

Parmley, Patricia

From: Kelly Lark <Kelly.Lark@txdot.gov>
Sent: Wednesday, November 20, 2013 10:02 AM
To: Matthews, Patty; Parmley, Patricia
Subject: Comment for NHHIP 3rd Meeting

FYI

-----Original Message-----

From: Pat Henry
Sent: Wednesday, November 20, 2013 8:18 AM
To: Kelly Lark
Subject: FW: TxDOT Internet E-Mail

Treat as a comment.

-----Original Message-----

From: HOU-PIOWebMail
Sent: Tuesday, November 19, 2013 3:38 PM
To: Pat Henry; Terri Dedhia
Subject: FW: TxDOT Internet E-Mail

Forwarded for your handling. Thanks.

Danny Perez
Public Information Officer
Texas Dept. of Transportation - Houston District Danny.Perez@txdot.gov
Office: (713) 802-5077
Cell: (281) 686-0977

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Watch us @ www.youtube.com/txdotpio

-----Original Message-----

From: lisa.loya@sbcglobal.net [<mailto:lisa.loya@sbcglobal.net>]
Sent: Tuesday, November 19, 2013 2:02 PM
To: AskTxDOT
Subject: TxDOT Internet E-Mail

Name: Ms. Lisa Loya<lisa.loya@sbcglobal.net>
Address:
Houston, TX 77014

Requested Contact Method: Email

Reason for Contact: Public Transportation
Complaint: No

Nearest Major City: Houston, TX

Comment: Re: "Options for wider I-45 Unveiled" article in the Houston Chronicle, 11/14/13.

1. Finish the extension of the Hardy Toll way.
2. Build commuter rail and light rail.
3. No more pouring of concrete all over Houston!!!!

Texas Transportation Forum: Jan. 6-8, 2014

[Ninth Annual Texas Transportation Forum]<<http://www.dot.state.tx.us/ttf/>>

Parmley, Patricia

From: Kelly Lark <Kelly.Lark@txdot.gov>
Sent: Wednesday, November 20, 2013 4:30 PM
To: Matthews, Patty; Parmley, Patricia
Subject: NHHIP Comment

FYI

From: HOU-PIOWebMail
Sent: Wednesday, November 20, 2013 4:11 PM
To: Pat Henry; Kelly Lark
Subject: FW: NHHIP

Forwarded for your handling. Thanks.

Danny Perez
Public Information Officer
Texas Dept. of Transportation - Houston District
Danny.Perez@txdot.gov
Office: (713) 802-5077
Cell: (281) 686-0977

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From: Kevin Shanley [<mailto:KShanley@swagroup.com>]
Sent: Wednesday, November 20, 2013 6:37 AM
To: HOU-PIOWebMail
Cc: 'Bob Eury'; Lonnie Hoogeboom; Robin Holzer; Kinder Baumgardner
Subject: NHHIP

Sirs,

Thank you for sharing your "Reasonable Alternatives" screening with the community. I would like to submit a my alternatives preferences and few comments:

1. Preferred Alternatives:
 - a. Segment 1: Alternative 7 would seem to result in the least right of way acquisition, which has proved to be very expensive, especially in commercial areas. The elevated managed lane structure could provide a visual tie to Segment 2.
 - b. Segment 2: Alternative 11 provides the needed lane capacity, it would match with Segment 1's Alternative 7, and should result in a less expensive construction process than alternatives 10 or 12. The center elevated structure allows the most light and air to reach the corridor.
 - c. Segment 3: Alternative 11 could provide the most benefits for the Central Business District, assuming the on and off ramps are designed to improve access to the Downtown street grid and to improve the "legibility" of the system for Downtown traffic. The I-10 through-traffic dedicated lanes should definitely be kept in the design.

2. General Comments for the Detailed Evaluation Phase:

- a. The design of the on and off ramps and connecting ramps and roadways will be critical for the success or failure of any of the alternatives. The connections should improve local access to the freeway corridor at the same time as the freeway corridor provides additional through traffic capacity. Careful consideration of the local street thoroughfare system should guide the location of on and off ramps; this analysis should extend to at least a mile on each side of the corridor to include the adjacent north/south thoroughfares.
- b. In all cases, pedestrian and bicycle movements should be considered when designing the freeway-to-thoroughfare connections. Movement across entry lanes and gores should be safe and commodious. Lighting, signage, landscaping and other conditions in underpass or overpass bridges should be pedestrian and cyclist friendly wherever the freeway system meets the neighborhoods.
- c. The design principles called for in the Green Ribbon Report should be carefully considered in all three segments:
 - i. The horizontal and vertical alignments of the elevated structures should be very carefully studied since they will be highly visible.
 - ii. The detailing of all the vertical structures of the project should be given careful architectural design consideration since this is a primary gateway transportation corridor into Houston. This would include:
 1. Columns, beams and parapets of elevated structures.
 2. Retaining walls, bridge abutments and slope concrete.
 3. Sign supports and sign panels.
 - iii. The high-mast lighting system should be carefully designed to minimize impacts on adjacent neighborhoods. An analysis should be made of the emerging LED lighting technologies to see if a higher quantity of very long lived LED driven fixtures would proved better, more evenly spread light at a much lower operating cost.
 - iv. Because of the proximity of neighborhoods to the corridor, TxDOT should investigate the use of sound attenuating/absorbing materials on the elevated structure parapet walls and on the roadbed. Extra care should be given to minimizing the 'tire slap' noise across expansion joints in the elevated structure.
 - v. Because of the visual prominence of this corridor to Houston's visitors, TxDOT should consider increasing the setback of the feeder roads to provide a minimum 15' landscape strip between the sidewalk and the right of way line. This strip should be planted with continuous rows of major canopy trees. This will require the strong support of the broader community, such as the north corridor neighborhoods, the Downtown District, Trees for Houston, and the GHP Quality of Live Committee, but it long term it could make an important contribution to Houston's ability to attract the 21st century workforce it needs to remain a vibrant, growing city.

I look forward to seeing the Detailed Evaluation and Analysis.

Best regards,

Kevin Shanley

Texas Transportation Forum: Jan. 6-8, 2014

Director of Project Development
Texas Department of Transportation
P.O. Box 1386
Houston, TX 77251

December 7, 2013

Dear Director:

We employ over 200 employees at our store. These employees depend on their jobs to make a decent living. We also have 19 vendors that lease space from us with about 40 employees between them. There are 3 Housing complexes for the disabled and elderly within walking distance from the store totaling approximately 770 units. Most of these residents do not have vehicles, so they walk or ride their scooters to our store which is the closest supermarket to them. We also provide foods that these diversified individuals cannot get anywhere else. We are not just your usual grocery store. We serve a melting pot of customers from all over the world, and we carry foods from around the world that are not just found in any supermarket. There is also a bank inside our store which is important to our customers that do not have a vehicle.

Sincerely,

Oscar Trujillo
Store Manager
Fiesta #11
4711 Airline
Houston, TX 77022
713-869-5060

SUPERNEIGHBORHOOD 22

WASHINGTON AVENUE COALITION - MEMORIAL PARK

December 12, 2013

To: Director of Project Development, Texas Department of Transportation

The Washington Avenue Coalition Memorial Park Super Neighborhood Council (SN22) submits the following comments in response to TxDOT's IH45 expansion plans.

The "alternatives" as presented are not truly alternatives at all. They are simply variations on the same failed concept of attempting to remedy congestion with roadway expansion. True alternatives would include options that incorporate methods with potential to reduce vehicle miles traveled, actually decrease vehicular traffic volume, improve safety for all roadway users, and focus on moving people instead of accommodating their personal automobiles.

TxDOT must stop acting as a highway department mired in mid-20th Century thinking and begin functioning as an innovative agency that more equitably and wisely invests taxpayer funds in multi-modal transportation options that will better serve the needs of the future population. Expansion plans catering to facilitation of vehicular movement for suburban commuters and through traffic to the detriment of quality of place and life in the urban core are no longer acceptable.

TxDOT, it appears, has ignored sustainable highway practice and failed to include livability initiatives as supported by the Federal Highway Administration. We encourage TxDOT to look to the success of other major cities where urban centers are being revitalized through the abandonment and elimination of intrusive roadway structures.

As we work to accommodate increased density in urban Houston and endeavor to make urban living more appealing for the growing number of people who choose to minimize their commutes and lessen automobile dependency, it is counterproductive and environmentally unjust to add visual, noise, and air pollution sources to those core areas by constructing ever wider and higher roadway elevations, flyovers, or interchanges.

The public has not been presented with adequate details to make valid and informed decisions on any of the presented variations. No connector flyovers, interchange designs, or 3D renderings to illustrate the full impact of the expansion have been presented. Section cuts included are not sufficient to represent all impacted areas. This is of immediate concern to SN22, which is bordered by the IH45 expansion project.

All publicly preferred options for Segment 3 have been eliminated, discounted, or changed, and the newly presented replacements have not been adequately vetted. To further inform affected community stakeholders and act on to their concerns, the SN22 Council urges TxDOT to hold an additional public meeting prior to moving the design process forward.

Additionally, SN22 supports the recommendations of the I-45 Coalition, and with respect for social and environmental justice, requests that TxDOT assure that its decisions reflect the desires of the stakeholders immediately impacted by the results.

Thank you for the opportunity to comment,



Tom Dornbusch
SN22 Council President
713-869-1185

Copies to:
State Representative, Jessica Farrar
State Senator, John Whitmire
Houston City Council Member, Ellen Cohen
Houston City Council Member, Ed Gonzalez
I-45 Coalition, Jim Weston
Citizens' Transportation Coalition, Dexter Handy

Parmley, Patricia

From: Kelly Lark <Kelly.Lark@txdot.gov>
Sent: Tuesday, December 17, 2013 11:06 AM
To: Matthews, Patty; Parmley, Patricia
Subject: FW: Comments for Interstate 45 North Study

Comment....

From: HOU-PIOWebMail
Sent: Tuesday, December 17, 2013 10:36 AM
To: Kelly Lark; Pat Henry
Subject: FW: Comments for Interstate 45 North Study

Forwarded for your handling. Thanks.

Danny Perez
Public Information Officer
Texas Dept. of Transportation - Houston District
Danny.Perez@txdot.gov
Office: (713) 802-5077
Cell: (281) 686-0977

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From: Oscar Slotboom [\[mailto:ofs@oscarmail.net\]](mailto:ofs@oscarmail.net)
Sent: Sunday, December 15, 2013 8:55 PM
To: HOU-PIOWebMail
Subject: Comments for Interstate 45 North Study

These are comments are for the Interstate 45 North Houston Highway Improvement Project, public meetings held in November.

General Comment:

I support the expansion of Interstate 45 and I would like to see the project move to construction as quickly as possible.

I support the selection of remaining alternatives and I feel TxDOT was correct in eliminating the tunnel options. TxDOT should not pursue very expensive options just to placate vocal inside-the-loop special interests.

The lane configuration 4-2T-2T-4 should be viewed as the MINIMUM number of lanes throughout the corridor. Looking at the traffic situation on Interstate 10 West, it is obvious that a minimum of 5 general-purpose lanes in each direction should be included in the design for the entire length of the Interstate 45 corridor. The sections of Interstate 10 with four general-purpose lanes are the most heavily congested, and four general-purpose lanes each way are just not enough.

Segment 1 (Beltway 8 to I-610)

I support the ground-level options with maximum expanded right-of-way and no elevated structures. Alternative 4 appears to be the most feasible based on the impact matrix, so I support **Alternative 4**.

Segment 2 (IH-610 to IH-10)

I feel right-of-way should be acquired to ensure that the design is the least expensive and meets high standards. But if the decision has been made not to acquire right of way, I support **Alternative 11** with the elevated structures. The reason Alternative 11 is best

- * High standards for design including 12-foot-wide lanes and full shoulders (inner and outer) must be used (ie design standards should not be compromised)

- * Due to the narrow right-of-way, Alternative 11 ensures the best chance that high design standards can be maintained.

Segment 3 (downtown)

I support **Alternative 10**, widening existing Interstate 45 through downtown. I feel it is important to maintain the full freeway for Interstate 45 at its current location for both directions of traffic.

Oscar Slotboom
8803 Langdon
Houston, TX 77036

Texas Transportation Forum: Jan. 6-8, 2014



Parmley, Patricia

From: Kelly Lark <Kelly.Lark@txdot.gov>
Sent: Monday, December 30, 2013 11:26 AM
To: Matthews, Patty; Parmley, Patricia
Subject: FW: I-45 right-of-way expansion comment
Attachments: Northside Right-of-Way Proposal comment.docx.pdf; ATT00001.htm

[Comment.....](#)

From: Pat Henry
Sent: Friday, December 20, 2013 3:39 PM
To: Kelly Lark
Subject: Fwd: I-45 right-of-way expansion comment

Sent from my iPad

Begin forwarded message:

From: Mike Richards <sales@shamrockmachinery.com>
Date: December 20, 2013 at 3:21:43 PM CST
To: <pat.henry@txdot.gov>
Subject: FW: I-45 right-of-way expansion comment

[Dear Mr. Henry –](#)

Please ready my ATTACHED letter. I appreciate your help.

Regards,

Mike Richards
Shamrock Machinery Company
3200 North Fwy
Houston, TX 77009
713-699-3355
Email: sales@shamrockmachinery.com

Texas Transportation Forum: Jan. 6-8, 2014



SHAMROCK MACHINERY COMPANY



MAILING ADDRESS
P. O. BOX 333
HOUSTON, TX 77001

OFFICE & WAREHOUSE
3200 NORTH FREEWAY (I-45)
HOUSTON, TX 77009

PHONE 713-699-3355
FAX 713-699-3389

INTERNET: www.shamrockmachinery.com
E-MAIL: sales@shamrockmachinery.com

December 20, 2013

TO WHOM IT MAY CONCERN

Re: North Houston Highway Improvement Project

Shamrock Machinery Company has had a 30,000 square foot warehouse located at 3200 North Freeway, Houston, TX 77009 since 1981. We typically employ eight to ten people and we contribute around \$70,000.00 per year in property and inventory taxes.

Several of your proposed right-of-way sections imply that (1) we will not have frontage road access for an extended period of time, and (2) our building may be destroyed due to highway expansion. Shamrock Machinery Company will be forced out of business in either case.

Several of our employees live in the 77009 zip code. They will be forced to find other jobs, probably outside this zip code.

Our probable new location would be in the newer industrial area northwest of Houston. If we move and re-open in the northwest, we will take our tax contribution with us. And our future employees will be chosen from our new local area, not 77009 and probably not Houston.

Please keep this in mind and do not select Segment 1, Alternative 5. This would logically lead to acquiring east side right-of-way in Segment 2, which would have a negative impact on Shamrock Machinery Company and force us to close our current location.

Regards,

A handwritten signature in black ink, appearing to read 'Mike Richards', with a long horizontal line extending to the right.

Mike Richards, President
Shamrock Machinery Company
3200 North Freeway
Houston, TX 77009

Tel 713-699-3355

sales@shamrockmachinery.com

Parmley, Patricia

From: Parmley, Patricia
Sent: Tuesday, January 07, 2014 1:45 PM
To: Miranda, Cristina
Subject: FW: NHHIP Comment

Patricia A. G. Parmley
Environmental Planner
D 713.267.2919 (Internal Extension 2412919)
C 225.456.0747
Patricia.Parmley@aeacom.com

Effective April 8th, we have a new office address. Please see information below and update your records.

AECOM
5444 Westheimer Rd, Suite 200
Houston, TX 77056
T 713.780.4100 F 713.780.0838
www.aecom.com

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Please consider the environment before printing this e-mail.

From: Kelly Lark [<mailto:Kelly.Lark@txdot.gov>]
Sent: Tuesday, January 07, 2014 10:36 AM
To: Matthews, Patty; Parmley, Patricia
Subject: NHHIP Comment

Comment...

From: Danny Perez
Sent: Thursday, January 02, 2014 9:00 AM
To: Pat Henry; Kelly Lark
Subject: FW: SAVE THE NORTHSIDE

Forwarded for your handling. Thanks.

Danny Perez
Public Information Officer
Texas Dept. of Transportation - Houston District
Danny.Perez@txdot.gov
Office: (713) 802-5077
Cell: (281) 686-0977

Follow us on twitter @txdothoustonpio
Watch us @ www.youtube.com/txdotpio

From: Store200 [<mailto:Store200@annaslinens.com>]

Sent: Monday, December 23, 2013 11:16 AM

To: HOU-PIOWebMail

Cc: save.northside@gmail.com

Subject: SAVE THE NORTHSIDE

To Whom it may concern:

Dear Sir/Madam,

This letter is to show that on behalf of the Store Manager and employees here at store#200 - Northtown - Northtown Plaza - 5444 Tidwell I45 North Freeway Houston, TX 77076 We all are in support of Alternative 4, Segment 1, We have 9 people working at this store and we would be grateful if our neighborhood can be saved and we do not end up losing our jobs.

Yours Sincerely

Steven Thomas
Store Manager
Annas Linens Store 200

Store Manager - Steven Thomas _____

Assistant Manager - Ahmed Shoaib _____

Supervisor - Carolyn Deleon _____

Supervisor - Kimberly Jackson _____

Sales Associate - Belinda Sepulveda _____

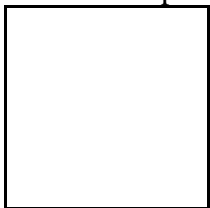
Sales Associate - Akara Heaggs _____

Sales Associate - Shatarra Huddman _____

Sales Associate - Janet Montoya _____

Sales Associate - Anna Pham _____

Texas Transportation Forum: Jan. 6-8, 2014



Dec. 26. 2013

C. P. "Pat" Henry, Director
Project Develop. Houston Dist.

Dear Sirs, Madams,

Let it known that I am aware of the Fast Tract Widening of I-45 North from Down Town to Belt 8.

I, too, understand your needs for additional Properties in order to make the Improvements for the additional flow of Transit Vehicles. It is my understanding that you have Three (3) Alternatives for this Project: East Side, West Side or Elevated.

As an Owner of Properties located on the East Side of I-45 at Patton Street and at Tarver St., I am in no way interested in any part of these Properties being integrated into the Expansion.

It is my hope that TxDOT will consider an Elevation of the center lanes (if they are considering a Four (4) Lane Counter Flow). It makes no sense to cause Businesses and Property Owners to lose the use of their lively hood. Businesses and Assets that they have worked for to support their families and cover their Retirement in order to just widen the Freeway when the elevation would do the same for transportation.

Again, I would like to emphasize that I have made several visual surveys regarding this expansion and with a small exception - it will be less expensive if all the needed Right-of-way be taken on the West side of I-45 from Beltway 8 to North Down-town.


I am Bobby L. Stokes, Business Owner of Stokes Hdwe. & Supply Co., 3719 Irvington Blvd. We opened the Business in 1954. Same Owner, Same Location, Same Phone No. 713-227-0294 for 60 years.

Houston has been good to me, my Associates, and Business. We do hope that we will not be trampled by losing what we have worked for by you condemning our Retirement Income that we have looked forward to.

A reply will be appreciated. Thank you.

cc. Gene Green
Sen. Jessica Farror
Grtr. Northside Mgmt. Dist.

Sincerely,



Bobby L. Stokes
3719 Irvington Blvd. 77009

Parmley, Patricia

From: Parmley, Patricia
Sent: Tuesday, January 07, 2014 1:44 PM
To: Miranda, Cristina
Subject: FW: NHHIP Comment

Patricia A. G. Parmley
Environmental Planner
D 713.267.2919 (Internal Extension 2412919)
C 225.456.0747
Patricia.Parmley@aecom.com

Effective April 8th, we have a new office address. Please see information below and update your records.

AECOM
5444 Westheimer Rd, Suite 200
Houston, TX 77056
T 713.780.4100 F 713.780.0838
www.aecom.com

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Please consider the environment before printing this e-mail.

From: Kelly Lark [<mailto:Kelly.Lark@txdot.gov>]
Sent: Tuesday, January 07, 2014 10:53 AM
To: Matthews, Patty; Parmley, Patricia
Subject: NHHIP Comment

I think this may be a duplicate....

From: Wahida Wakil
Sent: Thursday, January 02, 2014 11:51 AM
To: Pat Henry; Kelly Lark
Subject: FW: I-45 widening Project

FYI

From: Roberto Mascardo
Sent: Thursday, January 02, 2014 11:46 AM
To: Ivy Yang; Wahida Wakil
Cc: Wahida Wakil
Subject: RE: I-45 widening Project

Ivy

You were correct to send this to Wahida (your spelling is incorrect) . She is the project manager for in our Advanced Project Development group and will forward the information to the appropriate personnel.

Thanks again for your comments. TxDOT appreciates all feedback from the public whom we serve.

From: Ivy Yang [<mailto:ivy yang@rocketmail.com>]
Sent: Saturday, December 28, 2013 6:19 PM
To: wahilda.wakil@txdot.gov; Roberto Mascardo; Ted Houghton
Subject: I-45 widening Project

Dear Sir,

I have sat less than 20ft away from I45 for the past 5 years. Over this period, I have watched my side of freeway area improving due to the endeavors of entrepreneurs who have contributed finance and hard work to create businesses that provide employment within the local community and consequently generate tax revenues.

Following receiving a Highway Expansion Project notification I attended a public meeting held on November 19th, where it was stated that I45 required widening to accommodate the increase in traffic that has occurred over the past few years on this highway. This increase in traffic density is projected to increase further over the coming years, according to the report from one university commissioned to conduct a study on the need for expanding I45. I am surprised by this conclusion, the downtown area is a contained area, with its current workforce, without the possibility of further expansion of its business area; therefore there isn't the area to support a substantial increase in the number of people beyond those who currently commute into the downtown area. I have seen the traffic is improving in the last 5 years since I moved into this area. beside when there is an accident and during the peak hours which are same everywhere in big city.

Some statistics show people are traveling less, not only because the economy, but also in this era of digital technology, a lot of work can be done remotely.

This is not to say that I don't agree that improvement and some expansion might be needed, but not to the extent that the report predicts, and not to the level that would necessitate widening the highway by the suggested 200-225 ft. on one side.

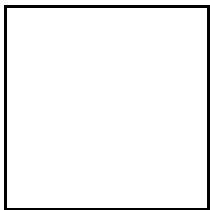
I am on the east side of freeway close to 610 loop North, and have worked very hard to improve the property. I have protected it like it is my home for the last 5 years, there isn't even any graffiti on my property.

