

**APPENDIX C:  
Public Meeting Summaries**

# **LIMITED PUBLIC MEETING SUMMARY**

## **Spur 10 Study Area from US 59 (S) in Rosenberg to SH 36 in Pleak**

### **1. Purpose**

A Limited Public Meeting was held on Thursday, September 14, 2000, at the Rosenberg Civic and Convention Center, 3825 Highway 36 South, in Rosenberg, Texas. This meeting showed proposed alternative alignments, typical cross sections, and environmental constraints for the Spur 10 portion of the SH 36 roadway improvements. The purpose of this meeting was to:

- Inform the public about the six proposed alternative alignments for Spur 10; including the associated environmental constraints and typical cross sections,
- Offer the public an opportunity to ask questions about the progress of the project, and
- Receive comments and concerns, both written and verbal, from the public regarding this project.

### **2. Attendance**

171 local citizens and interested individuals and one local official signed in at the Limited Public Meeting.

### **3. Meeting Details**

#### **3:00- 4:00 PM – Meeting Set-up**

Members of HNTB staff arrived at the Rosenberg Civic and Convention Center to set up for the meeting. Representatives of TxDOT and Brown & Gay also arrived early to set up exhibits as well. At approximately 3:00 PM, the first attendees showed up for the meeting.

#### **4:00-7:00 PM – Exhibit Viewing**

A registration table was set-up just inside the doorway of Room E of the Rosenberg Civic and Convention Center. As the meeting attendees entered the room, they were encouraged to sign-in and pick-up a Limited Public Meeting Information brochure and Comment Form.

Once signed-in, meeting attendees could then view the displayed exhibits for Spur 10; two identical sets of exhibits were displayed at either side of the room for more convenient viewing. Exhibits consisted of aerial photographs overlaid with the proposed alternative alignments within the Spur 10 Study Area. Also included on the aerials were the environmental constraints that included floodplains, wetlands, HAZMAT sites, potential historic structures, and potential archaeological zones. Typical cross sections for the

proposed Spur 10 alignment were also shown. Representatives from TxDOT, HNTB, and Brown & Gay answered questions and assisted the public with interpretation of the exhibits.

### **Verbal Comments**

Verbal comments included, but are limited to, the following:

- Specific alternatives would bisect properties
- The Hartledge Rd. alternative would displace many homes and businesses
- A major roadway will decrease land value
- Constructing on new location would displace native wildlife and migratory birds
- Hartledge Rd. has major flooding issues
- Alternatives on new location should better follow property lines
- Buying/Selling property/land- need a decision soon
- The farmland disrupted by new location would be detrimental to income
- Currently building a home and was not told of this project
- People in the area knew Hartledge was an option for many years and this should remain the Spur 10 route

## COMMENTS

Number of  
comments

50 Comment Forms were received at the Limited Public Meeting

### *Drainage Concerns*

- Concern if there will be enough drainage for surrounding property with new roadway. 1
- Concern that routing Spur 10 along Hartledge Rd./Gerken Rd. would magnify the flooding. 2

### *Traffic, Accident, and Safety Concerns*

- Traffic from FM 361 needs to tie into Spur 10- this would take a lot of traffic off of SH 36. 1
- Concerned about the increase in traffic. 3
- Concerned about the speed limits. 1
- Concerned that increased traffic will displace migratory birds. 1
- Concerned that the new roadway will increase danger for children playing. 1
- Concerned that new alignments will bring in new traffic. 1

### *Right-of-Way Concerns*

- Historical site at the beginning of the project (for all routes)- take all ROW from the south. 2
- Concerned that 220 feet of ROW is too much for the new alignments and will cut into farmlands. 1
- The wider 220-foot ROW is better for the evacuation route. 1
- The last widening took 10 more feet of ROW from the north side of Hartledge, so taking more from the south side this time would be fare. 1
- ROW should be taken from both sides of Hartledge so that landowners are treated equally. 1
- Less ROW would be required for Hartledge Rd. option. 1

### *Acquisitions, Displacements, and Relocations*

- Hartledge Rd. option would displace more homes and businesses than the other alternatives. 4
- Hartledge Rd. option would cost more in relocation assistance. 1
- Alternative C will acquire land. 2
- Alternative B will bisect property. 4
- Less damage would be done with the acquisitions of the farmlands on Alternate B. 3
- Hartledge Rd. option puts the new road too close to a house. 1
- Alternative A will bisect property. 6
- Farmlands/land should not be destroyed when there is an existing roadway which could be widened. 5
- Less damage would be done to people, farms, and real estate with the Hartledge Rd. option. 3

