

North-Hardy Planning Alternatives Analysis Report (Highway Component)

Prepared for:
Metropolitan Transit Authority of Harris County
Texas Department of Transportation Houston District
Houston-Galveston Area Council

Prepared by: Carter & Burgess, Inc

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North  Hardy
planning studies

Carter & Burgess, Inc

North-Hardy Planning Studies
Alternatives Analysis Report

(Highway Component)

November 18, 2005

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Appendix I: Highway Public Involvement Materials

Executive Summary

1.0 Purpose and Need

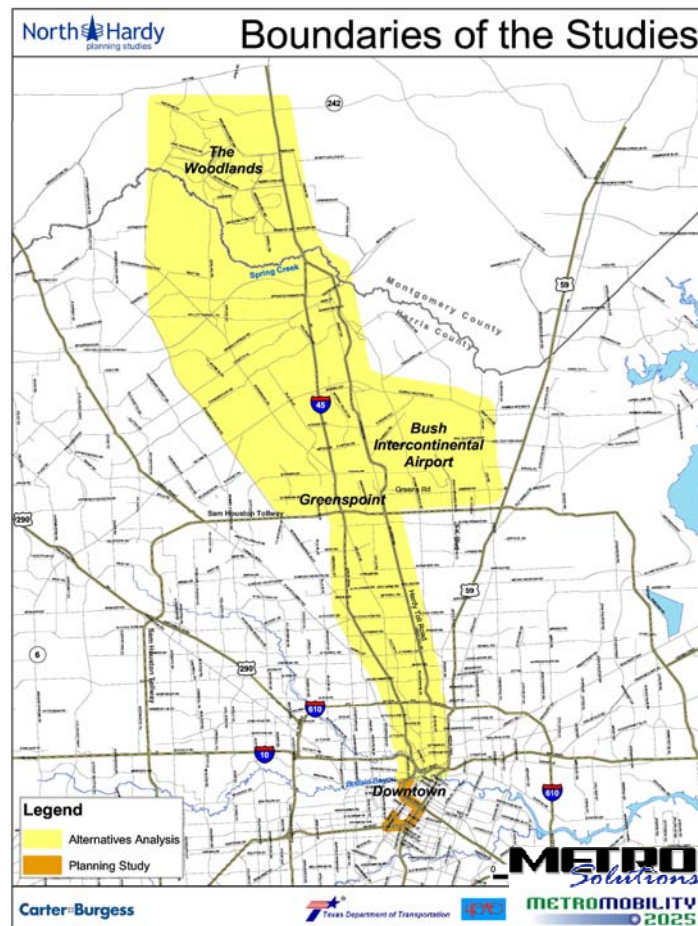
Study Area Setting and Context

The North-Hardy Corridor stretches approximately 30 miles from Downtown Houston north to The Woodlands and SH 242 in Montgomery County principally in the area between IH-45 and the Hardy Toll Road. The corridor also extends east to include Bush Intercontinental Airport (IAH). In addition, segments of IH-45 and US 59 south of Downtown for approximately 4 miles are included in the study area. The study area is depicted in Exhibit ES.1.

The North-Hardy Corridor covers a diverse geographic area that connects the rapidly growing northern suburbs and the re-developing Near Northside neighborhoods to Downtown and other activity centers in Houston.

Per the community's wishes, transit alternatives were examined and a Locally Preferred Investment Strategy (LPIS) was selected prior to detailed evaluation of highway alternatives. The transit alternatives are discussed in the North-Hardy Corridor Alternatives Analysis Report dated July 28, 2003. This document focuses on the evaluation of the highway alternatives to meet the residual corridor travel demand.

Exhibit ES.1: Study Area



Growth, Development, and Mobility Issues

The North-Hardy Corridor growth rate is expected to be slightly less than the metropolitan area average over the next 25 years. Population is projected to increase by about 126,000 people from just fewer than 400,000 in 2000 to about 526,000 in 2025. This represents an approximate population growth rate of 32% or about 1.3% per year. Employment is expected to increase from about 386,000 in 2000 to just over 483,000 in 2025. This increase of almost 97,000 jobs equates to a growth rate of approximately 25% or about 1% per year. Exhibit ES.2 details the current and forecasted population and employment figures for the North-Hardy Corridor by sub area and in total. A significant amount of both population and employment growth is projected to occur to the west of IH-45 and in The Woodlands area. The population growth rate for the area west of IH-45 and The Woodlands is expected to be 35%, while employment is expected to grow by 40%.

Exhibit ES.2: North-Hardy Corridor Growth

Area	Population		Employment	
	(2000)	(2025)	(2000)	(2025)
Downtown/Midtown/Binz	25,698	36,757	184,414	206,871
Near Northside Village	52,601	57,575	29,240	33,755
Northline Area	59,081	65,740	23,243	24,467
Aldine Area	66,346	88,565	33,892	46,012
Bush Intercontinental/ Greenspoint	46,967	82,800	69,924	104,272
Spring Area	52,836	78,836	11,151	21,942
Woodlands/S. Montgomery County	96,171	115,795	34,609	45,822
Total	399,700	525,795	386,471	483,141

Source: Houston-Galveston Area Council

Date: 3/2002

Travel patterns in the North-Hardy Corridor are very diverse ranging from long commutes from the outer suburbs to short trips in the inner city. Major trip destinations for The Woodlands include the FM 1960 at IH-45 area, Bush Intercontinental Airport, the Greenspoint Mall area, and Downtown Houston. The FM 1960 at IH-45 area is projected to generate trips to The Woodlands, Bush Intercontinental Airport, the Greenspoint Mall area, Downtown Houston, and to a lesser extent to the Near Northside Village area. The Bush Intercontinental Airport zone will generate trips destined for the FM 1960 at IH-45 area, the Greenspoint Mall area, Downtown Houston, and again to a lesser extent to the Near Northside Village. Trips generated in the Greenspoint Mall area are expected to be destined to The Woodlands, the FM 1960 at IH-45 area, Bush Intercontinental Airport, and to a lesser extent to Downtown Houston and the Near Northside Village area.

Transportation Facilities and Services in the North-Hardy Corridor

The major north-south highway facilities in the North-Hardy Corridor are IH-45 and the Hardy Toll Road. Traversing the corridor east-west are IH-10, IH-610 (North Loop), Beltway 8, FM 1960, and the proposed Grand Parkway. Major north-south arterials that parallel or feed the corridor include Gosling, Aldine Westfield, Hardy Road, Imperial Valley, Ella, Kuykendahl, Veterans Memorial, Airline, W. Montgomery, N. Shepherd, Fulton, Irvington, and N. Main.

Major east-west cross streets include SH 242, Research Forest, Woodlands Parkway, Rayford/Sawdust, FM 2920, Spring Cypress, Spring Stuebner, FM 2920, Louetta, Cypresswood, Richey, Airtex, Rankin, Spears, Gears, Greens Road, Aldine Bender, West Road, W. Mt. Houston, Gulf Bank, Little York, Parker, Tidwell, Crosstimbers, and Cavalcade.

Current conditions along IH-45 are as follows:

- From Downtown to Beltway 8, IH-45 is a 9 lane cross section, with 8 general purpose lanes and 1 reversible HOV lane.
- From Beltway 8 to FM 1960, IH-45 is an 11 lane cross section, with 10 general purpose lanes and 1 reversible HOV lane.
- From FM 1960 to SH 242, IH-45 is an 8 lane cross section, with 8 general purpose lanes.

Current daily traffic volumes, volume to capacity (V/C) ratios, and peak period speeds along the IH-45 are shown in Exhibit ES.3. V/C ratios that are less than 0.85 are considered to represent tolerable traffic conditions. V/C ratios between 0.85 and 1.00 indicate a modest level of traffic congestion. V/C ratios over 1.00 move into the serious traffic congestion range and over 1.25 indicates a severe level of traffic congestion. These relative levels of traffic congestion are also reflected in the peak period speed for the different sections of IH-45. Use of the one-way reversible HOV lane is controlled, which allows it to operate at much higher speeds. The growth in population and employment anticipated in the study area is expected to increase traffic volumes and traffic congestion in the corridor.

Exhibit ES.3: IH-45 Traffic Volumes

Section	2000 Daily Traffic Volume	Volume to Capacity Ratio (V/C)	Level of Service (LOS)	Peak Period Speed
IH-10 to IH-610	224,000	1.11	E	36 mph
IH-610 to Beltway 8	262,000	1.30	E	31 mph
Beltway 8 to FM 1960	234,000	0.93	D	40 mph
FM 1960 to SH 242	158,000	0.88	D	42 mph
Reversible HOV Lane	7,322	0.43	B	55+ mph

Source: Texas Department of Transportation, Houston-Galveston Area Council as compiled by Carter & Burgess, Inc. Date: 2/2002

METRO provides quality local bus service throughout much of the Corridor. Transit centers exist within the Corridor at Greenspoint Mall and Northline Mall. Transit centers near the Corridor include the Fifth Ward/Denver Harbor and Heights Transit Centers. In addition, METRO and Brazos Transit express buses utilize the IH-45 HOV lane and direct access ramps to provide peak direction service between Downtown and park-and-ride lots at Research Forest, Sawdust, Spring, Seton Lake, Kuykendahl, and N. Shepherd. Several local bus routes offer transfer opportunities at the park-and-ride lots in addition to the transit centers within and near the Corridor. Taxis and shuttles, and two METRO express bus routes connect Bush Intercontinental Airport to hotels and employment centers including Greenspoint Mall and Downtown Houston.

Transportation Goals and Objectives

The overall transportation goal of the North-Hardy Corridor Planning Studies is to improve the transportation system in the Corridor by maximizing mode choice and mobility with environmentally sensitive transit and roadway projects that encourage economic development and revitalization. This overall transportation goal reflects the regional transportation system goals for the metropolitan area.

Specific objectives for the North-Hardy Corridor Planning Studies include the following:

- Seek transportation options that will maximize the use of transit in the Corridor
- Seek transportation options that will maximize the use of the Hardy Toll Road by commuter and truck traffic
- Seek transportation options that will improve freeway operating conditions on IH-45 with no or minimal need for additional right-of-way

Specific Problems Related to the North-Hardy Corridor

Generally, the transportation system deficiencies found in the North-Hardy Corridor include the following:

- Congestion in both directions on IH-45, particularly on the older segments immediately north of Downtown for both the existing situation and into the future.
- Existing reversible HOV lane cannot serve both inbound and outbound travel demand at the same time. Therefore, suburban markets may not be adequately served currently in the non-peak direction.
- The pavement on IH-45 south of Shepherd needs to be rehabilitated and the freeway needs to be brought up to current design standards.
- During periods of heavy rainfall, White Oak Bayou floods the depressed section of IH-45 in the vicinity of Main Street.
- Lack of continuity of the thoroughfare system forces short and mid-distance auto trips on to already-congested IH-45.
- Lack of viable alternatives to the private auto for many trips to suburban activity centers in the Corridor, including Bush Intercontinental Airport, the greater Greenspoint area, and The Woodlands.
- Existing express/commuter-oriented transit service is heavily focused on providing commute trips to Downtown Houston around traditional work hours.
- Anticipated population and employment growth is expected to exacerbate the problems described above.

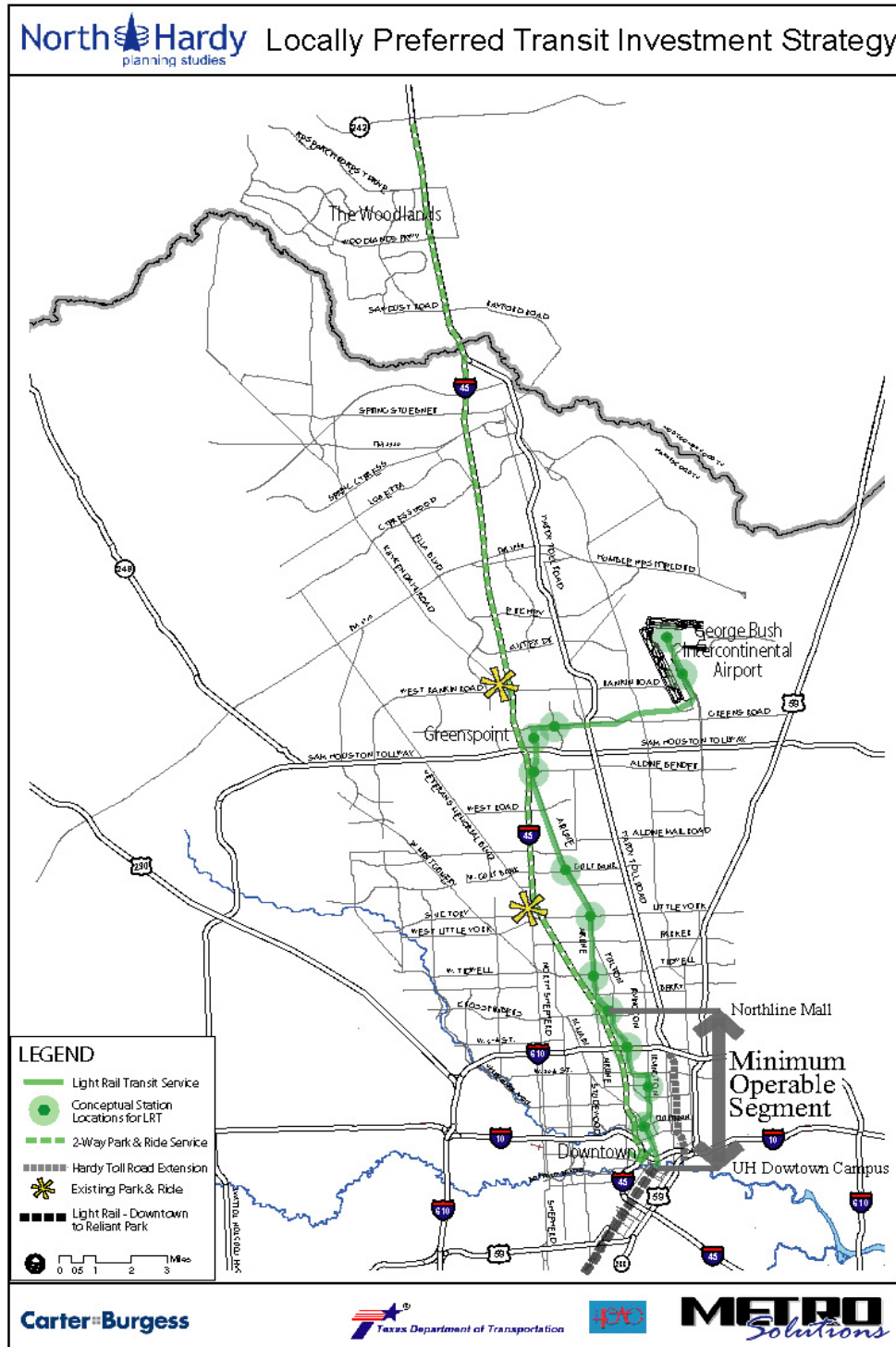
Status of Transit Alternatives Analysis

The analysis of the highway alternatives was set aside at the request of the community until the Local Preferred Investment Strategy (LPIS) for transit had been identified. The study of the transit alternatives is now complete. The transit alternatives are discussed in the North-Hardy Corridor Alternatives Analysis Report dated February, 2004. Exhibit ES.4 shows the LPIS for transit and the Minimal Operable Segment, as approved by the METRO Board in November

2003. Transit ridership on the LPIS is projected to be 15,950 LRT and 14,000 express bus boardings per day.

Since analysis of the transit alternatives is now complete, and the LPIS for transit selected, the analysis of the highway alternatives can now be concluded. This document focuses on the evaluation of the highway alternatives to meet the residual corridor travel demand.

Exhibit ES.4: Locally Preferred Transit Investment Strategy



2.0 Alternatives Considered

This section summarizes the first level alternatives screening and evaluation process for the Highway Alternatives Analysis portion of the North-Hardy Corridor planning studies. This section also summarizes the alternatives recommended to be studied in the next phase of the study. It is broken into four major sections: Initial Alternatives (includes both Transit and Highway components); Evaluation Plan; Screening Process and Results; and Short List of Alternatives for the highway component.

Range of Initial Alternatives

The No Build Alternative includes the Metropolitan Transit Authority (METRO) transit services and facilities that were programmed to be in operation in FY 2007 and the regional roadway/highway system that was programmed to be in place in 2022. It includes the implementation of the Downtown to Reliant Park light rail service, starting in January 2004, but incorporates no other new high capacity transit services. In addition to METRO service, the No Build Alternative includes bus service into Houston provided by the Brazos Transit District (Woodlands Service) and TREKEXPRESS (Fort Bend County/US 59 South). Roadway improvements included in the No Build Alternative, except for IH-45 North where future improvements were removed to test multiple IH-45 highway options, are identified in the Houston-Galveston Area Council (H-GAC) 2022 Metropolitan Transportation Plan (Adopted February 25, 2000). As a result, all highway elements in the IH-45 North and Hardy Toll road corridors represent a FY 2007 level of investment.

The regional highway and roadway system is comprised of interstate and other federal highways, state highways, county roads, toll roads, and arterial roadways in the eight-county metropolitan area. In 2000, the regional roadway system totaled over 20,000 lane miles of major highways and roads. In addition, the regional highway network incorporates a system of freeway HOV lanes, most of which have been constructed and are used by METRO.

Regional roadway mobility levels will deteriorate unless planned transportation improvements are implemented. The planned roadway improvements include expansion of the regional roadway and HOV system. Between 2000 and 2022, freeway lane miles will increase by 1,269 miles, but centerline miles (construction of new freeway segments) will increase by only 122 miles. The smaller growth in centerline miles is indicative of more freeway widening projects than construction of new freeways. The regional HOV system is also benefiting from the freeway widening projects. METRO will be operating 112 miles of HOV lanes in 2007, up from 89 miles available in 2000. In addition, the arterial street system will undergo extensive improvements. Supplementing the regional roadway network are toll roads and new toll lanes being constructed by the Harris County Toll Road Authority (HCTRA). Currently, HCTRA operates 87 centerline miles of toll roads and is constructing or planning to construct approximately 139 centerline miles of toll facilities.

The Build Alternatives are major transit and highway improvements within the North-Hardy Corridor. These transportation improvements are distinguished from the No Build Alternative in terms of scope and capital requirements. The Build Alternatives are larger projects and more capital intensive than the No Build Alternative. This section of the Executive Summary focuses on potential Build Alternatives.

The Build Alternatives were developed after a review of past planning studies; stakeholder and public meetings (including formal public and agency Scoping sessions); and analysis of available technical information such as highway congestion data, transit ridership, demographic forecasts, etc. The list of Build Alternatives is extensive and includes the following types of improvements:

- Light Rail
- Bus Rapid Transit
- People Mover
- Commuter Rail
- High Occupancy Vehicle (including express bus service) Lanes
- Intermodal Center (for Future Consideration) variously assumed to be an interface for intercity rail, intercity bus, commuter rail, and/or local bus with AHCT
- Freeway Interchange Improvements
- Additional Freeway General Purpose Lanes
- Adding Reversible Peak Direction/Peak Period Lanes
- Adding Managed Freeway Lanes (defined as toll lanes managed to maintain a pre-defined minimum level of service with available to High Occupancy Vehicles at a discount)
- Upgraded Arterials
- Modified On and Off Ramp Systems

Evaluation Plan

In order to properly assess the suitability of various alternatives, it is necessary to establish a set of evaluation criteria. These criteria should provide a common basis of comparison for all alternatives relative to the No Build Transit Alternative. The evaluation criteria, which were established with public input and used to screen the initial set of alternatives for the North-Hardy Corridor are as follows:

- Economic Development Potential
- Community Support
- Capital Cost
- Regional Perspective
- Environmental Impacts
- Community Impacts
- Mobility Impacts
- Ease of Implementation

The methodology and approach for screening the initial alternatives is a blend of technical evaluation and public review and input. This evaluation plan defines the evaluation criteria and measurement tools to be utilized to screen and evaluate the alternatives. The emphasis of this evaluation plan is on the screening of the initial alternatives and focuses on qualitative criteria at this conceptual level. The evaluation procedures include impacts and influences on transportation systems, mobility, and travel patterns and impacts to and compatibility with the natural, manmade, and social environments. They also include the potentials for and influences on economic development.

Screening Process and Results

To begin the evaluation process, a technical work session was held on May 6, 2002 with the consultant team, METRO, Texas Department of Transportation (TxDOT), and the Houston-Galveston Area Council (H-GAC) staff. The public review process involved work sessions with stakeholders representing the six North-Hardy segments and three general public meetings. Culminating the public review process, the Stakeholder Advisory Committee (SAC) met on June 17, 2002. After a review of the results of the technical work session, the stakeholder work sessions and the public meetings, the SAC offered advice on which initial alternatives should be

carried into the next phase of study. A completed evaluation matrix (ES.5) presents the evaluation results using the criteria and evaluation methodology. The last column of the matrix indicates those alternatives recommended to be carried forward for further evaluation in the next phase of the North-Hardy Planning Studies.

The list of conceptual alternatives included potential upgrades to north-south and east-west arterials. These included the connection of Fulton to San Jacinto across the Union Pacific Railroad and IH-10; an upgrade to North Shepherd; and widening of North Main, Airline, Fulton, Parker, and Yale.

A preliminary analysis of upgrading North Shepherd to a “super arterial” was conducted early in the alternatives analysis. A “super arterial” is defined as an arterial with grade separations at all major cross streets. From IH 45 to Tidwell, North Shepherd could be upgraded to a “super arterial”. However, south of Tidwell, a conversion to a “super arterial” would significantly impact access to existing businesses and homes. Because of the access issue south of Tidwell, further analysis of North Shepherd was not pursued.

As a part of the analysis of transit alternatives, the potential of widening Airline was explored with the neighborhoods. The feedback received from residents and businesses was the widening of Airline was unacceptable. The transit alternatives that traverses Airline is planned to be on structure to avoid widening the street.

North Main from UH-Downtown to Boundary is the planned alignment for the North Corridor LRT. To accommodate the LRT, North Main will be reduce from a six lane arterial to a two lane street.

Fulton from its southern terminus at Burnett to IH 610 is a two lane street. In the past there has been significant neighborhood opposition to widening Fulton through these limits. The North Corridor LRT is planned to follow a portion of Fulton inside IH 610 and from IH 610 to Crosstimbers. With the addition of the LRT, Fulton (from IH 610 to Crosstimbers) will be reduce from a four lane divided street to a two lane street.

Of the potential upgrades, the following arterial improvements were incorporated into the travel demand modeling process to better understand the ability of the arterial system to satisfy short and medium distance trips, thereby removing these trips from the freeway system:

- Fulton from Crosstimbers to Parker (widen to 4 lanes)
- Parker from IH 45 to Holmstead (widen to 4 lane divided)
- Yale from Parker to Tidwell (widen to 4 lanes)

Exhibit ES.5: Evaluation Matrix

Alignment	Transit Mode or Highway Project	Evaluation Criteria								Other Considerations	Carry to Next Phase
		Economic Development Potential	Community Support	Capital Cost Ranking	Regional Perspective	Environmental Impacts	Community Impacts	Mobility Impacts	Ease of Implementation		
IH-45	LRT	o	+	-	+	+	o	+	-	Requires close coordination with IH-45 highway improvements	Yes
	BRT	o	-	-	o	+	o	+	-		Yes
	Highway										
	• Freeway to Standards	o	o*	o	o	o*	o*	-	-		Yes*
	• Add 1 lane per direction	o	o*	-	+	o*	o*	+	-		Yes*
	• Add 2 lane per direction	o	o*	-	+	o*	o*	+	-		Yes*
	• Add Managed Lanes	o	o*	-	+	o*	o*	+	-		Yes*
	• HOV to Standards	o	+	o	o	o*	o*	o	-		Yes*
• HOV 2-way	o	+	-	+	o*	o*	+	-	Yes*		
Fulton to San Jacinto Arterial Connection		+	+	-	o	o	+	+	o		Yes
Hardy	LRT/Commuter Rail	o	-	o	o	o	o	o	--	Railroad unresponsive	No
	LRT	+	+	-	+	+	+	o	-		Yes
	BRT	+	o	-	o	+	+	o	-		Yes
Airline	LRT	+	+	o	+	+	+	+	-		Yes
	BRT	+	+	o	o	+	+	+	-		Yes
Kuykendahl P&R to IAH	LRT	+	+	o	+	o	o	+	o		Yes
	BRT	+	+	o	o	o	o	+	o		Yes
	Peplemover	+	o	--	-	o	-	-	-	Requires transfer from other modes	No
Kuykendahl	LRT	+	o	o	-	o	+	+	o		No
	BRT	+	+	o	-	o	+	+	o	Preserves ROW for future LRT	Yes

* If improvement can be made within existing ROW

Short List of Alternatives

As a result of the screening of the initial alternatives, the short list of highway alternatives, including one No-Build and six Build Alternatives were analyzed. The analysis of all highway alternatives assumed that both the advanced high-capacity transit in the North-Hardy Corridor and Hardy Toll Road improvements are in place. The assumptions for transit were the solutions for the North-Hardy Corridor as approved by City of Houston voters in November, 2003, as follows:

- North Corridor LRT from UH-Downtown to Bush IAH.
- Two-way express bus service on IH-45.
- First phase of LRT from UH-Downtown to Northline Mall.

The assumptions for the Hardy Toll Road improvements are those that are planned by the Harris County Toll Road Authority, as follows:

- Hardy Toll Road Extension from IH-610 to Downtown
- Widen Hardy Toll Road to 6 lanes from Beltway 8 to IH-45 in Montgomery County.

Build Alternatives

Resulting from the initial level screening, six Highway Build Alternatives were carried forward for further analysis. Because of the concerns raised by the public about the potential widening of the IH 45 right-of-way, the initial level screening eliminated conceptual alternatives that would require a more than a 12 lane cross section. The Highway Build Alternatives are described as follows:

Highway Build Alternative 1

This alternative is a 12-lane cross section from IH-10 to FM 1960 consisting of 10 general purpose lanes and two reversible, special purpose lanes. The special purpose lanes are one-way reversible lanes that operate in the peak direction. One of the special purpose lanes is dedicated to HOV use. The cross section from FM 1960 to SH 242 would consist of eight general purpose lanes.

Highway Build Alternative 2

This alternative is a 12-lane cross section from IH-10 to Beltway 8 consisting of eight general purpose lanes and four managed lanes. Managed lanes are separate facilities within the freeway designed to provide dependable travel times for carpools, buses, and single occupant vehicles willing to pay a toll. Tolls and vehicle occupancy requirements are used to maintain at least a LOS C in the managed lanes at all times. From Beltway 8 to FM 1960 the cross section would consist of 10 general purpose lanes and two concurrent flow HOV lanes. From FM 1960 to SH 242 the cross section would consist of eight general purpose lanes and two concurrent flow HOV lanes.

Highway Build Alternative 3

This alternative is a 12-lane cross section from IH-10 to FM 1960 consisting of 10 general purpose lanes and two barrier separated HOV lanes. The HOV lanes are envisioned to be a two-way operation at all times. The cross section from FM 1960 to SH 242 would be eight general purpose lanes and two barrier separated HOV lanes.

Highway Build Alternative 4

This alternative is a 12-lane cross section from IH-10 to FM 1960 consisting of 10 general purpose lanes and two non-barrier separated HOV lanes. The HOV lanes are envisioned to be a two-way operation at all times. The cross section from FM 1960 to SH 242 would be eight general purpose lanes and two non-barrier separated HOV lanes.

Highway Build Alternative 5

This alternative is a 10-lane cross section from IH-10 to Beltway 8 consisting of eight general purpose lanes and two barrier separated HOV lanes. The HOV lanes are envisioned to be a two-way operation at all times. From Beltway 8 to FM 1960 the cross section would consist of 10 general purpose lanes and two barrier separated HOV lanes. From FM 1960 to SH 242 the cross section would consist of eight general purpose lanes and two barrier separated HOV lanes.

Highway Build Alternative 6

This alternative is a 10-lane cross section from IH-10 to Beltway 8 consisting of eight general purpose lanes and two non-barrier separated HOV lanes. The HOV lanes are envisioned to be a two-way operation at all times. From Beltway 8 to FM 1960 the cross section would consist of 10 general purpose lanes and two non-barrier separated HOV lanes. From FM 1960 to SH 242 the cross section would consist of eight general purpose lanes and two non-barrier separated HOV lanes.

3.0 Environmental Screening of Short Listed Alternatives

This section of the Executive Summary considers the potential environmental impacts of the short list of highway alternatives that were identified for the corridor.

Environmental Factors Considered

A wide range of environmental factors was considered in the screening of the six Build Alternatives. At this stage of the study, issues were assessed to determine how the proposed alternatives compare when environmental factors are taken into account.

The environmental factors that were assessed range from urban elements, to natural elements to cultural elements. Urban elements include consideration of such issues as the land use impacts, noise, air quality impacts, safety and security, energy, impacts on existing communities, and environmental justice considerations. The natural environmental elements that were considered include wetlands, water quality and quantity, subsidence, floodplains, and threatened and endangered species. The cultural elements include historic, archeological and park resources.

Summary of Assessment of Impact

There is not a great deal to distinguish the Build Alternatives in terms of potential environmental impacts in general. However, none of the proposed Build Alternatives would have such a significant potential impact on environmental considerations as to constitute a fatal flaw. Further consideration to the environment impacts will be given during the schematic design/environmental review process, which is expected to begin following completion of the planning phase.

ES.6: Summary of Potential Environmental Impacts and Grading of Alternatives

	No Build	Build Alt. 1	Build Alt. 2	Build Alt. 3	Build Alt. 4	Build Alt. 5	Build Alt. 6
Urban Elements	Low	Medium	Medium	Medium	Medium	Medium	Medium
Natural Environment	Low	Medium	Medium	Medium	Medium	Medium	Medium
Cultural Resources	Low	Medium	Medium	Medium	Medium	Medium	Medium
Construction Impact	N/A	Medium	Medium	Medium	Medium	Medium	Medium
Total Grade	B	C	C	C	C	C	C

4.0 Transportation Impacts

Introduction

The travel demand modeling networks for this project were developed based on H-GAC regional travel model for eight counties: Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, Montgomery and Waller. The entire H-GAC regional model was used in the modeling of the IH 45 corridor in order to maintain the integrity of the original modeling network structure and the capability to predict the region-wide impact of transportation alternatives.

