Virtual Public Meeting with In-Person Open House

Pre-Recorded Presentation

Farm to Market (FM) 528 Widening Project

From North Gordon Street (BS 35) to Loop 409 (SH 35 Bypass)

Brazoria County, Texas

CSJ: 1414-02-008

May 11, 2023

Script:

The Texas Department of Transportation, Houston District, would like to welcome you to this virtual public meeting with in-person open house. This presentation will provide information on the proposed Farm to Market 528 widening project. This is a pre-recorded presentation. My name is Jodi Hodges, and I am a part of the project team. I would like to thank you for participating in this public meeting.

During the virtual presentation you may pause the video and navigate forward or backward using your video player.

Public Meeting Technical Difficulties and Accommodation Requests

Please phone Adam Wood, TxDOT Project Manager at 713-802-5267 if you have:

- Technical difficulties accessing public meeting information online
- Request for special accommodations
- Language or interpretation needs other than English and Spanish

Details on how to submit an official comment will be provided further in the presentation.

Script:

If you have any technical difficulties accessing the public meeting information, need special accommodations, or speak a language other than English or Spanish and have interpretation needs please contact Adam Wood, TxDOT Project Manager at 713-802-5267. Details on how to submit comments will be provided further in the presentation.

Virtual Public Meeting with an In-Person Open House

IN-PERSON OPEN HOUSE
Thursday, May 11, 2023
5 to 7:30 p.m.
Hood-Case Elementary
1450 Heights Road
Alvin, Texas 77511

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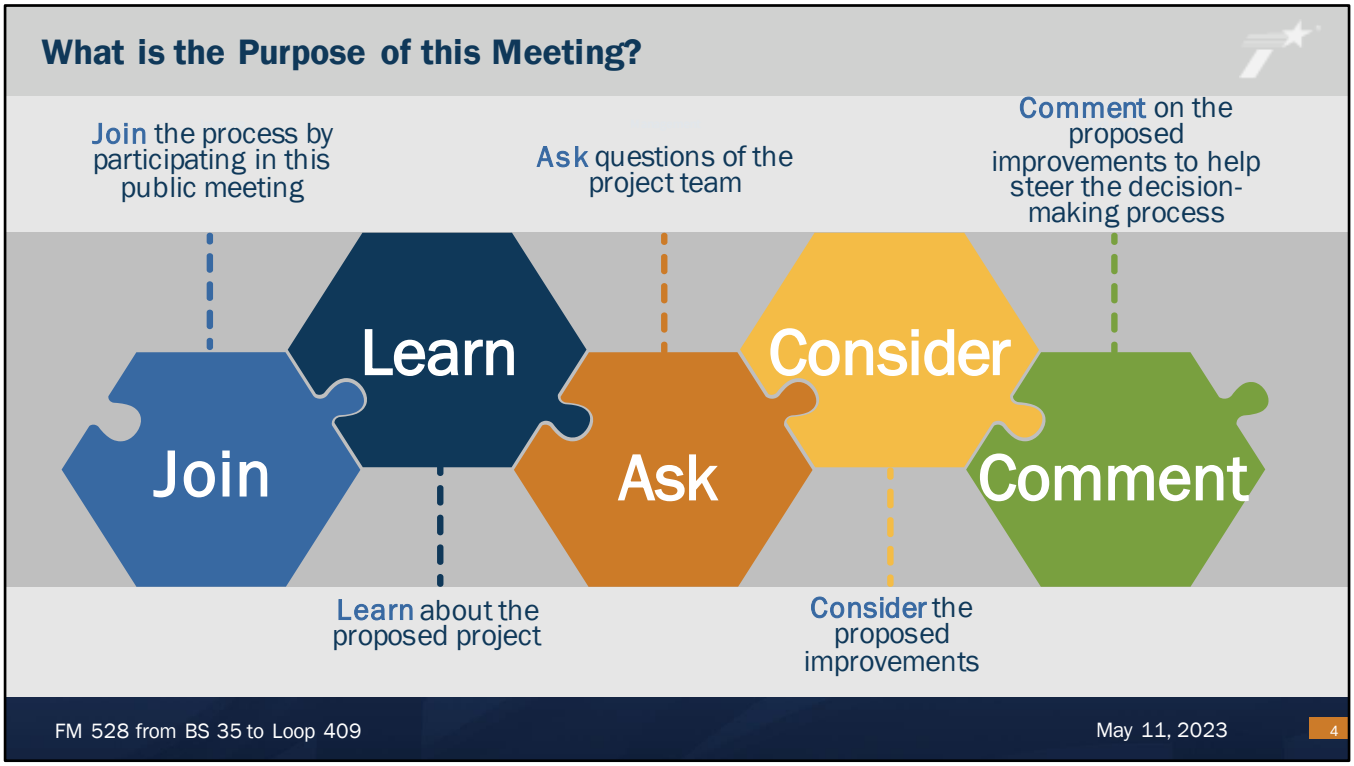
Script:

The in-person open house will be held on Thursday, May 11, 2023, from 5 to 7:30 p.m. at Hood-Case Elementary located at 1450 Heights Road, Alvin, Texas 77511.



Script:

The purpose of this public meeting is to engage with stakeholders and the adjacent communities regarding the proposed project and to receive feedback. It also offers an opportunity for the project team to address any questions or concerns from the public.

The Texas Department of Transportation (TxDOT) commits to purposefully involve the public in planning and project implementation by providing for early, continuous, transparent and effective access to information and decision-making processes.

Memorandum of Understanding

National Environmental Policy Act (NEPA) Assignment to the Texas Department of Transportation

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by the Federal Highway Administration (FHWA) and TxDOT.

Script:

This project is anticipated to receive federal funds, and because of the federal component, TxDOT is required to assess the potential environmental effects of the proposed project in accordance with Federal standards. The process that is followed is called the National Environmental Policy Act process, otherwise known as NEPA. The NEPA process provides analyses of the potential impacts to the natural and manmade environment and helps the decision maker to make an informed decision on whether or not to proceed with the project. On December 9, 2019, TxDOT received a signed Memorandum of Understanding from the Federal Highway Administration that permits TxDOT to assume responsibility from the Federal Highway Administration for reviewing and approving certain assigned NEPA projects. This review and approval process applies to this project.