### *Environmental Concerns*

- Alternative B will impact current wetlands project with the Texas Prairie Wetlands Project. 1
- Historic site on the property. 4
- Wetlands on property. 2
- Destruction of property is inhabited with numerous wildlife species, including migratory birds. 7
- Alignment B does not cross as many "major" creeks. 1
- Bisecting tracts of land would decrease their value and/or value of house on it. 3

### ***Personal Concerns***

- Farmland/land has been in the family for many years. 4
- Concerned that new roadway will increase taxes. 1
- Aesthetics, including noise, would decrease with new roadway. 1
- Hartledge Rd. would be the most effective use of taxpayers' monies. 1
- Residents and property owners have known that Hartledge Rd. could be widened for many years. 1
- Concerned that a major roadway is near property not necessarily on property). 3
- Concerned that people this roadway wont directly effect are offering their opinions on the location of the roadway. 1
- 30-year lease with tower company worth thousands of dollars. 1
- interested in commercial development at the intersection of Hartledge Rd. and US 59. 1

### ***Other***

- Farmer/Rancher 1
- None of the alternatives-move alternatives further out. 4

### ***Specific Objections and Choices for the Spur 10 Route***

- For Hartledge Rd. Alternative 19
- For Alternative A 4
- For Alternative B 8
- For Alternative C
- For Alternative D
- For Alternative E
  
- Against Hartledge Rd. Alternative 4
- Against Alternative A 7
- Against Alternative B 6
- Against Alternative C 3
- Against Alternative D 1
- Against Alternative E
  
- For Alternative B & C Combination 2
- For Alternative B & D Combination 1
- For Alternative B & E Combination
- 3

# **PUBLIC MEETING SUMMARY**

## **State Highway 36/Spur 10 from US 59 South in Rosenberg To FM 1495 in Freeport**

### **1. Setting**

Four public meetings were held for the proposed construction of Spur 10 and the proposed widening of SH 36 (approximately 57 miles). The meetings were conducted in an open-house format. Exhibits consisted of Environmental Constraints Mapping using USGS Digital Ortho Quarter Quad base mapping. Design Schematics for the roadway alternatives were also displayed for viewing. Tentative let date and project schedules were mounted for the public's assistance. Handouts provided at the meetings included an Environmental Constraints Comparative Evaluation Matrix, Public Notice, a Project Fact Sheet, Comment Form, and an Overview Map with section markers.

The first meeting was held at the First Baptist Church of Brazoria in Brazoria, Texas. The meeting took place on October 30, 2000 from 6:00 P.M. to 8:00 P.M. in the church's gymnasium. The second meeting took place at Needville High School in Needville, Texas. The meeting was held on November 1, 2000 from 6:00 P.M. to 8:00 P.M. in the Needville High School cafeteria. The next meeting was held at the West Columbia Civic Center in West Columbia, Texas. This meeting was held on November 2, 2000 from 6:00 P.M. to 8:00 P.M. The last meeting was held at the Brazosport High School in Freeport, Texas. The meeting took place from 6:00P.M. to 8:00P.M. in the high school cafeteria. A public notice was mailed to all adjacent property owners, interested citizens which had signed up for the mailing from previous meetings, and local, city, and state officials. The Public Notice was requested to be placed in the following newspapers:

<u>Newspaper</u>	<u>Dates</u>
The Brazosport Facts	October 2, 2000 & October 21, 2000
The Brazoria County News	October 4, 2000 & October 18, 2000
The Herald Coaster	October 2, 2000 & October 21, 2000
The Houston Chronicle	October 1, 2000 & October 21, 2000
La Nueva Voz	October 4, 2000 & October 18, 2000

- The objective of these meetings was to present Environmental Constraints and the location of the roadway Design Alternatives to the public and gather public comments.