The base modeling networks that were provided by H-GAC included all the demographic and network related files describing the 2025 network. The 2025 network is the H-GAC horizon-year network which includes all the committed and planned projects to be completed between 2002 and 2025.

Analysis of traffic and travel demand data involves comparing the projected volume of traffic expected to use a roadway to a theoretical capacity for that roadway. Roadway capacity is generally determined by the number of through travel lanes. This comparison of traffic volume to roadway capacity is referred to as the volume to capacity ratio (V/C). V/C ratios are equated to a measure called Level of Service (LOS). A description and the V/C ratios for the letter designations for LOS is presented in Exhibit ES.7.

Exhibit ES.7: Level of Service (LOS) Definitions for Roadways

LOS	Traffic Flow	Volume/Capacity Ratio
A	Free flow speeds; low volumes	0.34
B	Reasonable free flow speeds with speeds being affected by traffic volumes	0.56
C	Stable traffic flow with limitations on traffic maneuvers	0.76
D	Approaching unstable traffic flow; minor incidents cause traffic queuing	0.90
E	Unstable flow; volume at or near roadway capacity;	1.00
F	Forced flow; long traffic queues and significant delay	over 1

Source: 2000 Highway Capacity Manual

Exhibit ES.8 summarizes the travel demand modeling results for all the IH-45 alternatives.

Exhibit ES.8: Summary of Travel Demand Modeling Results for Highway Alternatives

	Volume	Number of Lanes	Capacity	V/C	LOS	Peak Speed
Existing Conditions (2003)	8 lanes with 1 one-way reversible HOV lane					
IH 10 to IH 610	257,000	8	217,500	1.18	E	34 mph
IH 610 to Beltway 8	317,000	8	217,500	1.46	E	27 mph
Beltway 8 to FM 1960	295,000	10	268,000	1.10	E	36 mph
FM 1960 to SH 242	222,000	8	196,500	1.13	E	35 mph
HOV (one-way reversible)	8,200	1	17,000	0.48	B	55+ mph
No-Build (2025)	8 lanes with 1 one-way reversible HOV lane					
IH 10 to IH 610	269,727	8	217,500	1.24	E	32 mph
IH 610 to Beltway 8	314,794	8	217,500	1.45	E	27 mph
Beltway 8 to FM 1960	324,991	10	268,000	1.10	E	33 mph
FM 1960 to SH 242	242,263	8	196,500	1.13	E	33 mph
HOV (one-way reversible)	17,456	1	17,000	1.03	E	38 mph
Build Alternative 1 (2025)	10 lanes with 2 one-way reversible lanes					
IH 10 to IH 610	275,786	10	268,000	1.03	E	38 mph
IH 610 to Beltway 8	321,595	10	268,000	1.20	E	33 mph
Beltway 8 to FM 1960	340,994	10	268,000	1.27	E	32 mph
FM 1960 to SH 242	245,668	8	196,500	1.25	E	32 mph
HOV (one lane reversible)	10,100	1	17,000	0.59	B	55+ mph
Build Alternative 2 (2025)	8 lanes with 4 managed lanes					
IH 10 to IH 610	250,648	8	217,500	1.15	E	35 mph
IH 610 to Beltway 8	295,320	8	217,500	1.36	E	30 mph
Beltway 8 to FM 1960	321,404	10	268,000	1.20	E	33 mph
FM 1960 to SH 242	242,632	8	196,500	1.23	E	33 mph
Managed Lanes	70,837	4	95,700	0.74	C	55 mph
Build Alternative 3 (2025)	10 lanes with 2 HOV lanes (barrier separated)					
IH 10 to IH 610	262,948	10	268,000	0.98	E	39 mph
IH 610 to Beltway 8	309,954	10	268,000	1.16	E	34 mph
Beltway 8 to FM 1960	326,680	10	268,000	1.22	E	33 mph
FM 1960 to SH 242	242,632	8	196,500	1.23	E	33 mph
HOV Lanes	23,837	2	47,850	0.50	B	55+ mph
Build Alternative 4 (2025)	10 lanes with 2 HOV lanes (non-barrier separated)					
IH 10 to IH 610	262,948	10	268,000	0.98	E	39 mph
IH 610 to Beltway 8	309,954	10	268,000	1.16	E	34 mph
Beltway 8 to FM 1960	326,680	10	268,000	1.22	E	33 mph
FM 1960 to SH 242	242,632	8	196,500	1.23	E	33 mph
HOV Lanes	23,837	2	47,850	0.50	B	55+ mph
Build Alternative 5 (2025)	8 lanes with 2 HOV lanes (barrier separated)					
IH 10 to IH 610	269,727	8	217,500	1.24	E	32 mph
IH 610 to Beltway 8	314,794	8	217,500	1.45	E	27 mph
Beltway 8 to FM 1960	324,991	10	268,000	1.10	E	33 mph
FM 1960 to SH 242	242,263	8	196,500	1.13	E	33 mph
HOV Lanes	23,837	2	47,850	0.50	B	55+ mph
Build Alternative 5 (2025)	8 lanes with 2 HOV lanes (non-barrier separated)					
IH 10 to IH 610	269,727	8	217,500	1.24	E	32 mph
IH 610 to Beltway 8	314,794	8	217,500	1.45	E	27 mph
Beltway 8 to FM 1960	324,991	10	268,000	1.10	E	33 mph
FM 1960 to SH 242	242,263	8	196,500	1.13	E	33 mph
HOV Lanes	23,837	2	47,850	0.50	B	55+ mph

Assessment of Impact

No-Build Alternative

The 2025 no-build scenario applies 2025 demographic data to the 2000 modeling network. It represents an assumption that no construction or transportation projects are implemented in the IH-45 corridor between 2000 and 2025. The scenario is intended to demonstrate what will happen to the traffic in the network when the population and employment continue to grow normally while the transportation network remains unchanged. With the No-Build Alternative, V/C ratios reach as high as 1.45 (between IH 610 and Beltway 8). The LOS in the general purpose lanes as well as the one-way reversible HOV lane are expected to be E. Average vehicle minutes of delay are expected to be the highest of all of the alternatives evaluated.

Highway Build Alternative 1

This alternative involves adding two lanes general purpose capacity and two reversible, special purpose lanes to IH 45 bringing the facility to 12 lanes from IH-10 to Beltway 8. This build alternative does improve the V/C ratios over the No-Build for both the general purpose lanes and the HOV lane. Average vehicle minutes of delay are expected to be the third highest of all of the alternatives evaluated.

Highway Build Alternative 2

This build alternative consists of a 12-lane cross section with 8 general purpose lanes and 4 managed lanes. This build alternative does improve the V/C ratios over the No-Build for both the general purpose lanes and the managed lanes. Traffic is diverted from the general purpose lanes to the managed lanes under this scenario. Average vehicle minutes of delay are expected to be the second lowest of all of the alternatives evaluated.

Highway Build Alternative 3

This build alternative consists of a 12-lane cross section with 10 general purpose lanes and 2 HOV lanes. The HOV lanes would be barrier separated. This build alternative does improve the V/C ratios over the No-Build for both the general purpose lanes and the HOV lanes. Average vehicle minutes of delay are expected to be the lowest of all of the alternatives evaluated.

Highway Build Alternative 4

This build alternative consists of a 12 lane cross section with 10 general purpose lanes and 2 HOV lanes. The HOV lanes would be non-barrier separated. From a travel demand perspective, Build Alternative 4 performs the same as Build Alternative 3. This build alternative does improve the V/C ratios over the No-Build for both the general purpose lanes and the HOV lanes. Average vehicle minutes of delay are expected to be the lowest of all of the alternatives evaluated.

Highway Build Alternative 5

This build alternative consists of a 10-lane cross section with 8 general purpose lanes and 2 HOV lanes. The HOV lanes would be barrier separated. This build alternative does not improve the V/C ratios over the No-Build for the general purpose lanes. The V/C ratio in the HOV lanes would be improved over the No-Build alternative. Average vehicle minutes of delay are expected to be the next to highest of all of the alternatives evaluated.

Highway Build Alternative 6

This build alternative consists of a 10-lane cross section with 8 general purpose lanes and 2 HOV lanes. The HOV lanes would be non-barrier separated. From a travel demand

perspective, Build Alternative 6 performs the same as Build Alternative 5. This build alternative does not improve the V/C ratios over the No-Build for the general purpose lanes. The V/C ratio in the HOV lanes would be improved over the No-Build alternative. Average vehicle minutes of delay are expected to be the next to highest of all of the alternatives evaluated.

5.0 Cost Estimates

Conceptual capital costs were developed based on per mile unit cost provided by TxDOT. Revisions were made to reflect the most currently available per mile unit costs based on recent construction costs. **These conceptual costs are preliminary, planning-level estimates developed to allow comparisons between the alternatives and not to serve as a final engineered cost for any of the alternatives.** Exhibit ES-9 summarizes the conceptual capital costs for the viable build alternatives. The majority of each estimate can be attributed to the approximately 11.5 miles between IH 10 and Beltway 8 where the majority of the freeway reconstruction as well as the reconstruction of the IH 45/IH10, IH 45/IH 610 and IH45/Beltway 8 interchanges are anticipated. From Beltway 8 to FM 1960, the anticipated construction would involve removing the existing one-way reversible HOV lane and reconfiguring the existing pavement to accommodate a single HOV/HOT in each direction. From FM 1960 to SH 242, the anticipated modifications to IH 45 would involve restriping of the existing pavement to accommodate a single HOV/HOT in each direction.

Exhibit ES-9: Conceptual Capital Costs of Alternatives

Conceptual Alternative	Revised Conceptual Capital Costs (based on 2004 per mile costs)
Build Alternative 1	\$2,191,000,000
Build Alternative 2	\$2,113,000,000
Build Alternative 3	\$2,209,000,000
Build Alternative 4	\$2,174,000,000
Build Alternative 5	\$2,137,000,000
Build Alternative 6	\$2,095,000,000

Source: Carter & Burgess, 2005

6.0 Evaluation of Alternatives

Goals Attainment

The goals for the North-Hardy Planning Studies were derived from the 2022 Metropolitan Transportation Plan (MTP) and METRO 2025 Transit System Plan as described in Section 1. The analysis of highway alternatives for the North-Hardy Corridor specifically addressed the MTP goal for increasing mobility. Early in the planning process, the community asked the consultant team to first maximize the use of transit, including AHCT, in the Corridor and maximize the use of the Hardy Toll Road before considering expansion of IH-45. This request was honored. The transit alternatives and findings were completed first, and their results were factored into the examination of potential highway options.

Community and Political Positions

The North-Hardy Planning Studies were conducted with extensive community outreach and consensus-building. (See Section 7 for specifics.) Throughout the conduct of these studies there were 15 formal stakeholder meetings, 12 public meetings, and 104 small group or one-on-one meetings. These contacts with elected officials and interested citizens have allowed the

Carter & Burgess team to hear first hand the community’s desires and concerns. This input has been woven into the technical findings to produce reasonable outcomes.

Evaluation of Highway Build Alternatives

Each of the Highway Build Alternatives was evaluated using criteria established at the beginning of the Alternatives Analysis. The evaluation criteria included the following:

- Mobility Improvements/Demand Potential
- Conceptual Capital Cost
- Regional Connectivity
- Ease of Implementation
- Environmental Impacts
- Community Impacts

Early in the public involvement process, an attempt was made to use very technical interpretations of these evaluation criteria. The detailed matrix used to evaluate and screen the long list of alternatives proved to be confusing and difficult for the public to understand. Although the matrix did allow a short list of alternatives to be formulated, a modified approach to evaluating the short list was employed. Because most people understand the concept of a report card, the evaluation criteria were “graded” on a scale of “A” through “F”. The following section defines the grading system for each criterion, and Exhibit ES.10 summarizes the detailed evaluation of the different short list alternatives.

Exhibit ES.10: Evaluation of Highway Build Alternatives

Criteria	No Build	Build Alternative 1	Build Alternative 2	Build Alternative 3	Build Alternative 4	Build Alternative 5	Build Alternative 6
Mobility Impacts	F	C	B	A	A	D	D
Conceptual Capital Cost	n/a	F	B	F	D	C	A
Regional Connectivity	F	C	B	A	A	D	D
Ease of Implementation	n/a	D	B	D	D	D	D
Environmental & Community Impacts	B	C	C	C	C	C	C
Final Grade	D	D+	B-	C	C+	D+	C-
Ranking	7	5	1	3	2	5	4

7.0 Community Involvement

The North-Hardy Planning Studies were conducted in partnership with the elected officials representing the Corridor's constituency; the various public agencies responsible for transportation system planning and operation; a diverse group of stakeholders that live or work in the Corridor; and numerous individual, interested citizens. The input and feedback received from the many meetings and workshops were interwoven into the technical tasks of defining and evaluating the North-Hardy Corridor alternative transit improvements.

An advisory committee of key stakeholders was formed early in the study. This Stakeholder Advisory Committee was composed of a broad range of interest groups and individuals and represented the diverse interests within the corridor. Meetings of the Stakeholder Advisory Committee were held to correspond with the completion of major phase of the Planning Studies. In addition to the Stakeholder Advisory Committee meetings, 15 formal stakeholder meetings were held at strategic points during the conduct of the planning studies.

Larger public meetings were held at multiple locations along the corridor during each of the major phases of the Studies. The Scoping Meetings were open houses since this meeting format allowed the greatest opportunity for people to arrive and depart at times most convenient to them. Several of the public meetings used a "working group" format where smaller "facilitated groups" studied issues and alignments and then compared findings with the larger group.

Small group and one-on-one meetings were held with stakeholders where requested, or specifically required to fully understand the issues within the corridor.

Throughout the Planning Studies, stakeholders within the corridor were kept well informed. Three general newsletters were prepared. The newsletters were distributed to the various stakeholders at meetings and through direct mail. The direct mailing list included over 2,800 individuals and interested citizens. By providing newsletters during major phases of the Planning Studies, information was provided to a broad audience about the status of the studies and dates of upcoming meetings. They helped to elevate the discussions and importance of regional mobility. Three postcards/meeting notices were also used to provide notice about public meetings through direct mail to the mailing list. These flyers supplemented the Public Notices in the newspaper advertisements.

The North-Hardy Study team hosted a website to enhance communication for stakeholders. The website met METRO's technology and graphic requirements, and served as an additional method of communication for the Studies. The web site for the North-Hardy Planning Studies, North-Hardy.org, was initiated in January 2002 to coincide with initiation of the Scoping process. The site was updated at major study milestones.

Presentation graphics in the form of display boards and PowerPoint presentations were developed and used for all of the major stakeholder meetings and the public meetings. In many cases these presentation graphics were used at the small group and one-on-one meetings. Hard copies of PowerPoint presentations were made available at most of the outreach meetings.

Newspaper advertisements were published in the Houston Chronicle, the Houston Community Newspaper, La Voz, and Semana by METRO.

The North-Hardy Planning Studies team worked closely with METRO and its General Planning Consultant (GPC) in developing the architecture for the comments database. This database facilitated the assembly, review, analysis and maintenance of input received from stakeholders.

The public appreciated that TxDOT, METRO and H-GAC worked in tandem on the analysis to generate both transit and highway alternatives. The project received comments from a vast

body of diverse interests and people. The largest constituencies that contributed comments to the project were from the Inner-Corridor and Mid-Corridor areas. Comments from the Inner-Corridor residents conveyed concerns about staying within the existing right-of-way, noise, neighborhood preservation, minimizing residential displacement and the preservation of historical and cultural centers. Comments received from this group did not indicate strong support for any enhancements to IH-45 or the corresponding right-of-way from Downtown to Loop 610. Instead, the community favored the use of transit, and extension of the light rail transit line through an interior street within the neighborhood thereby providing local service. Comments reflective of the Mid-Corridor indicate support for the expansion of IH-45 from Cavalcade to Beltway 8 in order to meet future capacity demands and to improve the image of their neighborhood. In various community meetings, residents from the Mid Corridor expressed that the expansion of IH-45 was an opportunity to remove blight from the frontage roads and improve and enhance right-of-ways. All comments received on the highway component of the Alternative Analysis are included in Appendix I. Copies of additional comments can be found in the Transit AA and DEIS documents.

8.0 Study Findings

Summary of Findings

The short list of six Highway Build Alternatives was evaluated using the following criteria, as established at the beginning of the Alternatives Analysis:

- Mobility Improvements/Demand Potential
- Conceptual Capital Cost
- Regional Connectivity
- Ease of Implementation
- Environmental Impacts
- Community Impacts

Based on the analysis, Highway Build Alternative 2 received the highest overall ranking, as summarized in Exhibit 63. In terms of mobility impacts, the future travel demand is projected to result in V/C ratios slightly better than current conditions and much better than the No-Build alternative. Vehicle hours of delay is a measure that was used for analysis of both the mobility and regional connectivity criteria. For Build Alternative 2, vehicle hours of delay is projected to increase to 131,011 which is an increase over current conditions, but an improvement over the No-Build alternative, and it is better than three of the five other Build Alternatives. The relative capital costs are next to the lowest with respect to the other alternatives. The ease of implementation scored highest for this alternative since it includes the addition of managed lanes which incorporates a funding mechanism, whereas none of the other Build Alternatives provide a funding mechanism.

In terms of both environmental and community impacts, for the criteria that could be evaluated at this time, all of the Build Alternatives received the same score. Further consideration and more detailed analysis of the environmental and community impacts will be conducted during schematic design and the environmental review process which is expected to begin following completion of the planning phase.

Draft Recommended Highway Alternative

Highway Build Alternative 2 is the Draft Recommended Highway Alternative, which is described as follows:

- From Downtown to Beltway 8 – 12-lane cross section – eight general purpose lanes and four managed lanes
- From Beltway 8 to FM 1960 – 12-lane cross section – 10 general purpose lanes and two HOV lanes
- From FM 1960 to SH 242 – 10 lane cross section – 8 general purpose lanes and two HOV lanes

The Draft Recommended Highway Alternative maximizes future mobility in the following ways:

- Provides ability to manage future roadway capacity.
- Commitment to maintain LOS C on managed lanes.
- Provides facility for METRO to operate two-way express bus service on IH-45.

In October 2004, this Draft Recommended Alternative was presented to the public. Subsequently, significant concern from Inner-Corridor residents has been expressed about potential right-of-way impacts that may result from the Draft Recommended Alternative. As a result the Draft Recommended Alternative has been modified as follows:

- From Downtown to Beltway 8 – add four managed lanes to the IH45/Hardy Toll Road corridor
- From Beltway 8 to SH 242 – add two HOV/HOT lanes to IH45
- From Downtown to FM 1960 – remove existing one-way reversible HOV lane

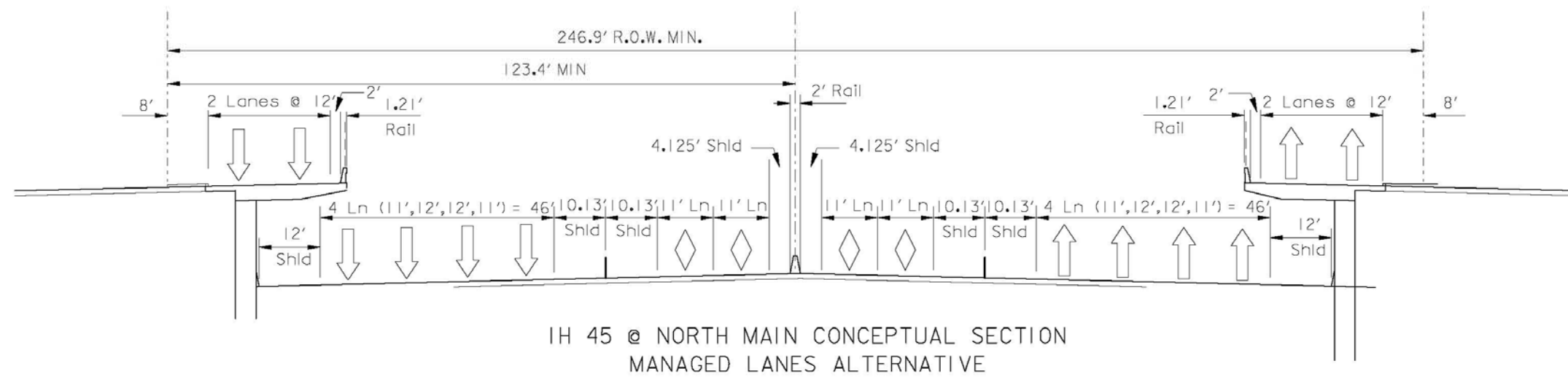
During the schematic development phase, a determination will be made where the managed lane capacity will be constructed – on IH 45 or Hardy Toll Road or split between the facilities.

9.0 Next Steps

Upon completion of the North-Hardy Planning Studies, TxDOT will begin the preliminary design and environmental document preparation phase for this project. It is the goal of TxDOT to remain within the existing right-of-way of IH 45 as improvements to this congested freeway corridor are designed and developed. The existing right-of-way south of IH 610 is limited and multiple design options will need to be explored to remain within the existing right-of-way. Design options could include: reduced shoulder width requirements; reduced or eliminated frontage roads; cantilevered frontage roads, elevated roadway sections, and other creative engineering techniques. These options along with the feasibility to add capacity to the Hardy Toll Road will be thoroughly explored during preliminary engineering and preparation of the environmental document for this project. During the next two to three years when the preliminary design and environmental analysis are undertaken, the community will be encouraged to collaborate with TxDOT to develop the best project for the North-Hardy travel corridor.

Exhibit ES-11 depicts a potential configuration of the Draft Recommended Highway Alternative on IH 45 at North Main Street. Exhibit ES-12 depicts a potential configuration of the Draft Recommended Highway Alternative on the Hardy Toll Road.

Exhibit ES 11: IH 45 @ North Main Conceptual Section



DRAFT

1.0 Purpose and Need

1.1 Study Area Setting and Context

The North-Hardy Corridor stretches approximately 30 miles from Downtown Houston north to The Woodlands and SH 242 in Montgomery County principally in the area between IH-45 and the Hardy Toll Road. The corridor also extends east to include Bush Intercontinental Airport (IAH). In addition, segments of IH-45 and US 59 south of Downtown for approximately 4 miles are included in the study area. The study area is depicted in Exhibit 1.

The North-Hardy Corridor covers a diverse geographic area that connects the rapidly growing northern suburbs and the re-developing Near Northside neighborhoods to Downtown and other activity centers in Houston. For description and analysis purposes, the North-Hardy Corridor has been broken into seven subareas. These include the Downtown/Midtown/Binz area; the Near Northside Village; the Northline area; the Aldine area; the Bush Intercontinental Airport (IAH)/Greenspoint area; the Spring/FM 1960 area; and The Woodlands. The boundaries of each subarea are shown in Exhibit 2.

Per the community's wishes, transit alternatives were examined and a Locally Preferred Investment Strategy (LPIS) was selected prior to detailed evaluation of highway alternatives. The transit alternatives are discussed in the North-Hardy Corridor Alternatives Analysis Report dated July 28, 2003. This document focuses on the evaluation of the highway alternatives to meet the residual corridor travel demand.

Exhibit 1: Study Area

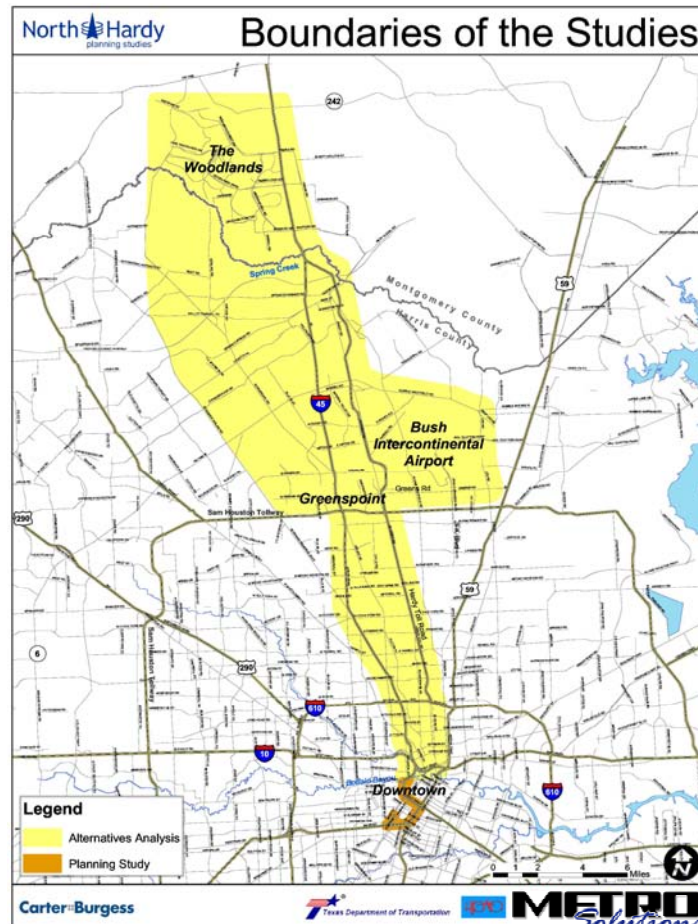
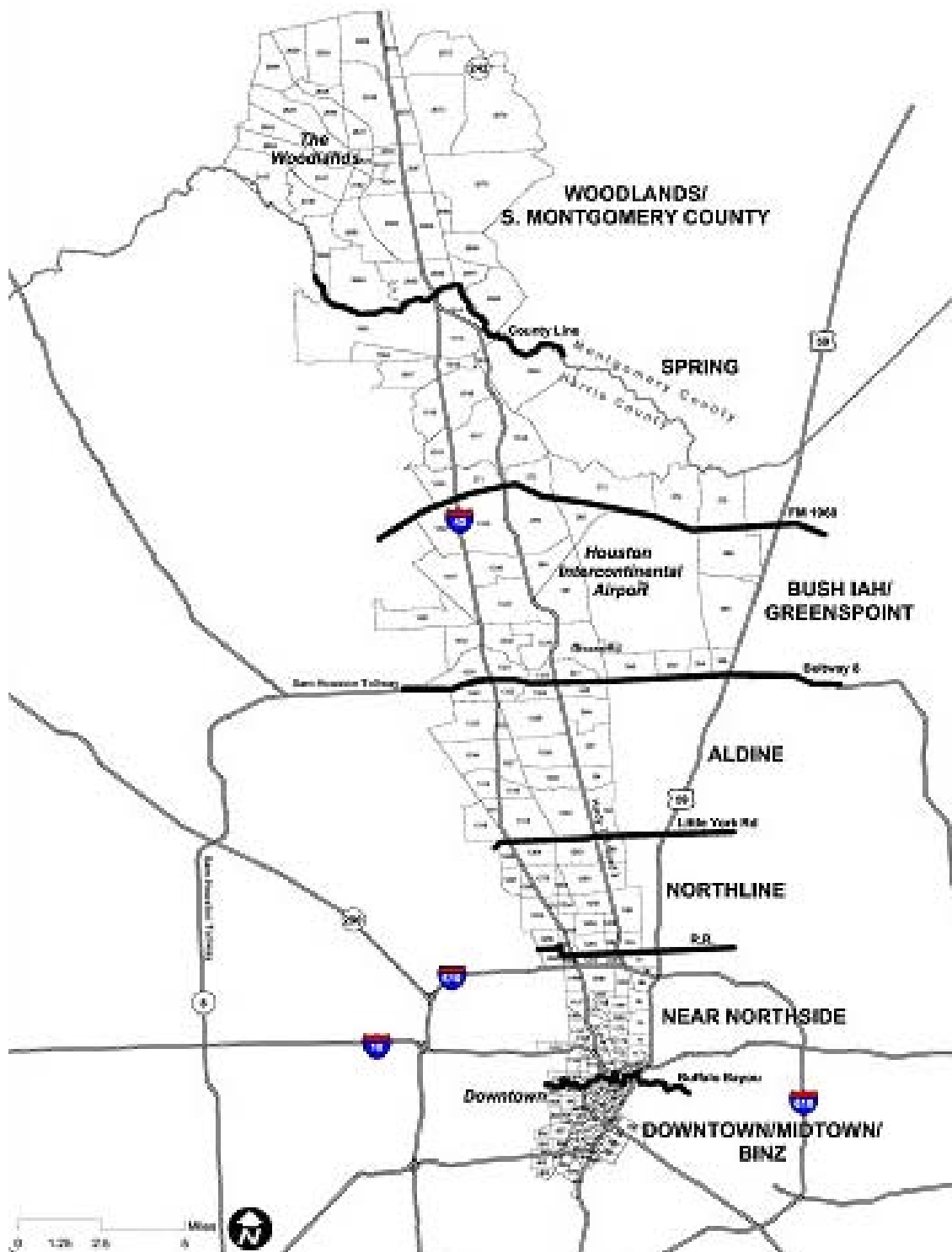


Exhibit 2: Boundaries of the Sub-Areas



1.2 Growth, Development, and Mobility Issues

The North-Hardy Corridor growth rate is expected to be slightly less than the metropolitan area average over the next 25 years. Population is projected to increase by about 126,000 people from just fewer than 400,000 in 2000 to about 526,000 in 2025. This represents an approximate population growth rate of 32% or about 1.3% per year.

Employment is expected to increase from about 386,000 in 2000 to just over 483,000 in 2025. This increase of almost 97,000 jobs equates to a growth rate of approximately 25% or about 1% per year. Exhibit 3 details the current and forecasted population and employment figures for the North-Hardy Corridor by sub area and in total. A significant amount of both population and employment growth is projected to occur to the west of IH-45 and in The Woodlands area. The population growth rate for the area west of IH-45 and The Woodlands is expected to be 35%, while employment is expected to grow by 40%.

Exhibit 3: North-Hardy Corridor Growth

Area	Population		Employment	
	(2000)	(2025)	(2000)	(2025)
Downtown/Midtown/Binz	25,698	36,757	184,414	206,871
Near Northside Village	52,601	57,575	29,240	33,755
Northline Area	59,081	65,740	23,243	24,467
Aldine Area	66,346	88,565	33,892	46,012
Bush Intercontinental/ Greenspoint	46,967	82,800	69,924	104,272
Spring Area	52,836	78,836	11,151	21,942
Woodlands/S. Montgomery County	96,171	115,795	34,609	45,822
Total	399,700	525,795	386,471	483,141

Source: Houston-Galveston Area Council

Date: 3/2002

Travel patterns in the North-Hardy Corridor are very diverse ranging from long commutes from the outer suburbs to short trips in the inner city. Major trip destinations for The Woodlands include the FM 1960 at IH-45 area, Bush Intercontinental Airport, the Greenspoint Mall area, and Downtown Houston.