So I strongly oppose expansion of I45 on east side of the freeway, not only because I agree with all of the reasons others have posted online, but also because removal of businesses that are parallel to the freeway in the section between 610 Loop north to North Shepherd, will leave only a large numbers of small old houses, with no space to re-establish it into a business community. Not only will the housing area be unpleasant to live in due to being located in a narrow strip between the expanded highway and the light railway, but the image presented,, located just north of the downtown area, will not give a favorable impression to those entering the center of Houston.

Yours Sincerely

Ivy Yang
4114 North Freeway. Houston TX 77022

Texas Transportation Forum: Jan. 6-8, 2014



Parmley, Patricia

From: Kelly Lark <Kelly.Lark@txdot.gov>
Sent: Monday, December 30, 2013 12:29 PM
To: Matthews, Patty; Parmley, Patricia
Subject: comment

Comment...

From: Pat Henry
Sent: Monday, December 30, 2013 12:10 PM
To: Kelly Lark
Subject: Fwd: Support Alternative 4 in Segment 1

Sent from my iPad

Begin forwarded message:

From: David Andrade <acemedicalsupply@gmail.com>
Date: December 30, 2013 at 11:18:58 AM CST
To: <save.northside@gmail.com>, <Pat.Henry@TxDOT.gov>
Subject: Fwd: Support Alternative 4 in Segment 1

----- Forwarded message -----

From: **David Andrade** <acemedicalsupply@gmail.com>
Date: Mon, Dec 30, 2013 at 2:54 AM
Subject: Support Alternative 4 in Segment 1
To: pathenry@txdot.gov

Mr. Henry,

I have been recently informed of the I-45N Expansion of the east side and as a Small business owner who has been established in this community for over 44 years is opposed. The expansion of the east side of I45 will destroy many small independent businesses in the community. Our Medical Supply Business was established in 1979 in this shopping center which you are proposing to demolish with the expansion of the freeway.

The proposed expansion would b the financial destruction of many independent businesses including Ace Medical Supply. I ask that you reconsider using other alternatives to the expansion of the I45 corridor.

--

Thanks!

David Andrade
Ace Medical Supply, Inc.
6500 North Freeway, Suite 113
Houston, Texas 77076
713-694-0010

--

Thanks!

David Andrade
Ace Medical Supply, Inc.
6500 North Freeway, Suite 113
Houston, Texas 77076
713-694-0010

Texas Transportation Forum: Jan. 6-8, 2014



Parmley, Patricia

From: Parmley, Patricia
Sent: Tuesday, January 07, 2014 1:43 PM
To: Miranda, Cristina
Subject: FW: NHHIP Comment

Patricia A. G. Parmley
Environmental Planner
D 713.267.2919 (Internal Extension 2412919) C 225.456.0747 Patricia.Parmley@aecom.com

Effective April 8th, we have a new office address. Please see information below and update your records.

AECOM
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Houston, TX 77056
T 713.780.4100 F 713.780.0838
www.aecom.com

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-----Original Message-----

From: Kelly Lark [<mailto:Kelly.Lark@txdot.gov>]
Sent: Tuesday, January 07, 2014 11:03 AM
To: Matthews, Patty; Parmley, Patricia
Subject: NHHIP Comment

Comment...

-----Original Message-----

From: Danny Perez
Sent: Friday, January 03, 2014 2:28 PM
To: Kelly Lark; Pat Henry
Subject: FW: TxDOT Internet E-Mail

Forwarded for your handling. Thanks.

Danny Perez

Public Information Officer
Texas Dept. of Transportation - Houston District Danny.Perez@txdot.gov
Office: (713) 802-5077
Cell: (281) 686-0977

Follow us on twitter @txdothoustonpio
Watch us @ www.youtube.com/txdotpio

-----Original Message-----

From: staff@competitionsales.com [<mailto:staff@competitionsales.com>]
Sent: Thursday, January 02, 2014 11:25 AM
To: HOU-PIOWebMail
Subject: TxDOT Internet E-Mail

Name: Mr. carl schultea<staff@competitionsales.com>
Address:
8902 north freeway I-45
Houston texas 77037
houston, TX 77037

Phone:
(713) 460-3377

Requested Contact Method: Email

Reason for Contact: Construction project
Complaint: No

Nearest Major City: Houston

Comment: competition sales is on the east side of I-45 near gulf bank. If you widen I-45 east side you will put us out of business. we have been in this location over 30yrs. Please save the east side of I-45 and support alternative 4 in segment 1 thank you.

Texas Transportation Forum: Jan. 6-8, 2014

[Ninth Annual Texas Transportation Forum]<<http://www.dot.state.tx.us/ttf/>>

From: [Matthews, Patty](#)
To: [Miranda, Cristina](#)
Subject: FW: NHHIP Comment
Date: Monday, January 27, 2014 8:43:16 AM

Patty

-----Original Message-----

From: Kelly Lark [<mailto:Kelly.Lark@txdot.gov>]
Sent: Monday, January 27, 2014 8:41 AM
To: Matthews, Patty; Parmley, Patricia
Subject: NHHIP Comment

Comment...

-----Original Message-----

From: Danny Perez
Sent: Thursday, January 23, 2014 5:47 PM
To: Pat Henry; Kelly Lark
Subject: FW: TxDOT Internet E-Mail

Forwarded for your handling. Thanks.

Danny Perez
Public Information Officer
Texas Dept. of Transportation - Houston District Danny.Perez@txdot.gov
Office: (713) 802-5077
Cell: (281) 686-0977

Follow us on twitter @txdothoustonpio
Watch us @ www.youtube.com/txdotpio

-----Original Message-----

From: jrrybreed@yahoo.com [<mailto:jrrybreed@yahoo.com>]
Sent: Wednesday, January 22, 2014 1:41 PM
To: HOU-PIOWebMail
Subject: TxDOT Internet E-Mail

Name: Mr. JERRY BREED<jrrybreed@yahoo.com>
Address:
242 W ROCKY CREEK,
HOUSTON, TX 77076

Phone:
(713) 697-8042

Requested Contact Method: Email

Reason for Contact: Construction project
Complaint: No

Nearest Major City: Houston

Comment: REGARDING THE 1-45 NORTH WIDENING PROJECT--I REQUEST THAT ANY NEW RIGHT-OF-WAY BE ADDED ON THE WEST SIDE OF THE FREEWAY BETWEEN PARKER RD AND LITTLE YORK.

THIS WOULD CAUSE THE LEAST DISRUPTION TO A 60+ YEAR OLD RESIDENTIAL NEIGHBORHOOD TO THE EAST

Drink. Drive. Go to Jail.

[Drink. Drive. Go to Jail.]<<http://www.txdot.gov/driver/sober-safe/nascar-drink-drive-go-to-jail.html>>

From: [Matthews, Patty](#)
To: [Miranda, Cristina](#)
Subject: FW: NHHIP Comment
Date: Monday, January 27, 2014 8:43:27 AM

Patty

From: Kelly Lark [mailto:Kelly.Lark@txdot.gov]
Sent: Monday, January 27, 2014 8:39 AM
To: Matthews, Patty; Parmley, Patricia
Subject: NHHIP Comment

Comment....

From: Danny Perez
Sent: Thursday, January 23, 2014 5:47 PM
To: Pat Henry; Kelly Lark
Subject: FW: Business Comment on Expansion of I-45

Forwarded for your handling. Thanks.

Danny Perez
Public Information Officer
Texas Dept. of Transportation - Houston District
Danny.Perez@txdot.gov
Office: (713) 802-5077
Cell: (281) 686-0977

Follow us on twitter @txdothoustonpio
Watch us @ www.youtube.com/txdotpio

From: Arnulfo Gonzalez [mailto:argo_insurance@yahoo.com]
Sent: Wednesday, January 22, 2014 12:40 PM
To: HOU-PIOWebMail
Subject: Business Comment on Expansion of I-45

As a business owner i have not had time to attend any meeting and state my opinion on the matter of the expansion of I-45 North. My Business is located on the the corner of I-45N & North Main, if the expansion happens i would loose business and maybe my location. I have over 25 years at this location and have made a name in the City of Houston with the Hispanic community, and it would be a shame to loose our location and have to relocate to somewhere else. Also next to our business is the Hollywood Cemetery who is a very active Cemetery in this side. In my opinion the expansion should be on the other side of the freeway, where it would be easier to expand is Houston Ave & N. Main. My other opinion would be to run the highway over all this area that holds many residents and business like Mc Donalds, Exxon, and many others a few blocks down.

If you need to contact me for more information you can contact me at the numbers below.

Arnulfo Gonzalez
Argo Grupos Inc.
3505 N. Main
Houston, TX 77009
Phone: (713) 224-7331
Fax: (713) 228-4202

Drink. Drive. Go to Jail.



From: [Matthews, Patty](#)
To: [Miranda, Cristina](#)
Subject: FW: Public comments for I-45
Date: Monday, January 27, 2014 10:35:03 AM

Patty

From: Kelly Lark [mailto:Kelly.Lark@txdot.gov]
Sent: Monday, January 27, 2014 10:34 AM
To: Matthews, Patty; Parmley, Patricia
Subject: FW: Public comments for I-45

Comment....

From: Danny Perez
Sent: Monday, January 27, 2014 10:06 AM
To: Pat Henry; Kelly Lark
Subject: FW: Public comments for I-45

Forwarded for your handling. Thanks.

Danny Perez
Public Information Officer
Texas Dept. of Transportation - Houston District
Danny.Perez@txdot.gov
Office: (713) 802-5077
Cell: (281) 686-0977

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Watch us @ www.youtube.com/txdotpio

From: I-45 Coalition [mailto:jim@i-45coalition.org]
Sent: Sunday, January 26, 2014 11:35 PM
To: HOU-PIOWebMail
Subject: Public comments for I-45

To: TxDOT
From: Jim Weston, 3301 Morrison, Houston, TX 77009

At Public Meeting #2, you presented Alternatives for us to choose from that included many options that the public wanted. Then at Public Meeting #3, I was very disappointed that TxDOT eliminated almost all of our preferred choices and substantially changed others.

Segment 1 (Beltway 8 to 610) – The public wanted Alternative 3 & 3C - By a 3 to 1 margin, people wanted to put the 4 managed lanes on Hardy – where there are already managed lanes. Additional construction would not affect traffic on I-45 and businesses and homes would be saved from condemnation. But TxDOT eliminated this Alternative!

The Public's 2nd choice was Alt 7 – 4 managed lanes on elevated structure in middle of I-45 .. only required 30' additional Right of Way (ROW) on both sides. TxDOT changed that 30' to up to 81' .. almost 3 times more ROW!

TxDOT changed Alt 4 & 5 from 150' ROW up to 225' .. a substantial increase of 50% more ROW.

Segment 2 (610 to I-10) – The Public's 1st choice was Alternative 14 – a bored tunnel - but TxDOT eliminated this Alternative!

The Public's 2nd choice – Alt 15 – Put the managed lanes on Hardy.. but TxDOT eliminated this Alternative!

The Public's 3rd choice – Alt 10 – On below-grade areas, covering roadway to create greenspace .. although this option is still available, the greenspace will not be included with this Alt. It will have to be done later with separate funding.

Segment 3 (Downtown 'Loop') – Ninty-nine (99%!) of the public wanted the bored tunnels! (Alts 4, 5 & 6) – but TxDOT eliminated all 3 Alternatives! Instead you added 2 new Alts (11 & 12).

SEGMENT 1

I still think that the 4 managed lanes need to be on Hardy Toll Road – on Segment 1, I want Alt 3 & 3C with Segment 2, Alt 15. This would reduce land acquisition and reduce costs and have the least economic effect. In fact, according to TxDOT, only 45 parcels would be impacted on Hardy vs 267 parcels with Alt 4 or 310 parcels with Alt 5. Hardy would also have the least effect on mobility during construction.

However, if TxDOT proceeds with their Alternatives, I am in favor of alternating between Alt 4 and Alt 5 – taking property from whatever side has vacant property. I want the least economic effect on businesses & residences. I do NOT support any double decked roadways due to increased noise levels and visual pollution.

SEGMENT 2

I think that Alt 15 – putting the managed lanes on Hardy is the best answer to help mobility and have the least negative effect on businesses and residences. However, if TxDOT proceeds with their Alternatives, I am in favor of Alt 10 – putting frontage roads over mainlanes and providing the supporting structure to cover the mainlanes and managed lanes to create greenspace. I want TxDOT to include putting green space over the below grade areas. I do NOT support any double decked roadways due to increased noise levels and visual pollution.

SEGMENT 3

I still think that bored tunnels in a highly developed area, like downtown, are the right answer for this project. Four tunnels were offered before and four tunnels were removed by TxDOT! I do not think there was adequate explanation of Alts 10, 11 or 12. I could not make informed decisions due to the lack of information available. The Alts do NOT address downtown bypass traffic separation from downtown traffic and do NOT provide sufficient cross section designs to determine how freeway exchanges would be designed.

I oppose any additional ROW acquisition downtown, especially near the Convention Center and Ballpark. I am in favor of tunnels and depressed/below grade sections of the freeway that create grade connectivity while enhancing inner city mobility. However, if TxDOT proceeds with their current Alternatives, I am in favor of Alt 11 – realign I-45 Northbound and Southbound lanes along 59, Pierce Elevated would be removed and a ground level Parkway would be created – HOWEVER, I oppose

additional ROW along 59 and I need additional information on what the Pierce Parkway would look like.

I want TxDOT to re-evaluate using Hardy Toll Road; I want TxDOT to fully explain their options for Segment 3 and to re-evaluate using tunnels. TxDOT is NOT listening to the public and I want that to change!

Drink. Drive. Go to Jail.



From: [Matthews, Patty](#)
To: [Miranda, Cristina](#)
Subject: FW: NHHIP Comment
Date: Wednesday, January 29, 2014 7:39:07 PM

Patty

From: Kelly Lark [mailto:Kelly.Lark@txdot.gov]
Sent: Wednesday, January 29, 2014 3:48 PM
To: Matthews, Patty; Parmley, Patricia
Subject: NHHIP Comment

Comment...

From: Danny Perez
Sent: Wednesday, January 29, 2014 3:36 PM
To: Pat Henry; Kelly Lark
Subject: FW: I 45 Alternatives

Forwarded for your handling. Thanks.

Danny Perez
Public Information Officer
Texas Dept. of Transportation - Houston District
Danny.Perez@txdot.gov
Office: (713) 802-5077
Cell: (281) 686-0977

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Watch us @ www.youtube.com/txdotpio

From: lastconcertcafe@sbcglobal.net [mailto:lastconcertcafe@sbcglobal.net]
Sent: Monday, January 27, 2014 2:15 PM
To: HOU-PIOWebMail
Cc: Dawn Fudge
Subject: I 45 Alternatives

At Public Meeting #2, you presented Alternatives for us to choose from that included many options that the public wanted. Then at Public Meeting #3, I was very disappointed that TxDOT eliminated almost all of our preferred choices and substantially changed others.

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condemnation. But TxDOT eliminated this Alternative!

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SEGMENT 2

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I want TxDOT to re-evaluate using Hardy Toll Road; I want TxDOT to fully explain their options for Segment 3 and to re-evaluate using tunnels. TxDOT is NOT listening to the public and I want that to change!

Drink. Drive. Go to Jail.



From: [Matthews, Patty](#)
To: [Miranda, Cristina](#)
Subject: FW: NHHIP Comment
Date: Wednesday, January 29, 2014 7:38:01 PM

[Patty](#)

From: Kelly Lark [mailto:Kelly.Lark@txdot.gov]
Sent: Wednesday, January 29, 2014 3:54 PM
To: Matthews, Patty; Parmley, Patricia
Subject: NHHIP Comment

[Comment...](#)

From: Danny Perez
Sent: Wednesday, January 29, 2014 3:45 PM
To: Pat Henry; Kelly Lark
Subject: FW: Public comments

Forwarded for your handling. Thanks.

Danny Perez
Public Information Officer
Texas Dept. of Transportation - Houston District
Danny.Perez@txdot.gov
Office: (713) 802-5077
Cell: (281) 686-0977

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Watch us @ www.youtube.com/txdotpio

From: Garcialaw7 [mailto:garcialaw7@yahoo.com]
Sent: Monday, January 27, 2014 6:39 AM
To: HOU-PIOWebMail
Subject: Public comments

To: TxDOT

At Public Meeting #2, you presented Alternatives for us to choose from that included many options that the public wanted. Then at Public Meeting #3, I was very disappointed that TxDOT eliminated almost all of our preferred choices and substantially changed others.

Segment 1 (Beltway 8 to 610) – The public wanted Alternative 3 & 3C - By a 3 to 1 margin, people wanted to put the 4 managed lanes on Hardy – where there are already managed lanes. Additional construction would not affect traffic on I-45 and businesses and homes would be saved from condemnation. But TxDOT eliminated this Alternative!

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I want TxDOT to re-evaluate using Hardy Toll Road; I want TxDOT to fully explain their options for Segment 3 and to re-evaluate using tunnels. TxDOT is NOT listening to the public and I want that to change!

Sincerely,

Bernardo J. Garcia

15703 Faywood Dr

Houston, Texas 77060

Drink. Drive. Go to Jail.



From: [Matthews, Patty](#)
To: [Miranda, Cristina](#)
Subject: FW: I-45 public comment
Date: Monday, January 27, 2014 11:14:46 AM

Patty

From: Kelly Lark [mailto:Kelly.Lark@txdot.gov]
Sent: Monday, January 27, 2014 11:13 AM
To: Matthews, Patty; Parmley, Patricia
Subject: FW: I-45 public comment

Comment...

From: Danny Perez
Sent: Monday, January 27, 2014 10:58 AM
To: Pat Henry; Kelly Lark
Subject: FW: I-45 public comment

Forwarded for your handling. Thanks.

Danny Perez
Public Information Officer
Texas Dept. of Transportation - Houston District
Danny.Perez@txdot.gov
Office: (713) 802-5077
Cell: (281) 686-0977

Follow us on twitter @txdothoustonpio
Watch us @ www.youtube.com/txdotpio

From: House Family [mailto:house567@earthlink.net]
Sent: Monday, January 27, 2014 6:48 AM
To: HOU-PIOWebMail
Subject: I-45 public comment

More and bigger roadways ONLY creates MORE & BIGGER TRAFFIC CONGESTION!!!!!!!!!! STOP THE INSANITY!!!!

SEGMENT 1

I still think that the 4 managed lanes need to be on Hardy Toll Road – on Segment 1, I want Alt 3 & 3C with Segment 2, Alt 15. This would reduce land acquisition and reduce costs and have the least economic effect. In fact, according to TxDOT, only 45 parcels would be impacted on Hardy vs 267 parcels with Alt 4 or 310 parcels with Alt 5. Hardy would also

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SEGMENT 3

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I want TxDOT to re-evaluate using Hardy Toll Road; I want TxDOT to fully explain their options for Segment 3 and to re-evaluate using tunnels. TxDOT is NOT listening to the public and I want that to change!

Doug House, M.Ed.

713-796-9304

7132 Staffordshire

Houston, TX 77030

Drink. Drive. Go to Jail.





From: [Matthews, Patty](#)
To: [Miranda, Cristina](#)
Subject: FW: NHHIP Comment
Date: Wednesday, January 29, 2014 7:39:19 PM

Patty

From: Kelly Lark [mailto:Kelly.Lark@txdot.gov]
Sent: Wednesday, January 29, 2014 3:30 PM
To: Matthews, Patty; Parmley, Patricia
Subject: NHHIP Comment

Comment...

From: Danny Perez
Sent: Wednesday, January 29, 2014 3:26 PM
To: Pat Henry; Kelly Lark
Subject: FW: I-45 expansion project

Forwarded for your handling .Thanks.

Danny Perez
Public Information Officer
Texas Dept. of Transportation - Houston District
Danny.Perez@txdot.gov
Office: (713) 802-5077
Cell: (281) 686-0977

Follow us on twitter @txdothoustonpio
Watch us @ www.youtube.com/txdotpio

From: David Olson [mailto:DOlson@olsonllp.com]
Sent: Monday, January 27, 2014 10:49 AM
To: HOU-PIOWebMail
Subject: I-45 expansion project

To whom it may concern:

It is my understanding that we have until this Friday to submit any concerns we may have about the I-45 "expansion" project. I would like to voice my opinion, as a First Ward Resident (1520 Spring Street, Houston, Texas 77007), that if possible, TxDOT should strongly consider reevaluating a possible tunnel system with green space around the downtown area (end of Segment 2 and all of Segment 3), and/or better utilization of the Hardy Toll Road to alleviate the additional traffic and burden placed on the I-45 main lanes in the downtown area. I appreciate the opportunity to express my concerns.

David W. Olson
Olson & Olson, L.L.P., Attorneys at Law
Wortham Tower, Suite 600
2727 Allen Parkway
Houston, TX 77019
Ph: 713.533.3800
Fx: 713.533.3888
dolson@olsonllp.com

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From: [Matthews, Patty](#)
To: [Miranda, Cristina](#)
Subject: FW: NHHIP Comment
Date: Wednesday, January 29, 2014 7:38:58 PM
Importance: High

Patty

From: Kelly Lark [mailto:Kelly.Lark@txdot.gov]
Sent: Wednesday, January 29, 2014 3:49 PM
To: Matthews, Patty; Parmley, Patricia
Subject: NHHIP Comment
Importance: High

Comment...

From: Danny Perez
Sent: Wednesday, January 29, 2014 3:37 PM
To: Pat Henry; Kelly Lark
Subject: FW: Response to 3rd Meeting
Importance: High

Forwarded for your handling .Thanks.

Danny Perez
Public Information Officer
Texas Dept. of Transportation - Houston District
Danny.Perez@txdot.gov
Office: (713) 802-5077
Cell: (281) 686-0977

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Watch us @ www.youtube.com/txdotpio

From: Randy Raimond [mailto:randyraimond@gmail.com]
Sent: Monday, January 27, 2014 3:54 PM
To: HOU-PIOWebMail
Subject: Response to 3rd Meeting
Importance: High

To: TxDOT

At Public Meeting #2, you presented Alternatives for us to choose from that included many options that the public wanted. Then at Public Meeting #3, I was very disappointed that TxDOT eliminated almost all of our preferred choices and substantially changed others.

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I want TxDOT to re-evaluate using Hardy Toll Road; I want TxDOT to fully explain their options for Segment 3 and to re-evaluate using tunnels. TxDOT is NOT listening to the public and I want that to change!

Very Seriously,

Randy Raimond

1315 Goliad

Houston Texas 77007

Drink. Drive. Go to Jail.



