

Email Comments

From: Tami Merrick [tmerrick@pspaec.com]

Sent: Monday, October 01, 2012 11:46 AM

To: HOU-PIOWebMail

Cc: comments@ih45northandmore.com

Subject: Tami Merrick- Public comments to the Houston I 45 expansion between downtown and the north 610 loop

To whom it may concern,

I am a 12 year resident of First Ward and 10 resident of Woodland Heights prior. I serve on the Board of the Avenue CDC which was responsible for acquisition of funds for construction renovation of the historic Jeff Davis Hospital located in First Ward. It was renovated into affordable housing targeting artists, musicians etc. It should be noted that there were historical graves located on this property which was one of the reasons that the community was able to attain it for public use. While I share in my concerns for the all the neighborhood interests listed below. I am particularly concerned that the Historic Value of the Old Jeff Davis as well as some of the all other historical buildings in First Ward that may or may not have markers could be located in the I-45 expansion zone. A great deal of effort has gone into preserving some of the older structures in the near downtown areas and it would seem alternative to ground expansion should not take precedence over the value of our City history and heritage. I may also note that first ward is under major change with a rapidly increasing density of residential housing that allows for residential living inside the 610 loop. This minimizes the impact of pollution associated with commuting on the air quality of Houston. Tx Dot needs to consider the quality of life for residential living within 610 loop as sustainable approach to transit. I am a proponent of the tunnel solution which allows for community connectivity and provides a more sustainable approach to transit expansion.

These are some items we want TxDOT to either comply with or agree not to do:

- **No expansion beyond the existing right-of-way on I-45**
- Alternative means of transportation must be explored
- No negative impact on the neighborhoods quality of life
- **We want a tunnel to be considered for the 4 managed lanes**
- **We want a tunnel to be considered for general traffic lanes**
- We do NOT want any new roadway built above ground level – no double decked freeways because of additional noise & visual pollution
- As an alternative – extend Hardy from 610 to downtown; widen Hardy; have TxDOT purchase Hardy and then remove all tolls. Another variation is to maintain some lanes as HOV / toll lanes and the rest for general traffic
- In addition to the above item – coordinate with Metro and extend light rail on existing rail tracks already on Hardy
- Replace and/or supplement Pierce Elevated with a tunnel system
- We do not want any roadway to negatively affect water drainage into or out of our neighborhoods

Thanks

Tami Merrick, AIA

Senior Associate | Design

AUSTIN
DALLAS
DENVER
HOUSTON
WASHINGTON, DC
Abu Dhabi Doha Kuwait London

PAGE SOUTHERLAND PAGE, LLP
1100 Louisiana, Ste One
Houston, Texas 77002
tel: 713 871 8484
fax: 713 871 8440
www.pspaec.com

ARCHITECTURE INTERIORS CONSULTING ENGINEERING

Express Texas Auto Parts Inc.



**Imported Car
& Truck Parts**

3403 Gulf Freeway, Houston, Texas 77003

Tel: (713) 227- 1544

Fax: (713) 225- 2333

10/12/12

To: Senator John Whitmire

From: Tim Nuber

Cc: Cecil Gammill

Re: I-45 Expansion, Houston Tx

Dear Mr Whitmire,

I am writing you to protest the expansion of I-45 on the East side of the freeway because of the many business's that this would impact, including my own. Using the east side of the freeway would close very many established business's that have been there for 20 plus years. The impact on employees alone would be severe and detrimental to every day life as they know it. I'm sure you wouldn't wish any harm on anyone but using the proposed east side of the freeway would cause harm.

Please do what you can for us on this matter,

Sincerely,

Tim Nuber

Bap/Geon

Express Texas Auto Parts Inc

3403 Gulf Freeway

Houston Tx 77003

From: carolyn.fleetwood@chachos.com [<mailto:carolynfleetwood@gmail.com>]
Sent: Tuesday, October 23, 2012 4:15 PM
To: john.whitmire@senate.state.tx.us; Pat Henry; Roger Gonzalez
Subject: Chachos Restaurants and I45 at Tidwell

We're located at Tidwell/I45 on the Southeast corner. If 45 is widened and takes the east side, we will lose our restaurant (which we don't own but only lease and 60+ employees will lose their jobs. Here are the list of the current employees on this week's payroll

EMPLOYEES

ALEMAN	NICHOLAS
ARIZPE	MARIA L.
AVILA	MARIA G.
AVILA	ROSA A.
BALLES	JOE P.
BARAY Jr.	ROBERT
BARTHOLOMEW	JARVIS A.
BENAVIDEZ	ANA Evelin
BENITEZ	HERIBERTO
CASTILLO	DINA M.
CASTILLO	KARLA E.
CASTILLO	MICAELA
COPELAND	ZACHARY W.
CRUZ	CONNIE A.
ELIAS	RUBEN E.
ELIZALDE	FRANCISCO G.
GARCIA	DAVID
GARCIA JR.	DAVID A.
GONZALEZ	NARALY M.
GUERRERO	JULIE M.
HERNANDEZ	ARMANDO G.
HERNANDEZ III	PEDRO A.
HERNANDEZ	ROGELIO
JOHNSON	AISHA
JOSEPH	ADRIAN D. J.
JOSEPH	KASHLY E.
JUAREZ	JUANA
LARA	MARICELA
LIMON	NOHELI
MALDONADO	JUAN C.
MARTINEZ	LAURA
MELGOZA	MA ANGELINA
MENDOZA	AMY M.
MENDOZA	PATRICIA
MONTOYA	OLGA L.
MORALES	LEONOR R.
MUNOZ Jr.	VALENTIN
PALIZO	ROSALIA
PERCY	SEAN D.
QUIROZ	JULIO S.
RANGEL	ALEKA A.
READ	DELINDA
REH	KLAW
REYNA	BETTY JO

RODRIGUEZ	ANA L.
ROJAS	MARIA
	VICTORIA
RUIZ	ELIZABETH
	A.
SALAS	ANGELA A.
SALAS	LAURA L.
SAMODUMOV	NIKITA A.
SOTO	PRISCILLA
TAMEZ	ROSA H.
TORRES	HESSEY
TURCIOS	MARIA
	ANGELICA
VALLEJO	M.
	REYNA
VELASQUEZ	ISABEL
VILLAREAL	MARITZA

MANAGERS

CASTILLO	JAIME
ENRIQUEZ	JONATHAN
MATA	MARCOS
PINEDA	LEO

We ask that if you must widen 45, you widen take the land from the WEST side in this section as there is a lot of vacant land there.

Carolyn Fleetwood
Vice President

From: Joe Jones <bestdeal.furniture@yahoo.com>
Date: October 24, 2012, 4:05:37 PM CDT
To: <pat.henry@txdot.gov>
Subject: expansion on 45
Reply-To: Joe Jones <bestdeal.furniture@yahoo.com>

Dear Sir,

I the undersigned, Jose Butron, owner of Best Deal Furniture at 5900 North Freeway Suite #132 for the last twelve years.

As business has been bad for the last four years due to bad economy. Construction work will definitely destroy my business which we worked too hard til today.

So I highly protest against the construction work for expansion on our side.

Thanking you in anticipation for your kind understanding.

Yours Faithfully

Jose Butron

Tami Merrick

To: tx dot
Subject: FW: I-45 Expansion - Comments
Attachments: Scoping mtg comment sheet 3.pdf; Tx Dot I-45 expansion alternatives.pdf
Importance: High

Tx. Dot,

I am a registered architect, First Ward resident, board member of the Avenue Community Development Corp. and on the steering committee of the I-45 Coalition. I am generally opposed to the alternates as presented at the second scoping meeting and the public forum meeting on October 24 2012. I attended was in attendance to scoping session 2. I am providing specific comments on each alternative listed below and reasons for opposition. As a resident of Frist Ward and I am **opposed to any additional right of way in First Ward and other residential communities along the I 45 corridor**. I am opposed to a tunnel alternative on Houston Avenue which is the street of my residence at the center of First Ward neighborhood including historical structures. I oppose any tunnels in residential neighborhoods. I do support tunnel concepts over surface paving for environmentally responsible design practices which may decrease the carbon footprint of transit in our urban centers. I want TX Dot tunnel alternates that remain in existing Tx Dot right of ways. I would support a revised 610 to Hardy Toll Road alternative that was continuous to downtown and linked into the existing right of way of Interstate 59. I want BRT or Commuter rail to be integrated into the Hardy Elysian route to address future transportation needs and stop the expanse of concrete that adds to our urban drainage problems, air quality and livability of our city.

Segment 1 :

General Comment: I would challenge TX Dot to provide more environmentally responsible alternates in segment 1 as they have attempted to address in segment 2. There is a lack of creativity and best practices for design to enhance the urban environment and provide sustainable designs.

Alternative 3: (first choice) The most reasonable alternative presented in segment 1. I oppose the 610 connection from I-45 to Hardy toll in its excessive cross section of additional lanes on grade and suggest the right of way required needs to be reduced. I would support elevated freeways at the 610 connector as it is primarily commercial property if it was revised within current right of way. I suggest elevated schemes could be revised with existing right of way and located at the center of the cross section avoiding visual clutter noise etc. for adjacent offices. (I could support alternative 3c if it was reworked)

Alternatives 4, 5 and 6 : These alternatives are massive in the amount of additional right of way in the amount of 150'-0". Taking away prime land for existing commercial and future development that provides a property tax base for city/country services and likely would intrude into residential neighborhoods. These alternatives are environmentally irresponsible adding noise and air pollution in our city. Tx Dot should provide information including the impact that new interstate has regarding the carbon footprint imposed upon our city. Tx Dot should be designing to new standards to reduce the carbon foot print but working with mass transit and moving people more efficiently in a method that is environmentally responsible.

Alternative 7: Should be revised to eliminate elevated ramps and depress sections of interstate allowing adjacent business and residences to remain. Provide a revised design without additional right of way. Or provide a tunnel scheme aligning with existing right of way.

Alternative 8: Is more responsible in the smaller amount of right of way, but I am opposed to elevated sections which deliver a message to visitor coming from the airport to downtown that we are a concrete nightmare. The elevated schemes do not address noise pollution for existing business and residences. I would also suggest that a tunnel scheme

could be developed and incorporate a Bus Rapid Transit system rather than just HOV lanes. A method of transporting more people promoting a reduced carbon footprint.