The FM 1960 at IH-45 area is projected to generate trips to The Woodlands, Bush Intercontinental Airport, the Greenspoint Mall area, Downtown Houston, and to a lesser extent to the Near Northside Village area. The Bush Intercontinental Airport zone will generate trips destined for the FM 1960 at IH-45 area, the Greenspoint Mall area, Downtown Houston, and again to a lesser extent to the Near Northside Village.

Trips generated in the Greenspoint Mall area are expected to be destined to The Woodlands, the FM 1960 at IH-45 area, Bush Intercontinental Airport, and to a lesser extent to Downtown Houston and the Near Northside Village area.

1.3 Transportation Facilities and Services in the North-Hardy Corridor

The major north-south highway facilities in the North-Hardy Corridor are IH-45 and the Hardy Toll Road. Traversing the corridor east-west are IH-10, IH-610 (North Loop), Beltway 8, FM 1960, and the proposed Grand Parkway. Major north-south arterials that parallel or feed the corridor include Gosling, Aldine Westfield, Hardy Road, Imperial Valley, Ella, Kuykendahl, Veterans Memorial, Airline, W. Montgomery, N. Shepherd, Fulton, Irvington, and N. Main.

Major east-west cross streets include SH 242, Research Forest, Woodlands Parkway, Rayford/Sawdust, FM 2920, Spring Cypress, Spring Stuebner, FM 2920, Louetta, Cypresswood, Richey, Airtex, Rankin, Spears, Gears, Greens Road, Aldine Bender, West Road, W. Mt. Houston, Gulf Bank, Little York, Parker, Tidwell, Crosstimbers, and Cavalcade.

Current conditions along IH-45 are as follows:

- From Downtown to Beltway 8, IH-45 is a 9 lane cross section, with 8 general purpose lanes and 1 reversible HOV lane.
- From Beltway 8 to FM 1960, IH-45 is an 11 lane cross section, with 10 general purpose lanes and 1 reversible HOV lane.
- From FM 1960 to SH 242, IH-45 is an 8 lane cross section, with 8 general purpose lanes.

Current daily traffic volumes, volume to capacity (V/C) ratios, and peak period speeds along the IH-45 are shown in Exhibit 4. V/C ratios that are less than 0.85 are considered to represent tolerable traffic conditions. V/C ratios between 0.85 and 1.00 indicate a modest level of traffic congestion. V/C ratios over 1.00 move into the serious traffic congestion range and over 1.25 indicates a severe level of traffic congestion.

These relative levels of traffic congestion are also reflected in the peak period speed for the different sections of IH-45. Use of the one-way reversible HOV lane is controlled, which allows it to operate at much higher speeds. The growth in population and employment anticipated in the study area is expected to increase traffic volumes and traffic congestion in the corridor.

Exhibit 4: IH-45 Traffic Volumes

Section	2000 Daily Traffic Volume	Volume to Capacity Ratio (V/C)	Level of Service (LOS)	Peak Period Speed
IH-10 to IH-610	224,000	1.11	E	36 mph
IH-610 to Beltway 8	262,000	1.30	E	31 mph
Beltway 8 to FM 1960	234,000	0.93	D	40 mph
FM 1960 to SH 242	158,000	0.88	D	42 mph
Reversible HOV Lane	7,322	0.43	B	55+ mph

Source: Texas Department of Transportation, Houston-Galveston Area Council as compiled by Carter & Burgess, Inc. Date: 2/2002

METRO provides quality local bus service throughout much of the Corridor (See Exhibit 5). Transit centers exist within the Corridor at Greenspoint Mall and Northline Mall. Transit centers near the Corridor include the Fifth Ward/Denver Harbor and Heights Transit Centers. In addition, METRO and Brazos Transit express buses utilize the IH-45 HOV lane and direct access ramps to provide peak direction service between Downtown and park-and-ride lots at Research Forest, Sawdust, Spring, Seton Lake, Kuykendahl, and N. Shepherd. Several local bus routes offer transfer opportunities at the park-and-ride lots in addition to the transit centers

within and near the Corridor. Taxis and shuttles, and two METRO express bus routes connect Bush Intercontinental Airport to hotels and employment centers including Greenspoint Mall and Downtown Houston.

Exhibit 5: North-Hardy Transit Routes

Route	Weekday Boardings	
	Total	In Corridor
1 – Hospital	6,220	536
3 – Langley	3,389	250
4 – Jensen	1,835	581
5 – Kashmere	2,819	436
8 – North Main	1,531	641
15 – Fulton	2,545	2,371
23 – Crosstimbers	2,496	545
25 – Northline	2,140	960
26/27 – Outer/Inner Loop	6,652	322
37 – El Sol	1,145	322
45 – Tidwell	3,290	627
52 – Hirsch	4,699	1,028
54 – Aldine/Hollyvale	788	297
56 – Airline	6,814	5,256
65 (90) – Yale	2,361	130
78 – Irvington	1,222	1,170
79 – West Little York	1,332	580
80 – Lyons	1,348	48
86 – FM 1960	1,871	383
101 – Airport	792	120
102 – IAH Express	2,324	1,339
201 – N. Shepherd P&R	495	289
202 – Kuykendahl	3,274	1,571
204 – Spring	1,464	771
212 – Seton Lake P&R	1,591	115
Woodlands Express	1,000	1,000
Greenspoint Flyer	500	500

Source: METRO, Brazos Transit, Greater Greenspoint Management District
Date: 1/2002

1.4 Transportation Goals and Objectives

The overall transportation goal of the North-Hardy Corridor Planning Studies is to improve the transportation system in the Corridor by maximizing mode choice and mobility with environmentally sensitive transit and roadway projects that encourage economic development and revitalization. This overall transportation goal reflects the regional transportation system goals for the metropolitan area.

Specific objectives for the North-Hardy Corridor Planning Studies include the following:

- Seek transportation options that will maximize the use of transit in the Corridor
- Seek transportation options that will maximize the use of the Hardy Toll Road by commuter and truck traffic
- Seek transportation options that will improve freeway operating conditions on IH-45 with no or minimal need for additional right-of-way

1.5 Specific Problems Related to the North-Hardy Corridor

Generally, the transportation system deficiencies found in the North-Hardy Corridor include the following:

- Congestion in both directions on IH-45, particularly on the older segments immediately north of Downtown for both the existing situation and into the future.
- Existing reversible HOV lane cannot serve both inbound and outbound travel demand at the same time. Therefore, suburban markets may not be adequately served currently in the non-peak direction.
- The pavement on IH-45 south of Shepherd needs to be rehabilitated and the freeway needs to be brought up to current design standards.
- During periods of heavy rainfall, White Oak Bayou floods the depressed section of IH-45 in the vicinity of Main Street.
- Lack of continuity of the thoroughfare system forces short and mid-distance auto trips on to already-congested IH-45.
- Lack of viable alternatives to the private auto for many trips to suburban activity centers in the Corridor, including Bush Intercontinental Airport, the greater Greenspoint area, and The Woodlands.
- Existing express/commuter-oriented transit service is heavily focused on providing commute trips to Downtown Houston around traditional work hours.
- Anticipated population and employment growth is expected to exacerbate the problems described above.

1.6 Consistency with Local, State and Federal Planning Process

The Federal Transit Administration (FTA), the Federal Highway Administration (FHWA), METRO, TxDOT, and H-GAC are partnering to conduct the North-Hardy Planning Studies. On January 9, 2002, a Notice of Intent (NOI) was published in the Federal Register, Vol. 67, No. 6, and in local publications, announcing METRO's and TxDOT's intent to prepare Environmental Impact Statements (EISs). The publications corresponded with the implementation of METRO's 2025 long-term plan to improve transportation efficiency and effectiveness throughout the Houston region. Both the plan and the environmental process direct that the process begin with

a scoping effort in order to solicit agency and public comment on transportation alignments and alternatives.

FHWA and FTA along with the requirements of the National Environmental Policy Act (NEPA) define the formal parameters under which major transportation investments must be developed and analyzed. NEPA was enacted to protect, maintain, and enhance the environment. As defined by NEPA, "environment" includes not only the physical environment but also the man-made environment. The role of the North-Hardy Planning Studies in the statutorily established project development process is presented here.

The purpose of the planning studies is to formally study a variety of alternatives that could address the mobility challenges identified within the North-Hardy travel corridor. The North-Hardy Planning Studies are designed to identify a broad range of alternative actions and investments, to analyze those alternatives, and to develop criteria by which to evaluate the transportation investments. This process is designed to provide critical information to the decision-making process concerning the future of the North-Hardy Corridor.

The North-Hardy Corridor is being advanced in accordance with the project development process through which Federal, State, and local officials plan and make decisions regarding transportation capital investments. The development process contains the following phases:

- Corridor planning study (Alternatives Analysis)
- Selection of Locally Preferred Investment Strategy
- Designation of Minimum Operable Segment
- Conceptual engineering/Draft Environmental Impact Statement
- Preliminary engineering/Final Environmental Impact Statement
- Final design
- Construction
- Operation

The intent of the NEPA process is to ensure that all potential environmental impacts are identified and investigated prior to the decision-making process. NEPA also requires engaging the public in the environmental review process.

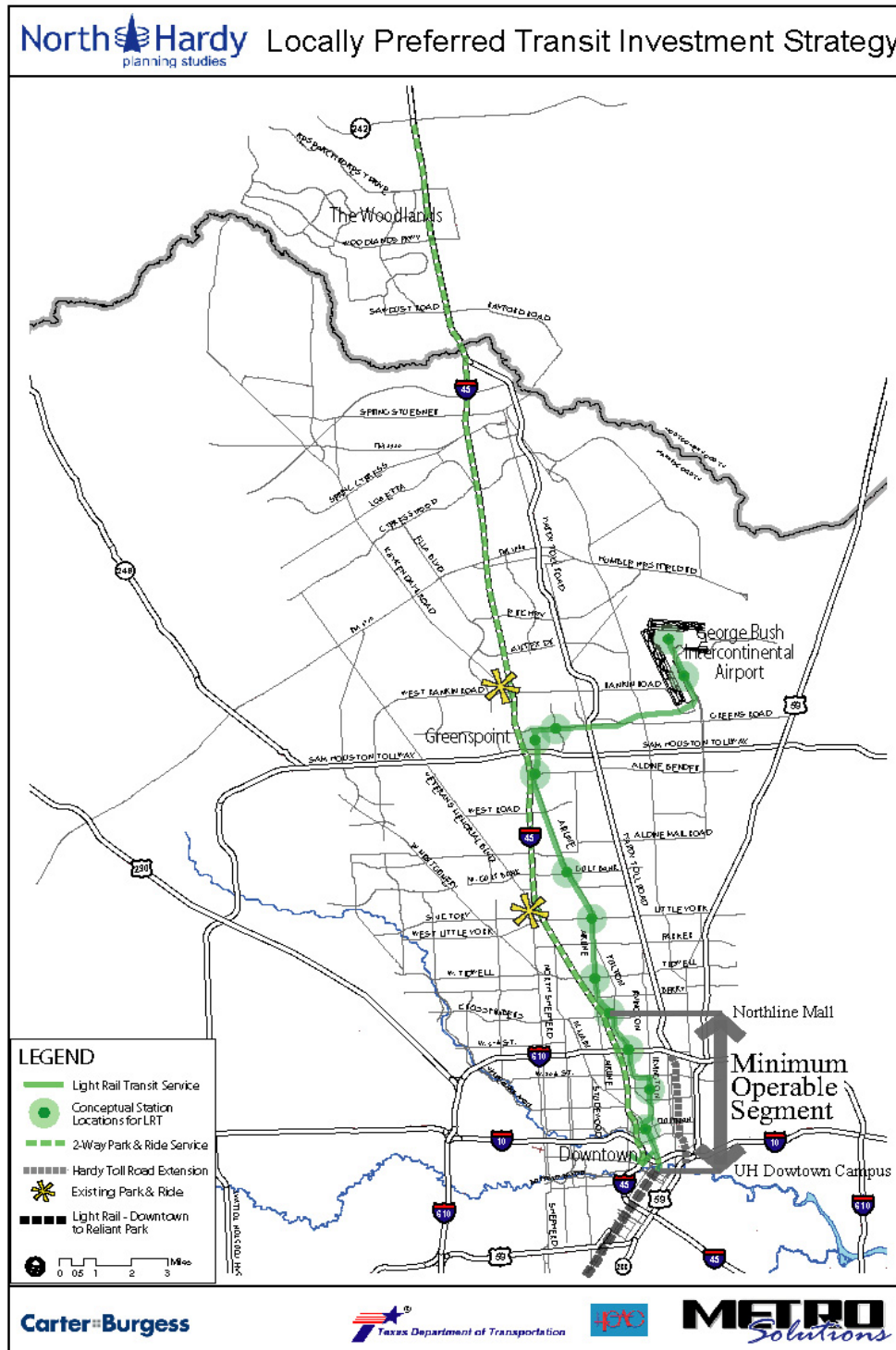
The study process is designed to integrate the active participation of the public with detailed technical analysis of the proposed project corridor, its alternatives, and potential issues. During the study process, a wide range of alternatives will be evaluated based on planning factors, cost, and community input culminating in adoption of a Draft Recommended Highway Alternative.

1.7 Status of Transit Alternatives Analysis

The analysis of the highway alternatives was set aside at the request of the community until the Local Preferred Investment Strategy (LPIS) for transit had been identified. The study of the transit alternatives is now complete. The transit alternatives are discussed in the North-Hardy Corridor Alternatives Analysis Report dated February, 2004. Exhibit 6 shows the LPIS for transit and the Minimal Operable Segment, as approved by the METRO Board in November 2003. Transit ridership on the LPIS is projected to be 15,950 LRT and 14,000 express bus boardings per day.

Since analysis of the transit alternatives is now complete, and the LPIS for transit selected, the analysis of the highway alternatives can now be concluded. This document focuses on the evaluation of the highway alternatives to meet the residual corridor travel demand.

Exhibit 6: Locally Preferred Transit Investment Strategy



2.0 Alternatives Considered

This section summarizes the first level alternatives screening and evaluation process for the Highway Alternatives Analysis portion of the North-Hardy Corridor planning studies. This section also summarizes the alternatives recommended to be studied in the next phase of the study. It is broken into four major sections: Initial Alternatives (includes both Transit and Highway components); Evaluation Plan; Screening Process and Results; and Short List of Alternatives for the highway component.

2.1 Initial Alternatives

The initial (long list) of alternatives considered is described in Exhibit 7 and graphically depicted in Exhibits 8 – 11.

Exhibit 7: Description of Initial Alternatives

NORTHSIDE VILLAGE AREA

Alignment	Limits	Description
N. Main/Airline	From “existing” LRT to IH-45/Airline Intersection	<p>The LRT or BRT would proceed north from the present terminus of the LRT line at the Downtown U of H station along North Main to Airline Drive, then north to the intersection of IH-45 and Airline Drive (just north of Crosstimbers Street).</p> <p>Assumed Characteristics</p> <p><u>Arterial:</u> Location in alignment: Center of the street; at-grade Stop Frequency: ½ mile – ¾ mile Maximum Speed: Speed limit of adjacent auto lanes up to 35 mph</p> <p><u>Expanded Arterial:</u> Location in alignment: Center of the street; at-grade Stop Frequency: ¾ mile – 1 mile Maximum Speed: Speed limit of adjacent auto lanes up to 45 mph</p> <p><u>Aerial:</u> Location in alignment: Center of the street; elevated Stop Frequency: 1 mile – 1 ½ mile Maximum Speed: 66 mph</p>
N. Main/IH-45	From “existing” LRT to IH-45/Airline Intersection	<p>The LRT or BRT would proceed north from the present terminus of the LRT line at the Downtown U of H station along North Main to IH-45. After transitioning into the median of IH-45 or onto an aerial structure adjacent to IH-45, the LRT or BRT would proceed north to the intersection of IH-45 and Airline Drive main lanes (just north of Crosstimbers Street).</p> <p>Assumed Characteristics</p> <p><u>Arterial Portion:</u> Location in alignment: Center of the street; at-grade Stop Frequency: ½ mile – ¾ mile Maximum Speed: Speed limit of adjacent auto lanes</p>

NORTHSIDE VILLAGE AREA

Alignment	Limits	Description
		<p><u>Expanded Arterial:</u> Location in alignment: Center of the street; at-grade Stop Frequency: ¾ mile – 1 mile Maximum Speed: Speed limit of adjacent auto lanes up to 45 mph</p> <p><u>Aerial:</u> Location in alignment: Center of the street; elevated Stop Frequency: 1 mile – 1 ½ mile Maximum Speed: 66 mph</p> <p><u>Freeway Portion:</u> Location in alignment: In the median of the IH-45 or between main lanes & frontage roads; elevated Stop Frequency: 1 mile – 2 miles Maximum Speed: 66 mph</p>
N. Main/ Irvington	From “existing” LRT to Hardy	<p>The LRT or BRT would proceed north from the current terminus of the LRT line at the Downtown U of H station along North Main. After transitioning east along White Oak Bayou, Quitman, Hogan or Boundary Streets (or a combination of these streets) to Fulton and Irvington Streets, the LRT or BRT would proceed north on Irvington to the intersection of Irvington and the Hardy Toll Road.</p> <p>Assumed Characteristics</p> <p><u>Arterial Portions:</u> Location in alignment: Center of the street; at-grade Stop Frequency: ½ mile – ¾ mile Maximum Speed: Speed limit of adjacent auto lanes</p> <p><u>Separate Right of Way:</u> Location in alignment: New alignment; at-grade Stop Frequency: ½ mile - ¾ mile Maximum Speed: 35 mph</p>

NORTHSIDE VILLAGE AREA

Alignment	Limits	Description
N. Main/Hardy Yard/Hardy	From “existing” LRT to Irvington intersection	<p>The LRT would proceed north from the current terminus of the LRT line at the downtown U of H station along North Main to a new LRT terminal station at the intersection of North Main and the Hardy Street Yard. Passengers would transfer to and from commuter rail at the new station. The Commuter Rail would proceed from the Hardy Street Yard east and then north along a new track adjacent to one of the several existing freight lines to the intersection of Irvington and the Hardy Toll Road.</p> <p>Assumed Characteristics</p> <p><u>Arterial Portion for LRT/BRT:</u></p> <p>Location in alignment: Center of Main Street; at-grade between U of H and the Hardy Street Yard</p> <p>Stop Frequency: ½ mile - ¾ mile</p> <p>Maximum Speed: speed limit of adjacent auto lanes</p> <p><u>Commuter Rail:</u></p> <p>Location in alignment: Varies as necessary in rail right of way</p> <p>Stop Frequency: 2 miles – 3 miles</p> <p>Maximum Speed: Same as freight trains</p>
IH-45	IH-10 to Patton	<p>The freeway would be brought up to current design standards. Although the scope of work will vary by segment, this will generally require the following:</p> <ul style="list-style-type: none"> – rehabilitation of the existing pavement – widening of the main lanes to 12' – adding shoulders where they do not exist – increasing shoulder widths to 10' where they do exist – adding space between the main lanes and frontage roads and/or braiding ramps – adding space between the frontage roads and property lines <hr/> <p>In addition to bringing the freeway to standards, one 12' lane would be added to the main lanes in each direction. The shoulders, frontage roads and ramps would be adjusted accordingly.</p> <hr/> <p>In addition to bringing the freeway to standards, two 12' lanes would be added to the main lanes in each direction. The shoulders, frontage roads and ramps would be adjusted accordingly. Due to the magnitude of the changes in this, it is logical that the HOV lane would be brought up to standards as well.</p>

NORTHSIDE VILLAGE AREA

Alignment	Limits	Description
		<p>In addition to bringing the freeway to standards, one 12' lane would be added to the main lanes in each direction. The shoulders, frontage roads and ramps would be adjusted accordingly. This additional lane would be used as a toll facility, with discounts for HOVs. The toll pricing structure would be adjusted as necessary to maintain a Level of Service C during peak periods.</p> <hr/> <p>The HOV lane would be increased by 9.5' to provide sufficient width to permit vehicles to pass a stalled vehicle. The main lanes, shoulders, etc. would be adjusted accordingly.</p> <hr/> <p>The HOV lane would be increased by 27' to provide sufficient width to permit two-way operation. The HOV facility would consist of two 12' HOV lanes plus shoulders. The main lanes, shoulders, etc. would be adjusted accordingly. The existing HOV access ramps would be modified as needed.</p>
IH-45	Patton to Airline	<p>The freeway would be brought up to current design standards. Although the scope of work will vary by segment, this will generally require the following:</p> <ul style="list-style-type: none"> - rehabilitation of the existing pavement - widening of the main lanes to 12' - adding shoulders where they do not exist - increasing shoulder widths to 10' where they do exist - adding space between the main lanes and frontage roads and/or braiding ramps - adding space between the frontage roads and property lines <hr/> <p>In addition to bringing the freeway to standards, two 12' lanes would be added to the main lanes in each direction. The shoulders, frontage roads and ramps would be adjusted accordingly.</p> <hr/> <p>In addition to bringing the freeway to standards, one 12' lane would be added to the main lanes in each direction. The shoulders, frontage roads and ramps would be adjusted accordingly. This additional lane would be used as a toll facility, with discounts for HOVs. The toll pricing structure would be adjusted as necessary to maintain a Level of Service C during peak periods.</p> <hr/> <p>The HOV lane would be increased by 1' to bring this facility up to full HOV standards. The main lanes, shoulders, etc. would be adjusted accordingly.</p> <hr/> <p>The HOV lane would be increased by 18.5' to provide sufficient width to permit two-way operation. The HOV facility would consist of two 12' HOV lanes plus shoulders. The main lanes, shoulders, etc. would be adjusted accordingly. The existing HOV access ramps would be modified as needed.</p>

NORTHSIDE VILLAGE AREA

Alignment	Limits	Description
Fulton/San Jacinto	Connect these streets across Railroad & IH-10	Fulton and San Jacinto would be connected by constructing an arterial roadway through the Hardy Rail Yard and under IH-10. A grade separation of the remaining railroad tracks in the proposed Hardy Yard re-development would be required.

NORTHLINE/NORTHSIDE AREA & GREENSPPOINT AREA

Alignment	Limits	Description
Shepherd	IH-610 to IN-45	Arterial Upgrade.
IH-45/IH-610	Interchange	Interchange Improvement.
Airline	IH-45 to Greenspoint & Kuykendahl	The LRT or BRT would proceed north from the intersection of Airline Drive and IH-45 along Airline Drive to Greenspoint, then along Greens Road and/or Greens Bayou to the Kuykendahl Park & Ride.

Assumed Characteristics

Arterial Portion:

Location in alignment:	Center of the street; at-grade
Stop Frequency:	½ mile – ¾ mile
Maximum Speed:	Speed limit of adjacent auto lanes up to 35 mph

Expanded Arterial:

Location in alignment:	Center of the street; at-grade
Stop Frequency:	¾ mile – 1 mile
Maximum Speed:	Speed limit of adjacent auto lanes up to 45 mph

Aerial:

Location in alignment:	Center of the street; elevated
Stop Frequency:	1 mile – 1 ½ mile
Maximum Speed:	66 mph

NORTHLINE/NORTHSIDE AREA & GREENSPPOINT AREA

Alignment	Limits	Description
IH-45	Airline to Greenspoint and Kuykendahl	<p>The LRT or BRT would proceed north in the median of IH-45 or on an aerial structure adjacent to IH-45 main lanes from the intersection of IH-45 and Airline Drive to Greenspoint and the Kuykendahl Park & Ride.</p> <p>Assumed Characteristics</p> <p>Location in alignment: In the median of the IH-45 or between main lanes of IH-45 & frontage roads; elevated</p> <p>Stop Frequency: 1 mile – 2 miles</p> <p>Maximum Speed: 66 mph</p>
IH-45	Airline to Greenspoint and Kuykendahl	<p>The freeway would be brought up to current design standards. Although the scope of work will vary by segment, this will generally require the following:</p> <ul style="list-style-type: none"> – rehabilitation of the existing pavement – widening of the main lanes to 12' – adding shoulders where they do not exist – increasing shoulder widths to 10' where they do exist – adding space between the main lanes and frontage roads and/or braiding ramps – adding space between the frontage roads and property lines <hr/> <p>In addition to bringing the freeway to standards, one 12' lane would be added to the main lanes in each direction. The shoulders, frontage roads and ramps would be adjusted accordingly.</p> <hr/> <p>In addition to bringing the freeway to standards, two 12' lanes would be added to the main lanes in each direction. The shoulders, frontage roads and ramps would be adjusted accordingly.</p> <hr/> <p>In addition to bringing the freeway to standards, one 12' lane would be added to the main lanes in each direction. The shoulders, frontage roads and ramps would be adjusted accordingly. This additional lane would be used as a toll facility, with discounts for HOVs. The toll pricing structure would be adjusted as necessary to maintain a Level of Service C during peak periods.</p> <hr/> <p>The HOV lane would be increased by 1' to bring this facility up to full HOV standards. The main lanes, shoulders, etc. would be adjusted accordingly.</p> <hr/> <p>The HOV lane would be increased by 27' to provide sufficient width to permit two-way operation. The HOV facility would consist of two 12' HOV lanes plus' shoulders. The main lanes, shoulders, etc. would be adjusted accordingly. The existing HOV access ramps would be modified as needed.</p>
IH-45	Shepherd to	The HOV lane would be increased by 1' to bring this facility up to full HOV standards. The main

NORTHLINE/NORTHSIDE AREA & GREENSPPOINT AREA

Alignment	Limits	Description
	Greenspoint	lanes, shoulders, etc. would be adjusted accordingly. The HOV lane would be increased by 27' to provide sufficient width to permit two-way operation. The HOV facility would consist of two 12' HOV lanes and two 8' shoulders. The main lanes, shoulders, etc. would be adjusted accordingly.
Hardy	Irvington to Greens Road/Greens Bayou	The LRT or BRT would proceed north from the intersection of Irvington and the Hardy Toll Road along the Hardy Toll Road alignment to vicinity of the Greens Road or Greens Bayou. Assumed Characteristics Location in alignment: Varies; Reliant Energy and/or UPRR ROW Stop Frequency: 2 miles – 3 miles Maximum Speed: 66 mph
Greens Bayou	Kuykendahl to Greenspoint to IAH	The LRT, BRT, or Peplemover would proceed east from the Kuykendahl Park & Ride along Greens Bayou to just east of JFK Boulevard on Greens Road. Assumed Characteristics <u>Separate Right of Way:</u> Location in alignment: New alignment; at-grade Stop Frequency: ½ mile - ¾ mile Maximum Speed: 35 mph <u>Peplemover; aerial</u> <u>BRT/LRT:</u> Location in alignment: Center or edge of street, or new alignment; elevated Stop Frequency: 1 mile - 2 miles Maximum Speed: 45 mph- Peplemover 66 mph- Aerial BRT/LRT
Greens Road	Kuykendahl to Greenspoint to IAH	The LRT, BRT, or Peplemover would proceed east from the Kuykendahl Park & Ride along Greens Road to just east of JFK Boulevard on Greens Road. Assumed Characteristics <u>Arterial Portions:</u> Location in alignment: Center of the street; at-grade

NORTHLINE/NORTHSIDE AREA & GREENSPPOINT AREA

Alignment	Limits	Description
		Stop Frequency: ½ mile - ¾ mile Maximum Speed: Speed limit of adjacent auto lanes <u>Peplemover; aerial BRT/LRT:</u> Location in alignment: Center or edge of street, or new alignment; elevated Stop Frequency: 1 mile - 2 miles Maximum Speed: 45 mph- Peplemover 66 mph- Aerial BRT or LRT

N. HARRIS COUNTY & S. MONTGOMERY COUNTY

Alignment	Limits	Description
Kuykendahl, Gosling, Woodlands Parkway & IH-45	IH-45 to The Woodlands Town Center to SH-242	The LRT or BRT would proceed north from the Kuykendahl Park & Ride along Kuykendahl and Gosling Road, then east along the Woodlands Parkway and north along IH-45 to State Highway 242. Assumed Characteristics <u>Arterial Portion:</u> Location in alignment: Center of the street; at-grade Stop Frequency: 1 mile- 2 miles Maximum Speed: Speed limit of adjacent auto lanes <u>Freeway Portion:</u> Location in alignment: Between main lanes of IH-45 & frontage roads or in the median of IH-45; elevated Stop Frequency: 1 mile- 2miles Maximum Speed: 66 mph
IH-45	Greenspoint to SH-242	The LRT or BRT would proceed north along IH-45 from the Kuykendahl Park & Ride to the intersection of State Highway 242 and IH-45.