From: [Matthews, Patty](#)
To: [Miranda, Cristina](#)
Subject: FW: NHHIP Comment
Date: Wednesday, January 29, 2014 7:38:48 PM

Patty

From: Kelly Lark [mailto:Kelly.Lark@txdot.gov]
Sent: Wednesday, January 29, 2014 3:50 PM
To: Matthews, Patty; Parmley, Patricia
Subject: NHHIP Comment

Comment...

From: Danny Perez
Sent: Wednesday, January 29, 2014 3:39 PM
To: Pat Henry; Kelly Lark
Subject: FW: Public Comments to TxDOT

Forwarded for your handling. Thanks.

Danny Perez
Public Information Officer
Texas Dept. of Transportation - Houston District
Danny.Perez@txdot.gov
Office: (713) 802-5077
Cell: (281) 686-0977

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From: Linda Marroquin [<mailto:chiquitadragoncita@gmail.com>] **On Behalf Of** Linda Marroquin
Sent: Tuesday, January 28, 2014 10:27 AM
To: HOU-PIOWebMail
Cc: Tami Merrick
Subject: Public Comments to TxDOT

At Public Meeting #2, you presented Alternatives for us to choose from that included many options that the public wanted. Then at Public Meeting #3, I was very disappointed that TxDOT eliminated almost all of our preferred choices and substantially changed others.

Segment 1 (Beltway 8 to 610) – The public wanted Alternative 3 & 3C - By a 3 to 1 margin, people wanted to put the 4 managed lanes on Hardy – where there are already managed lanes. Additional construction would not affect traffic on I-45 and businesses and homes

would be saved from condemnation. But TxDOT eliminated this Alternative!

The Public's 2nd choice was Alt 7 – 4 managed lanes on elevated structure in middle of I-45 .. only required 30' additional Right of Way (ROW) on both sides. TxDOT changed that 30' to up to 81' .. almost 3 times more ROW!

TxDOT changed Alt 4 & 5 from 150' ROW up to 225' .. a substantial increase of 50% more ROW.

Segment 2 (610 to I-10) – The Public's 1st choice was Alternative 14 – a bored tunnel - but TxDOT eliminated this Alternative!

The Public's 2nd choice – Alt 15 – Put the managed lanes on Hardy.. but TxDOT eliminated this Alternative!

The Public's 3rd choice – Alt 10 – On below-grade areas, covering roadway to create greenspace .. although this option is still available, the greenspace will not be included with this Alt. It will have to be done later with separate funding.

Segment 3 (Downtown 'Loop') – Ninty-nine (99%!) of the public wanted the bored tunnels! (Alts 4, 5 & 6) – but TxDOT eliminated all 3 Alternatives! Instead you added 2 new Alts (11 & 12).

SEGMENT 1

I still think that the 4 managed lanes need to be on Hardy Toll Road – on Segment 1, I want Alt 3 & 3C with Segment 2, Alt 15. This would reduce land acquisition and reduce costs and have the least economic effect. In fact, according to TxDOT, only 45 parcels would be impacted on Hardy vs 267 parcels with Alt 4 or 310 parcels with Alt 5. Hardy would also have the least effect on mobility during construction.

However, if TxDOT proceeds with their Alternatives, I am in favor of alternating between Alt 4 and Alt 5 – taking property from whatever side has vacant property. I want the least economic effect on businesses & residences. I do NOT support any double decked roadways due to increased noise levels and visual pollution.

SEGMENT 2

I think that Alt 15 – putting the managed lanes on Hardy is the best answer to help mobility and have the least negative effect on businesses and residences. However, if TxDOT proceeds with their Alternatives, I am in favor of Alt 10 – putting frontage roads over

mainlanes and providing the supporting structure to cover the mainlanes and managed lanes to create greenspace. I want TxDOT to include putting green space over the below grade areas. I do NOT support any double decked roadways due to increased noise levels and visual pollution.

SEGMENT 3

I still think that bored tunnels in a highly developed area, like downtown, are the right answer for this project. Four tunnels were offered before and four tunnels were removed by TxDOT! I do not think there was adequate explanation of Alts 10, 11 or 12. I could not make informed decisions due to the lack of information available. The Alts do NOT address downtown bypass traffic separation from downtown traffic and do NOT provide sufficient cross section designs to determine how freeway exchanges would be designed.

I oppose any additional ROW acquisition downtown, especially near the Convention Center and Ballpark and surrounding downtown neighborhoods. I am in favor of tunnels and depressed/below grade sections of the freeway that create grade connectivity while enhancing inner city mobility. However, if TxDOT proceeds with their current Alternatives, I am in favor of Alt 11 – realign I-45 Northbound and Southbound lanes along 59, Pierce Elevated would be removed and a ground level Parkway would be created – HOWEVER, I oppose additional ROW along 59 and I need additional information on what the Pierce Parkway would look like.

Drink. Drive. Go to Jail.



From: [Matthews, Patty](#)
To: [Miranda, Cristina](#)
Subject: FW: NHHIP Comment
Date: Wednesday, January 29, 2014 7:38:38 PM

Patty

From: Kelly Lark [mailto:Kelly.Lark@txdot.gov]
Sent: Wednesday, January 29, 2014 3:50 PM
To: Matthews, Patty; Parmley, Patricia
Subject: NHHIP Comment

Comment...

From: Danny Perez
Sent: Wednesday, January 29, 2014 3:39 PM
To: Pat Henry; Kelly Lark
Subject: FW: Please Stop Lying

Forwarded for your handling. Thanks.

Danny Perez
Public Information Officer
Texas Dept. of Transportation - Houston District
Danny.Perez@txdot.gov
Office: (713) 802-5077
Cell: (281) 686-0977

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From: Deborah Tesar [mailto:dtesar@UniversalAmerican.com]
Sent: Tuesday, January 28, 2014 5:55 PM
To: HOU-PIOWebMail
Subject: Please Stop Lying

To: TxDOT

At Public Meeting #2, you presented Alternatives for us to choose from that included many options that the public wanted. Then at Public Meeting #3, I was very disappointed that TxDOT eliminated almost all of our preferred choices and substantially changed others.

Segment 1 (Beltway 8 to 610) – The public wanted Alternative 3 & 3C - By a 3 to 1 margin, people wanted to put the 4 managed lanes on Hardy – where there are already managed lanes. Additional construction would not affect traffic on I-45 and businesses and homes

would be saved from condemnation. But TxDOT eliminated this Alternative!

The Public's 2nd choice was Alt 7 – 4 managed lanes on elevated structure in middle of I-45 .. only required 30' additional Right of Way (ROW) on both sides. TxDOT changed that 30' to up to 81' .. almost 3 times more ROW!

TxDOT changed Alt 4 & 5 from 150' ROW up to 225' .. a substantial increase of 50% more ROW.

Segment 2 (610 to I-10) – The Public's 1st choice was Alternative 14 – a bored tunnel - but TxDOT eliminated this Alternative!

The Public's 2nd choice – Alt 15 – Put the managed lanes on Hardy.. but TxDOT eliminated this Alternative!

The Public's 3rd choice – Alt 10 – On below-grade areas, covering roadway to create greenspace .. although this option is still available, the greenspace will not be included with this Alt. It will have to be done later with separate funding.

Segment 3 (Downtown 'Loop') – Ninty-nine (99%!) of the public wanted the bored tunnels! (Alts 4, 5 & 6) – but TxDOT eliminated all 3 Alternatives! Instead you added 2 new Alts (11 & 12).

SEGMENT 1

I still think that the 4 managed lanes need to be on Hardy Toll Road – on Segment 1, I want Alt 3 & 3C with Segment 2, Alt 15. This would reduce land acquisition and reduce costs and have the least economic effect. In fact, according to TxDOT, only 45 parcels would be impacted on Hardy vs 267 parcels with Alt 4 or 310 parcels with Alt 5. Hardy would also have the least effect on mobility during construction.

However, if TxDOT proceeds with their Alternatives, I am in favor of alternating between Alt 4 and Alt 5 – taking property from whatever side has vacant property. I want the least economic effect on businesses & residences. I do NOT support any double decked roadways due to increased noise levels and visual pollution.

SEGMENT 2

I think that Alt 15 – putting the managed lanes on Hardy is the best answer to help mobility and have the least negative effect on businesses and residences. However, if TxDOT proceeds with their Alternatives, I am in favor of Alt 10 – putting frontage roads over

mainlanes and providing the supporting structure to cover the mainlanes and managed lanes to create greenspace. I want TxDOT to include putting green space over the below grade areas. I do NOT support any double decked roadways due to increased noise levels and visual pollution.

SEGMENT 3

I still think that bored tunnels in a highly developed area, like downtown, are the right answer for this project. Four tunnels were offered before and four tunnels were removed by TxDOT! I do not think there was adequate explanation of Alts 10, 11 or 12. I could not make informed decisions due to the lack of information available. The Alts do NOT address downtown bypass traffic separation from downtown traffic and do NOT provide sufficient cross section designs to determine how freeway exchanges would be designed.

I oppose any additional ROW acquisition downtown, especially near the Convention Center and Ballpark. I am in favor of tunnels and depressed/below grade sections of the freeway that create grade connectivity while enhancing inner city mobility. However, if TxDOT proceeds with their current Alternatives, I am in favor of Alt 11 – realign I-45 Northbound and Southbound lanes along 59, Pierce Elevated would be removed and a ground level Parkway would be created – HOWEVER, I oppose additional ROW along 59 and I need additional information on what the Pierce Parkway would look like.

I want TxDOT to re-evaluate using Hardy Toll Road; I want TxDOT to fully explain their options for Segment 3 and to re-evaluate using tunnels. TxDOT is NOT listening to the public and I want that to change!

Please let me know if you have any questions.

Regards,

Deborah Tesar

305 Morris

Houston TX, 77009

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From: [Matthews, Patty](#)
To: [Miranda, Cristina](#)
Subject: FW: NHHIP Comment
Date: Wednesday, January 29, 2014 7:38:16 PM

Patty

-----Original Message-----

From: Kelly Lark [<mailto:Kelly.Lark@txdot.gov>]
Sent: Wednesday, January 29, 2014 3:53 PM
To: Matthews, Patty; Parmley, Patricia
Subject: NHHIP Comment

Comment...

-----Original Message-----

From: Danny Perez
Sent: Wednesday, January 29, 2014 3:42 PM
To: Pat Henry; Kelly Lark
Subject: FW: comments on TXDOT 1-45 plan

Forwarded for your handling. Thanks.

Danny Perez
Public Information Officer
Texas Dept. of Transportation - Houston District Danny.Perez@txdot.gov
Office: (713) 802-5077
Cell: (281) 686-0977

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-----Original Message-----

From: Barbara Rose Lange [<mailto:sor2355@gmail.com>]
Sent: Wednesday, January 29, 2014 8:46 AM
To: HOU-PIOWebMail
Subject: comments on TXDOT 1-45 plan

To: TxDOT

I live in the 77009 zip code area, and I commute to work just east of downtown Houston. My neighborhood and place of work will be heavily impacted by your proposed highway changes from the north into Houston.

At Public Meeting #3 regarding road changes into downtown Houston from the north, I was very disappointed that TxDOT eliminated almost all of our preferred choices and substantially changed others.

Segment 1 (Beltway 8 to 610) - The public wanted Alternative 3 & 3C - By a 3 to 1 margin, people wanted to put the 4 managed lanes on Hardy
- where there are already managed lanes. TxDOT eliminated alternatives 3 and 3C and I object to this.

The public's second choice was Alt 7 - 4 managed lanes on elevated structure in middle of I-45. This change only required 30' additional Right of Way (ROW) on both sides. TxDOT changed that 30' to up to 81'

, tripling the ROW.

TxDOT changed alternatives 4 & 5 from 150' ROW up to 225'. This too is outrageous, because it added 50% to the ROW.

Segment 2 (610 to I-10) - The Public's first choice was Alternative 14
- a bored tunnel - but TxDOT eliminated this alternative.

The Public's second choice - Alt 15 - Put the managed lanes on Hardy..
but TxDOT eliminated this alternative.

The Public's third choice - Alt 10 - On below-grade areas, covering roadway to create greenspace ..
although this option is still available, the greenspace will not be included with this alternative.
It will have to be done later with separate funding, and this means that it may not be done at all.

Segment 3 (Downtown 'Loop') - 99% of the public wanted the bored tunnels! (Alts 4, 5 & 6) - but
TxDOT eliminated all 3 alternatives!
Instead you added 2 new Alts (11 & 12).

SEGMENT 1

Let me repeat that the four managed lanes need to be on Hardy Toll Road - on Segment 1, I want Alt 3 & 3C with Segment 2, Alt 15. This would reduce land acquisition and reduce costs and have the least economic effect. In fact, according to TxDOT, only 45 parcels would be impacted on Hardy vs 267 parcels with Alt 4 or 310 parcels with Alt 5.
Hardy would also have the least effect on mobility during construction.

However, if TxDOT proceeds with their alternatives, I am in favor of alternating between Alt 4 and Alt 5 - taking property from whatever side has vacant property. I want the least economic effect on businesses & residences. I do NOT support any double decked roadways due to increased noise levels and visual pollution.

SEGMENT 2

I think that Alt 15 - putting the managed lanes on Hardy is the best answer to help mobility and have the least negative effect on businesses and residences. However, if TxDOT proceeds with their Alternatives, I am in favor of Alt 10 - putting frontage roads over mainlanes and providing the supporting structure to cover the mainlanes and managed lanes to create greenspace. I want TxDOT to include putting green space over the below grade areas. I do NOT support any double decked roadways due to increased noise levels and visual pollution.

SEGMENT 3

I still think that bored tunnels in a highly developed area, like downtown, are the right answer for this project. Four tunnels were offered before and four tunnels were removed by TxDOT! .

I oppose any additional ROW acquisition downtown, especially near the Convention Center and Ballpark. I am in favor of tunnels and depressed/below grade sections of the freeway However, if TxDOT proceeds with their current Alternatives, I am in favor of Alt 11 - realign I-45 Northbound and Southbound lanes along 59, Pierce Elevated would be removed and a ground level Parkway would be created - HOWEVER, I oppose additional ROW along 59 and I need additional information on what the Pierce Parkway would look like.

I want TxDOT to re-evaluate using Hardy Toll Road; I want TxDOT to fully explain their options for Segment 3 and to re-evaluate using tunnels. TxDOT is NOT listening to the public and I want that to change.

Sincerely,

Barbara Rose Lange

1128 Louise St.
Houston, TX 77009
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[Drink. Drive. Go to Jail.]<<http://www.txdot.gov/driver/sober-safe/nascar-drink-drive-go-to-jail.html>>

From: [Matthews, Patty](#)
To: [Miranda, Cristina](#)
Subject: FW: NHHIP Comment
Date: Wednesday, January 29, 2014 7:38:26 PM

Patty

From: Kelly Lark [mailto:Kelly.Lark@txdot.gov]
Sent: Wednesday, January 29, 2014 3:51 PM
To: Matthews, Patty; Parmley, Patricia
Subject: NHHIP Comment

Comment...

From: Danny Perez
Sent: Wednesday, January 29, 2014 3:40 PM
To: Pat Henry; Kelly Lark
Subject: FW: I-45

Forwarded for your handling. Thanks.

Danny Perez
Public Information Officer
Texas Dept. of Transportation - Houston District
Danny.Perez@txdot.gov
Office: (713) 802-5077
Cell: (281) 686-0977

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From: Lauren Lindsay [mailto:laurenpfa@bellsouth.net]
Sent: Wednesday, January 29, 2014 6:51 AM
To: HOU-PIOWebMail
Subject: I-45

I moved here from Boston and survived many years of The Big Dig. While in progress there were a lot of issues but putting that traffic underground has made the city so much more beautiful, more parks and green space. I think a tunnel is the best solution, especially if you can do it without taking away people's homes. Especially considering there are historic districts such as Germantown VERY close to the highway. Please listen to what the citizens are telling you, since so far you don't seem to be doing that!

Lauren Lindsay
2808 Morrison St
Houston, TX 77009

Lauren G. Lindsay, CFP
Director of Financial Planning
Personal Financial Advisors
www.mypfa.com
direct: 985 773 0014
fax: 985 635 4660

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Parmley, Patricia

From: Kelly Lark <Kelly.Lark@txdot.gov>
Sent: Tuesday, February 04, 2014 12:45 PM
To: Matthews, Patty; Parmley, Patricia
Subject: NHHIP Comment
Attachments: I-45 Proposed ROW Satellite Image.pdf; I-45 Segment 2, Alt 10 Greenways (Jonathan C.C. Day).pdf

Comment...

From: Danny Perez
Sent: Tuesday, February 04, 2014 11:20 AM
To: Pat Henry; Kelly Lark
Subject: FW: Comments for I-45 (Greenways at North St. and North Main St.)

Forwarded for your handling. Thanks.

Danny Perez
Public Information Officer
Texas Dept. of Transportation - Houston District
Danny.Perez@txdot.gov
Office: (713) 802-5077
Cell: (281) 686-0977

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Watch us @ www.youtube.com/txdotpio

From: Jonathan Day [<mailto:jday@daypllc.com>]
Sent: Thursday, January 30, 2014 4:43 PM
To: HOU-PIOWebMail
Cc: dwiller@hntb.com; Pat Henry; Jessica Farrar; jerry.peruchini@houstontx.gov; laura.thorp@houstontx.gov; 'I-45 Coalition'; minnette.boesel@houstontx.gov
Subject: Comments for I-45 (Greenways at North St. and North Main St.)

Thank you for soliciting public comments.

The bridges at North St. and North Main St. could be improved with the following connectivity amenities.

1. Curb-protected bike lanes
2. Full-size sidewalks
3. 10' of green space between sidewalk and edge of bridge
4. Iron fencing like at HISD schools to replace cage-like fencing currently in place

To see the bridges from the satellite, please look in the middle panel of the attached .pdf towards the left border of the image; you can zoom by holding "Control" and scrolling your mouse button. It also helps to drive the bridges. **North Main is a dangerous, messy intersection for pedestrians and bikers** even though many in the economically disadvantaged area rely on this type of transportation.

North St. is a more of a secret garden connecting the two halves of District H; it could be routed with bike lanes on Houston Avenue down to the Woodland Park area and the bike trails at Quitman and the bayou. To compare, Cottage St. further to the north is adequate, rarely used, and connects a graveyard to a car dealer – not exactly worth improving since it is already safe:

This is a much smaller scale plan than the original "Woodland Park Extension." It would transform the two primary bridges in the area to invite more walkers and bikers. It does not seem like a large budgetary item which is one of the limits of the Woodland Park Extension (i.e., Who pays for it and who maintains it?). Because of the low cost, it might be scaled to other places along the route where the highway is below grade.

Best of luck and I look forward to continuing to learn more about this exciting infrastructure improvement.

Truly,
Jonathan

Day PLLC

Jonathan C.C. Day
1100 Studewood St.
Houston, TX 77008
(832) 673-0220 (office)
(832) 673-0330 (fax)
www.daypllc.com

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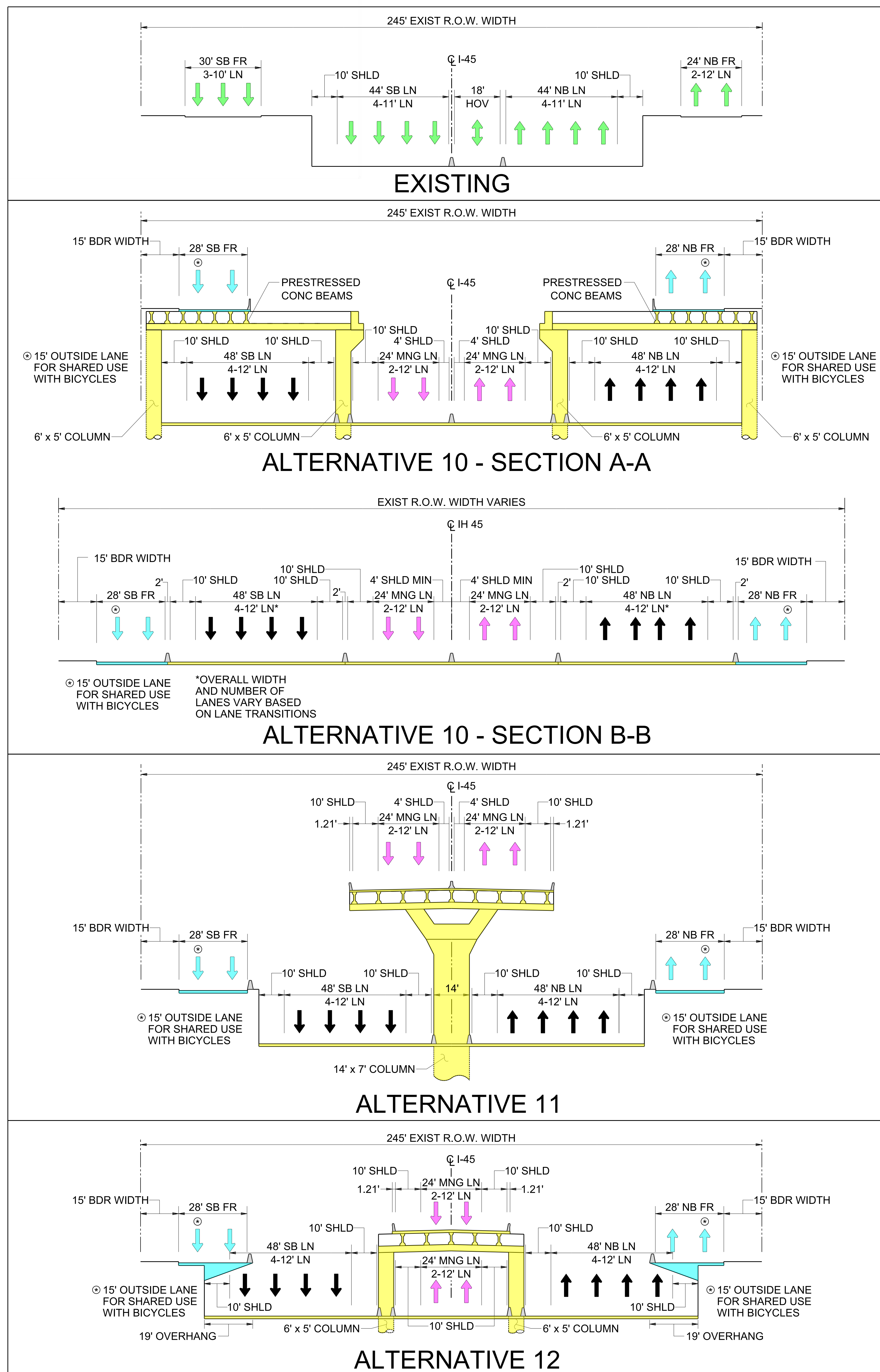
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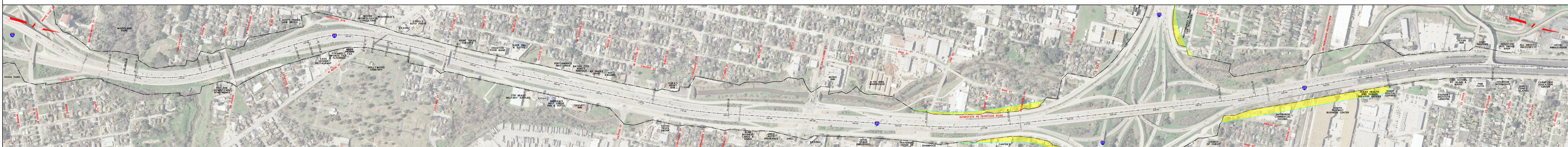
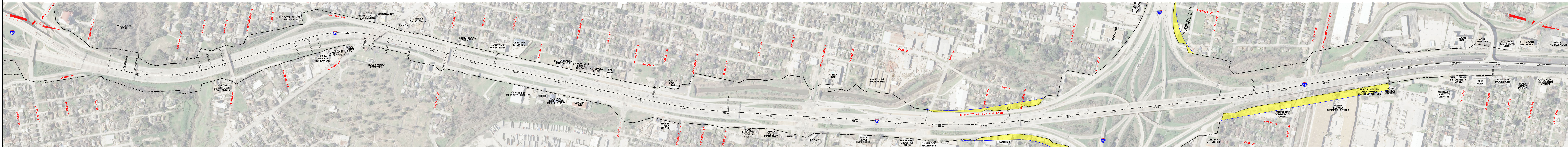
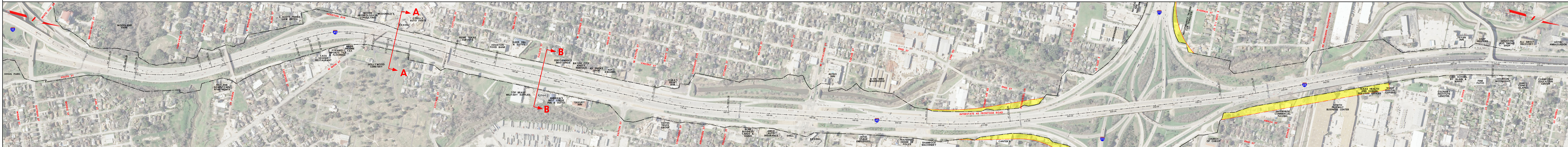


