



Virtual Public Meeting Pre-Recorded Presentation

Farm-to-Market 521

State Highway 6 to County Road 56
Fort Bend County, Texas

CSJ: 0111-03-064



FM 521 Widening Project
June 17, 2021

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Welcome to the Fort Bend County and Texas Department of Transportation Houston District's virtual public meeting for the Farm-to-Market 521 widening project with limits from State Highway 6 to County Road 56. This is a pre-recorded presentation. My name is Ian McBride representing the Fort Bend County Project team, and I would like to welcome you and thank you for participating in this virtual public meeting. I am part of the consultant team working on this project on behalf of Fort Bend County. From this point forward in the presentation, the project will be referred to verbally as the "FM 521 project".

This is the first public meeting being conducted for the FM 521 widening project. The presentation is available for viewing starting on June 17, 2021.

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

FM 521 Project Public Meeting



Introduce
Project



Present
Alternatives
Being Considered



Obtain
Feedback on
Alternatives



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This virtual public meeting is being held to introduce the proposed project and gather public input. You are encouraged to submit comments after reviewing the meeting materials and listening to this presentation.

FM 521 Public Meeting Agenda

Welcome

Project Overview

Environmental Overview

Project Next Steps

Public Comment Process

Closing

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In this presentation, I will describe the proposed FM 521 project, provide an overview of the environmental studies being performed, explain the next steps in the project development process, and outline the methods for submitting comments.

Virtual Public Meeting

This virtual public meeting and information on Fort Bend County's project website provides the same information as an in-person meeting would have including:

- Project information
- Recorded presentation
- Proposed design
- Estimated project timeframe
- Process for submitting comments
- Key contacts

Note: web address is www.fortbendcountytexas.gov;
keyword search "FM 521"

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This presentation covers the same information that Fort Bend County would have presented at an in-person public meeting. The comment process for the virtual public meeting will be described near the end of this presentation.

All meeting materials can be found on Fort Bend County's FM 521 meeting notice page. The web page for the project is www.fortbendcountytexas.gov - keyword search "FM 521".

FM 521 Widening Project Outreach/Notification Methods

Public Meeting Notices were published in:

- *The Houston Chronicle* on June 2, 2021
- *The Fort Bend Herald* on June 1, 2021
- *La Voz* on June 5, 2021

Elected Official Letters were e-mailed on May 28, 2021.

Information was posted to the Fort Bend County website on June 3, 2021.

Information was posted to the TxDOT website on June 1, 2021.

Notices were mailed to adjacent property owners, homeowners associations, and local stakeholders on June 2, 2021.

The meeting was also advertised on social media, including Facebook and Twitter.

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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.

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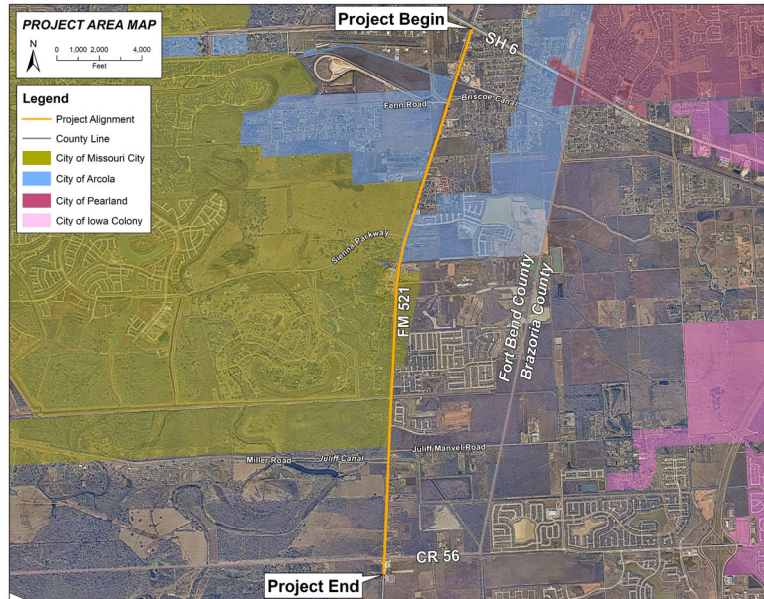


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The FM 521 project may receive federal funds and due to the federal component, TxDOT is required to assess the potential environmental effects of the proposed project in accordance with Federal standards. The process that is followed is called the 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.

FM 521 Widening Project Overview



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The FM 521 project extends from State Highway 6 to County Road 56 in Fort Bend County. The proposed project is approximately 5 miles long. Land use in the general area is primarily agricultural and residential, with limited commercial.

Project Description

The proposed FM 521 improvements include:

- Widening FM 521 between SH 6 and CR 56 from a two-lane roadway to a four-lane curb-and-gutter roadway
- Constructing a 16-foot-wide, noncontinuous, raised grassy median
- Constructing a 10-foot-wide side path typically along the east side of FM 521
- Installing new traffic signals
- Adding left and right turn lanes at designated locations
- Replacing the Briscoe Canal and Juliff Canal bridges
- Constructing a grade-separated railroad crossing bridge alternative
- Constructing detention ponds

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The project proposes to reconstruct and widen the existing roadway from a two-lane roadway to a four-lane curb-and-gutter roadway with a 16-foot-wide, noncontinuous, raised grassy median. A 10-foot-wide side path would typically be constructed along the east side of FM 521 for pedestrian and bicycle use. Traffic signals and left and right turn lanes would be added at designated locations.

The project includes replacing the Briscoe Canal and Juliff Canal bridges and constructing a potential grade separated bridge at the BNSF railroad crossing.

The project would also include the construction of new detention ponds.

Project Purpose and Need

PURPOSE

- Improve mobility
- Reduce regional congestion
- Bring the facility up to current design standards

NEED

- Limited mobility in the corridor
- Population growth increases traffic and congestion
- Current two-lane undivided roadway does not meet design or safety standards



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The project is needed because of limited mobility in the corridor, anticipated future population growth and increases in traffic, and the current two-lane undivided roadway does not meet design or safety standards. The purpose of the FM 521 project is to improve mobility, reduce regional congestion, and bring the facility up to current design standards.