N. HARRIS COUNTY & S. MONTGOMERY COUNTY

Alignment	Limits	Description
		<p>Assumed Characteristics</p> <p>Location in alignment: Between main lanes of IH-45 & frontage roads or in the median of IH-45; elevated</p> <p>Stop Frequency: 2 miles - 3 miles</p> <p>Maximum Speed: 66 mph</p>
Hardy	Greens Road/Greens Bayou to SH-242	<p>The LRT or BRT would proceed north along the Hardy Toll Road alignment from the vicinity of Greens Road and Greens Bayou to State Highway 242.</p> <p>Assumed Characteristics</p> <p>Location in alignment: Varies; UPRR ROW</p> <p>Stop Frequency: 2 miles – 3 miles</p> <p>Maximum Speed: 66 mph</p>
Hardy	Greenspoint to SH-242	<p>The Commuter Rail would proceed north along the UPRR alignment from the vicinity of Greens Road and Greens Bayou to State Highway 242.</p> <p>Assumed Characteristics</p> <p>Location in alignment: Varies as necessary in rail right of way</p> <p>Stop Frequency: 2 miles – 3 miles</p> <p>Maximum Speed: 60 mph</p>
IH-45	Greenspoint to SH 242	<p>The HOV lane would be increased by one foot to bring this facility up to full HOV standards. The main lanes, shoulders, etc. would be adjusted accordingly. Portions currently proposed as non-separated HOV lanes would be converted into a 1-way separated HOV.</p> <p>The HOV lane would be increased by 27feet to provide sufficient width to permit two-way operation. The HOV facility would consist of two 12' HOV lanes plus shoulders. The main lanes, shoulders, etc. would be adjusted accordingly. The existing HOV access ramps would be modified as needed.</p>

Exhibit 8: Initial Alternatives (Transit): Inner Corridor

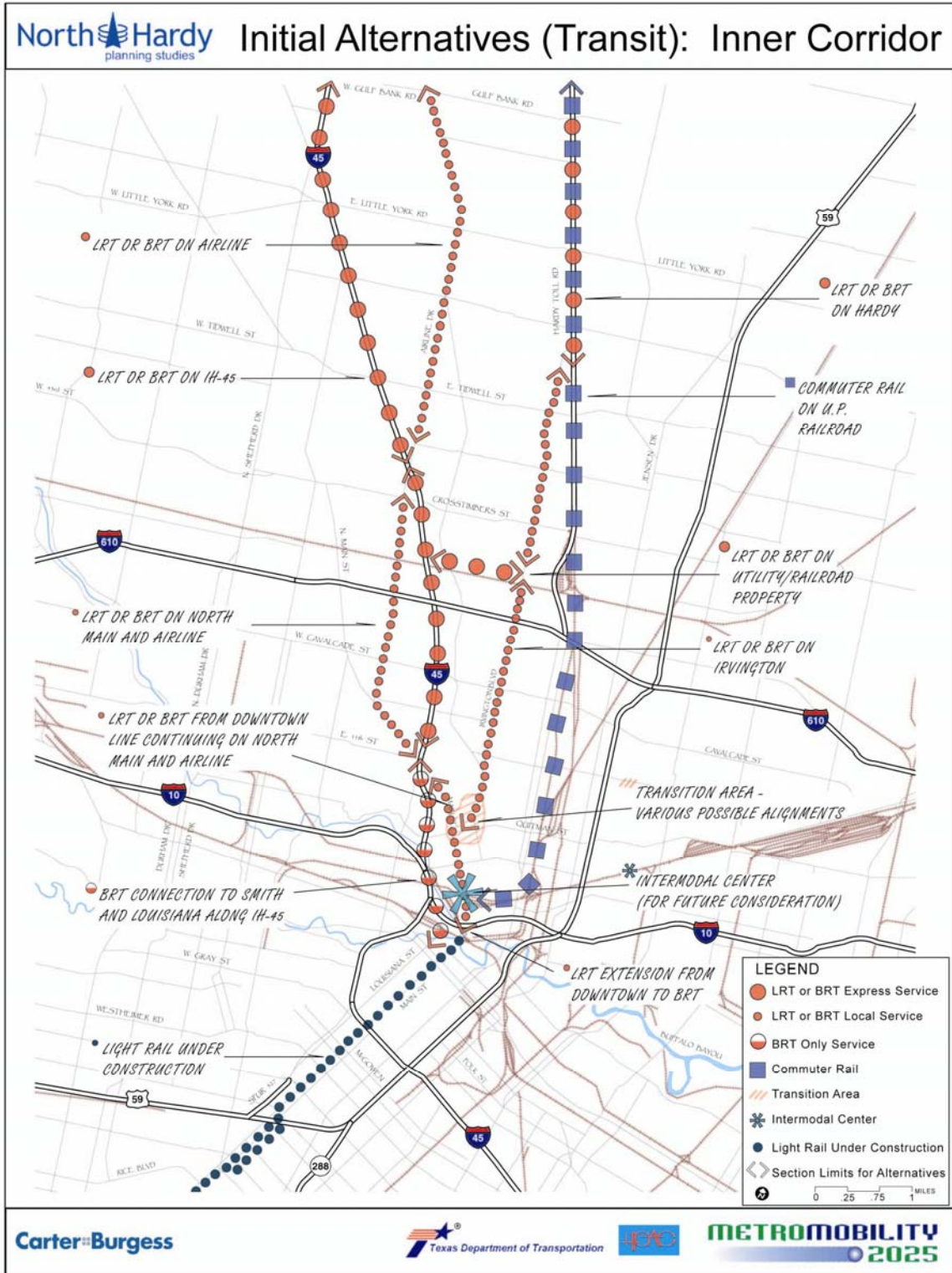


Exhibit 9: Initial Alternatives (Highways): Inner Corridor

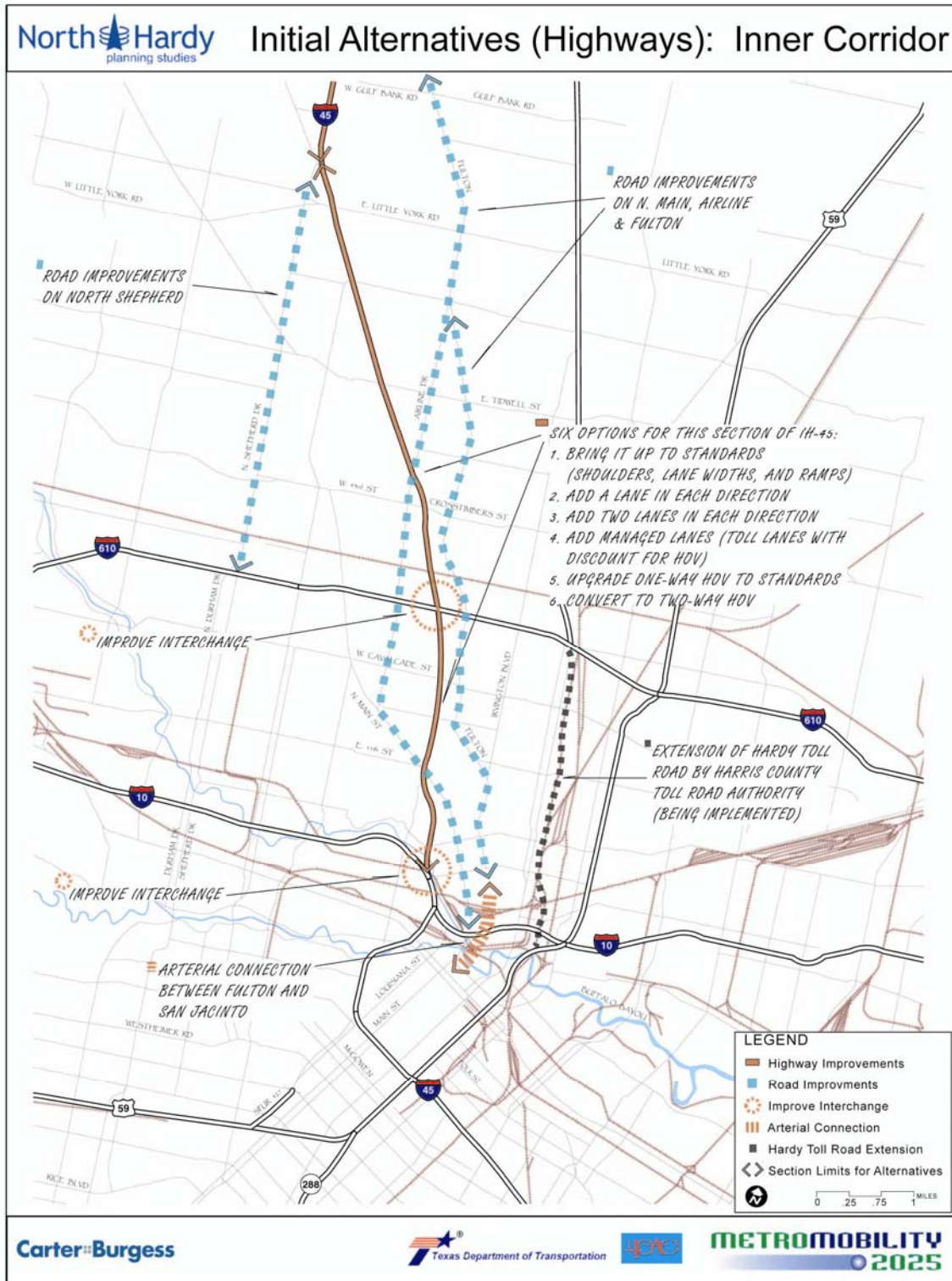


Exhibit 10: Initial Alternatives (All): Mid-Corridor

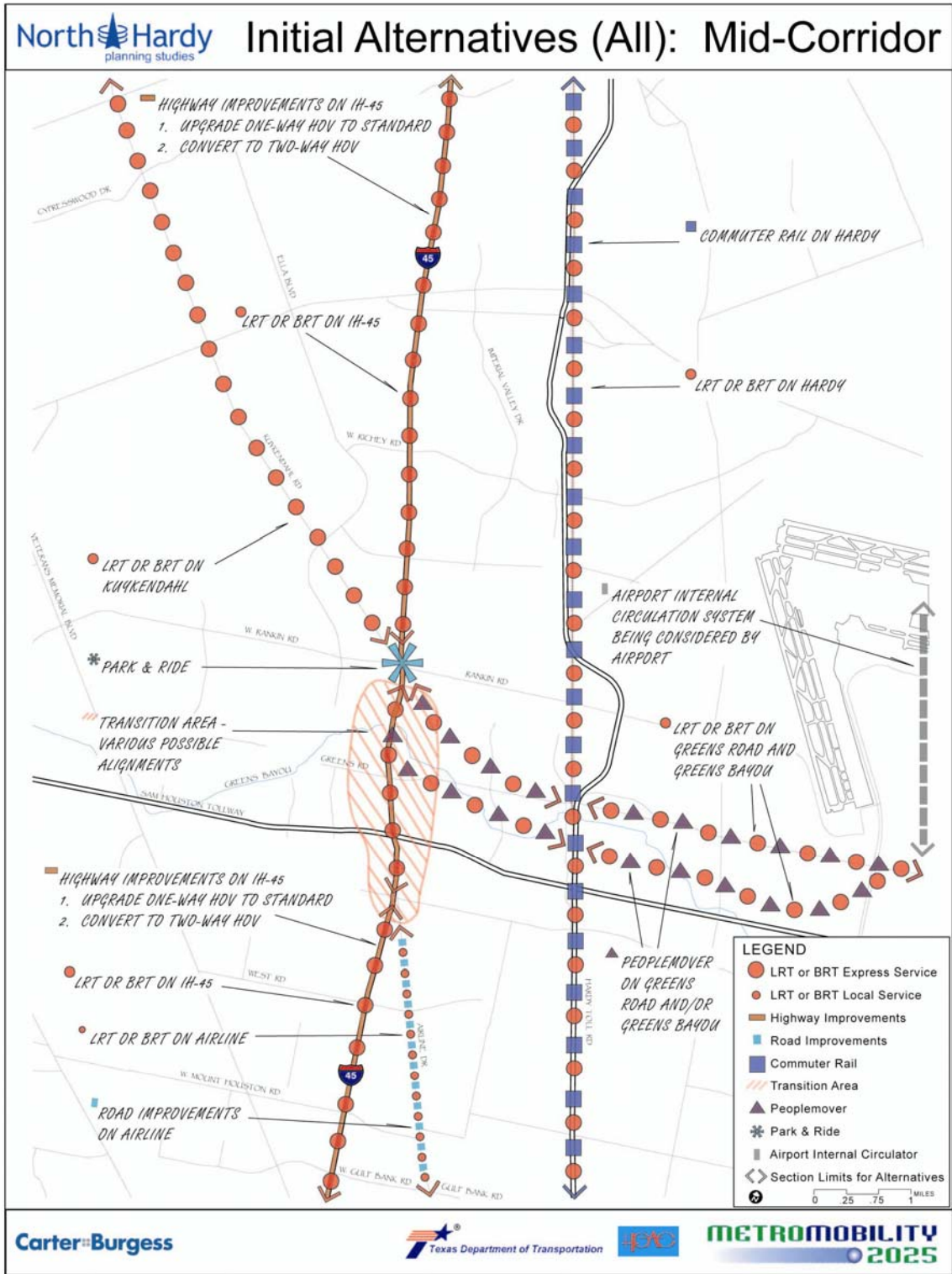
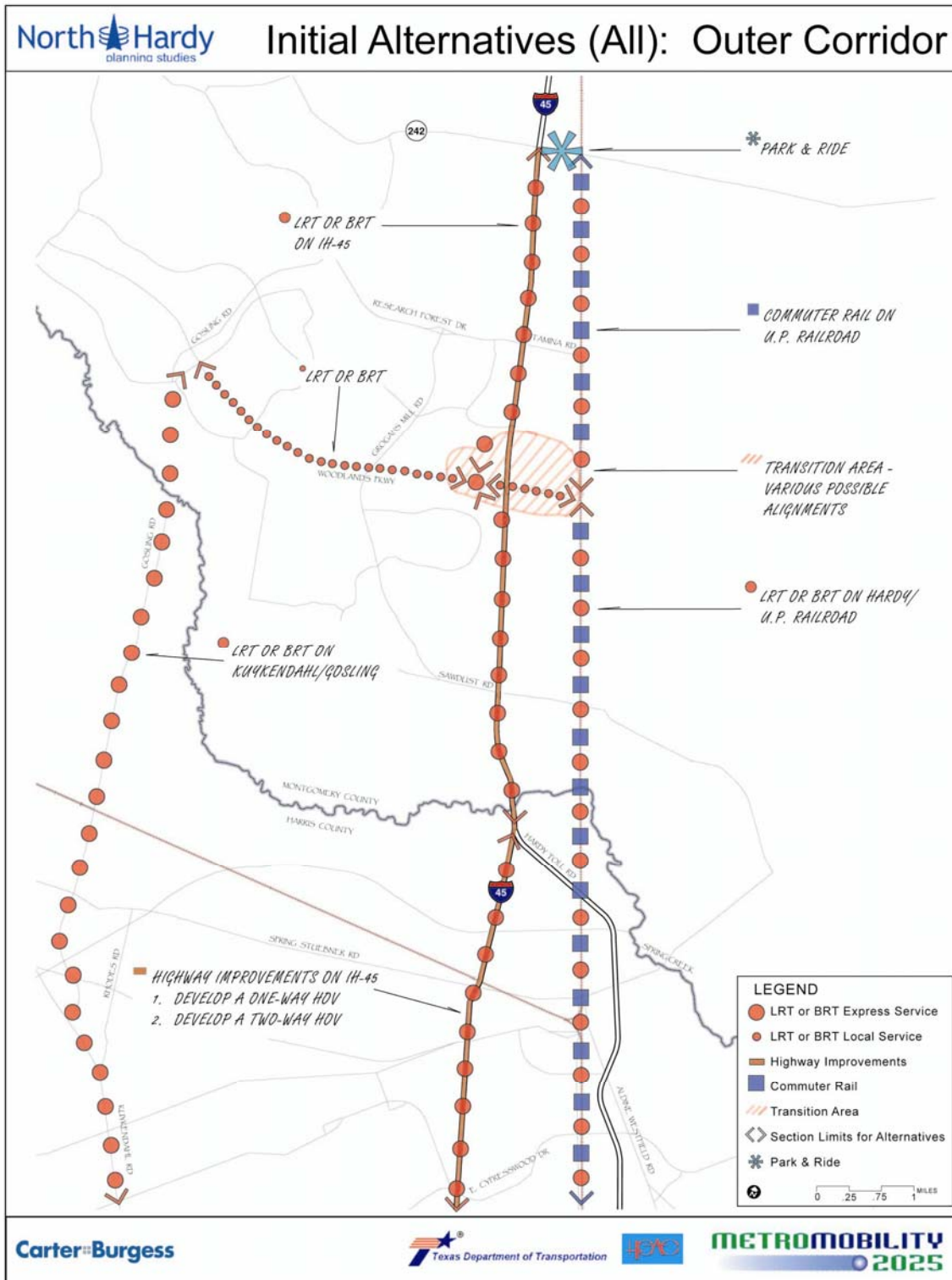


Exhibit 11: Initial Alternatives (All): Outer Corridor



2.2 Evaluation Plan

In order to properly assess the suitability of various alternatives, it is necessary to establish a set of evaluation criteria. These criteria should provide a common basis of comparison for all alternatives relative to the No-Build Alternative. The evaluation criteria, which were established with public input and used to screen the initial set of alternatives for the North-Hardy Corridor are as follows:

- Economic Development Potential
- Community Support
- Capital Cost
- Regional Perspective
- Environmental Impacts
- Community Impacts
- Mobility Impacts
- Ease of Implementation

The methodology and approach for screening the initial alternatives is a blend of technical evaluation and public review and input. This evaluation plan defines the evaluation criteria and measurement tools to be utilized to screen and evaluate the alternatives. The emphasis of this evaluation plan is on the screening of the initial alternatives and focuses on qualitative criteria at this conceptual level. The evaluation procedures include impacts and influences on transportation systems, mobility, and travel patterns and impacts to and compatibility with the natural, manmade, and social environments. They also include the potentials for and influences on economic development.

2.3 Screening Process and Results

To begin the evaluation process, a technical work session was held on May 6, 2002 with the consultant team, METRO, Texas Department of Transportation (TxDOT), and the Houston-Galveston Area Council (H-GAC) staff. The public review process involved work sessions with stakeholders representing the six North-Hardy segments and three general public meetings. Culminating the public review process, the Stakeholder Advisory Committee (SAC) met on June 17, 2002. After a review of the results of the technical work session, the stakeholder work sessions and the public meetings, the SAC offered advice on which initial alternatives should be carried into the next phase of study.

The list of conceptual alternatives included potential upgrades to north-south and east-west arterials. These included the connection of Fulton to San Jacinto across the Union Pacific Railroad and IH-10; an upgrade to North Shepherd; and widening of North Main, Airline, Fulton, Parker, and Yale.

A preliminary analysis of upgrading North Shepherd to a “super arterial” was conducted early in the alternatives analysis. A “super arterial” is defined as an arterial with grade separations at all major cross streets. From IH 45 to Tidwell, North Shepherd could be upgraded to a “super arterial”. However, south of Tidwell, a conversion to a “super arterial” would significantly impact access to existing businesses and homes. Because of the access issue south of Tidwell, further analysis of North Shepherd was not pursued.

As a part of the analysis of transit alternatives, the potential of widening Airline was explored with the neighborhoods. The feedback received from residents and businesses was the

widening of Airline was unacceptable. The transit alternatives that traverses Airline is planned to be on structure to avoid widening the street.

North Main from UH-Downtown to Boundary is the planned alignment for the North Corridor LRT. To accommodate the LRT, North Main will be reduce from a six lane arterial to a two lane street.

Fulton from its southern terminus at Burnett to IH 610 is a two lane street. In the past there has been significant neighborhood opposition to widening Fulton through these limits. The North Corridor LRT is planned to follow a portion of Fulton inside IH 610 and from IH 610 to Crosstimbers. With the addition of the LRT, Fulton (from IH 610 to Crosstimbers) will be reduce from a four lane divided street to a two lane street.

Of the potential upgrades, the following arterial improvements were incorporated into the travel demand modeling process to better understand the ability of the arterial system to satisfy short and medium distance trips, thereby removing these trips from the freeway system:

- Fulton from Crosstimbers to Parker (widen to 4 lanes)
- Parker from IH 45 to Holmstead (widen to 4 lane divided)
- Yale from Parker to Tidwell (widen to 4 lanes)

A completed evaluation matrix (Exhibit 12) presents the evaluation results using the criteria and evaluation methodology. The last column of the matrix indicates those alternatives recommended to be carried forward for further evaluation in the next phase of the North-Hardy Planning Studies.

Exhibit 12: Evaluation Matrix

* If improvement can be made within existing ROW

Alignment	Transit Mode or Highway Project	Evaluation Criteria								Other Considerations	Carry to Next Phase
		Economic Development Potential	Community Support	Capital Cost Ranking	Regional Perspective	Environmental Impacts	Community Impacts	Mobility Impacts	Ease of Implementation		
IH-45	LRT	o	+	-	+	+	o	+	-	Requires close coordination with IH-45 highway improvements	Yes
	BRT	o	-	-	o	+	o	+	-		Yes
	Highway										
	• Freeway to Standards	o	o*	o	o	o*	o*	-	-		Yes*
	• Add 1 lane per direction	o	o*	-	+	o*	o*	+	-		Yes*
	• Add 2 lane per direction	o	o*	-	+	o*	o*	+	-		Yes*
	• Add Managed Lanes	o	o*	-	+	o*	o*	+	-		Yes*
	• HOV to Standards	o	+	o	o	o*	o*	o	-		Yes*
• HOV 2-way	o	+	-	+	o*	o*	+	-	Yes*		
Fulton to San Jacinto Arterial Connection		+	+	-	o	o	+	+	o		Yes
Hardy	LRT/Commuter Rail	o	-	o	o	o	o	o	--	Railroad unresponsive	No
	LRT	+	+	-	+	+	+	o	-		Yes
	BRT	+	o	-	o	+	+	o	-		Yes
Airline	LRT	+	+	o	+	+	+	+	-		Yes
	BRT	+	+	o	o	+	+	+	-		Yes
Kuykendahl P&R to IAH	LRT	+	+	o	+	o	o	+	o		Yes
	BRT	+	+	o	o	o	o	+	o		Yes
	Peplemover	+	o	--	-	o	-	-	-	Requires transfer from other modes	No
Kuykendahl	LRT	+	o	o	-	o	+	+	o		No
	BRT	+	+	o	-	o	+	+	o	Preserves ROW for future LRT	Yes

2.4 Short List of Alternatives

As a result of the screening of the initial alternatives, the short list of highway alternatives, including one No-Build and six Build Alternatives were analyzed. The analysis of all highway alternatives assumed that both the advanced high-capacity transit in the North-Hardy Corridor and Hardy Toll Road improvements are in place. The assumptions for transit were the solutions for the North-Hardy Corridor as approved by City of Houston voters in November, 2003, as follows:

- North Corridor LRT from UH-Downtown to Bush IAH.
- Two-way express bus service on IH-45.
- First phase of LRT from UH-Downtown to Northline Mall.

The assumptions for the Hardy Toll Road improvements are those that are planned by the Harris County Toll Road Authority, as follows:

- Hardy Toll Road Extension from IH-610 to Downtown
- Widen Hardy Toll Road to 6 lanes from Beltway 8 to IH-45 in Montgomery County.

2.4.1 No-Build Alternative

The No-Build Highway Alternative also includes the Metropolitan Transit Authority (METRO) transit services and facilities that were programmed to be in operation in FY 2007 (including the Downtown to Reliant Park light rail service that began operations in January 2004) and the regional roadway/highway system that was programmed to be in place in 2022.

In addition to METRO service, the No-Build Highway Alternative includes bus service into Houston provided by the Brazos Transit District (Woodlands Service) and TREKEXPRESS (Fort Bend County/US 59 South). Roadway improvements included in the No-Build Highway Alternative, except for IH-45 North where future improvements were removed to test multiple IH-45 highway options, are identified in the Houston-Galveston Area Council (H-GAC) 2022 Metropolitan Transportation Plan (Adopted February 25, 2000). As a result, all highway elements in the IH-45 North and Hardy Toll road corridors represent a FY 2007 level of investment.

The transit service and roadway improvements included in the No-Build Highway Alternative respond to the substantial increase in the region's population and employment. In twenty years, the Houston area will have two million more people and add over one million new jobs. The additional trips generated by the new residents and jobs and the three-fold increase in motor vehicles will aggravate congestion on the regional roadway system that will need to be mitigated by multiple types of transportation projects.

METRO's service area encompasses 1,285 square miles comprising most of Harris County and small portions of Fort Bend, Waller, and Montgomery Counties. METRO provides approximately 6,700 route miles of service using over 1,450 buses on fixed-routes and special events service (such as sporting and community event shuttles). METRO operates bus service seven days a week, with weekday service operating from 3:47am (first bus in revenue service) to 2:27am (last bus in revenue service), weekdays. The span of service is less on weekends. In addition, METRO offers paratransit services for the senior and disabled communities utilizing 118 vans and 124 sedans. METRO, in conjunction with TxDOT, has funded and constructed

over 100 miles of High Occupancy Vehicle (HOV) lanes on six freeways that METRO uses for many of its commuter routes.¹

In FY2002, METRO carried over 97 million annual boardings on all fixed route and special bus services. In addition, over 20 million person trips in carpools and vanpools on METRO's HOV lanes contributed to system wide annual boardings.²

In January 2004, METRO began operating the Downtown to Reliant Park light rail line with 16 stations, including one new Park & Ride lot, two transit centers and a new light rail maintenance and storage facility. Current ridership levels have already achieved the 2025 targets of 33,000 average daily riders/.

Concurrent with the operation of light rail, METRO has programmed bus service improvements that include route alignment and service frequency modifications. All of these improvements are included in the No-Build Highway Alternative for this study. The No-Build bus routes are presented in Exhibit 13. Overall, the service improvements will change the existing system as indicated in Exhibit 14.

Exhibit 12: Summary of No-Build METRO Service Characteristics

Element	2003	2025 No-Build (estimate)
Fixed Routes by Service Type*	74 Local 8 Express 28 Park & Ride	84 Local 10 Express 37 Park & Ride
Bus Fleet Size	1,457 (including spares)	1,600 (including spares)
Annual Revenue Miles of Bus Service**	56.22 million	87.21 million
Annual Revenue Hours of Bus Service**	3.82 million	4.63 million
Light Rail Fleet Size	-	18
Annual Revenue Miles of Light Rail Service	-	836,290
Annual Revenue Hours of Light Rail Service	-	65,346

*Does not include employee shuttles and transit services operated by other entities. Does not count route branches as separate routes. All numbers are based on Year-to-Date figures as of January 2003. No growth was assumed for 2007.

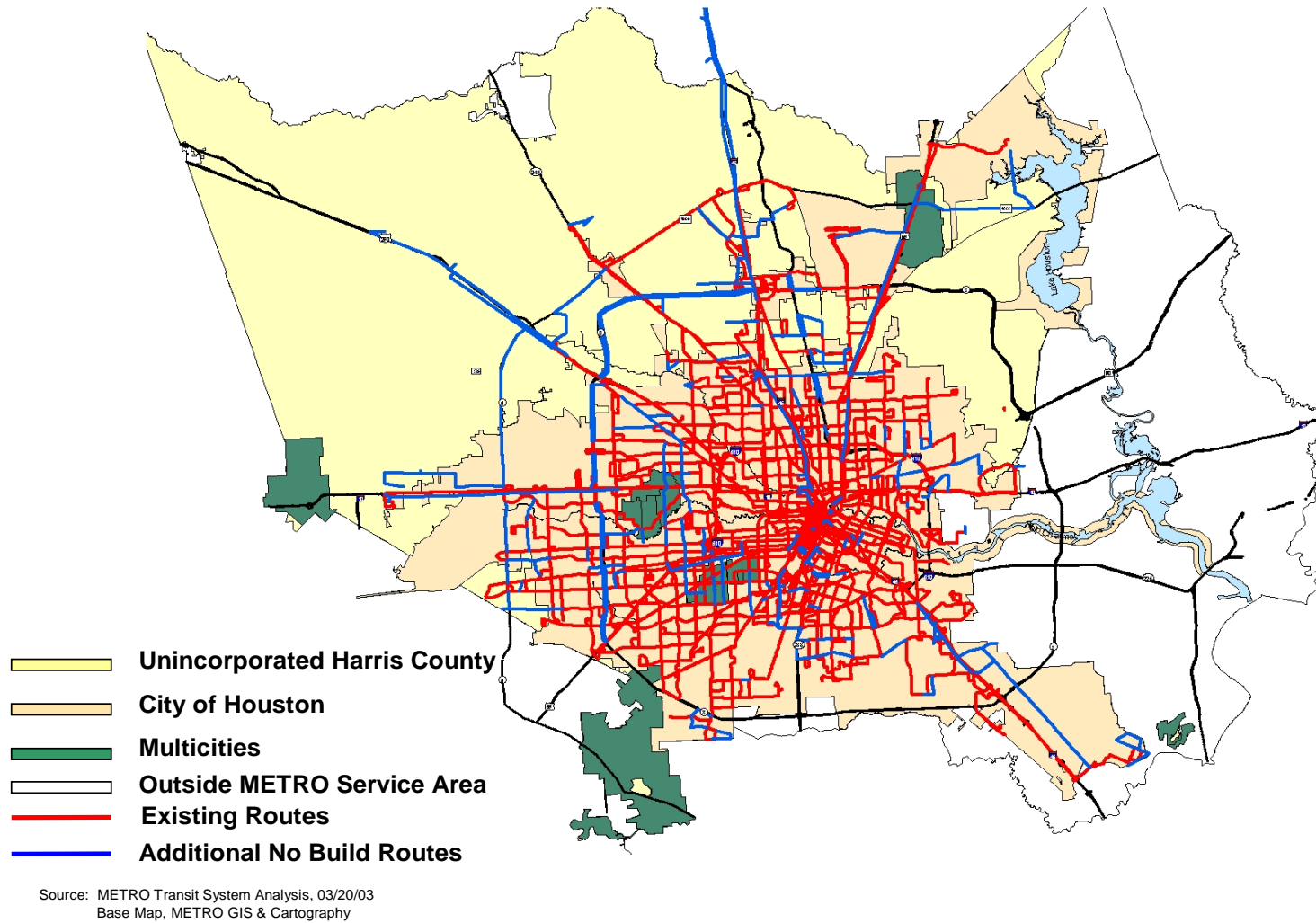
**The 2025 estimates do not assume an increase in Special Bus Services from the 2003 levels and are annualized based on 300 operational days per year.

Source: METRO Scheduling Department, METRO Rail Operations Department, and METRO Capital Planning Department; December 2002; METRO Office of Management & Budget; January 2003.

¹ HOV lanes operate between 5:00am and 11:00am and between 2:00pm and 8:00pm weekdays. The HOV lanes on the Katy Freeway are operational on Saturday and Sunday as well.

² METRO Office of Management & Budget Department, January 27, 2003.

Exhibit 13: No-Build Transit Route Network



As a result of No-Build service improvements, METRO’s total annual transit boardings are expected to increase from 97 million in 2003 to approximately 160 million by 2025.