I-45 NORTH - SEGMENT 2 (I-10 TO I-610)

PRELIMINARY SUBJECT TO CHANGE



SEGMENT 2 (I-10 TO I-610) ALTERNATIVES



PRELIMINARY SUBJECT TO CHANGE



I-45 NORTH - SEGMENT 2 (I-610 TO I-10)

PRELIMINARY SUBJECT TO CHANGE

PROPOSED ROW

EXISTING ROW

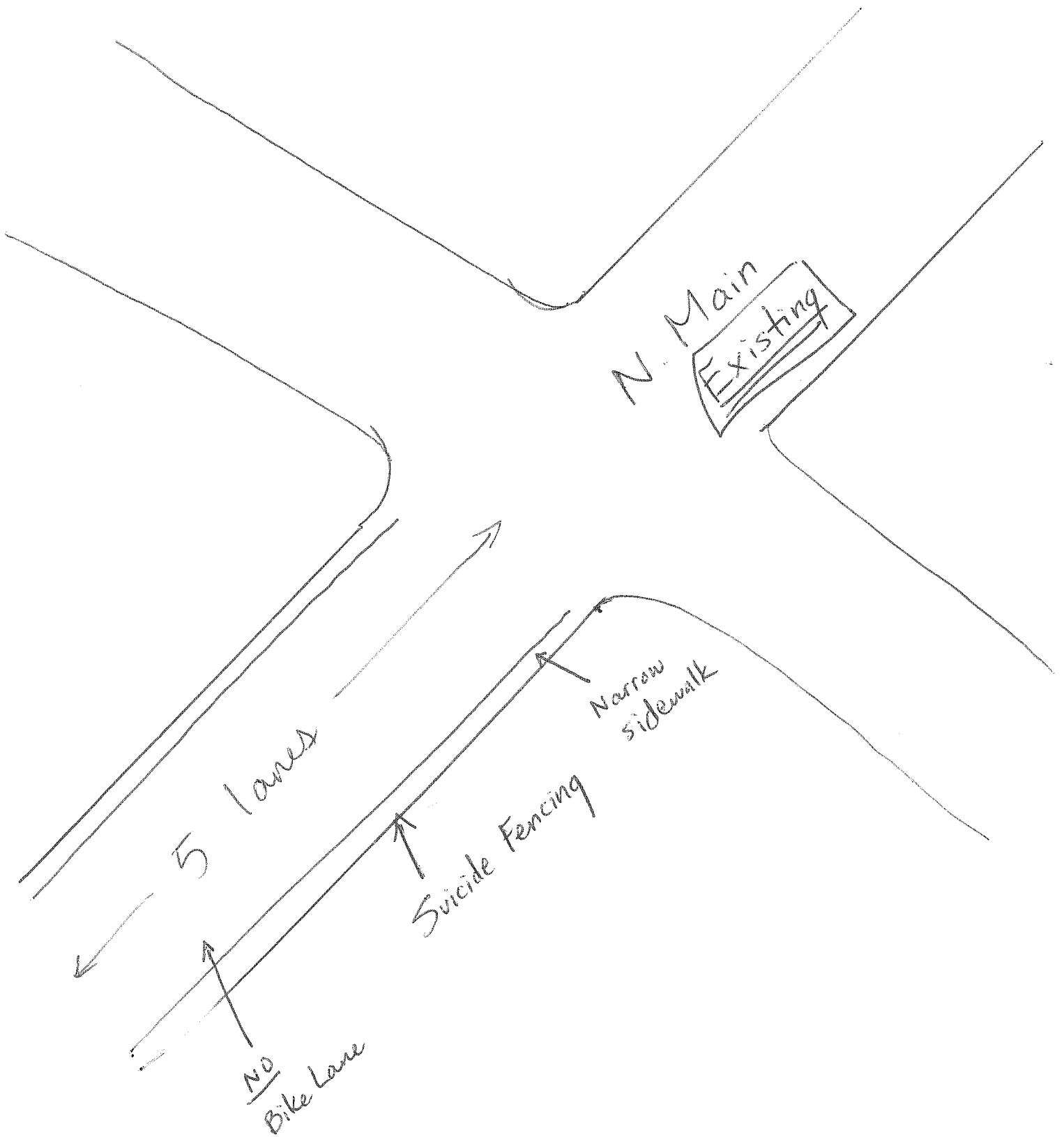
PROPOSED ROW

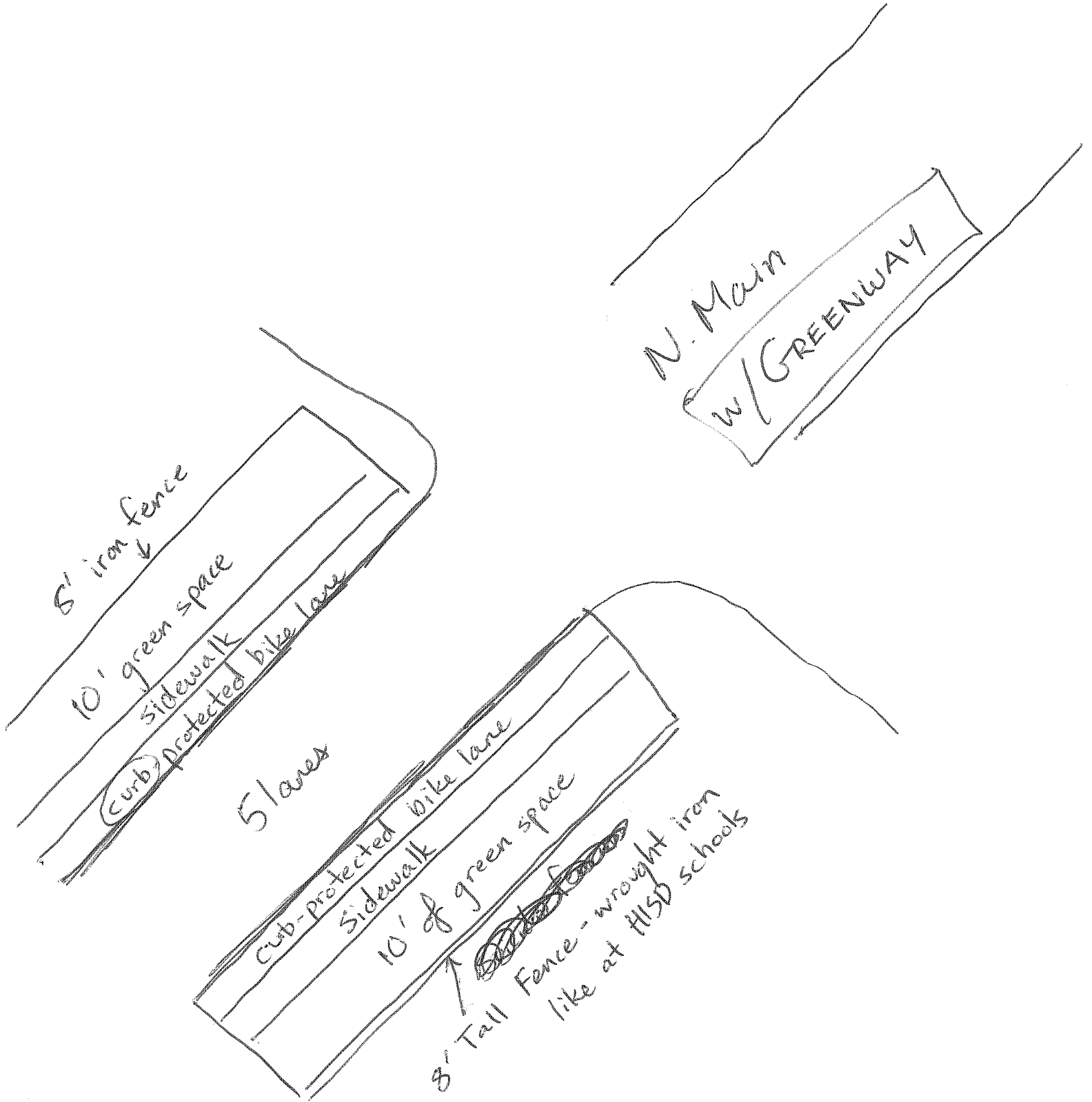
EXISTING ROW

PROPOSED ROW

EXISTING ROW

PRELIMINARY SUBJECT TO CHANGE





From: [Matthews, Patty](#)
To: [Miranda, Cristina](#)
Subject: FW: NHHIP Comment
Date: Friday, January 31, 2014 4:47:10 PM

Patty

From: Kelly Lark [mailto:Kelly.Lark@txdot.gov]
Sent: Friday, January 31, 2014 12:29 PM
To: Matthews, Patty; Parmley, Patricia
Subject: NHHIP Comment

Comment...

From: Danny Perez
Sent: Thursday, January 30, 2014 4:26 PM
To: Pat Henry; Kelly Lark
Subject: FW: Public Comment Regarding the I-45 Expansion Project

Forwarded for your handling. Thanks.

Danny Perez
Public Information Officer
Texas Dept. of Transportation - Houston District
Danny.Perez@txdot.gov
Office: (713) 802-5077
Cell: (281) 686-0977

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Watch us @ www.youtube.com/txdotpio

From: Pat Rutledge [mailto:pat@flagstonemortgage.com]
Sent: Thursday, January 30, 2014 11:31 AM
To: HOU-PIOWebMail
Subject: Public Comment Regarding the I-45 Expansion Project

I am writing to express my sincere disappointment with the decision by TXDOT to remove the alternatives in which the public expressed the greatest support.

I will limit my comments to segment 2 and 3 of the proposed expansion plan. Because I am a longtime resident and homeowner within the Woodland Heights and because I am the Treasurer and a Director of the Friends of Woodland Park, Inc. a 501c3 registered non-profit organization; I am most concerned with the proposals regarding segment 2.

I was and I remain a strong proponent of the tunnel alternative for at least this segment. I am appalled that even though similar tunnel project have proven to be effective in other cities, TXDOT

chose to excluded it from further consideration. And if the tunnel system is not going to be the chosen alternative I am vehemently opposed to any plan calling for widening the roadway beyond its current width. This is regardless of any existing ROW that may be in existence, because a great portion of the current ROW is in the historically designated: Woodland Park. I am also vehemently opposed to any modification of the roadway that raises it above its current level due to the increase of emissions and sound pollution. One remaining alternative that stacks the roadways and lanes I would consider supporting, as long as it includes from the very beginning a greenbelt over it.

I also find it disappointing that the alternative, which received a great deal of public support, of having the managed lanes running the length of the Hardy Tollway was eliminated by TXDOT as well. It certainly seems that TXDOT is bound and determined to widen I-45 with absolutely no regard for the lives and property that will be damaged and disrupted as a result. TXDOT is reverting to its standard bullying tactics to get what it wants without regard to concerns expressed by the public most greatly affected.

I want to express my further concern and disappointment that TXDOT eliminate all tunnel related alternatives in Segment 3; the alternatives most supported by the public. I am strongly opposed to any alternative involving changes to the highway system running through downtown Houston that doesn't involve tunnels.

Further I want TXDOT to know that I will request that my State and National elected officials look into these procedures and proposals and investigate why TXDOT has eliminate those that were most strongly supported by the public. I plan to do everything in my power to make sure TXDOT incorporates the wishes if the public in all its plans and proposals.

Pat Rutledge
607 Gladys
Houston, TX 77009
rutledgepat@sbcglobal.net

Patrick W. Rutledge, MBA
Senior Loan Officer
Flagstone Financial Services, Inc.
1800 Bering Drive, Suite 100, Houston, TX 77057 Direct Phone 713-458-3266 Secure Fax Server
713-458-3299, Mobile 713-542-7388 www.flagstonemortgage.com
NMLS #1033124
Flagstone Financial NMLS #337283

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North Houston Highway Improvement Project

Carl Sommer Recommendations

On page 2 is my original suggestion on enlarging I-45 into five lanes. I like to add another two points to making five lanes on I-45. If there are five lanes from Beltway 8 to downtown, then at the Beltway exit, the fifth lane can be made exclusive for exiting from Beltway 8 going south into I-45. This would greatly help in reducing traffic jams at that juncture.

Also having five lanes would help with traffic congestion at West Mt. Houston entering into I-45 by Hidden Valley Drive. By the way, I've been living on Hidden Valley for 35 years. At rush hour, there's always a backup.

Carl Sommer
Reliable EDM
6940 Fulton Street
Houston, TX 77088
281-447-7932
CarlSommer@ReliableEDM.com

North Houston Highway Improvement Project

Carl Sommer Recommendations

I would like to offer some recommendations concerning this project. I have lived in Houston for 35 years about one block off of I 45 between West Mt. Houston and Gulfbank. The objective of North Houston Highway Improvement Project is to have better traffic flow. We now have four lanes between Beltway 8 and North 610. The current proposal is to add two HOV lanes to both North and South and a feeder lane for both North and South.

In reality, during rush hour in the morning, the effect would be that with all the construction, the current project would be only adding one HOV lane, and one extra lane in the feeder lanes. Adding an extra lane in the feeder lanes will not relieve much traffic.

My proposal is to make five lanes from Beltway 8 to downtown. This can be easily done by removing the extra lane in the feeders and adding it to the main freeway. Some may have observed many cars in the feeder lanes, and they may have come to the conclusion that adding an extra lane would make for better flow. One of the main reasons there are so many cars in the feeder lanes is because I-45 is jam packed. My business, Reliable Edm, 6940 Fulton Street, is in the area of I-45 and North Loop 610. When I-45 is jam packed, I often take the feeder road at Tidwell and then get back on I-45.

My suggestion for 610 to I-10 is to make the HOV lanes into four lanes. I do not know if the traffic justifies this, but I think for what lies for the future for Houston, it would be a benefit to make it into a four lanes.

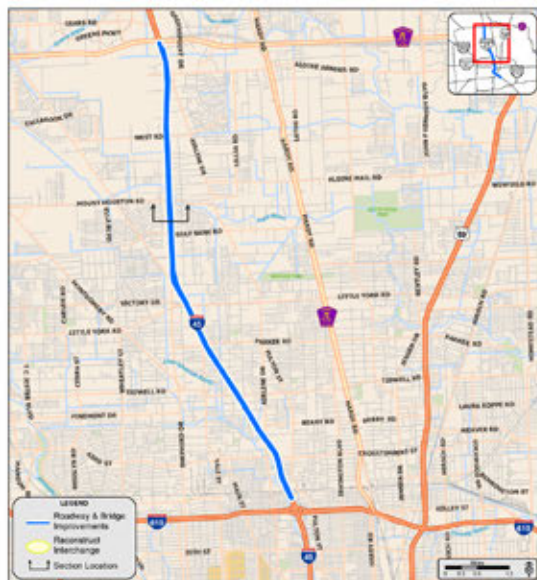
The proposal to make Jefferson Avenue into a two 5 lanes is an excellent proposal. Another option is to use the existing Pierce elevated roadway as going south, and Jefferson Avenue going north.

I would like to make another proposal about the feeder roads. To make feeder roads more efficient they can install traffic monitors for the each traffic light. When more cars are in the lanes, the signals stay on longer. I know they are timed now. But my proposal, is to have them for every stop light.

Carl Sommer
Reliable EDM
6940 Fulton Street
Houston, TX 77088
281-447-7932
CarlSommer@ReliableEDM.com

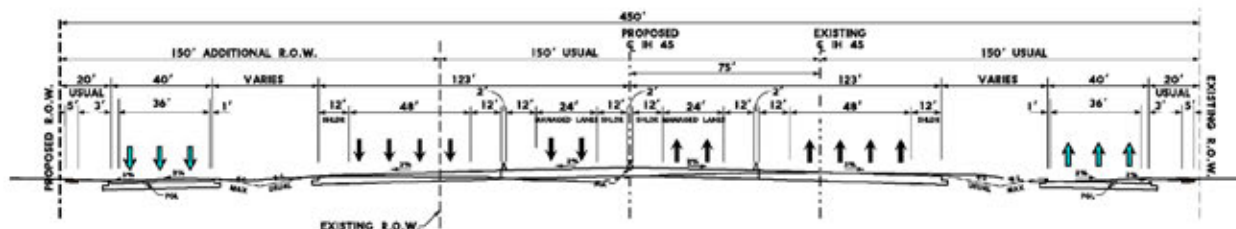
IH 45 NORTH - UNIVERSE OF ALTERNATIVES

Objective: Make a 5 lane freeway from beltway to downtown and a two-way HOV. This will move maximum traffic.

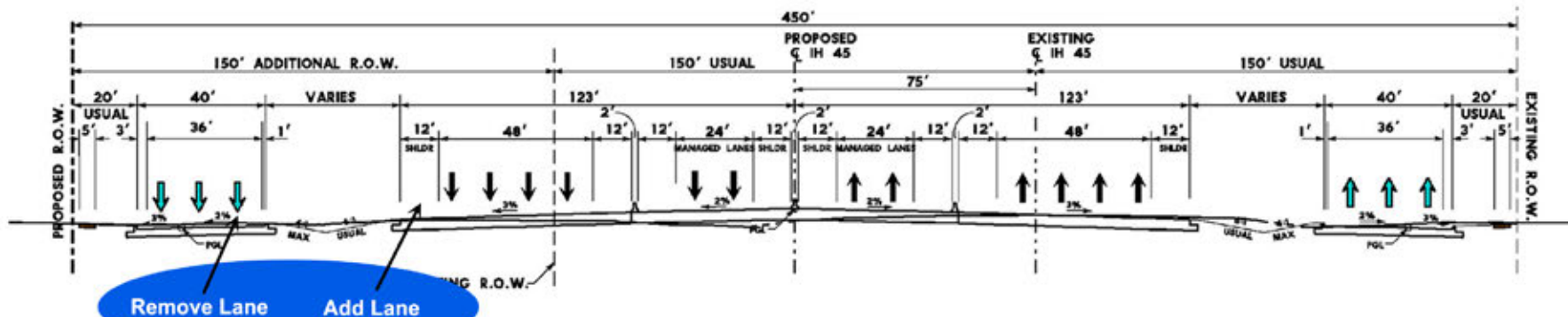


SELECTED AS PRELIMINARY ALTERNATIVE

PROPOSED TYPICAL SECTION - IH 45 (ALTERNATIVE 4)



PROPOSED TYPICAL SECTION - IH 45 (ALTERNATIVE 4)



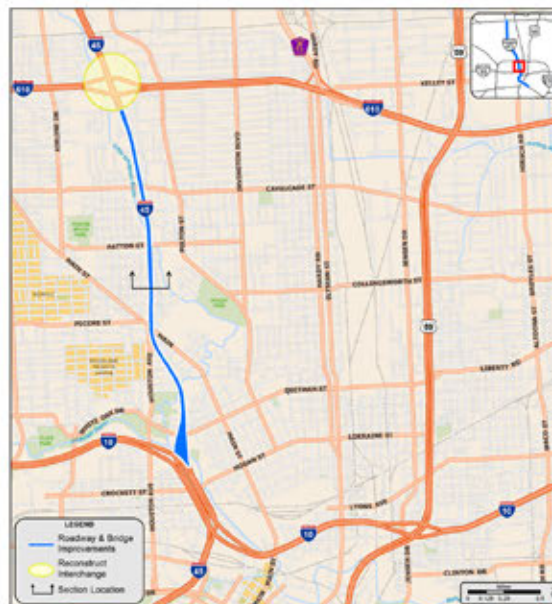
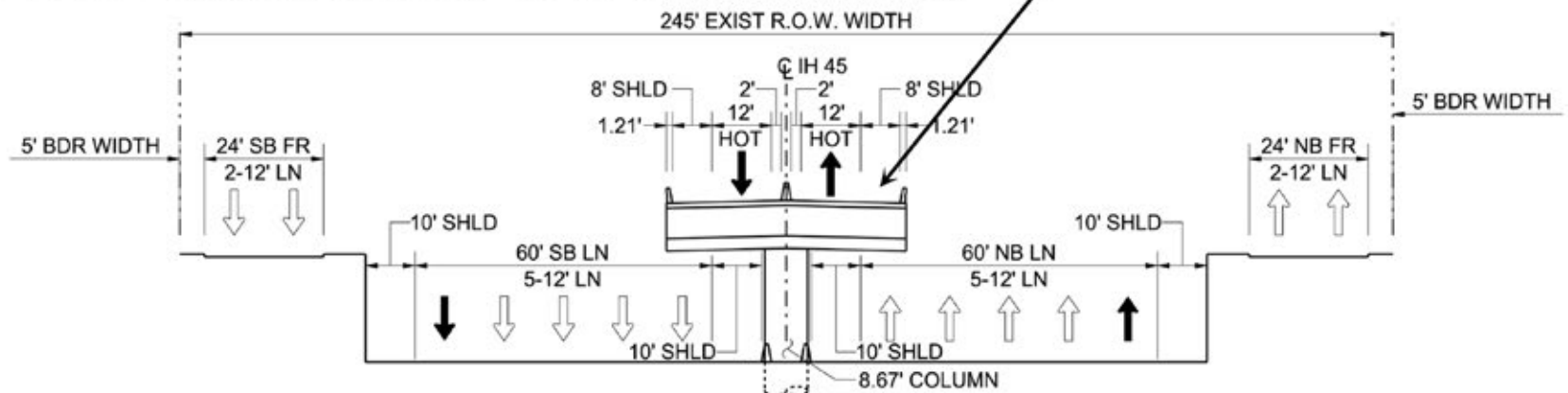
Recommendation by Carl Sommer

IH 45 NORTH - UNIVERSE OF ALTERNATIVES

Objective: Make a 5 lane freeway from beltway to downtown and a two-way HOV. This will move maximum traffic.