Daily Traffic Volumes and Level of Service

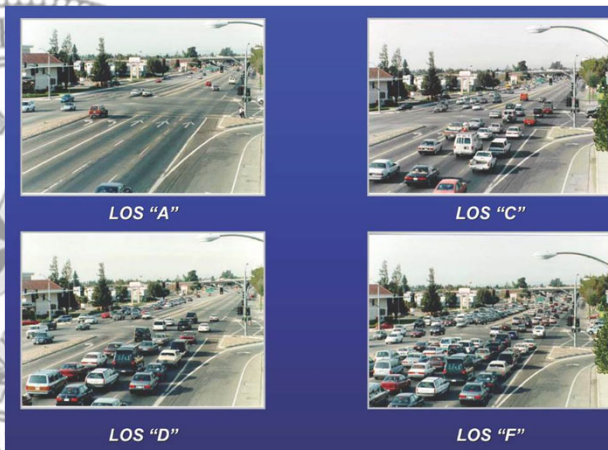
Current Average Daily Traffic (ADT)

- 2020 ADT = 19,215 vpd

Projected ADT

- 2044 ADT = 48,785 vpd

vpd = vehicles per day



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Let's talk about daily traffic volumes and level of service along FM 521, what it is today and what is projected for the future. Average daily traffic (ADT) represents the traffic volume that results from dividing a traffic count obtained during a given time period by the number of days in that time period, or the average traffic volume per day. The 2020 ADT for FM 521 within the project limits is 19,215 vehicles per day (or vpd).

By the year 2044, traffic volumes on FM 521 are projected to be 48,785 vpd, which is a nearly 154-percent increase from 2020. With no improvements, the current capacity of FM 521 would not be adequate to accommodate projected traffic volumes in 2044, and traffic congestion would increase.

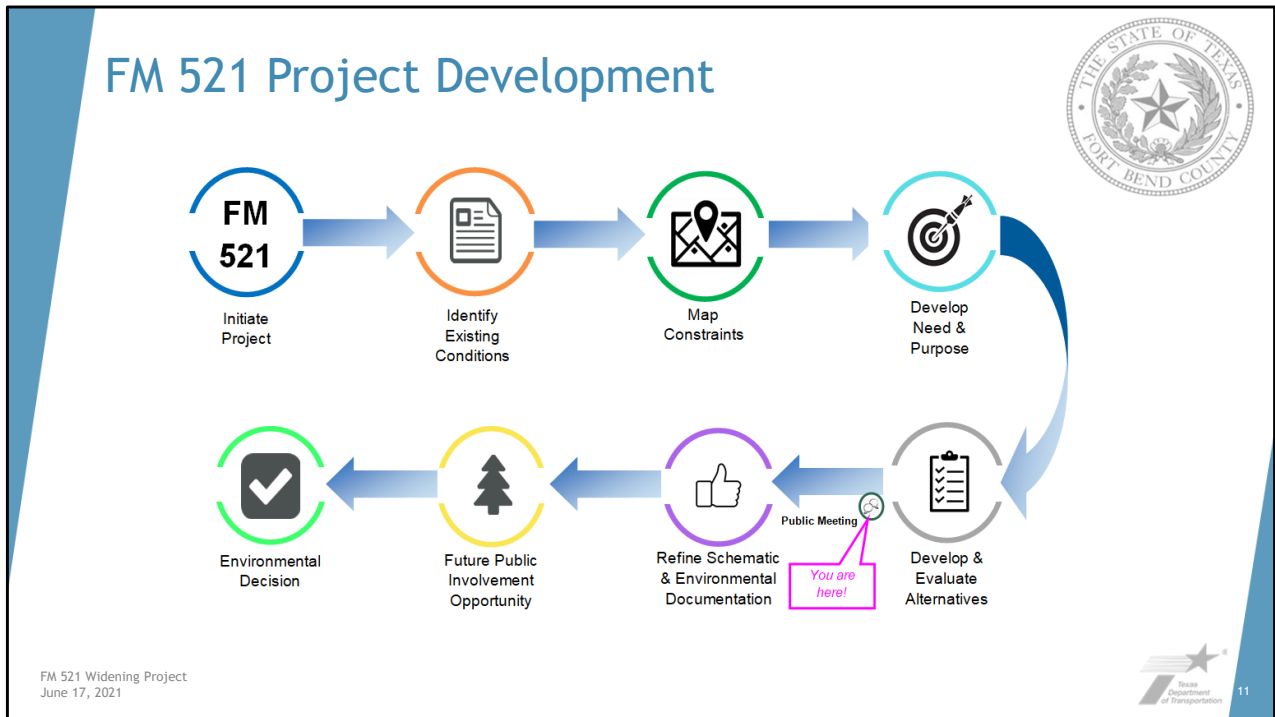
As illustrated in the non-project-specific graphic on the right, level of service (or LOS) ranges from A, free flowing traffic, to F, which is heavily congested. In terms of delays experienced by the traveling public, an LOS of A through D is considered acceptable, and an LOS of E or F is considered unacceptable.

Without the proposed project, in 2024 FM 521 would have an LOS of E. However, if the

project is implemented as proposed, an LOS of B is anticipated in 2024.

In 2044, 20 years after construction, the roadway is projected to have an LOS of D. Because LOS is based on delay that is measured by the peak hours in the morning and the evening, the roadway would be more like LOS A or B most of the time, when the traffic volumes are lower.

Therefore, the project would meet the goal to improve mobility to an acceptable level of service.

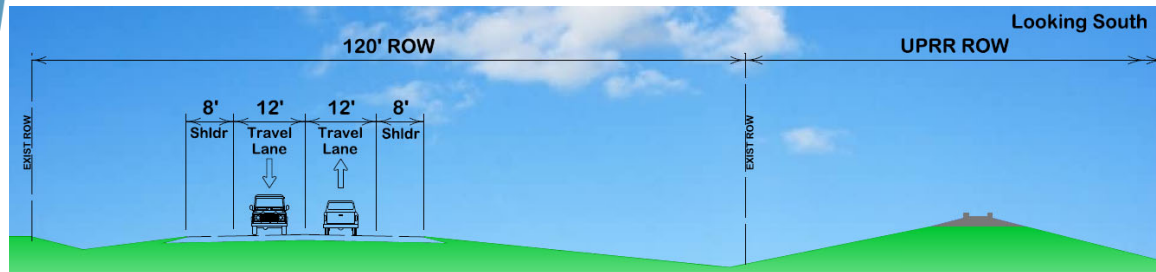


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Fort Bend County initiated a Feasibility Study for FM 521 in March of 2019 due to the increased number of planned developments along the corridor. The study included data collection and stakeholder coordination to help determine what improvements were needed within the project limits. The feasibility study concluded that due to the rapidly developing area the road would need additional capacity.

