beacroft, Jr.   
 P.O. Box 814 Woodville, Missouri 39669-0814 Ph. 601-888-6809   
 2. Peach Point WMA, TPWD C/O Todd Merendino   
 1700 Tch Street, Rm 101, Bay City, TX 77414, Ph. 979-264-7697
11. List names and addresses/location of marinas, marine repair facilities, public boat ramps, private piers/docks along the waterway within 1/2 mile of the bridge site.  
 None to the west   
 None known to the east
12. Attach location map and plans for the proposed bridge; including vertical clearances above mean high water and mean low water and horizontal clearance normal to axis of the waterway. See attached map and question 9b.
13. Attach three (3) photographs taken at the proposed bridge site: one looking upstream, one looking downstream, and one looking along the alignment centerline across the bridge site.

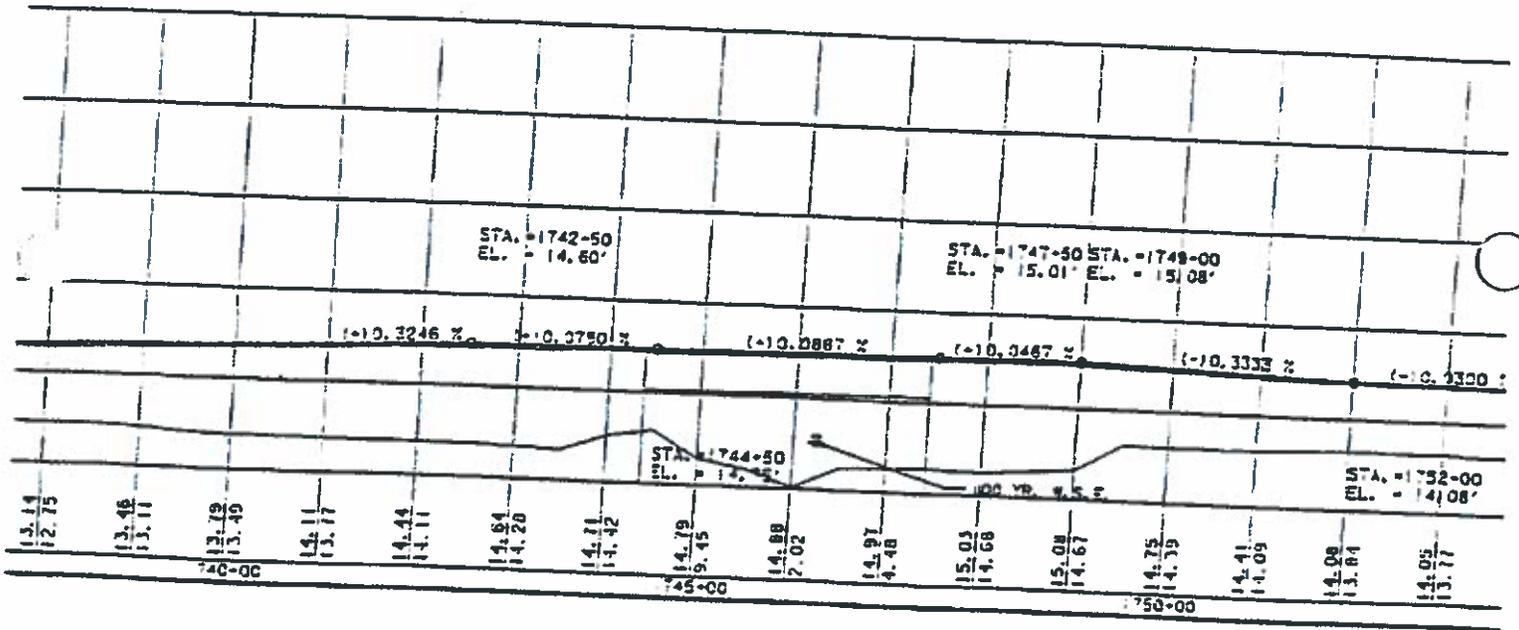
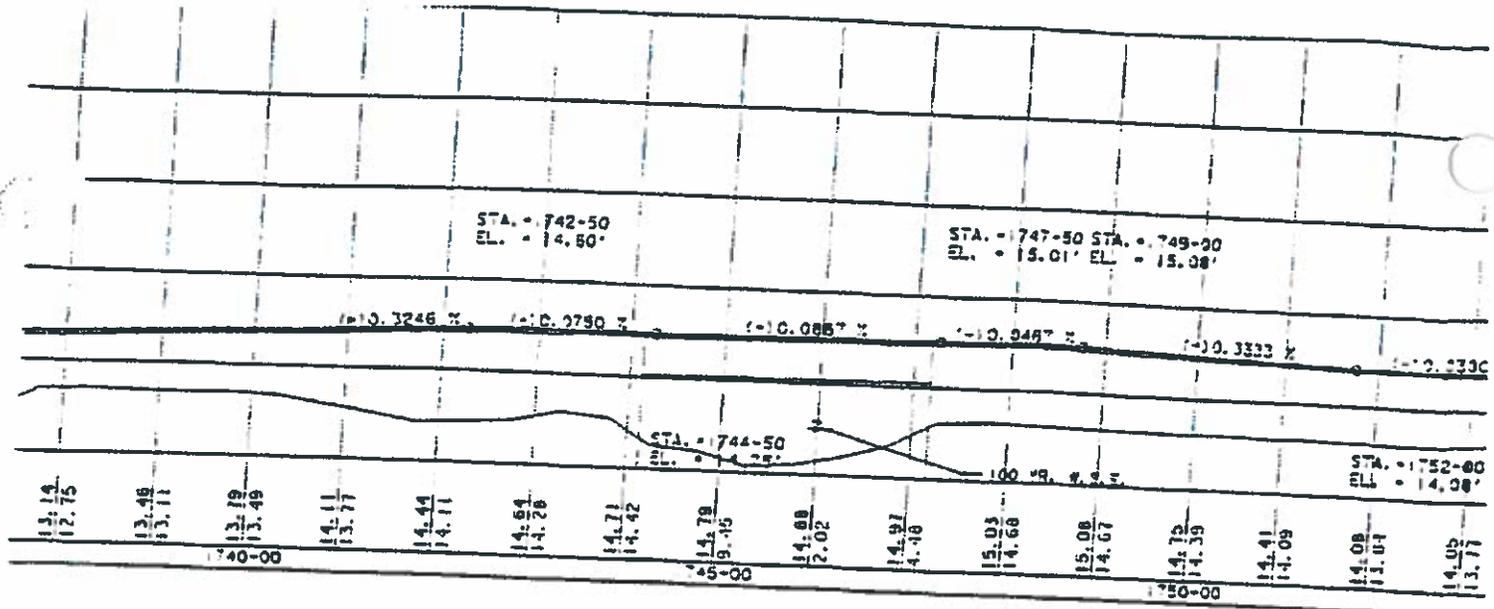
Date:

Signature:

Attachments: Location Map  
 Bridge Plans  
 Photographs

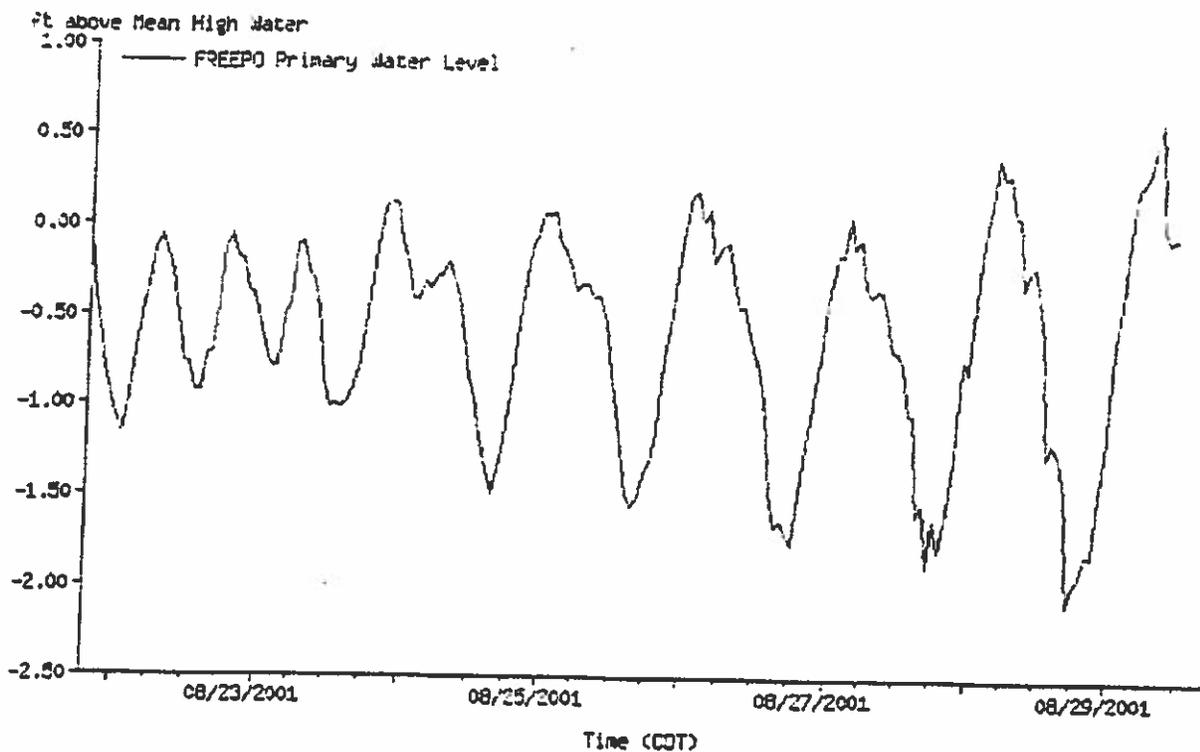






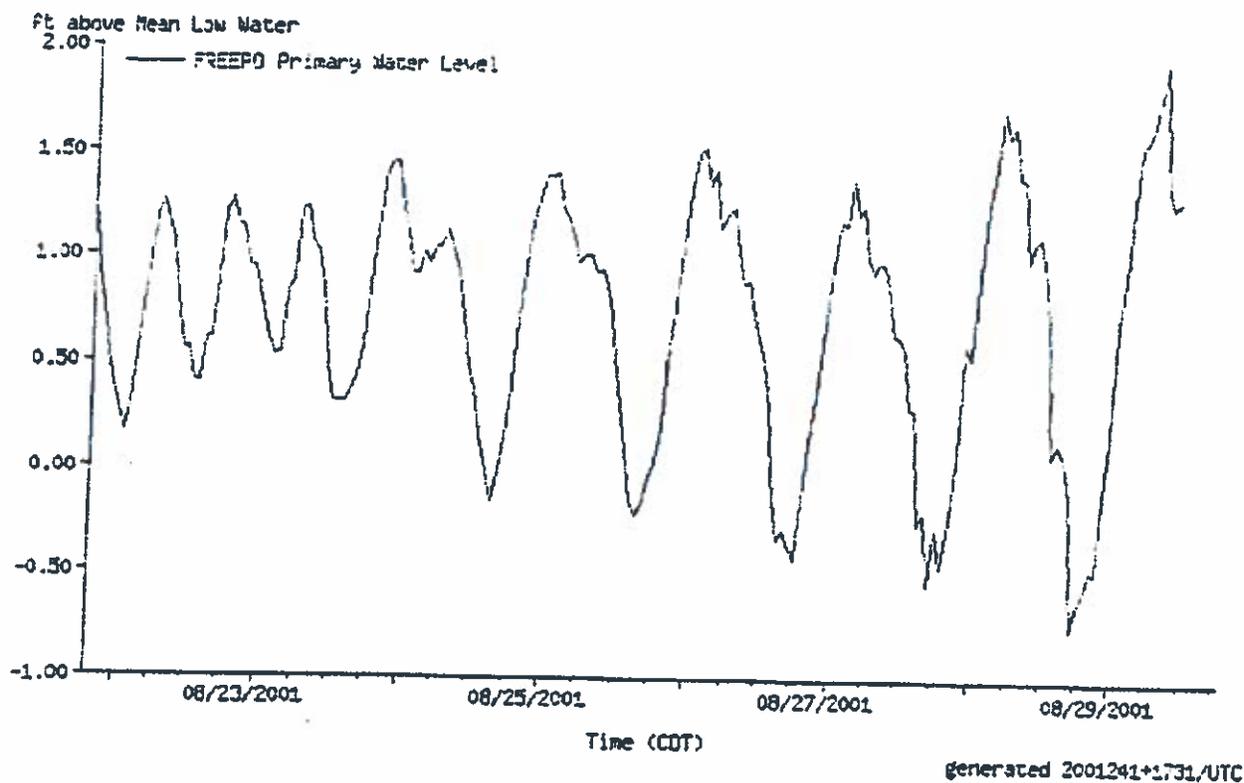
Profile of Jones Creek

data from nearest tide gauge, Freeport TX



generated 2001241+1737/UTC

Attachment 1 -  
Freeport Station File



U.S. Department  
of Transportation

United States  
Coast Guard

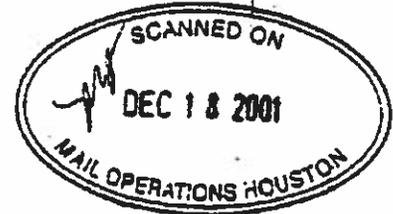


Commander  
Eighth Coast Guard District  
Hale Boggs Federal Building

501 Magazine Street  
New Orleans, LA 70130-3398  
Staff Symbol: ob  
Phone: 504-589-2985  
FAX: 504-589-3063



16591A  
December 13, 2001



Mr. James G. Darden, P.E.  
Director of Project Development  
Texas Department of Transportation, Houston District  
P. O. Box 1386  
Houston, Texas 77251-1386

Ref: Control Nos. 0187-05-048, 0188-02-029; 0188-03-019; 0188-04-035, 0188-04-025,  
0188-05-027, 0188-06-046 and 011-08-100

Dear Mr. Darden:

Your letter dated October 17, 2001 forwarded a Bridge Project Questionnaire and requested that we evaluate your proposed project to replace the existing State Route 36 bridge across Jones Creek in Fort Bend County, Texas. You requested a determination as to whether or not a Coast Guard Bridge Permit will be required for the project.