Script:

In this presentation, I will first outline the notification process leading up to this public meeting.

Then I will provide an overview of the project, discuss background information, and explain the purpose of this project along with a detailed discussion of the proposed improvements and the environmental analysis.

Next steps and funding information will be provided following the engineering and environmental discussion.

Toward the end of this presentation, there are instructions on how to submit written comments, as well as contact information for TxDOT.

Outreach and Notification Methods

- Information was posted to the TxDOT website on April 18, 2023.
- Elected Official Letters were sent by mail and email on April 21, 2023.
- Notices were mailed directly to adjacent property owners and local schools, emergency services, and neighborhood associations, and flyers were delivered on April 24, 2023.
- Every Door Direct Mail postcards were mailed directly to 16,764 residents in the 77511 ZIP code around the project area on April 27, 2023.
- A notice in English was published in the *Alvin Sun* and *Advertiser* on April 26 and 30, 2023. A notice in Spanish was published in *La Voz* on April 27, 2023.
- Social Media posts were made on TxDOT Twitter, Nextdoor and Facebook pages.
- Changeable message boards with meeting information were placed along FM 528 from April 26, 2023 to May 11, 2023.

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Script:

This list outlines the outreach methods used to notify the public of this public meeting.

In preparation for this public meeting, notices in both English and Spanish were published on **April 18, 2023,** on TxDOT's webpage.

Elected officials were notified of this public meeting by mail and email on **April 21, 2023.**

Notices in both English and Spanish including project location maps were then mailed to adjacent landowners, stakeholders, local schools, emergency services, the Sunset Ranch - Alvin HOA and the Imperial Forest HOA on **April 24, 2023.** In addition, informative flyers were hand-delivered to local community facilities, gathering places, and apartment complexes in the area on the week of **April 24, 2023**.

Using Every Door Direct, postcards were mailed on **April 27, 2023,** to 16,764 residents in the 77511 ZIP code around the project area.

Notices were also published in English in the Alvin Sun and Advertiser on **April 26 and 30**, respectively. A Spanish notice was published in La Voz on **April 27, 2023**.

In addition, links to the meeting notice were posted on the TxDOT Facebook page and TxDOT Houston District Twitter and Nextdoor pages.

TxDOT advertised the meeting on roadside variable message signs along FM 528 from **April 26, 2023, to May 11, 2023.**

Project Overview

Project Proposal

Project Name:
Farm to Market (FM) 528 Widening Project

Project Length:
0.6 Miles

Project Limits:
From North Gordon Street (Business State Highway [BS] 35) to Loop 409 (State Highway [SH] 35 Bypass)

Project Reference Number:
1414-02-008

Estimated Cost:
$8.45 Million

Funding:
Not Funded

Script:

I will now give a brief overview of the project and its history. For quick reference, this information can also be found in the project handout.

This FM 528 widening project extends for a total of 0.6 miles from North Gordon Street, also known as Business State Highway 35, to Loop 409, otherwise known as the State Highway 35 bypass.

The existing roadway within the project limits is a two-lane undivided roadway comprised of one 12-foot-wide lane in either direction with 8-foot-wide shoulders and open drainage ditches while land use in the general area is a mixture of commercial and residential.

The project's estimated cost is $8.45 million dollars and is not currently funded.

Purpose of the Proposed Project

Project Purpose

Widening FM 528 from two to four lanes would:

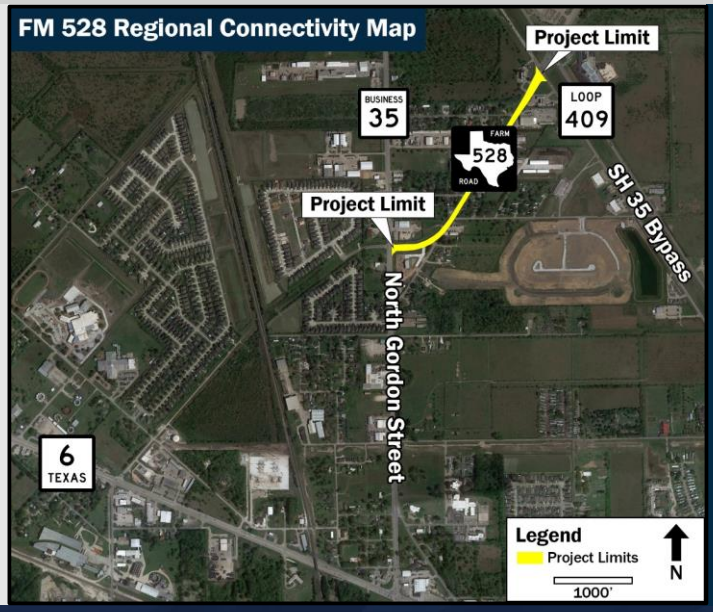
- Eliminate the transition from two-lanes to four-lanes to provide connectivity with the existing four-lane road north of SH 35 Bypass
- Improve Level of Service to support future traffic demands

Script:

Why are we proposing this project?

Widening from two lanes to four lanes would establish connectivity by eliminating the transition from two to four lanes and extending the four-lane section that currently exists on the north side of SH 35. It would also accommodate future traffic demands on FM 528 resulting from anticipated continued development in this area.