To accommodate the increase in service levels assumed to occur by 2025, METRO will expand or increase the number of transit facilities, including new locations for METRO’s Park & Ride lots and transit centers, METRO’s HOV system, and a planned sixth bus maintenance and storage facility has yet to be determined. (See Exhibit 15)

Exhibit 14: No-Build METRO Capital Facilities

Transit Facility	2003	2025 No Build
Bus Park & Ride Lots	25	29
Bus-only Transit Centers	15	19
HOV Lanes Used By METRO (centerline miles)	97.7 miles*	187 miles**
Light Rail Park & Ride Lots	0	1
Light Rail-Bus Transit Centers	0	2
Bus and Light Rail Storage and Maintenance Facilities	5 bus facilities	6 bus facilities 1 light rail facility
Other METRO Storage and Maintenance Facilities	1 non-revenue vehicle facility 1 central supply	1 non-revenue vehicle facility 1 central supply

Source: METRO Service Planning, December 17, 2002; 2025 No-Build Transit Facilities, METRO Capital Planning.

*Source: METRO Planning, Engineering & Construction, HOV Lane Program Status Report, 04/09/03.

**Generated from Houston METRO EMME/2 Travel Demand Model for No-Build Scenario January 2003

The regional highway and roadway system is comprised of interstate and other federal highways, state highways, county roads, toll roads, and arterial roadways in the eight-county metropolitan area. In 2000, the regional roadway system totaled over 20,000 lane miles of major highways and roads. In addition, the regional highway network incorporates a system of freeway HOV lanes, most of which have been constructed and are used by METRO.

Regional roadway mobility levels will deteriorate unless planned transportation improvements are implemented. The planned roadway improvements include expansion of the regional roadway and HOV system. As indicated in Exhibit 16, between 2000 and 2022, freeway lane miles will increase by 1,269 miles, but centerline miles (construction of new freeway segments) will increase by only 122 miles. The smaller growth in centerline miles is indicative of more freeway widening projects than construction of new freeways. The regional HOV system is also benefiting from the freeway widening projects. METRO will be operating 112 miles of HOV lanes in 2007, up from 89 miles available in 2000.

Exhibit 15: No-Build Regional Roadway Improvements through 2022

Roadway Facility	2002		2022	
	Centerline Miles	Lane Miles	Centerline Miles	Lane Miles
Freeway	510	3,199	714	4,591
Tollway	87	443	139	744
Principal Arterial	1,149	4,485	1,371	5,873
Other Arterial	3,018	8,903	3,219	10,824
Collector	1,502	3,227	1,577	3,791
HOV Lanes	89*	90**	187	316

* Miles of HOV facilities

** Miles of HOV lanes, counting each lane separately, even if an HOV lane parallels another on the same roadway segment

Source: H-GAC 2022 Metropolitan Transportation Plan, 2000; H-GAC, 2/17/2003. (Includes 8 county region)

In addition, the arterial street system will undergo extensive improvements. Supplementing the regional roadway network are toll roads and new toll lanes being constructed by the Harris County Toll Road Authority (HCTRA). Currently, HCTRA operates 87 centerline miles of toll roads and is constructing or planning to construct approximately 139 centerline miles of toll facilities.

Within the Houston-Galveston region, there are approximately 160 miles of bicycle and pedestrian facilities not including sidewalks. The Regional Bicycle and Pedestrian Plan identifies ways to implement and expand the planned 500+ mile network.

The characteristics of the No-Build Highway Alternative are shown in Exhibit 17.

Exhibit 16: Characteristics of the No-Build Highway Alternative

Section	2025 Daily Traffic Volume	Volume to Capacity Ratio (V/C)	Level of Service (LOS)	Peak Period Speed
North of Buffalo Bayou:				
IH-10 to IH-610	267,727	1.24	E	32 mph
IH-610 to Beltway 8	314,794	1.45	E	27 mph
Beltway 8 to FM 1960	324,991	1.21	E	33 mph
FM 1960 to SH 242	242,263	1.23	E	33 mph
Reversible HOV Lane	17,456	1.02	E	38 mph

2.4.2 Build Alternatives

Resulting from the initial level screening, six Highway Build Alternatives were carried forward for further analysis. Because of the concerns raised by the public about the potential widening of the IH 45 right-of-way, the initial level screening eliminated conceptual alternatives that would require a more than a 12 lane cross section. The Highway Build Alternatives are described as follows:

Highway Build Alternative 1

This alternative is a 12-lane cross section from IH-10 to FM 1960 consisting of 10 general purpose lanes and two reversible, special purpose lanes. The special purpose lanes are one-way reversible lanes that operate in the peak direction. One of the special purpose lanes is dedicated to HOV use. The cross section from FM 1960 to SH 242 would consist of eight general purpose lanes.

Highway Build Alternative 2

This alternative is a 12-lane cross section from IH-10 to Beltway 8 consisting of eight general purpose lanes and four managed lanes. Managed lanes are separate facilities within the freeway designed to provide dependable travel times for carpools, buses, and single occupant vehicles willing to pay a toll. Tolls and vehicle occupancy requirements are used to maintain at least a LOS C in the managed lanes at all times. From Beltway 8 to FM 1960 the cross section would consist of 10 general purpose lanes and two concurrent flow HOV lanes. From FM 1960 to SH 242 the cross section would consist of eight general purpose lanes and two concurrent flow HOV lanes.

Highway Build Alternative 3

This alternative is a 12-lane cross section from IH-10 to FM 1960 consisting of 10 general purpose lanes and two barrier separated HOV lanes. The HOV lanes are envisioned to be a two-way operation at all times. The cross section from FM 1960 to SH 242 would be eight general purpose lanes and two barrier separated HOV lanes.

Highway Build Alternative 4

This alternative is a 12-lane cross section from IH-10 to FM 1960 consisting of 10 general purpose lanes and two non-barrier separated HOV lanes. The HOV lanes are envisioned to be a two-way operation at all times. The cross section from FM 1960 to SH 242 would be eight general purpose lanes and two non-barrier separated HOV lanes.

Highway Build Alternative 5

This alternative is a 10-lane cross section from IH-10 to Beltway 8 consisting of eight general purpose lanes and two barrier separated HOV lanes. The HOV lanes are envisioned to be a two-way operation at all times. From Beltway 8 to FM 1960 the cross section would consist of 10 general purpose lanes and two barrier separated HOV lanes. From FM 1960 to SH 242 the cross section would consist of eight general purpose lanes and two barrier-separated HOV lanes.

Highway Build Alternative 6

This alternative is a 10-lane cross section from IH-10 to Beltway 8 consisting of eight general purpose lanes and two non-barrier separated HOV lanes. The HOV lanes are envisioned to be a two-way operation at all times. From Beltway 8 to FM 1960 the cross section would consist of 10 general purpose lanes and two non-barrier separated HOV lanes. From FM 1960 to SH 242

the cross section would consist of eight general purpose lanes and two non-barrier separated HOV lanes.

3.0 Environmental Screening of Short Listed Alternatives

This section considers the potential environmental impacts of the six Build Alternatives for IH-45 improvements that were short listed for the North-Hardy Corridor. For the purposes of the environmental screening of the short list, the Corridor has been divided into six identifiable community areas, from south to north as follows (see Exhibit 18):

- Near Northside
- Northside/Northline
- Aldine
- Greenspoint/IAH
- Spring
- The Woodlands/South Montgomery County

3.1 Environmental Factors Considered

A wide range of environmental factors was considered in the screening of the six Build Alternatives. At this stage of the study, issues were assessed to determine how the proposed alternatives compare when environmental factors are taken into account.

The environmental factors that were assessed range from urban elements, to natural elements to cultural elements. Urban elements include consideration of such issues as the land use impacts, noise, air quality impacts, safety and security, energy, impacts on existing communities, and environmental justice considerations. The natural environmental elements that were considered include wetlands, water quality and quantity, subsidence, floodplains, and threatened and endangered species. The cultural elements include historic, archeological and park resources.

3.2 Summary of Assessment of Impact

There is not a great deal to distinguish the Build Alternatives in terms of potential environmental impacts in general. However, none of the proposed Build Alternatives would have such a significant potential impact on environmental considerations as to constitute a fatal flaw. Further consideration to the environment impacts will be given during the schematic design/environmental review process, which is expected to begin following completion of the planning phase.

3.3 Land Use

The existing land use characteristics vary from south to north along the Corridor becoming increasingly suburban and rural, however, the overriding environment along most of IH-45 consists of highway related land uses. Existing uses within each community area are discussed below and shown in Exhibits 19 through 28.

Exhibit 18: Communities in the Corridor

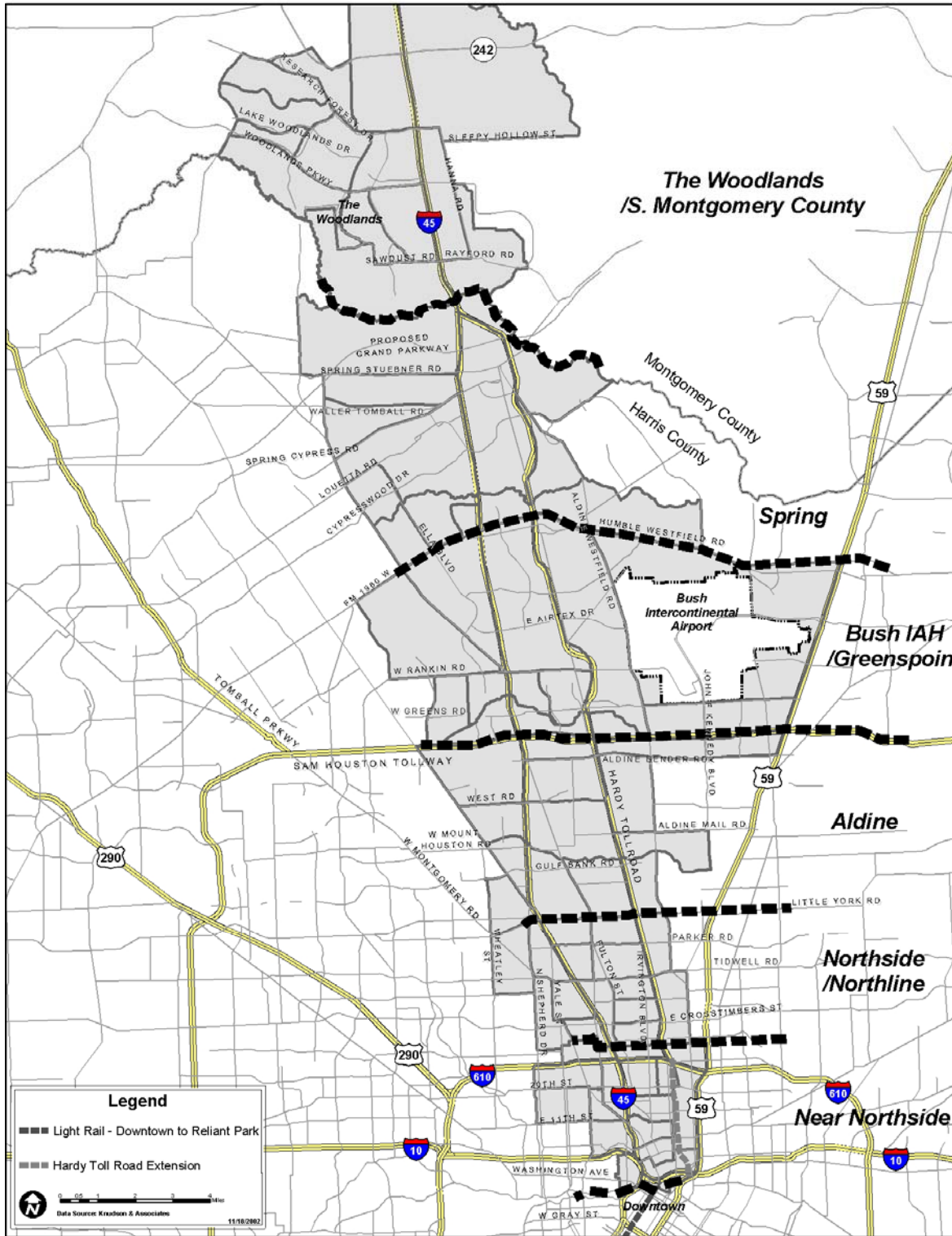


Exhibit 19: Land Use (1)

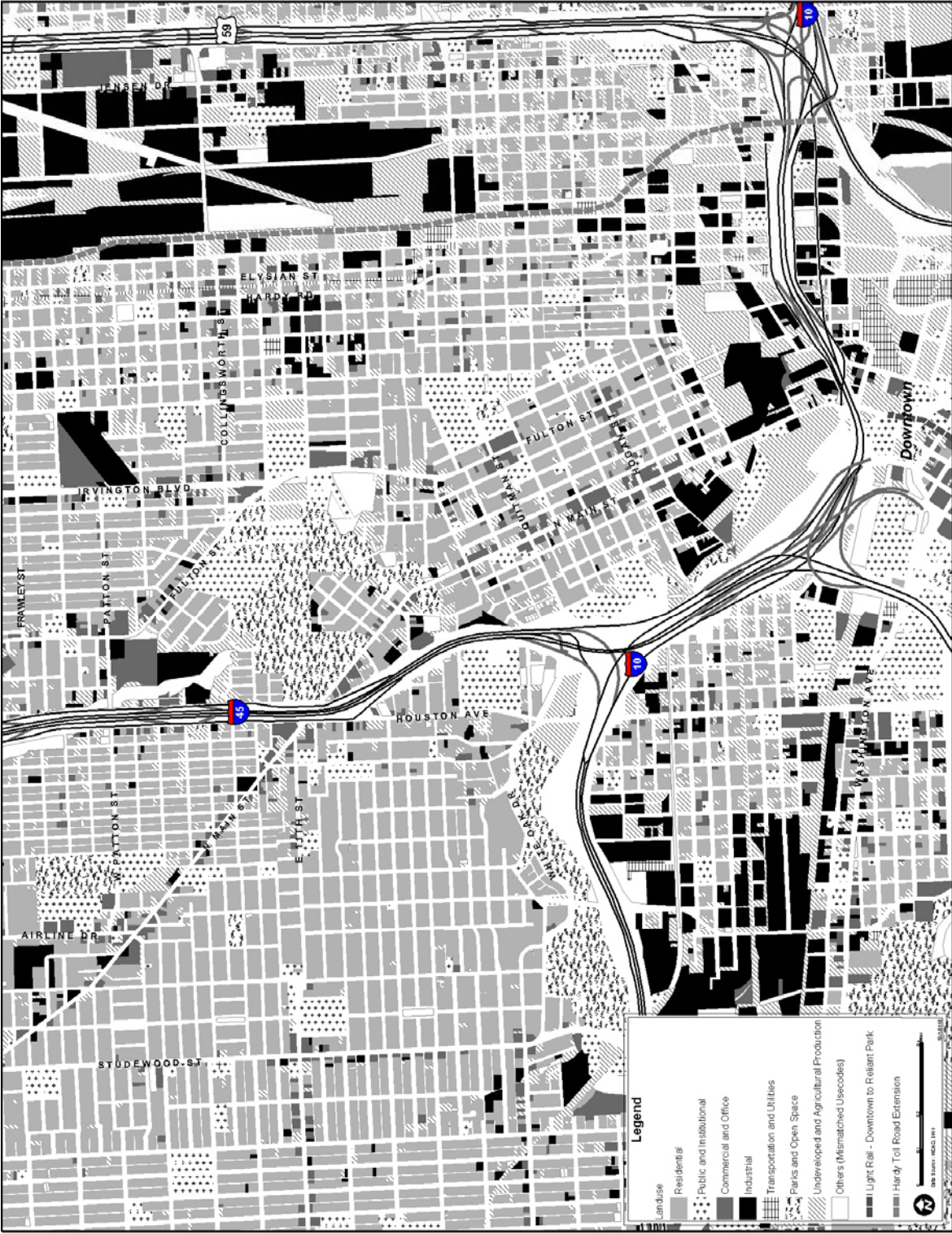


Exhibit 20: Land Use (2)



Exhibit 21: Land Use (3)



Exhibit 22: Land Use (4)

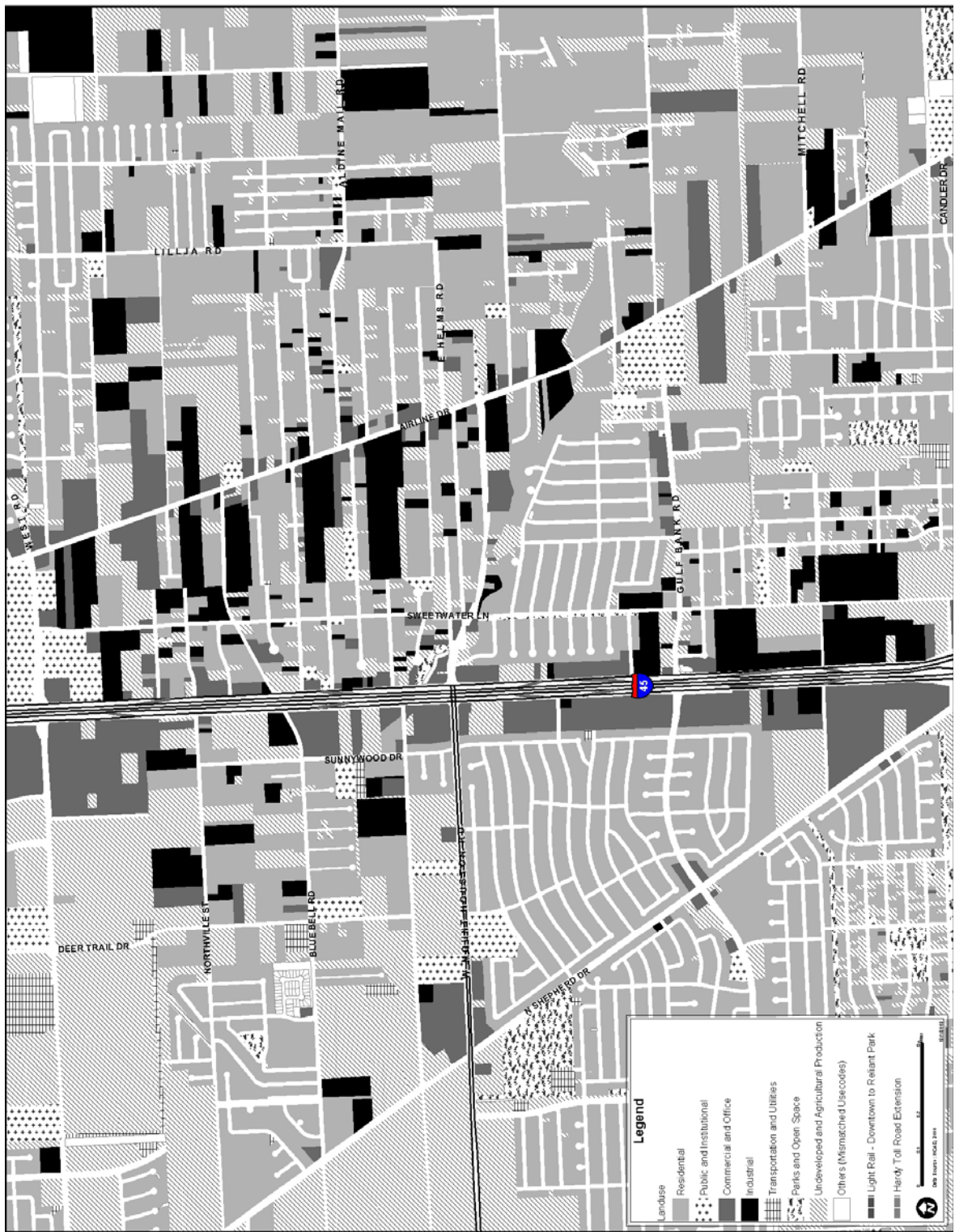


Exhibit 23: Land Use (5)

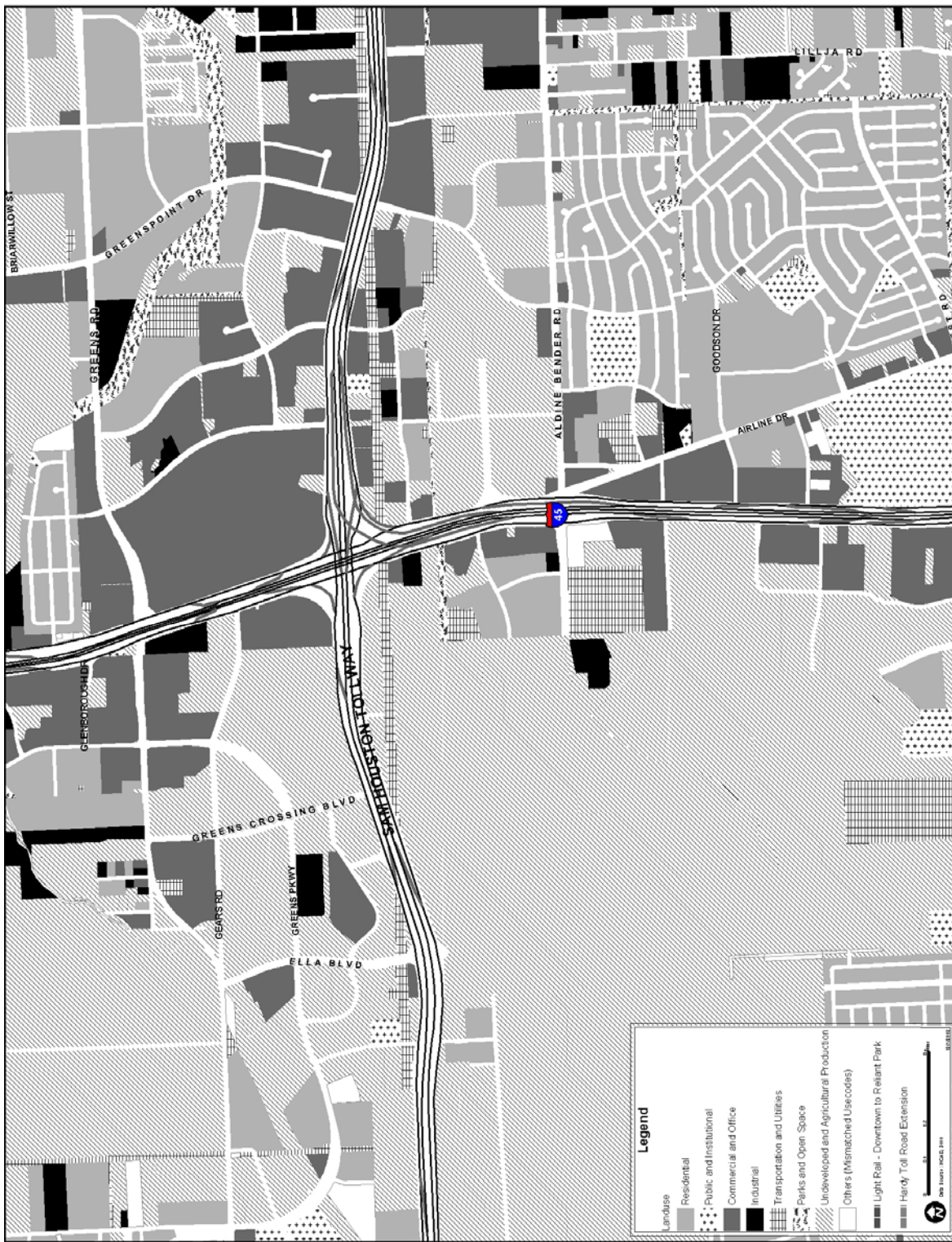


Exhibit 24: Land Use (6)



Exhibit 25: Land Use (7)

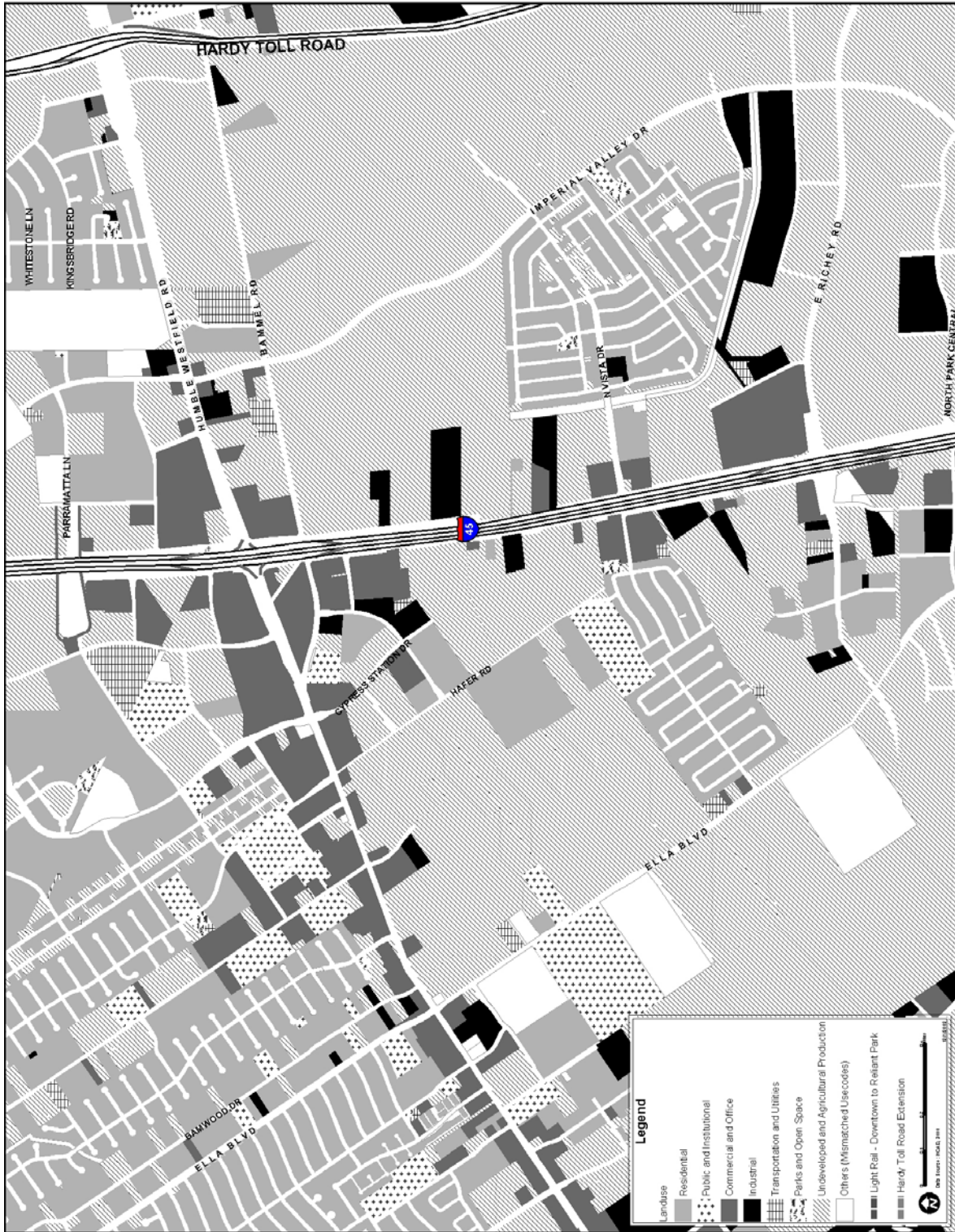


Exhibit 26: Land Use (8)



Exhibit 27: Land Use (9)