Since Jones Creek is subject to tidal influence, it is considered navigable and, as a result, the Coast Guard may become involved in the permitting process. However, Ms. Susan Patterson of your staff with indicated to us in a telephone conversation that this bridge replacement project will be funded by federal funds. Furthermore, your Bridge Project Questionnaire indicates that the waterway is neither used by commercial vessels nor recreational vessels. Therefore, prior to the Coast Guard's involvement in this project, the Federal Highway Administration (FHWA) should make a determination, under the Surface Transportation Assistance (STA) Act of 1978, per 23 CFR §650.805, whether or not a USCG permit is required for bridge construction. That determination must be coordinated by the FHWA with this office.

Section 144(h) of Title 23 U.S. Code was enacted in 1978 to reduce paperwork and related costs in the execution of the Coast Guard's bridge permit programs. This section has been amended by the Act of April 2, 1987 (Public Law 100-17), to further reduce paperwork and related costs in the permitting of bridges funded by this Act. By reason of this provision, certain bridges - which are constructed, reconstructed, rehabilitated, or replaced with federal assistance imposed under Title 23 U.S. Code - are no longer subject to the permitting requirements imposed under 33 U.S.C. 401 and 525(b). The bridges which are included in this excluded category are those that cross waterways:

- (1) which are not used and are not susceptible to use in their natural condition or by reasonable improvement as a means to transport interstate or foreign commerce; and
- (2) which are: nontidal; or if tidal, used by vessels less than 21 feet in length.

DPD

16591A

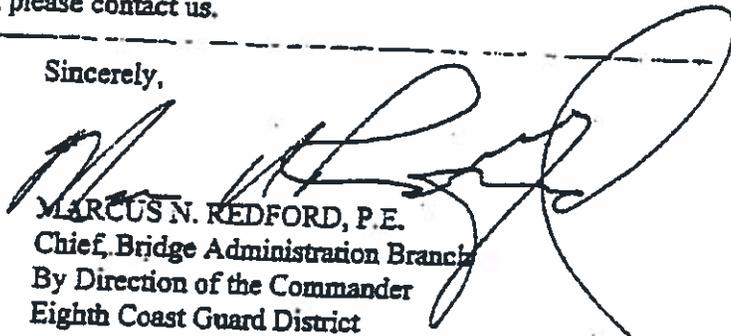
December 13, 2001

Since FHWA has the responsibility for the STA Act, the Coast Guard will accept a determination by the FHWA Administrator that a bridge project receiving federal assistance under Title 23 U.S. Code meets the stated criteria and is exempted for Coast Guard Bridge Administration purposes.

It must be noted that the subject Act which amended Title 23 U.S. Code to include 23 U.S.C. 144(h), did not exclude that category of bridges from the application of 14 U.S.C. 85. The later statute requires the establishment, maintenance, and operation of Coast Guard required lights and signals on fixed structures, including bridges. Approval of lights and other signals required under the provisions of 33 CFR 118 should be obtained from this office, prior to the commencement of construction.

If we can be of any further assistance, please contact us.

Sincerely,



MARCUS N. REDFORD, P.E.  
Chief, Bridge Administration Branch  
By Direction of the Commander  
Eighth Coast Guard District

Copy: Mr. Joe Heflin, FHWA Division Administrator, Austin, TX



[Federal Register: May 1, 2000 (Volume 65, Number 84)][Notices] [Page 25414-25416] From the Federal Register Online via GPO Access [wais.access.gpo.gov][DOCID:fr01my00-105]

DEPARTMENT OF TRANSPORTATION Coast Guard [USCG-1998-3553] Marine Transportation System: Waterways, Ports, and Their Intermodal Connections. AGENCY: Coast Guard, DOT. ACTION: Notice of meeting; request for comments.

**SUMMARY:** The Coast Guard, Maritime Administration, National Oceanic and Atmospheric Administration, U.S. Army Corp of Engineers, and the Environmental Protection Agency are hosting seven Regional Dialog Sessions (RDS) in port cities around the country to report on progress in addressing the MTS Report recommendations and to more actively engage local and regional stakeholders in MTS issues. This notice announces the dates and locations of the seven Regional Dialog Sessions. These dialog sessions are the second round of outreach in developing a customer-based strategy to ensure the marine transportation system meets user and public expectations for the 21st century. **DATES:** The public meetings will be held on the following dates: Chicago, IL, May 31 from 1 p.m. to 5 p.m. and continuing on June 1, 2000 from 8:30 a.m. to noon. Memphis, TN, June 6, 2000 from 9 a.m. to 5 p.m. Philadelphia, PA, June 12, 2000 from 9 a.m. to 5 p.m. Jacksonville, FL, June 20 from noon to 4 p.m. and continuing on June 21, 2000 from 8 a.m. to noon. Seattle, WA, June 27, 2000 from 9 a.m. to 5 p.m. Los Angeles, CA, July 11, 2000 from 9 a.m. to 5 p.m. Houston, TX, July 17 from 1 p.m. to 5 p.m. and continuing on July 18, 2000 from 8 a.m. to noon. Comments must be received by the Docket Management Facility by August 18, 2000. **ADDRESSES:** The public meetings will be held at the following locations: Chicago, IL-- Federal Aviation Administration Conference Center, 2300 E. Devon Avenue, Des Plaines, IL 60018. Memphis, TN--Cargill Inc., 1877 Channel Avenue, President's Island, TN 38113. Philadelphia, PA-- U.S. Environmental Protection Agency Region 3 Auditorium, 1650 Arch Street, 4th Floor, Philadelphia, PA 19103. Jacksonville, FL--Sea Turtle Inn, 1 Ocean Blvd., Atlantic Beach, FL 32233. Seattle, WA--NOAA's Auditorium in Building 9, 7600 Sand Point Way, Seattle, WA 98115-6349. Los Angeles, CA--Port Plaza, 100 W. 5th Street, San Pedro, CA 90731. Houston, TX--JW Marriott-Galleria, 5150 Westheimer Road, Houston, TX 7056. To make sure your written comments and related material are not entered more than once in the docket, please submit them by only one of the following means: (1) By mail to the Docket Management Facility, (USCG-1998-3553), U.S. Department of Transportation, room PL-401, 400 Seventh Street SW., Washington, DC 20590-0001. (2) By hand delivery to room PL-401 on the Plaza level of the Nassif Building, 400 Seventh Street SW., Washington, DC 20590-0001, between 9 a.m. and 5 p.m., Monday through Friday, except holidays. The telephone number is 202-366-9329. (3) By fax to the Docket Management Facility at 202-493-2251. (4) Electronically through the Web Site for the Docket Management System at <http://dms.dot.gov>. The Docket Management Facility maintains the public docket for this notice. Comments will become part of this docket and will be available for inspection or copying at room PL-401, located on the Plaza Level of the Nassif Building at the above address between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. You may electronically access the public docket for this notice on the Internet at <http://dms.dot.gov>. **FOR FURTHER INFORMATION CONTACT:** For questions on the public docket, contact Dorothy Walker, Chief, Dockets, Department of Transportation, telephone 202-366-9329; for questions on this notice, contact LTJG Patrick Barelli, U.S. Coast Guard (G-MWP-1), telephone 202-267-2334. **SUPPLEMENTARY**

**INFORMATION:Request for Comments** We encourage interested persons to participate in this dialog by submitting written data, views, or other relevant documents. Persons submitting comments should include their names and addresses, identify this notice (USCG-1998-3553), and the reasons for each comment. Please submit all comments and attachments in an unbound format, no larger than 8 1/2" x 11 inches, suitable for copying and electronic filing to the DOT Docket Management Facility at the address under ADDRESSES. If you want acknowledgment of receipt of your comments, enclose a stamped, self-addressed post card or envelope. We will consider all comments presented at the regional dialog sessions and submitted in writing to the docket during the comment period.

**Background** The Marine Transportation System (MTS) includes waterways, ports, and their intermodal connections with highways, railways, and pipelines. The MTS links the United States to overseas markets and is important to national security interests. Excluding Mexico and Canada, over 95% of the U.S. foreign trade by tonnage is shipped by sea, and 14% of U.S. inter-city freight is transported by water. Forecasts show that U.S. foreign ocean-borne trade is expected to more than double by the year 2020; and commuter ferries, recreational boating, and other recreational uses of the waterway are expected to increase, placing even greater demands on the marine transportation system. In turn, an expanding marine transportation system will pose greater challenges for protecting and enhancing the environment. Many federal agencies, state and local governments, port authorities, and the private sector share responsibility for the marine transportation system. Recognizing that the economic, safety, and environmental implications of aging infrastructure, inadequate channels, and congested intermodal connections will become more critical as marine traffic volume increases, the Secretary of Transportation began a multi-agency MTS initiative in March 1998. The MTS initiative began in the spring of 1998 with seven Regional Listening Sessions to gather stakeholder input on the current state and future needs of the MTS. The input received at the listening sessions became the basis for a National MTS Conference in November of 1998. After the conference, the Secretary established the Congressionally mandated MTS Task Force to conduct an assessment of the U.S. Marine Transportation System. The September 1999 MTS Task Force Report to Congress, An Assessment of the Marine Transportation System, recommended action in seven strategic areas. The docket (USCG-1998-3553) contains the Report to Congress, summaries of the Regional Listening Sessions, and the Proceedings of the National MTS Conference. You may access it electronically on the Internet at <http://dms.dot.gov>. Implementation of the recommendations contained in Chapter 6 of the Report to Congress will be the focus of the Regional Dialog Sessions. Format of Regional Dialog Sessions The regional dialog sessions are open to the public and will consist of briefings and facilitated breakout sessions. Public attendees are welcome to participate in all sessions. Information on Services for Individuals With Disabilities For information on facilities or services for individuals with disabilities or to request special assistance at the meeting, contact the person under FOR FURTHER INFORMATION CONTACT as soon as possible. [[Page 25+16]] Dated: April 25, 2000.R.C. North.Rear Admiral, U.S. Coast Guard, Assistant Commandant for Marine Safety and Environmental Protection.[FR Doc. 00-10834 Filed 4-26-00; 4:50 pm]BILLING CODE 4910-15-U

**Disclaimer****U.S.C.G. MSO Port Arthur, TX Home Page****USCG Home**  
**USCG Eighth District**Any questions or comments regarding this page, please e-mail me at: "[Bonnie Duck](mailto:Bonnie.Duck)".

**HNTB** ARCHITECTS ENGINEERS PLANNERS

December 17, 2001

1100 Greenway Drive  
Suite 2000  
Houston, Texas  
77060-2000  
713.863.0000  
FAX 713.863.0000  
www.hntb.com

Ms. Susan Patterson  
Texas Department of Transportation  
P.O. Box 1386  
Houston, Texas 77251-1386

RE: State Highway 36  
Coast Guard Questionnaire

Dear Ms. Patterson:

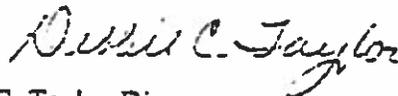
Per our phone conversation on December 12, 2001 the U.S. Coast Guard had a few questions regarding the Bridge Project Questionnaire for the Jones Creek Bridge. We have re-evaluated the questionnaire to address those issues as follows:

1. Is the Jones Creek Bridge going to be lowered? According to the design engineer, in a phone conversation on 12-14-01, the bridge will not be lowered; it will be redesigned at the same elevation.
2. The vertical clearances at mean high tide and low tide appeared to be switched and were in inches. We have recalculated these clearances and recorded them in feet and inches.

We have attached for review a copy of the questionnaire with the revisions. Please feel free to call Ms. Heather Niles at 832-601-2010 if you have any questions or require any additional information.

Sincerely,

HNTB CORPORATION



Debbie C. Taylor-Director  
Environmental Planning Department

DCT/hln

Attachment: Bridge Replacement Questionnaire (Jones Creek)

Cc: Mr. Marcus Redford- USCG  
File # 31863-005-001

HNTB CORPORATION

1100 Greenway Drive  
Suite 2000  
Houston, Texas 77060-2000  
713.863.0000  
FAX 713.863.0000  
www.hntb.com



8. Any natural or manmade obstructions, bridges, dams, weirs, etc. downstream or upstream? Yes \_\_\_\_\_ No x
- 8a. If yes, provide upstream/downstream location with relation to the proposed bridge. N/A
- 8b. If bridges are located upstream or downstream, provide vertical clearance at mean high water and mean low water and horizontal clearance normal to the axis of the channel. N/A
- 8c. Provide a photograph of the bridge from the waterway showing channel spans.  
See attached photos
9. Will the structure replace an existing bridge? Yes x No \_\_\_\_\_  
The new bridge structure will be at the same elevation as the existing br
- 9a. Provide permit number and issuing agencies of permits for bridge(s) to be replaced. N/A
- 9b. Provide vertical clearance at mean high water and mean low water and horizontal clearance normal to the axis of the channel for the proposed bridge.  
low - 9.6ft. high - 9.4ft. horizontal - 30ft.
10. List names and addresses of persons whose property adjoins bridge right-of-way.  
1. Stringfellow Rd. Interest c/o Percival T. Beacroft, Jr.  
P.O. Box 814, Woodville, Missouri 39669-0814  
2. Beach Point WMA, TPWD c/o Todd Merendino  
1700 7th Street, Rm. 101, Bay City, TX 77414
11. List names and addresses/location of marinas, marine repair facilities, public boat ramps, private piers/docks along the waterway within 1/2 mile of the bridge site.  
None to the West  
None to the East
12. Attach location map and plans for the proposed bridge; including vertical clearances above mean high water and mean low water and horizontal clearance normal to axis of the waterway.  
See attachment and question 9b.
13. Attach three (3) photographs taken at the proposed bridge site: one looking upstream, one looking downstream, and one looking along the alignment centerline across the bridge site.

Date:

Signature:

Attachments: Location Map  
Bridge Plans  
Photographs



# Texas Department of Transportation

P.O. BOX 1386 • HOUSTON, TEXAS 77251-1386 • (713) 802-5000

RECEIVE

October 11, 1999

OCT 14 1999

CONCURRENCE

USFWS ClearLake

Brazoria County

SH 36: Fort Bend County Line to FM 1495

Controls 0188-03-019, 0188-04-035, 0188-04-022

0188-05-027, 0188-06-046, 0111-08-190

The U.S. Fish and Wildlife concurs that the proposed activity will have no adverse effect on any federally listed threatened or endangered species.

CONTACT: DPD

Date October 20, 1999

Approved Cliff Epling

Mr. Carlos H. Mendoza  
U. S. Fish and Wildlife Service  
17629 El Camino Real, Suite 211  
Houston, Texas 77058

for

Carlos H. Mendoza  
Project Leader, Clear Lake ES Field Office  
U.S. Fish and Wildlife Service  
17629 El Camino Real, Suite 211  
Houston, Texas 77058

Dear Mr. Mendoza:

The Texas Department of Transportation (TxDOT) is proposing to widen SH 36 from a two-lane undivided facility to a four-lane rural divided facility in Brazoria County, Texas. Please see the vicinity map included for your convenience.