Segment 2:

General comment: Segment 2 provided several alternates that were more environmentally friendly towards the surrounding neighborhood and had potential to enhance the experience of entering downtown. Tx Dot presentation lacked a understanding of how the alternates connect between segments and how our interstate could be enhanced with landscaping and environmental friendly concepts.

Alternative3: Worked within the existing right of way and provides minimal impact to neighborhoods. It doesn't address the reduction of noise, air pollution and reduction of carbon footprint in any way.

Alternative 10: (third choice) Worked within the existing right of way. It was not clear what the concrete beams look like in reality. If it was complete cover reconnecting neighborhoods and green space design (green parkway cap like L.A. project?) I would support a park scheme and reconnection of neighborhoods across the interstate. I like the deeper depression and the fact that bike lanes are worked into this scheme. Before I could fully support this I would need to understand what it looks like better. I also would need a clear understanding of how this scheme connects up with segment one and three tunnel concepts and impact of access ramps. I would not support additional right of way in First Ward or Heights to make the transition to the tunnel. I would not support addition of elevated ramps in the gateway to downtown.

Alternative 11 and 12: (extremely opposed) I am opposed to the elevated lanes increase noise and air pollution and visual clutter to the urban scape.

Alternative 14: (second choice) This scheme I could support with more information available. It was not clearly communicated how the surface interstate transitions to a tunnel at the exchange. Impact of potential ramps at 45/610 in unclear. I am opposed to intersecting high elevated ramps similar to what was built at 610 and I-10. I prefer connections depressed/tunneled within existing right of way. I would appreciate the vented air would be cleaned prior to releasing to the urban area. I have concern for the Avenue Community Development Center properties that are located south of 610 at the 45 exchange to the east in the Near North Side. I would not support eminent domain in that area to Avenue CDC properties and homes. The City of Houston and the Brown Foundation put 60,000 dollars per home into thie affordable housing projects and the CDC has spent allot of time and energy to revitalize the near north side. It would be a travesty to wipe out that neighborhood and poor use of tax money.

Alternative 15: (first choice) It is my understanding this route is a done deal and that Harris county is in process of extending the Hardy Toll Road. I would support this scheme in terms of least impact to neighborhoods. I would challenge TX Dot to work with mass transit and incorporate Bus Rapid Transit design or potential high speed commuter rail which can share the freight train tracks already on the north section of the Hardy toll road. Also consider how many visitor cars we could remove off the grid if we offered train transportation from the airport into the downtown. Now that would be an effort to reduce the carbon footprint imposed or at least offset it.

Segment 3

General Comments

It is important to note that the downtown loop schemes have **big yellow circles** that were described in scoping meeting 2 as potential areas of ramping. We don't think that scheme works very well in terms of moving cars efficiently around downtown and may encourage cars to exit and short cut into downtown adding to downtown traffic issues. The Tx Dot representative described elevated ramps which bring to mind the elevated ramps at 610 and I-10 which add to the noise, air pollution and aesthetically horrible. We prefer downtown tunnel schemes that could be 60' underground and exhausted air cleaned prior to release back into the urban environment. However, the need for stairs and vents should be planned where they would don't take additional right away from residential or commercial properties. **Tunnels are the more environmental solution.** They have tunneled under the English channel and Boston and Seattle. TX Dot should tunnel in existing Tx Dot right of ways and consider the tunnel for downtown. There absolutely no reason to tunnel through residential neighborhoods or commercial business areas where ample right of way exists. I am opposed to any elevated or surface I-45 expansion along Houston Avenue which continues to be shown in the presentation boards but was described to not be a selected preliminary alternative. **What assurance can TX Dot give the public that**

a tunnel scheme through a neighborhood will not be abandoned due to cost and become a freeway in our front yard. I would challenge TX Dot to provide more environmentally friendly schemes as they attempted in segment 2 for the segment 3.

Alternate 3: (extremely opposed) I am opposed to all the downtown loop schemes as they are the most non-environmental solution and promote air, noise pollution and do clearly show that they would not impose massive ramps or additional right of way into our neighborhoods.

Alternate 4: (first choice- Make this 2 alternates) This scheme has merit because the tunnel is located out of residential neighborhoods and La Branch and Crawford are not the heart of downtown or the more congested area of downtown. This scheme aligns with Segment One alternate 3 and Segment 2 alternate 15 connecting to the Hardy Toll route. Bringing people on the east side to arterial streets to enter downtown would also disperse the entry of cars into downtown better during peak times. Allot of people are already coming from south, southwest, west, northwest. The tunnel could allow an exit prior to downtown and a high speed alternate route to bypass downtown. While hazardous materials cannot transport in the tunnel, allowing truckers to bypass downtown would also add to the safety factor of driving in rush hour. I would suggest this scheme is one scheme. Another adaptation would be to create a short leg routing the tunnel under 59 avoiding downtown streets. Alternate 4 could become 2 alternates.

Alternate 5: (opposed) This tunnel scheme doesn't clearly describe the impact it would have on the edge of Montrose and Spur 527. The Montrose Counseling Center is very near the spur and how you get in and out of the tunnel, and if there would be ramps etc. Due to the potential negative impact this may have on Montrose and Midtown, I am opposed to this scheme. Plus it just stops and how it terminates or connects is not clear.

Alternate 6: (second choice) I could support this scheme because the tunnel is on the fringe of downtown and under a Jefferson street. What I like most about this scheme is that it maintains allot of existing right of way that TX Dot currently has. What I don't like is that where air vents and stairs would be required it is not clear how that is worked into the street right of way. I would not support taking out commercial and residential properties for stairs and vents.

Alternate 7: (extremely opposed) Impacts Heights First ward Montrose (This scheme is the most invasive in multiple neighborhoods Heights, First Ward, Montrose and commercial area at Jefferson) This scheme doesn't make any sense because it shows the tunnel going up Houston Avenue into the Heights when there was not any alternate given in segment 2 that continued a tunnel under Houston Avenue. So I think this scheme cannot move forward without a scheme that aligns in segment 2. It isn't logical.

Alternate 10: : (opposed) More wider elevated freeway leading to more noise and air pollution. I am opposed to widening the freeways and strangling downtown so it has not potential to grow. The large yellow circle areas are undefined and may be huge negative impact to surrounding residential and business district. It is worth noting that the First Ward Elder Street lofts are surrounded by a civil war cemetery and has a historical marker. The Avenue CDC has also gotten historical designations on several buildings to the east side in this same location. The impact area from Houston Avenue to Main Street is undefined and ridiculous considering the amount of existing right of way Tx Dot already has here. If they could stay in the right of way in segment 2 they need to do the same in segment three.

Summary

I am generally opposed to this I-45 expansion due to the lack of consideration for adjacent neighborhoods and a lack of sustainable highway design, incorporation of clean air and green concepts. I want TX Dot to start working with other agencies for comprehensive transportation plans that really do target the best use of land in the urban environment rather than consume prime tax base properties that will run our city and pay for services in the years to come. I offer the information to TX Dot below to think differently plan responsibly and increase the livability of our urban centers.

Sustainable Highways:

FHWA views sustainable highways as an integral part of sustainable development. A sustainable highway should satisfy lifecycle functional requirements of societal development and economic growth while striving to enhance the natural environment and reduce consumption of natural resources. The sustainability

characteristics of a highway or roadway project should be assessed and considered for implementation throughout its lifecycle, from conception through construction, operations, and maintenance.

Sustainability in highways should be addressed with the understanding that highways are one part of transportation infrastructure, and transportation is one aspect of meeting human needs. In addition to addressing environmental and natural resource needs, the development of a sustainable highway should focus on access (not just mobility), moving people and goods (not just vehicles), and providing people with transportation choices, such as safe and comfortable routes for walking, cycling, and transit.

Sustainable transportation may be described or defined in many ways that broadly address environmental, social and economic impacts, safety, affordability, and accessibility of transportation services. Transportation agencies address sustainability through a wide range of initiatives, such as ITS, Livability, Smart Growth, Complete Streets, recycling, Planning and Environment Linkages, Everyday Counts and addressing requirements of the National Environmental Policy Act (NEPA).

Transportation planning processes that incorporate these values and integrate the elements of sustainability should be the foundation from which to implement sustainability decisions as a project moves forward. Measures of project success include a wide range of indicators, such as travel performance, gains achieved through material selection, and construction methods.

LA green park over 101- Why not Houston

See attached article on a green park concept to be over 101 in La. The California Department of Transportation is pondering the addition of an \$800 million park right over the top of Highway 101 in downtown Los Angeles. What park concepts could Tx Dot propose for Houston reducing the concrete jungle and dis-connectivity of neighborhoods. How can Tx dot incorporate park design that would address air quality, bike paths, and add ground cover and address Houston's drainage issues? Can Tx Dot incorporate pervious concrete concepts per attached documents to some or all of its construction in some effort to address our drainage issues.

Green Roads Ranking?

How does Tx dot rank in the green roads sustainable road projects. What measures has Tx Dot taken to improve the practices of design and construction and implement green concepts.

Air Pollution

http://www.citymayors.com/environment/polluted_uscities.html

<http://www.stateoftheair.org/2012/key-findings/infographics/most-polluted-cities-in-the-united-states-2012.html>

American Lung Association ranks Houston in 2012 as one of the most polluted cities 8th in Ozone pollution. How has Tx Dot addressed clean air in the proposed interstate expansion project. What environmental measure can they take to introduce better quality of air in our urban environment and not contribute to our air pollution. See The attached report for the American Lung Association.

Drainage

Houston is city with massive drainage issues and flooding. What measures has Tx Dot taken to address reducing run off created by our freeway system. What practices will Tx Dot use to address Sustainable storm run-off and re-use of storm water in Houston. Can they prove our existing infrastructure system can handle the additional drainage that will be introduced by the freeway expansion project.

Recycling

Citizens of Houston have become proponents for the recycle programs. How does TX Dot recycle and use recycled products to offer sustainable construction practices. What research is done by tx dot regarding chemical release and construction practices that address air quality of the urban environment.

Bike Path- Electric Highways

How can Tx Dot incorporate hike and bike paths promoting alternatives to cars. California is looking at electric highways to promote cleaner means of transportation. What studies has Tx Dot done on electric highways?

Note: 8 attached sheets addressing best practices for sustainability, livability, report on air pollution, LA park project, and pervious concrete and map location of residence and Elder Street Lofts in First Ward.