The project team is currently identifying existing environmental constraints and analyzing potential environmental impacts. Constraints such as waterbodies, potential wetlands, floodplains, gas stations, and railroads are shown on the environmental constraints map included with the virtual public meeting materials. As previously mentioned, the need and purpose of the project and preliminary schematic have been developed. This brings us to today’s virtual public meeting. Input from this virtual public meeting will be used to further develop the project. Development of the schematic and environmental documentation will continue, and a future public involvement opportunity will be provided, followed by an environmental decision by TxDOT.

Existing Typical Section



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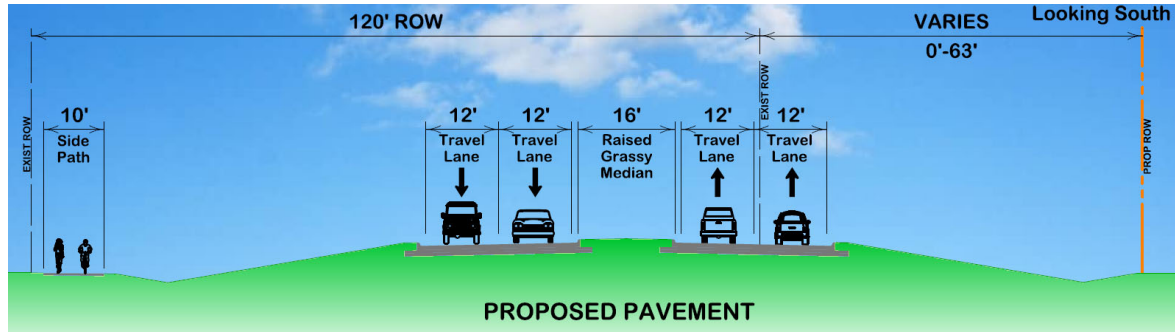


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A typical section is a technical term for the roadway design. The existing FM 521 from State Highway 6 to County Road 56 includes one 12-foot-wide travel lane in each direction and 8-foot-wide outside shoulders. The typical existing right-of-way width is approximately 120 feet. The existing roadway does not include bicycle or pedestrian accommodations.

Proposed Typical Section - Roadway



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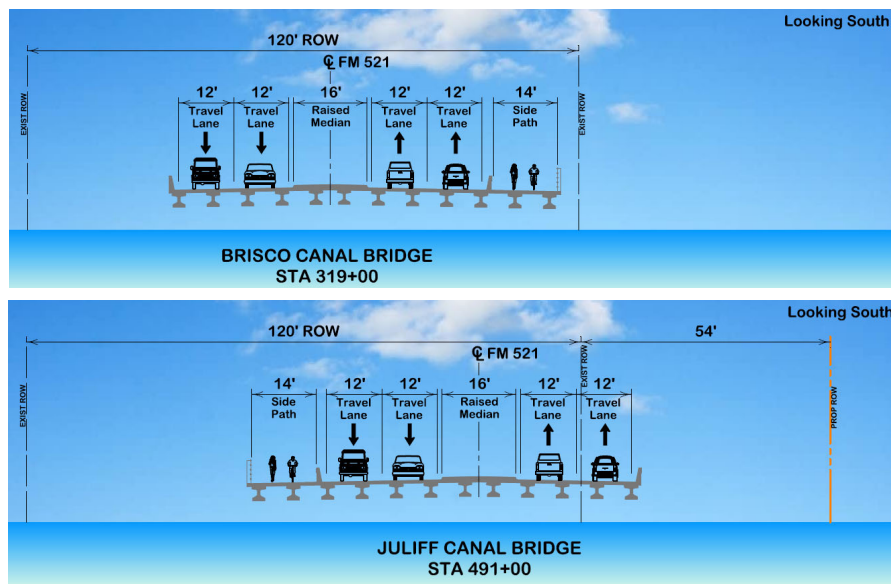


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The proposed typical section includes two 12-foot-wide travel lanes in each direction, a 16-foot-wide noncontinuous raised grassy median, and a 10-foot-wide side path to accommodate pedestrians and bicyclists. Left and right turn lanes would be provided at designated locations.

Proposed Typical Section - Canal Bridges



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














The proposed project would include two new canal bridges. These typical sections would have two 12-foot-wide travel lanes in each direction, a 16-foot-wide continuous raised concrete median, and a 14-foot-wide side path, separated from traffic by a concrete traffic rail. The Briscoe Canal bridge would not require additional right-of-way. The Juliff Canal bridge would require an additional 54 feet of right of way along the west side of FM 521.

Proposed Schematic Legend











LEGEND

PLAN

	MAIN LANE CONCRETE PAVEMENT		TEMPORARY CONSTRUCTION EASEMENT
	ACCESS ROAD CONCRETE PAVEMENT		RETAINING WALL
	ASPHALT PAVEMENT		BARRIER
	BRIDGE		TRAFFIC SIGNAL
	RAILROAD CROSSING		PROPOSED TRAFFIC FLOW ARROW
	RAISED MEDIAN		EXISTING TRAFFIC FLOW ARROW
	SIDE PATH		
	DETENTION POND		
	EDGE OF PAVEMENT/FACE OF CURB		
	PROPOSED ROW		
	EXISTING ROW		

PROFILE

	MAINLANE PGL
	EXIST GROUND @ PGL
	100 YEAR HYDRAULIC GRADE LINE (WEST)
	100 YEAR HYDRAULIC GRADE LINE (EAST)
	10 YEAR HYDRAULIC GRADE LINE (WEST)
	10 YEAR HYDRAULIC GRADE LINE (EAST)
	EXISTING CULVERTS (WEST)
	EXISTING CULVERTS (EAST)

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Here is a screenshot of the legend for the schematics that you can find on the website. These legends are included on each page of the schematics so you can reference it as you review them. The screenshot shows the colors that fill the proposed design. These colors identify the limits and major aspects of the project. Let's walk through them.