### **2. Attendance**

A sign-in table was located at the meeting entrances for people to sign the attendance sheet and obtain handouts and comment forms. Combined meeting attendance consisted of 486 local citizens and interested individuals, and 19 local and/or state officials signed in at the Public Meetings. The following TxDOT Representatives and consulting firms also attended:

<b><u>Name</u></b>	<b><u>Agency/Firm</u></b>
Heather Niles	HNTB Corporation
Debbie Taylor	HNTB Corporation
David Lewis	HNTB Corporation
Michael Gartman	HNTB Corporation
Fred Land	HNTB Corporation
Jennifer Halstead	HNTB Corporation
Penny Webster	HNTB Corporation
Robin Sterry	TxDOT, Environmental
Susan Patterson	TxDOT, Environmental
David Hoth	TxDOT, Environmental
Roger Gonzalez	TxDOT, Consultant Contracts
Manny Francisco	TxDOT, Project Development
Steve Shaw	TxDOT, Project Development
Ruperto Arismendez	TxDOT, Design
Rob Bissett	TxDOT, Design
Jo Ellen Stokes	TxDOT, Right-of-Way
Lisa Meredith	TxDOT, Right-of-Way
Rebecca Salazar	TxDOT, Right-of-Way
Derk Sullivan	TxDOT, Right-of-Way
Leon Davidson	TxDOT, Right-of-Way
James Stephenson	TxDOT, Right-of-Way
David Bryant	TxDOT, Right-of-Way
Darlene Campodonico	TxDOT, Right-of-Way
Charles Richardson	TxDOT, Right-of-Way
Chris Cotter	Brown & Gay Engineers, Inc.
Gary Gehbauer	Brown & Gay Engineers, Inc.
Chris Kuykendall	Brown & Gay Engineers, Inc.
Eric Fisher	Brown & Gay Engineers, Inc.
Rich Squire	Sylva Engineering Corporation
Ron Kline	Sylva Engineering Corporation
Jeff Bostik	Sylva Engineering Corporation
Greg Denby	Sylva Engineering Corporation
Victor Iracheta	Sylva Engineering Corporation
Craig Stong	HDR Engineering
Joel Schramm	Turner, Collie & Braden Inc.
Mashhood Shah	Turner, Collie & Braden Inc.
Scott Hudson	Turner, Collie & Braden Inc.
Francisco Garcia	Turner, Collie & Braden Inc.

Comment forms were distributed to meeting attendees at the registration tables. Some comment forms were handed in at the meetings- 95 comments, however, some people wished to take them home to complete.

### **3. Meeting Details**

#### **3:30- 6:00 PM – Meeting Set-up**

Members of HNTB, TxDOT, TC & B, Brown & Gay, and Sylva staff arrived at the meeting locations to set up for the meetings. The first meeting attendants arrived generally at 5:00 P.M.

#### **6:00-8:00 PM – Exhibit Viewing**

A registration table was set-up just inside the doorway of the meeting rooms. As the meeting attendees entered the room, they were encouraged to sign-in and pick-up Public Meeting Information and a Comment Form.

Once signed-in, meeting attendees could then view the displayed exhibits for Spur 10 and SH 36. Exhibits consisted of aerial mapping overlaid with the proposed alternative alignments for Spur 10 and maximum right-of-way widths for the SH 36 alternatives. Also included on the aerials were the environmental constraints that included floodplains, hydric soils, wetlands, HAZMAT sites, potential historic structures, potential archaeological zones, churches, schools, emergency buildings, and schools. Design schematics showing the alternatives were also mounted around the rooms. Representatives from TxDOT and the engineering firms answered questions and assisted the public with interpretation of the exhibits.

#### **Verbal Comments**

Verbal comments included, but are limited to, the following:

- Specific alternatives would bisect properties and/or come too close to houses
- Why aren't there alternatives which bypass the towns
- A major roadway will decrease land value
- What are the right-of-way acquisition procedures-how much money will I get for my property
- Buying/Selling property/land- need a decision soon

**COMMENTS**

Number of  
comments

95 Comment Forms were received at the Public Meetings

**October 30, 2000 – First Baptist Church of Brazoria – 171 people (39 written comments)**

***Drainage Concerns***

- Flooding is extensive on the west side of SH 36 between Damon and Guy 1

***Traffic, Accident, and Safety Concerns***

- Brazoria Fire Department needs adequate access and parking for their facility off of SH 36. 1
- Bypass around Brazoria is preferred. 11
- The town of Brazoria needs center turn lanes. 2
- There needs to be an overpass at the railroad tracks in Brazoria 1
- Concerned that the new roadway will increase the number of large trucks through Brazoria 1

***Acquisitions, Displacements, and Relocations***

- Specific alternative will take house, business and/or property 10

***Environmental Concerns***

- Potential historical structure at the SE corner of Gulf Prairie Road and SH 36 intersection. 1

***Personal Concerns***

- Building a new facility and need to know the preferred alignment as soon as possible. 2

***Specific Choices for the SH 36 route in this area (mainly Brazoria)***

- For Alternative 1 16
- For Alternative 2 5
- For Alternative 3 0
- For Alternative 4 1
- For Alternative 5 0
- For Bypass 11

\*\* Most of the comment forms voted for a particular alternative rather than offering specific comments on the project.