This letter is in reference to the determination of "no effect" on threatened or endangered wildlife and vegetation species in the subject project area as listed below.

Wildlife Species	Common Name		Threatened/ Endangered
<b>REPTILES</b>			
<i>Chelonia mydas</i>	Green Sea Turtle		T
<i>Lepidochelys kempii</i>	Kemp's Ridley Sea Turtle		E
<i>Caretta caretta</i>	Loggerhead Sea Turtle		T
<i>Eretmochelys imbricata</i>	Hawksbill Sea Turtle		E
<i>Dermochelys coriacea</i>	Leatherback Sea Turtle		E
<b>BIRDS</b>			
<i>Grus americana</i>	Whooping Crane	(M)	E
<i>Haliaeetus leucocephalus</i>	Bald Eagle	(N)	E
<i>Pelecanus occidentalis</i>	Brown Pelican	(N) + (R)	E
<i>Charadrius melodus</i>	Piping Plover	(W)	T

M = Migrant Only  
N = Nesting Activity

R = Year Round Resident  
W = Winter Concentration

Mr. Carlos H. Mendoza

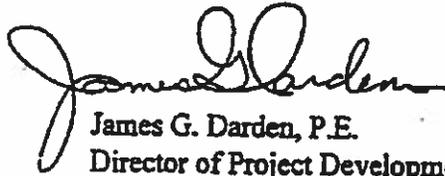
October 13, 1999

Page 2

The proposed project will require additional right-of-way. Field surveys of the area by TxDOT environmental personnel showed evidence of or habitat for threatened and endangered species.

Your verification and concurrence with our determination of "no effect" to threatened/ endangered species can be provided by affixing your signature in the space provided below. Should you need any further information concerning this project, please contact Ms. Julie Morse at (713) 802-5252.

Sincerely,

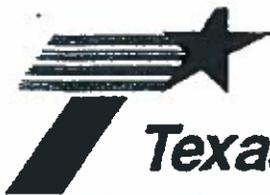


James G. Darden, P.E.  
Director of Project Development  
Houston District

JEM:vk

Attachment

cc: Ms. Julie Morse



# Texas Department of Transportation



P.O. BOX 1386 • HOUSTON, TEXAS 77251-1386 • (713) 802-5000

October 13, 1999

RECEIVED

OCT 14 1999

USFWS ClearLake E

Fort Bend County

Spur 10: US 59 to SH 36 (1.5 mi. S of Pleak)

SH 36: FM 2218 to Brazoria County Line

Controls 0187-05-048, 0188-02-029, 0187-05-050  
**CONCURRENCE**  
The U.S. Fish and Wildlife concurs  
the proposed activity will have no adverse  
effect on any federally listed threatened or  
endangered species.

CONTACT: DPD

Mr. Carlos H. Mendoza  
U. S. Fish and Wildlife Service  
17629 El Camino Real, Suite 211  
Houston, Texas 77058

Date October 20 1999  
Approved Edna Ellis

*for* Carlos H. Mendoza  
Project Leader, Clear Lake ES Field Office  
U.S. Fish and Wildlife Service  
17629 El Camino Real, Suite 211  
Houston, Texas 77058

Dear Mr. Mendoza:

The Texas Department of Transportation (TxDOT) is proposing to construct a four-lane, rural facility (Spur 10) on new location and to widen SH 36 from a two-lane, rural, undivided facility to a four-lane, rural, divided facility in Fort Bend County, Texas. Please see the vicinity map included for your convenience.

This letter is in reference to the determination of "no effect" on threatened or endangered wildlife and vegetation species in the subject project area as listed below.

Wildlife Species	Common Name		Threatened/ Endangered
<b>BIRDS</b>			
<i>Tympanuchus cupido attwateri</i>	Attwater's prairie-chicken	(R)	E
<i>Haliaeetus leucocephalus</i>	Bald Eagle	(N)	T
<b>PLANTS</b>			
<i>Hymenoxys texana</i>	Texas prairie dawn-flower		E

R = Year Round Resident

N = Nesting Activity

SCANNED Edna Ellis

OCT 26 1999

PROJECT DEVELOPMENT SECTION

DPD

Mr. Carlos H. Mendoza

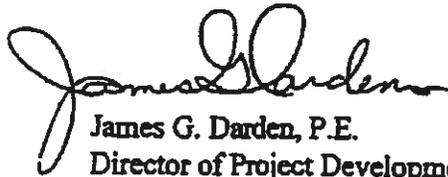
October 13, 1999

Page 2

The proposed project will require additional right-of-way. Field surveys of the area by TxDOT environmental personnel showed evidence of or habitat for threatened and endangered species.

Your verification and concurrence with our determination of "no effect" to threatened/ endangered species can be provided by affixing your signature in the space provided below. Should you need any further information concerning this project, please contact Ms. Julie Morse at (713) 802-5252.

Sincerely,



James G. Darden, P.E.  
Director of Project Development  
Houston District

JEM:vk

Attachment

cc: Ms. Julie Morse



ARCHITECTS ENGINEERS PLANNERS

SH 36

100 Glenborough Drive  
Suite 1300  
Houston, Texas  
77067-3611  
PH: 281.415.2122  
FAX: 281.415-4151  
www.hntb.com

July 26, 2000

Ms. Edith A. Erling  
Fish and Wildlife Biologist  
U. S. Fish and Wildlife Service  
Ecological Services  
17629 El Camino Real, Suite 211  
Houston, TX 77058

Dear Ms. Erling:

We are under contract to the Texas Department of Transportation to prepare environmental analysis/constraints mapping and environmental documents for the proposed State Highway 36/Spur 10 roadway projects. Spur 10 would be on new alignment extending from US 59 in Rosenberg to SH 36 in Fort Bend County, a distance of about 5 miles. The project on SH 36 would generally follow the existing alignment from FM 2218 in Pleak, Fort Bend County to FM 1495 in Freeport, Brazoria County.

A map of the corridor area is included with this letter. Your review of this project and its potential impact, if any, on the resources under your purview would be greatly appreciated. We would appreciate information regarding critical habitat that we could include in our environmental constraints map. If additional information is desired, please call me at 832-601-2030.

Sincerely,

HNTB CORPORATION

Richard P. McGucken, CEP  
Senior Environmental Planner

The HNTB Companies

HNTB CORPORATION  
100 GLENBOROUGH DRIVE  
SUITE 1300  
HOUSTON, TEXAS 77067-3611  
PH: 281.415.2122  
FAX: 281.415.4151  
WWW.HNTB.COM



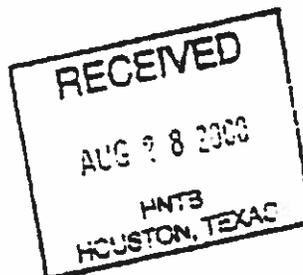
# United States Department of the Interior

FISH AND WILDLIFE SERVICE  
Division of Ecological Services  
17629 El Camino Real #211  
Houston, Texas 77058-3051  
281/286-8282 / (FAX) 281/488-5882



August 25, 2000

Mr. Richard P. McGucken  
HNTB  
100 Glenborough Drive, Suite 1300  
Houston, TX 77067-3611



Dear Mr. McGucken:

This responds to your July 26, 2000, letter requesting information on Texas Department of Transportation's proposed State Highway 36/Spur 10 roadway projects. Spur 10 would be on new alignment extending from U.S. 59 in Rosenberg to SH 36 in Fort Bend County, a distance of about 5 miles. The SH 36 project would generally follow the existing alignment from FM 2218 in Pleak, Fort Bend County to FM 1495 in Freeport, Brazoria County

A review of U.S. Fish and Wildlife Service files and your project maps indicate that several pairs of threatened bald eagles *Haliaeetus leucocephalus* are known to nest in the general vicinity of the proposed project area in Brazoria County. The general location of these nesting territories have been marked on the enclosed map.

Individual bald eagles exhibit considerable variation in their responses to human activity, depending upon the type, frequency, and duration of activity; the extent of environmental modification; the point in time of the bird's reproductive cycle; and various other factors not well understood. Although it cannot be predicted with absolute certainty the effects a given disturbance might have on a specific eagle or eagle pair, certain activities are known to disturb bald eagles more than others. The enclosed habitat management guidelines address some of these concerns and identify recommended restrictions that may avoid potential impact to bald eagles if they should occur at or near the proposed project site.

The Service is also concerned with potential impacts to the bottomland hardwoods associated with the Brazos River. Bottomland hardwoods, such as those found along the river, are well-documented to perform the ecological values of providing habitat for fish and wildlife, reducing the detrimental effects of floods, contributing to groundwater recharge, maintaining water quality by trapping sediments and assimilating pollutants, providing nutrients and detritus, and functioning as a buffer between terrestrial and aquatic ecosystems<sup>1,2</sup>.

---

<sup>1</sup>Winger, P.V. 1986. Forested wetlands of the southeast: review of major characteristics and role in maintaining water quality. U.S. Fish Wildl. Serv., Resour. Publ. 163. 16 pp.

<sup>2</sup>Roelle, J.E., G.T. Auble, D.B. Hamilton, R.L. Johnson, and C.A. Segelquist, eds. 1987. Results of a workshop concerning assessment of the functions of bottomland hardwoods. U.S. Fish Wildl. Serv., National Ecology Center, Fort Collins, CO. NEC-87/16. 173 pp.

<sup>3</sup>Johnson, R.R., and J.F. McCormick, tech. coord. 1978. Strategies for protection and management of floodplain wetlands and other riparian ecosystems. Proc. symp. Dec. 11-13, 1978, Callaway Gardens, GA. Gen. Tech. Rep. WO-12, Forest Serv., U.S. Dep. Agric., Wash. DC. 410 pp.

Mr. Richard P. McGucken

2

Of the original bottomland hardwoods found in Texas, only 37% remained in 1980<sup>4</sup>. Available data on trends indicates that commercial bottomland hardwoods have decreased by 18% between 1935 and 1975 with a 10% decrease occurring during the period 1975-1985<sup>5</sup>.

Bottomland forests in Texas are well-documented to be extremely rich in terms of fish and wildlife habitat. At least 102 species of neotropical migrant birds are known to occur in the forest of the lower Brazos and San Bernard River systems, and several of these species remain to nest. Dr. Sidney Gauthreaux, Jr. at Clemson University has performed radar studies of trans-Gulf migrating birds during the past twenty years and has documented that large numbers of songbirds annually use the forests of the lower Brazos River during the spring as stopover points. Many of these species have declined significantly during the past ten years. The Service has become acutely aware of this resource during the past five years and is working to help preserve a significant amount of these woodlands.

If you have any questions, or if we can be of further assistance, please contact Edith Erfling at 281/286-8282.

Sincerely,

*Armin W. Cain*

*for*  
Carlos H. Mendoza  
Project Leader, Clear Lake ES Field Office

Enclosures

---

<sup>4</sup>Texas Parks and Wildlife Department. 1988. The Texas wetlands plan: addendum to the 1985 Texas outdoor recreational plan. Texas Parks Wildl. Depart., Austin, TX. 35 pp.

<sup>5</sup>U.S. Fish and Wildlife Service. 1984. Texas bottomland hardwood preservation program - final concept plan. U.S. Fish Wildl. Serv., Albuquerque, NM. 378 pp.

**HABITAT MANAGEMENT GUIDELINES for BALD EAGLES in Texas** March 1993

The following management guidelines were developed for the purpose of helping landowners and managers maintain or improve their land for the benefit of bald eagles, if the species occurs on their property, by protecting the environmental conditions the species requires. Emphasis is placed on providing information so that landowners may minimize and avoid or minimize these human-related activities which may adversely affect bald eagles, particularly nesting pairs. Bald eagles are protected by a number of Federal and State laws and regulations (including the Endangered Species Act, Bald Eagle Protection Act, and Migratory Bird Protection Act) which prohibit such acts as harassing, harming, disturbing, pursuing, etc. bald eagles, or destroying their nests. Individual bald eagles exhibit considerable variation in their responses to human activity, depending upon the type, frequency, and duration of activity; the extent of environmental modification; the point in time of the bird's reproductive cycle; and various other factors not well understood. Although it cannot be predicted with absolute certainty the effects a given disturbance might have on a specific eagle or eagle pair, certain activities are known to disturb bald eagles more than others. **ALTHOUGH ADVISORY ONLY**, the following guidelines address some of these concerns and identify recommended restrictions that should avoid potential impact to bald eagles (and avoid conflict with protective regulations). **FOR ADDITIONAL INFORMATION, PLEASE CONTACT THE CLEAR LAKE OFFICE OF THE U.S. FISH AND WILDLIFE SERVICE (FWS) AT 713-286-6252, OR THE TEXAS PARKS AND WILDLIFE DEPARTMENT (512-389-4505 or 512-448-4311).**

**NESTING:**

**GENERAL INFORMATION:** Due to surveys carried out annually by the Texas Parks and Wildlife Department, bald eagle nest sites are currently known to occur in 27 southeastern Texas counties, although only a portion of these are active or successful each year. **THE BALD EAGLE NESTING PERIOD IN TEXAS IS NORMALLY OCTOBER TO JULY**, with peak egg-laying in December and hatching primarily in January. The young generally fledge in April after 10-12 weeks of growth, but parental care continues for another 4-6 weeks. Adults and young begin to migrate north in May, with a pair sometimes remaining within a territory all year. **EAGLES ARE VULNERABLE TO DISTURBANCE THROUGHOUT THE NESTING PERIOD**, but particularly during the first 12 weeks (during courtship, nest building, egg-laying, incubation, and brooding). Disturbance at this time may cause nest abandonment and chilled or overheated eggs or young. However, human activity even late in the nesting cycle may cause premature fledging and reduce the young's chances for survival.

Not only is protection of an actual NEST important; so is protection of the NEST SITE itself and all the component factors that attracted the pair to the area in the first place. Once a suitable breeding territory is found, breeding pairs will return to the same area year after year, often using alternate nests within the territory during different breeding years. Although a given nest may be lost due to weather or age of the tree, a pair often returns to the same territory to begin another. In cases where one member of a pair dies, the nest may go unused for several years but then be recolonized by the surviving member returning with a new mate. Nesting territories can even be inherited by subsequent generations. Therefore, guidelines intended to protect a nesting territory should apply to an "abandoned" nest site for at least five consecutive years of documented non-use.