Purpose of the Proposed Project – Regional Connectivity



Regional Connectivity:

- North and south connectivity for local and through traffic
- Four lanes consistent throughout corridor
- Proposed project to be completed by the City of Alvin would complete connection to downtown Alvin and SH 6

Supporting Data

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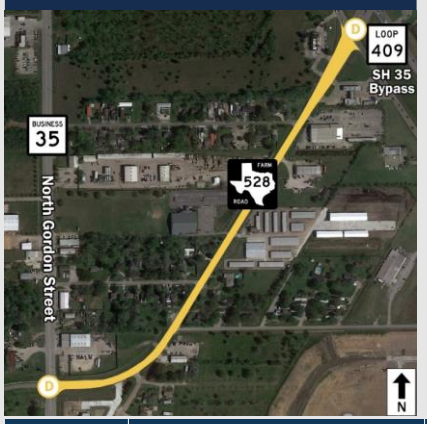
The FM 528 widening project would provide connectivity north and south for local and through traffic on a consistent four-lane roadway from North Gordon Street to Interstate Highway 45. An adjacent proposed project by the City of Alvin would extend FM 528 in its current four-lane design from North Gordon Street to State Highway 6 to provide a four-lane roadway to State Highway 6 and downtown Alvin.

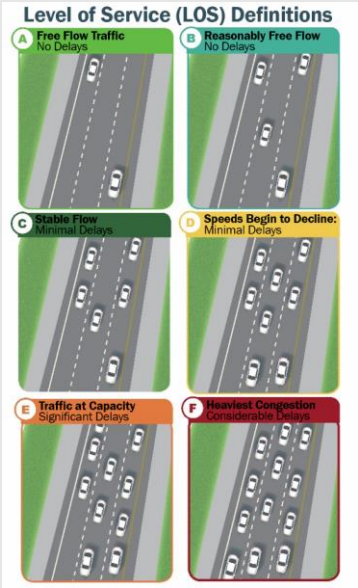
Purpose of the Proposed Project – LOS Reports

2034 No Build Level of Service



2034 Build Level of Service

	Two-Lane Undivided: No Build	Four-Lane Divided: Proposed Alternative
2017-2021	LOS C	No Data
2034	LOS D	LOS A
2054	No Data	LOS A



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In addition to those connectivity improvements, the proposed, widened roadway would also improve the Level of Service to provide for future traffic demands.

Level of Service is the term used to refer to a combination of vehicle congestion and travel time delay, and is used to report transportation system performance. The Level of Service for FM 528 from North Gordon Street to Loop 409, has been analyzed by TxDOT. The level of service is currently ranked at Level C, which means there is a stable flow with some minimal delays. By 2034, the level of service is projected to decrease to Level D, which means that the speed along the roadway begins to decline with some minimal delays.

The current proposed design is projected to increase the level of service to a Level A, which means that traffic is free flowing with no delays, through at least 2054.

Script:

Highlighting the FM 528 project's timeline to present:

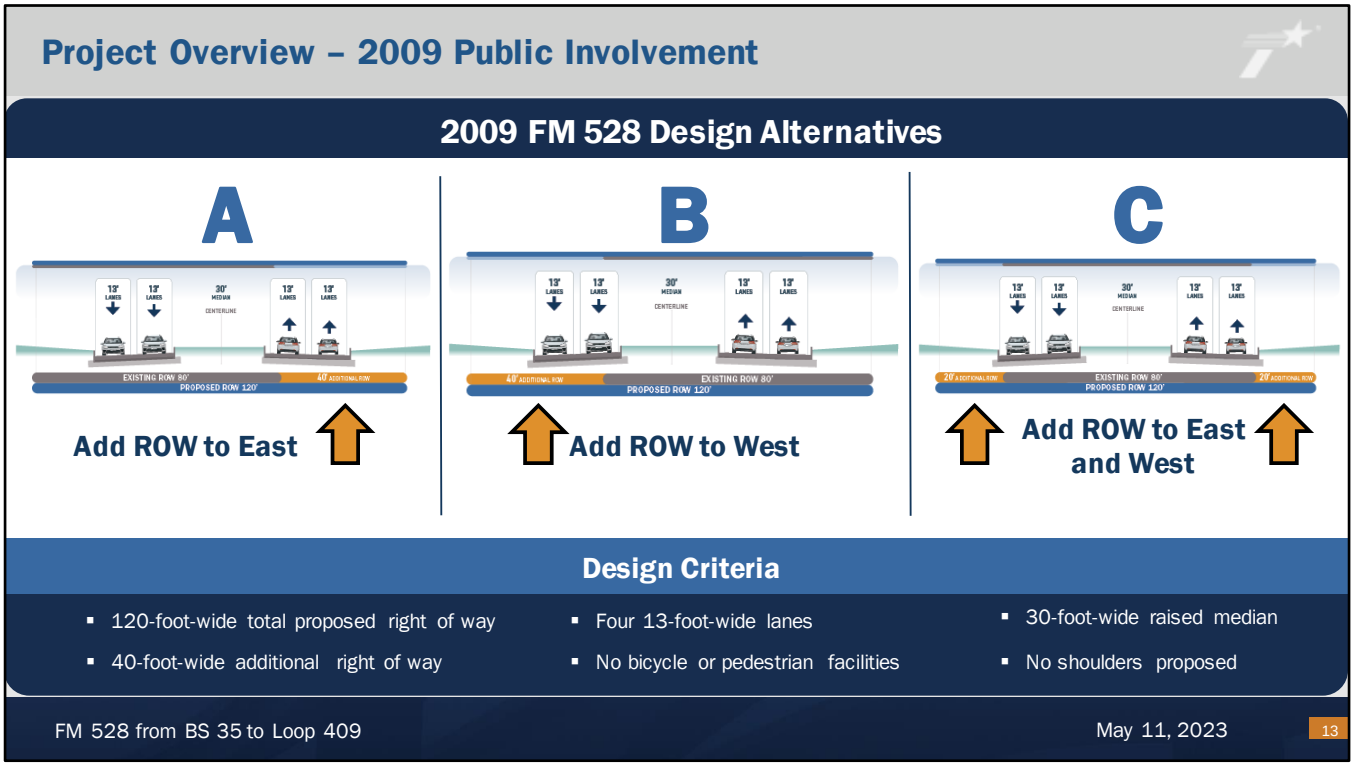
In 2009, the initial design for the project was developed.