**November 1, 2000 – Needville High School – 200 people (34 written comments)**

***Drainage Concerns***

- Hartledge Road has drainage problems and widening the road would worsen them 1
- Widening the road through Needville could create unwanted drainage problems- there is a need for curb and gutters 4
- SH 36 in Section 4 has insufficient drainage 1

***Traffic, Accident, and Safety Concerns***

- Widening Hartledge Road will increase the traffic volume 1
- Spur 10 area needs to route high-flow traffic to another road 1
- Widening the road will increase safety hazards for the children at play 1

***Right-of-Way Issues***

- Using the abandoned railroad would be less disruptive to houses/land 4
- ROW should be taken from both sides for fairness 3

***Acquisitions, Displacements, and Relocations***

- Alternatives C & D for the Spur 10 route will divide a neighborhood. 1
- Willing to sell property and relocate. 1
- If ROW will take too much property they want to be acquired completely 2
- What are the options if all three alternatives displace a home? 1
- Advisory that an underground line for heat and air is running 25' from ROW- Station 141+00 on the west side 1

***Personal Concerns***

- Using the HL & P easement for ROW would put the road closer to business resulting in more business – Section 4 1
- Highway users feel this widening improvement is long overdue and very needed 2
- For the Spur 10 area, build on new location in order to avoid homes. 2

***Specific Choices for the Spur 10 and SH 36 route in this area***

- For Alternative E in the Spur 10 area 9
- For Hartledge Rd. (any part) 8
- For New Location Route in the Spur 10 area 2
- For Alternative 1 3
- For Alternative 2 1
- For Alternative 3 7

**November 2, 2000 – West Columbia Civic Center – 94 people (13 written comments)**

***Drainage Concerns***

- SH 36 near Beal Creek floods regularly on new pavement to the south side of SH 36 would increase to flooding. 1
- Flooding is a problem near station 143+50 and a flume across the highway would help to stabilize the water flow. 1

***Traffic, Accident, and Safety Concerns***

- Concern that the road need to be as straight as possible and little amount of curves 1

***Acquisitions, Displacements, and Relocations***

- Specific alternatives will acquire or displace homes and/or property 5

***Personal Concerns***

- How will the mineral rights be handled? 1

***Specific Choices for the West Columbia area***

- For Alternative 1 2
- For Alternative 2 5
- For Alternative 3 2
- For Option 1 of the SH 36/FM 2004 interchange 1

**November 3, 2000 – Brazosport High School – 40 people (9 written comments)**

***Acquisitions, Displacements, and Relocations***

- **Widening the road through Brazoria and Jones Creek will displace many buildings-bypass the towns** 2
- **Alternatives other than # 2 through the Jones Creek area will displace more homes and businesses.** 2

***Personal Concerns***

- **Support for the expansion of SH 36 in the Freeport area because of the Port of Freeport and economic growth** 4
- **The area between the Brazos River Bridge and FM 1495 serves only a small population and does not need to be widened** 1

***Specific Choices for this area ( mainly Freeport and Jones Creek)***

- **For Alternative 1**
- **For Alternative 2** 2
- **For Alternative 3**
- **For a Bypass around Brazoria and Jones Creek** 2

**SH 36/Spur 10  
Public Meeting Summary**

- Meeting Date:** October 30, 2000  
6-8 p.m.
- Meeting Location:** First Baptist Church of Brazoria  
101 E. Highway 332  
Brazoria, Texas
- Meeting Purpose:** To present the proposed design and solicit public comments on the widening of SH 36 from FM 2218 to FM 1495 and the construction of Spur 10 from US 59 to SH 36.
- Meeting Format:** The meeting was conducted in an open-house format. Exhibits consisted of Environmental Constraints Mapping using USGS Digital Ortho Quarter Quad base mapping. Design Schematics for the roadway alternatives were also displayed for viewing. Tentative let date and project schedules were mounted for the publics' assistance. Handouts provided at the meetings included an Environmental Constraints Comparative Evaluation Matrix, Public Notice, a Project Fact Sheet, Comment Form, and an Overview Map with section markers.
- Attendance:** 171 citizens, 7 public officials
- Media:** None