**MANAGEMENT ZONES FOR NESTING HABITAT:** THE FOLLOWING HABITAT MANAGEMENT GUIDELINES, DEVELOPED BY THE FWS AND TPWD FOR NESTING BALD EAGLES IN TEXAS, ARE BASED ON THE IDENTIFICATION OF TWO MANAGEMENT ZONES SURROUNDING EACH NEST SITE, WITH CERTAIN RECOMMENDED RESTRICTIONS APPLYING TO EACH ZONE.

**A. PRIMARY MANAGEMENT ZONE FOR NEST SITES:**

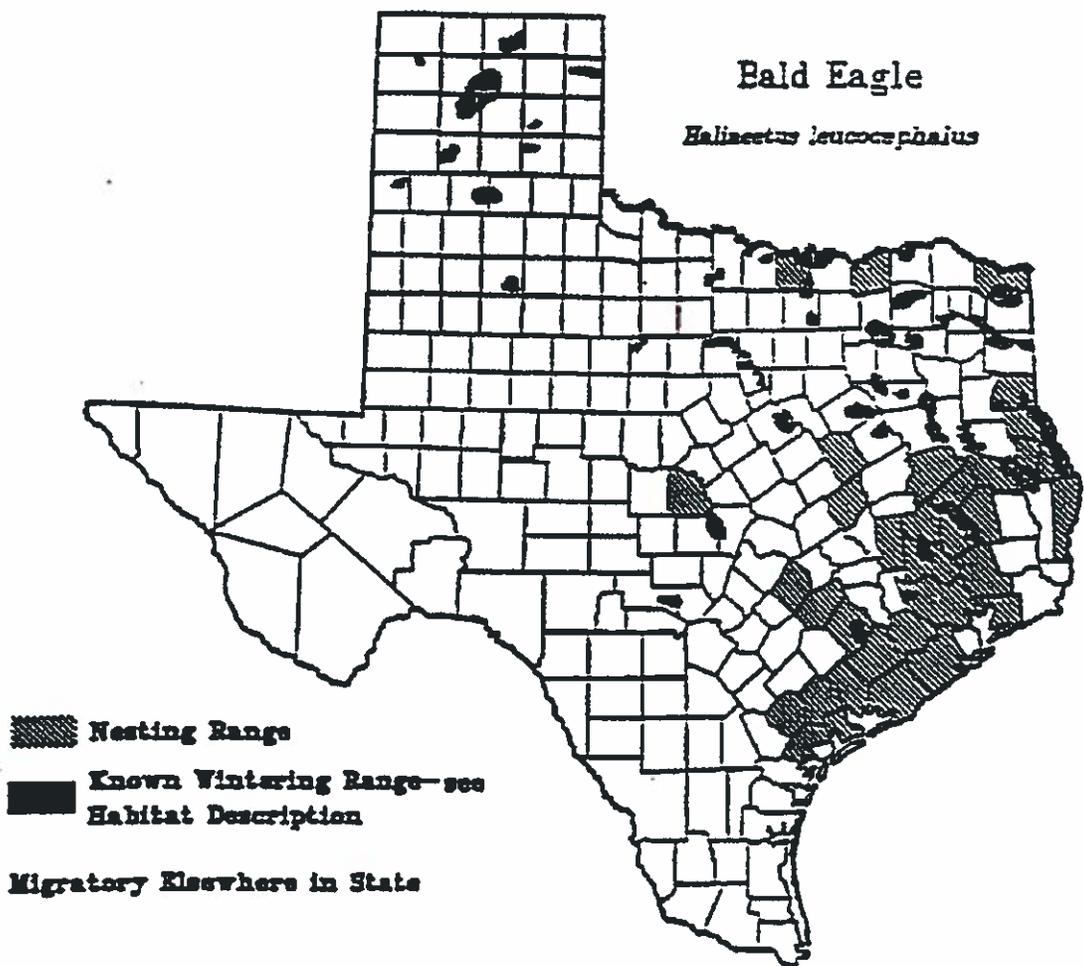
THIS ZONE SHOULD ENCOMPASS AN AREA EXTENDING 750 TO 1,500 FEET OUTWARD IN ALL DIRECTIONS FROM THE NEST SITE. THE FWS RECOMMENDS THAT THE FOLLOWING ACTIVITIES NOT OCCUR WITHIN THIS ZONE:

1. Alteration of habitat or change in land use, such as would result from residential, commercial, or industrial development; construction projects; or mining activities.
2. Tree-cutting, logging, or removal of trees, either living or dead.
3. Use of chemicals toxic to wildlife.
4. Placement of above-ground electrical transmission or distribution lines. (Collision with powerlines and electrocution on powerline structures remain important causes of raptor mortality. Placement of underground lines is strongly recommended near bald eagle nests and winter concentration sites.)
5. Helicopter or fixed-wing aircraft operation within 500 feet vertical distance or 1,000 feet horizontal distance of the nest site, except during the non-nesting season (about late-July to early-October).
6. Human entry, except as described below (or as otherwise specifically allowed):
  - a) Minimal-disturbance activities (such as hiking, fishing, camping, bird-watching), and certain land-use activities (such as farming, ranching, hunting) which are existing practices and have occurred historically on the site, can be carried out safely during the non-nesting period if no physical alteration of the primary zone is involved.
  - b) The activities mentioned in (a) above which are existing practices and have occurred historically on the site during the nesting season, and do not appear to be adversely impacting the success of the nest site, can be carried out safely during the nesting season as well (late-October to early-July) if:

(continued)

# Bald Eagle

*Haliaeetus leucocapillus*



Map only shows Texas range.



# **HNTB** ARCHITECTS ENGINEERS PLANNERS

1101 Glenborough Drive  
Suite 1300  
Houston, Texas  
77002-6111  
281-875-9292  
FAX 281-875-4121  
www.hntb.com

September 1, 2000

Ms. Edith A. Erfling  
Fish and Wildlife Biologist  
U. S. Fish and Wildlife Service  
Ecological Services  
17629 El Camino Real, Suite 211  
Houston, TX 77058

RE: Spur 10 from US 59(S) in Rosenberg, to SH 36 in Fort Bend County;  
SH 36 from FM 2218 in Pleak, Fort Bend County to FM 1495 in Freeport,  
Brazoria County  
Preliminary Resource Agency Field Visit

Dear Ms. Erfling:

On behalf of the Texas Department of Transportation (TxDOT), HNTB would like to initiate early coordination with the U.S. Fish and Wildlife Service (USFWS) for the above referenced project. The proposed improvements will widen the existing two-lane facility to a four-lane facility from US 59(S) in Rosenberg, to FM 1495 in Freeport, a distance of approximately 57 miles. The Spur 10 portion of the project, south of Rosenberg to existing SH 36, is proposed on new location and is approximately 5 miles in length.

We respectfully request a representative of your agency attend a preliminary resource agency field visit. HNTB has scheduled the following two days for site visits:

**Wednesday, September 27, 2000**  
**Thursday, September 28, 2000**

Each field visit will begin at 10:00 A.M. and is expected to last all day. We will meet at the Rosenberg Civic and Convention Center, located at 3825 Highway 36 South.

A vicinity map of the project area is included with this letter. We would appreciate your attendance at the field visit to offer any information which may assist with project environmental planning. To confirm your attendance or for additional information, please feel call me or Ms. Heather Niles at 281-875-9292.

*The HNTB Companies*

HNTB is a member of the HNTB Companies, a group of independent member firms providing a wide range of services in the areas of architecture, engineering, planning, and construction management. The HNTB Companies are not affiliated with the HNTB Companies, Inc., a public company. For more information, please visit our website at www.hntb.com.

Ms. Edith Erfling  
Page 2

Sincerely,

HNTB CORPORATION

*Debbie C. Taylor*

Debbie C. Taylor-Manager  
Environmental Planning Department

DCT/hln

Attachment: Vicinity Map

Cc: Ms. Robin Sterry- TxDOT Environmental  
File # 31863-005-001



ARCHITECTS ENGINEERS PLANNERS

1101 Glenborough Drive  
Suite 1100  
Houston, Texas  
77057-1611  
(713) 601-2100  
FAX (713) 601-2100  
www.hntb.com

February 26, 2001

Ms. Edith A. Erling  
Fish and Wildlife Biologist  
U. S. Fish and Wildlife Service  
17629 El Camino Real, Suite 211  
Houston, TX 77058

RE: Spur 10/State Highway 36 Wetland Delineation Participation

Dear Ms. Erling:

Currently, HNTB is in the data collection phase for the Environmental Assessment of the roadway improvements to State Highway 36 (SH 36) from FM 2218 in Pleak, Fort Bend County to FM 1495 in Freeport, Brazoria County. HNTB would like to invite you or a representative of the U.S. Fish and Wildlife Service (USFWS) to join us at your convenience during the wetland delineation of this project. HNTB will begin the wetland delineation on Monday, March 5, 2001 at the southern end of the project, just north of the Brazos River Diversion Channel bridge, and work northward along SH 36. The wetland delineation is expected to take approximately 6-8 weeks.

If you wish to participate, please notify HNTB in advance of the day you wish to visit the site so that we can coordinate the time and place to meet.

A location map of the project alignment is included with this letter. We would welcome your attendance and input during the wetland delineation to offer any information which may assist this process. To confirm your attendance or for additional information, please feel call me or Ms. Heather Niles at 832-601-2000.

Sincerely,

HNTB CORPORATION

Debbie C. Taylor-Manager  
Environmental Planning Department

DCT/hin

Attachment: Vicinity Map

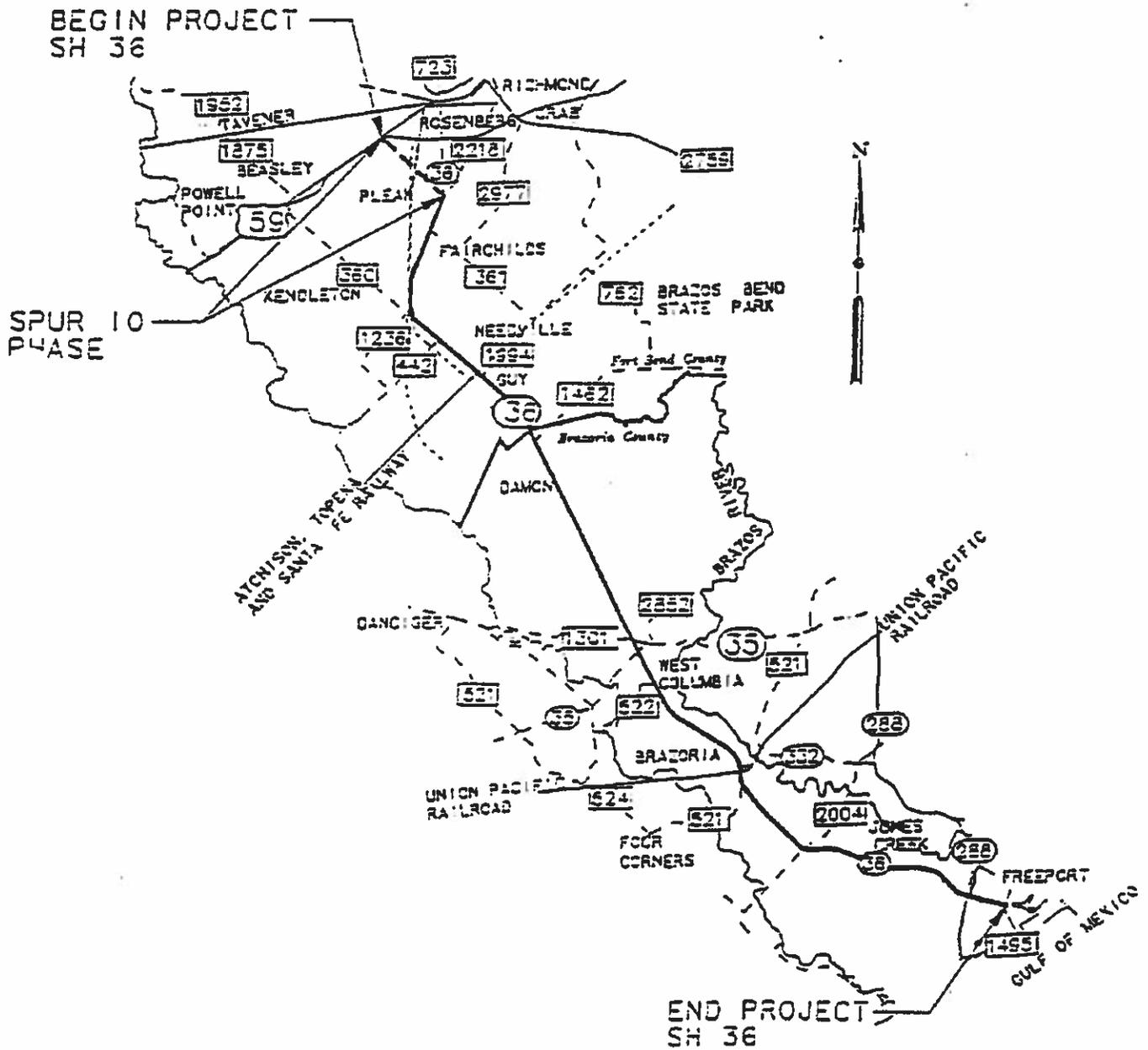
Cc: Ms. Susan Patterson- TxDOT Environmental  
File # 31863-005-001

THE HNTB CORPORATION

STATE OF TEXAS, COUNTY OF HARRIS, CITY OF HOUSTON, TEXAS  
I, \_\_\_\_\_, Secretary of the Board of Directors of HNTB CORPORATION, do hereby certify that the foregoing is a true and correct copy of the original as filed with the Secretary of State of the State of Texas on \_\_\_\_\_, 2001.  
\_\_\_\_\_  
Secretary of the Board of Directors

# PROJECT OVERVIEW MAP

## STATE HIGHWAY 36



# **HNTB** ARCHITECTS ENGINEERS PLANNERS

100 Glenborough Drive  
Suite 1300  
Houston, Texas  
77067-1611  
TEL: 281-875-9292  
FAX: 281-875-9211  
www.hntb.com

September 1, 2000

Mr. Casey Cutler  
U. S. Army Corps of Engineers  
Galveston District, Regulatory Branch  
P.O. Box 1229  
Galveston, TX 77553-1229

RE: Spur 10 from US 59(S) in Rosenberg, to SH 36 in Fort Bend County;  
SH 36 from FM 2218 in Pleak, Fort Bend County to FM 1495 in Freeport,  
Brazoria County  
Preliminary Resource Agency Field Visit

Dear Mr. Cutler:

On behalf of the Texas Department of Transportation (TxDOT), HNTB would like to initiate early coordination with the U.S. Army Corps of Engineers (USACE) for the above referenced project. The proposed improvements will widen the existing two-lane facility to a four-lane facility from US 59(S) in Rosenberg, to FM 1495 in Freeport, a distance of approximately 57 miles. The Spur 10 portion of the project, south of Rosenberg to existing SH 36, is proposed on new location and is approximately 5 miles in length.