Tami Merrick, AIA
Senior Associate | Design

AUSTIN
DALLAS
DENVER
HOUSTON
WASHINGTON, DC
Abu Dhabi Doha Kuwait London

PAGE SOUTHERLAND PAGE, LLP
1100 Louisiana, Ste One
Houston, Texas 77002
tel: 713 871 8484
fax: 713 871 8440
www.pspaec.com

ARCHITECTURE INTERIORS CONSULTING ENGINEERING

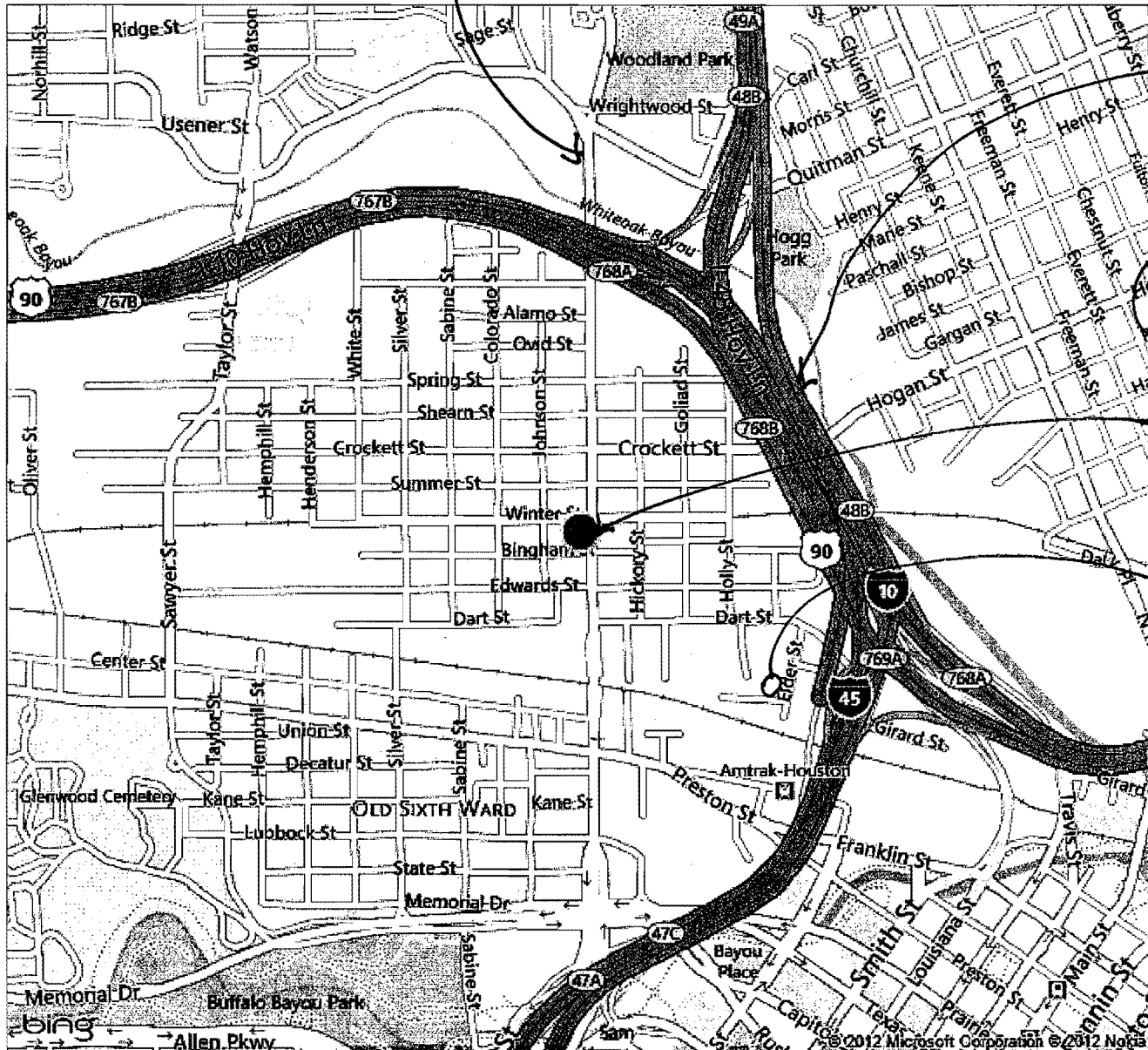
bing Maps

1515 Houston Ave, Houston, TX 77007

My residence



On the go? Use m.bing.com to find maps, directions, businesses, and more



Tx
DOT
EXIST.
R.O.W
HUGE!

MY
RESIDENCE

ELDER
STREET
LOFTS

CIVIL
CEMETARY

[Donate](#) | [Download Report](#)

[Share](#) [Print](#) [A](#) [A](#) [A](#)

Follow Us On: [f](#) [t](#)

[Key Findings](#) [City Rankings](#) [Our Fight](#) [Health Risks](#) [Compare Your Air](#) [Press Materials](#)

[Home](#) > [2012](#) > [Key Findings](#) > [Infographics](#)

Key Findings


- » [2008-2010](#)
- » [Infographics](#)
- » [Methodology](#)
- » [Acknowledgements](#)

Take Action

- » [Join Our Fight For Air](#)
- » [Donate](#)
- » [Share Your Story](#)
- » [Share Your Air](#)
- » [Shop For Air](#)
- » [Send an eCard](#)
- » [Download Report](#)

REPORT CARD:

What's the Grade for your air?

Select Your State  [GO](#)

Or

Enter Your Zip [GO](#)

Most Polluted Cities in United States 2012

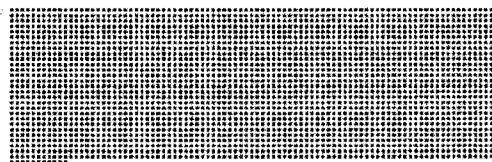
STATE OF THE AIR 2012  AMERICAN LUNG ASSOCIATION.

Air pollution remains a serious threat to our health.

For 13 years, the American Lung Association has analyzed data from state air quality monitors to compile the *State of the Air* report. The more you learn about the air you breathe, the more you can protect your health and take steps to make our air cleaner and healthier. Here's what we learned about air pollution from 2008–2010, the best, most recent data.



2,531 air monitors like this one spread across the country gather the data.*



* We don't run these monitors. The states, tribes, and some national parks do. We just use the data.

They measure ozone and particle pollution, two of the most widespread problems.

OZONE POLLUTION

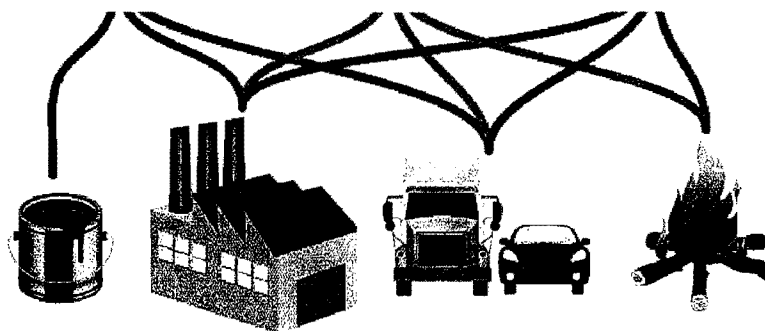
is smog, which is a highly irritating, but invisible gas.

YEAR ROUND PARTICLE

pollution is the avg. level of microscopic bits of solids and aerosols in the air.

SHORT TERM PARTICLE

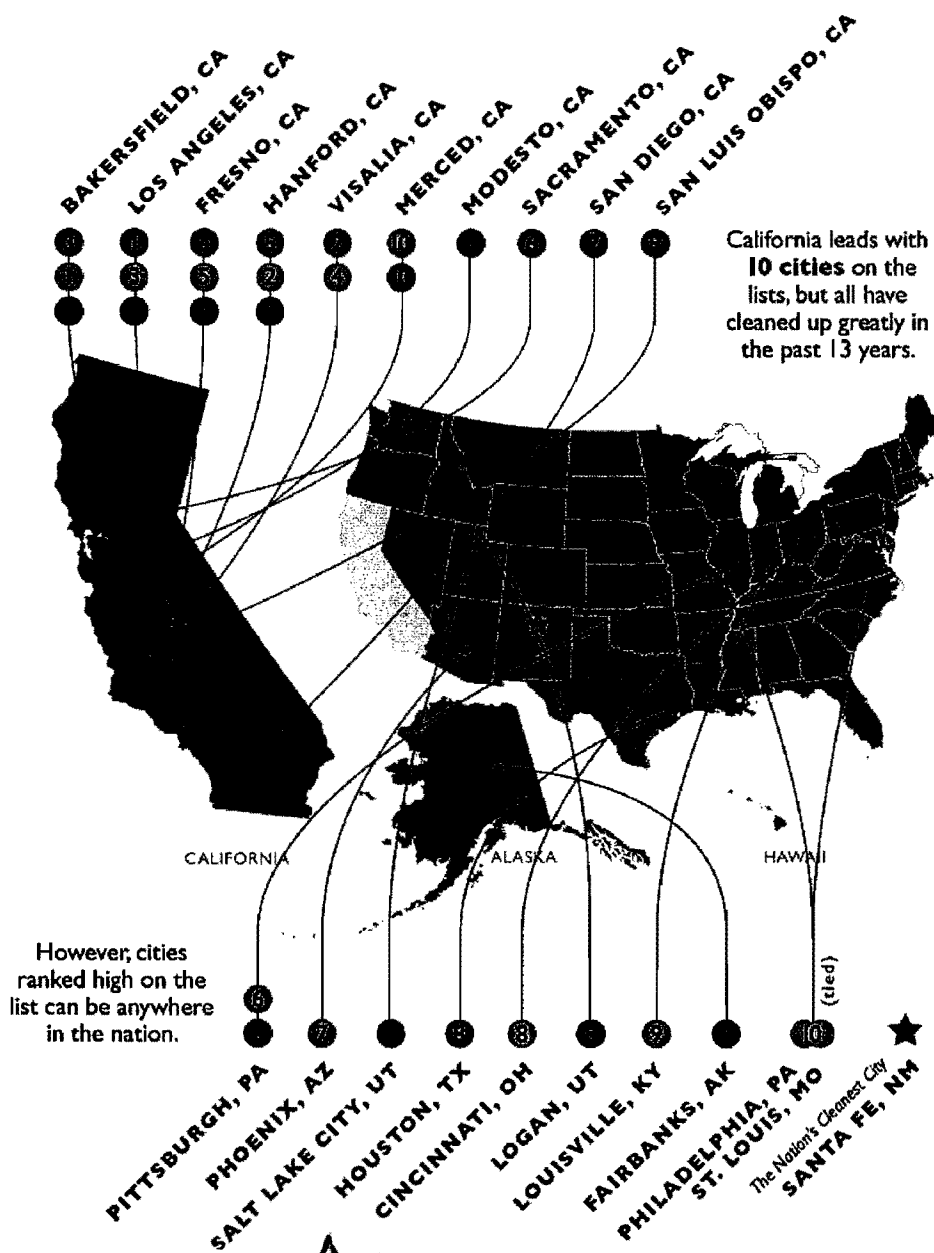
pollution are days with spikes in those bits of pollution.