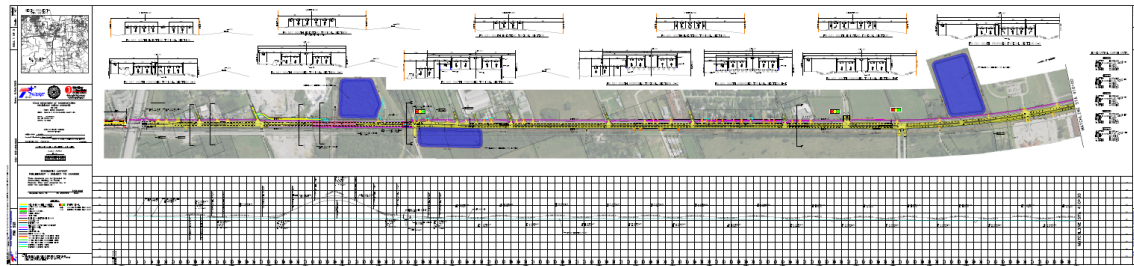
The yellow color identifies the proposed concrete pavement on FM 521, including main travel lanes, intersections, and driveways. Turquoise blue indicates the proposed access road locations. Bridge structure alternatives are shown in red, while the at-grade railroad crossing alternative is shown in green. The gray colors identify proposed raised medians, and pink indicates the location of the side path. New traffic signal locations are designated by small traffic signal icons. Arrows indicate the direction of traffic flow.

Note that black solid lines outline the proposed edge of pavement, thin black dashed lines show existing right-of-way, and orange dashed lines indicate the proposed right-of-way. Thick pink lines denote locations of proposed retaining

walls.

Lastly, the schematics also show proposed detention pond locations as solid blue features.

Proposed Schematic



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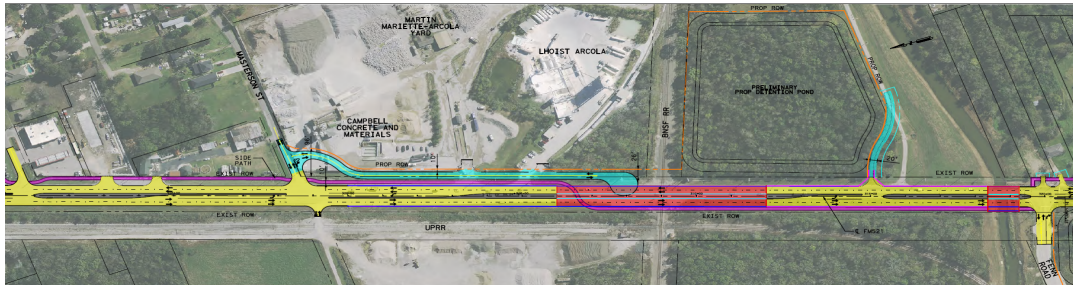
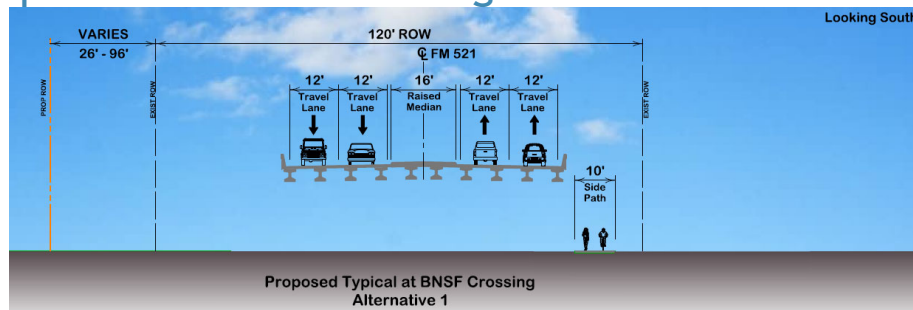


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This graphic shows a portion of the schematic for the proposed project. A full version of the schematic is available on the project web page.

Proposed Railroad Crossing - Alternative 1



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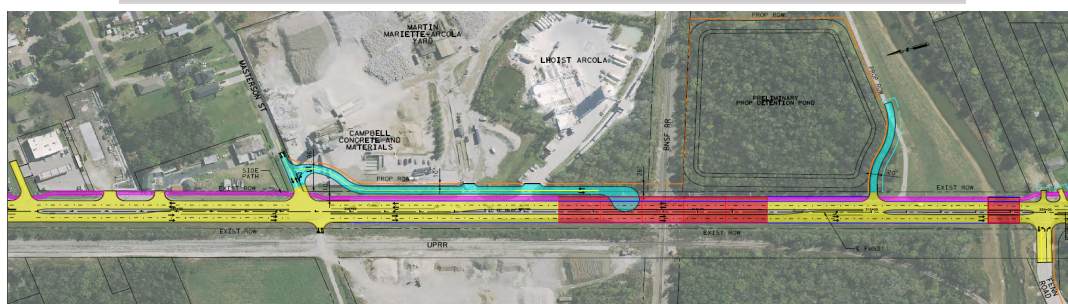
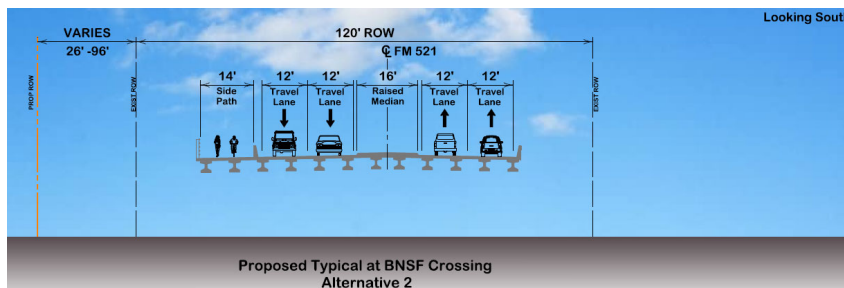
The proposed project has four alternative designs for the railroad crossing. A bridge or grade separation over the railroad tracks is the more desirable option as it increases safety and increases mobility. On average, trains currently cross the roadway 27 times a day causing traffic delays, not only for commuting vehicles but also for emergency response vehicles. With the ongoing growth of population, schools and businesses, the delays caused by train crossings would only increase.