In October of 2009, a public meeting was held to gather feedback from the community which will be described later in this presentation, and in December of 2009, the draft environmental assessment began.

Due to funding constraints, the project was put on hold from 2010 to 2019.

From 2020 to 2022, based on earlier feedback and findings from the environmental studies, the design was updated.

This public meeting is being held to present the updated design and results of the environmental review to the public in order to gather further feedback from the community.



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Before we present the current design, let's examine what was presented at the public meeting in 2009.

At the October 2009 public meeting, three alternative designs were presented to the public described as A, B and C alternatives. Each alternative had the same basic design features, four, 13-foot lanes a 30-foot raised median, curb and gutter drainage, and an increased right of way to 120-feet. The additional required right of way is shown in gold. The primary differences between the proposed alternates was their location in relation to the existing right of way.

The A Alternative was situated south and east of the existing FM 528 roadway, requiring additional right of way to the east of the roadway.

The B Alternative was situated north and west of the existing FM 528 , requiring additional right of way to the west of the roadway.

The C Alternative was centered on the existing FM 528 roadway, requiring additional right of way on both sides of the roadway.

None of the designs included facilities for bicycles or pedestrians.

Project Overview – 2009 Public Involvement

Public meeting held in October 2009

Comments received related to the following topics

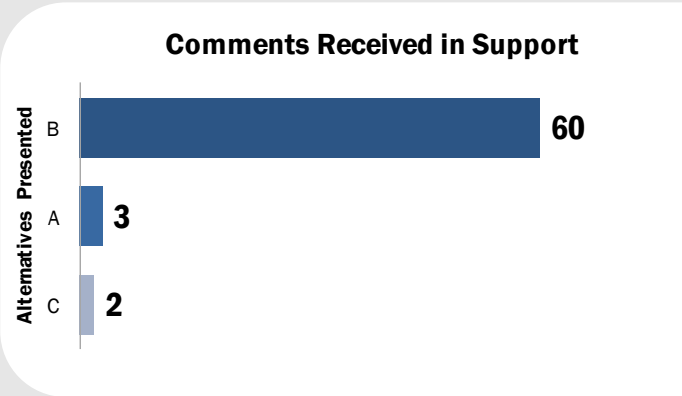
- Displacements
- Median openings
- Proximity of Proposed Roadway
- Turn lanes versus raised medians
- Drainage Ditches/Detention Ponds

Script:

Comments received from the October 2009 public meeting related to the following topics:

Displacements, median openings, the proximity of the proposed roadway to personal property, the use of turn lanes instead of a raised median and drainage ditches and detention ponds.

Project Overview – 2009 Public Involvement



B Alternative received significantly more support

Current design is an adaptation of the B Alternative

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From the 2009 public meeting, the B Alternative received significantly more support than the other two alternatives, with 60 comments in total. The A Alternative received three supportive comments and the C Alternative received two supportive comments.

The majority of the comments supporting the B Alternative reflected a desire to minimize the drainage ditches and detention ponds. The current design is an adaptation of the B Alternative which proposes new right of way to the west of the roadway.

Project Overview – Feature Comparison

Existing	2009 Proposed Features	Current Proposed Features
Two-lane roadway	Four-lane divided roadway	Four-lane divided roadway ☑
No median	30-foot-wide raised median	30-foot-wide raised median ☑
Drainage ditches	Curb and gutter with drainage ditches	Curb and gutter with drainage ditches ☑
8-foot-wide shoulders	No shoulders proposed	10-foot-wide shoulders ☑
No bike and pedestrian facilities	No bike and pedestrian facilities	Shared-use path/Sidewalk ☑
80-foot-wide right of way	120-foot-wide right of way	150-foot-wide right of way ☑

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Let's compare the current proposed features to the existing roadway and 2009 alternatives.

Within an 80-foot-wide right of way, the existing typical section is a two-lane roadway with 8-foot-wide shoulders and drainage ditches and no median or bike/pedestrian facilities. The 2009 A, B and C design alternatives proposed widening FM 528 to a four-lane divided roadway including a 30-foot-wide raised median and curb and gutter with drainage ditches. No shoulders or bicycle and pedestrian facilities were proposed within the 120-foot-wide right of way.

The design now being proposed includes widening to a four-lane divided roadway within a 150-foot-wide right of way. There would be two 12-foot-wide travel lanes and 10-foot-wide shoulders in each direction, with a 10-foot-wide shared use path, and a six-foot-wide sidewalk. A 30-foot-wide raised median with select openings and turn lanes would also be constructed. Improved drainage would be accomplished with drainage ditches and a storm sewer system. The proposed design would require an additional 70 feet width of right of way.

With the addition of the proposed storm sewer, the current proposed design would minimize the size of the drainage ditches where feasible.

Existing Typical Section

- Two-lane undivided roadway with 12-foot-wide travel lanes
- 8-foot-wide shoulders

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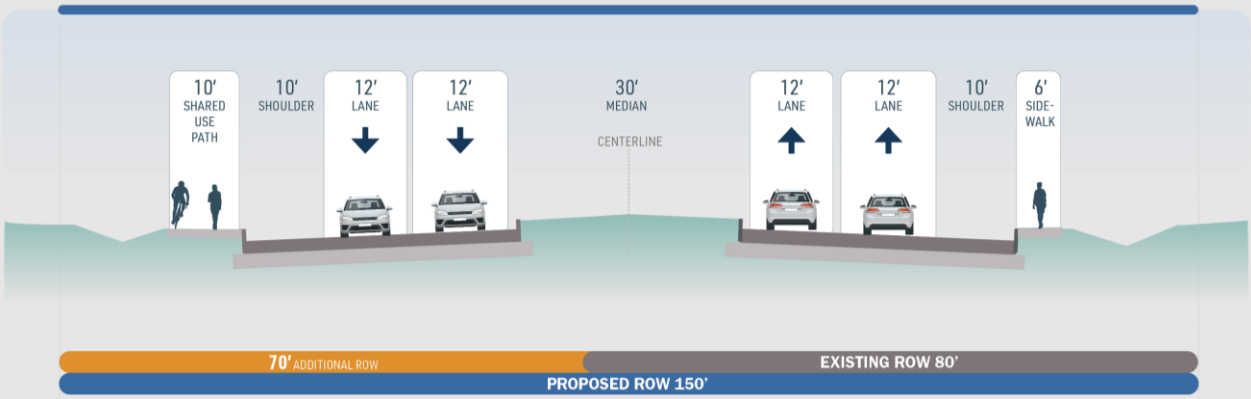
This slide shows the existing FM 528 roadway typical section. A typical section shows the physical shape and relationship of the various roadway elements that are present at, or proposed, for a normal or typical interval along a roadway.