**Meeting Summary**

The intent of this meeting was to focus on the SH 36 corridor from FM 2218 to FM 1495 and the construction of Spur 10 from US 59 to SH 36. The comments received from the citizens concerned with issues related to the following:

***Drainage Concerns***

- Flooding is extensive on the west side of SH 36 between Damon and Guy 1

***Traffic, Accident, and Safety Concerns***

- Brazoria Fire Department needs adequate access and parking for their facility off of SH 36 1
- Bypass around Brazoria is preferred 11
- The town of Brazoria needs center turn lanes 2
- There needs to be an overpass at the railroad tracks in Brazoria 1
- Concerned that the new roadway will increase the number of large trucks through Brazoria 1

***Acquisitions, Displacements, and Relocations***

- Specific alternative will take house, business and/or property 10

***Environmental Concerns***

- Potential historical structure at the SE corner of Gulf Prairie Road and SH 36 intersection 1

***Personal Concerns***

- Building a new facility and need to know the preferred alignment as soon as possible 2

**SH 36/Spur 10  
Public Meeting Summary**

***Specific Choices for the SH 36 route in this area (mainly Brazoria)***



**\*\* Most of the comment forms voted for a particular alternative rather than offering specific comments on the project.**

**SH 36/Spur 10  
Public Meeting Summary**

- Meeting Date:** November 1, 2000  
6-8 p.m.
- Meeting Location:** Needville High School  
16319 State Highway 36  
Needville, Texas
- Meeting Purpose:** To present the proposed design and solicit public comments on the widening of SH 36 from FM 2218 to FM 1495 and the construction of Spur 10 from US 59 to SH 36.
- Meeting Format:** The meeting was conducted in an open-house format. Exhibits consisted of Environmental Constraints Mapping using USGS Digital Ortho Quarter Quad base mapping. Design Schematics for the roadway alternatives were also displayed for viewing. Tentative let date and project schedules were mounted for the publics' assistance. Handouts provided at the meetings included an Environmental Constraints Comparative Evaluation Matrix, Public Notice, a Project Fact Sheet, Comment Form, and an Overview Map with section markers.
- Attendance:** 200 citizens, 5 public officials
- Media:** Newspaper - Herald Coaster

**Meeting Summary**

The intent of this meeting was to focus on the SH 36 corridor from FM 2218 to FM 1495. The comments received from the citizens concerned with issues related to the following:

***Drainage Concerns***

- Hartledge Road has drainage problems and widening the road would worsen them 1
- Widening the road through Needville could create unwanted drainage problems - there is a need for curb and gutters 4
- SH 36 in Section 4 has insufficient drainage 1

***Traffic, Accident, and Safety Concerns***

- Widening Hartledge Road will increase the traffic volume 1
- Spur 10 area needs to route high-flow traffic to another road 1
- Widening the road will increase safety hazards for the children at play 1

***Right-of-Way Issues***

- Using the abandoned railroad would be less disruptive to houses/land 4
- ROW should be taken from both sides for fairness 3

***Acquisitions, Displacements, and Relocations***

- Alternatives C & D for the Spur 10 route will divide a neighborhood 1
- Willing to sell property and relocate 1
- If ROW will take too much property they want to be acquired completely 2
- What are the options if all three alternatives displace a home? 1
- Advisory that an underground line for heat and air is running 25' from ROW-Station 141+00 on the west side 1

**SH 36/Spur 10  
Public Meeting Summary**

***Personal Concerns***

- Using the HL & P easement for ROW would put the road closer to business resulting in more business – Section 4 1
- Highway users feel this widening improvement is long overdue and very needed 2
- For the Spur 10 area, build on new location in order to avoid homes 2

***Specific Choices for the Spur 10 and SH 36 route in this area***

- For Alternative E in the Spur 10 area 9
- For Hartledge Rd. (any part) 8
- For New Location Route in the Spur 10 area 2
- For Alternative 1 3
- For Alternative 2 1
- For Alternative 3 7

**SH 36/Spur 10  
Public Meeting Summary**

**Meeting Date:** November 2, 2000  
6-8 p.m.

**Meeting Location:** West Columbia Civic Center  
514 E. Brazos  
West Columbia, Texas

**Meeting Purpose:** To present the proposed design and solicit public comments on the widening of SH 36 from FM 2218 to FM 1495 and the construction of Spur 10 from US 59 to SH 36.