Alternative 1 includes a 4-lane divided roadway bridge that would replace the existing at-grade roadway. The bridge would cross the existing railroad with two 12-foot-wide travel lanes in each direction and a 16-foot-wide raised concrete median. No side path is proposed on the bridge structure.

The 10-foot-wide side path crosses the railroad at-grade on the east side of FM 521 and switches to the west side underneath the bridge. It switches back over to the east side just south of the Briscoe Canal bridge.

In order to maintain access to the businesses and property owners on the east side, a proposed at-grade access road, parallel to FM 521, is shown in turquoise blue. The access road would terminate with a cul-de-sac under the bridge. The additional right-of-way needed for Alternative 1 is approximately 0.86 acre. The City of Arcola wastewater treatment plant driveway, shown to the right of the detention pond, would be realigned as part of this alternative.

Proposed Railroad Crossing - Alternative 2



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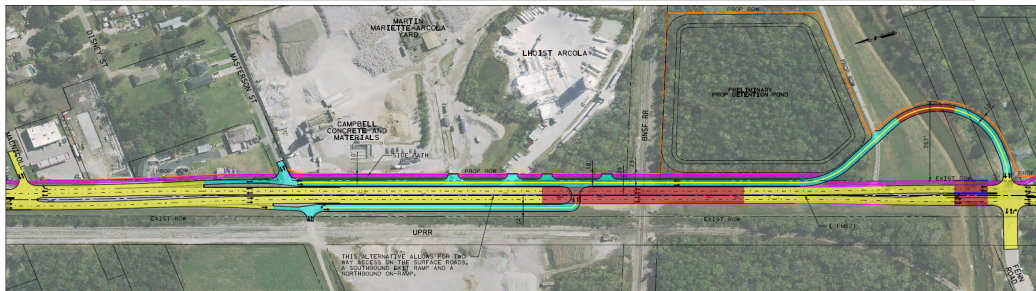
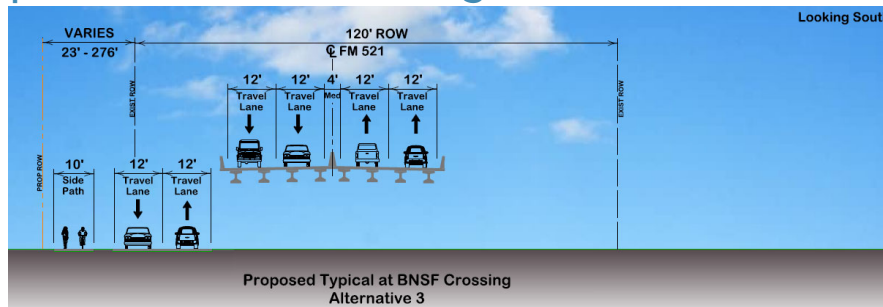
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The design of Alternative 2 is very similar to Alternative 1. Alternative 2 includes the same roadway design as Alternative 1, a 4-lane divided roadway bridge over the existing railroad with two 12-foot-wide travel lanes in each direction and a raised 16-foot-wide median. The difference between Alternative 2 and Alternative 1 is the side path would be located on the bridge structure, rather than at grade, and it would be 14-foot-wide instead of 10-foot-wide. The side path would be located on the east side of the bridge structure and it would be separated from the traffic lanes.

The additional right-of-way needed for Alternative 2 is approximately 0.86 acre.

The same at-grade access road and wastewater treatment plant driveway realignment proposed in Alternative 1 are also proposed in Alternative 2.

Proposed Railroad Crossing - Alternative 3



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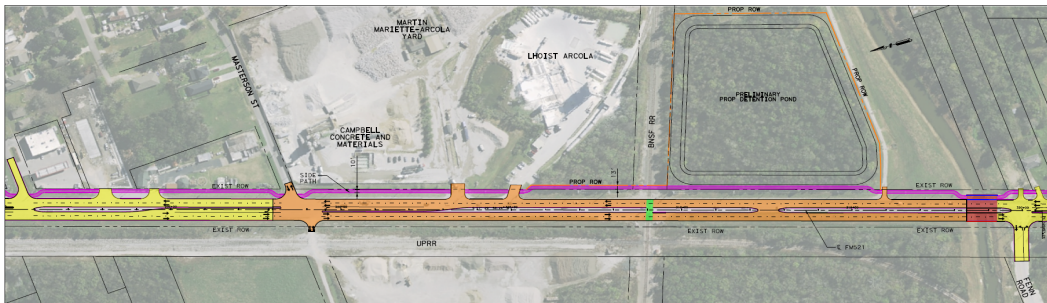
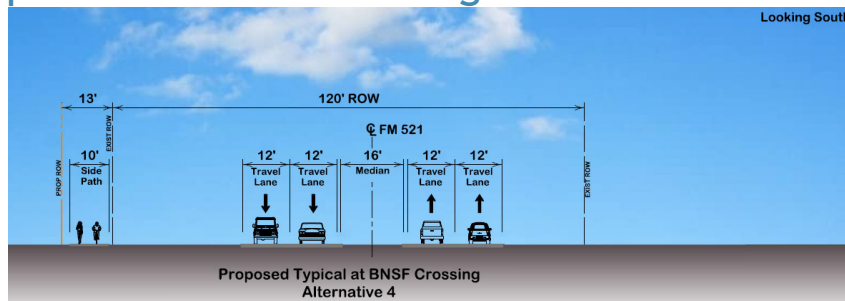


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Alternative 3 includes a 4-lane divided roadway bridge over the existing railroad with two 12-foot-wide travel lanes in each direction separated by a 4-foot-wide median. This Alternative also has a proposed two-way, at-grade access road with two 12-foot-ft wide travel lanes and a 10-foot-wide side path on the east side of FM 521. The access road, shown in turquoise blue, would allow access to the businesses and properties along FM 521 between Masterson Street and Fenn Road. The driveway to the wastewater treatment plant would be shortened.

The additional right-of-way needed for Alternative 3 is approximately 3.82 acres.

Proposed Railroad Crossing - Alternative 4



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Alternative 4 keeps the road at-grade. The 4-lane divided roadway crosses the existing railroad with two 12-foot-wide travel lanes in each direction separated by a 16-foot-wide median. Alternative 4 places the side path at-grade on the east side of the roadway.

The additional right-of-way needed for Alternative 4 is approximately 0.31 acre.