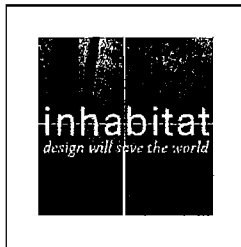
SOURCES OF POLLUTION

Below are the rankings of the ten most polluted cities in each category. The Most Polluted is ranked 1 and the 10th Most Polluted is 10. The colored circles show the rankings in the categories described above.

● OZONE POLLUTION ● YEAR ROUND PARTICLE ● SHORT TERM PARTICLE



#8



[log in](#) | [sign up](#)

- [About](#)
- [Mission](#)
- [Submit a story](#)
- [Shop](#)
- [Advertise With Us](#)
- [Support Us](#)
- [Press](#)
- [Contact](#)

[Search]

- [Architecture](#)
- [Interiors](#)
- [Products](#)
- [Technology](#)
- [Energy](#)
- [Transportation](#)
- [Fashion](#)
- [Art](#)
- [Kids](#)
- [Contests](#)

[ARCHITECTURE](#)



LA Considering Massive Central Park Above Highway 101

by [Bridgette Meinhold](#), 04/29/10

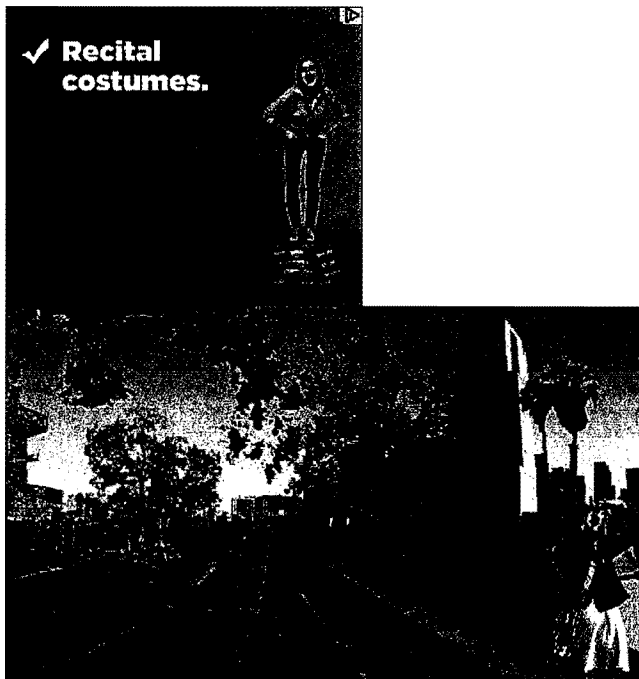
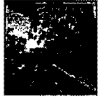
filed under: [Architecture](#), [Los Angeles](#), [Urban design](#)

ret

Like 17



A massive proposal is on the table to create a half mile-long [urban park](#) above a section of Highway 101 in downtown [Los Angeles](#). Dubbed [Park 101](#), the proposal would create a roof and park over the 101, which currently cuts a trench through the downtown area and restricts pedestrian access to many important sites in the city. A [central downtown park](#) would stitch together the downtown section, increase pedestrian access and invigorate the area. CalTrans is starting to seriously consider the idea — they're having a community meeting next month to discuss it!



As plans stand now, the park would stretch from Grand all the way past Alameda and in certain areas it would extend a little on both sides of the 101. The highway would most likely need some upgrades — it would have to be dug a little deeper and an underground parking lot would be added, in hopes of getting people to leave their cars once they get downtown. The master plan also includes development to place some new signature buildings along the park as well as some additional mixed-use development, like retail and residential, to bring more than just business people to the downtown area.

Cost estimates right now are in the \$800 million range and the design firm EDW Aecom is working on the rollout plan, which is expected to happen in stages as money becomes available. The first community meeting will be held on Thursday, May 13th from 4-6 pm at the CalTrans District & Building and all are welcome.

+ Park 101

Via GOOD

To: Tami Merrick
Subject: Has Tx Dot - become involved in sustainable design do they participate in INVEST?

I challenge Tx Dot to put the designs to the test of Invest:

Website: <https://www.sustainablehighways.org/1/home.html>

INVEST, the FHWA Sustainable Highways Self-Evaluation Tool

INVEST (Infrastructure Voluntary Evaluation Sustainability Tool) was developed by FHWA as a practical, web-based, collection of voluntary best practices, called criteria, designed to help transportation agencies integrate sustainability into their programs (policies, processes, procedures and practices) and projects. While the use of INVEST is voluntary, it can be used by transportation agencies, such as DOTs, MPOs, Council of Governments, public works departments, and their consultants and partners, to evaluate and aid the integration of sustainability into their programs and projects.

INVEST considers the full lifecycle of projects and has three modules to self-evaluate the entire lifecycle of transportation services, including System Planning (SP), Project Development (PD), and Operations and Maintenance (OM). Each of these modules is based on a separate collection of criteria and can be evaluated separately.

INVEST is intended to identify and recognize above-and-beyond efforts towards sustainability. Although many agency efforts could already be considered sustainable, if the efforts are typically required, no credit will be earned within this self-evaluation tool. For instance, there is no credit for completing NEPA documentation because it is required for federally funded projects and by many states.

INVEST Version 1.0 was developed through research and analysis of sustainability best practices in the transportation field. The original Beta Version criteria, released in the fall of 2010, were written by subject matter experts, and then were reviewed, modified, and vetted through valuable stakeholder feedback. After revising based on this feedback, the Pilot Test Version was released for testing and evaluation across a broad spectrum of agencies, projects, programs and geographies. INVEST Version 1.0 reflects substantial revisions made to the criteria and web-based tool based on the pilot testing.

Transportation and Sustainability

Transportation projects and programs serve many different, and sometimes competing, objectives. “Sustainability” is a concept that enables decision-makers to make balanced choices around these objectives. The three principles of the “triple bottom line” upon which sustainability is based—social, economic, and environmental—capture the broad range of transportation goals and objectives. In times of diminishing economic and natural resources, using sustainable approaches in transportation infrastructure will help us to continue to enhance quality of life and serve the transportation needs of the present without compromising the ability of future generations to meet their needs.

What is the Purpose and Intent of INVEST?

FHWA's INVEST is designed to provide information and techniques to help agencies integrate sustainability best practices into their projects and programs. INVEST is intended to provide guidance for practitioners to

evaluate the sustainability of their transportation projects and programs and to encourage sustainability progress within the field of transportation. **It is not required and it is not intended to encourage comparisons** between transportation agencies. INVEST was developed with input from state and local transportation agency officials and staff and professional organizations such as AASHTO and ASCE. FHWA will continue to update INVEST as the transportation sustainability field continues to advance.

Tami Merrick, AIA
Senior Associate | Design

<div>AUSTIN DALLAS DENVER HOUSTON WASHINGTON, DC Abu Dhabi Doha Kuwait London</div>	<div>PAGE SOUTHERLAND PAGE, LLP 1100 Louisiana, Ste One Houston, Texas 77002 tel: 713 871 8484 fax: 713 871 8440 www.pspaec.com</div>
---	---

ARCHITECTURE INTERIORS CONSULTING ENGINEERING

To: tx dot

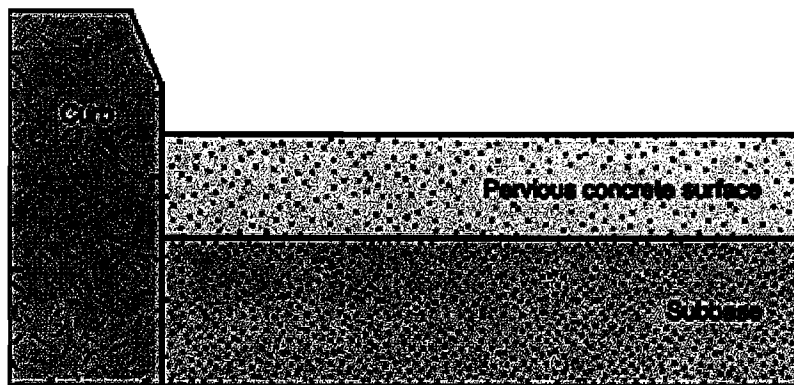
How Pervious Concrete Works

How Pervious Concrete Works

Essentially, pervious concrete is a structural concrete pavement with a large volume (15 to 35 percent) of interconnected voids. Pervious concrete is made from carefully controlled amounts of water and cementitious materials used to create a paste that forms a thick coating around aggregate particles. Unlike conventional concrete, the mixture contains little or no sand, creating a substantial void content – between 15% to 25%.

Using sufficient paste to coat and bind the aggregate particles together creates a system of highly permeable, interconnected voids which drain quickly. Both the low mortar content and the high porosity reduce strength compared to conventional concrete, but sufficient strength is readily achieved for many applications.

Southern California has many times been called a concrete jungle. While the paved areas with non-pervious surfaces (ie: freeways, roadways, playgrounds and walkways) provide critical infrastructure, most water that falls onto those surfaces is collected by the Storm Drains and flushed to the oceans. Those waters could be utilized to recharge the ground water supplies.



Typical cross section of pervious concrete pavement. On level subgrades, stormwater storage is provided in the pervious concrete surface layer (15% to 25% voids), the subbase (20% to 40% voids), and above the surface to the height of the curb (100% voids).

When pervious concrete is used for paving, it can take in stormwater at a rapid rate of 3 to 5 gallons per minute per square foot of surface area, which exceeds the flow rate needed to prevent runoff in most Southern California rain events. The rainwater may be stored in a coarse gravel layer underneath the pavement or allowed to percolate into the underlying soil. Because the pavement itself acts as a retention area, it helps to prevent much of the polluted runoff that normally occurs with impervious pavements. The filtration process also helps to purify the water. As the water percolates through the open cells of the pavement, aerobic bacteria in the voids help to break down harmful pollutants and chemicals.