The existing FM 528 roadway consists of two undivided 12-foot-wide lanes with an 8-foot-wide shoulder, and open drainage ditches within an 80-foot-wide right of way.

The existing roadway is needing to be improved to accommodate future traffic volumes, and improve safety and drainage.

Proposed Typical Section



- Widen from two-lane undivided roadway to a four-lane divided roadway
- Construct a 30-foot-wide raised center median
- Construct 12-foot-wide travel lanes and 10-foot-wide shoulders
- Construct a 10-foot-wide shared use path on the west side
- Construct a 6-foot-wide sidewalk on the east side

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The proposed typical section features include:

A 150-foot-wide right of way with two 12-foot-wide travel lanes and 10-foot-wide shoulders in each direction, a 10-foot-wide shared use path on the west side of the roadway and a six-foot-wide sidewalk on the east side of the roadway, a 30-foot-wide raised median with select openings and turn lanes, and curb and gutter with drainage ditches draining into a storm sewer system.

The additional 70-foot strip of right of way needed for the proposed project would be north and west of the existing FM 528 roadway. This is shown on the slide in gold. The total right of way width needed for the proposed project would be 150 feet.

Proposed Schematic Design

- Widening FM 528 to the west per 2009 public meeting comments
- Intersection at BS 35 designed to accommodate future widening south

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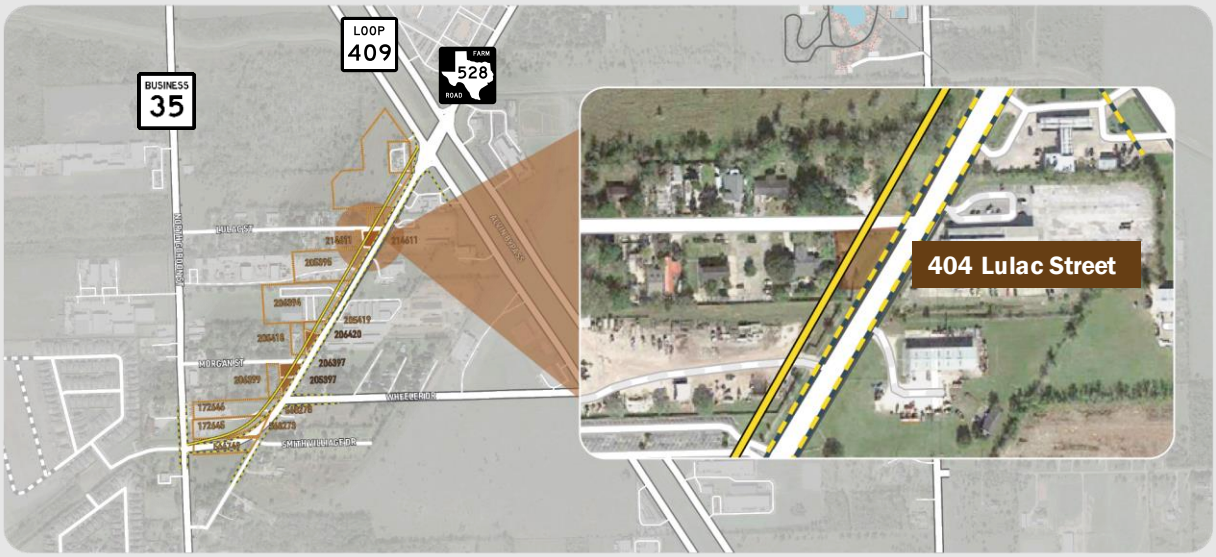
This slide shows a screenshot of the proposed schematic, or draft design, of the proposed project. The roadway is shown in yellow, the sidewalks and shared use path are shown in pink, and raised medians are shown in grey. Turn lanes are cut into the raised median to allow for protected left turns. The southern end of the proposed project ends at North Gordon Street. The intersection at North Gordon Street would be designed to accommodate a future project being developed by the City of Alvin that proposes to construct a new location roadway from North Gordon Street to State Highway 6. The schematic shown here is available for review on the project web page along with other project materials. Note that the design files are large and take longer to download than other project information found online.