Alternative Railroad Crossing Comparison



	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Description	<ul style="list-style-type: none"> 4-lane Bridge over railroad 16' median Side path at-grade at the railroad crossing At-grade access road for driveways 	<ul style="list-style-type: none"> 4-lane Bridge over railroad 16' median Side path is on the bridge At-grade access road for driveways 	<ul style="list-style-type: none"> 4-lane Bridge over railroad 4' - 16' median Side path at-grade at the railroad crossing At-grade access road for driveways with additional canal bridge 	<ul style="list-style-type: none"> 4-lane at-grade railroad crossing 16' median Side path at-grade at the railroad crossing
ROW required	0.86 acre	0.86 acre	3.82 acres	0.31 acre
Parcels affected	4	4	14	4
Structures affected	2	2	3	0
Alternative crossing cost	\$9.1M	\$10.1M	\$9.2M	\$3.3M

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In comparing the 4 proposed alternatives at the railroad crossing, Alternatives 1, 2 and 3 include a bridge over the railroad, while Alternative 4 would have an at-grade crossing. Alternatives 1, 2 and 3 also include an access road of varying configuration to maintain access to adjacent properties on the east side of FM 521.

The proposed side path is at-grade in all alternatives except Alternative 2, where it would be located on the bridge.

Right of way required for these alternative are as follows: 0.86 acre for Alternatives 1 and 2, 3.82 acres for Alternative 3, and 0.31 acre for Alternative 4.

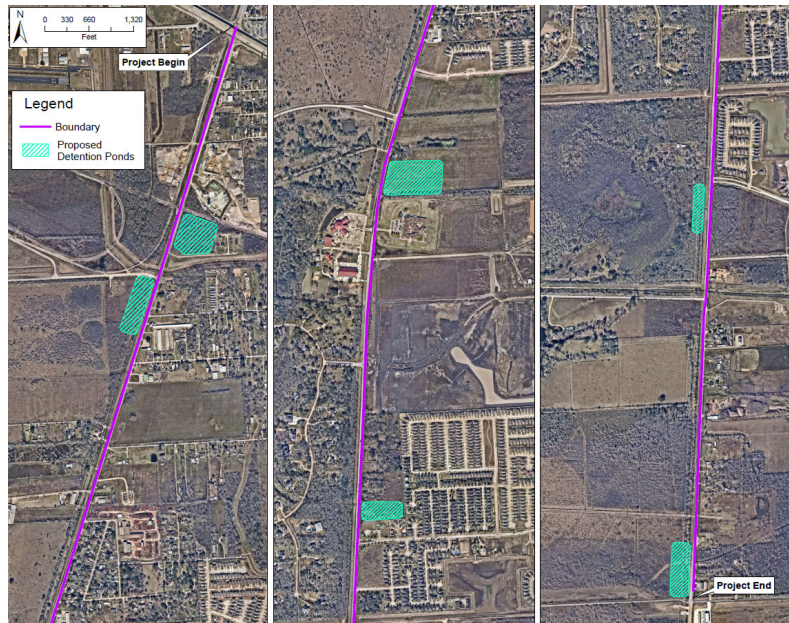
Alternatives 1 and 2, which have the same access road configuration, would affect 4 parcels and 2 sheds within the concrete yard south of Masterson Street.

Alternative 3 would affect 14 parcels and 3 structures – the same 2 sheds, plus another out-structure within a commercial business property north of Masterson Street.

Alternative 4 would affect 4 parcels and no structures.

In comparing the costs for the different alternatives, alternatives 1, 2 and 3 are generally 6 to 7 million dollars more than alternative 4, the at-grade crossing.

Proposed Detention Pond Locations



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The proposed FM 521 project would include new detention ponds. A drainage study was completed to determine the number, size, and location of the detention ponds to be used for increased roadway runoff.

Proposed detention ponds, shown on the map, include:

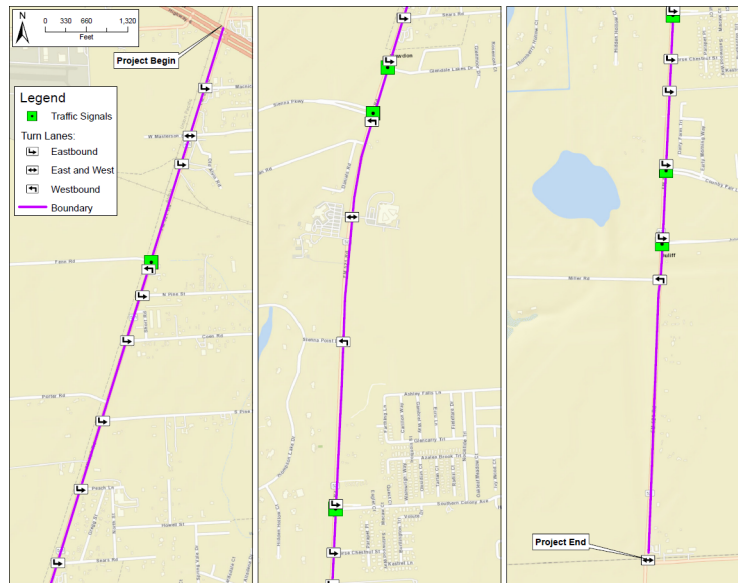
- Two ponds located on either side of the roadway near the Briscoe Canal
- One pond located south of Scanlan Road, on the east side of FM 521
- One pond located north of Southern Colony Avenue on the east side of FM 521
- One pond located south of Country Fair Drive on the west side of FM 521
- One pond located north of County Road 56 on the west side of FM 521

Approximately 36 acres of additional right of way are needed for the proposed detention ponds.