**Meeting Format:** The meeting was conducted in an open-house format. Exhibits consisted of Environmental Constraints Mapping using USGS Digital Ortho Quarter Quad base mapping. Design Schematics for the roadway alternatives were also displayed for viewing. Tentative let date and project schedules were mounted for the publics' assistance. Handouts provided at the meetings included an Environmental Constraints Comparative Evaluation Matrix, Public Notice, a Project Fact Sheet, Comment Form, and an Overview Map with section markers.

**Attendance:** 94 citizens, 5 public officials

**Media:** Newspaper - Houston Chronicle

**Meeting Summary**

The intent of this meeting was to focus on the SH 36 corridor from FM 2218 to FM 1495. The comments received from the citizens concerned with issues related to the following:

***Drainage Concerns***

- SH 36 near Beal Creek floods regularly on new pavement to the south side of SH 36 would increase to flooding 1
- Flooding is a problem near station 143+50 and a flume across the highway would help to stabilize the water flow 1

***Traffic, Accident, and Safety Concerns***

- Concern that the road need to be as straight as possible and little amount of curves 1

***Acquisitions, Displacements, and Relocations***

- Specific alternatives will acquire or displace homes and/or property 5

***Personal Concerns***

- How will the mineral rights be handled? 1

***Specific Choices for the West Columbia area***

- For Alternative 1 2
- For Alternative 2 5
- For Alternative 3 2
- For Option 1 of the SH 36/FM 2004 interchange 1

**SH 36/Spur 10  
Public Meeting Summary**

- Meeting Date:** November 3, 2000  
6-8 p.m.
- Meeting Location:** Brazosport High School  
1800 West Second Street  
Freeport, Texas
- Meeting Purpose:** To present the proposed design and solicit public comments on the widening of SH 36 from FM 2218 to FM 1495 and the construction of Spur 10 from US 59 to SH 36.
- Meeting Format:** The meeting was conducted in an open-house format. Exhibits consisted of Environmental Constraints Mapping using USGS Digital Ortho Quarter Quad base mapping. Design Schematics for the roadway alternatives were also displayed for viewing. Tentative let date and project schedules were mounted for the publics' assistance. Handouts provided at the meetings included an Environmental Constraints Comparative Evaluation Matrix, Public Notice, a Project Fact Sheet, Comment Form, and an Overview Map with section markers.
- Attendance:** 40 citizens, 2 public officials
- Media:** Newspaper - The Facts

**Meeting Summary**

The intent of this meeting was to focus on the SH 36 corridor from FM 2218 to FM 1495. The comments received from the citizens concerned with issues related to the following:

***Acquisitions, Displacements, and Relocations***

- Widening the road through Brazoria and Jones Creek will displace many buildings-bypass the towns 2
- Alternatives other than # 2 through the Jones Creek area will displace more homes and businesses 2

***Personal Concerns***

- Support for the expansion of SH 36 in the Freeport area because of the Port of Freeport and economic growth 4
- The area between the Brazos River Bridge and FM 1495 serves only a small population and does not need to be widened 1

***Specific Choices for this area (mainly Freeport and Jones Creek)***

- For Alternative 1
- For Alternative 2 2
- For Alternative 3
- For a Bypass around Brazoria and Jones Creek 2

**SH 36/Spur 10  
Public Meeting Summary**

**Newspaper Print Dates**

Brazoria County News – March 22, 2001 & April 5, 2001  
La Nueva Voz – March 21, 2001 & April 4, 2001  
The Herald Coaster – March 16, 2001 & April 2, 2001  
The Brazosport Facts – March 17, 2001 & April 2, 2001  
The Houston Chronicle – March 16, 2001 & April 2, 2001

**Meeting Date:** April 16, 2001  
6-8 p.m.

**Meeting Location:** First Baptist Church of Brazoria  
101 E. Highway 332  
Brazoria, Texas

**Meeting Purpose:** To present the preferred design and solicit public comments on the widening of SH 36 from FM 2218 to FM 1495 as well as Spur 10 from US 59 to SH 36. In addition, comments for the Brazoria Bypass were taken.