Livability Initiative

A Few Words from Victor Mendez, Federal Highway Administrator



Welcome to the Federal Highway Administration's (FHWA) Livable Communities webpage. This webpage is intended to provide information on the FHWA Livability Initiative as well as provide updates on the HUD/DOT/EPA Partnership for Sustainable Communities.

I am honored to be a part of the most exciting time in the history of American highways. I will work to continue improving the relationship between infrastructure and community needs, specifically to improve a community's 'livability,' to enhance the environmental sensitivity of roads and bridges and to help states explore multi-modal transportation options. There is much work ahead of us, but I look forward to it. Our mission is to bring you the highway system you deserve, and I welcome the challenge.

Victor Mendez, Federal Highway Administrator

What is Livability?

- Livability is about tying the quality and location of transportation facilities to broader opportunities such as access to good jobs, affordable housing, quality schools, and safe streets. This includes addressing safety and capacity issues on all roads through better planning and design, maximizing and expanding new technologies such as ITS and the use of quiet pavements, using Travel Demand Management approaches to system planning and operations, etc.

<https://www.sustainablehighways.org/203/what-is-a-sustainable-highway.html>

Tami Merrick, AIA
Senior Associate | Design

AUSTIN
DALLAS
DENVER
HOUSTON
WASHINGTON, DC
Abu Dhabi Doha Kuwait London

PAGE SOUTHERLAND PAGE, LLP
1100 Louisiana, Ste One
Houston, Texas 77002
tel: 713 871 8484
fax: 713 871 8440
www.pspaec.com

ARCHITECTURE INTERIORS CONSULTING ENGINEERING

NORTH HOUSTON HIGHWAY IMPROVEMENT PROJECT

SECOND PUBLIC SCOPING MEETING COMMENT FORM

October 9 & 11, 2012

Thank you for attending this evening's second public scoping meeting. If you would like to provide written comments on the project you may use this form (feel free to include additional sheets of paper if necessary). Please submit this information in the comment box at this evening's meeting, or mail it to: Director of Project Development, Texas Department of Transportation, P.O. Box 1386, Houston, TX 77251. You may also email comments to: HOU-piowebmail@txdot.gov, or go to the project website: www.IH45northandmore.com and click on "Comments/Contact Us" tab. **For your comments to be included as part of the official record for this meeting, please email by Friday, October 26, 2012, or if mailing, have postmarked by this date.**

Overall, do you support or oppose the idea to improve highway transportation in the North Houston area?

Support _____ Oppose ☒ No Opinion _____

Please explain in the space provided below:

SEE ATTACHED COMMENTS & SUGGESTIONS
FOR ALTERNATIVES TO BE REVISED & REFINED

Per Texas Transportation Code, §201.811(a)(5): check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I am commenting

OPTIONAL INFORMATION:

Name: TAMI MERRICK
Address: 1515 Houston Avenue
Phone: 713 320 0390
Email address: TMERRICK@PSPAEG.COM

From: Hart, Barry [<mailto:hartb@fiestamart.com>]

Sent: Friday, October 26, 2012 12:41 PM

To: HOU-PIOWebMail

Subject: ATTN: Director of Project Development

Dear Madam or Sir:

I am writing to you on behalf of Fiesta Mart, Inc. regarding the North Houston Highway Improvement Project, currently in the preliminary planning stages. Allow me to give you our perspective on this project and its impact on the surrounding community.

Fiesta operates a large supermarket where Airline Drive intersects with Interstate 45, a.k.a. the North Freeway. In this facility, we have been serving the community since July 1984, or 28 years. Our concern, of course, is the impact that this expansion could have upon this facility and our ability to continue to serve this community during and after the freeway expansion. We were forced to close our store at Blalock and Interstate 10 as a result of the Katy Freeway expansion. We are hoping that the North Freeway expansion will not bring about a similar result.

I understand that there are several options under consideration for the North Freeway expansion, some of which would include minimal long-term impact to our operation. We have every desire to continue to serve this community through our existing facility, long into the future, and therefore I humbly request that you give mindful attention to our request and the on-going needs of this community as you decide upon the best option for the North Freeway expansion.

Sincerely,

J. Barry Hart
Director, Research & Analysis
Fiesta Mart, Inc.
5235 Katy Freeway
Houston, TX 77007
713-866-8300 (direct)
713-869-0279 (fax)

CRAFT - Correspondence Tracking System

Issue: 12-15306**DDOR:** HOUSTON **Status:** COMPLETED **Blocked:** NO**Received:** 10/26/2012 3:22 PM **Created:** 10/26/2012 3:22 PM**Acknowledgment Due:** 11/2/2012**Due Date:** 11/19/2012 **Resolution Date:** 11/5/2012 8:47 AM**Main****Summary:** Complaint about IH 45 North expansion.

Description: For employees Rachel Vargas, 3305 Claymill Ln, Pearland, Tx 77581 October 26, 2012 Texas Department of Transportation 125 East 11th St. Austin, TX 78701 (800) 558-9368 (512) 463-8588 To Whom it May Concern: I, Rachel Vargas, hereby file a formal complaint against the Texas Department of Transportation's proposal for the I-45 highway expansion and land acquisition along the east side of I-45. I am specifically protesting the eastward expansion of Interstate Highway 45 (I-45), between the 610 North Loop and Parker Rd, illustrated by the Universe of Alternatives Segment 1 and Universe of Alternatives Segment 1 - IH 45 aerial map, found at <http://www.IH45NorthandMore.com>. I am currently employed at Funeraria Del Angel Funeral Home at 5100 North Freeway in Houston, TX, which is on the east side of I-45 North between the 610 North Loop and Parker Rd. I have worked at this business on I-45 North for 13 years. The eastward expansion of I-45 North will have a deleterious effect on my finances, my personal well-being, and the well-being of my co-workers. I will be left without employment should TxDOT acquire the land for the I-45 North expansion. The expansion of I-45 North eastward will stagnant the only lively part of I-45 North between the 610 North Loop and Parker Rd. More than 100 businesses are located between the 610 North Loop and Parker Rd on the east side of I-45 North. All recent successes in developing this area will be lost should TxDOT acquire land on the east side of I-45 North for highway expansion. I certainly want to retain my current employment serving families going through what is often the most difficult time in someone's life. I also want to continue to help build the surrounding neighborhoods and help the US economy in a time of slow economic recovery following several financial recessions. Additionally, the land acquisition should be limited to the less developed side of I-45 North. Displacing businesses and acquiring land on the east side of I-45 North between the 610 North Loop and Parker Rd will be doubly negative to taxpayers because land is much more expensive on the east side than it is on the west. Taxpayer money will be needlessly wasted as well, destroying a needed tax revenue stream for Harris County and the City of Houston. This area has struggled economically for the last several decades. In the last five years, it has begun to prosper. In this time of difficult economic recovery, we need to be careful how we spend taxpayers' money. As an employee, taxpayer, and concerned citizen, I implore TxDOT to refrain from acquiring land along the east side of I-45 North between the 610 North Loop and Parker Rd. Land acquisition should be limited to the less expensive west side of I-45 North between the 610 North Loop and Parker Rd. I am voicing my complaint before the October 26, 2012 deadline. Sincerely, Rachel Vargas

Complaint?: YES**Issue Type:** CONSTRUCTION (GENERAL)**Resolving DDOR:** HOUSTON**Received From:** CITIZEN**Contact Method:** WEB

Customer

Name: Vargas Rachel
Courtesy Title: MRS.
Title:
Company:
E-mail: Rachel.vargas@dignitymemorial.com
Phones: HOME (951) 295-0346
Address: 3305 Claymill Ln
City: Pearland
State: TEXAS **Zip:** 77581
Country: USA

Roadway Characteristics

DDOR:
County:
Route Type:
Route ID:
Mile Marker:
CSJ:

Linked Issues

No Linked Issues currently

Documents

Name	Category	Comment	Added By	Added On
Resolution.html	BACKGROUND INFORMATION	Resolution snapshot	Pat Henry	11/5/2012 8:47:38 AM

Issue Owner (Can receive, assign, draft/review/approve/send response, close issue, transfer ownership):

User	Comment	Remark
Pat Henry	Forwarded for your handling. Thanks. Danny Perez	

Issue Manager (Can assign, draft/review/approve/send response, close issue):

User	Comment	Remark
Deidrea Samuels	ISUEMANG	

Assignment Manager (Can assign, review/approve/write response):

There are currently no Assignment Managers

Analysts (Can research, draft response):

There are currently no Assignments

E-mail recipients (cc'd on progress of issue, no workflow activity):

There are currently no E-mail Recipients

Contacts

No Contacts currently exist

Extensions

No Extensions currently exist

Resolution

Resolution: This is a comment from our public scoping meeting for IH 45. The comment will be addressed in the comment response report for the project.

Contact Method: WEB

Have you recorded or attached the customer response to this Issue? NO

Have you contacted the customer concerning the resolution? NO

Are there any pending actions or tasks that must be taken to finalize this Issue? NO

History

Date	Entry
10/26/2012 3:23 PM	Raquelle Lewis has been assigned as ISSUE OWNER for this issue via web
10/26/2012 3:23 PM	Deidrea Samuels has been assigned as ISSUE MANAGER for this issue via web
11/5/2012 8:41 AM	Critical Issue Data was changed.
11/5/2012 8:41 AM	Critical Issue Data was changed.
11/5/2012 8:42 AM	Issue Owner updated.
11/5/2012 8:47 AM	Issue has been Resolved by Pat Henry (ISSUE OWNER)

From: Nathan Watkins [mailto:npwatkins@gmail.com]

Sent: Friday, October 26, 2012 2:20 PM

Subject: TxDOT Plan for Expansion

Dear Sir:

I, Nathan Watkins, hereby file a formal complaint against the Texas Department of Transportation's proposal for the I-45 highway expansion and land acquisition along the east side of I-45. I am specifically protesting the eastward expansion of Interstate Highway 45 (I-45), between the 610 North Loop and Parker Rd, illustrated by the Universe of Alternatives Segment 1 and Universe of Alternatives Segment 1 - IH 45 aerial map, found at <http://www.IH45NorthandMore.com>.