We respectfully request a representative of your agency attend a preliminary resource agency field visit. HNTB has scheduled the following two days for site visits:

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The HNTB Companies

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Mr. Casey Cutler  
Page 2

Sincerely,

HNTB CORPORATION

*Debbie C. Taylor*

Debbie C. Taylor-Manager  
Environmental Planning Department

DCT/hln

Attachment: Vicinity Map

Cc: Ms. Robin Sterry- TxDOT Environmental  
File # 31863-005-001

**HNTB** ARCHITECTS ENGINEERS PLANNERS

110 Glenborough Drive  
Suite 1500  
Houston, Texas  
77060-3641  
Tel: 832-601-2000  
Fax: 832-601-2100  
www.hntb.com

February 26, 2001

Mr. Casey Cutler  
U. S. Army Corps of Engineers  
Galveston District, Regulatory Branch  
P.O. Box 1229  
Galveston, TX 77553-1229

RE: Spur10/State Highway 36 Wetland Delineation Participation

Dear Mr. Cutler:

Currently, HNTB is in the data collection phase for the Environmental Assessment of the roadway improvements to State Highway 36 (SH 36) from FM 2218 in Pleak, Fort Bend County to FM 1495 in Freeport, Brazoria County. HNTB would like to invite you or a representative of the U.S. Fish and Wildlife Service (USFWS) to join us at your convenience during the wetland delineation of this project. HNTB will begin the wetland delineation on Monday, March 5, 2001 at the southern end of the project, just north of the Brazos River Diversion Channel bridge, and work northward along SH 36. The wetland delineation is expected to take approximately 6-8 weeks.

If you wish to participate, please notify HNTB in advance of the day you wish to visit the site so that we can coordinate the time and place to meet.

A location map of the project alignment is included with this letter. We would welcome your attendance and input during the wetland delineation to offer any information which may assist this process. To confirm your attendance or for additional information, please feel call me or Ms. Heather Niles at 832-601-2000.

Sincerely,

HNTB CORPORATION

*Debbie C. Taylor*

Debbie C. Taylor-Manager  
Environmental Planning Department

DCT/hln

Attachment: Vicinity Map

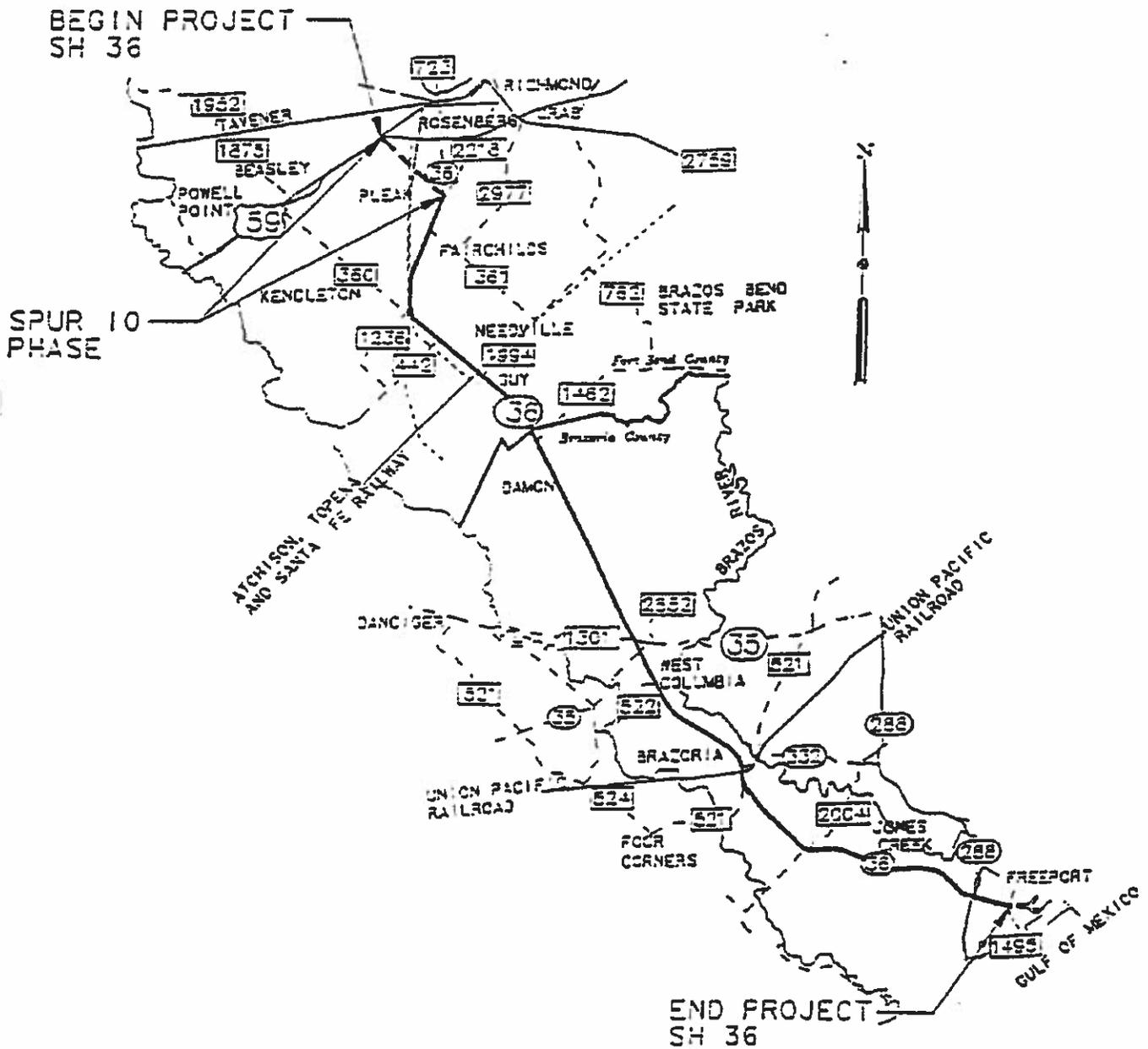
Cc: Ms. Susan Paterson- TxDOT Environmental  
File # 31863-005-001

HNTB CORPORATION

HNTB CORPORATION  
110 Glenborough Drive  
Suite 1500  
Houston, Texas 77060-3641  
Tel: 832-601-2000  
Fax: 832-601-2100  
www.hntb.com

# PROJECT OVERVIEW MAP

## STATE HIGHWAY 36





# Texas Department of Transportation

P.O. BOX 1386 • HOUSTON, TEXAS 77251-1386 • (713) 802-5000

February 27, 2001

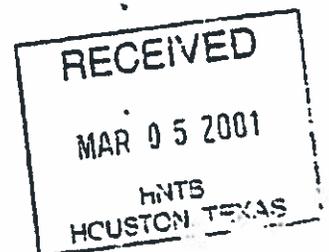
Fort Bend and Brazoria Counties

Spur 10: US 59S to SH 36 (1.5 miles South of Pleak)

SH 36: FM 2218 South of Pleak to FM 1495

Control 0187-05-048, 0188-02-029, 0188-03-019, 0188-04-035,  
0188-04-025, 0188-05-027, 0188-06-046 and 0111-08-100

CONTACT: DPD



Commander (ob)  
Eighth Coast Guard District  
Hale Boggs Federal Building  
501 Magazine Street  
New Orleans, Louisiana 70130-3396

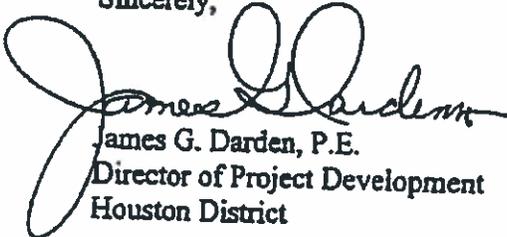
Dear Sir:

The Texas Department of Transportation is proposing to widen Spur 10 from US 59S, Fort Bend County, Texas to SH 36, Fort Bend County, Texas, and to widen the existing SH 36, from two lanes to four lanes, from FM 2218 in Pleak, Fort Bend County, Texas south to FM 1495, Freeport, Brazoria County, Texas. This letter is in reference to the navigability of Jones Creek and the Brazos River Diversion Channel in the project area. A project vicinity map is attached for your convenience.

Additional right-of-way, in various areas, will be required for the proposed implementation of this project; however, additional right-of-way will not be required in the areas of these waterbodies. The existing bridge over the Brazos River Diversion Channel in Freeport, Texas will not be improved. We seek your concurrence that a Coast Guard clearance permit will not be required for the proposed project.

Your attention to this matter will be greatly appreciated. If further information is needed, please contact Ms. Susan Patterson at (713) 802-5247.

Sincerely,

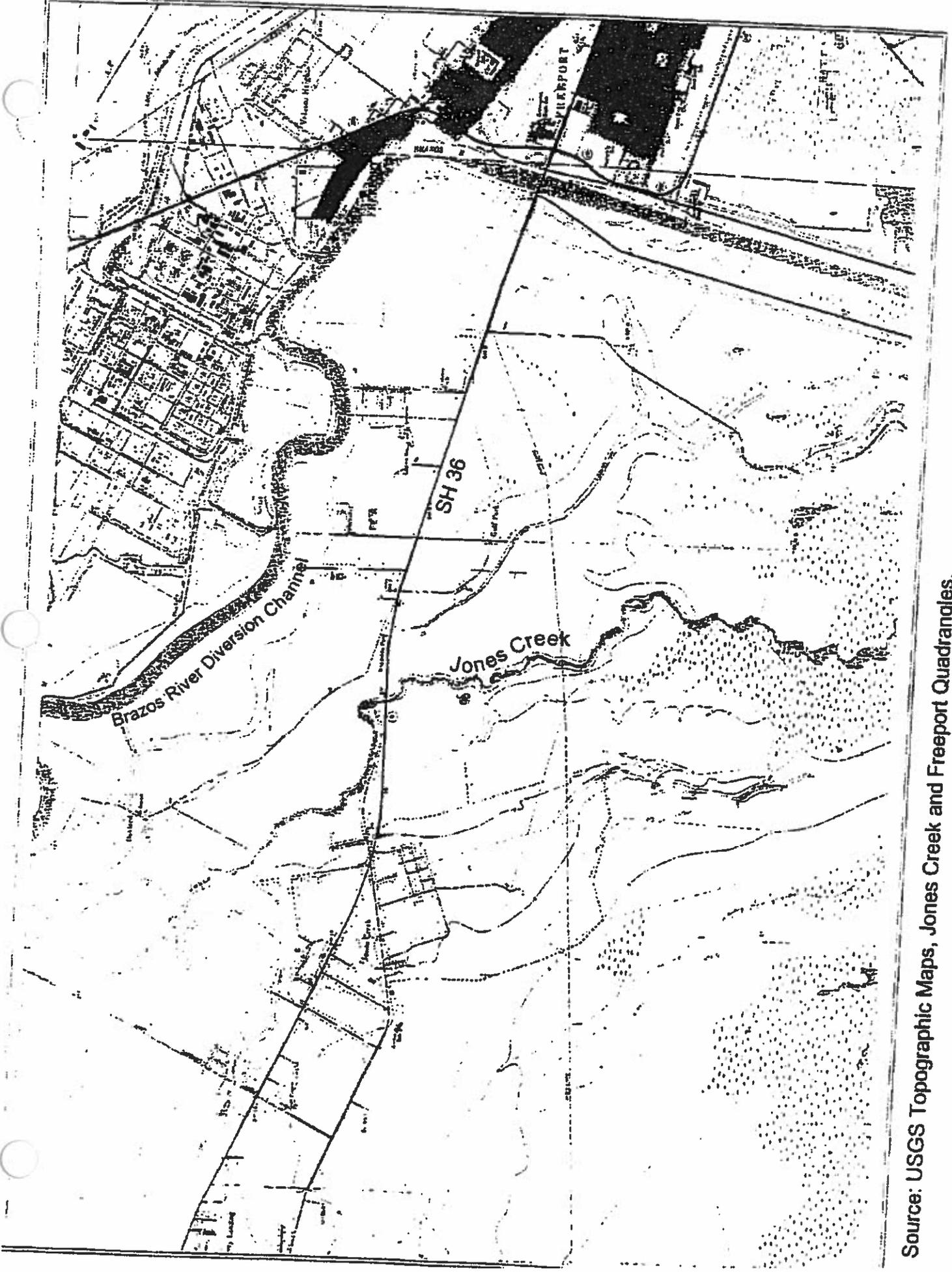
  
James G. Darden, P.E.  
Director of Project Development  
Houston District

SP:ljh

Attachments

cc: Ms. Susan Patterson

bc: Ms. Debbie Taylor - HNTB Corporation



Source: USGS Topographic Maps, Jones Creek and Freeport Quadrangles.

U.S. Department  
of Transportation

United States  
Coast Guard



Commander  
Eighth Coast Guard District  
Hale Boggs Federal Building

501 Magazine Street  
New Orleans, LA 70130-3396  
Staff Symbol: obc  
Phone: 504-589-2965  
FAX: 504-589-3063

*M. J. Darden*

16591A  
March 22, 2001

Mr. James G. Darden, P.E.  
Director of Project Development  
Houston District  
Texas Department of Transportation  
P. O. Box 1386  
Houston, Texas 77251-1386



Dear Mr. Darden:

This refers to your letter dated February 27, 2001, regarding a proposed widening project involving Jones Creek and the Brazos River Diversion Channel in Fort Bend and Brazoria Counties, Texas. Based on the data provided, there is insufficient information to evaluate bridge permit requirements for this project. In order for us to fully evaluate the proposed project to determine whether a Coast Guard permit is necessary, additional information about the area is needed. I am enclosing a Bridge Project Questionnaire, which, when completed, should provide us with the data needed to make an appropriate navigational determination. Please photocopy and fill out a separate questionnaire for each water crossing, to include culverts, and provide site specific information as requested, as well as area maps to aid in making the necessary determinations.

If we can be of any further assistance, please contact this office at (504) 589-2965.