Widen to four lanes

PROPOSED TYPICAL SECTION - IH 45 (ALTERNATIVE 5)



Recommendation by Carl Sommer

IH 45 NORTH - UNIVERSE OF ALTERNATIVES

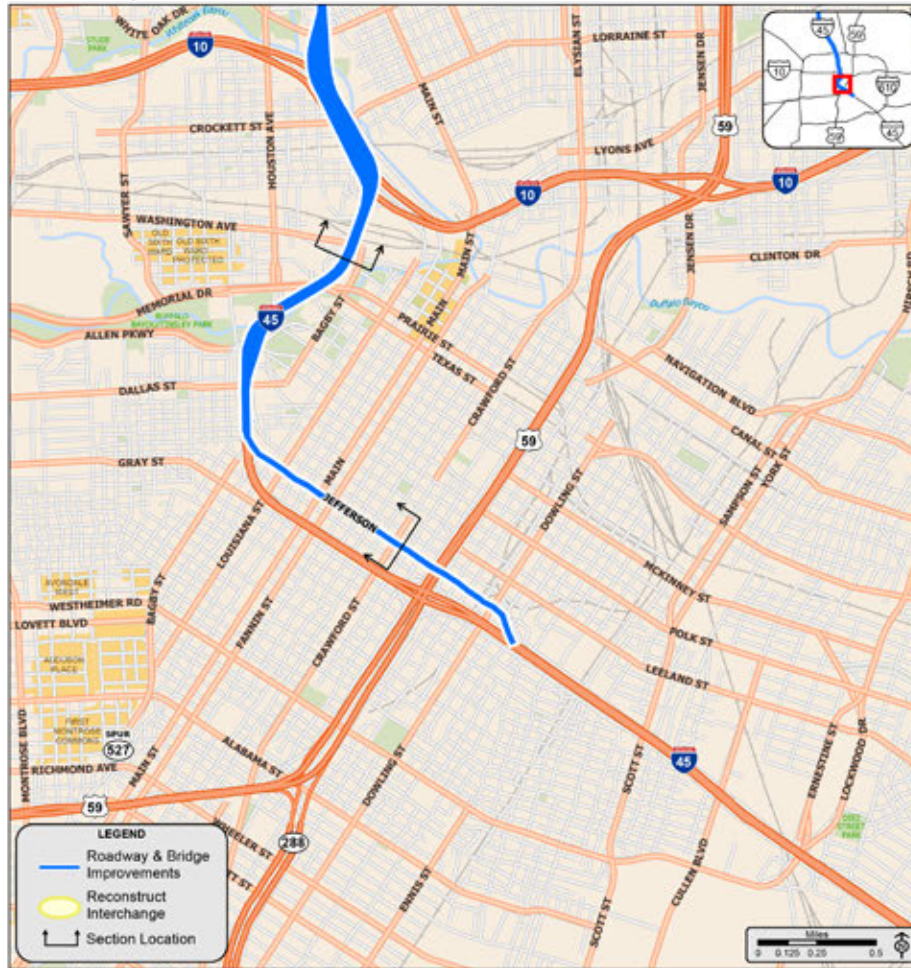
PRELIMINARY: SUBJECT TO CHANGE

SEGMENT 3

LIMITS: IH 10 TO IH 45/US 59 INTERCHANGE

LENGTH: 2.8 MILES

ESTIMATED COST (CONSTRUCTION & DESIGN):

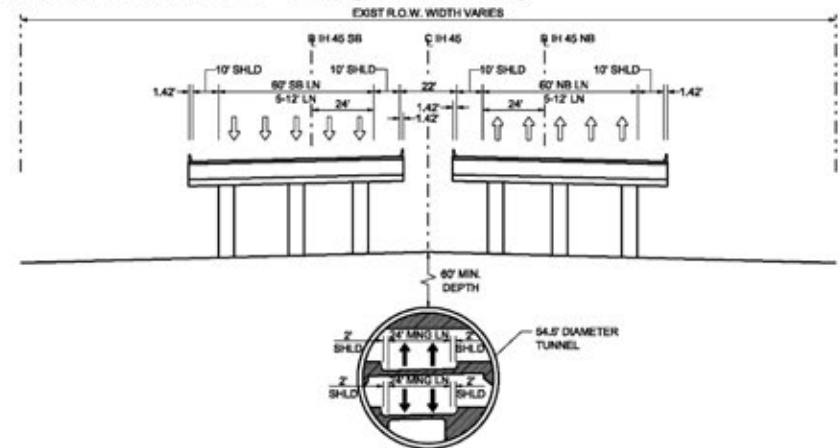


IH 45 NORTH HOUSTON HIGHWAY IMPROVEMENT PROJECT

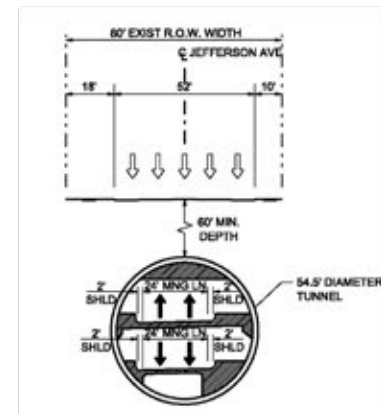
HARRIS COUNTY

SELECTED AS PRELIMINARY ALTERNATIVE

PROPOSED TYPICAL SECTION - IH 45 (ALTERNATIVE 6)



PROPOSED TYPICAL SECTION - JEFFERSON (ALTERNATIVE 6)



HNTB

North Houston Highway Improvement Project

Carl Sommer Recommendations

I would like to offer some recommendations concerning this project. I have lived in Houston for 35 years about one block off of I 45 between West Mt. Houston and Gulfbank. The objective of North Houston Highway Improvement Project is to have better traffic flow. We now have four lanes between Beltway 8 and North 610. The current proposal is to add two HOV lanes to both North and South and a feeder lane for both North and South.

In reality, during rush hour in the morning, the effect would be that with all the construction, the current project would be only adding one HOV lane, and one extra lane in the feeder lanes. Adding an extra lane in the feeder lanes will not relieve much traffic.

My proposal is to make five lanes from Beltway 8 to downtown. This can be easily done by removing the extra lane in the feeders and adding it to the main freeway. Some may have observed many cars in the feeder lanes, and they may have come to the conclusion that adding an extra lane would make for better flow. One of the main reasons there are so many cars in the feeder lanes is because I-45 is jam packed. My business, Reliable Edm, 6940 Fulton Street, is in the area of I-45 and North Loop 610. When I-45 is jam packed, I often take the feeder road at Tidwell and then get back on I-45.

If there are five lanes from Beltway 8 to downtown, then at the Beltway exit, the fifth lane can be made exclusive for exiting from Beltway 8 going south into I-45. This would greatly help in reducing traffic jams at that juncture.

Also having five lanes would help with traffic congestion at West Mt. Houston entering into I-45 by Hidden Valley Drive. By the way, I've been living on Hidden Valley for 35 years. At rush hour, there's always a backup.

My suggestion for 610 to I-10 is to make the HOV lanes into four

lanes. I do not know if the traffic justifies this, but I think for what lies for the future for Houston, it would be a benefit to make it into a four lanes.

The proposal to make Jefferson Avenue into a two 5 lanes is an excellent proposal. Another option is to use the existing Pierce elevated roadway as going south, and Jefferson Avenue going north.

I would like to make another proposal about the feeder roads. To make feeder roads more efficient they can install traffic monitors for the each traffic light. When more cars are in the lanes, the signals stay on longer. I know they are timed now. But my proposal, is to have them for every stop light.

I went to a stakeholder meeting about North Houston Highway Improvement Project and I discovered that in Section 2 it was promised to residents that in the future no more land would be taken for highway expansion. Unfortunately that promise was given, and that would hinder having five lanes going North and South.

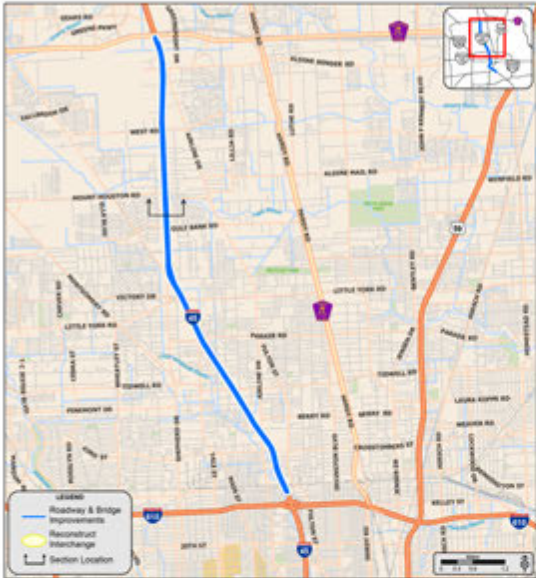
However if there would be a tunnel built as I show on page 4, then there could be a five lanes. There would be an express lane on the top that could be built along with the four HOV lanes.

I like to express this very forcibly. If this highway will be built with leaving four lanes as they now are, it will not greatly reduce traffic in the future. Adding an extra lane in the feeder will not have a great affect on traffic.

Carl Sommer
Reliable EDM
6940 Fulton Street
Houston, TX 77088
281-447-7932
CarlSommer@ReliableEDM.com

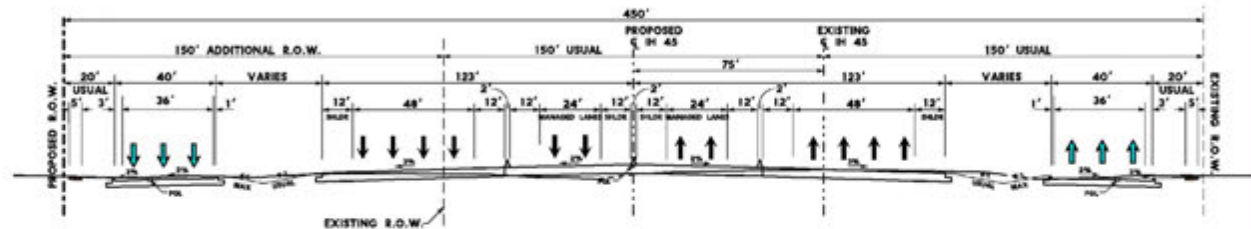
IH 45 NORTH - UNIVERSE OF ALTERNATIVES

Objective: Make a 5 lane freeway from beltway to downtown and a two-way HOV. This will move maximum traffic.

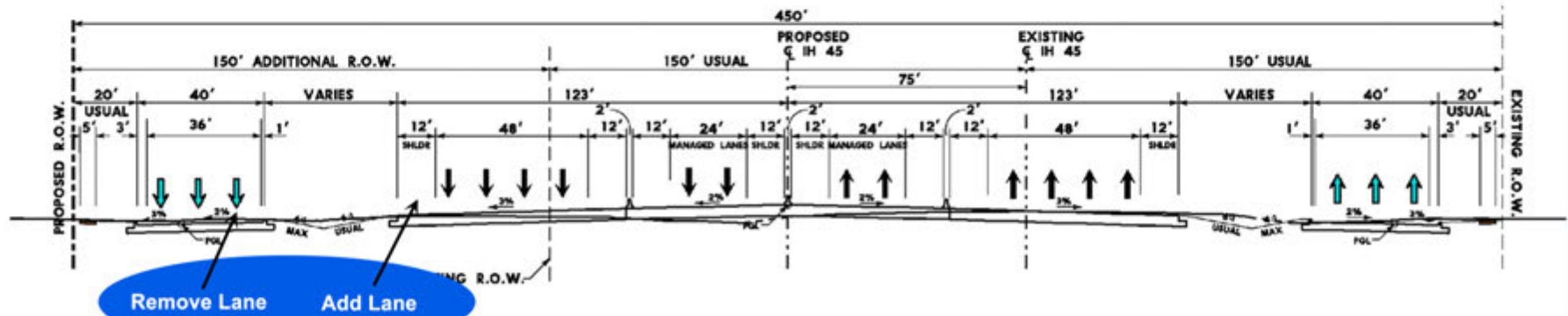


SELECTED AS PRELIMINARY ALTERNATIVE

PROPOSED TYPICAL SECTION - IH 45 (ALTERNATIVE 4)



PROPOSED TYPICAL SECTION - IH 45 (ALTERNATIVE 4)



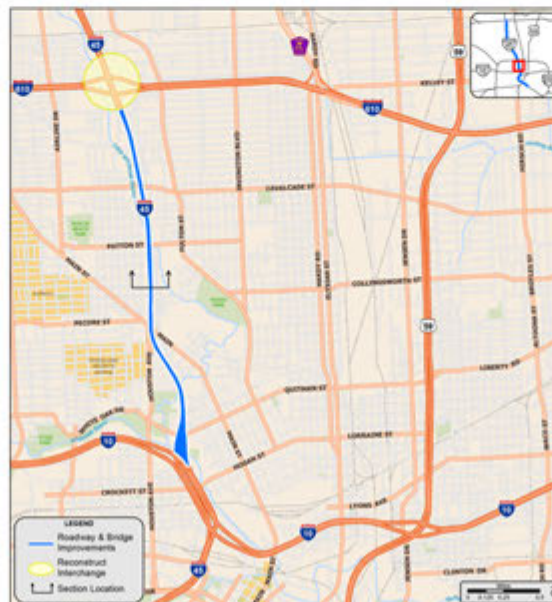
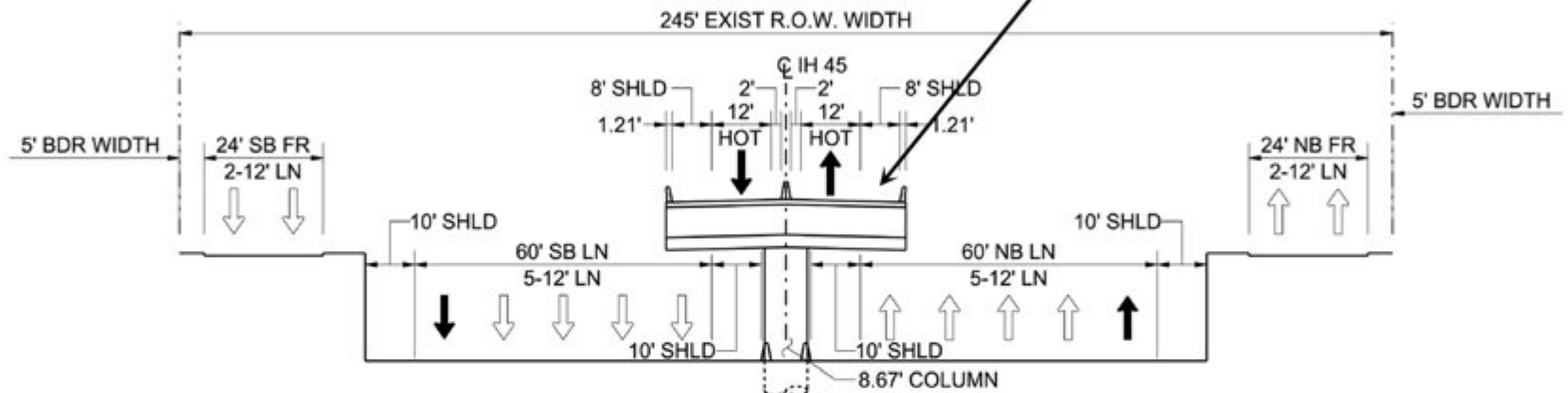
Recommendation by Carl Sommer

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Widen to four lanes

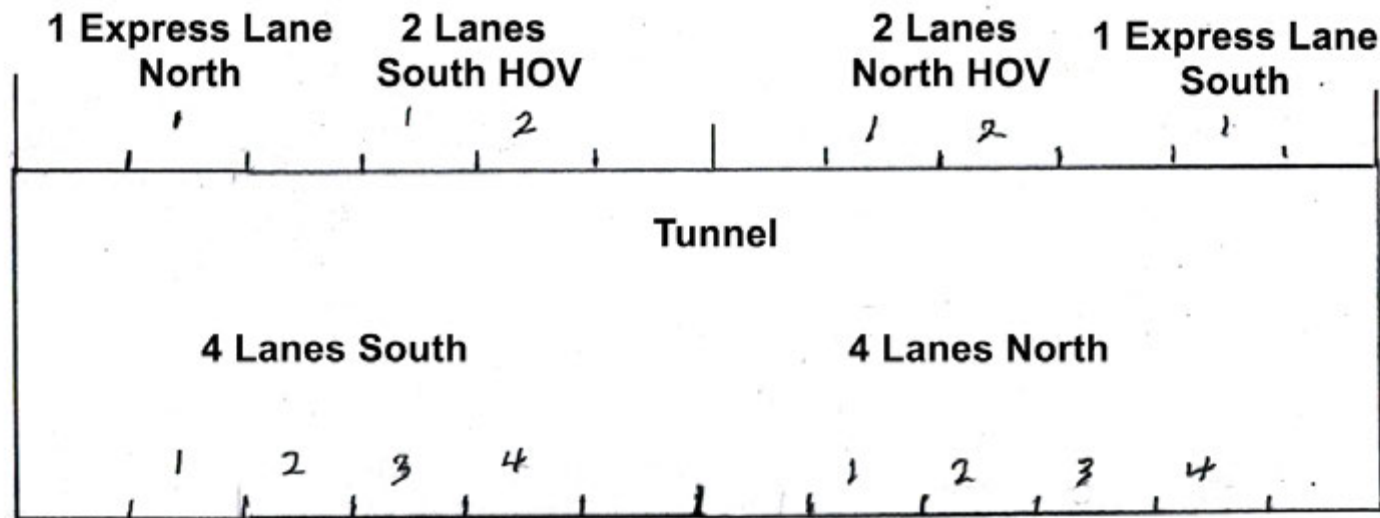
PROPOSED TYPICAL SECTION - IH 45 (ALTERNATIVE 5)



Recommendation by Carl Sommer

Section 2 I-45 from I-610 to I-10

Portion promised to residents that no future land would be taken for highway expansion.



Parmley, Patricia

From: Kelly Lark <Kelly.Lark@txdot.gov>
Sent: Tuesday, February 04, 2014 12:57 PM
To: Matthews, Patty; Parmley, Patricia
Subject: NHHIP Comment

Comment...

-----Original Message-----

From: Danny Perez
Sent: Tuesday, February 04, 2014 11:28 AM
To: Pat Henry; Kelly Lark
Subject: FW: Recommendation on Proposals to Expand I-45 in Houston

Forwarded for your handling. Thanks.

Danny Perez
Public Information Officer
Texas Dept. of Transportation - Houston District Danny.Perez@txdot.gov
Office: (713) 802-5077
Cell: (281) 686-0977

Follow us on twitter @txdothoustonpio
Watch us @ www.youtube.com/txdotpio

-----Original Message-----

From: jcahill@hal-pc.org [<mailto:jcahill@hal-pc.org>]
Sent: Friday, January 31, 2014 10:14 PM
To: HOU-PIOWebMail
Subject: Recommendation on Proposals to Expand I-45 in Houston

To: TxDOT
From: Jane Cahill West (jcahill@hal-pc.org) **Date:** January 31, 2014 **RE:** Proposals to expand I-45 through central Houston

I am gravely concerned that the current proposals to expand I-45 through central Houston for the purpose of adding managed lanes will adversely impact mobility in and around downtown in ways that are sure to outweigh the benefits, if any. The best and most cost effective way to improve mobility along the I-45 corridor through central Houston would be to make sure that the only traffic entering the central city is traffic whose destination is the central city. This could and should be done by requiring all traffic entering the central city to exit into downtown and directing pass through traffic to by-pass the central city on one of the many loops surrounding the city.

The alternatives now being considered are not truly alternatives at all; they are simply variations on the same failed concept of attempting to remedy congestion with roadway expansion. True alternatives would include options that incorporate methods with potential to reduce vehicle miles traveled, permanently decrease vehicular traffic volume, and improve safety for all roadway users. Requiring traffic entering the central city to exit into downtown and directing pass through traffic to a route that would by-pass the central city would provide just such an alternative. Expansion plans that cater to facilitating vehicular movement for through traffic are detrimental to the quality of place and life in the urban core. TxDOT should look to examples in other major cities where urban

centers are being improved through the abandonment and narrowing of intrusive roadway structures.

As we work to accommodate increased density in urban Houston and endeavor to make urban living more appealing for the growing number of people who choose to minimize their commutes and lessen automobile dependency, it is counterproductive and environmentally unjust to add visual, noise, and air pollution sources to those core areas by constructing ever wider and higher roadway elevations, flyovers, or interchanges.

Since all publicly preferred options for Segment 3 have been eliminated, discounted, or changed, and the newly presented replacements have not been sufficiently vetted, there should surely be time to consider the possibility suggested herein.