I currently have a client at 5214 North Frwy, Houston, Tx, 77022, which is on the east side of I-45 North between the 610 North Loop and Parker Rd. I have provided my professional architecture services to this client for the last year. This is a project of commercial development and is designed to provide several businesses on I-45 North. The eastward expansion of I-45 North will have a deleterious effect on my client's plans and my finances. I will lose my client's business should TxDOT acquire this location for the I-45 North expansion. The expansion of I-45 North eastward will stagnant the only lively part of I-45 North between the 610 North Loop and Parker Rd. More than 100 businesses are located between the 610 North Loop and Parker Rd on the east side of I-45 North. All recent successes in developing this area will be lost should TxDOT acquire land on the east side of I-45 North for highway expansion. I certainly want to retain my client's business. I also want to continue to help build the surrounding neighborhoods and help the US economy in a time of slow economic recovery following several financial recessions. Additionally, the land acquisition should be limited to the less developed side of I-45 North. Displacing businesses and acquiring land on the east side of I-45 North between the 610 North Loop and Parker Rd will be doubly negative to taxpayers because land is much more expensive on the east side than it is on the west. Taxpayer money will be needlessly wasted as well, destroying a needed tax revenue stream for Harris County and the City of Houston. This area has struggled economically for the last several decades. In the last five years, it has begun to prosper. In this time of difficult economic recovery, we need to be careful how we spend taxpayers' money.

Texas Governor Rick Perry has enticed out of state businesses to relocate to the State of Texas. Yet, thus far, the State of Texas refuses to acknowledge or support existing business owners and their right to prosper in this great State of Texas.

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 610 North Loop and Parker Rd. Land acquisition should be limited to the less expensive west side of I-45 North between the 610 North Loop and Parker Rd. I am voicing my complaint before the October 26, 2012 deadline.

Sincerely,

Nathan Watkins

Sent: Tuesday, October 30, 2012 1:52 PM
To: HOU-PIOWebMail
Subject: Please Tunnel I-45 Through Downtown and North

Dear TXDoT,

I write today as a retail and restaurant leasing broker who has worked with many downtown building owners for years, a Heights resident, and a small business owner with a restaurant in the Heights, retail stores in the Rice Village, and a real estate development company actively putting together projects including a 2-block transit-oriented development project on the Main St rail line in Midtown.

Please consider tunneling I-45 where it runs through downtown and as far north as possible.

Houston has a unique opportunity to finally connect downtown to some of the adjacent neighborhoods. Born and raised in Houston, downtown has always seemed cut off from the rest of the city. Having worked for years with the Houston Downtown Management District and many downtown building owners to lease buildings in the Historic District, I can attest to the challenge in altering perceptions that downtown is cut off from the surrounding neighborhoods. If Dallas's new [Woodall Rogers Deck Park](#), Portland's [Vista Ridge Tunnel](#), or San Francisco's [Caldecott Tunnel](#) are any indication, removing the psychological barrier of a freeway in key sections of the city can be enormously beneficial to residents, visitors, and increasing the tax base in the area.

Also attached are one group's visions for re-imagining the existing Pierce Elevated if I-45 is to be tunneled through downtown, inspired by NY's [High Line Park](#).

Thank you for your time and continued efforts to seek the public's input. I look forward to seeing the results.

All the best,
Monte Large

--

new living & THE GREEN PAINTER

6111 and 6115 Kirby Dr

Houston, TX 77005

Phone: 713-521-1921

www.newliving.net

www.greenpainter.com

www.beavershouston.com

www.urbandeal.com

FREEWAY GARDENS BUFFALO BAYOU



Freeway Gardens Buffalo Bayou Rendering



New York's High Line



Promenade Plantée Paris



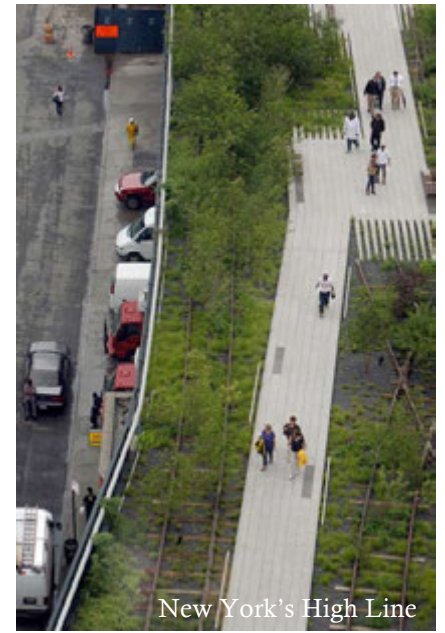
I-45 through downtown Houston is targeted for reconstruction by TXDoT. One option being considered is to tunnel the new freeway below Buffalo Bayou. If this option is chosen, Houston will have a unique opportunity to create a stunning new green gateway to the city that would complement and enhance the beautiful new Buffalo Bayou Park. A freeway-to-parkway success story could give the city a new image and help solidify it as a leader in sustainability and quality-of-life.

Precedents for Converting Outdated Transportation Infrastructure to Parks

- New York's High Line Park
- Paris's Promenade Plantée
- Mexico City's proposed Highway Park



New York's High Line



New York's High Line



New York's High Line



Promenade Plantée, Paris



New York's High Line

E95-4



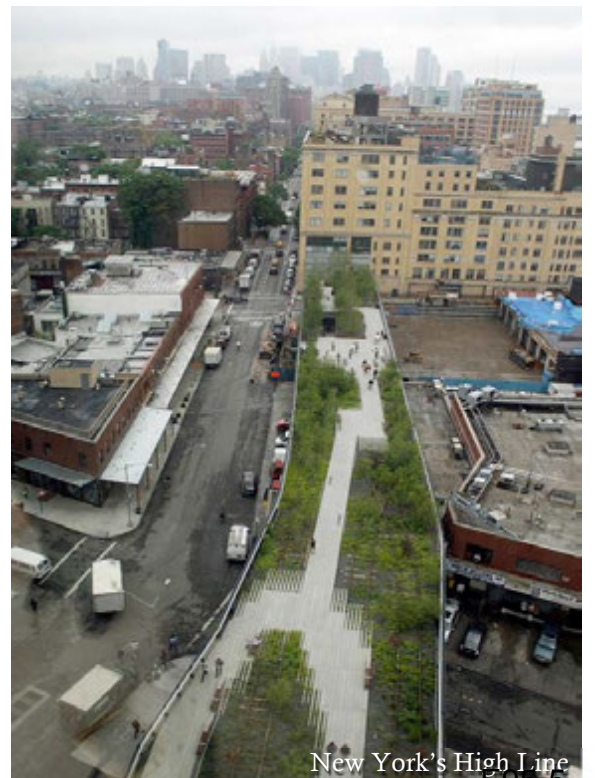
Mexico City's Highway Park



New York's High Line



Mexico City's Highway Park



New York's High Line
E95-5

Ten Top Freeway Removal Projects in North America

1. I-10/Claiborne Overpass, New Orleans, La.
2. I-895/Sheridan Expressway, New York City (Bronx)
3. Route 34/Oak Street Connector, New Haven, Conn.
4. I-395 Expressway, Miami, Fla.
5. I-70, St. Louis, Mo.
6. West Shoreway, Cleveland, Ohio
7. I-81, Syracuse, N.Y.
8. Gardiner Expressway, Toronto
9. Aetna Viaduct, Hartford, Conn.
10. Route 99, Seattle, Wash.



E95-6



E95-7

Gray Buildings © 2008 Sanborn

Google

Imagery Date: Mar 13, 2011

29°45'10.01" N 95°22'22.22" W elev 11m

15m 158m

From: Angie Mendoza [<mailto:amendoza@ameriforge.com>]
Sent: Friday, October 26, 2012 3:58 PM
To: HOU-PIOWebMail
Subject: Second Public Scoping Meeting for October 9, 2012

Overall I do support the idea to improve the highway transportation in the North Houston area

I was very concerned with the area between 610 and I10 which is Segment 2. We have a house on 2405 Fletcher Street which is now a home for my retired mother and my sister who is in her early twenties. I come from a family of four children and we all grew up in this house and are now paying back by renovating her house. To hear the news of the 45 expansion was devastating but after this second meeting we are more optimistic of the planning TxDOT has presented.

It was a big relieve to see her area will not be impacted as much as we thought. TxDOT did a good job in providing many alternatives and I am more for the elevated managed lanes in the center of IH45. I believe that this alternative may be less of an impact on property owners that may not want to sale. I anxiously wait for the next meeting that will provide more information and a better picture of the direction TxDOT may be taking on this massive project.

Angie Mendoza
2405 Fletcher St. Houston, TX 77009
713-423-9236
lucas57@hotmail.com

From: Nathan Watkins [<mailto:npwatkins@gmail.com>]
Sent: Monday, November 05, 2012 10:35 AM
To: Roger Gonzalez
Subject: TxDOT Universe of Alternatives, Segment 1: Inquiry

Mr. Gonzalez:

I have a question regarding the **Universe of Alternatives, Segment 1**. I am specifically concerned about the proposed ROW on the east side of Interstate Highway 45 (I-45), between Airline and Parker Rd.

At the **2nd Public Scoping Meeting held on October 2012**, Segment 1 alternatives remaining were 3, 4, 5, 6, 7, & 8.

My question is:

Which alternative under Segment 1 **would not affect** the **ROW on the east side of I-45 between Airline and Parker Rd?**

I would greatly appreciate a response as we have been protesting against TxDOT regarding the proposed ROW on the east side of I-45. If we could ~~choose one of the~~ alternatives which **does not affect this area**, we could support TxDOT's expansion.

In point of fact, we would support any alternative TxDOT would have as long as it leaves this area alone. We are not anti-TxDOT we are just anti-expansion of the ROW to the east of ~~I-45 between the Airline and Parker Rd.~~

Thank you in advance for your help.