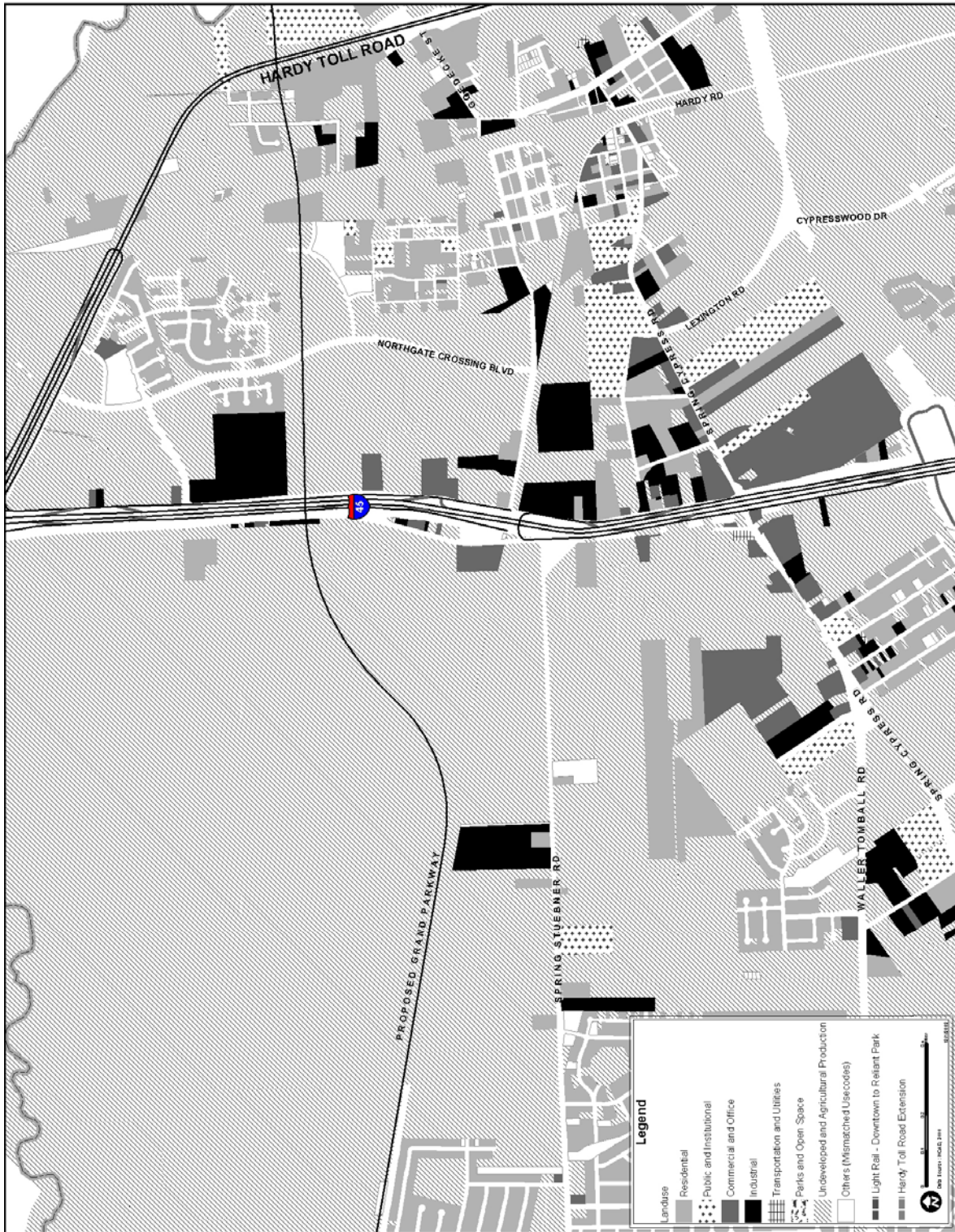
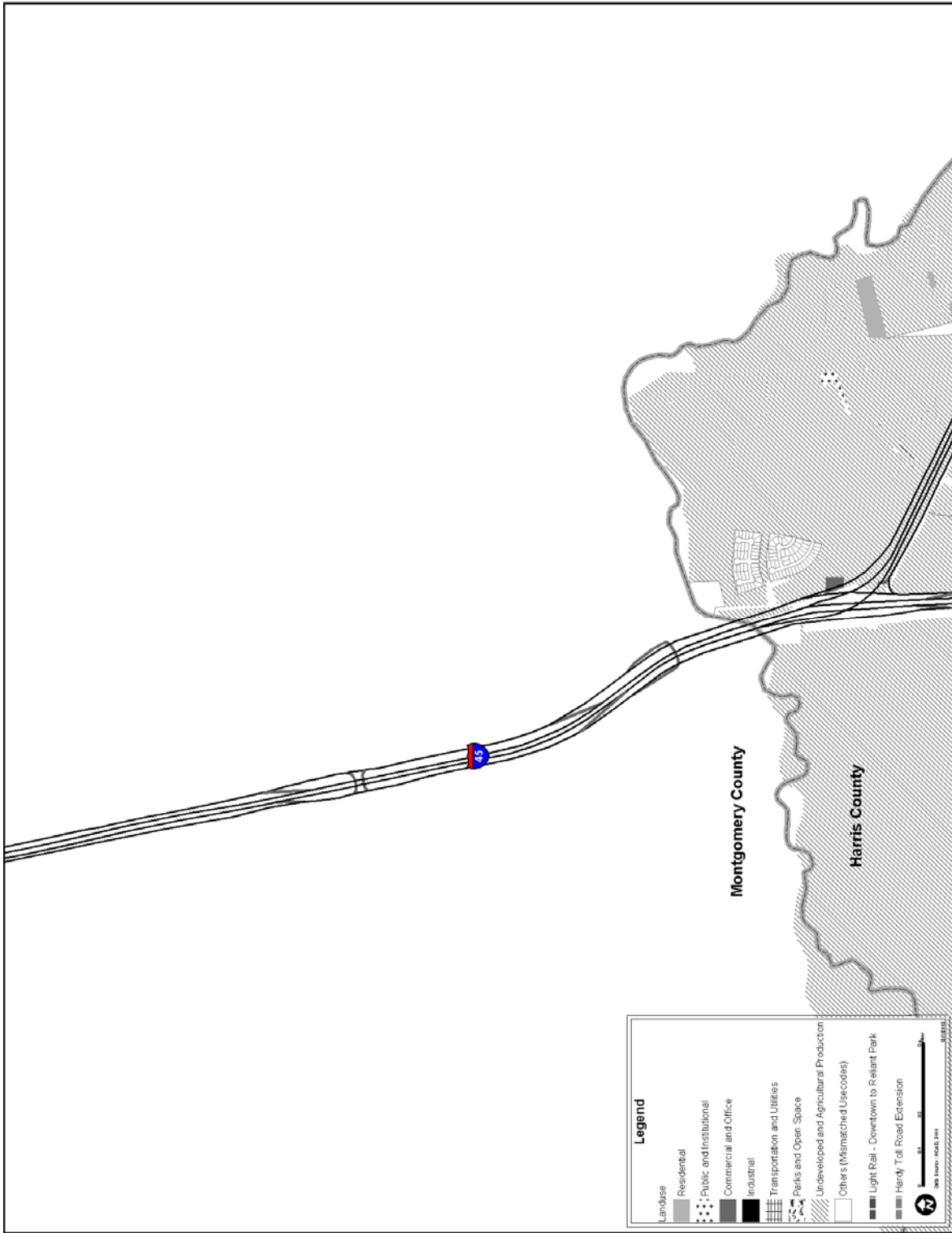


Exhibit 28: Land Use (10)



3.1.1 General Description

Near Northside

The Near Northside area takes in the most southerly portion of the Corridor, from Buffalo Bayou to the Houston Belt and Terminal (HBT) rail line just north of IH-610. The Near Northside is part of Houston's old Fifth Ward and was first settled in the 1880s. It is the oldest and most urban of the six community areas.

Existing land uses are primarily older established residential, along with a mix of light industrial (car lots, self-storage) and commercial (motels, gas stations, restaurants). Hollywood Cemetery and Woodland Park are about IH-45 just north of IH-10. White Oak Bayou crosses IH-45 in this area. Moody Park is located east of IH-45 at the intersection of North Main Street. Little White Oak Bayou crosses under IH-45 at Patton Street and runs alongside the southbound frontage road of IH-45 between Patton Street and Link Road. Between IH-610 and the railroad, commercial and industrial land uses dominate.

Northside/Northline

Abutting the Near Northside area to the north, stretching from the HBT rail line north of IH-610 to Little York Road, is Northside/Northline. This area gets its name from the Northline Mall, which is located at IH-45 and East Crosstimbers. Northline Mall, which opened in the mid-1960s, was one of Houston's first suburban, indoor shopping malls. Like other malls developed in Houston around this time, the Northline Mall began to decline in the 1970s as the population continued to move to new suburban locations and the second ring of shopping malls were developed farther out at the perimeter of the city.

Through this area, the land uses along IH-45 are primarily highway-oriented commercial, industrial, and some residential (transitional/declining) – both single-family homes and apartment complexes. There are also some neighborhood community facilities and abandoned properties.

Aldine

This area is more sparsely developed than the communities to the south. Land uses are generally highway-oriented commercial, highway-oriented industrial properties. There are also some single-family homes, Aldine Ninth Grade School, neighborhood community facilities and scattered vacant tracts.

The area between Little York and Beltway 8 has significant portions of land that are located outside the corporate limits of the City of Houston. There are some apartment complexes located between Blue Bell and Aldine Bender, as well as single family residential properties.

Closer to the IH-45/Beltway 8 interchange, uses along the freeway are in newer, low rise developments and are generally more uniform in character. Near Aldine-Bender, existing land uses are predominantly commercial, consisting of big box stores such as Best Buy, etc. Office development is located on the southeast and southwest corners of the IH-45/Beltway 8 interchange.

Greenspoint/IAH

The Greenspoint area has long attracted new development due to the accessibility to IAH and Greenspoint Mall. Recently growing residential communities to the north, east, and west have also added to the attraction for the mall and related development activity. Development in this area began in 1969 in conjunction with the opening of IAH, which was connected to IH-45 and U.S. 59 via Beltway 8 service lanes in 1970. This corridor eventually evolved as the focal point of development activities through that decade and into the early 1980s. Federated Realty

Corporation, as part of a 500-acre master planned development, opened Greenspoint Mall in 1976, which was eventually expanded in 1980 to 1.5 million square feet. The Mall became a major catalyst for new development in this area.

By the early 1980s, Greenspoint was acknowledged as one of Houston prime activity centers with in excess of 10 million square feet of office space and employment of 20,000 workers. The economic downturn during the 1980s had a significant, deteriorating impact on the area. By the mid-1990s various redevelopment initiatives were put in place to stabilize the economy and development of the area.

The land uses in this area consist of large tracts of vacant land, large apartment complexes, commercial and office buildings, and Greenspoint Mall. There are also some single-family homes and industrial properties, as well as a cemetery adjacent to IH-45 between Greens Road and Rankin Road. Greens Bayou crosses IH-45 between Greens Road and Rankin Road.

The Kuykendahl Park and Ride is located just west of IH-45, along with large tracts of vacant land, apartment complexes, single-family neighborhoods and highway-oriented commercial and industrial uses and community facilities (e.g., large school buildings). In addition, there are some scattered light industrial uses and newer single-family subdivisions.

IH-45 in this area is a fairly uniform suburban environment with a predominant freeway character and alternating older and newer commercial developments clustered at the interchanges.

Spring

The northern part of Harris County has long been known for its idyllic, rural setting, consisting of large lot residential, small farms, and undeveloped, forested tracts of land. Located between The Woodlands and expanding residential development in southern Montgomery County, and the movement of new development northwards from the City of Houston, the Spring area is undergoing a relatively rapid transformation.

Existing land uses in this area continue to become more scattered and more suburban, with large tracts of vacant land, along with pockets of apartment development, scattered light industrial uses, highway-oriented commercial uses, and single-family subdivisions. The Spring High School campus is also located along this section of IH-45 at Cypresswood Drive. North of Cypress Creek the surroundings are relatively open, with some residential development located behind noise barriers.

The Woodlands/South Montgomery County

As IH-45 continues north to The Woodlands and SH-242, the land uses include more large tracts of vacant land, strip retail, The Woodlands Town Center, medical/professional uses, low-rise office/research facilities, light industrial uses, single-family subdivisions, and apartment complexes.

In 1961, Mitchell Energy & Development Corporation began an eleven-year acquisition program in The Woodlands area. In 1972, the U.S. Department of Housing and Urban Development (HUD) pledged the support of its Title 7 program, guaranteeing \$50 million in debt, the largest guarantee ever given. Development commenced in 1973 and today, The Woodlands has become a signature new town development. A significant amount of additional development is planned to take place in this area.

The general character of South Montgomery County has been shaped largely by The Woodlands in terms of the proliferation of residential subdivisions and supporting commercial/retail developments. The land use character of this area is predominantly a hard-edged freeway experience, as the elevated freeway crosses the expanse of the Spring Creek

floodplain. Northward toward SH 242, the foreground is uniformly developed with a mix of primarily low rise freeway commercial, sited within a retreating forest edge.

3.1.2 Assessment of Impact

From the perspective of land use sensitivity, the most significant potential impacts from the Build Alternatives would be as IH-45 runs adjacent to existing residential areas and schools. Care will need to be taken to protect against neighborhood disruption, noise impacts, and displacement of existing residents. The overall land use character along IH-45 consists of highway-related uses, including a significant number of billboards and other visual disruptions. Further consideration to the potential impacts land uses will also be given during the schematic design/environmental review process, which is expected to begin following completion of the planning phase.

3.2 Acquisition and Displacements

Acquisition and displacement impacts of the Highway Build Alternatives are not known at this time since the right-of-way needs have not been determined. Specific right-of-way requirements will be determined during the schematic design and the environmental review process which is expected to begin following completion of the planning phase.

3.3 Noise

There are several older, established residential neighborhoods along IH-45, especially within the Near Northside community. Noise abatement measures, such as noise barriers, should be considered as part of any build alternative. Further consideration to the potential noise impacts will be given during the schematic design/environmental review process, which is expected to begin following completion of the planning phase.

3.4 Air Quality

3.4.1 Background

The Houston area³ is currently designated by the Environmental Protection Agency (EPA) as a “nonattainment area for one or more critical pollutants” – specifically ozone. Ozone, formed by the combination of emitted nitrogen oxides (NOx) and hydrocarbons, also called photochemical smog, is the only criteria pollutant for which the eight-county Houston-Galveston area currently fails to meet the National Ambient Air Quality Standards (NAAQS). An area that fails to meet the NAAQS for a pollutant is said to be in nonattainment for that pollutant.

The ozone nonattainment area is classified as “severe”⁴ and is required to attain a 1-hour ozone standard of 0.12 parts per million (ppm) by November 15, 2007. This issue is being addressed in a comprehensive manner on a variety of fronts, under the coordination of the Houston-

³ The eight counties that make up the Houston-Galveston ozone nonattainment area for the one-hour standard are Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, Montgomery and Waller. The counties comprise the Consolidated Metropolitan Statistical Area (CMSA) for the Houston region.

⁴ The Houston nonattainment area is classified as a Severe-17 nonattainment area, based on its highest ozone levels during 1987-89. The Clean Air Act Amendments gave these areas 17 years to meet the one-hour ozone standard, and, therefore, they have a one-hour ozone attainment deadline of 2007. Source: “Air Quality Reference Guide for the Houston-Galveston Area”, prepared by the Regional Air Quality Planning Committee of the Houston-Galveston Area Council, July 2002.

Galveston Area Council (H-GAC). Some reduction measures are being imposed, such as the reduced speed limits along State freeways, while other measures are incentive-based and voluntary, such as tax incentives, funding opportunities, public relations and marketing, emission reduction methodologies, technical and financial assistance to create emission reductions credits, education in the use of emission reductions credits: donating, selling and trading, and assistance with other grant and rebate programs under the State's Texas Emission Reduction Plan (TERP). All efforts are aimed at a demonstration of attainment by the required date.

"The majority of area air quality efforts in this region are focused on (1) obtaining a better understanding and measuring of the area's ozone levels and its precursors, and (2) identifying and implementing effective ozone reduction control strategies."⁵

Long-term reduction in ozone for Houston will generally be the result of efforts made to reduce emissions from various sources of Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NOx). One of the sources of VOC and NOx emissions is "on-road mobile sources", which consist of automobiles, trucks, motorcycles and other types of vehicles.

3.4.2 State Implementation Plan (SIP)

The EPA requires that States with areas that fail to meet the National Ambient Air Quality Standards prepare and execute a State Implementation Plan (SIP). The purpose of the SIP is to demonstrate attainment of the federal air quality standards in a nonattainment area.

From its review of the November 1999 SIP prepared by the Texas Commission on Environmental Quality (TCEQ), the EPA determined that there was a gap of 118 tons per day (tpd) between the reductions proposed by the plan and those needed for attainment. As a consequence, the EPA required further control measures and commitments to be prepared. In December 2000, the TCEQ submitted a SIP revision to reduce the shortfall ("gap SIP").

"For the first time, the agency [TCEQ] was forced to adopt strategies that influenced behavior because no additional technologically based strategies were available."⁶

A follow-up SIP revision ("clean-up SIP") was submitted in September 2001 and on October 21, 2001 the EPA approved both the December 2000 and September 2001 SIP revisions as demonstration of attainment.

A further SIP revision was subsequently prepared. The SIP includes numerous transportation control measures identified by H-GAC such as traffic signalization, bicycle-pedestrian projects, intersection improvements, and park-and-ride lots. Implementation of the measures contained in the SIP is intended to achieve attainment of the 1-hour ozone standard in the Houston area by November 15, 2007, the date required for attainment.

3.4.3 Transportation Conformity

"Transportation conformity is required by §176(c) of the Federal Clean Air Act (FCAA). The FCAA requires that transportation plans, programs, and projects conform to SIPs in order to receive federal transportation funding and project approvals. Conformity to a SIP means that

⁵ "Air Quality Reference Guide for the Houston-Galveston Area", prepared by the Regional Air Quality Planning Committee of the Houston-Galveston Area Council, July 2002.

⁶ "Air Quality Reference Guide for the Houston-Galveston Area", prepared by the Regional Air Quality Planning Committee of the Houston-Galveston Area Council, July 2002.

transportation activities will not cause or contribute to new air quality violations, increase the frequency or severity of existing violations, or delay timely attainment of the NAAQS.”⁷

It is the responsibility of the H-GAC, as the Metropolitan Planning Organization (MPO), acting through its Transportation Policy Council (TPC), to ensure that the transportation plans for the Houston-Galveston area – including plans for freeways, surface roads, HOV lanes and transit – are in conformity with the SIP. Both the Metropolitan Transportation Plan (MTP), a 20-year long-range transportation plan, and the Transportation Improvement Program (TIP), a three-year implementation plan, need to be in conformity with the SIP.

Conformity is also necessary in order to obtain continued Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding of transportation plans, programs and projects. The Transportation Equity Act (TEA-21)⁸ requires that projects must be in a fiscally constrained and conforming transportation plan and transportation improvement program in order to be approved, funded, advanced through the planning process or implemented.

To conform, there cannot be an increase in the VOC or NOx emissions generated by on-road mobile sources from those shown in the 1990 emissions inventory, even if there is an increase in vehicle miles traveled. Transportation emissions must continue to decline throughout the long-range transportation planning time.⁹

Transportation conformity must be periodically revised based on changing requirements of the SIP and revisions to the MTP. Transportation conformity is an analytical process that establishes the major connection between transportation planning and emission reductions from transportation sources.¹⁰

The current MTP for the region, the 2025 Regional Transportation Plan, was adopted by H-GAC in June, 2004 and the current TIP was adopted in June 2003. In May 2002, H-GAC prepared a conformity re-determination document to show that the 2022 Metropolitan Transportation Plan Update and the 2002 - 2004 Transportation Improvement Program for the Houston-Galveston Transportation Management Area meet the requirements of the SIP for the Houston-Galveston Ozone Nonattainment Area. The latest air quality conformity determination was approved by the EPA and FHWA in June 2004.

The Draft Recommended Highway Alternative for IH-45, once selected and included in the MTP and TIP, will require a similar conformity re-determination by H-GAC. On-road mobile emissions must meet the motor vehicle emission budget (MVEB) requirements in the SIP by the 2007 attainment date and cannot increase the number or severity of ozone exceedances in the Houston region.

⁷ “Revisions to The State Implementation Plan (SIP) for the Control of Ozone Air Pollution, Post-1999 Rate-Of-Progress and Attainment Demonstration SIP for the Houston/Galveston Ozone Nonattainment Area, Inspection/Maintenance SIP for the Houston/Galveston Ozone Nonattainment Area”, Texas Natural Resource Conservation Commission, December 6, 2000.

⁸ Transportation Equity Act (TEA-21) authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 6-year period 1998-2003.

⁹ “Air Quality Reference Guide for the Houston-Galveston Area”, prepared by the Regional Air Quality Planning Committee of the Houston-Galveston Area Council, July 2002.

¹⁰ “Transportation Conformity: A Basic Guide for State & Local Officials,” U.S. Department of Transportation, Publication No. FHWA-PD-97-035.

3.4.4 Emission Rates

Local Emissions Analysis

Air quality local analysis focuses on conditions in the immediate proximity of IH-45. The EPA recommends analyzing intersections that currently operate, or are expected to operate in the future, at a Level of Service (LOS) of D or worse.

As discussed in the Draft Environmental Impact Statement for the North Corridor Light Rail Transit, most of the intersections within the study area currently operate at LOS A and B with two intersection operate at LOS C (without the implementation of the Transit Build Alternative). In 2025, all of the intersections, except two, would operate at LOA A or B (without the implementation of the Transit Build Alternative) and one would operate at LOS C and two at LOS D. With the LRT, LOS on local streets would range from LOS A to C, with two intersections at LOS D (Fulton Street / Cavalcade Street and Fulton Street IH-610), one at LOS E (Irvington Boulevard/Cavalcade Street), and one at LOS F (Fulton Street/Crosstimbers Street). The localized air quality analysis focused on the three “worst case” conditions at three intersections within the study area.¹¹

Once the Draft Recommended Highway Alternative has been identified as part of the Alternatives Analysis, the major intersections should be analyzed in terms of their LOS for current conditions, no-build future conditions, and future conditions with the Draft Recommended Highway Alternative. The results of the LOS analysis will serve as the basis for determining if additional analysis or modeling of carbon monoxide (CO) is necessary. If the future conditions do not degrade any intersections from LOS C or better to LOS D or worse, then further “hot spot” analysis should not be necessary. Once the Draft Recommended Highway Alternative is identified and a formal National Environmental Policy Act (NEPA) assessment (Environmental Assessment - EA/Environmental Impact Statement - EIS) is undertaken, a hot spot analysis should be conducted.

Regional Emissions Analysis

Regional emissions analysis is derived from the output of the regional travel demand model maintained by H-GAC. Regional air quality analysis for the North-Hardy Corridor will involve comparing the regional vehicle miles traveled (VMT) for the “No Build” network to the VMT for the network that contains the Draft Recommended Highway Alternative. Once the Draft Recommended Highway Alternative is selected, this analysis should be conducted.

3.4.5 Assessment of Impact

The opportunities provided by the Build Alternatives in providing additional HOV capacity may help to address air quality issues. Air quality impacts of the Build Alternatives will be reviewed further during schematic design and the environmental review process which is expected to begin following completion of the planning phase.

¹¹ North Corridor Light Rail Transit Environmental Impact Statement, Chapter 5, Environmental Consequences, page 5-21.

3.5 Safety & Security

Displacement of existing traffic during construction is an important safety consideration. A through-traffic plan should be reviewed and in place prior to construction to address these issues. It is not anticipated that construction of any of the alternatives will involve unusual or particularly dangerous construction types, procedures, or locations that will pose any significant safety or security impacts. Standard construction safety practices, as established by government regulations, including the Occupational Safety and Health Administration (OSHA), as well as TxDOT specifications, will minimize the potential for accidents and other safety problems. Extended efforts should be made for public awareness during construction to minimize public inconvenience. A Safety Plan will need to be developed and implemented to ensure pedestrian safety during construction, and to monitor and respond to any safety issues as they arise, in keeping with federal guidelines. All applicable safety and security guidelines and policies should be followed during construction and operations, regardless of which alternative is selected.

3.6 Energy

The total energy consumption of the proposed highway build alternatives for in the North-Hardy Corridor can be measured as the sum of two elements: construction energy and operating energy. Construction energy includes the energy used in operating equipment at the construction site, in producing and transporting construction materials, energy consumed by vehicles that are delayed by the construction of facilities, and in manufacturing vehicles and equipment. Operating energy usage includes energy consumed by the operation and maintenance of the facilities. The net energy consumed by the highway improvements would be the total construction energy plus the total operating energy, minus the energy savings resulting from trip diversion from other less-efficient transportation modes.

The opportunities provided by the Build Alternatives in providing additional HOV capacity may help to provide energy savings in terms of operation if a greater proportion of people currently using SOV switch to shared rides, bus or another form of mass transit. The overall energy savings from an operational aspect would be dependent upon how many current and future SOVs make the switch from their current mode of travel. The difference between the impacts of any of the Build Alternatives on energy consumption are likely negligible.

3.7 Communities

3.7.1 Introduction

This section discusses the characteristics of the communities within the Corridor in terms of their population and demographics, as well as potential for neighborhood disruption resulting from the proposed Highway Build Alternatives.

3.7.2 Population and Households

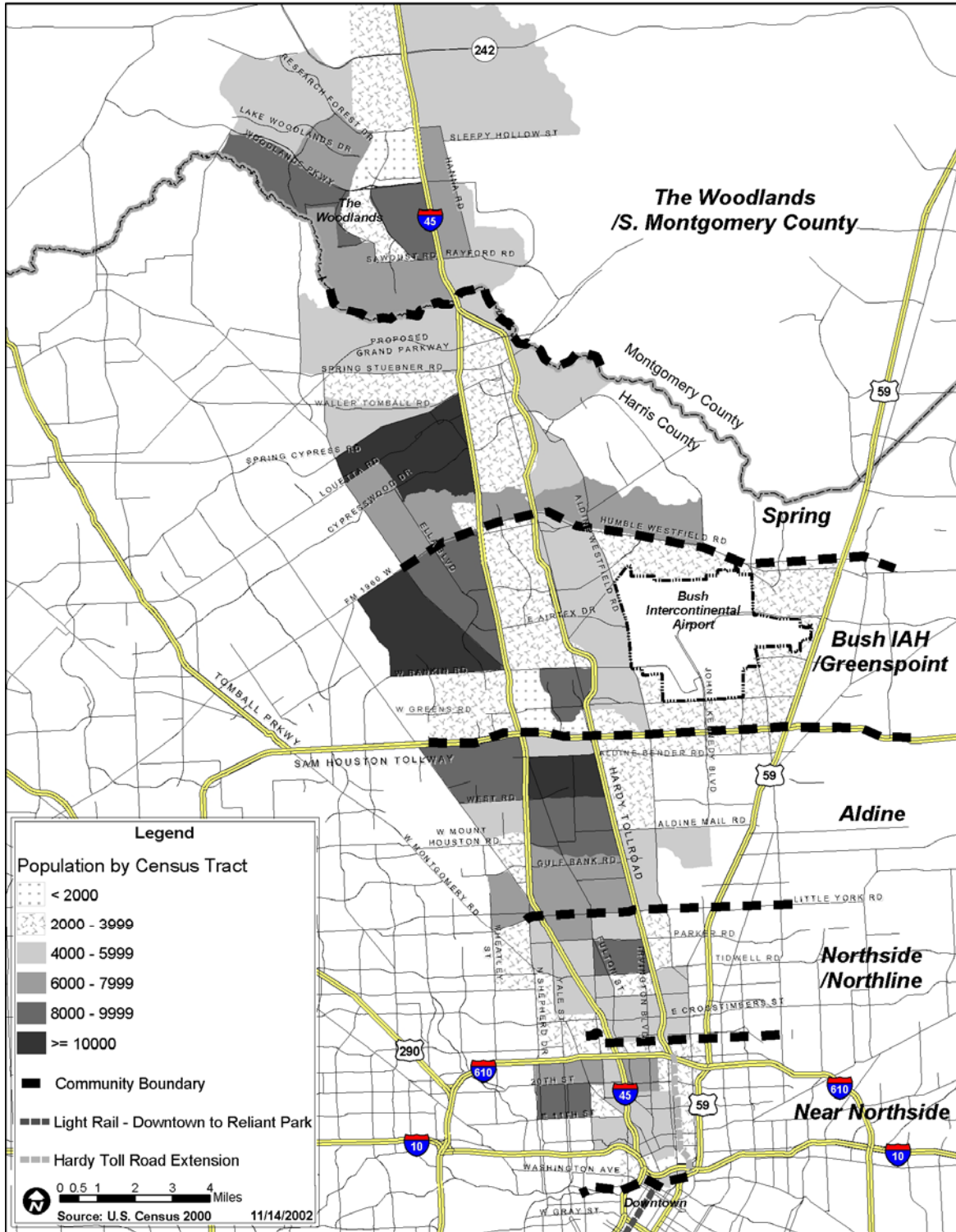
Within the study area, there are a total of 435,137 people and 147,275 households, based on U.S. Census 2000 data, as shown in Exhibit 29. The household size within the study area is generally larger than it is for the City of Houston or the Houston-Galveston-Brazoria Consolidated Metropolitan Statistical Area (CMSA) as a whole; 2.95 persons per household for the Corridor, vs. 2.72 for the City of Houston and 2.85 for the CMSA. Exhibit 30 illustrates the population distribution within the communities in the Corridor.

Exhibit 29: Population/Households

	Population (2000)	Households (2000)	Average Household Size (pph)
Near Northside	74,366	24,239	3.07
Northside/Northline	73,822	22,239	3.32
Aldine	62,970	18,706	3.37
Greenspoint/Bush Intercontinental Airport	79,953	29,769	2.69
Spring	69,708	25,622	2.72
The Woodlands/South Montgomery County	74,318	26,700	2.78
Total Corridor	435,137	147,275	2.95
City of Houston	1,954,848	718,897	2.72
Houston-Galveston-Brazoria CMSA	4,669,571	1,640,843	2.85

Source: US Census 2000

Exhibit 30: Population Distribution



3.7.3 Ethnicity

For the purposes of this analysis, ethnicity in the Corridor has been divided into four main categories: Hispanic, White, Black and Other.¹² Based on U.S. Census 2000 data, the ethnicity of people living in the Corridor is predominantly both White and Hispanic – with the White (Non-Hispanic) population being the principal ethnicity in the northern portions of the Corridor (Spring and the Woodlands/South Montgomery County) and the Hispanic population (all races) being the predominant group in the southern communities (Near Northside, Northside/Northline, and Aldine). The Greenspoint/IAH area is fairly evenly split, with Hispanic, Black, and White populations, in descending order.

The ethnic distribution within the North-Hardy Corridor contrasts with that of both the City of Houston and the CMSA. The City has a fairly even distribution of each ethnic group, whereas at the CMSA level, the population is mostly White. Exhibits 31 and 32 both illustrate the ethnicity within the Corridor.