Proposed Project Details – Potential Displacements



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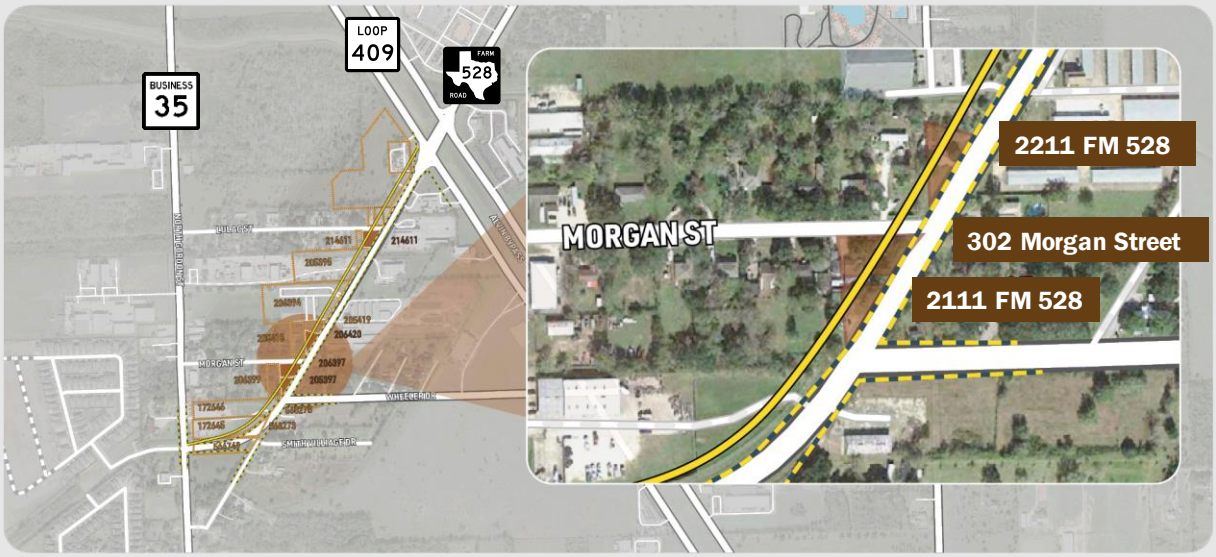
As part of the current proposed FM 528 design, there would be four potential displacements. The first of the four anticipated displacements is located at 404 Lulac Street.

Proposed Project Details – Potential Displacements



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This slide shows the other three potential displacements. Two are residential parcels located at 2211 FM 528 and 302 Morgan Street, and one is a commercial parcel located at 2111 FM 528.

Right of Way Acquisition Information

"Uniform Relocation Assistance and Real Property Acquisition Act of 1970:

> A law passed in 1970 that was designed to ensure that anyone who owned property needed for a public purpose would be treated fairly. The law establishes guidelines for the acquisition of property and the relocation of displaced individuals and businesses.

It is the policy of the TxDOT that individuals impacted by transportation systems expansion shall not be denied benefits excluded from participation or otherwise be subjected to discrimination based on the grounds of race, color, sex, age, handicaps or national origin."

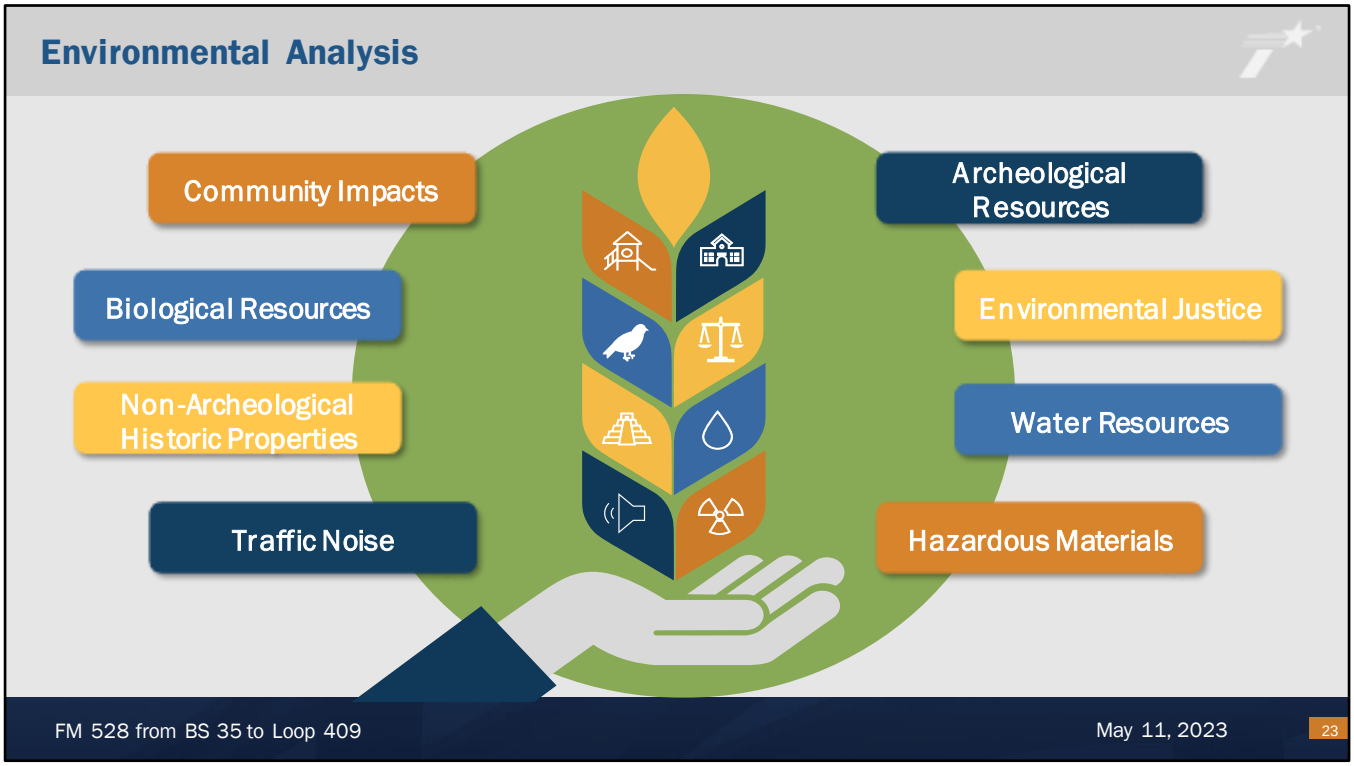
Script:

"The Uniform Relocation Assistance and Real Property Acquisition Act of 1970 is:

A law passed in 1970 that was designed to ensure that anyone who owned property needed for a public purpose would be treated fairly. The law establishes guidelines for the acquisition of property and the relocation of displaced individuals and businesses.

TxDOT's policy is that individuals impacted by transportation systems expansion shall not be denied benefits excluded from participation or otherwise be subjected to discrimination based on the grounds of race, color, sex, age, handicaps or national origin."