Proposed Traffic Signals and Turn Lanes



Intersection	Turn Lane	Signal
Macnicoll St	Eastbound	-
Masterson St	Eastbound/ Westbound	-
Private Dr	Eastbound	-
Fenn Rd	Westbound	Signal
N Pine Rd	Eastbound	-
Coen Rd	Eastbound	-
S Pine St	Eastbound	-
Peach St	Eastbound	-
Sears Rd	Eastbound	-
Glendale Lakes Dr	Eastbound	Signal
Sienna Pkwy	Westbound	Signal
Private Dr	Eastbound/ Westbound	-
Sienna Point	Westbound	-
Southern Colony Ave	Eastbound	Signal
Horse Chestnut St	Eastbound	-
Private Dr	Eastbound	-
Country Fair Dr	Eastbound	Signal
CR 57 / Juliff-Marvel Rd	Eastbound	Signal
Miller Rd	Westbound	-
CR 56	Eastbound/ Westbound	-



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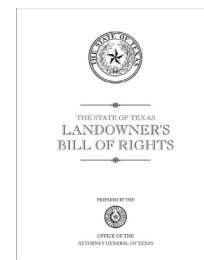
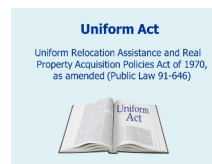
A warrant study is required to determine locations for new traffic signals. The warrant study completed for this project proposes adding four new traffic signals within the project limits. Proposed locations for these signals are: Glendale Lakes Drive, Southern Colony Road, Country Fair Drive, and County Road 57. The existing signals at Fenn Road and Sienna Parkway would be replaced. Left turn lanes would be constructed at each signalized intersection.

Right of Way (ROW) Acquisition Information



- Approximately 56 acres of additional right of way (ROW) would be required for the proposed project
- No residential or commercial displacements are anticipated

42 USC Ch. 61—UNIFORM RELOCATION ASSISTANCE AND REAL PROPERTY ACQUISITION POLICIES FOR FEDERAL AND FEDERALLY ASSISTED PROGRAMS	
From Title 42—THE PUBLIC HEALTH AND WELFARE	
CHAPTER 61—UNIFORM RELOCATION ASSISTANCE AND REAL PROPERTY ACQUISITION POLICIES FOR FEDERAL AND FEDERALLY ASSISTED PROGRAMS	
SUBCHAPTER 1—GENERAL PROVISIONS	
4601	Definitions.
4602	Effect upon property acquisition.
4603	Additional appropriations for moving costs, relocation benefits and other expenses incurred in acquisition of lands for National Park System; waiver of benefits.
4604	Certification.
4605	Displaced persons not eligible for assistance.
SUBCHAPTER 1B—UNIFORM RELOCATION ASSISTANCE	
4621	Declaration of findings and policy.
4622	Moving and related expenses.



Please visit www.fortbendcountytexas.gov for more information about the Uniform Act

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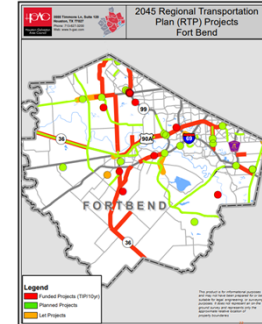
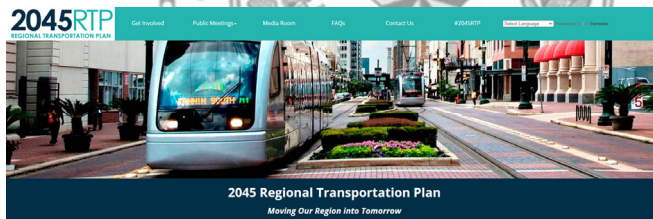
Approximately 56 acres of additional right of way would be required for the proposed project.

No residential or commercial displacements are anticipated.

Should displacements be identified through design refinements, Fort Bend County offers relocation counseling and financial assistance to residences and businesses that are displaced by the acquisition of highway right of way in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

Project Planning and Funding

- The proposed project is not consistent with Houston-Galveston Area Council's 2045 Regional Transportation Plan (RTP)
- Listed as a proposed amendment to the 2045 RTP
- Total Project Estimated Cost: approximately \$42.7 million



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The Houston-Galveston Area Council's Regional Transportation Plan (or RTP) identifies the region's transportation needs, goals, and policies over the next 25 years. The RTP sets the framework for a balanced and forward-thinking system with the identification of major investment strategies supporting traditional modes, such as roadway improvements, and alternative modes, such as mass transit, bicycle and pedestrian facilities. With the assistance of transportation planners, engineers, elected officials and the public, the RTP helps identify transportation facilities and services needed to support the Region's anticipated growth using available resources.

While the proposed FM 521 project is not currently listed in the 2045 RTP, it is listed as a proposed amendment. The amendment to add FM 521 is anticipated to be voted on by H-GAC's Transportation Policy Council in late June.

The proposed project is anticipated to cost approximately 42.7 million dollars.

Environmental Analysis Resource Areas

- Archeological Resources
- Non-Archeological Historic Properties
- Community Impacts and Environmental Justice
- Biological Resources including Threatened and Endangered Species and Habitat
- Waters of the United States, including Wetlands
- Floodplains and Floodways
- Hazardous Materials
- Traffic Noise
- Air Quality

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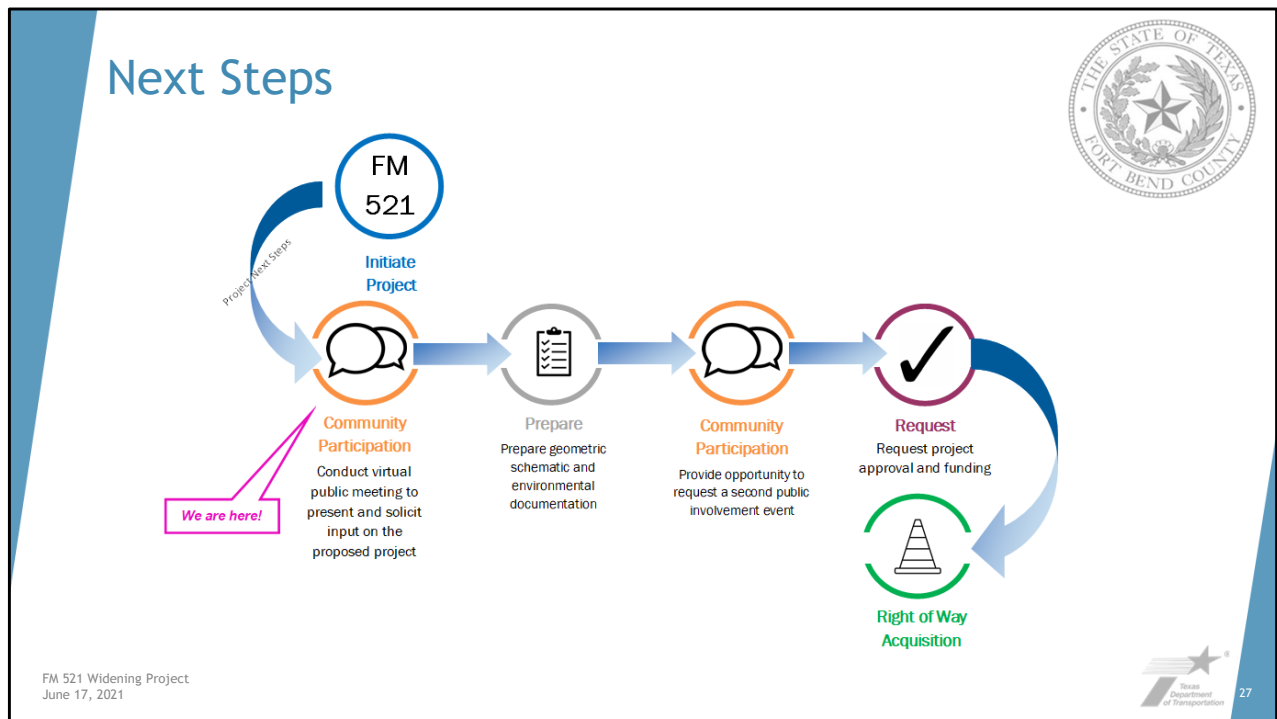
The project team is currently identifying and evaluating potential environmental impacts that could occur as a result of constructing the proposed improvements.