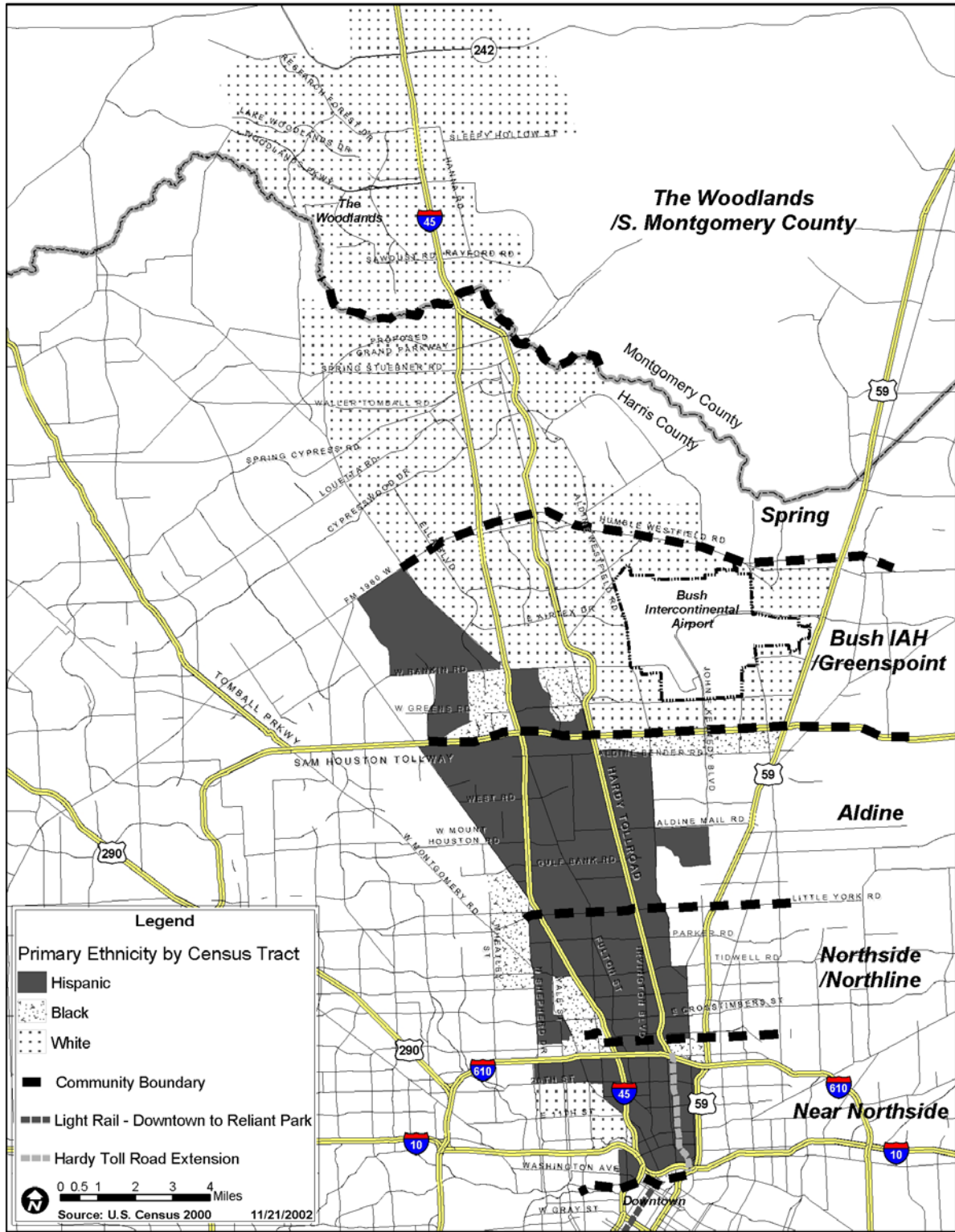
Exhibit 31: Ethnicity

	Population Households		Household Ethnicity			
	(2000)	(2000)	Hispanic	Black	White	Other
Near Northside	74,366	24,239	45,672 61%	11,133 15%	16,911 23%	650 1%
Northside/Northline	73,822	22,239	47,827 65%	14,790 20%	10,629 14%	576 1%
Aldine	62,970	18,706	33,079 53%	13,871 22%	14,008 22%	2,012 3%
Greenspoint/Bush Intercontinental Airport	79,953	29,769	30,946 39%	25,730 32%	20,082 25%	3,195 4%
Spring	69,708	25,622	10,136 15%	5,485 8%	51,465 74%	2,622 4%
The Woodlands/South Montgomery County	74,318	26,700	6,381 9%	1,982 3%	63,721 86%	2,234 3%
Total Corridor	435,137	147,275	174,041 40%	72,991 17%	176,816 41%	11,289 3%
City of Houston	1,954,848	718,897	731,680 37%	487,094 25%	601,105 31%	134,969 7%
Houston-Galveston-Brazoria CMSA	4,669,571	1,640,843	1,349,506 29%	776,907 17%	2,236,569 48%	306,589 7%

Source: US Census 2000

¹² The U.S. Census collects information regarding two ethnic groups – Hispanic and Non-Hispanic. Within these two ethnic groups, seven groups are identified with respect to race. For the purposes of this analysis, Hispanic includes data regarding all seven races identified by the U.S. Census (including White, Black and Other), whereas the specific information that is presented above regarding White, Black and Other, only includes U.S. Census data for the Non-Hispanic population

Exhibit 32: Map of Corridor Ethnicity



3.7.4 Household Income

Based on the U.S. Census 2000 data, the median household income in the Corridor is \$39,231. This median income is somewhat higher than that for the City as a whole, but lower than median income for the CMSA; \$36,616 and \$44,761, respectively. There is a wide range in median household income of the community areas within the Corridor – with The Woodlands/South Montgomery County area being at the high end with \$71,885, and the Northside/Northline area being at low end with \$26,329.

Several areas within the Corridor demonstrate median income levels lower than those of both the City and the CMSA (Near Northside, Northside/Northline, Aldine and Greenspoint/IAH). Spring and The Woodlands/South Montgomery County are areas with median incomes higher than either the City or CMSA. Exhibits 33 and 34 illustrate the median household income within the communities in the Corridor.

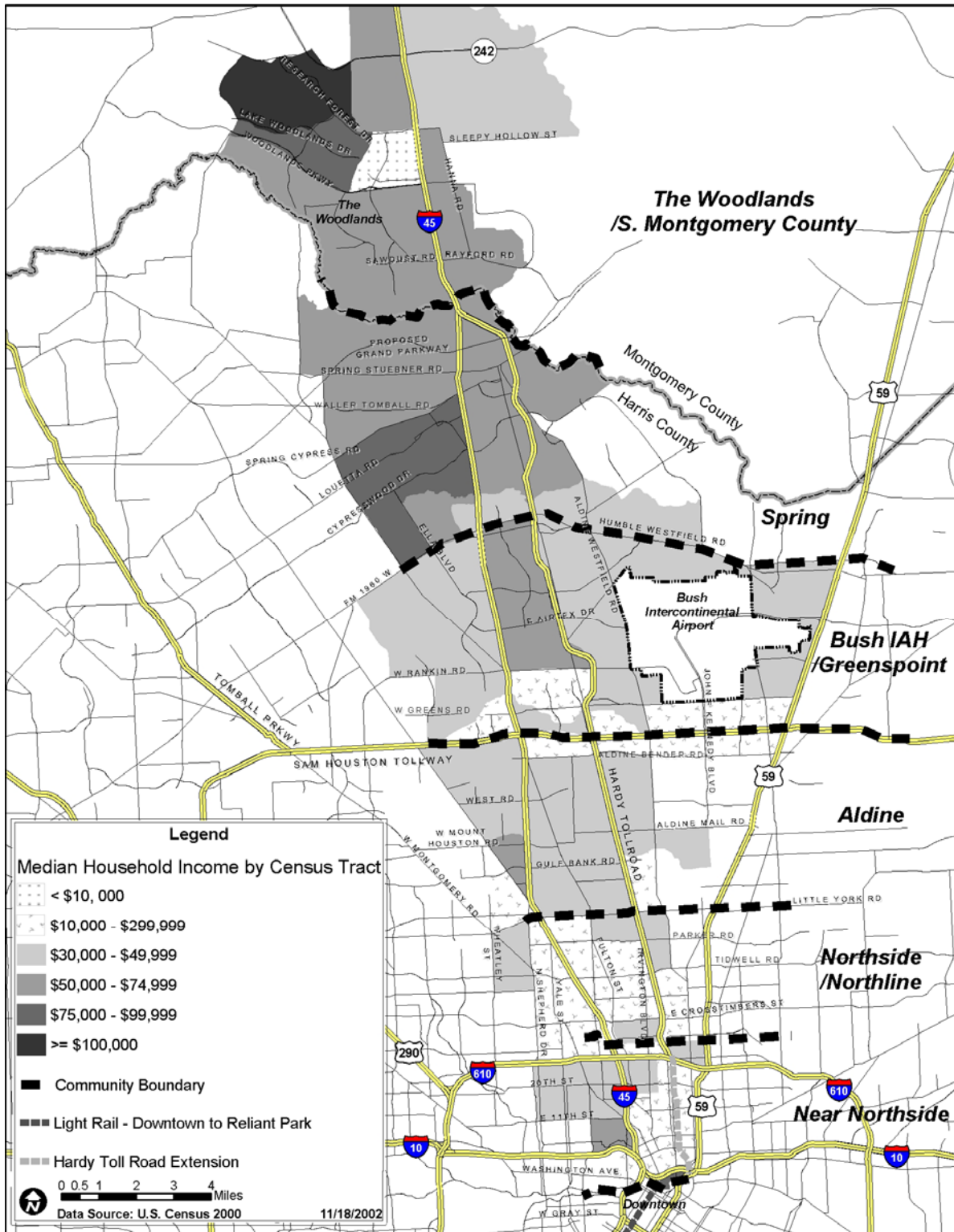
Exhibit 33: Median Household Income

	Population (2000)	Households (2000)	Median Household Income (Estimate)
Near Northside	74,366	24,239	\$32,172
Northside/Northline	73,822	22,239	\$26,329
Aldine	62,970	18,706	\$31,247
Greenspoint/Bush Intercontinental Airport	79,953	29,769	\$33,285
Spring	69,708	25,622	\$58,211
The Woodlands/ South Montgomery County	74,318	26,700	\$71,885
Total Corridor	435,137	147,275	\$39,231
City of Houston	1,954,848	718,897	\$36,616
Houston-Galveston- Brazoria CMSA	4,669,571	1,640,843	\$44,761

Note: Median household income calculation assumes that population counts are uniformly distributed in the median income class.

Source: US Census 2000

Exhibit 34: Household Income



3.7.5 Poverty Levels

U.S. Census 2000 data shows that the overall poverty levels (as defined by the U.S. Census) within the North-Hardy Corridor are generally in keeping with the rest of the City and the CMSA. However, the southern portions of the Corridor (Near Northside, Northside/Northline and Aldine areas) have poverty levels that are higher than both the City and the CMSA. Certain areas exhibit significantly lower levels of poverty, specifically Spring and The Woodlands/South Montgomery County. Exhibits 35 and 36 illustrate the poverty levels within the communities in the Corridor.

Exhibit 35: Poverty Levels

	Population (2000)	People Below Poverty Level	
		#	%
Near Northside	74,366	16,974	23%
Northside/Northline	73,822	19,578	27%
Aldine	62,970	13,928	22%
Greenspoint/Bush Intercontinental Airport	79,953	13,885	17%
Spring	69,708	4,013	6%
The Woodlands/South Montgomery County	74,318	4,118	6%
Total Corridor	435,137	72,496	17%
City of Houston	1,954,848	369,045	19%
Houston-Galveston-Brazoria CMSA	4,669,571	628,385	14%

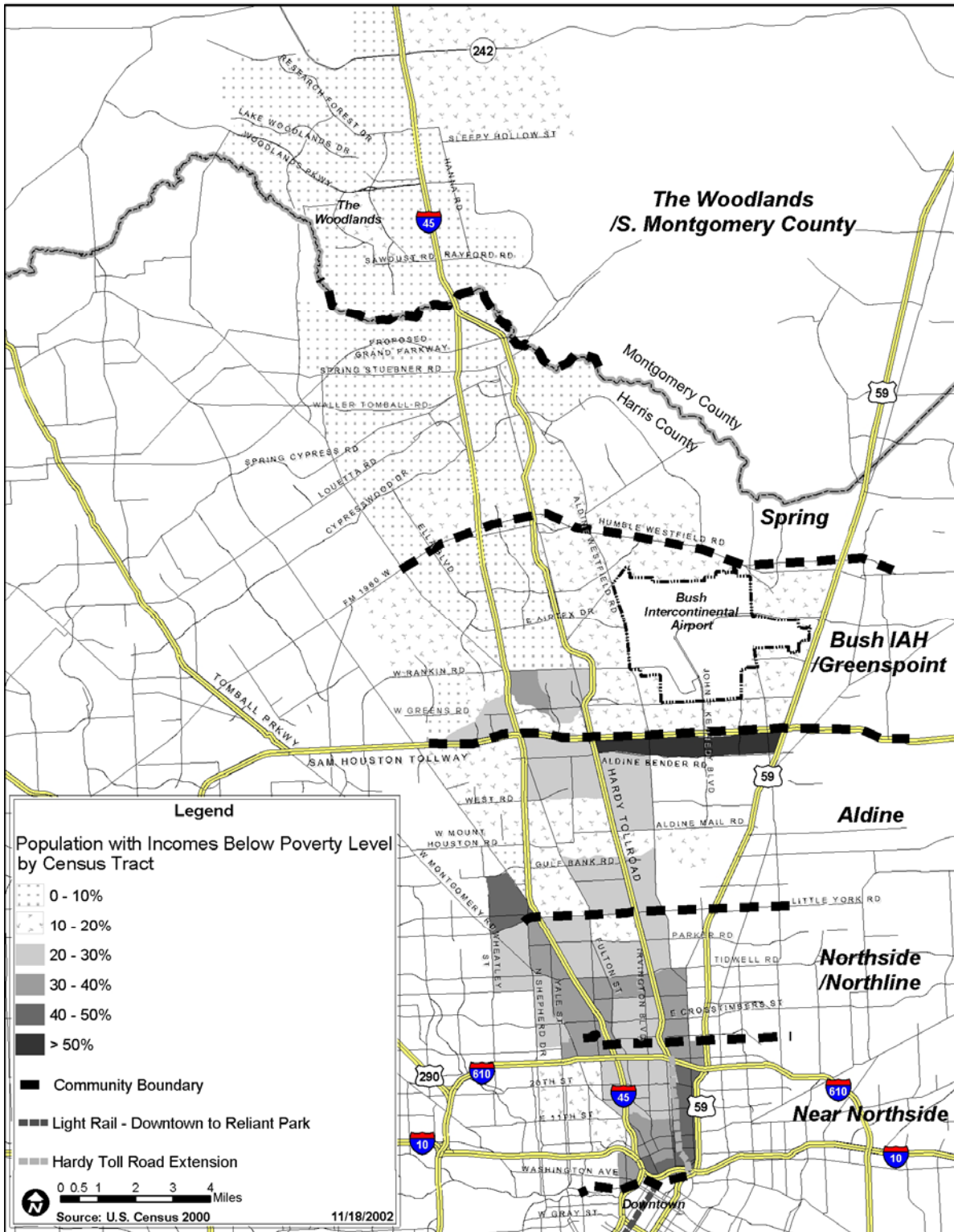
Note: The U.S. Census Bureau excludes the following from the numerator and denominator when calculating poverty rates: institutionalized people, people in military group quarters, people in college dormitories, and unrelated individuals under 15 years old.

Source: US Census 2000

3.7.6 Assessment of Impact

There are no significant differences between the Highway Build Alternatives in terms of their potential impact on the communities within the Corridor. The southern portion of the North-Hardy Corridor is primarily Hispanic, with lower median household incomes and higher poverty levels than the northern portions of the Corridor, and the City and CMSA.

Exhibit 36: Map of Corridor Poverty Levels



3.8 Environmental Justice

3.8.1 Introduction

In February 1994, President Clinton issued Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations." This Executive Order requires that federal agencies identify and address any disproportionately high and adverse human health or environmental effects of programs, policies, and activities on minority populations and low-income populations.

"Environmental justice is the goal to be achieved for all communities and persons across this Nation. Environmental justice is achieved when everyone, regardless of race, culture, or income, enjoys the same degree of protection from environmental and health hazards and equal access to the decision-making process to have a healthy environment in which to live, learn, and work "¹³

An Environmental Justice Community is defined as "any aggregated or dispersed population that (a) is a low-income population based on the Bureau of the Census (BOC) Current Population reports, (b) is over 50-percent minority, or (c) contains a minority population percentage meaningfully greater than the minority population percentage in the general population or other appropriate unit of geographic analysis."¹⁴

For the purposes of Environmental Justice, "minority" is defined as "individuals who are members of the following population groups: American Indian or Alaskan Native; Asian or Pacific Islander; Black, not of Hispanic origin; or Hispanic."¹⁵

One of the most effective ways to ensure that no Environmental Justice community is disproportionately impacted is to have an effective and meaningful public involvement program. During the Alternatives Analysis study for the North-Hardy Corridor all reasonable efforts were made to encourage broad public participation from all communities within the study area, and to take into account other current and past local planning efforts and studies (such as the Northside Village Economic Revitalization Plan). The results of these planning efforts are reflected in the short list of alternatives that were analyzed. Further opportunities for public involvement are planned as the study progresses.

In order to assess the potential impacts of the proposed LRT/BRT and highway/road improvements in the North-Hardy Corridor on environmental justice issues, the following components have been considered:

- Acquisitions and Displacements
- Noise
- Air Quality
- Safety & Security
- Communities

¹³ <http://www.epa.gov/compliance/environmentaljustice/index.html>

¹⁴ http://hydra.gsa.gov/pbs/pt/call-in/factshet/0298b/02_98_1.htm

¹⁵ Guidance for Federal Agencies on Key Terms in Executive Order 12898, Federal Working Group on Environmental Justice.

- Cultural Resources

3.8.2 Acquisitions and Displacements

Acquisition and displacement impacts of the Highway Build Alternatives are not known at this time since the right-of-way needs have not been determined. Specific right-of-way requirements will be determined during the schematic design and the environmental review process which is expected to begin following completion of the planning phase.

3.8.3 Noise

There are no disproportionately high or adverse effects anticipated from any of the Build Alternatives on minority and low-income populations with respect to noise impacts within the Corridor. There are several older, established residential neighborhoods along IH-45, especially within the southern portions of the Corridor, including the Near Northside, Northside/Northline and Aldine communities, where the population is primarily Hispanic, with lower median household incomes and higher poverty levels than the northern portions of the Corridor, and the City and CMSA. Noise abatement measures, such as noise barriers, should be considered as part of any build alternative. Further consideration to the potential noise impacts will be given during the schematic design/environmental review process, which is expected to begin following completion of the planning phase.

3.8.4 Air Quality

There are no disproportionately high or adverse effects anticipated from any of the Build Alternatives on minority and low-income populations with respect to air quality impacts within the Corridor. Air quality impacts of the Build Alternatives will be reviewed further during schematic design and the environmental review process which is expected to begin following completion of the planning phase.

3.8.5 Safety and Security

There are no disproportionately high or adverse effects anticipated from any of the Build Alternatives on minority and low-income populations with respect to safety and security impacts within the Corridor. All applicable safety and security guidelines and policies should be followed during construction and operations, regardless of which alternative is selected.

3.8.6 Communities

There are no disproportionately high or adverse effects anticipated from any of the Build Alternatives on minority and low-income populations with respect to impact on communities within the Corridor. The southern portions of the North-Hardy Corridor, including the Near Northside, Northside/Northline and Aldine communities are primarily Hispanic, with lower median household incomes and higher poverty levels than the northern portions of the Corridor, and the City and CMSA.

3.8.7 Cultural Resources

There are no disproportionately high or adverse effects anticipated from any of the Build Alternatives on minority and low-income populations with respect to impacts on cultural resources within the Corridor. The potential historic resources that have been identified within the Corridor are located along North Main Street in the Near Northside area and along Airline in the Northside/Northline area. Every effort should be made to minimize disruption of and preserve existing historic resources.

3.8.8 Assessment of Impact

Based on an assessment of a variety of factors that are considerations for environmental justice, there are no disproportionately high or adverse effects anticipated from any of the proposed Highway Build Alternatives on minority and low-income populations. Environmental justice impacts of the Build Alternatives will be reviewed further during schematic design and the environmental review process which is expected to begin following completion of the planning phase.

3.9 Wetlands

3.9.1 Analysis

The North-Hardy Corridor contains some large pockets of potential for wetlands – most notably in the vicinity of Greenspoint/IAH, and The Woodlands/SH 242 area. There are some additional small pockets of potential for wetlands scattered throughout the Corridor (see Exhibit 37).

There has been a significant loss of wetlands in Harris County over the past 50 years (data is not readily available for Montgomery County). Wetland loss can be attributed to a number of causes, including development, agriculture, conversion to ponds, and subsidence. In Harris County, wetland loss can be mainly attributable to urban and rural development.¹⁶

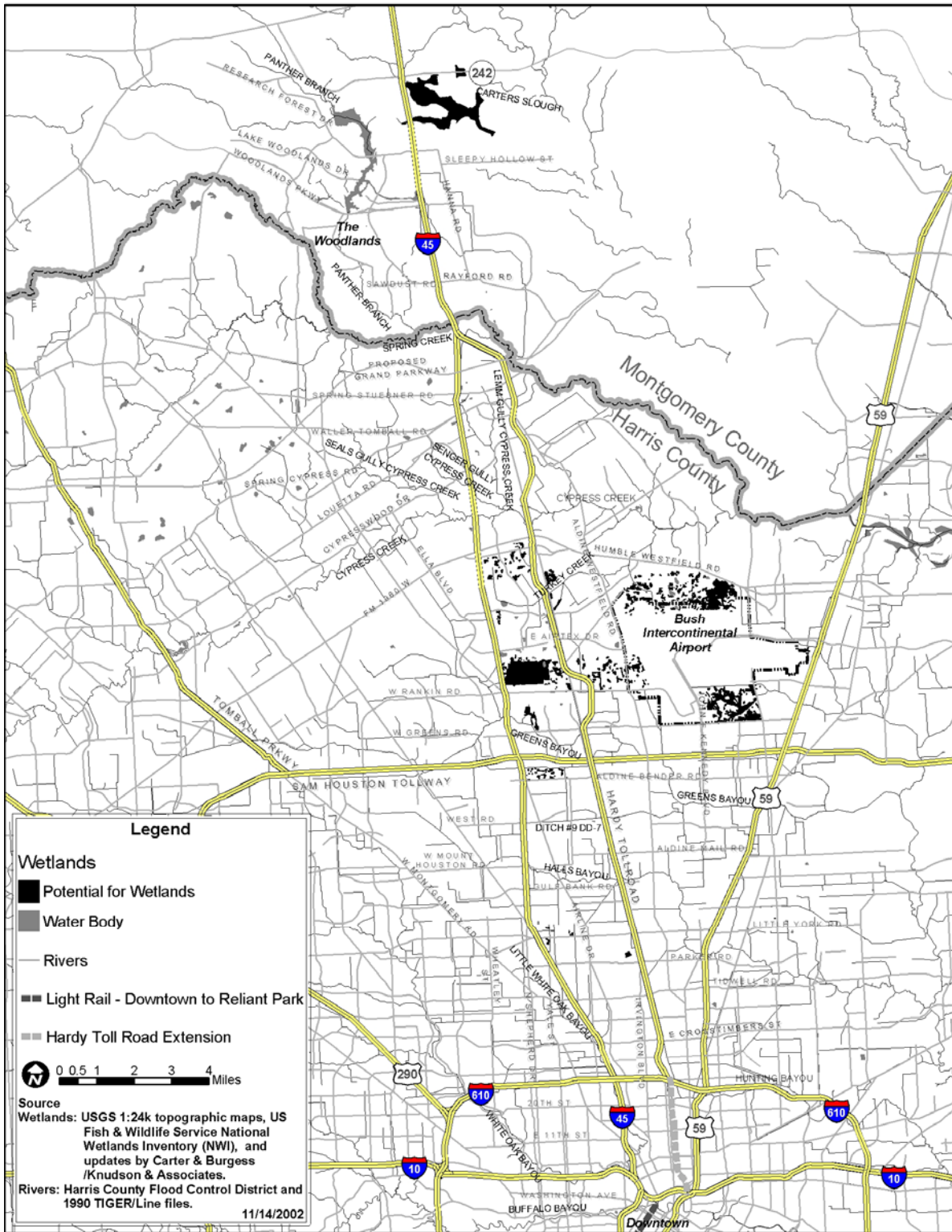
Wetlands play a number of valuable roles in our quality of life and the environment, including¹⁷:

- Environmental Quality Functions:
 - Water Quality Maintenance
 - Hydrologic Functions
 - Ecosystem Stabilization
 - Biological Diversity
 - Fish & Wildlife Habitat
- Socioeconomic Values:
 - Products (such as fish, timber, fur)
 - Recreation & Nature Tourism
 - Water Supply
 - Wastewater Treatment
 - Flood Control
 - Erosion Control
 - Education & Scientific Research
 - Cultural/Archaeological

¹⁶ Texas Coastal Wetlands, Status and Trends, Mid-1950s To Early 1990s, Texas Parks and Wildlife, U.S. Department of the Interior, U.S. Fish and Wildlife Service, March 1997.
<http://ifw2es.fws.gov/Documents/R2ES/TexasWetlands.pdf>

¹⁷ Texas Coastal Wetlands, Status and Trends, Mid-1950s To Early 1990s, Texas Parks and Wildlife, U.S. Department of the Interior, U.S. Fish and Wildlife Service, March 1997.
<http://ifw2es.fws.gov/Documents/R2ES/TexasWetlands.pdf>

Exhibit 37: Wetlands



The EPA and U.S. Army Corps of Engineers regulate wetlands with the goal of “no net loss,” under the Clean Water Act (CWA). The lead agency at the state level for protection of wetlands is the Texas Commission on Environmental Quality (TCEQ) (formerly the Texas Natural Resources Conservation Commission). The TCEQ maintains a policy to achieve no overall net loss of existing wetlands, with respect to wetlands functions and values.¹⁸

Section 401 of the CWA requires that states certify that a proposed CWA Section 404 permit will not violate water quality standards. The TCEQ makes these certifications for all projects except those related to the exploration, development and production of oil, gas, or geothermal resources, which the Texas Railroad Commission certifies. Section 404 permit applications are for the discharge of dredged or fill material into waters of the U.S., including wetlands.¹⁹

In Texas, the emphasis for protection of wetlands is on non-regulatory, voluntary approaches, particularly through developing new incentives to encourage conservation of wetlands on private lands (Texas State Wetlands Conservation Plan).²⁰

3.9.2 Assessment of Impact

None of the Highway Build Alternatives would have an appreciable difference in terms of potential impacts to wetlands. An area worth noting is in the Greenspoint area. There are areas of potential for wetlands located in this vicinity which should be taken into account during the design phase. Wetlands impacts of the Build Alternatives will be reviewed further during schematic design and the environmental review process which is expected to begin following completion of the planning phase.

3.10 Floodplains & Watercourses

3.10.1 Terrain

Like the rest of the Houston area, the North-Hardy Corridor is located within the natural, physiographic region called the Gulf Coastal Plain. The primary features of this region are that the terrain is nearly level, low-lying, and slow draining; the North-Hardy Corridor is no exception in this regard.²¹

The elevation of the lands within the Corridor rises gently from south to north, as illustrated in Exhibit 38.

Exhibit 38: Elevation of Land in the Corridor

General Area within the Corridor	Approximate Elevation
Buffalo Bayou/IH-10	32-45 feet
IH-610 Loop/The Heights	50-65 feet
Beltway 8/Greenspoint	80-100 feet
The Woodlands	125-160 feet

Source: USGS 1:24,000 topographic data, 1979 and 1982

¹⁸ <http://www.wetlands.com/tex/tnrccwqc.htm>

¹⁹ <http://www.wetlands.com/tex/tnrcc298.htm>

²⁰ <http://www.tpwd.state.tx.us/wetlands/programs/conservation/>

²¹ <http://www.tpwd.state.tx.us/expltx/gulf/gulfchart.htm>

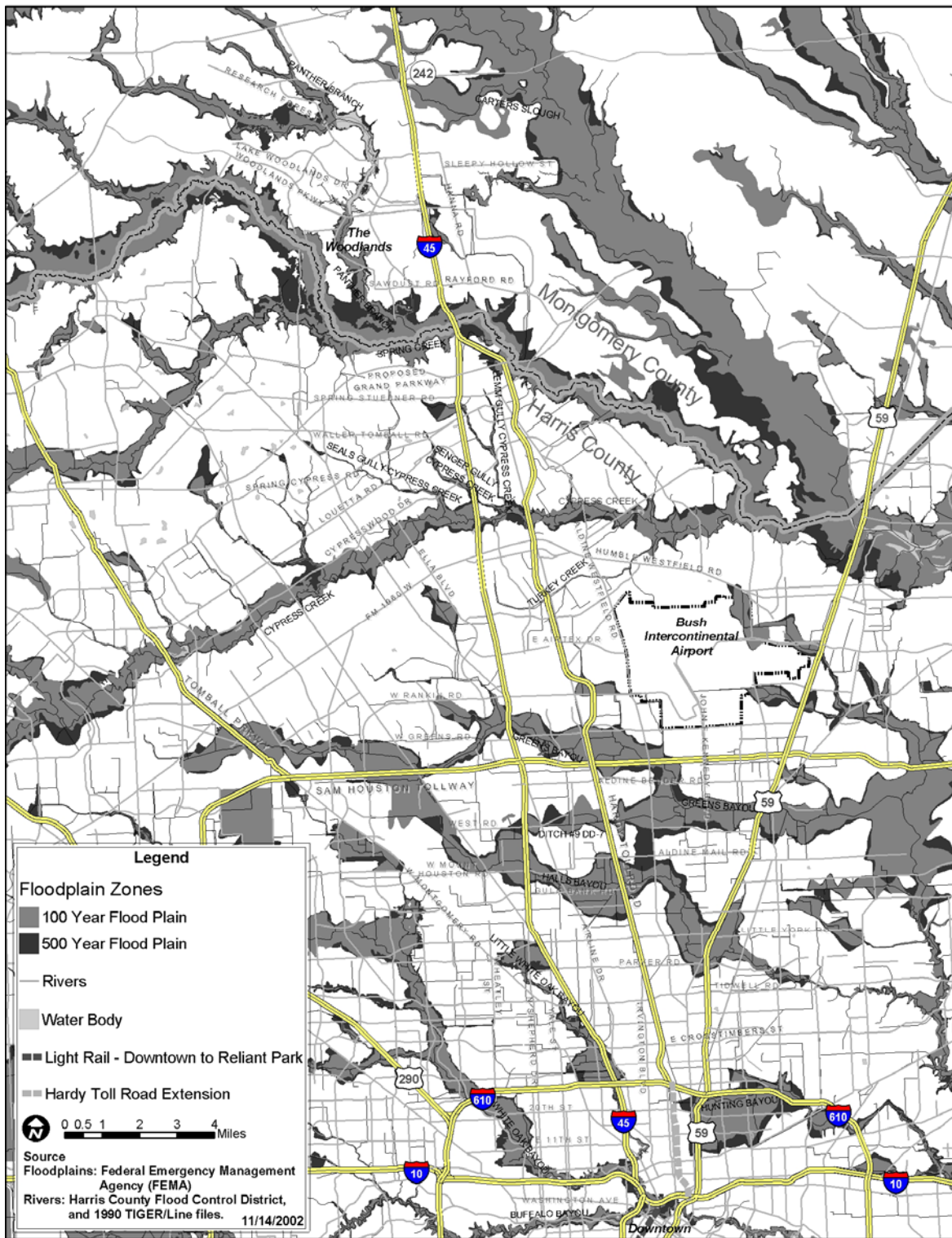
3.10.2 Watercourses

The North-Hardy Corridor is bisected by a number of bayous and streams that flow toward Galveston Bay and the Gulf of Mexico, as shown on the Exhibit 39. These are as follows (from the south to north):

- Buffalo Bayou
- White Oak Bayou
- Little White Oak Bayou
- Hunting Bayou
- Halls Bayou
- Greens Bayou
- Turkey Creek
- Cypress Creek (including Seals Gully, Senger Gully, Lemm Gully)
- Spring Creek (which also forms the County Line between Harris and Montgomery)
- Sam Bell Gully
- Panther Branch
- Carters Slough

There are no major water bodies located within the Corridor, but there are some small ponds and reservoirs, primarily to the northwest of the Corridor in the Spring area and in The Woodlands.