Brochures titled "The Purchase of Right of Way" and "Relocation Assistance" are available at the in-person open house and online on the TxDOT.gov website. These materials contain detailed information to inform you of your rights and provide information about the TxDOT right-of-way acquisition process.



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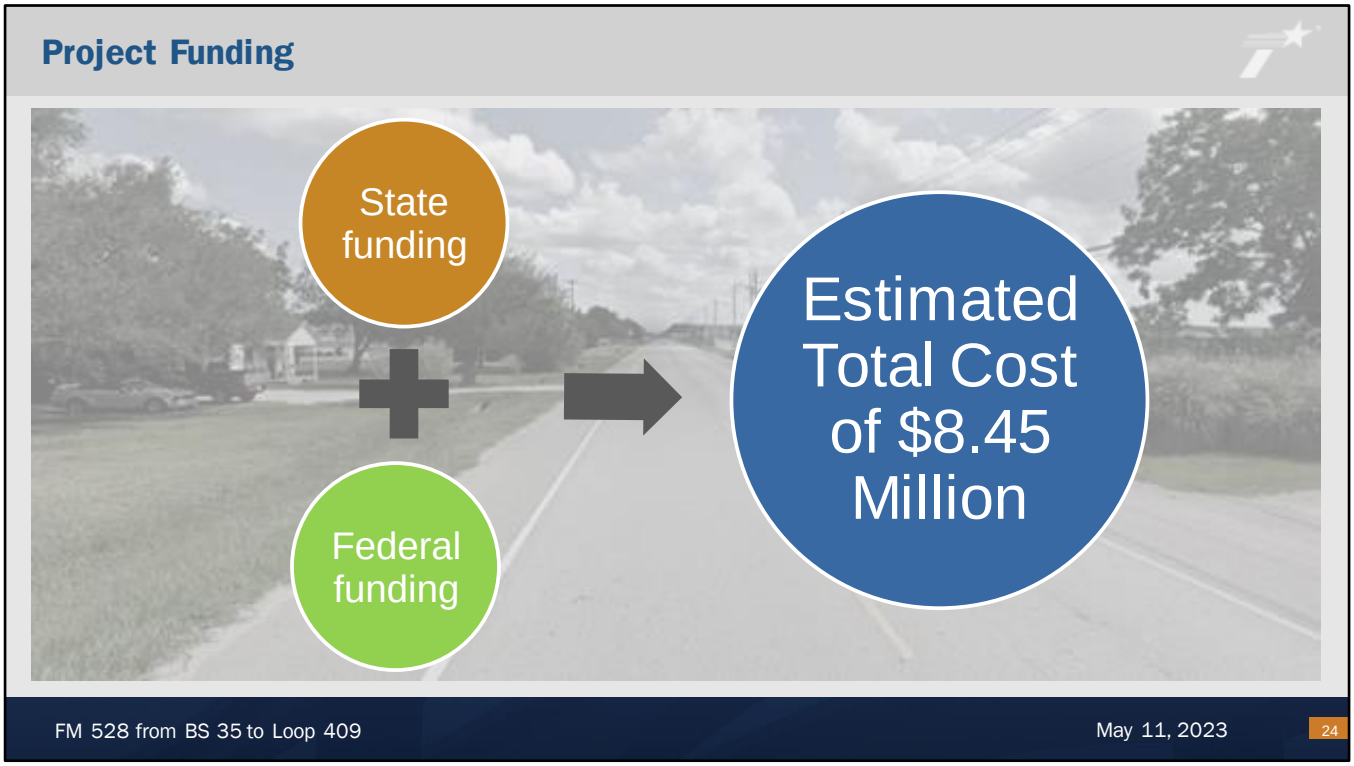
As part of this project, the team is identifying and evaluating potential environmental impacts that could occur as a result of constructing the proposed project.

Areas that are under study include biological resources, community impacts, environmental justice, water resources, hazardous materials, archaeological resources, historic resources, and traffic noise.

The project would be designed to avoid or minimize impacts to the greatest amount practicable.

Once completed, technical reports documenting the analysis and conclusions of these studies will be available for review upon request.



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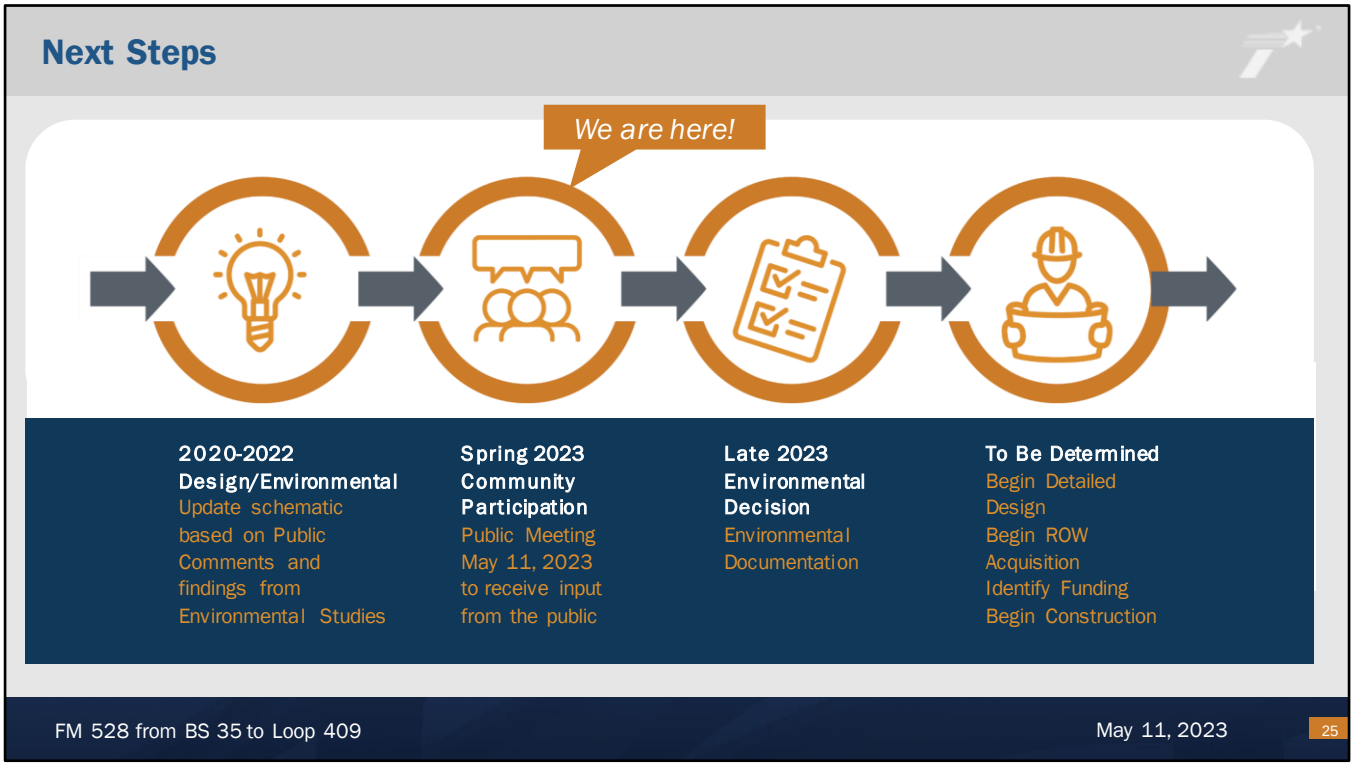
The proposed project is anticipated to be funded with a combination of federal and state funds for a total of approximately $8.45 million. Currently the project is not funded.