**Meeting Format:** The meeting was conducted in an open-house format. Exhibits consisted of Environmental Constraints Mapping using USGS Digital Ortho Quarter Quad base mapping. Design schematics for the preferred roadway and the Brazoria Bypass were also displayed for viewing. The Brazoria Bypass exhibit only presented a Study Area and no specific alignments. Typical sections, tentative let dates and project schedules were mounted for the public's assistance. A PowerPoint presentation was shown to the purpose of detailing the public involvement and project development processes. Handouts provided at the meetings included an Environmental Constraints Impact Analysis Matrix, a Project Fact Sheet, Comment Form, Typical Cross Sections, Priority Letting Schedule, an Overview Map with section markers, and a Brazoria Bypass Study Area Map and Comment Form.

**Attendance:** 145 citizens, 7 public officials

**Media:** Newspaper - Brazosport Facts  
Newspaper - Brazoria County News

**Meeting Summary**

The intent of this meeting was to focus on the SH 36 corridor from FM 2218 to FM 1495 and the construction of Spur 10 from US 59 to SH 36. Comments received from the citizens concerned with issues along the project corridor related to the following:

***Drainage Concerns***

- How will this project affect the present and future drainage plans for this area 1

***Traffic, Accident, and Safety Concerns***

- There is already increased local traffic and widening would further increase the traffic 1
- A tie-in from FM 521 to SH 36 is needed to relieve traffic off of CR 799 (to Freeport and Lake Jackson) 1

**SH 36/Spur 10  
Public Meeting Summary**

- There needs to be slower speed limits through the areas where there is an abundance of houses 1

***Acquisitions, Displacements, and Relocations***

- Disagree with joining CR 347 and CR 348 because of loss of valuable property 1
- ROW taking on the east side (south of Brazoria) affects business 1
- Current design takes part of property 1

***No Build***

- The need for an evacuation route is not necessary, including a bypass 1

***Bypass***

- Least amount of disruptions to homes 1
- Keep at least ¼ to ½ mile away from the SE city limits (residential area) 1
- A bypass will adversely affect all downtown business 2
- Bypass around Brazoria and take it out far enough to avoid hitting Greater St. Paul Baptist Church 1
- Will the bypass be usable for hurricane evacuation 1
- Higher elevation and shorter route on the east side of SH 36 1
- Bypass both Jones Creek and Brazoria 1

***Bypass Maps Received*** 10

**SH 36/Spur 10  
Public Meeting Summary**

**Meeting Date:** April 17, 2001  
6-8 p.m.

**Meeting Location:** West Columbia Civic Center  
514 E. Brazos  
West Columbia, Texas

**Meeting Purpose:** To present the preferred design and solicit public comments on the widening of SH 36 from FM 2218 to FM 1495 and the construction of Spur 10 from US 59 to SH 36.

**Meeting Format:** The meeting was conducted in an open-house format. Exhibits consisted of Environmental Constraints Mapping using USGS Digital Ortho Quarter Quad base mapping. Design schematics for the preferred roadway were also displayed for viewing. Typical sections, tentative let dates and project schedules were mounted for the public's assistance. A PowerPoint presentation was shown to the public for the purpose of detailing the public involvement and project development processes. Handouts provided at the meetings included an Environmental Constraints Impact Analysis Matrix, a Project Fact Sheet, Comment Form, Typical Cross Sections, Priority Letting Schedule, and an Overview Map with section markers.

**Attendance:** 80 citizens, 4 public officials

**Media:** Newspaper – The Brazosport Facts

**Meeting Summary**

The intent of this meeting was to focus on the SH 36 corridor from FM 2218 to FM 1495. There were no written comments received at the public meeting; however one comment was received for this area at the Needville meeting:

***Drainage/Right of Way***

- Take ROW from the west side of the road between Hwy 36 and Bell Creek; this area is low and floods when there is heavy rain

**SH 36/Spur 10  
Public Meeting Summary**

- Meeting Date:** April 18, 2001  
6-8 p.m.
- Meeting Location:** Needville High School  
16319 State Highway 36  
Needville, Texas
- Meeting Purpose:** To present the preferred design and solicit public comments on the widening of SH 36 from FM 2218 to FM 1495 and the construction of Spur 10 from US 59 to SH 36.
- Meeting Format:** The meeting was conducted in an open-house format. Exhibits consisted of Environmental Constraints Mapping using USGS Digital Ortho Quarter Quad base mapping. Design schematics for the preferred roadway were also displayed for viewing. Typical sections, tentative let dates and project schedules were mounted for the public's assistance. A PowerPoint presentation was shown to the public for the purpose of detailing the public involvement and project development processes. Handouts provided at the meetings included an Environmental Constraints Impact Analysis Matrix, a Project Fact Sheet, Comment Form, Typical Cross Sections, Priority Letting Schedule, and an Overview Map with section markers.
- Attendance:** 234 citizens, 7 public officials
- Media:** Television – Channel 2 News KPRC