Alternatively, I support the comments and recommendations submitted by the Washington Avenue Coalition Memorial Park Super Neighborhood (SN 22), the I-45 Coalition, and the Citizens Transportation Coalition.

Thank you for the opportunity to comment, Jane Cahill West
2114 Lubbock Street
Houston, Texas 77007
jcahill@hal-pc.org

Drink. Drive. Go to Jail.

[Drink. Drive. Go to Jail.]<<http://www.txdot.gov/driver/sober-safe/nascar-drink-drive-go-to-jail.html>>

Parmley, Patricia

From: Kelly Lark <Kelly.Lark@txdot.gov>
Sent: Tuesday, February 04, 2014 12:51 PM
To: Matthews, Patty; Parmley, Patricia
Subject: NHHIP Comment

Comment...

From: Danny Perez
Sent: Tuesday, February 04, 2014 11:28 AM
To: Pat Henry; Kelly Lark
Subject: FW: I 45 Expansion

Forwarded for your handling. Thanks.

Danny Perez
Public Information Officer
Texas Dept. of Transportation - Houston District
Danny.Perez@txdot.gov
Office: (713) 802-5077
Cell: (281) 686-0977

Follow us on twitter @txdothoustonpio
Watch us @ www.youtube.com/txdotpio

From: Kay Donahue [<mailto:kayedonahue@gmail.com>]
Sent: Friday, January 31, 2014 7:00 PM
To: HOU-PIOWebMail
Subject: I 45 Expansion

Germantown is eligible to be on the National Registry for Historic Places. It is on the most endangered historic neighborhoods in Texas list under name Grota Home Addition since 2006. Elizabeth Parrott, the wife of John Austin, sold a league of land to the Allen Brothers, who founded Houston. These houses are 100 years old and most of the houses on Payne are made by the same men, Lorenzo Woosley Allen, and his son Vernon.

Once again huge masses of traffic are routed in the bull's eye pattern, straight through our Germantown Historic District neighborhood. No land is supposed to be taken from the residents between Calvacade and Quitman. Yet the plans are an eyesore, that will degrade the City of Houston.

When the planners go further and further out to the new corridor and route those millions of cars into downtown Houston, they destroy the health of the residents and integrity of the neighborhood. The plan of 59 the Southwest Freeway was designed without grabbing any further land. It was designed to be so much lower than the treasured neighborhood between the Museum District and Bellaire, with classic architectural design and green lush vegetation growing on the walls.

The only design that stays in the space TexDot claimed to honor, looks like a warehouse wall of pillars. What a horrid plan.

Historic houses are a TREASURE that can't be replaced. Texas needs to keep traffic out of the inner city. We need much more green space, and commuter rails, not more ugly concrete.

Concrete creates ozone, heat, flooding, prevents the replenishment of the water table, noise and air pollution.

Please hear the residents of this neighbor.

Please redesign the freeways to **spread the traffic out**, not log jam it further than before in our neighborhood. **It is atrocious as it is now. The plan aren't a solution. They are a bigger problem. The noise of traffic is constant.**

Kay Donahue
126 Payne Street
Houston, Texas

Drink. Drive. Go to Jail.



HOUSE OF REPRESENTATIVES

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DISTRICT 148

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COMMITTEES:

JUDICIARY & CIVIL JURISPRUDENCE
VICE-CHAIR

STATE AFFAIRS

January 31, 2014

Director of Project Development
Texas Department of Transportation
PO Box 1386
Houston, Texas 77251

To Whom It May Concern:

I very much appreciate your helpful workshop presentation on Monday, December 16th to members of the I-45 coalition and other interested community representatives. Although the plans still need work, progress is being made. I am especially impressed with the fresh thinking demonstrated by the new option (Alternative 11) for Segment 3 that would reroute IH 45 in an alignment following IH 10 north of downtown and US 59 east of downtown.

This promising new option merits additional study to ensure that, as it passes alongside the east edge of downtown, sufficient right-of-way exists to accommodate the eventual widening of US 59, plus adequate elbow-room to efficiently stage construction (in one or several campaigns) as part of a coordinated approach to developing and improving both highways. On- and off-ramps, and the auxiliary lanes associated with them, will also require more room than the typical section BB reflects.

Such an alignment of IH 45, running in parallel with US 59, should take a form conducive to making these two highways community-enhancing assets to the east side of downtown and adjoining areas by minimizing, wherever possible, their visual and environmental impacts. This would entail depressing the roadways and providing for land bridges at key connecting points to EADO north of the George R. Brown Convention Center (e.g., Capitol/Harrisburg light rail crossing, Dynamo Stadium, etc.) and even the possibility of eventually expanding George R. Brown to the east in airspace above a depressed IH 45/US 59 transportation corridor.

As for Segment 2, Alternative 10 seems to be the least impactful of the alternatives presented to date. Moreover, it provides not only for the depression of the roadway in Section AA, but also for the potential "lidding" of sections of the freeway – an option that seems best suited to parts of the freeway that presently have no access roads.

Also, as you noted at the workshop, your study so far has focused on developing viable “typical” sections, reserving areas that are circled on the plans for later consideration, such as the complex interchange of IH 10 and IH 45 north (and White Oak Bayou) north of downtown. Given the successful recent development of recreational trails alongside and emanating from White Oak Bayou in this vicinity, it is imperative that every care be taken to minimize the freeway’s impact on this long degraded and neglected bayou corridor that is only now beginning to realize its potential as an accessible and attractive civic amenity. As you may know, the land occupied by much of the IH 10/IH 45 interchange was originally parkland, some of which was acquired at the behest of Will Hogg, for whom a remaining fragment of greenspace is named. This historic, scenic, and recreational parkland, envisioned and developed since the 1920s as the White Oak Bayou parkway, should be accorded the utmost discretion and deference, even if doing so requires extraordinary measures.

The proposals for Segment 1 are all daunting, even if not quite so expansive as the new sections of IH 10 west of Loop 610. No one at the workshop seemed receptive to Alternative 7, while the only difference between Alternatives 5 and 4 is evidently whether additional right-of-way would be taken from the east or the west sides of the current roadway. What I gathered from the workshop is that TxDOT contemplates employing an east/west hybrid of Alternatives 5 and 4 to acquire right-of-way in such a way that minimizes both impacts and cost.

I appreciate TxDOT’s commitment to working closely and attentively with the communities currently and potentially affected. Please use this opportunity to thoroughly review and take into consideration all the comments that have been submitted. Additionally, please make the submitted public comments available on the North Houston Highway Improvement Project website in a timely manner. This is a once-in-a-lifetime opportunity to make the new IH 45 a highway we can all be proud of, and it behooves us all to do everything we can to get it right. Thank you for your willingness to continue a working relationship with my office and the stakeholders during the interim.

Respectfully,

A handwritten signature in black ink that reads "Jessica Farrar". The signature is written in a cursive, slightly stylized font.

Jessica Farrar
State Representative, District 148

JF/dt



PO BOX 66532 HOUSTON TX 77266-6532

January 31, 2014

Mr. Pat Henry, P.E.
Director of Project Development, TxDOT
HOU-piowebmail@txdot.gov; PHenry@dot.state.tx.us
www.ih45northandmore.com/email.aspx

Hon. Ed Emmett, Judge, Harris County Commissioners Court
judge.emmett@cjo.hctx.net

Gregory S. Punske, P.E., District Engineer - FHWA
gregory.punske@dot.gov

Mr. Alan Clark, Director of Transportation Planning, H-GAC
alan.clark@h-gac.com

Col. Christopher W. Sallese, Dist Eng & CO, USACE Galveston District
christopher.w.sallese@swg02.usace.army.mil; ceswg-pe-r@usace.army.mil

Re: IH-45 and Hardy Toll Road (NHHIP)

CTC's Comments for Public Meeting #3 – conducted Nov 14 & 19, 2013

Gentlemen:

CTC respectfully submits its comments to the North Houston Highway Improvement Project (NHHIP) Public Meeting #3, conducted as twin meetings November 14 & 19.

Summary

CTC is not opposed to reconstruction of this project provided that

- (1) Level of Service (LOS) improvements and mitigation costs can be demonstrated to justify the project cost; this showing is not yet apparent to the public; .
- (2) Many of the preferences of adjoining neighborhoods such as the I45 Coalition and SN22 were eliminated from Public Meeting #3 without adequate justification. Those preferences appear to provide at least as good, if not better, LOS, access, utilization of available ROW, and mobility options as any other alternatives. Because the financing will in part be from tolls, neighborhood design and alignment preferences should be honored where the various alternatives do not have a significant and honest measurable difference in congestion relief and air quality, and can be justified from comparable cost benefit analyses.
- (3) A much better analysis must be made to the public regarding why the corridor plan is dropping the expansion of the Hardy Toll Road. Does the addition of toll lanes to IH-45 plus the real estate costs really outweigh the tolls plus land acquisition for the Hardy? Impacts for 610 must also be factored in.
- (4) The very unsafe interchange at IH610/IH-45 should be reconstructed first.
- (5) An alignment should not be chosen because it falls within the new MAP-21 regulation for Categorical Exclusion; the best solution must be chosen; if environmental documentation causes delay, the documents can be started now. TxDOT's own cost estimate of environmental

documentation show costs for an EA to be minor relative to the project costs and not much more than CE costs.

(6) CTC is not per se opposed to toll roads, as long as they provide the same or better access and opportunities for transit and multi-passenger vehicles, but the new insertion (between Meeting 2 and Meeting 3) of managed lanes and Harris County's management of the managed lanes in lieu of Hardy expansion inside the Loop must be made clear to the public if that is the plan. This will just put more stress on 610 and cumulative impacts must be considered.

There is time to go back to the drawing board and/or reexamine designs eliminated from Public Meeting #2. TxDOT should not pick its Preferred Alternatives at Public Meeting #4 solely from those drawings shown at Public Meeting #3. There is still time to reconsider neighborhood preferences and to inform elected officials of the pros and cons of each alternative.

The November 2013 meeting, for which these comments are submitted, is described on pp 10-11 of the "Agency Coordination and Public Involvement Plan" as Public Meeting #3:

"A third public meeting will be held in an open house format to present the three reasonable alternatives selected from the six preliminary alternatives. The screening process that will be used for the three reasonable alternatives will be presented, and will be applied to select the recommended alternative which will be presented at Public Meeting #4.

CTC cannot agree the screening process was presented.

CTC does not yet see how the alternatives shown at Meeting 3 will improve the level of service (LOS) sufficiently to justify the expenditures under MAP21 Performance Measurements.

CTC has not seen any marked differences in cost or congestion relief as to some of the alternatives presented at the Public Meeting #3 vs some of the neighborhood preferences that were dropped for Segments 2 and 3. A significant amount of condemnation will be necessary for the Segment 1 alternatives, and the Segment 1 stakeholders are not aware of this. CTC thinks the sequence of the project should be to reconstruct the very dangerous IH-610/IH-45 interchange first.

At the very least, TxDOT's LOS model should be run as to the alternatives as if the interchange were reconstructed. CTC certainly does not think Public Meeting #4 can be skipped before a Preferred Alternative is chosen for any of the 3 Segments. CTC does not think any of the Segment 2 or 3 alternatives are candidates for the new MAP-21 NEPA Categorical Exclusion regulation for a design within the operational bounds of the existing ROW.

TxDOT's own models show the actual speed with the finished road to be 35mph. This is objectionable to CTC. We think the calculations either are wrong or the project cannot justify itself or some of both. Models are necessary for measuring congestion, noise, air quality, and for the managed lanes, usage estimates. But CTC worries about many of TxDOT's calculations, so if it says cars can only go 35mph, we do not believe that any more than we believe cost estimates for tunnels.

FHWA Approved Public Involvement Processes & New MAP-21 CE Regulation Cause CTC Significant Concern If An Alignment Is Chosen Within The Existing “Operational” ROW Just To Avoid Preparation Of Environmental Documents.

At the Public Meeting #3, at least one CTC member asked TxDOT representatives why the ROW was drawn on Segment 2 diagrams to include all of Harris County’s ROW.

MAP-21 specifically states its new CE regulation, effective February 12, 2014, designates as categorically excluded from NEPA processes “any project within an existing operational right-of-way.” For the portions of Segments 2 and even 3 which lie in existing ROWs, whether the public will be involved in the choice of Preferred Alternative and DEIS and/or EA, and EIS should be clarified immediately.

The comments to the CE regulation indicate that “operational” right of way would include features used for drainage and flooding possibly owned by other agencies. CTC assumes Harris County gave its approval to have its drainage ditches and other appurtenances included in the drawings shown at Meeting 3 depicting TxDOT’s ROW. The regulation explains this and leads CTC to its worry about a possible claim of a Categorical Exclusion at least for Segment 2 and possibly for the Pierce Elevated.

CTC is most concerned about the new regulation in terms of disclosures, oversight, public involvement, and accountability.

FHWA should develop a guidance (non-binding policy statement) to address the specifics of this regulation at its earliest and require SHAs to follow suit.

TxDOT’s and other comments filed in support of the CE rulemaking can be found at <http://www.regulations.gov/#!docketBrowser;rpp=25;po=0;dt=PS;D=FHWA-2013-0007>. TxDOT’s comments advised that its preparation of the NEPA EA costs on average \$155,000, but its CE only costs \$66,000. This is a miniscule savings on a multi-billion dollar project, the alleged time savings of a CE, since much of this work is done through outside consultants (who are very good) with TxDOT serving as project manager, can be offset by starting the process now. In short, this is not indicative of any sort of favorable attitude toward neighborhoods.

FHWA has given TxDOT two tools to defeat information being disseminated to stakeholders and stakeholders being allowed to participate: the new blanket CE and the regulation for FHWA non-NEPA Reevaluation. There are no mechanics under either of these tools for stakeholders to learn what is being done to them, let alone to allow them to participate in the decision-making processes. FHWA Reevaluations are routinely done without public notice or disclosures, and there is no recourse for the public. Now a project planned within the existing “operational” ROW can be, and presumably will be, constructed as a CE.

While a reconfiguration was done of lanes in Segment 2 in the 1980s and an Alternatives Analysis was performed in 2002-2003, it does not appear any environmental analysis has ever been prepared, so proceeding through an environmental analysis is not “duplicative.”

The theory for the MAP regulation is that existing rights of way have already gone through environmental review and there is no need to duplicate such efforts. Further, the duplicative test is not the only test: the regulation does not address the presence of cumulative or indirect impacts that would not have previously existed.

Further the new MAP-21 regulation re NEPA Categorical Exclusions, effective February 12, 2014, should not be used for the portions of this project within an “existing operational right of way” because of the significant public controversy.

In 2005, there was an 800+ person meeting organized by the I45 Coalition and cosponsored by CTC and other civic groups, attended by several elected representatives and TxDOT. The meeting dealt with alternatives for reconstructing what is now Segment 2, more or less. The presentations and elected representative statements dealt with condemnation, cost understatement by TxDOT as to its preferred alignment, and noise, air, bayou, drainage, and flooding impacts for an I45 reconstruction. The project was shelved due to lack of funding. Right now, CTC believes the more northerly Segment 1 stakeholders do not recognize the extent of land TxDOT will need to condemn. Public controversy may therefore be renewed and magnified to include not only Segment 2, but also Segment 1 individuals and the historically affected areas in Segment 3.

The NEPA exclusion/CE regulation provides that all other federally regulated environmental standards regulations—air, water, noise—and 4f analyses-- still apply even if a CE is used. FHWA must prepare a Guidance on the use of this need tool.

All other Federal and State laws and regulations still apply White Oak Bayou is an important jurisdictional waterway within this project. Thus, Clean Water Act permits for dredging and filling, noise abatement analyses, historical properties, PM2.5 and PM10 analyses would still be required although there is no hearing requirement or public participation mechanism for several of these and the courts are the resort—not a time saving path to get the project going.

Eliminating environmental documentation does not necessarily save time or money, and by TxDOT’s own reckoning in a comment filed regarding the new regulation, the cost savings between an Environmental Assessment and a CE is negligible. This was a problem with the Grand Parkway for which the representation was made that environmental clearances through NEPA had been obtained, while the CWA §404 permit had not been. The mere misstatement triggered litigation. Obtaining this permit took more than a year and generated more litigation. Native American bones were also found. MAP21 requires states to obligate 25% of the apportionment of CMAQ program funds for projects to reduce fine particulate matter emissions within areas designated as nonattainment or maintenance for PM2.5, including diesel retrofits.

The comments provide that “Further, some of these laws may trigger a different level of NEPA analysis for other Federal agencies. As such, there may be instances where a CE satisfies FHWA or FTA’s NEPA responsibilities, but another agency would still require an EA orEIS, such as the U.S. Army Corps of Engineers requiring more detailed analysis to grant a permit under Section 404 of the Clean Water Act.”

It appears at the very least this project will require Section 404 permits and noise analyses and perhaps 4f historical documentation dependent on the alignment chosen for the downtown section.

Some of TxDOT's designs may require a 4(f) analysis for historic neighborhoods, such as the Third and Sixth Wards, and TxDOT needs to determine if that is what it really wants for a modern highway.

Importantly some of the IH-45 adjacent neighborhoods are historic (e.g. the Third and Sixth Ward) and TxDOT should give wide sway to allow the neighborhoods to choose a design not requiring a 4(f) analysis.

For example, noise impacts from an elevated freeway in the historic neighborhoods may trigger the need, expense, and time for a 4(f) analysis, not just standard noise abatement. TxDOT must make clear the project costs of such extra mitigation as compared to the costs of a less damaging design.

LOS and Transportation Performance Measurement Guidance

MAP 21 requires that a performance-based guidance be established. As of today, this has not been completed; however, nothing so far has shown that there will be an improvement in Level of Service to make the alternatives meet the guidance criteria or the CMAQ requirement mentioned above.

Green spaces and bayous should be preserved and enhanced as cost effective ways to minimize flooding, assist drainage impacts, and reduce design and real estate costs. Waterway considerations, cost allocation for flood prevention, and CWA §404 permits should be taken up at the scoping stage.

No matter what alternatives are chosen, there must be adequate retention and detention backed by performance bonds. Waterway considerations and impact issues must be taken up at the scoping stage so adequate analysis can be made of real estate acquisition costs. The residents do not care whose government agency has jurisdiction over water management and flooding events; they expect the agencies to engage in interagency cooperation to prevent this from happening and flood prevention must be incorporated into designs at the scoping stage.

The same interagency cooperation is necessary to protect Buffalo and White Oak Bayous as well as to allow these waterways to do their drainage work without ecological damage. Design features should be incorporated to protect and enhance the bayous and their associated green spaces. Permits for CWA §404 permits must be obtained for all bayou crossings and dredge and fill operations

Congestion Relief Measures Must Be Enhanced To Improve The Estimated LOS Improvements.

At the Nov 2013 Public Meeting #3, very importantly, there was no discussion about improvements in service, and only one new free lane is being added for the Segment 2 design alternatives.

The scoping documents on their face show only an average gain in speed of over 3mph, using far outdated traffic flow predictions, at a cost of over \$2B.

That is not a performance prediction that meets FHWA criteria. The traffic flow predictions must be updated, and models must be run across various more modern designs to determine which have the greater probabilities of reducing congestion and beating the results of the traditional designs.

A key element of feasible alternatives is their project performance. This requires the use of scientific and current data

Performance can only be predicted with good data. CTC does not think that TxDOT ought to be evaluating scoping of a \$2B project and forcing the elimination of alternatives that would be traffic flow dependent without the use of at least current traffic flow models. 23 USC 109 requires the use of a design year, usually 20 years forward, to predict traffic impacts and the improvement to those modeled impacts.

Both TxDOT and HCTRA will certainly have to have investment grade toll studies, based on current and future flow predictions, to justify this project. Until CTC sees at least up to date or future traffic flow data used in models, it is impossible to make logical choice of the various alternatives or to measure the MAP-21 Performance metrics.

Buses and Other Transit Must Benefit From The Design and Be Allowed To Make Their Contribution If Congestion Relief Is The Stated Purpose and Need.

Because congestion relief is a chief goal in the stated Purpose and Need (or Need and Purpose as it is referred to for this project), buses, vans, multi-passenger vehicles and park and ride facilities must be planned for in the alternatives in accordance with MAP-21. In any event, no harm should come to these facilities particularly if they are included in the operational ROW.

Congestion Relief Can Be Enhanced By Reducing Use of Freeway as a Local Road; Do Not Build New Feeder Roads

To reduce land speculation and reduce the freeway use by local traffic that should be on local roads, no new TxDOT feeder roads should be developed. This would have a reduction in congestion because fewer local cars would be accessing the freeway. TxDOT stated support of the no new feeder lanes concept at the second scoping meeting.

Nothing is ever done in TxDOT's plans about improving mobility in the frontage lanes which will still continue to operate as local lanes, although there is some widening of local frontage roads in some areas.

Surface roads and at grade crossings help keep local traffic off interstate highways. I45 Coalition expressed neighborhood preference for alternatives that enhanced grade crossings, but no explanation was given as to why these alternatives were not chosen.

CTC greatly approves the continued use of at grade local crossings for this highly developed area, and suggests that more be added.

TxDOT generally does not take responsibility for traffic congestion on the feeder roads or for the Houston-based practice of using our freeways as local roads. TxDOT statistics have stated that during rush hour 25% of the traffic is for non-commute trips. We are not certain if that statistic is correct, but keeping local traffic off the interstate freeways is a desirable thing.

Toll Lanes; Public needs input from HCTRA

CTC does not have an across the board objection to toll roads; we see them much like any user paid (or partially funded) transportation mode, such as public transit that involves a fare box, especially where true value pricing is invoked.

If there are to be managed lanes, CTC has a strong preference for an integrated system funded by Harris County with bond financing and operated by HCTRA. This is in contrast to Public Private Partnerships entered into without public scrutiny and which may contain, if existing Texas templates are used, unacceptable and arguably unlawful non-compete, non-maintenance, and default clauses.

The current Public Meeting format is not an appropriate mechanism for Public Involvement. It does not provide any rational tracking mechanism of the alternatives presented in previous meetings, to understand their evolution, and why they are eliminated or modified. Introducing altogether new alignments at Public Meeting #3 gives the public only one quick glance at them.

CTC expressly objects to the overly informal, open house format of the Public Meetings to meet Public Involvement requirements for this and other projects. We think a fact driven presentation to the audience as a whole complemented with Q&A about plans and data would convey much more information to the public and elected officials regarding the project so that those persons can weigh pros and cons of project alternatives. CTC's inference is that the project consultants are not ready (and HNTB is an excellent consultant) or that there is not serious interest in informing the public.