Sincerely,

MARCUS N. REDFORD, P.E.  
Chief, Bridge Administration Branch

By direction of the Commander  
Eighth Coast Guard District

Encl: (1) Bridge Project Questionnaire

*DPD*

U.S. Department of Transportation  
United States Coast Guard



Commander  
Eighth Coast Guard District  
Hale Boggs Federal Building

501 Magazine Street  
New Orleans, LA, 70130-3398  
Staff Symbol: ob  
Phone: 504-389-2965

### BRIDGE PROJECT QUESTIONNAIRE

Please provide the following information:

A. NAVIGATION DATA:

- 1. Name of Waterway: \_\_\_\_\_
- 1a. Mileage along waterway measured from mouth or confluence \_\_\_\_\_
- 1b. Tributary of \_\_\_\_\_ at mile \_\_\_\_\_
- 2. Geographic-Location: \_\_\_\_\_  
(Road Number City County State)
- 3. Township, section and range, if applicable: \_\_\_\_\_
- 4. Tidally influenced at proposed bridge site? Yes \_\_\_ No \_\_\_  
Range of tide \_\_\_\_\_
- 5. Depth and width of waterway at proposed bridge site:

	Depths	Widths
At Mean High Tide	_____	_____
At Mean Low Tide	_____	_____

6. Character of present vessel traffic on waterway. If none, so state: None \_\_\_\_\_  
 Canoe \_\_\_\_\_ Rowboat \_\_\_\_\_ Small Motorboat \_\_\_\_\_ Cabin Cruiser \_\_\_\_\_  
 Houseboat \_\_\_\_\_ Pontoon Boat \_\_\_\_\_ Sailboat \_\_\_\_\_

- 6a. Provide vertical clearance requirement for largest vessel using the waterway: \_\_\_\_\_
- 6b. Provide photograph of each type of vessel using the waterway.

7. Are these waters used to transport interstate or foreign commerce?  
 Yes \_\_\_ No \_\_\_

7a. Are these waters susceptible to use in their natural condition or by reasonable improvement as a means to support interstate or foreign commerce?  
 Yes \_\_\_ No \_\_\_

7b. Any planned waterway improvements to permit larger vessels to navigate (to your knowledge)? \_\_\_\_\_ If so, what are they? \_\_\_\_\_

**ENCLOSURE**

8. Any natural or manmade obstructions, bridges, dams, weirs, etc. downstream or upstream? Yes \_\_\_\_\_ No \_\_\_\_\_
- 8a. If yes, provide upstream/downstream location with relation to the proposed bridge. \_\_\_\_\_
- 8b. If bridges are located upstream or downstream, provide vertical clearance at mean high water and mean low water and horizontal clearance normal to the axis of the channel. \_\_\_\_\_
- 8c. Provide a photograph of the bridge from the waterway showing channel spans.
9. Will the structure replace an existing bridge? Yes \_\_\_\_\_ No \_\_\_\_\_
- 9a. Provide permit number and issuing agencies of permits for bridge(s) to be replaced. \_\_\_\_\_
- 9b. Provide vertical clearance at mean high water and mean low water and horizontal clearance normal to the axis of the channel for the proposed bridge.  
\_\_\_\_\_
10. List names and addresses of persons whose property adjoins bridge right-of-way.  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
11. List names and addresses/location of marinas, marine repair facilities, public boat ramps, private piers/docks along the waterway within 1/2 mile of the bridge site.  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
12. Attach location map and plans for the proposed bridge; including vertical clearances above mean high water and mean low water and horizontal clearance normal to axis of the waterway.
13. Attach three (3) photographs taken at the proposed bridge site: one looking upstream, one looking downstream, and one looking along the alignment centerline across the bridge site.

Date:

Signature:

Attachments: Location Map  
Bridge Plans  
Photographs

# HNTB ARCHITECTS ENGINEERS PLANNERS

SH 34

100 Ginnborough Drive  
Suite 1300  
Houston, Texas  
77067-3611  
(281) 477-9291  
FAX (281) 874-0131  
www.hntb.com

July 26, 2000

Ms. Celest Brancel-Brown  
Texas Parks and Wildlife Department  
Wildlife Division - Diversity Program  
3000 South IH 35  
Austin, TX 78704

Dear Ms. Brancel-Brown:

Thank you for faxing the Annotated County List of Rare Species for Brazoria County in response to our telephone conversation of Tuesday, July 25. We would appreciate receiving a comparable list for Fort Bend County.

I have enclosed a set of the following ten USGS quadrangles covering our study area:

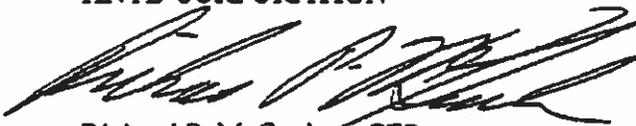
- Richmond
- Needville
- Guy
- Damon
- West Columbia
- Sweeny
- Brazoria
- Cedar Lane, NE
- Jones Creek
- Freeport

These are provided, as we had discussed, for you to mark the areas of sensitive species and natural communities within our study area. An overall composite map, at a smaller scale, is provided to give you an overall view of our study area.

Thank you for your assistance.

Sincerely,

HNTB CORPORATION



Richard P. McGucken, CEP  
Senior Environmental Planner

The HNTB Companies

OFFICES: ALBUQUERQUE, NEW MEXICO; ANCHORAGE, ALASKA; ARIZONA, PHOENIX; ARKANSAS, LITTLE ROCK; CALIFORNIA, SACRAMENTO, SAN FRANCISCO, SAN JOSE, SAN DIEGO, LOS ANGELES, PALM SPRINGS, RIVERSIDE, SAN CARLOS; COLORADO, DENVER, FORT COLLINS; CONNECTICUT, HARTFORD; FLORIDA, MIAMI, TAMPA; GEORGIA, ATLANTA; ILLINOIS, CHICAGO; IOWA, DES MOINES; KANSAS, WICHITA; KENTUCKY, LOUISVILLE; LOUISIANA, HOUSTON; MAINE, PORTLAND; MARYLAND, BALTIMORE; MASSACHUSETTS, BOSTON; MICHIGAN, DETROIT; MINNESOTA, MINNEAPOLIS; MISSISSIPPI, JACKSON; MISSOURI, KANSAS CITY, ST. LOUIS; MONTANA, BUTTE; NEBRASKA, OMAHA; NEVADA, LAS VEGAS; NEW HAMPSHIRE, PORTSMOUTH; NEW JERSEY, NEW YORK, PHILADELPHIA; NEW YORK, ALBANY, BOSTON, CHELSEA, NEW YORK, NEW YORK, PHILADELPHIA, PITTSBURGH, RICHMOND, SYRACUSE; NORTH CAROLINA, CHARLOTTE; NORTH DAKOTA, GRAND FORK; OHIO, CLEVELAND, COLUMBUS, CINCINNATI; OKLAHOMA, OKLAHOMA CITY; OREGON, PORTLAND; PENNSYLVANIA, PHILADELPHIA, PITTSBURGH; RHODE ISLAND, PROVIDENCE; SOUTH CAROLINA, CHARLOTTE; SOUTH DAKOTA, SIOUX FALLS; TEXAS, AUSTIN, DALLAS, HOUSTON, SAN ANTONIO; UTAH, SALT LAKE CITY; VERMONT, MONTPELIER; VIRGINIA, RICHMOND; WASHINGTON, SEATTLE, PORTLAND; WISCONSIN, MILWAUKEE; WEST VIRGINIA, CHARLOTTE; WYOMING, CHEYENNE.



May 1, 2002

Mr. Richard McGucken  
HNTB Corporation  
100 Glenborough Drive, Suite 1300  
Houston, Texas 77067-3611

COMMISSIONERS  
KATHARINE ARMSTRONG IDEAL  
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MARK E. WATSON, JR.  
SAN ANTONIO

LEE M. BASS  
CHAIRMAN EMERITUS  
FORT WORTH

ROBERT L. COOK  
EXECUTIVE DIRECTOR

Dear Mr. McGucken:

This letter is in response to your information request, dated July 26, 2000, for mapped occurrences of rare, threatened and endangered species included in the Texas Biological and Conservation Data System (BCD) for the below listed US Geological Survey topographic quadrangles (quads) in Brazoria and Fort Bend counties.

Given the small proportion of public versus private land in Texas, the BCD does not include a representative inventory of rare resources in the state. Although it is based on the best data available to TPWD regarding rare species, the data from the BCD do not provide a definitive statement as to the presence, absence, or condition of special species, natural communities, or other significant features within your project area. These data cannot substitute for an on-site evaluation by your qualified biologists. The BCD information is intended to assist you in avoiding harm to species that may occur on your site.

- Richmond - no records
- Needville - no records
- Guy - no records
- Damon - 3 records
- West Columbia - 8 records
- Sweeny - 2 records
- Brazoria - 6 records
- Cedar Lane, NE - 4 records
- Jones Creek - 10 records
- Freeport - 11 records (one not yet available in printout format)

Printouts for the above occurrence records are included for your planning reference. **Please do not include species occurrence printouts in your draft or final documents. Because some species are especially sensitive to collection or harassment, these records are for your reference only.**

Because the BCD does not include a representative inventory of rare resources in the state, please refer to the county lists as other rare species could be present in your project areas depending upon habitat availability. At this time, we do not provide photocopies or manual copies of quads.

*Give Thanks for  
the Memories...*



Lone Star Legacy.

*Give to the  
Lone Star Legacy  
Endowment Fund*

4200 SMITH SCHOOL ROAD  
AUSTIN TEXAS 78744-3291  
512-389-4800

www.tpwd.state.tx.us

*To manage and conserve the natural and cultural resources of Texas for the  
use and enjoyment of present and future generations.*

FortBrrzInfoOnly.doc

Mr. Richard McGucken, HNTB  
Fort Bend & Brazoria Counties Study Area  
Page 2

Though our office is open to the public and you are welcome to come in to manually copy our maps. Also, per our April 22, 2002 telephone conversation, enclosed are county lists for Harris and the surrounding counties.

Please contact us if you have any questions or need additional assistance at (512) 912-7011.

Sincerely,



Celeste Brancel-Brown, Environmental Review Coordinator  
Wildlife Habitat Assessment Program, Wildlife Division  
Threatened and Endangered Species

Enclosures (2)

Texas Parks & Wildlife  
Annotated County Lists of Rare Species  
FORT BEND COUNTY, cont'd

Last Revision: 10/29/94  
Page 2 of 2

Federal Status      State Status

Plains Spotted Skunk (*Spilogale putorius interrupta*) - catholic; open fields, prairies, croplands, fence rows, farmyards, forest edges, and woodlands; prefers wooded, brushy areas and tallgrass prairie

\*\*\* REPTILES \*\*\*

Texas Garter Snake (*Thamnophis sirtalis annectens*) - wet or moist microhabitats are conducive to the species occurrence, but is not necessarily restricted to them; hibernates underground or in or under surface cover; breeds March-August

Texas Horned Lizard (*Phrynosoma cornutum*) - open, arid and semi-arid regions with sparse vegetation, including grass, cactus, scattered brush or scrubby trees; soil may vary in texture from sandy to rocky; burrows into soil, enters rodent burrows, or hides under rock when inactive; breeds March-September

Timber/Canebrake Rattlesnake (*Crotalus horridus*) - swamps, floodplains, upland pine and deciduous woodlands, riparian zones, abandoned farmland; limestone bluffs, sandy soil or black clay; prefers dense ground cover, i.e. grapevines or palmetto

\*\*\* VASCULAR PLANTS \*\*\*

Corkwood (*Leimnecia floridana*) - small, sparingly-branched, dioecious, deciduous shrub or small tree; forms thickets of stick-like erect stems, the diameter of each at base rarely to 12 or 13 cm; found in narrow zone between brackish marsh and contiguous coastal pine-hardwood; brackish or freshwater swamps or thickets; flowers in spring

Texas prairie daisy (*Hymenoxys texana*) - endemic; in poorly drained depressions or base of mima mounds in open grasslands or almost barren areas on slightly saline soils; flowering March-early April

LE      E

- LE,LT - Federally Listed Endangered/Threatened
- PE,PT - Federally Proposed Endangered/Threatened
- E/SA,T/SA - Federally Endangered/Threatened by Similarity of Appearance
- C1 - Federal Candidate, Category 1; information supports proposing to list as endangered/threatened
- DL,PDI - Federally Delisted/Proposed Delisted
- E,T - State Endangered/Threatened
- "blank" - Rare, but with no regulatory listing status

Species appearing on these lists do not all share the same probability of occurrence. Some species are migrants or wintering residents only, or may be historic or considered extirpated.