**Meeting Summary**

The intent of this meeting was to focus on the SH 36 corridor from FM 2218 to FM 1495. The comments received from the citizens concerned with issues related to the following:

***Drainage Concerns***

- Drainage problems at Station 825+00 to 840+00 on the SW side of the road 1
- Drainage problems on Hartledge 1

***Traffic, Accident, and Safety Concerns***

- The normal traffic levels do not justify the need for a 4 lane roadway along Hartledge 1
- Bypass around Needville- too dangerous to go through town 1
- No access to property due to proposed median on Hartledge 1

***Acquisitions, Displacements, and Relocations***

- ROW takes too much of property-take more from the south (west) side of Hartledge 3
- There is open pasture on the opposite side of the road-take ROW from that side 2
- ROW takes business est. in 1929; original proposal was to take from the other side-being discriminated against 1
- Hartledge Rd. is also partly Gerken Rd (named after great grandfather)-show respect in the future by calling this road Hartledge/Gerken Rd. 1
- ROW will take parking from commercial building and a septic system prohibits it from moving back-damage out building because it will be useless after acquisition 1
- Curb and gutter Guy so that ROW does not take house 1

**SH 36/Spur 10  
Public Meeting Summary**

***Personal Concerns***

- Request for copy of schematics on Hartledge between Band Rd. and Kunz Rd. 1
- Request for design of overpass at US 59 and Spur 10 1
- Request for copy of design from Station 10+00 to 30+00 1
- Request for constraints map of Section 1 1
- Didn't receive a notice 1
- Everything should go as planned—very good project 1
- Agree with Hartledge Road plans for Spur 10 3
- Pleased to know the project will not acquire frontage from property 1

***Environmental Concerns***

- Potential historic structure (hand pump and tree) and Cottonwood School Rd. and Hartledge 1

***No Build***

- Taking too much on Hartledge- no build 1

**SH 36/Spur 10  
Public Meeting Summary**

- Meeting Date:** April 19, 2001  
6-8 p.m.
- Meeting Location:** Brazosport High School  
1800 West Second Street  
Freeport, Texas
- Meeting Purpose:** To present the preferred design and solicit public comments on the widening of SH 36 from FM 2218 to FM 1495 and the construction of Spur 10 from US 59 to SH 36.
- Meeting Format:** The meeting was conducted in an open-house format. Exhibits consisted of Environmental Constraints Mapping using USGS Digital Ortho Quarter Quad base mapping. Design schematics for the preferred roadway were also displayed for viewing. Typical sections, tentative let dates and project schedules were mounted for the public's assistance. A PowerPoint presentation was shown to the public for the purpose of detailing the public involvement and project development processes. Handouts provided at the meetings included an Environmental Constraints Impact Analysis Matrix, a Project Fact Sheet, Comment Form, Typical Cross Sections, Priority Letting Schedule, and an Overview Map with section markers.
- Attendance:** 45 citizens, 1 public official
- Media:** Newspaper - The Brazosport Facts

**Meeting Summary**

The intent of this meeting was to focus on the SH 36 corridor from FM 2218 to FM 1495. The comments received from the citizens concerned with issues related to the following:

***Traffic, Accident, and Safety Concerns***

- Reduced speed limits for school crossings on Live Oak Drive 1
- Need better speed control between the Brazos River bridge and FM 1495 1
- Traffic lanes, turn lanes and acceleration lanes need to be wider for truck traffic from the port 1
- Need acceleration lanes at Cherry St. and Velasco Blvd. 1
- Need west bound turn lanes at Cherry St. and Velsco Blvd. 1
- Night lighting and better signage needed at Cherry St. and Velasco Blvd. 1
- Need acceleration lane from CR 217 onto SH 36 and deceleration onto CR 217 from SH 36 1
- Need bar ditches along SH 36 1

***Acquisitions, Displacements, and Relocations***

- Be careful with the monument 150 feet west of Velasco Blvd. and relocate the memorial sign at FM 1495 to a location near the memorial plaque 1

***Design Concerns***

- Consider typical section H or J with center turn lane instead of depressed median through Stations 1640+00 to 1605+00
- Distance between crossovers is too long – consider starting the divided section around Station 1635+00- this would also reduce high speeds before the school zone and the churches 2