This overly informal meeting format leads to many fundamental questions being unanswered.

An specific example of the problem of lack of information disseminated at these meetings can be seen in the issue of Alternatives for tunnels. Another example is a lack of structure at the meeting and a lack of a summarized statement of the project alternative features at the Public Meeting.

Tunnels for I45 were widely studied and supported in 2005 as project redesign and construction features for the I45 expansion. Public preferences have not changed on this issue from 2005: Attendees at Public Meeting 2 showed an overwhelming preference for tunnels for the downtown Segment 3, and many expressed a similar preference for the space-constrained Segment 2. TxDOT listed five Alternatives including tunnels in Scoping Meeting #2. Then in Scoping Meeting #3, it eliminated all 5 options. TxDOT told the Chronicle (11/14/13) that "the tunnel was taken off the list ... because ... there would be no available space for roadway shoulders". TxDOT also said "vehicles would face slower speeds in a tunnel" .. really? Slower than 35 mph? Were these "problems" not known when they were listed as an alternative at the 2nd Scoping Meeting by TxDOT? CTC would think cost and toll revenues would be issues that would determine the viability of tunnels and not some design constraint hampering an organization that can farm out a design for a 5 stack interchange. CTC would think that costs, affects of tunnels on toll revenue, and jurisdictional squabbles might be dampers for a tunnel, but not the stated design constraints. A public explanation about the shoulders issue would have been very helpful to disseminate TxDOT's reasoning that it cannot figure out a shoulder design.

At Public Meeting #3, TxDOT eliminated almost all of the neighborhood preferred choices and substantially changed others.

The public has not been presented with adequate details to make valid and informed decisions on any of the presented variations. No connector flyovers, interchange designs, or 3D renderings to

illustrate the full impact of the expansion were presented. “Typical” section cut illustrations are not sufficient to represent all impacted areas. The public should not have to be experts to understand these features.

TxDOT’s web site allows the dedicated researcher to see what the 3 ‘reasonable alternatives’ for each of the 3 segments. www.i45northandmore.com. CTC and other volunteer groups may go dig this information out of the website, but most persons attending a Public Meeting would like to know specifics from the meeting rather than a hit or miss look at project drawings. A direct link to the 3 documents is: http://i45northandmore.com/scoping_documents3.aspx. Also the drawings in the website do not integrate with questions one might have about them such as the issue of including Harris Co ROW into the TxDOT ROW. There is a large budget for Public Involvement and it should be spent to convey greater information and to improve the public’s ability to make informed decisions and comments.

CTC generally supports the design preferences and comments of the IH-45 Coalition and the Super Neighborhood 22 and thinks well established neighborhoods should have a major say so in their preferences regarding alignment and design of major highways that will impact their quality of life.

TxDOT should take care to avoid a design that implicates 4f historical properties as placing an unnecessary burden on the neighborhoods.

The neighborhood preferences, set forth below, seem to be well thought out and not NIMBY-based.

As to the design alternatives for IH-45 from the Beltway to downtown, there are many diverse neighborhoods along and near these project segments. These neighborhoods want a highway of the future, and not an outdated highway design that will significantly harm their quality of life.

Since these brownfield areas, including historical areas, are very well established and dense neighborhoods exist along the alignments, great weight should be given to their various design preferences whether for depressed areas, elevated areas, cantilevered areas, grade separations, noise abatement, flood mitigation, greenspace enhancement, and spacing of free and tolled entrances and exits.

At Public Meeting #3, there was no evidence not to move the neighborhood preferences forward in the analysis as candidates from which to choose a Preferred Alternative. Yet most neighborhood preferences were dropped without explanation as to cost benefit analysis, CMAQ analysis, comparative LOS implications, access to mobility, or HCTRA input.

Clear and publicly available input regarding neighborhood preferences must be received on these issues from both TxDOT (and also HCTRA if it is to finance the project or at least the main lanes). TxDOT explained at Meeting #3 it eliminated Hardy Toll Road alternatives for Segment 1 on the simple assertion that there was no interoperability between IH-45 and Hardy. CTC does not know how many taxpayer dollars were spent putting forth the assertion of the viability of a combined IH-45 and Hardy Toll Road corridor expansion. We are not certain how far this process went internally only to be dropped. CTC

is very familiar with the 290/Hempstead Corridor plan and the switch off to HCTRA managed lanes, so it is not familiar with why this situation would not have been apparent to the NHHIP.

The project presents Environmental Justice and mobility and access issues as to several of the areas in the Segments 1, 2, and 3, and impacts as to tolling, access, air, and noise must be treated. Neighborhood preferences appear to offer a better solution to this issue.

TxDOT must optimize access and cost issues for a changing demographic. While CTC supports the specific alternatives chosen by the neighborhoods, it more generally asks TxDOT to look at real alternatives and a new way of thinking to design and finance multi-modal mobility projects.

TxDOT wanted to be a transportation agency, and it must start thinking about resource use and allocation. It must stop acting as a highway department mired in mid-20th Century thinking and begin functioning as an innovative agency that more equitably and wisely invests taxpayer funds in multi-modal transportation options that will better serve the needs of the future population.

The “alternatives” TxDOT presented at Public Meeting #3, as presented, are not truly alternatives at all. They are simply variations on the same failed concept of attempting to remedy congestion with roadway expansion with minimal improvement in LOS based on out of date traffic numbers. There will only be one free lane added in each direction. True alternatives would include options that incorporate methods with potential to reduce vehicle miles traveled, actually decrease vehicular traffic volume, improve safety for all roadway users, and focus on moving people instead of accommodating their personal automobiles.

To comply with FHWA initiatives, the transportation agency needs to start thinking about new ways to use the footprint of the public resource. A growing number of citizens choose to minimize their commutes and lessen automobile dependency by using buses and other multi-passenger vehicles; a growing number of citizens pay taxes, but do not drive because of age, economic reasons, environmental reasons, or disability. We have more trucks that need more space to deliver goods. Some persons are starting to use little cars that use less space on the highways. We should be flexible; we should be changing the design of this project for future cars that will drive themselves.

The Neighborhood Preferences for Segments 1, 2, and 3 expressed by voting stakeholders regarding the Meeting #2 alternatives:

Segment 1 (Beltway 8 to 610) – Segment 1 alignments and designs are not Categorically Excluded.

The public's 1st choice was Alternative 3 & 3C - By a 3 to 1 margin, people wanted to put the 4 managed lanes on Hardy Toll Road – where there are already managed lanes. Additional Hardy Toll Road construction would not affect traffic on I-45 and businesses and homes would be saved from condemnation. According to TxDOT, only 45 parcels would be affected on Hardy (vs 267 parcels with Alt 4 or 310 parcels with Alt 5 below, which were the TxDOT choices that made it to Meeting 3). At Meeting 3, TxDOT changed Alt 4 & 5 from 150' ROW to 225' a substantial increase of 50% more ROW, again without explanation or justification.

Apart from displayed diagrams, there were no revenue or costs studies.

CTC does not think the general public, or those specifically affected, are aware of the extensive land acquisition necessary for Alt 4 & 5.

The Public's 2nd choice was Alt 7 – This alternative was changed at Meeting 3. At Meeting 2, it was presented as 4 managed lanes on elevated structure in middle of I-45, a design which only required 30' additional Right of Way on both sides. TxDOT changed that 30' to up to 81' almost 3 times more ROW but without greater mobility.

Segment 2 (610 to I-10) –

The Public's 1st choice was Alternative 14 – a bored tunnel - but TxDOT eliminated this Alternative

The Public's 2nd choice – Alt 15 – Put the managed lanes on Hardy but TxDOT eliminated this Alternative. Importantly, for the NHHIP corridor, this is a different problem than eliminating the expansion of Hardy outside of 610. IH-45 will be expanded. By failing to penetrate 610, this is yet another project that will add to the congestion on 610 causing even greater mobility problems for 610. Traffic coming on Hardy will continue to have to use 610. Now we will have the situation for which traffic from the 290 expansion cannot get directly downtown and will have to use 610 or the new 290 connectors. This may present the greatest CE problems, but it will reduce land acquisition.

The Public's 3rd choice – Alt 10 – Public convenience and necessity require detailed studies to determine whether the expansion in this Alternative should be moved to Hardy and disclosure of the results to the public. However, the Public's 3rd choice made it to Meeting #3.

With this design, TxDOT can put frontage roads over mainlanes and also provide the supporting structure to cover the mainlanes and managed lanes (to create greenspace). This is an efficient use of the ROW and also has the co-benefit of better local traffic management. The greenspace will have to be done later with separate funding.

Segment 3 (Downtown 'Loop') –

Ninty-nine (99%!) of the public wanted the bored tunnels! (Alts 4, 5 & 6) – but TxDOT eliminated all 3 Alternatives! Instead it added 2 new Alts (11 & 12).

Bored tunnels have been a discussed topic for several years and expert stakeholder engineers have assisted with plans. TxDOT promised that it would (seriously and analytically) consider same. In a highly developed area, like downtown the tunnel seems the right answer for this project, just as we have several miles of walking tunnels in downtown. Four tunnels were offered before and four tunnels were removed by TxDOT without adequate explanation of Alts 10, 11 or 12. A stakeholder cannot make informed decisions due to the lack of information available. The Alternatives do not address downtown bypass traffic separation from downtown traffic and do not provide sufficient cross section designs to determine how freeway exchanges would be designed.

If TxDOT insists on a choice between the new Alts 11 & 12, Alt 11 – realign I-45 Northbound and Southbound lanes along 59, Pierce Elevated would be removed and a ground level Parkway would be created – seems more desirable, but because Alts 11 & 12 were new to the public involvement process, there is not adequate information to assess this complex alignment. More detail is needed.

Conclusion and Summary

Because there was a switch of so many alternatives between Meeting 2 and Meeting 3, CTC recommends further analysis and public disclosure of expected benefits and impacts of all the alternatives.

Transportation dollars must always be spent efficiently. If the Purpose and Need of the project is congestion relief, TxDOT must work with new traffic models toward achieving congestion relief. The

present documents show negligible forecasted net relief of congestion (a projected increase in speed of 3mph) for an enormous sum of money.

To reap the greatest congestion relief benefits, the interchanges should be fixed first and no new feeder roads should be developed. Modeling of alternatives should be done with the interchanges modeled as fixed, scenarios run with fewer entrances and exits particularly near the interchanges, and less lane miles of feeder roads.

The greatest weight should be given to various neighborhood design preferences whether for depressed areas, cantilevered areas, grade separations, and spacing of free and tolled entrances and exits to best serve these closer in drivers and potential toll road users. CTC generally supports the efforts of IH-45 Coalition and SN22 in choosing the best alignments and designs for their neighborhoods, but it also supports newer design such as cantilevers to make the highway a road of the future.

Some of the adjacent neighborhoods are historic and TxDOT should allow the neighborhoods to choose a design not requiring a 4(f) analysis, particularly for the Third and Sixth Ward.

CTC expressly objects to the overly informal open house format of the Public Meetings for this and other projects and thinks a fact driven presentation to the audience as a whole would convey much more information to the public and elected officials regarding the project so that those persons can weigh pros and cons of project alternatives.

CTC supports toll road accountability principles, and is grateful if Harris County, rather than a private party, can operate the managed lanes on IH-45. But that is putting the cart before the horse. It needs to be confirmed to the public that HCTRA is not going to be expanding the Hardy Toll Road, and that particularly it will not expand as to Segments 2 and 3, necessitating further ROW acquisition on IH-45, and placing yet greater congestion stress on IH-610.

Safety, traffic noise, and clean air all have separate statutory requirements and standards which are not controlled by NEPA, and which expressly require the incorporation of those standards in design choice. These cannot be handled as paste-ons at the end of the project when they cost more and are far less effective. For example, permits for CWA §404 permits must be obtained for all bayou crossings and dredge and fill operations. Whether part of the project is categorically excluded, and CTC hopes it will not be, there are still substantive, statutory environmental requirements beyond the NEPA procedural documentation requirements..

Buses, vans, and park and ride facilities must be planned for in the alternatives in accordance with MAP21. Flooding and drainage are important impacts and adequate detention and retention must be acquired and financed with performance bonds early on in the design phase.

Solutions for downtown are difficult and particularly spotlight the need for further analysis before eliminating any alternative.

Best Regards,

/s/ Dexter R Handy, Chair
Citizens' Transportation Coalition (CTC)
phone: 832-724-8753 email: drhandy@aol.com

Contributors: Carol Caul, Advocacy Chair; Tom Dornbusch, CTC Board and Media Chair;
Jim Weston, CTC Member; Dexter Handy, Chair

January 31, 2014

To whom it may concern:

I am opposed to any and all freeway expansion to the east of I-45 North between IH610 and Parker Rd, which falls within Segment I of the North Houston Highway Improvement Project ("NHHIP"). The area of my concern serves a thriving, underrepresented, socioeconomically and culturally diverse community that has only recently made headway toward becoming a vibrant and self-sufficient area. Having grown up in the area and as a property owner, I am very familiar with the positive change occurring on the east side of I-45 North. I, too, intend to contribute to the development along the east side of I-45 North. I support Alternative 4 in Segment I of the NHHIP.

The east side of I-45 north of IH610 and south of Parker Rd has always been more developed than the same segment along the west side of the freeway. The east side of I-45 North has been home to many upstanding businesses, shopping centers and a church for at least 25 years, ie Fiesta Mart, Gallery Furniture, Northline Mall, Del Angelo Funeral (Earthman Funeral Home), Leeco Spring International, Johnson GT, James Coney Island, Culinary Institute LeNotre, Rivers of Water Church, Northtown Plaza Shopping Center, which includes Panchos Mexican Buffet and Aunt Bea's, to name a few entities. The longstanding success of the above named entities has paved the way for many more much needed businesses in the area: a dialysis clinic, an urgent care clinic, dental clinics, an optometry office, cell phone stores, hair and nail salons, shoe stores, clothing stores, home decoration stores, office supply stores, and many restaurants and entertainment centers. Many corporations, including Chuck E Cheese, Palais Royal, Foot Locker, Pappas BarBQ, Marshalls, Ross, Office Depot, Conn's, Sherwin Williams, Discount Tire, Chick-fil-a, Taco Bell, Rainbows, CVS, Chachos, Mattress Firm and several more have established businesses on the east side of I-45 North. While the east side of the freeway has continually developed, the west side of the same segment has mostly deteriorated, or remained stagnant at best, with no imminent signs of improvement.

Juxtaposed with the east side, the west side makes Houston look like a hopeless wasteland with an abandoned Starbucks building, a tattoo parlor, several

vacant lots, dilapidated apartments, and several seedy looking motels. Many of the properties are now vacant lots because the buildings formerly on the lots, while for sale for many years, became nesting grounds for vagrants, prostitutes, and criminals. The lots, particularly just north of Victoria St on the west side of I-45 North, serve as unintended campgrounds and dumping areas.

Expanding I-45 North to the west would be beneficial to the community at large, giving the west side a much needed break and preserving vital and prosperous businesses along the east side of the freeway. Table I-1, titled "Population and Employment Growth", of the NHHIP's Need and Purpose Statement (updated May 2012) cites a projected 56.3% increase in population and 67.7% increase in employment by 2025 between IH610 and Beltway 8 as major contributors to I-45 congestion and need for freeway expansion. The projections cited in the Need and Purpose Statement have to be based on the current growth along I-45 between IH610 and Beltway 8, which has most prominently occurred along the east side of I-45. Widening I-45 to the west would destroy all current growth and stifle future growth. The history of business successes along I-45, particularly as pertains to the area between IH610 and Parker Rd, presents clear evidence the west side is not a reliable foundation for business and community growth.

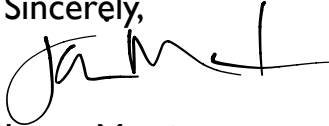
Furthermore, even if businesses were to develop along the west side, the growth would be much lower than the projected figures for 2025 as the east side attempted to recover and the west side attempted to develop, thereby rendering the NHHIP'S argument weak. Demolishing the east side of I-45 between IH610 and Parker Rd would also force the community to travel further to clinics, stores, restaurants, and churches. The property tax and income tax revenue generated by the east side would be lost and the community would have to become dependent, once again, on other areas. Taking the east side would also open the possibility to businesses being rebuilt in the neighborhoods along the newly expanded right of way which would cause double destruction to the community.

The NHHIP also argues the need to expand capacity for emergency evacuations. Demolishing the east side of I-45 North would make it difficult for evacuees to purchase needed supplies, food and fuel and create more havoc and hardship during emergency situations.

I am confident many more reasons exist to save the east side of I-45 North and support Alternative 4 in Segment I. The Secondary Screening Evaluation for

Segment I, dated 12/19/2013, makes it clear Alternative 4 is the least detrimental alternative to the community along I-45 North.

Sincerely,

A handwritten signature in black ink, appearing to read "Jaime", with a stylized flourish extending to the right.

Jaime Martinez
5214 I-45 North Freeway
Houston, Texas 77022
832.865.6926

Parmley, Patricia

From: Kelly Lark <Kelly.Lark@txdot.gov>
Sent: Tuesday, February 04, 2014 12:53 PM
To: Matthews, Patty; Parmley, Patricia
Subject: NHHIP Comment

Comment...

From: Danny Perez
Sent: Tuesday, February 04, 2014 11:28 AM
To: Pat Henry; Kelly Lark
Subject: FW: I-45 Expansion

Forwarded for your handling. Thanks.

Danny Perez
Public Information Officer
Texas Dept. of Transportation - Houston District
Danny.Perez@txdot.gov
Office: (713) 802-5077
Cell: (281) 686-0977

Follow us on twitter @txdothoustonpio
Watch us @ www.youtube.com/txdotpio

From: Heather McIntyre [<mailto:heatherheathmcintyre@gmail.com>]
Sent: Friday, January 31, 2014 8:21 PM
To: HOU-PIOWebMail
Subject: I-45 Expansion

Dear Sir or Madam:

At Public Meeting #2, you presented Alternatives for us to choose from that included many options that the public wanted. Then at Public Meeting #3, I was very disappointed that TxDOT eliminated almost all of our preferred choices and substantially changed others.

Segment 1 (Beltway 8 to 610) – The public wanted Alternative 3 & 3C - By a 3 to 1 margin, people wanted to put the 4 managed lanes on Hardy – where there are already managed lanes. Additional construction would not affect traffic on I-45 and businesses and homes would be saved from condemnation. But TxDOT eliminated this Alternative!

The Public's 2nd choice was Alt 7 – 4 managed lanes on elevated structure in middle of I-45 .. only required 30' additional Right of Way (ROW) on both sides. TxDOT changed that 30' to up to 81' .. almost 3 times more ROW!

TxDOT changed Alt 4 & 5 from 150' ROW up to 225' .. a substantial increase of 50% more ROW.

Segment 2 (610 to I-10) – The Public's 1st choice was Alternative 14 – a bored tunnel - but TxDOT eliminated this Alternative!

The Public's 2nd choice – Alt 15 – Put the managed lanes on Hardy.. but TxDOT eliminated this Alternative!

The Public's 3rd choice – Alt 10 – On below-grade areas, covering roadway to create greenspace .. although this option is still available, the greenspace will not be included with this Alt. It will have to be done later with separate funding.

Segment 3 (Downtown 'Loop') – Ninty-nine (99%!) of the public wanted the bored tunnels! (Alts 4, 5 & 6) – but TxDOT eliminated all 3 Alternatives! Instead you added 2 new Alts (11 & 12).

SEGMENT 1

I still think that the 4 managed lanes need to be on Hardy Toll Road – on Segment 1, I want Alt 3 & 3C with Segment 2, Alt 15. This would reduce land acquisition and reduce costs and have the least economic effect. In fact, according to TxDOT, only 45 parcelswould be impacted on Hardy vs 267 parcels with Alt 4 or 310 parcels with Alt 5. Hardy would also have the least effect on mobility during construction.

However, if TxDOT proceeds with their Alternatives, I am in favor of alternating between Alt 4 and Alt 5 – taking property from whatever side has vacant property. I want the least economic effect on businesses & residences. I do NOT support any double decked roadways due to increased noise levels and visual pollution.

SEGMENT 2

I think that Alt 15 – putting the managed lanes on Hardy is the best answer to help mobility and have the least negative effect on businesses and residences. However, if TxDOT proceeds with their Alternatives, I am in favor of Alt 10 – putting frontage roads over mainlanes and providing the supporting structure to cover the mainlanes and managed lanes to create greenspace. I want TxDOT to include putting green space over the below grade areas. I do NOT support any double decked roadways due to increased noise levels and visual pollution.

SEGMENT 3

I still think that bored tunnels in a highly developed area, like downtown, are the right answer for this project. Four tunnels were offered before and four tunnels were removed by TxDOT! I do not think there was adequate explanation of Alts 10, 11 or 12. I could not make informed decisions due to the lack of information available. The Alts do NOT address downtown bypass traffic separation from downtown traffic and do NOT provide sufficient cross section designs to determine how freeway exchanges would be designed.

I oppose any additional ROW acquisition downtown, especially near the Convention Center and Ballpark. I am in favor of tunnels and depressed/below grade sections of the freeway that create grade connectivity while enhancing inner city mobility. However, if TxDOT proceeds with their current Alternatives, I

am in favor of Alt 11 – realign I-45 Northbound and Southbound lanes along 59, Pierce Elevated would be removed and a ground level Parkway would be created – HOWEVER, I oppose additional ROW along 59 and I need additional information on what the Pierce Parkway would look like.

I want TxDOT to re-evaluate using Hardy Toll Road; I want TxDOT to fully explain their options for Segment 3 and to re-evaluate using tunnels. TxDOT is NOT listening to the public and I want that to change!

Sincerely,

Heather McIntyre

1621 Columbia St

Houston, TX 77008

Drink. Drive. Go to Jail.





Greater Northside Management District

5305 Irvington Blvd., Houston, Texas 77009

(713) 229-0900 office (713) 695-6555 fax

January 31, 2014

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

RE: North Houston Highway Improvement Project

Dear Mr. Henry:

The Greater Northside Management District (GNMD) appreciates the opportunity to comment on the Texas Department of Transportation's proposal for the North Houston Highway Improvement Project. The extension you afforded allowed us to hold a public meeting and collect stakeholder comments as a participating public agency.