Post-It Fax Note 7871

To	Bill Mc Guire	Date	8/20/02
Co./Dept.		From	C. Larkin
Phone #		Co.	Brewer-Barnes
Fax #	23-874-0251	Phone #	
		Fax #	

## FORT BEND COUNTY

	Federal Status	State Status
<b>*** AMPHIBIANS ***</b>		
<b>Houston Toad (<i>Bufo houstonensis</i>)</b> - endemic; species sandy substrate, water in pools, ephemeral pools, stock tanks; breeds in spring especially after rains; burrows in soil when inactive; breeds February-June; associated with soils of the Sparta, Cartizo, Goliad, Queen City, Recklaw, Weches, and Willis geologic formations	LE	E
<b>*** BIRDS ***</b>		
<b>Arctic Peregrine Falcon (<i>Falco peregrinus tundrius</i>)</b> - due to similar field characteristics, treat all Peregrine Falcons as federal listed Endangered; potential migrant	DI	T
<b>Attwater's Greater Prairie-chicken (<i>Tympanuchus cupido attwateri</i>)</b> - this county within historic range; endemic; open prairies of mostly thick grass one to three feet tall; from near sea level to 200 feet along coastal plain on upper two-thirds of Texas coast; males form communal display flocks during late winter-early spring; booming grounds important; breeding February-July	LE	E
<b>Bald Eagle (<i>Haliaeetus leucocephalus</i>)</b> - found primarily near seacoasts, rivers, and large lakes; nests in tall trees or on cliffs near water, communally roosts, especially in winter; hunts live prey, scavenges, and pirates food from other birds	LT-PDI	T
<b>Eskimo Curlew (<i>Numerius borealis</i>)</b> - nonbreeding; grasslands, pastures, plowed fields, and less frequently, marshes and mudflats	LE	F
<b>Henslow's Sparrow (<i>Ammodramus henslowii</i>)</b> - wintering individuals (not flocks) found in woody fields or cut-over areas where lots of bunch grasses occur along with vines and brambles; a key component is bare ground for running/walking; likely to occur, but few records within this county		
<b>Mountain Plover (<i>Charadrius montanus</i>)</b> - shortgrass plains and plowed fields (bare, dirt fields); primarily insectivorous; winter resident in this area	PT	
<b>White-faced Ibis (<i>Plegadis chihi</i>)</b> - prefers freshwater marshes, sloughs, and irrigated rice fields, but will attend brackish and saltwater habitats; nests in marshes, in low trees, on the ground in bulrushes or reeds, or on floating mats		T
<b>White-tailed Hawk (<i>Buteo albicaudatus</i>)</b> - near coast on prairies, cordgrass flats, and scrub-live oak; further inland on prairies, mesquite and oak savannas, and mixed savanna-chaparral; breeding March-May		T
<b>Whooping Crane (<i>Grus americana</i>)</b> - potential migrant	LE	F
<b>Wood Stork (<i>Mycteria americana</i>)</b> - forages in prairie ponds, flooded pastures or fields, ditches, and other shallow standing water, including salt-water, usually roosts communally in tall snags, sometimes in association with other wading birds (i.e. active heronries); breeds in Mexico and birds move into Gulf States in search of mud flats and other wetlands, even those associated with forested areas; formerly nested in Texas, but no breeding records since 1960		T
<b>*** MAMMALS ***</b>		
<b>Black Bear (<i>Ursus americanus</i>)</b> - due to similar field characteristics, treat all east Texas black bears as federal and state listed Threatened; bottomland hardwoods and large tracts of inaccessible forested areas	T/SA	T
<b>Louisiana Black Bear (<i>Ursus americanus luteolus</i>)</b> - possible as transient; bottomland hardwoods and large tracts of inaccessible forested areas	LT	T

# HNTB ARCHITECTS ENGINEERS PLANNERS

1101 Gimmingshugh Drive  
Suite 1100  
Houston, Texas  
77057-3611  
(281) 875-9292  
FAX (281) 875-9211  
www.hntb.com

September 1, 2000

**FAXED**  
9-21-00

Ms. Kathy Boydston  
Wildlife Habitat Assessment Program  
Texas Parks and Wildlife Department  
4200 Smith School Road  
Austin, TX 78744

RE: Spur 10 from US 59(S) in Rosenberg, to SH 36 in Fort Bend County;  
SH 36 from FM 2218 in Pleak, Fort Bend County to FM 1495 in Freeport,  
Brazoria County  
Preliminary Resource Agency Field Visit

Dear Ms. Boydston:

On behalf of the Texas Department of Transportation (TxDOT), HNTB would like to initiate early coordination with the Texas Parks and Wildlife Department (TPWD) for the above referenced project. The proposed improvements will widen the existing two-lane facility to a four-lane facility from US 59(S) in Rosenberg, to FM 1495 in Freeport, a distance of approximately 57 miles. The Spur 10 portion of the project, south of Rosenberg to existing SH 36, is proposed on new location and is approximately 5 miles in length.

We respectfully request a representative of your agency attend a preliminary resource agency field visit. HNTB has scheduled the following two days for site visits:

**Wednesday, September 27, 2000**  
**Thursday, September 28, 2000**

Each field visit will begin at 10:00 A.M. and is expected to last all day. We will meet at the Rosenberg Civic and Convention Center, located at 3825 Highway 36 South.

A vicinity map of the project area is included with this letter. We would appreciate your attendance at the field visit to offer any information which may assist with project environmental planning. To confirm your attendance or for additional information, please feel call me or Ms. Heather Niles at 281-875-9292.

Post-it® Fax Note	7671	Date	# of pages ▶ 2
To	Kathy Boydston	From	Heather Niles
Co./Dept.	TPWD	Co.	HNTB
Phone #		Phone #	832-601-2051
Fax #	512-389-4549	Fax #	

Ms. Kathy Boydston  
Page 2

Sincerely,

HNTB CORPORATION

Debbie C. Taylor-Manager  
Environmental Planning Department

DCT/hln

Attachment: Vicinity Map

Cc: Ms. Robin Sterry- TxDOT Environmental  
File # 31863-005-001

**HNTB** ARCHITECTS ENGINEERS PLANNERS

100 Glenborough Drive  
Suite 1300  
Houston, Texas  
77057-6158  
(813) 611-2000  
FAX (813) 611-2100  
www.hntb.com

February 26, 2001

Ms. Kathy Boydston  
Wildlife Habitat Assessment Program  
Texas Parks and Wildlife Department  
4200 Smith School Road  
Austin, TX 78744

RE: Spurl0/State Highway 36 Wetland Delineation Participation

Dear Ms. Boydston:

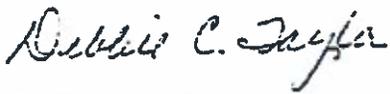
Currently, HNTB is in the data collection phase for the Environmental Assessment of the roadway improvements to State Highway 36 (SH 36) from FM 2218 in Pleak, Fort Bend County to FM 1495 in Freeport, Brazoria County. HNTB would like to invite you or a representative of the U.S. Fish and Wildlife Service (USFWS) to join us at your convenience during the wetland delineation of this project. HNTB will begin the wetland delineation on Monday, March 5, 2001 at the southern end of the project, just north of the Brazos River Diversion Channel bridge, and work northward along SH 36. The wetland delineation is expected to take approximately 6-8 weeks.

If you wish to participate, please notify HNTB in advance of the day you wish to visit the site so that we can coordinate the time and place to meet.

A location map of the project alignment is included with this letter. We would welcome your attendance and input during the wetland delineation to offer any information which may assist this process. To confirm your attendance or for additional information, please feel call me or Ms. Heather Niles at 832-601-2000.

Sincerely,

HNTB CORPORATION



Debbie C. Taylor-Manager  
Environmental Planning Department

DCT:hin

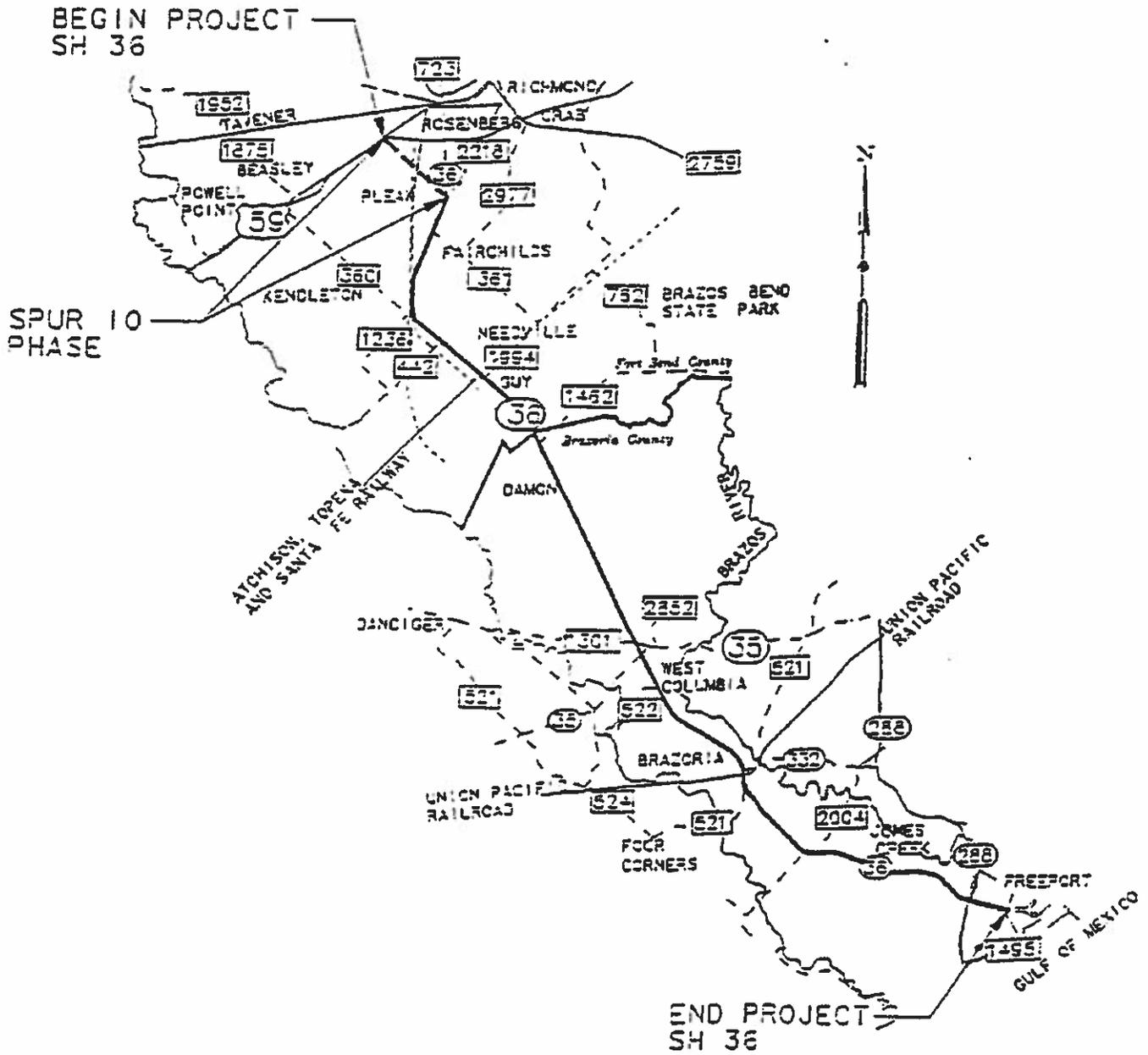
Attachment: Vicinity Map

Cc: Ms. Susan Patterson- TxDOT Environmental  
File # 31863-005-001

THE HNTB CORPORATION  
100 GLENBOROUGH DRIVE  
SUITE 1300  
HOUSTON, TEXAS 77057-6158  
TELEPHONE (813) 611-2000  
FACSIMILE (813) 611-2100  
WWW.HNTB.COM

# PROJECT OVERVIEW MAP

## STATE HIGHWAY 36



RECEIVED

MAR 28 2005

HNTB  
HOUSTON, TX

March 22, 2005



Mr. Roger Gonzalez  
Project Manager  
Texas Department of Transportation  
P.O. Box 1386  
Houston, TX 77251-1386

Re: SH 36: Jones Creek to 0.2 mile north of the Brazos River Diversion  
Channel; CSJ: 0188-06-046

Dear Mr. Gonzalez:

The Texas Department of Transportation (TxDOT) proposes to upgrade SH 36 and Spur 10 (Hartledge/Gerken Road) from US 59 in Fort Bend County to FM 1495 in Brazoria County. The proposed improvements are intended to increase safety, access, and mobility for the transportation of people and commercial goods in coastal areas during emergency situations.

Although the proposed highway improvements would not encroach onto the Peach Point Wildlife Management Area (WMA) property, TxDOT proposes to construct a floodplain detention pond within a construction easement located adjacent to Jones Creek on Texas Parks and Wildlife Department (TPWD) property at the WMA. TxDOT has worked with TPWD to develop a design for the detention pond that would improve wildlife opportunities while also meeting the floodplain mitigation needs. The detention pond would be operated by TPWD and would serve to enhance the waterfowl roosting areas in the WMA as well as providing flood storage capacity.

In coordination with the environmental assessment process, TPWD agrees with the detention pond design concept presented in TxDOT's Draft Section 4(f) Evaluation. We appreciate the opportunity to work with TxDOT on this highway improvement project.

Sincerely,

  
Todd Merendino, Ph.D.  
Project Leader, Central Coast Wetlands Ecosystem Project

Cc: Karen Coopersmith, HNTB Corporation  
Lance Olenius, TxDOT

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MARK E. WATSON, JR.  
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PERRY R. BASS  
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ANDREW SANSON  
EXECUTIVE DIRECTOR

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the Memories...



Lone Star Legacy

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lure and enjoyment of present and



CENTRAL COAST WETLAND ECOSYSTEM PROJECT  
MATAGORCA COUNTY COURTHOUSE  
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BAY CITY TEXAS 77414

M. TODD MERENDINO  
PROJECT LEADER  
CERTIFIED WETLAND BIOLOGIST

Office 979-244-7887  
FAX 979-244-7851  
toll morendino@hntb.com

HEADQUARTERS  
4200 SMITH SCHOOL ROAD

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September 1, 2000

Mr. W.M. Von-Maszewski, Chairman  
Fort Bend County Historical Commission  
George Memorial Library  
1001 Golfview Drive  
Richmond, TX 77469-5199

RE: Spur 10 from US 59(S) in Rosenberg, to SH 36 in Fort Bend County;  
SH 36 from FM 2218 in Pleak, Fort Bend County to FM 1495 in Freeport,  
Brazoria County  
Preliminary Resource Agency Field Visit

Dear Mr. Maszewski:

On behalf of the Texas Department of Transportation (TxDOT), HNTB would like to initiate early coordination with the local Texas Historical Commission (THC) for the above referenced project. The proposed improvements will widen the existing two-lane facility to a four-lane facility from US 59(S) in Rosenberg, to FM 1495 in Freeport, a distance of approximately 57 miles. The Spur 10 portion of the project, south of Rosenberg to existing SH 36, is proposed on new location and is approximately 5 miles in length.

We respectfully request a representative of your agency attend a preliminary resource agency field visit. HNTB has scheduled the following two days for site visits:

**Wednesday, September 27, 2000**  
**Thursday, September 28, 2000**

Each field visit will begin at 10:00 A.M. and is expected to last all day. We will meet at the Rosenberg Civic and Convention Center, located at 3825 Highway 36 South.

A vicinity map of the project area is included with this letter. We would appreciate your attendance at the field visit to offer any information which may assist with project environmental planning. To confirm your attendance or for additional information, please feel call me or Ms. Heather Niles at 281-875-9292.