Areas being reviewed include cultural and natural resources, community impacts, environmental justice, and hazardous materials.

A traffic noise analysis will be conducted in accordance with state and federal guidelines to determine if the project would result in a traffic noise impact. If there is a traffic noise impact, noise barriers would be analyzed to determine if they are reasonable and feasible. If noise barriers are proposed for the project, a noise workshop would be held for property owners adjacent to any proposed noise barriers.

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

Technical reports documenting the analysis and conclusions of these studies will be available for review once completed.



Script:

We want to highlight the estimated project timeline. Look for the pink “We are here” arrow at the bottom left of the slide. This virtual public meeting is being held to present the proposed project and gather public and stakeholder input. After the comment period closes, Fort Bend County and TxDOT will review the comments received and prepare a virtual public meeting summary report, including responses to all comments received during the comment period. The summary report will be posted to the project website approximately three months after the close of the comment period. The next steps include refining the schematic, evaluating the alternatives for crossing the BNSF railroad tracks, and completing environmental studies. The refined schematic and potential environmental impact findings will be presented at a future public involvement event. Provided the environmental documents and process are approved, the project would then move into detailed design and right of way acquisition could begin.

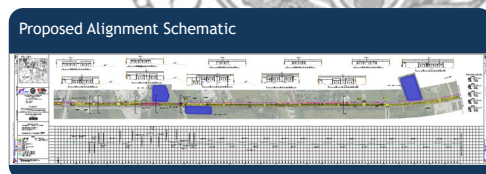
Provided the project is included in the RTP, construction is anticipated to begin in the fall of 2022. The project team anticipates that construction would take

approximately 2 years.

Public Meeting Materials

Public meeting materials are provided on the Fort Bend County website:

- Public meeting exhibit boards
- Comment card
- Fact sheet
- Proposed alignment schematic
- Proposed typical sections
- Environmental constraints map



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Script:

The project website contains all materials presented in this virtual public meeting including this presentation in both English and Spanish, exhibit boards, a comment card, a project fact sheet, schematic layout for the proposed alignment, proposed typical sections, and the Environmental Constraints Map. The schematic layout provides a more in-depth look at details such as existing and proposed right-of-way, side path, bridges, and medians.

These files are large and may require more time to download than the other project materials.

How to Submit Your Written Comments



Comments may be provided as follows:

All comments must be received or postmarked by July 2, 2021

 Comments can be provided:



The infographic is divided into three colored boxes. The first is a light blue box titled "Comment Card" with a download icon and a paper plane icon. The second is a pink box titled "By Email" with a hand cursor icon. The third is a yellow box titled "By Mail" with a mailbox icon. Below these is a grey box titled "Online" with a computer monitor icon.

Comment Card
Download the comment card from the website, fill it out and email or mail it in.

By Email
Submit to:
FBCProject-FM521South@binkleybarfield.com

By Mail
Kevin Mineo
Binkley & Barfield
1710 Seamist Dr
Houston, Texas 77008

Online
www.fortbendcountytexas.gov
Keyword Search:
"FM 521"

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June 17, 2021



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Script:

Fort Bend County and TxDOT encourage you to review the materials posted on the virtual public meeting website and to provide written comments.

The comment form is located on the website. Comments must be received by email or mailed and postmarked by July 2, 2021, to be included in the official Virtual Public Meeting Summary Report.

You can submit written comments in the following ways:

By email to FBCProject-FM521South@binkleybarfield.com

By mail to Kevin Mineo, Senior Project Engineer, Binkley & Barfield, 1710 Seamist Drive, Houston, Texas 77008

Online by visiting www.fortbendcountytexas.gov and searching in the upper right-hand search box for "FM 521." Click on the email link at the bottom of the project page to open the comment form.

Again, responses to comments received during the comment period will be

included in the Virtual Public Meeting Summary Report that will be posted on the project website approximately three months after the end of the comment period. The project website is www.fortbendcountytexas.gov; keyword search "FM 521".

Quick Contacts - Engage Fort Bend County Online

- Binkley & Barfield
 - Kevin Mineo, Senior Project Engineer
(713) 869-3433
FBCProject-FM521South@binkleybarfield.com
- Follow us - Twitter - Fort Bend County:
www.twitter.com/fortbendcounty
- Like us - Fort Bend County Facebook:
www.facebook.com/FortBendCounty/



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Secondly, don't hesitate to contact us with any questions.

Please feel free to contact the design consultant, Mr. Kevin Mineo, Senior Project Engineer, Binkley & Barfield, Inc. at 713-869-3433 or by email at FBCProject-FM521South@binkleybarfield.com with any questions or comments.

And don't forget to click on these links and follow us on the Fort Bend County Twitter page for ongoing road closures and construction updates. You can also keep up with Fort Bend County news on our Facebook page.



Thank you for participating in this virtual public meeting.

Please remember to submit comments by July 2, 2021

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Texas Department of Transportation 31

Script:

Thank you for participating in this virtual public meeting.