Many of the comments we received at our January 23rd meeting concerned the economic impact caused not only during the construction phase of the project, but also as a direct result of the final alignment chosen. Stakeholders were also adamant in stating that regardless of the selected alignment, the preferred alternative should offer a cost effective mobility solution. Stakeholders also felt that the information available at this time is insufficient to provide a recommendation on a preferred alternative. Information specific to economic impact analysis, environmental assessments, traffic studies, and clearer maps displaying possible right-of-way acquisitions would be helpful in assisting stakeholders reach a consensus.

We would like TxDOT to keep in mind that the highway improvement project should not obstruct access, visibility, or mobility in the Greater Northside Area. It is essential that the highway improvements do not limit access for cyclists, pedestrians, or public transit users. The design alternative chosen should allow for greater connectivity within the area as well as to the North Corridor Light Rail System. The alternative chosen must be the one with the least negative impacts to residents and businesses in the area. Finally, we ask that all public comments are made public in real time and that the project continue to proceed with transparency.

We look forward to working with you to develop innovative, cost-effective, and practical solutions to enhance the social, environmental and economic well-being of our region.

Sincerely,

Rebecca Reyna
Executive Director
Greater Northside Management District

Parmley, Patricia

From: Kelly Lark <Kelly.Lark@txdot.gov>
Sent: Tuesday, February 04, 2014 1:02 PM
To: Matthews, Patty; Parmley, Patricia
Subject: NHHIP Comment

I also forwarded this to Wahida to answer her questions regarding a specific location.

From: Danny Perez
Sent: Tuesday, February 04, 2014 11:28 AM
To: Pat Henry; Kelly Lark
Subject: FW: I 45 expansion

Forwarded for your handling. Thanks.

Danny Perez
Public Information Officer
Texas Dept. of Transportation - Houston District
Danny.Perez@txdot.gov
Office: (713) 802-5077
Cell: (281) 686-0977

Follow us on twitter @txdothoustonpio
Watch us @ www.youtube.com/txdotpio

From: Lynnette Tello [<mailto:mhlt@att.net>]
Sent: Sunday, February 02, 2014 3:04 PM
To: HOU-PIOWebMail
Subject: I 45 expansion

Hello TXDOT,

We support positive development of our transportation network in our metropolitan area. We are and have been positive supporters of the recently opened North Rail Line and worked with METRO and our neighborhood property owners. I am a member of the Community Action Board(CAB) for METRO North Rail and have participated in many community meetings etc.

I am aware that this process has been going on for years, but I hope that we can also be supporters of this I-45 expansion, but we need information specifically regarding the area near **Quitman and South Street**. Please contact me so I can meet with a TXDOT representative to discuss the most recent schematic design and environmental document.

I understand that the time frame for public comment has expired, but I am interested in more information.

I hope we can work together to make this a positive experience for us all. Let's make it a win/win.

Thank You,
Lynnette Tello

Drink. Drive. Go to Jail.



Dear Sir or Madam:

I, Nathan Watkins, oppose eastward expansion of I-45 (Interstate Highway 45) between North Loop IH610 to Parker Rd. which falls in Segment 1 of the NHHIP (North Houston Highway Improvement Project). I support Alternative 4 of Segment 1 of the NHHIP, found at:
<http://www.IH45NorthandMore.com>

I currently have a client at 5214 North Frwy, Houston, Tx 77022, which is located on the east side of I-45 North between the IH610 North Loop and Parker Rd. I have provided my professional architecture services to this client for over one year. This is a project of commercial development and is designed to provide several businesses on I-45 North.

NHHIP's eastward expansion of I-45 North will negatively affect businesses and the current fragile economy of the area. The catchment area of these diverse businesses will cause a negative impact on the quality of the current standard of living for Houston. Fiesta Mart, which provides the local Hispanic population with culturally specific foods, might not recover from its removal of its current location. The Culinary Institute LeNotre, which recruits from France, will no longer provide Houston with a culturally rich environment. Furthermore, Royal Crown Plaza has recently established its catchment area primarily from local neighborhoods for dental (Attar Dental), chiropractic (Ameri Chiropractic), motor vehicle insurance and tax (1 Stop Multiservice Income tax), cellphone (Cricket), and locksmith (MHS Locksmith) services. These businesses mentioned are only a few of many which will be negatively affected if TxDOT expands to the east side of I-45 in Segment 1 of the NHHIP.

The current status of the west side of I-45 North provides Houston with a derelict environment; specifically between 610 North Loop and Parker Rd. The westward expansion of I-45 North can improve the safety and aesthetics of the local environment of Houston by removing the dilapidated buildings, parking lots, and tattoo parlors found on west side of I-45 North.

As an architectural service provider, taxpayer, and concerned citizen, I implore TxDOT to refrain from acquiring land along the east side of I-45 North between the IH610 North Loop and Parker Rd. Land acquisition should be limited to the west side of I-45 North between the IH610 North Loop and Parker Rd. I am voicing my comment before the January, 31 2014 deadline.

Sincerely,

Nathan Watkins



PO BOX 66532 HOUSTON TX 77266-6532

February 21, 2014

Mr. Pat Henry, P.E.
Director of Project Development, TxDOT
HOU-piowebmail@txdot.gov; PHenry@dot.state.tx.us

Hon. Sylvia R. Garcia, State Senator District 6
Sylvia.garcia@senate.state.tx.us

Hon. John Whitmire, State Senator District 15
john.whitmire@senate.state.tx.us

Hon. Sylvester Turner, State Representative District 139
sylvester.turner@house.state.tx.us

Hon. Carol Alvarado, State Representative District 145
carol.alvarado@house.state.tx.us

Hon. Jessica Farrar, State Representative District 138
jessica.farrar@house.state.tx.us

Hon. Ed Emmett, Judge, Harris County Commissioners Court
judge.emmett@cjo.hctx.net

Mr. Alan Clark, Director of Transportation Planning, H-GAC
alan.clark@h-gac.com

Re: Direct Connector Project for I-45 and Shepherd Now Under Construction

Dear Mr Henry:

This is an **extension to the comments which CTC filed January 31, 2014**, regarding the Third Public Meeting for the NHHIP, and we respectfully request that this letter and extension be placed in the FHWA's administrative record for the I-45 project and also be responded to by appropriate persons in the DEIS as if it were part of the original comments.

CTC is very concerned about several Public Involvement and disclosure issues surrounding the following situation.

This letter and comment extension relates to the NHHIP Segment 1 and the direct connectors between I-45 and Shepherd and nearby streets that are currently under construction. Construction on the direct connectors began without any public involvement, and without apparent federal approval other than approval to fund the project separately.¹

I-45 is a federal aid highway and the direct connectors tying into I-45 are subject to federal law, particularly regarding public involvement, whether the connectors are temporarily or permanently funded by Prop 12 or carved out in the STIP process or tolled, because they provide direct access to a federal aid highway. The project is also subject to new regulations in the Texas Administrative Code for “Public Involvement” that arose out of an extensive TTC Sunset Process and SB 1402.

Town Hall Meeting With Elected State Representative & State Senators and TxDOT; TxDOT Owns Up About The Public Involvement

On February 4, 2014, in response to the queries from nearby stakeholders as to just what was going on with the unexpected construction of the elevated structures that residents and drivers were observing, St Rep Sylvester Turner and St Sen John Whitmire and St Sen Sylvia Garcia held a townhall meeting about the construction and features with TxDOT at Acres Homes community center. Most of the attendees were minorities.

At this meeting, TxDOT owned up that it had held one meeting about the I-45 Shepherd direct connectors several years ago, and that meeting was held several miles from the actual site of the connectors. Only 3 persons had attended. TxDOT went on to admit it did no further public outreach for the project. CTC used reasonable efforts, but it could not find a notice for the “several years ago” meeting or venue in the Chronicle archives or a note about the meeting on TxDOT’s database for meetings.

There will be follow-ups about the local residents’ concerns, and a stakeholder committee will be developed.

CTC greatly appreciates the efforts of these elected officials to get to the bottom of TxDOT’s obligations and the issues of impacts, construction issues, land condemnation if any, park and ride implications, and especially community involvement processes, and also their efforts to insure further compliance and mitigation.

¹ TxDOT’s project tracker does indicate that Environmental Clearance was obtained in 2/13, but CTC does not know what that means. Presumably TxDOT claimed a CE without documentation, which is highly debatable, and a public meeting would still be required.

Shock and Surprise: On Ground Construction Operations Commenced For I-45 Direct Connectors

Last week CTC was shocked to learn that TxDOT had already put the shovels in the ground (on January 14, 2014) for a that project which would include elevated flyover and direct connectors joining Shepherd and other nearby streets with I-45. This would be tied into Segment 1 of whatever is built for I-45.

Facts and Timeline

At the last public I-45 meeting (the Third Public Meeting), an open house style meeting, held in November 2013, it was mentioned briefly to one CTC member, that the direct connector project would be a stand alone project separate from the "big" I45 redo project", but no timeline was given.

TxDOT's construction reports shows the I-45/Shepherd DCS job was let for construction bid on July 8, 2013.

http://www.txdot.gov/insdtdot/geodist/hou/cserve/constrpt/ccnst_3.htm. (p 3 of 9, scroll down about halfway).

The contract for the connectors to I-45 was let for **\$24.8 million, and the current project estimate as of 1/14/14 is \$28.8 million.** This will be a major component of the NHHIP corridor.

This contract was awarded four (4) months before the November 2013 Third Public Meeting about I-45 Alternatives.

So there was a binding contract to build a significant feature of the I-45 project and that construction contract existed 4 months before the Third Meeting in November 2013 and the direct connector project had received Environmental Clearance on 2/13², but no real mention was made of this project having been designed by the Second Meeting or having been let for construction by the Third Meeting or that construction would commence on 1/14/14 two weeks before the Third Meeting comment period ended. CTC is not aware that any drawings were posted at the meeting for these features.

Not only is it a major problem that the direct connector design may preclude one or more of the Segment 1 Alternatives, but also major amounts of ROW will be needed for Segment 1 features and the ROW needed may be enlarged as a result of the connectors. This dustup regarding disclosure at the meetings of the flyover/connector contract was wholly unnecessary, and CTC is not certain the general public is aware of the expansion of ROW needed for the Segment 1 designs presented at Meeting 3 compared to the smaller ROW for those at Meeting 2, so the greater ROW needed must also be made clearer to the public and elected officials.

The contract was let as a TMS when it was carved out in the STIP process, but we also do not know if the direct connectors will now be part of the tolled/managed lanes system.

² See footnote 1.

Again, CTC's main concern is not how the connector features will be funded, temporarily or permanently, but rather that no one in the public knew about them. The elevated features carry environmental implications, at least flooding, and they may render infeasible some of the designs brought forward for Segment 1 at the November 2013 meeting. Even if TxDOT claimed some sort of CE under MAP-21 to get the "Environmental Clearance" in 2/13, the design and alignment should have been presented at the I-45 meetings and also at a meeting with the residential stakeholders.

On January 31, 2014, CTC filed comments about the schemata and diagrams presented at the November 2013 meetings for TxDOT's 3 alternatives for each of the 3 project segments. The comment deadline was extended for some reason to January 31. We did not know of, and, consequently, did not mention the effect of the connectors, and we do not know how many, if any, other commenters knew about, or commented about, the Shepherd/I-45 \$28.8 million dollar features.

CTC has long had a serious problem with TxDOT's reliance on these "Open House" buffet style meetings: important points are not disseminated to all attendees rendering the public involvement and analysis marginal since there is limited information provided to the public. These sorts of meetings might be beneficial at the early scoping process or at the mitigation phase where concern about mitigation is more local, but not at the pre-DEIS stage.

Several CTC members attended the November 2013 meetings, but apparently the Shepherd to I-45 direct connector project was mentioned only to one CTC member. The DCs would be a very important part of mobility features for Segment 1, and their configuration may have precluded other alternatives. If TxDOT knew of a design constraint caused by the DCs, it certainly did not reveal that to the public, but design constraint or no, these features should have been explicitly revealed and drawings should have been available since the contract was already let and the shovels were going in the ground.

As stated, we do not know whether it is the intent of TxDOT to toll all or part of these direct connectors as part of their funding mechanism. But we also do not know about the plans for the Shepherd Park and Ride facilities or the Park and Ride real estate in light of the connectors. These issues would definitely be something that nearby residents would want to know because of Economic Justice issues.

CTC finds the omission of diagrams for these connector features at the third meeting, if not the second meeting, inexcusable from both a planning and public involvement perspective, and since the contract had already been let 4 months earlier.

Second Scoping Meeting November 9, 2012

CTC filed general comments about the Second Scoping Meeting for the NHHIP on November 9, 2012.

That meeting was a true “informational meeting” as it is referred to in project documents rather than a scoping meeting, but we were not provided any diagrams or plans for DCs for the Shepherd area at that time, so we did not comment.

H-GAC TIP and STIP

On October 26, 2012, at the behest of TxDOT, H-GAC submitted a TIP Amendment to the 2013-2016 TIP which split the direct connector project off from the balance of the I-45 expansion and reconstruction project. <http://www.h-gac.com/taq/tip/docs/2013-16/Amendment%206%20-%20signed.pdf> p3 of table

A Resolution by the TPC was adopted on the same day (October 26, 2012) accepting this change

http://ftp.dot.state.tx.us/pub/txdot-info/tp/stip/fy_13_16/nov_12/highway/houston_hwy_111512.pdf (see p 17)

So stakeholders who attended a Second Scoping Meeting were in the dark about a direct connector project and that it had been split off. At the time as a \$17.8 million component (the then estimated price) that would tie into the tentative design plans for the Segment 1 features.

TxDOT Sunset Recommendations

The Sunset Advisory Commission in 2010 made a formal report after extensive investigation and input about controls and processes for TxDOT to follow to improve its operations. The report stated that TxDOT should have continuing legislative, regulatory, and internal controls and have further oversight through the Sunset Commission.

Included among key findings and recommendations to the legislature were:

1. TxDOT’s Internal Controls Are Not Adequate to Ensure the Transparency and Accountability Necessary to Maintain Public Trust and Confidence.
2. TxDOT and its employees should develop, adopt, and adhere to a Code of Ethics, and to establish an ethics hotline for reporting violations.
3. The State’s Complicated Transportation Planning and Project Development Process Frustrates Understanding of How Important Decisions Are Made
4. TxDOT Does Not Meet the High Expectations Placed on It to Ensure Consistent, Unbiased, and Meaningful Public Involvement.

Key Recommendations regarding these points are

1. The Legislature should require TxDOT to develop and implement a public involvement policy that guides and encourages more meaningful public involvement efforts agencywide. (There are new regulations, but they are not being adhered to with respect to the criterion of “meaningful.”)
2. The Legislature should require TxDOT to develop standard procedures for documenting complaints and for tracking and analyzing complaint data.

CTC had participated actively in previous sunset investigations, and it will do so again if asked. But something more immediate and granular is needed for the Houston District of TxDOT operations.

Growing out of these findings and recommendations, in part, the legislature enacted SB 1402 and the legislature directed TxDOT to adopt new Transportation regulations in the TAC clarifying TxDOT's obligations with regard to "Public Involvement". There were previously similar regulations, but these new regulations, directed by the legislature, became effective February 2012, and TxDOT should comply with them.

Conclusion

This going dark about the flyovers is in the face of (1) multiple opportunities to discuss these structures at the 3 project meetings for I-45, and specifically to disclose whether these major direct connectors would have an effect on the I-45 alternatives for Segment 1 and would enhance the Level of Service, (2) the new public involvement regulations effective Feb 2012 implementing the major transportation bill SB 1402 as a result of major Sunset Commission investigations regarding the Commission's public involvement processes and operations and other issues, (3) the express carve-out of the direct connectors in a STIP Resolution in October 2012 before the second meeting, (4) the let of the construction contract in July 2013 before the third meeting, (5) the commencement of ground operations before the comment period had ended for the third meeting, and (5) apparent noncompliance with Title 23 of the USC and other federal laws, taken together do not indicate an intent to comply with public disclosure and involvement requirements.

We again express our thanks to our elected officials for their assistance with the stakeholders and hope for a successful outcome protecting the interests of all stakeholders and travelers.

Again, we reiterate that these comments should be treated as an extension to our January 31, 2014, comments and should be included in the administrative record for the I-45 (NHHIP) project for analysis and response by TxDOT.

Best Regards,

/s/ Dexter R Handy, Chair

Citizens' Transportation Coalition (CTC)

phone: 832-724-8753 email: drhandy@aol.com

Contributors: Carol Caul, Jim Mackey, Tom Dornbusch, Jim Weston

From: [Matthews, Patty](#)
To: [Parmley, Patricia](#); [Miranda, Cristina](#)
Subject: FW: SHPO participation in North Houston Highway project CSJ 0500-03-554
Date: Monday, December 23, 2013 8:01:06 AM
Attachments: [image001.png](#)

Please include this as a comment for NHHIP project

Patty

From: Pat Henry [mailto:Pat.Henry@txdot.gov]
Sent: Thursday, November 14, 2013 4:25 PM
To: Matthews, Patty; Kelly Lark
Subject: FW: SHPO participation in North Houston Highway project CSJ 0500-03-554

From: Linda Henderson [mailto:Linda.Henderson@thc.state.tx.us]
Sent: Thursday, November 14, 2013 4:18 PM
To: Kelly Lark; Pat Henry
Subject: SHPO participation in North Houston Highway project CSJ 0500-03-554

I'm writing in response to the recent notice about public meetings and development of an EIS related to the North Houston Highway Project (CSJ 0500-03-554, formerly 0912-00-146).

THC will not have a representative at the upcoming meetings but would like to stay apprised of the development of the project. We anticipate TxDOT's ENV staff will also be in touch with us to coordinate as needed under Section 106 and Texas Antiquities Code.

Please contact me with any questions.

Best,

Linda

Linda Henderson
Historian, Federal Programs
History Programs Division
Texas Historical Commission
P.O. Box 12276
Austin, Texas 78711-2276
phone: 512/463-5851
www.thc.state.tx.us



Texas Transportation Forum: Jan. 6-8, 2014



**METRO's Comments on the TxDOT's
North Freeway Project –
Proposed Alternatives for 3 Project Segments
December 20, 2013**

Engineering has reviewed all preliminary alternative plans for IH-45 North Freeway Project. These plans at this level do not show any details of access/egress to/from the proposed Managed Lanes. Regardless of any alternative selected, our comments are as follows:

1. Need to have details of access/egress to/from following locations:
 - Aldine Bender (West Road) connection for Greenspoint area
 - N. Shepherd connection for N. Shepherd Park & Ride and Seton Lake Park & Ride
 - Crosstimbers (Airline Drive) connection for 610 Loop
 - Downtown connections to Smith/Louisiana and Milam/Travis streets
2. Need to provide details for the enforcement areas. How are the Managed Lanes going to be enforced?

Planning has also reviewed plans for the I-45 reconstruction and have the following concerns:

1. Pierce should be no less than 4 lanes due to existing traffic and bus movements in and out of the Downtown Transit Center.
2. The reconstruction of the Managed Lanes should contain the same access points (in the same locations) as the current HOV system. More access is ok, less in not.



U.S. Department
of Transportation
**Federal Highway
Administration**

Texas Division

November 1, 2013

11-613 To: KURT LARSEN
FOR APPROPRIATE
300 E. 8th Street, Rm 826
Austin, TX 78701
(Tel) 512-536-5900
(Fax) 512-536-5990
www.fhwa.dot.gov/txdiv

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HB-TX

POSTED.

J. HARRIS

Mr. George Greanias
President and CEO
METRO
P.O. Box 61429
Houston, TX 77251-1429

Subject: Agency Meeting: North Houston Highway Improvement Project Environmental
Impact Statement

Dear Mr. Greanias:

The Federal Highway Administration (FHWA), in cooperation with the Texas Department of Transportation (TxDOT), will hold a meeting for cooperating agencies for the North Houston Highway Improvement Project. An Environmental Impact Statement (EIS) is being prepared for this project, in accordance with the National Environmental Policy Act of 1969, to analyze potential direct, indirect, and cumulative effects to the human and natural environment that may occur from the construction and operation of proposed transportation improvements in the project area. The project limits are from the interchange of US 59 and SH 288 to the interchange of IH- 45 and Beltway 8 North, a distance of approximately 16 miles. The study area includes portions of IH-10, US 59, and SH 288 near downtown Houston; Hardy Toll Road from north of downtown Houston to Beltway 8 North; and IH-610 and Beltway 8 North between IH-45 and Hardy Toll Road. Additional information is available on the project website: www.IH45northandmore.com.

If your agency has not yet formally agreed to be a cooperating agency, we extend this invitation to become a cooperating agency with the FHWA in the development of the EIS for the proposed project. Your agency's involvement would entail only those areas under its jurisdiction, and no direct writing or analysis by your agency will be necessary for the document's preparation.

If you have any questions, or would like to discuss the project or agency roles and responsibilities during the preparation of this EIS in more detail, please contact Julia Ragsdale at 512-416-2612 or julia.ragsdale@txdot.gov.

You and other federal agency representatives are invited to attend a focused meeting for agency discussion regarding the project, prior to the next public meetings. The agency meeting will be held as follows:

Thursday, November 14, 2013
 10 a.m. to 12:00 p.m.
 TxDOT Houston District Office, Conference Room 105
 7600 Washington Avenue
 Houston, Texas 77007

If you cannot attend the agency meeting, please consider sending a representative. If you have any questions regarding this meeting, please contact Mr. Pat Henry at 713-802-5241.

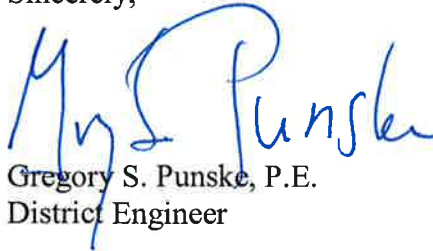
Meetings for the general public will be held as follows:

Thursday, November 14	Tuesday, November 19
5:30 p.m. – 7:30 p.m.	5:30 p.m. – 7:30 p.m.
Aldine Ninth Grade School	Jefferson Davis High School
10650 North Freeway	1101 Quitman Street
Houston, TX 77037	Houston, TX 77009

The purpose of the meetings is to present information about, and receive feedback on, the reasonable alternatives for highway improvements in the North Houston corridor, the process being used to evaluate the alternatives, and how community feedback has been incorporated to date in the planning process. Meeting attendees will also have the opportunity to view project information, ask questions of the study team, and discuss their concerns.

Thank you for your participation and interest in this project.

Sincerely,



Gregory S. Punske, P.E.
 District Engineer

Cc: Mr. Carlos Swonke, Director, Environmental Affairs Division, TxDOT
 Mr. Michael W. Alford, District Engineer, Houston District, TxDOT