



# Comment Response Matrix SH 286 Improvement Project

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CSJ 0326-01-056

Comments submitted for Public Meeting held  
February 28<sup>th</sup>, 2019

Comment Number	Commenter Name	Date Received	Source	Comment	Response
1	Alex Harris	3/15/2019	Letter by mail	I spoke at the meeting on 2/28/2019. I want the Highway Department to understand that the expansion of the road will involve maintaining water service to the families and the livestock. The last highway expansion took in the area that the water line exists. Please let the residents know about future water service.	TxDOT will comply with all State codes and regulations to adjust, relocate, or accommodate utilities that may be in conflict with the proposed roadway improvements. As part of this process, TxDOT will coordinate with both the utility companies and adjacent land owners. TxDOT has met with the City of Corpus Christi to inform them that the water line will need to be relocated. TxDOT will continue to coordinate with the City of Corpus Christi to assist them in maintaining existing utility services to residents and businesses during construction and minimizing the timeframe of any required service interruptions.
2	Joe Lambert	2/28/2019	Public Hearing comment	Thank you. I'm Joe Lambert. I represent the Huang Dam Temple. I just want to thank you for recognizing we might have an interest here and hope you keep us in mind in the future projects. Thank you.	Comment noted.

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3	Jimmy Dodson	2/28/2019	Public Hearing comment	<p>I support the proposed project. I don't know all the details, but the ones that I've seen look positive. I just would like to mention for the public record a couple of things. First of all, the drainage calculations that are used to size the ditches and the different crossings of the new road need to take into account that almost none of the property out there is developed yet, and their flows will increase pretty dramatically whenever there are houses or parking lots or streets in the area. So everything needs to be upsized and not be minimized in order to take care of growth that will occur eventually out there. Especially the creek that's located south of CR 20A.</p> <p>That is a very important ditch or/creek tributary of Oso Creek and it's going to have to be enlarged quite a bit to handle the growth out there. It's undersized now, and I can't imagine how big it's going to have to be in the future. So all the crossing all those ditches need to be planned ahead because most of the water is running from West to East and needs to be taken care of.</p>	<p>A preliminary drainage study was performed for the proposed project. The proposed drainage elements would be designed to convey the 100-year storm event without flooding the roadway. Future developments would be required to comply with local floodplain ordinances and regulations.</p> <p>The existing drainage crossing at the tributary of Oso Creek would be designed to convey the 100-year storm event without flooding the proposed mainlanes. Detailed analysis will be conducted once the project moves forward in the project development process. The preliminary analysis indicates that the proposed structures would be multi-span bridges.</p>

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				<p>The other thing I mentioned is a problem the resulted south of 43 on the existing 286 freeway. If you are traveling north on the access road which as it approaches FM 43 beginning about a half mile from 43, there's a retaining wall that was built there to hold dirt. And I think it was because the contour of the road was inadequate for the amount of ROW that the State had acquired there. SO the owner of that property- I am not an owner, I just farm it. The owners of that property have a retaining wall that's about this high. That separates any access they would have to access road from their property. And it's probably the most valuable stretch of property that they have and they're counting on that I'm sure for some retirement or some benefits for their future generations. And it looks like a very unfair piece of concrete. If the design will allow it in the new stretch of road, I think it would be very imperative that the State look at removing that feature and having a more normal approach to that property. I think the area is growing out there and it's going to continue to grow at a rapid rate. And the access that this is going to give is going to be very important for all the people of Corpus Christi. Thank you.</p>	<p>We will share your concerns regarding the retaining wall with our designers for them to evaluate any potential modifications that may be possible as the project moves forward in the development process.</p>
4	Alex Harris	2/28/2019	Public Hearing comment	<p>I would agree with Mr. Dodson on the review of those drainage. I live at that Oso Creek drainage. Just a normal two-inch rain we will see flooding. So you'll</p>	<p>See Comment 3. See Comment 1.</p>

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				need to take into account not only what's there now but as it's developed and moving that water further south toward the intercostal canal. The second thing I want to make sure that TXDOT is aware of is that waterline that's running down there, just inviting the City is unacceptable. That waterline is servicing 12 different families now with livestock and the everything associated with it, and just asking them to come and not showing and up and ignoring it, is going to be unacceptable to those 12 owners.	
5	Jeff Spoor	2/28/2019	Public Hearing comment	My name is Jeff Spoor and I am against this project. They're taking my front yard. The noise in my front yard from the current traffic when the wind is blowing right is already loud. You're taking two and a half acres of my front yard away, and I'm just not happy with the project in the way they decided to take all of the land from one side of the road and none from the other. So that's all I have to say.	Comment noted. Additional Right-of-Way (ROW) was needed to widen SH 286. Various options were evaluated to avoid and minimize adverse impacts. The proposed alignment is based on safety design criteria and other identified project constraints. TxDOT will follow all federal and state guidelines for ROW acquisition for transportation projects.
6	Nicole Spoor	2/28/2019	Public Hearing comment	I just want to add, just as a steward of State finances. This is a highway. It's out of City limits, and I think to spend money on sidewalks is really not wise. The State put in new sidewalks all the way down to the dump. They put in new sidewalks from Webber all the way into town. They're not maintaining them. The grass is already growing up between the cracks and they're already breaking and tearing apart and they're not even two years old.	Comment noted. Planning for pedestrian and bicycle accommodations is required by both federal and state guidelines. The connecting roadways, FM 2444 (Staples Street) and FM 43 (Weber Road), were both planned to accommodate pedestrian and bicycle use. The SH 286 project would plan for a continuous pedestrian facility between these roadways. However, the planned sidewalks may or may not be

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				So you build these sidewalks and no one maintains them. I don't know who is going to let their child walk on a sidewalk or ride a bike on the sidewalk when it's on the side of a highway. So on the aspects of sidewalks; I think it's a ridiculous waste of money to put them out there. I don't think sidewalks are needed on a highway. So thank you.	included in the initial phase of construction.
7	David Ocker	2/28/2019	Public Hearing Comment	Is there a timeline on adding an exit ramp on Highway 77 (to exit and turn right onto SH 70)? Currently there are three separate stop signs. This ramp will increase flow exponentially.	TxDOT is in the early planning phase to adjust the ramps on US 77 for those traveling from FM 70. However, the connection to Hwy 77 is not a part of this project. For additional information, please contact Aaron Arroyo at aaron.arroyo@txdot.gov.
8	Isauro and Corinne Garcia	2/28/2019	Public Hearing comment	We would like to have an off ramp south of CR 22 and an on ramp north of CR 20A to accommodate homes along 286.	Based on safety design criteria, there is not adequate distance between CR 22 and CR 20A to add either an exit ramp southbound or an entrance ramp northbound.