Script:

Notice the orange “We are here!” arrow at the top of the slide. After the comment period closes, the project team will review the comments received and prepare a public meeting summary report. The summary report will be posted to the project website when complete. In the next steps, the project team will continue to evaluate the environmental impacts, address public comments from this public meeting and continue refining the design. Right-of-way acquisition and construction would be dependent on available funding. Once funded, the project team estimates that construction would take approximately 2 years.

How to Submit Your Comments for the FM 528 Widening Project

All comments must be received or postmarked by Friday, May 26, 2023
Comments may be provided by:

Comment Card
Leave at the Open House or Download the comment card from the website, fill it out and email or mail it to TxDOT. Include reference to CSJ: 1414-02-008 (AW)

Email
Submit to:
HOU-PIOwebmail@txdot.gov

Mail
TxDOT Houston District Office
Advanced Project Development Director
P.O. Box 1386
Houston, TX 77251-1386

Online
https://www.txdot.gov/projects/hearings-meetings.html

Click on "Online Comment Form" underneath the **Download** section.

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An important step in the project development process is the review of comments from this public meeting.

TxDOT encourages you to review the materials available at the open house and posted on the public meeting webpage and to provide written comments.

You may submit written comments by leaving a comment card at the in-person open house or by using the online comment form. The online comment form may also be accessed by scanning the QR code link shown on this slide.

You may also submit written comments by using the comment card found on the project's web page in the downloads section.

The comment card can be emailed to HOU-PIOwebmail@txdot.gov or mailed to the TxDOT Houston District, Attention: Advanced Project Development Director, P.O. Box 1386, Houston, Texas 77251-1386.

Comments must be submitted online, by email, or mailed and postmarked by Friday, May 26, 2023, to be included in the official public meeting documentation.

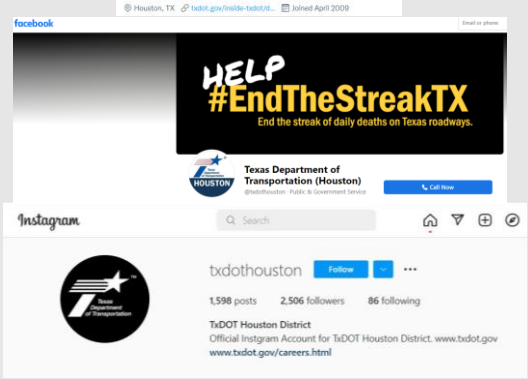
Responses to comments received during the comment period will be included in the public meeting documentation that will be posted on the project webpage when complete. The project webpage can be found online at the URL shown on this slide.

Quick Contacts – Engage TxDOT Online

- Contact the TxDOT Project Manager anytime during project development

  Adam Wood
  Phone: (713) 802-5267
  Email: Adam.Wood@txdot.gov

- To access the public meeting page visit https://www.txdot.gov/projects/hearings-meetings.html
- Follow us: Twitter - Houston: https://twitter.com/TxDOTHouston
- Like us: TxDOT Facebook: https://www.facebook.com/txdothouston/
- Follow us: Instagram: https://www.instagram.com/txdothouston/



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Script:

Please don't hesitate to contact us with any questions, and feel free to contact Adam Wood, Project Manager, at the TxDOT Houston District office by phone at (713) 802-5267 or email him at Adam.Wood@txdot.gov with any questions or comments at any time during the project development process. And don't forget to click on these links and follow us on Twitter for ongoing road closures and construction updates on the Houston District Twitter page. You may also keep up with TxDOT news on our Facebook page or follow us on our Instagram page.

Help End the Streak

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Script:

As a reminder, November 7, 2000, was the last deathless day on roadways in Texas. That means for nearly 22 years, at least one person has died every single day. We all have a part to play to change that. This message is that reminder – to End the Streak of deaths on Texas highways. We need drivers and passengers to act more responsibly and help us reach our goal of zero deaths by 2050. Texans can play a major role in ending fatal crashes with a few simple driving habits: wear seatbelts, drive the speed limit, put away the phone and other distractions, and never drive under the influence of alcohol or drugs. So please do your part and share this message with your friends and family.

Thank you for participating in this public meeting

Please remember to submit comments by
Friday, May 26, 2023

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Script:

Thank you for participating in this public meeting. Please remember to submit your comments no later than Friday, May 26, 2023, to be included in the official public meeting documentation.