Sincerely,

--

Nathan Watkins
917.501.6040

From: Elias Duran <eliasduran13@yahoo.com>

Date: November 6, 2012, 5:36:46 PM CST

To: <pat.henry@txdot.gov>

Subject: Fw: 45 north project

--- On **Tue, 11/6/12, Elias Duran** <eliasduran13@yahoo.com> wrote:

From: Elias Duran <eliasduran13@yahoo.com>

Subject: ~~45 north project~~

To: HOU-piowebmail@txdot.gov

Cc: eliasduran13@yahoo.com

Date: Tuesday, November 6, 2012, 10:49 PM

I oppose the 45 construction on the east side because I have a restaurant, Ranchero King Buffet and employ 42 employees and we opened in 2009 during very hard economic times and have worked very hard to build our sales this is my only source of income and I have dreamed of opening my own restaurant for 30 years, this project would destroy my dream and ruin me financially along with my 42 employees. we have helped the economy here in the north side, and generate sales tax for the city based on 3,000,000.00 dollars in gross sales. We recommend that the construction be done on the west side of 45 because there are less stores on that side and less employees would be affected. I am in favor of alternatives 3/3c and 4 if txdot does not require additional property on the east side of the existing highway feeder road along I-45. Thank You

From: julio calle [<mailto:julyous3@yahoo.com>]
Sent: Wednesday, November 07, 2012 5:50 PM
To: HOU-PIOWebMail; Pat Henry; Mike Alford; Roger Gonzalez
Subject: freeway Protest

Premium Autoplex
5330 North freeway
Houston TX 77022
832 642-0248

my name is Julio Calle and I own Premium Autoplex located at 5330 North Freeway.
I want to express that we want alternatives 3 or 4 for segment 1 north freeway project.
This will affect my family and my 3 employees income.

sincerely

Julio Calle

From: NERY HERNANDEZ <bnwautorepair@sbcglobal.net>

Date: November 7, 2012, 6:01:14 PM CST

To: <HOU-piowebmail@TxDOT.gov>, <Pat.Henry@TxDOT.gov>, <Mike.Alford@TxDOT.gov>, <Roger.Gonzalez@TxDOT.gov>

BNW Autorepair
5346 1/2 North freeway
Houston TX 77022
713 695-9558

my name is Nery Hernandez and I own BNW Auto repair located at 5346 1/2 North Freeway.
I want to express that we want alternatives 3 or 4 for segment 1 north freeway project.
This will affect my family and my 12 employees income.

sincerely

Nery Hernandez

From: Rebecca Jaso [<mailto:rjaso@rrjrealty.com>]

Sent: Wednesday, November 07, 2012 2:30 PM

To: HOU-PIOWebMail

Subject: Protest against the expansion to the east side of I-45, between 610 North Loop and Parker Rd

Importance: High

Dear Sir or Madam:

As owners of commercial real property located off of I-45 at W. Parker Road, We would like to propose that in Segment 1 – the alternatives that would present the best position for our property effectively would be alternative #3 and #4.

We would like to request a meeting with a Tx DOT Representative to discuss this proposed freeway expansion.

Please contact us at 713 960 8800 or via email at rjaso@comcast.net.

Thank you for your consideration.

Rebecca Jaso on behalf of Reddy Partnership-5900 North Freeway, LP.

RRJ REALTY MANAGEMENT, INC.
730 North Post Oak Road, Suite 330
Houston, Texas 77024

Ph# 713 960 8800

Fax# 713 960 1400

Email: rjaso@rrjrealty.com

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

From: marks@bap-geon.com [<mailto:marks@bap-geon.com>]

Sent: Wednesday, November 07, 2012 10:42 AM

To: AskTxDOT

Subject: TxDOT Internet E-Mail

Name: Mr. Mark Stratton<marks@bap-geon.com>

Address:

3403 Gulf Freeway

Houston, TX 77003

Phone:

(713) 227-1544

Requested Contact Method: E-Mail

Reason for Contact: Customer Service

Complaint: No

Comment: To Whom it May Concern,

I am Mark Stratton a business owner at 5900 North Freeway that would be affected by the proposed I-45 North expansion.

There are some options under consideration for moving forward. I would support options three or four. Please forward this to the appropriate person. Your help is appreciated. Thank You

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

From: Ali Tabatabai [<mailto:atabatabai3@gmail.com>]

Sent: Wednesday, November 07, 2012 2:02 PM

To: Mike Alford

Subject:

My name is syed ali tabatabai.I own northtown service center 5610 north freeway.I wish to say im in favor of alternatives 3 and 4 for segment one of your proposed project.I have been at this location for 33 years.I currently employee 6 full time employees,as well as numerous other people during the year.Also on the same property I have a home for disabled people who currently number 36.Due to the configuration of my property and my very close proximity to the north freeway feeder I simply, can not afford to lose any frontage.For me to lose any property will deal my buisness a disabling blow if not fatal.I support my family with this business and the families of my employees.This is all we have please do not take it from us.

respectfully yours
syed ali tabatabai
northtown service center
5610 northfreeway 77076
713 699 2894

From: James Larimore [<mailto:jlalimore@daissa.com>]

Sent: Thursday, November 08, 2012 6:49 AM

To: HOU-PIOWebMail

Subject: The expansion of I-45 (north) in Houston

If rail or light-rail could be built ON TOP of the current HOV infrastructure, this could be real cheap but effective. Maybe have only one rail and it could handle the weight. To get the cars back to the starting point maybe the railroad rails could be used. A lot of cars would be needed. And have pedestrians walk up the existing ramps to board the train.

Thank you,

James Larimore
2934 Smokey Forest Lane
Spring, TX 77386
832-286-6373

From: David Box [<mailto:dboxgt@gmail.com>]

Sent: Friday, November 09, 2012 10:31 AM

To: Pat Henry; Mike Alford; Roger Gonzalez; Kelly Lark; John.Whitmire@senate.state.tx.us

Subject: Highway,I-45 North Expansion

Please be advised that Johnson GT, a business on I-45 north owned and operated by David Box for 18 years now and part of the community for 28 years is in favor of alternatives 3/3C and 4, Segment 1

Best Regards,

David Box

Johnson GT

713-692-3500

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

From: Carol Caul [<mailto:carolcaul@gmail.com>]

Sent: Friday, November 09, 2012 10:27 PM

To: HOU-PIOWebMail; judge.emmett@cjo.hctx.net; art.storey@hcpid.org

Cc: alan.clark@h-gac.com; sam.watson@usace.army.mil

Subject: CTC Comments for Second Scoping Meeting: IH-45 and Hardy Toll Road (NHHIP)

CTC Comments for Second Scoping Meeting: IH-45 and Hardy Toll Road (NHHIP)

Gentlemen:

CTC submits for your consideration and analysis its comments for the Second Scoping Meeting for the NHHIP.

CTC recommends proceeding to Scoping Part III without eliminating alternatives, until at the very least, the outdated traffic data can be updated and results be examined by the public. A 3 mph predicted gain in avg speed is not an adequate reduction in congestion to justify the project in terms of costs or impacts.

CTC recommends modeling and staging construction of the interchanges first, not building new feeder roads, and modeling the benefits/detriments of eliminating some exits and entrances (such as at Crosstimbers) particularly near the interchanges before any other major undertakings.

This project presents the opportunity for building a highway for the future optimizing the current ROW. Dallas has built a CDA-financed cantilevered project, so presumably the Houston District could engineer a similar feat. CTC asserts great weight should be given to the design choices of the affected neighborhoods and generally supports the design choices of the IH-45 Coalition and SN22.

Project impacts such as noise and air are subject to numerical standards (ceilings) that by statute must, by express statutes, be incorporated into the design of the project and not pasted on at the end of the project when they are not effective and can be a waste of money.

HCTRA must prepare NEPA documentation also. The two tolled corridor pieces--managed lanes on IH-45 and tolled lanes on Hardy Toll Road--must figure out their interoperation and revenue allocations.

CTC is not opposed to toll roads subject to accountability principles, but we are concerned about the many problems arising from excessive use of CDAs.

--

Carol Caul, Advocacy Chair
Citizens' Transportation Coalition
ph: 713-680-2500

HOUSE OF REPRESENTATIVES

□ P.O. Box 2910
AUSTIN, TEXAS 78768-2910
(512) 463-0620
(512) 463-0894 FAX

□ P.O. Box 30099
HOUSTON, TEXAS 77249
(713) 691-6912
FAX (713) 691-3363 FAX



JESSICA FARRAR
DISTRICT 148

JESSICA.FARRAR@HOUSE.STATE.TX.US

HOUSE DEMOCRATIC LEADER

COMMITTEES:
BORDER AND
INTERGOVERNMENTAL AFFAIRS

ENVIRONMENTAL REGULATION
VICE-CHAIR

November 9, 2012

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

Re: Public Comments of North Houston Highway Improvement Project

VIA EMAIL: pat.henry@txdot.gov

Director Henry:

After reviewing the alternatives put forth in TxDOT's recent presentation, none of the alternatives is altogether satisfactory though they provide a useful point of departure. At this point, incorporating the best from each selection to create a hybrid alternative would yield the best results. This "workshopping" process should be pragmatic but should be looking at things from a community perspective, involving, among others, the Buffalo Bayou Partnership and the Bayou Preservation Association, so that the effort/opportunity is about something more than just moving traffic, important as that is.

The freeway is an important transportation resource for the community within and/or not far outside the Interstate 610 Loop. Residents may experience little long-term improvement or much smoother operation of the four current general use lanes in each direction (present since c. 1970) with only managed or "thru lanes" added. Both general and managed lanes should be part of a responsive and balanced approach to upgrading I-45 North.

Please review the following comments as a starting point:

Segment 1

Although perhaps the simplest solution, any alternatives that require major (150 ft) additional right-of-way (ROW) are a cause of concern and discontent for the community. Alternatives 7

and 8 (although building separate structures in Alternative 8 seems very costly) would work only if noise abatement is included on all elevated structures to reduce noise levels.

Segment 2

Alternative 3 is the only preliminary option that provides an additional general use lane in either direction, as well as new managed lanes. This produces a capacity of 5-2-5 in the main freeway section identical to that of US 59 (the Southwest Freeway) between Spur 527 and the West 610 Loop. Physically, Alternative 3 involved a depressed section with access roads built at grade level (where needed) and partially projecting over the main lanes.

Alternative 10 seemed to be most popular at the public meetings, although it kept the same number of general use lanes. It not only offered a depressed section (as in Alternative 3) but also partially covered the roadway with concrete beams to accommodate access roads on either side, with the possibility of completely decking over parts of the freeway. The talk of creating continuous park land/usable green space upon these beams between North Main and I-10 is what has made this option desirable and should be included in the project for it to be successful. One should also note that this plan is only viable if there are no access roads flanking the park and that the addition of access roads to this area would essentially produce a glorified median.