*The HNTB logo is located at the bottom left of the page.*

*This letter is a copy of the original letterhead document. It is not a contract. The original letterhead document is the only valid document. This letter is a copy of the original letterhead document. It is not a contract. The original letterhead document is the only valid document.*

Mr. W. M. Von-Maszewski  
Page 2

Sincerely,

HNTB CORPORATION

*Debbie C. Taylor*

Debbie C. Taylor-Manager  
Environmental Planning Department

DCT/hln

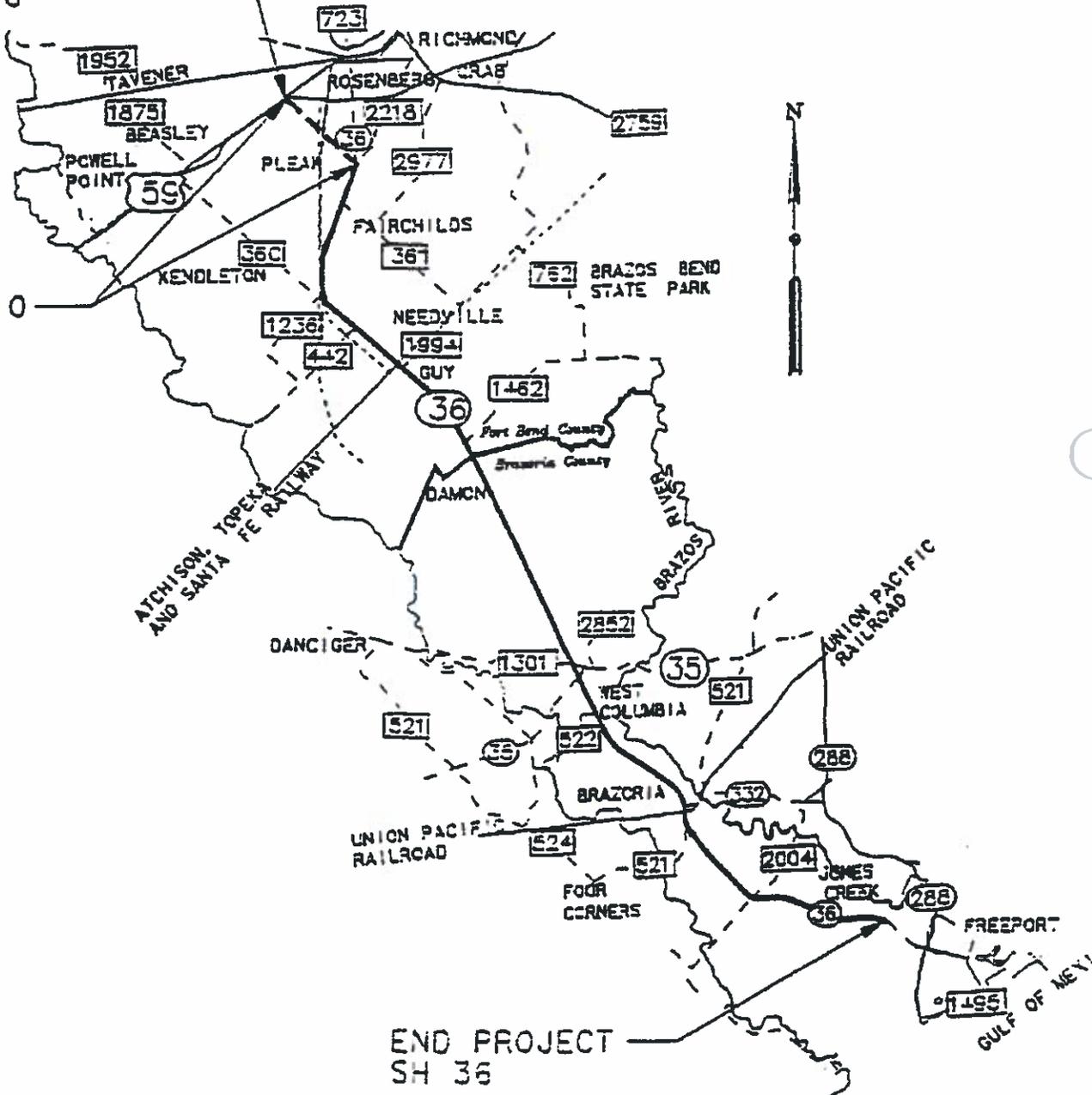
Attachment: Vicinity Map

Cc: Ms. Robin Sterry- TxDOT Environmental  
File # 31863-005-001



BEGIN PROJECT  
SH 36

SPUR 10  
PHASE



END PROJECT  
SH 36



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www.hntb.com

September 1, 2000

Ms. Marie Beth Jones, Chairman  
Brazoria County Historical Commission  
200 E. Locust St. #8-B  
Angleton, TX 77515

RE: Spur 10 from US 59(S) in Rosenberg, to SH 36 in Fort Bend County;  
SH 36 from FM 2218 in Pleak, Fort Bend County to FM 1495 in Freeport,  
Brazoria County  
Preliminary Resource Agency Field Visit

Dear Ms. Jones:

On behalf of the Texas Department of Transportation (TxDOT), HNTB would like to initiate early coordination with the local Texas Historical Commission (THC) for the above referenced project. The proposed improvements will widen the existing two-lane facility to a four-lane facility from US 59(S) in Rosenberg, to FM 1495 in Freeport, a distance of approximately 57 miles. The Spur 10 portion of the project, south of Rosenberg to existing SH 36, is proposed on new location and is approximately 5 miles in length.

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Ms. Marie Beth Jones  
Page 2

Sincerely,

HNTB CORPORATION

A handwritten signature in cursive script that reads "Debbie C. Taylor".

Debbie C. Taylor-Manager  
Environmental Planning Department

DCT/hln

Attachment: Vicinity Map

Cc: Ms. Robin Sterry- TxDOT Environmental  
File # 31863-005-001



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**PHILE COPY**

September 12, 2000

Ms. Marie Beth Jones, Chairman  
Brazoria County Historical Commission  
200 E. Locust St. #8-B  
Angleton, TX 77515

Re: Spur 10 from US 59(S) in Rosenberg, to SH 36 in Fort Bend County;  
SH 36 from FM 2218 in Pleak, Fort Bend County to FM 1495 in Freeport, Brazoria  
County.

CSJS: 0187-05-048, 0188-02-029, 0188-03-019, 0188-04-035,  
0188-04-025, 0188-05-027, 0188-06-046, 0111-08-100

Dear Ms. Jones:

The Texas Department of Transportation (TxDOT) is in the process of obtaining environmental approval for roadway improvements on State Highway 36 (SH 36) from US 59(S) in Rosenberg, Fort Bend County, to FM 1495 in Freeport, Brazoria County, Texas. SH 36 currently consists of a two-lane facility, and is proposed for expansion to a four-lane facility. The total project length is approximately 57 miles. The portions of the project under your purview extend from the Fort Bend/Brazoria County line south to FM 1495 in Freeport. SH 36 from the county line to FM 1495 will require up to 150 feet of new right-of-way. The attached vicinity map indicates the location of the proposed project route.

Your knowledge concerning the location of any historically or archaeologically significant properties in the subject area which might be eligible for inclusion, or under nomination to, the National Register of Historic Places will be appreciated.

If additional information is desired, please contact me, Ms. Barbara Castille or Ms. Heather Niles at 281-875-9292.

Sincerely,  
HNTB Corporation

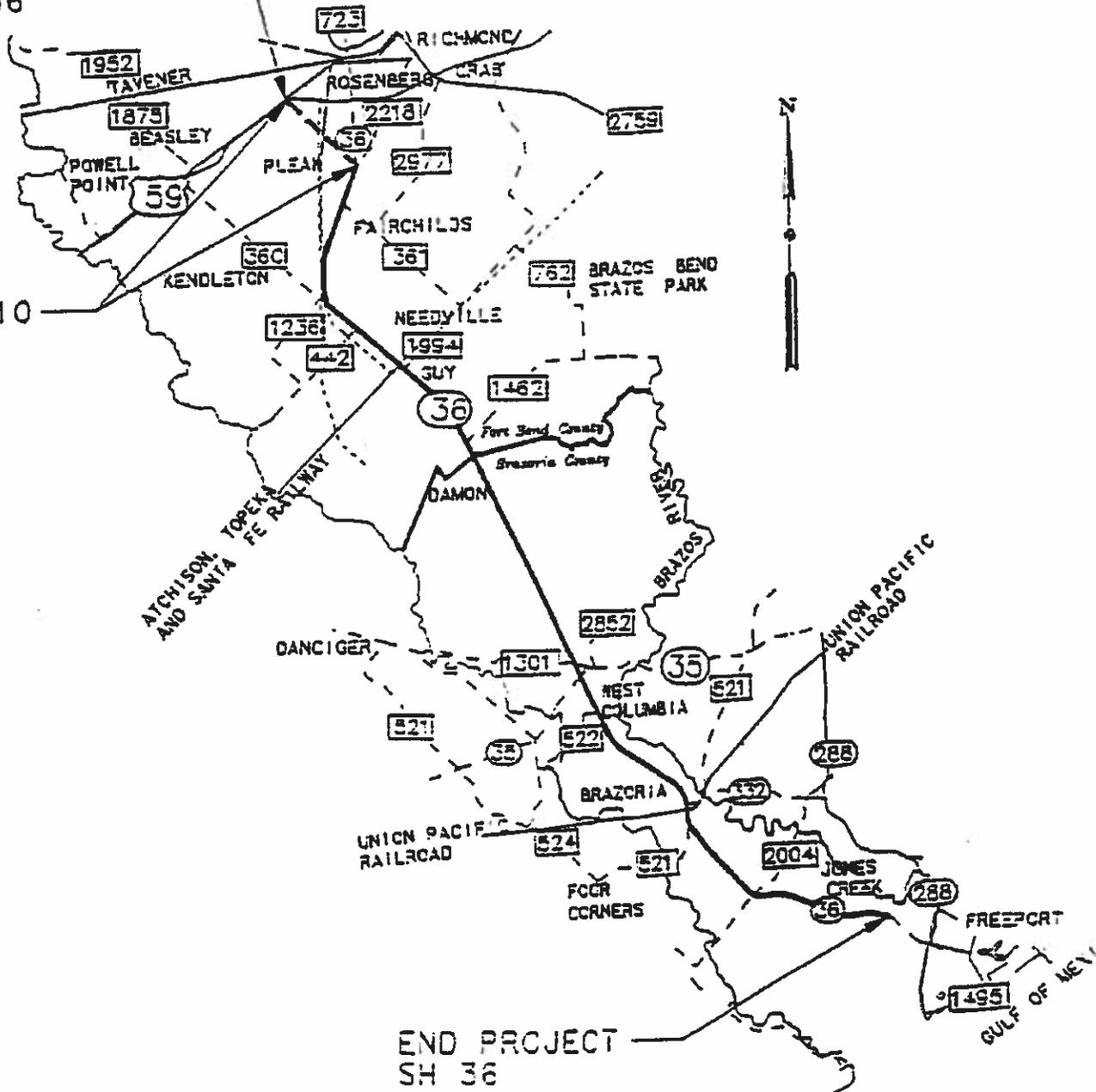
Debbie C. Taylor  
Manager, Environmental Planning

DCT.hin  
Attachment: Vicinity Map  
Copy: File 31863-PL-005-001

Faint text at the bottom of the page, possibly a footer or scanning artifacts.

BEGIN PROJECT  
SH 36

SPUR 10  
PHASE



END PROJECT  
SH 36



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281-875-9292  
FAX 281-875-9211  
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September 1, 2000

Mr. Gary McMahan  
Texas General Land Office  
LaPorte Division  
11811 North D St.  
LaPorte, TX 77571

RE: Spur 10 from US 59(S) in Rosenberg, to SH 36 in Fort Bend County;  
SH 36 from FM 2218 in Pleak, Fort Bend County to FM 1495 in Freeport,  
Brazoria County  
Preliminary Resource Agency Field Visit

Dear Mr. McMahan:

On behalf of the Texas Department of Transportation (TxDOT), HNTB would like to initiate early coordination with the local General Land Office (GLO) for the above referenced project. The proposed improvements will widen the existing two-lane facility to a four-lane facility from US 59(S) in Rosenberg, to FM 1495 in Freeport, a distance of approximately 57 miles. The Spur 10 portion of the project, south of Rosenberg to existing SH 36, is proposed on new location and is approximately 5 miles in length.

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For HNTB contact:

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Mr. Gary McMahan  
Page 2

Sincerely,

HNTB CORPORATION

*Debbie C. Taylor*

Debbie C. Taylor-Manager  
Environmental Planning Department

DCT/hln

Attachment: Vicinity Map

Cc: Ms. Robin Sterry- TxDOT Environmental  
File # 31863-005-001



Mr. Rusty Swafford  
Ms. Heather Young  
Page 2

Sincerely,

HNTB CORPORATION



Debbie C. Taylor-Manager  
Environmental Planning Department

DCT/hln

Attachment: Vicinity Map

Cc: Ms. Robin Sterry- TxDOT Environmental  
File # 31863-005-001

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September 1, 2000

Mr. Leonard Spearman, Jr., Regional Director  
Houston Region  
Texas Natural Resource Conservation Commission  
5425 Polk Ave., Ste. H  
Houston, TX 77023-1486

RE: Spur 10 from US 59(S) in Rosenberg, to SH 36 in Fort Bend County;  
SH 36 from FM 2218 in Pleak, Fort Bend County to FM 1495 in Freeport,  
Brazoria County  
Preliminary Resource Agency Field Visit

Dear Mr. Spearman:

On behalf of the Texas Department of Transportation (TxDOT), HNTB would like to initiate early coordination with the Texas Natural Resource Conservation Commission (TNRCC) for the above referenced project. The proposed improvements will widen the existing two-lane facility to a four-lane facility from US 59(S) in Rosenberg, to FM 1495 in Freeport, a distance of approximately 57 miles. The Spur 10 portion of the project, south of Rosenberg to existing SH 36, is proposed on new location and is approximately 5 miles in length.

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*Pat Henry*



**UNITED STATES DEPARTMENT OF COMMERCE**  
**National Oceanic and Atmospheric Administration**  
NATIONAL MARINE FISHERIES SERVICE

Southeast Regional Office  
9721 Executive Center Drive N.  
St. Petersburg, Florida 33702

February 10, 2003



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

Dear Mr. Henry:

The National Marine Fisheries Service has received the plans for the proposed roadway improvements along State Highway 36 from Rosenberg, Texas to Freeport Texas. According to your Essential Fish Habitat (EFH) Assessment, the proposed project will not adversely impact EFH or associated Federally managed species. Based upon our review of the supporting information provided, we concur with the findings of your EFH Assessment. The consultation procedures outlined in 50 CFR Section 600.920 of the regulation to implement the EFH provisions of the Magnuson-Stevens Fishery Conservation and Management Act have been satisfied. Therefore, no further consultation is required for this action.

If we may be of further assistance, please contact Mr. Rusty Swafford of our Galveston Facility at (409) 766-3699.

Sincerely,

*Rickey N. Ruebsamen*  
Rickey N. Ruebsamen  
Acting Assistant Regional Administrator  
Habitat Conservation Division



*PD*