In order to have a project that produces enough revenue while appealing to the community (i.e. 5 general lanes southbound, 2 managed lanes southbound, 2 managed lanes northbound, and 5 general lanes northbound), the right of way would ultimately have to be broadened by at least 25 feet, or approximately ten percent, which would add to the cost and therefore not be financially feasible.

Alternative 14 brings up a point about tunnels in general, which while understandably popular because it maintains existing ROW, are not only very expensive, but operationally challenging, since they have virtually no shoulders for emergency vehicles.

Alternative 15 is also popular (with the respective sound walls and landscaping) because of the low additional ROW requirement, but it assumes that additional capacity would need to be added to the North Loop to accommodate Hardy Toll Road users who would want to exit the Hardy Toll Road at the earliest possible point to proceed west to I-45 -- a pattern of demand that may prove unlikely. Adding parallel capacity on the Hardy Toll Road may happen anyway once it connects directly to Downtown, becoming a direct route to suburbs in North Harris County and Montgomery County.

Segment 3

Getting Segment 2 right seems like the key to what happens with the other two segments. From a community standpoint, the ideal or nearly ideal solution for Segment 3 would in the broadest sense (1) minimize if not completely bury the presence of I-45 as it passes across both the Buffalo Bayou Corridor and the White Oak Bayou Corridor, and (2) create a “figure-8” rather than “mini-loop” system serving Downtown and Midtown so that traffic on I-45, US 59

(eventually I-69) and I-10 would ultimately have more (usefully redundant) options for negotiating this nexus.

Alternatives 4 , 5, and 6 are popular only if an exit to I-45 or US-59, respectively, is included in the plan and historic districts are avoided. With Alternative 3, the making of a loop around Downtown would be inconvenient and logistically impractical, but it would drive excess amounts of traffic to streets in the surrounding neighborhoods.

As always, I am available for questions or comments. Please contact my District Director Ilsi Bazaldua at 713-691-6912 or ilsinelida.bazaldua@house.state.tx.us. Thank you again for diligently addressing the concerns of my constituents.

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

From: Nathan Watkins [<mailto:npwatkins@gmail.com>]

Sent: Friday, November 09, 2012 7:10 PM

To: HOU-PIOWebMail

Subject: Concern Over TxDOT Expansion Project of I-45 north and more: Segment 1

Dear TxDOT,

I, Nathan Watkins, hereby file a formal complaint against the Texas Department of Transportation's proposal for the I-45 highway expansion and land acquisition along the east side of I-45. I am concerned with **Segment 1**; more specifically, **to the east side of I-45, between 610 North Loop and Parker Rd.**

I am **in favor of alternatives 3 and 4 IF** TxDOT **does not** require additional property on the east side of the existing highway feeder road along I-45. In other words, we do not want any Texas state authority to extend their right of way (ROW) past existing property lines east of I-45. I will not support alternatives 3 and 4 if TxDOT does require additional right of way to the east side of I-45, between 610 North Loop and Parker Rd. These options were designated as preliminary alternatives at the 2nd Public Scoping Meeting on October 2012.

I currently have a client at 5214 North Frwy, Houston, Tx, 77022, which is on the east side of I-45 North between the 610 North Loop and Parker Rd. I have provided my professional architecture services to this client for the last year. This project is for commercial development designed to provide several businesses on I-45 North. The eastward expansion of I-45 North will have a deleterious effect on my client's plans and my finances. I will lose my client's business should TxDOT acquire this location for the I-45 North expansion. The expansion of I-45 North eastward will stagnant the only lively part of I-45 North between the 610 North Loop and Parker Rd. More than 100 businesses are located between the 610 North Loop and Parker Rd on the east side of I-45 North. I also want to continue to help build the surrounding neighborhoods and help the US economy in a time of slow economic recovery following several financial recessions. Additionally, the land acquisition should be limited to the less developed side of I-45 North. Displacing businesses and acquiring land on the east side of I-45 North between the 610 North Loop and Parker Rd will be doubly negative to taxpayers because land is much more expensive on the east side than it is on the west. This area has struggled economically for the last several decades. In the last five years, it has begun to prosper. In this time of difficult economic recovery, we need to be careful how we spend taxpayers' money.

Texas Governor Rick Perry has enticed out of state businesses to relocate to the State of Texas. Yet, thus far, the State of Texas refuses to acknowledge or support existing business owners and their right to prosper in this great State of Texas.

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 610 North Loop and Parker Rd. Land acquisition should be limited to the less expensive west side of I-45 North between the 610 North Loop and Parker Rd. I am voicing my complaint before the November 9, 2012 deadline.

Sincerely,

--

Nathan Watkins
917.501.6040

From: masnoosesleuths@gmail.com [<mailto:masnoosesleuths@gmail.com>] **On Behalf Of** Mary Domask
Sent: Thursday, November 08, 2012 9:35 PM
To: HOU-PIOWebMail
Subject: Comments Regarding the North Houston Highway Improvement Project

Overall, I DO support the idea to improve highway transportation in the North Houston Area.

Traffic, aging infrastructure, continuing population growth and increasing density all demand improvements to I-45 to keep it relevant and a tool for the city and region; however, any changes must be in the form of real improvements to justify the cost and disruption, and must respect the neighborhoods, historical sites and businesses that feature 45 as a part of the scenery.

Personally and as a resident of Brook Smith just west of 45 inside of the loop, for this area I believe it would benefit the neighborhood greatly to:

- Keep most of the highway below grade to minimize noise and safety concerns
- While maintaining accessibility and openness by not putting up ugly sound barriers
- and Absolutely not increasing the easement except where is absolutely required by safety.

For the downtown area, I strongly advocate the use of tunnels. Though they do carry a great cost, this modern alternative has great advantages in terms of a real infrastructure improvement and the ability to increase flow without majorly disrupting a good portion of Houston's economy during construction.

Plus, tunnels are cool. They can be a destination, not just a bypass.

Living through the I-10 expansion was rough and its size and structure should not provide a model for I-45.

Thank you for taking the time to go through the comments.

Mary Domask
711 Temple St
Houston, TX 77009

713-829-6478

Per Texas Transportation Code 201.811(a)(5): check each of the following boxes that apply to you:
none of the above

Dear Pat Henry TxDOT

I, Michael Foster, hereby file a formal complaint against the Texas Department of Transportation's proposal for the I-45 highway expansion and land acquisition along the east side of I-45. I am specifically protesting the eastward expansion of Interstate Highway 45 (I-45), between the 610 North Loop and Parker Rd, illustrated by the *Universe of Alternatives Segment 1* and *Universe of Alternatives Segment 1 - IH 45 aerial map*, found at <http://www.IH45NorthandMore.com>.

We currently own two Mattress Firm locations, which are on the east side of I-45 North between the 610 North Loop and Parker Rd. We have operated one of our locations on I-45 North since 12/15/99 and the other since 3/1/2011. The eastward expansion of I-45 North will have a negative effect on our two locations. The expansion of I-45 North eastward will stagnant the only lively part of I-45 North between the 610 North Loop and Parker Rd. More than 100 businesses are located between the 610 North Loop and Parker Rd on the east side of I-45 North. All recent successes in developing this area will be lost should TxDOT acquire land on the east side of I-45 North for highway expansion. I certainly want to retain our business and employees. Additionally, the land acquisition should be limited to the less developed side of I-45 North. Displacing businesses and acquiring land on the east side of I-45 North between the 610 North Loop and Parker Rd will be doubly negative to taxpayers because land is much more expensive on the east side than it is on the west. Taxpayer money will be needlessly wasted as well, destroying a needed tax revenue stream for Harris County and the City of Houston. This area has struggled economically for the last several decades. In the last five years, it has begun to prosper. In this time of difficult economic recovery, we need to be careful how we spend taxpayers' money. As a business owners, taxpayer, I implore TxDOT to refrain from acquiring land along the east side of I-45 North between the 610 North Loop and Parker Rd. Land acquisition should be limited to the less expensive west side of I-45 North between the 610 North Loop and Parker Rd. I am voicing my complaint before the October 26, 2012 deadline.

Sincerely,

Michael J. Foster
Director of Construction
Mattress Firm
713-651-2017

NORTH HOUSTON HIGHWAY IMPROVEMENT PROJECT

SECOND PUBLIC SCOPING MEETING COMMENT FORM October 9 & 11, 2012

Thank you for attending this evening's second public scoping meeting. If you would like to provide written comments on the project you may use this form (feel free to include additional sheets of paper if necessary). Please submit this information in the comment box at this evening's meeting, or mail it to: Director of Project Development, Texas Department of Transportation, P.O. Box 1386, Houston, TX 77251. You may also email comments to: HOU-piowebmail@txdot.gov, or go to the project website: www.IH45northandmore.com and click on "Comments/Contact Us" tab. **For your comments to be included as part of the official record for this meeting, please email by Friday, October 26, 2012, or if mailing, have postmarked by this date.**

Overall, do you support or oppose the idea to improve highway transportation in the North Houston area?

Support _____ Oppose X No Opinion _____

Please explain in the space provided below:

SEE "Exhibit A" attached hereto.

Per Texas Transportation Code, §201.811(a)(5): check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I am commenting

OPTIONAL INFORMATION:

Name: Stephen Preston
Address: Northline Commons
Phone: _____
Email address: SPRESTON@NAOBUS.COM

Exhibit A

The ownership of Northline Commons strongly opposes condemnation or taking of any kind. Northline Commons is a 480,000 square foot class A, newly constructed, regional power and lifestyle shopping center located at the northeast corner of IH-45 and Cross Timbers. Northline Commons remains the ONLY major retail destination servicing the vast trade area.

Anchored by multiple and essential national, regional and local retailers, service providers and restaurants, condemnation or taking of any kind would materially adversely impact the shopping center, community and its residents in a variety of ways. Irrespective of the immediate, costly and destructive effect any taking would have on the OVERALL function, form, use and economic viability of the shopping center, the hardship placed on its thousands of daily shoppers that rely on its proximity and accessibility given the scarcity of nearby similar shopping options is equally harmful. The following, and in no particular order of importance, are a just a few of the adverse impacts:

- Parking
- Access
- Tax revenue
- Aesthetics
- Visibility
- Layout, vehicular flow
- Construction / re-construction cost
- Loss of entitlement(s) value
- Lease-ability / market-ability
- Economic valuation impact
- Sale-ability / Finance-ability
- Lease violation / cancel-ability
- Pedestrian issues