Exhibit 39: Floodplains & Watercourses²²



²² Based on approved FEMA floodplain mapping.

3.10.3 Floodplains

Certain lands adjacent to the bayous and streams within the Corridor have been designated by FEMA as being within the 100-year and 500-year floodplains (as shown in Exhibit 39). FEMA has prepared new preliminary floodplain mapping, taking into account the severe flooding that occurred in the Houston area due to Tropical Storm Allison in June 2001. Approval of the revised FEMA mapping is expected in late-2005. The preliminary revised FEMA floodplain mapping for this area is shown in Exhibit 40.

3.10.4 Assessment of Impact

Care would be needed in the design of any of the Highway Build Alternatives with respect to changes to crossing flood prone areas and watercourses. Impacts of the Build Alternatives on floodplains and watercourses will be reviewed further during schematic design and the environmental review process which is expected to begin following completion of the planning phase.

3.11 Water Quantity & Subsidence

3.11.1 Analysis

Historically, much of the development in the area of the North-Hardy Corridor has been serviced by underground water sources. Hundreds of Municipal Utility Districts (MUDs) have been created in and around Houston over the years to facilitate growth and development where there has been no access to a municipally treated surface water source (see Exhibit 41).

As a result of the amount of growth and development that has taken place and the resulting withdrawal of water from underground aquifers, Harris County is experiencing significant issues related to subsidence. The Harris-Galveston Coastal Subsidence District was created by the Texas Legislature in 1975 to regulate the withdrawal of groundwater “for the purpose of ending subsidence, which contributes to or precipitates flooding, inundation, or overflow of the district, including without limitation rising waters resulting from storms or hurricanes.”²³

The impacts of fluid withdrawal on subsidence have been the subject of investigation in this area for nearly 100 years. “Documented land-subsidence elevations were initially established in 1906. Benchmark relevelings performed in the early 1940's verified that subsidence was occurring; the Baytown area had lowered 3.2 feet, and the Texas City area had subsided 1.6 feet. Measurements in the 1950's continued to document substantial additional subsidence. Subsidence in this region of the gulf coast is most notable in the critical areas along Galveston Bay, where the land surface has sunk as much as 19 feet since 1906, causing serious flooding and inundation.”²⁴

²³ <http://www.hgsubsidence.org/>

²⁴ <http://www.hgsubsidence.org/>

Exhibit 40: Preliminary Revised Floodplains

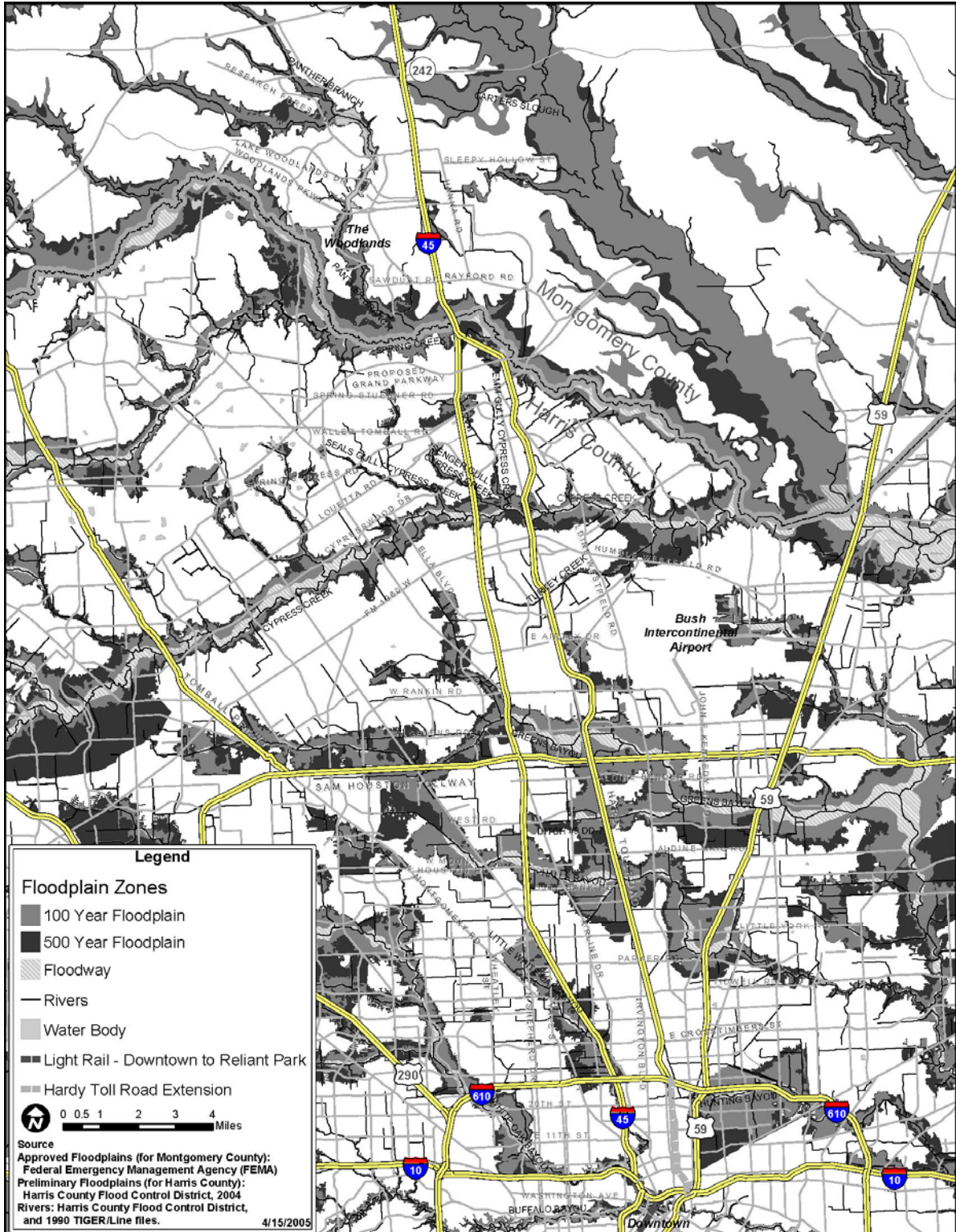
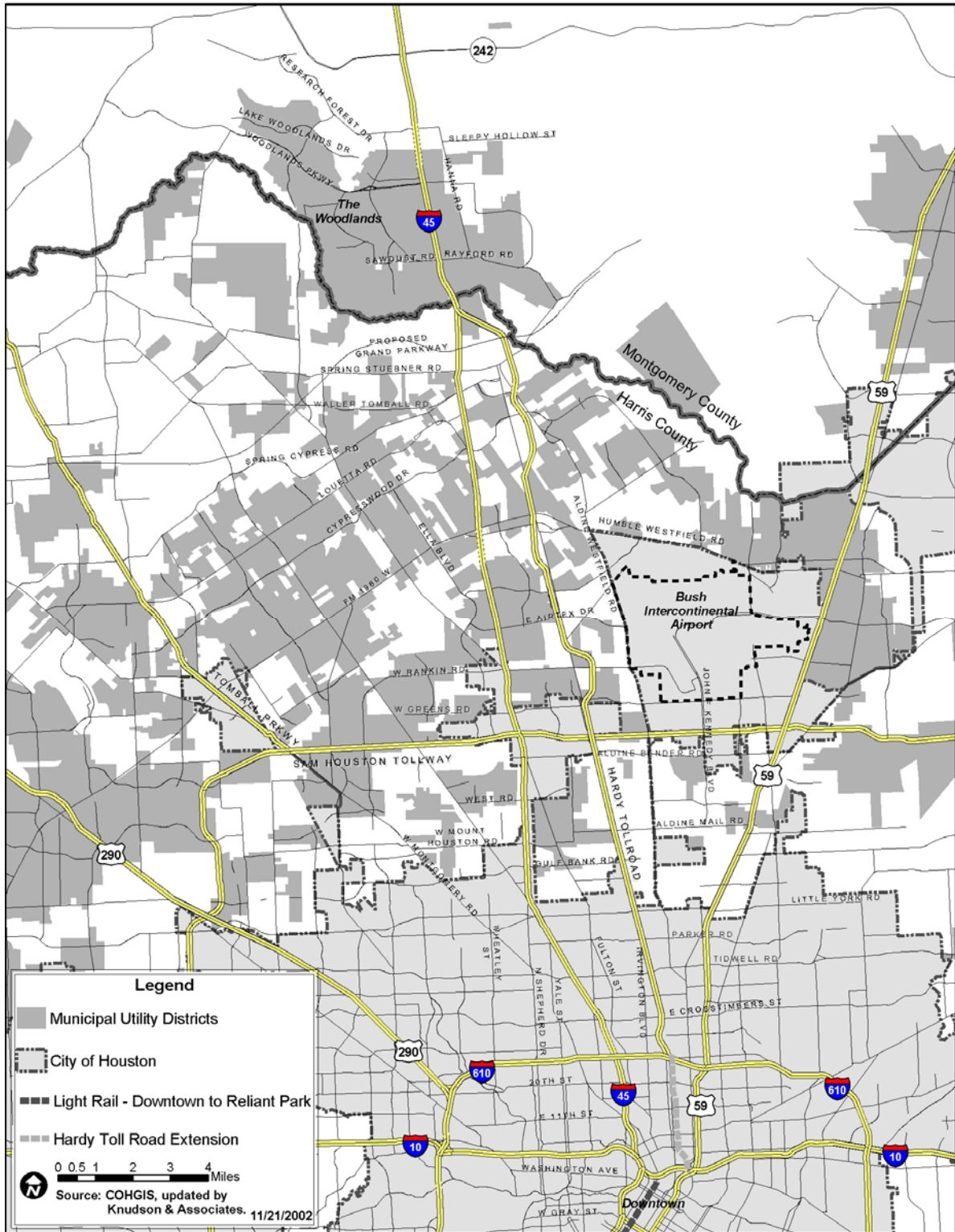
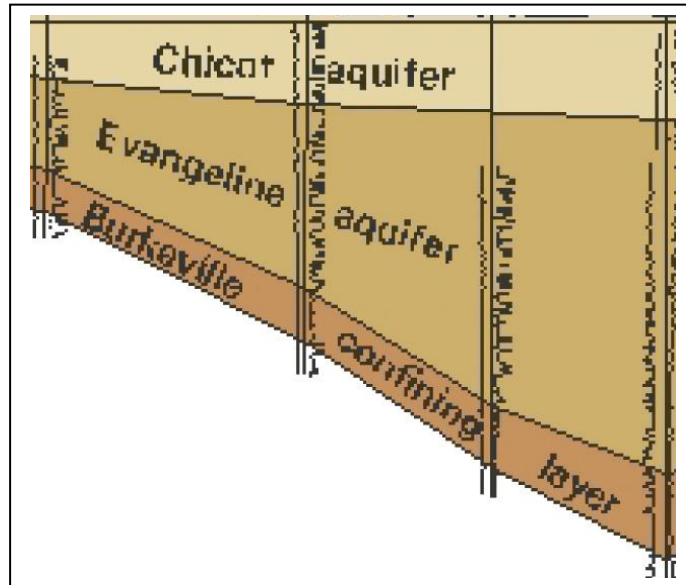


Exhibit 41: Municipal Utility Districts



The underground aquifers within the area of the North-Hardy Corridor (and the Houston region in general) are the Chicot and Evangeline (see Exhibit 42 below). Data concerning the hydrological characteristics of these aquifers has been collected by the City of Houston and the U.S. Geological Survey (USGS) since 1930. Since 1976, the Subsidence District has been compiling hydrologic information on the characteristics of the Chicot and Evangeline aquifers, information on water usage and water supply in Harris and Galveston Counties, and implementing regulatory procedures associated with groundwater regulatory plans. The Subsidence District continues to work on minimizing the potential impacts of subsidence within the region.²⁵

Exhibit 42: Underground Aquifers



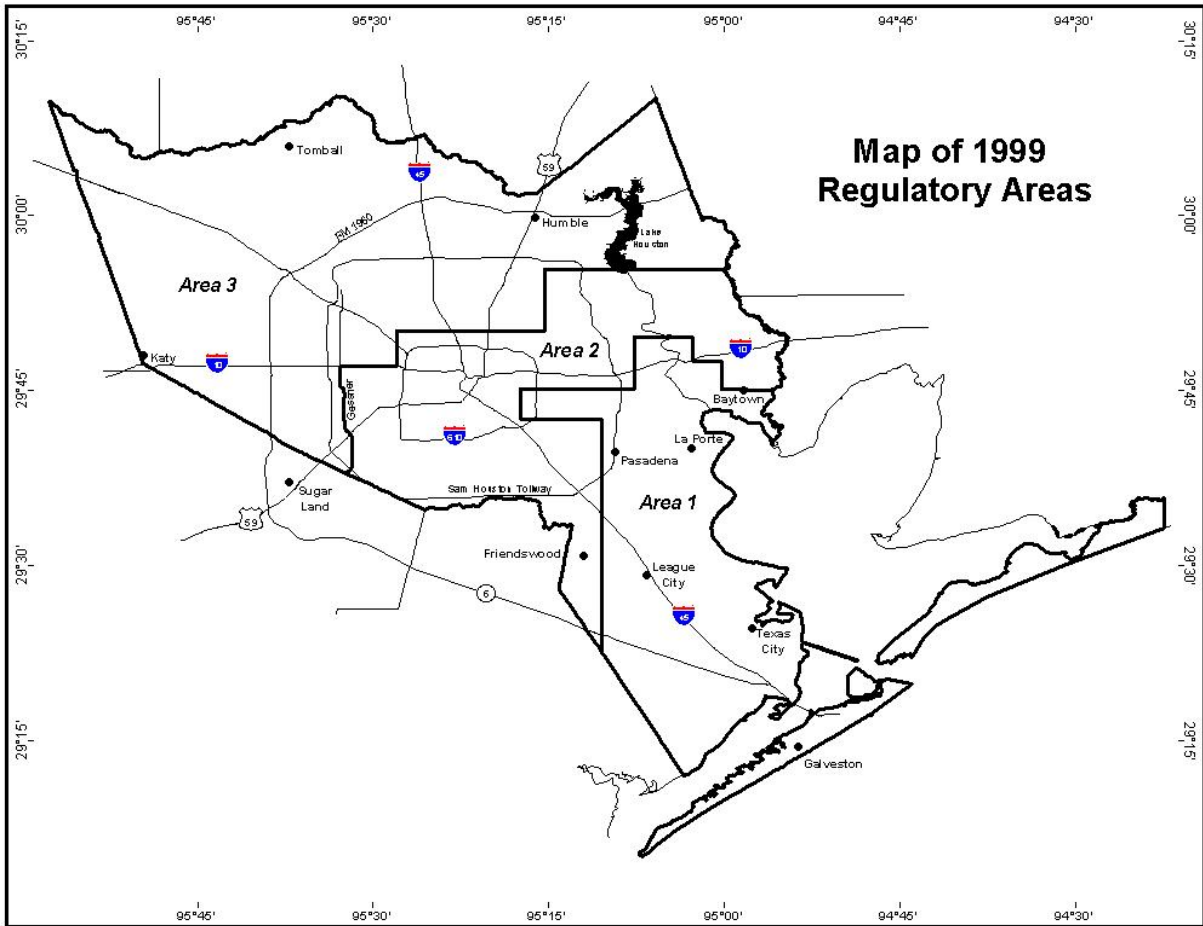
Source: <http://wwwrgaatl.er.usgs.gov/~elkunian/gwmconcept/sld033.htm>

The Subsidence District regulations set out specific mandates for a phased conversion to surface water. In preparing its 1999 District Regulatory Plan, the Subsidence District updated population and water demand forecasts and analyzed their effect on the Chicot and Evangeline aquifers. “The results of these analyses support the need for significant further reductions in groundwater withdrawal.”²⁶ The District’s Regulatory Plan is concerned with reducing the reliance on the use of ground water resources and to foster a greater reliance on surface water sources. In order to accomplish this, the Plan prescribes ratios of groundwater withdrawal to total water demand. The lands under the jurisdiction of the Subsidence District have been divided into three regulatory areas. The majority of the North-Hardy Corridor is located within Regulatory Area 3, with the southerly portion of the Corridor (south of approximately Berry Road) being located within Area 2, as shown in Exhibit 43.

²⁵ <http://www.hgsubsidence.org/>

²⁶ HGCS 1999 Regulatory Plan, Adopted April 14, 1999, page 4.

Exhibit 43: Subsidence District Regulatory Areas



Source: HGCSO 1999 Regulatory Plan, Adopted April 14, 1999

The Subsidence District Regulations for these two areas are as follows:

Area 2

1. Groundwater withdrawal for each permittee must comprise no more than 20 percent of the permittee's total water demand.
2. If a permittee has already established an initial groundwater reduction to 20 percent of their total water demand, then increases in groundwater withdrawal may be permitted so long as the quantity of surface water used is not decreased. Beginning in January, 2001, and continuing thereafter, annual groundwater withdrawals for each permittee must again be not more than 20 percent of the permittee's total water demand.
3. Beginning January, 2001, a disincentive fee will be applied to any groundwater withdrawn that constitute greater than 20 percent of a permittee's total water demand. The disincentive fee will be waived if a permittee has a certified Groundwater Reduction Plan (GRP) and is on schedule with required implementation actions contained within the GRP.

Area 3

Following adoption of the District's Regulatory Plan, the District will require that unconverted permittees begin a planning process to define acceptable methods necessary to meet the groundwater compliance requirements established within this Regulatory Plan.

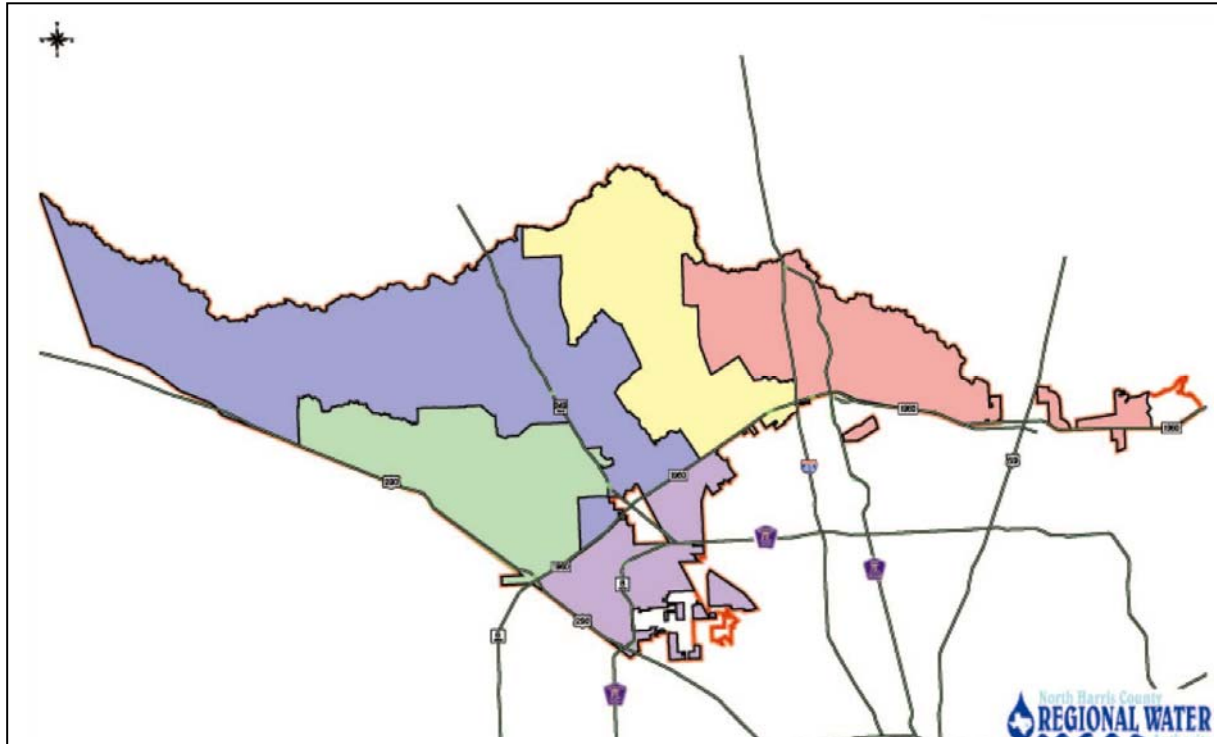
1. Beginning in January, 2003, a permittee (or a group of permittees operating under a single permit, within the same regulatory area) will be required to submit a Groundwater Reduction Plan (GRP) to the District for certification. (Minimum requirements for an acceptable GRP are presented in more detail further in this Regulatory Plan).
2. Beginning in January, 2005, a permittee will be required to provide the District with evidence that construction of the infrastructure defined within the permittee's certified GRP has started.
3. Beginning in January, 2010, a permittee (or a group of permittees operating under a single permit, within the same regulatory area) shall be required to reduce and maintain their groundwater withdrawals to comprise no more than 70 percent of the permittee's total water demand.
4. Beginning in January, 2020, a permittee (or a group of permittees operating under a single permit, within the same regulatory area) shall be required to reduce and maintain their groundwater withdrawals to comprise no more than 30 percent of the permittee's total water demand.
5. Beginning in January, 2030, and continuing thereafter, a permittee (or a group of permittees operating under a single permit, within the same regulatory area) shall be required to reduce and maintain their groundwater withdrawals to comprise no more than 20 percent of the permittee's total water demand.
6. A disincentive fee shall be applied to any groundwater withdrawals that constitute greater than 20 percent of a permittee's (or a group of permittee's operating under a single permit, within the same regulatory area) total water demand if a permittee has not developed and received certification of a GRP by January, 2003 (Item 2 of this section) or if a permittee is not able to provide evidence of construction of the infrastructure defined within the permittee's certified GRP by January, 2005 (Item 3 of this section).
7. A disincentive fee shall be applied to any groundwater withdrawals that constitute greater than 20 percent of a permittee's (or a group of permittee's operating under a single permit, within the same regulatory area) total water demand if a permittee is not in compliance with the reduction schedule found in Items 4, 5, and 6, of this section.²⁷

The southern portion of the North-Hardy Corridor, which is located within Regulatory Area 2, is generally within the City of Houston boundaries. The City's Ground Water Reduction Plan has recently been certified by the Subsidence District as being in compliance with the Regulations. In addition, the City is actively pursuing expansion of its municipal water infrastructure to service areas further north of its existing service area to meet current and projected future water demands within this area.

²⁷ HGCSO 1999 Regulatory Plan, Adopted April 14, 1999, pages 9-10.

The northern portion of the North-Hardy Corridor is located with Regulatory Area 3. A large portion of this area is within the jurisdiction of the North Harris County Regional Water Authority, which was created in 1999 by the Texas legislature to deal with the critical water supply issues facing the area. The Authority's boundaries take the northern portion of the Corridor lying between Beltway 8 and the Harris-Montgomery County boundary at Spring Creek (see Exhibit 44).

Exhibit 44: North Harris County Regional Water Authority



Source: <http://www.nhcrwa.com>

The mandate of the North Harris County Regional Water Authority is to

- To find and assure a long-term supply of quality drinking water at the lowest responsible cost, and in so doing, to:
 - Promote water conservation.
 - Identify/provide cost-effective alternative water sources.
 - Maintain regulatory compliance, and,
 - Encourage intergovernmental cooperation.²⁸

As a single entity with responsibility over an area covered by hundreds of Municipal Utility Districts and individual groundwater permittees, the Authority is required to prepare and submit a GRP to the Subsidence District which sets out an overall strategy for reducing reliance on groundwater. The Authority has submitted a draft GRP for the review and approval of the Subsidence District. The Authority has determined that negotiating a contract with the City of

²⁸ <http://www.nhcrwa.com>

Houston for the provision of surface water is the most logical long-term solution. These negotiations are currently underway.

The lands generally located between Berry Road and Beltway 8, which are not located within either the City of Houston boundaries or within the North Harris County Regional Water Authority, do not currently have an overall water service provider for conversion to surface water. However, the City of Houston is expected to submit a revision to its GRP within the next few months that may bring much of these areas to be within its future service area, along with the lands within the jurisdiction of the North Harris County Regional Water Authority.

3.11.2 Assessment of Impact

There are no significant impacts or apparent long-term obstacles with respect to water quantity for any of the Highway Build Alternatives or the future development potential within the Corridor, as long as surface water sources can continue to be found to meet the general long-term demands within the Houston area in general. Impacts of the Build Alternatives on water quantity and subsidence will be reviewed further during schematic design and the environmental review process which is expected to begin following completion of the planning phase.

3.12 Water Quality

3.12.1 Analysis

Development in the North-Hardy Corridor has traditionally been serviced via groundwater sources. This has not only lead to water quantity problems and subsidence, but also to water quality problems. In the extensive area that lies within several miles of, and generally following the arc of Beltway 8 from IAH west and south to about U.S. 59, many of the MUDs have reported water quality problems with respect to groundwater (i.e. gas intrusion, arsenic, radon). In addition, there are some water quality problems that relate to surface water. The water quality issues for the bayous and streams within the North-Hardy Corridor relate largely to high level of bacteria. Since there have been quite a few known septic system failures in this area, this is a likely contributing factor.

The lands located within the North-Hardy Corridor, and in fact almost all of Harris and Montgomery Counties, are located within the San Jacinto River Basin.²⁹ The Houston-Galveston Area Council (HGAC) study entitled “2001 Basin Summary Report”, prepared under the Texas Clean Rivers Program, reports the following findings and recommendations with respect to water quality for the San Jacinto River Basin:

Findings:

- Elevated bacteria levels continue to be the dominant problem in the basin. Non-point sources (i.e. failing septic systems and animal and pet waste) appear to be the biggest contributor to the problem. Point sources can never be ruled out, illicit discharges and sanitary sewer leaks are ongoing problems that need to be monitored.
- Elevated nutrient loadings are a concern in the upper reaches of the basin. Eight segments exceed state screening criteria for one or more nutrients.
- Toxicity continues to be a problem in the lower portions of the basin (Houston Ship Channel area and upper portions of Galveston Bay). Parameters of concern are

²⁹ <http://www.hgac.cog.tx.us/resources/wq/crp/bhr2002.pdf>

mainly dioxin and copper. Sediment toxicity in Patrick and Vince Bayous is also of concern.

- Dissolved oxygen does not pose a major problem in the basin. Spring Creek is the only segment listed for depressed dissolved oxygen levels. In areas that low dissolved oxygen levels have been found, the cause is most likely due to low flow levels caused by drought.

Recommendations:

- Make basin wide change from fecal coliform monitoring to E. coli and enterococcus. Continue to improve bacteria monitoring throughout the basin.
- Finalize dioxin total maximum daily load (TMDL) in next biennium.
- Conduct systematic watershed monitoring in Peach, Lake and Caney Creeks.
- Conduct special studies in Cypress Creek, Spring Creek and San Jacinto River Tidal to address bacteria, dissolved oxygen, and total dissolved solids (TDS) issues.
- Conduct Houston Ship Channel waste load evaluation.
- Continue to address nutrient concerns through ambient monitoring program.
- Assess habitat and riparian areas at local monitoring sites.³⁰

In Cypress Creek, there are specific water quality concerns regarding bacteria and TDS. The report recommends that a study be conducted to address water quality issues. With respect to Greens Bayou, there are concerns regarding bacteria and possible concerns regarding nutrients. The report recommends that the existing ambient monitoring be continued for Greens Bayou. The report states that for Spring Creek there are concerns regarding dissolved oxygen and bacteria. For White Oak Bayou, there are concerns for bacteria and possible concerns for nutrients.

3.12.2 Assessment of Impact

There are no significant impacts or apparent long term obstacles with respect to water quality for any of the Highway Build Alternatives or the future development potential within the Corridor. Impacts of the Build Alternatives on water quality will be reviewed further during schematic design and the environmental review process which is expected to begin following completion of the planning phase.

3.13 Threatened and Endangered Species

3.13.1 Analysis

The U.S. Endangered Species Act (ESA) requires that the critical habitats for threatened and endangered species be protected.³¹ This relates to both plants and animals. The 1973 Texas Threatened and Endangered Species Regulations provide a list of endangered animals in the state and in 1988 the Texas Parks and Wildlife Department published a list of threatened and endangered plant species for Harris and Montgomery Counties.

³⁰ 2001 Basin Summary Report, HGAC, 2001, page 3.

³¹ <http://www.tpwd.state.tx.us/nature/endang/usendang.htm>

The U.S. Fish and Wildlife Service has advised that there is a Bald Eagle Nest on the east shore of Lake Woodlands. In addition, the Red-Cockaded Woodpecker can be found in the W. Goodrich Jones State Forest (to the north of SH 242 and west of IH-45).³² Other than that, there are no federally listed or proposed threatened or endangered species currently known to occur within the North-Hardy Corridor.

3.13.2 Assessment of Impact

The habitat areas mentioned above are quite well removed from any of the Highway Build Alternatives. No impacts on threatened or endangered species are anticipated. Impacts of the Build Alternatives on threatened and endangered species will be reviewed further during schematic design and the environmental review process which is expected to begin following completion of the planning phase.

3.14 Environmental Site Assessment

3.14.1 Analysis

Exhibit 45 shows the location of hazardous waste sites and federal/state Superfund Sites. None of the Highway Build Alternatives would be directly impacted by the location of these sites.

There are a variety of oil fields located within the study area, including the following:

- Rayford Oil Field, in the vicinity of Rayford Road/Spring Creek, either side of IH-45
- Bammel Oil and Gas Field, northwest of IH-45/Kuykendahl/Rankin Road
- Oil and Gas field north and west of Veteran's Memorial Boulevard /West Mount Houston

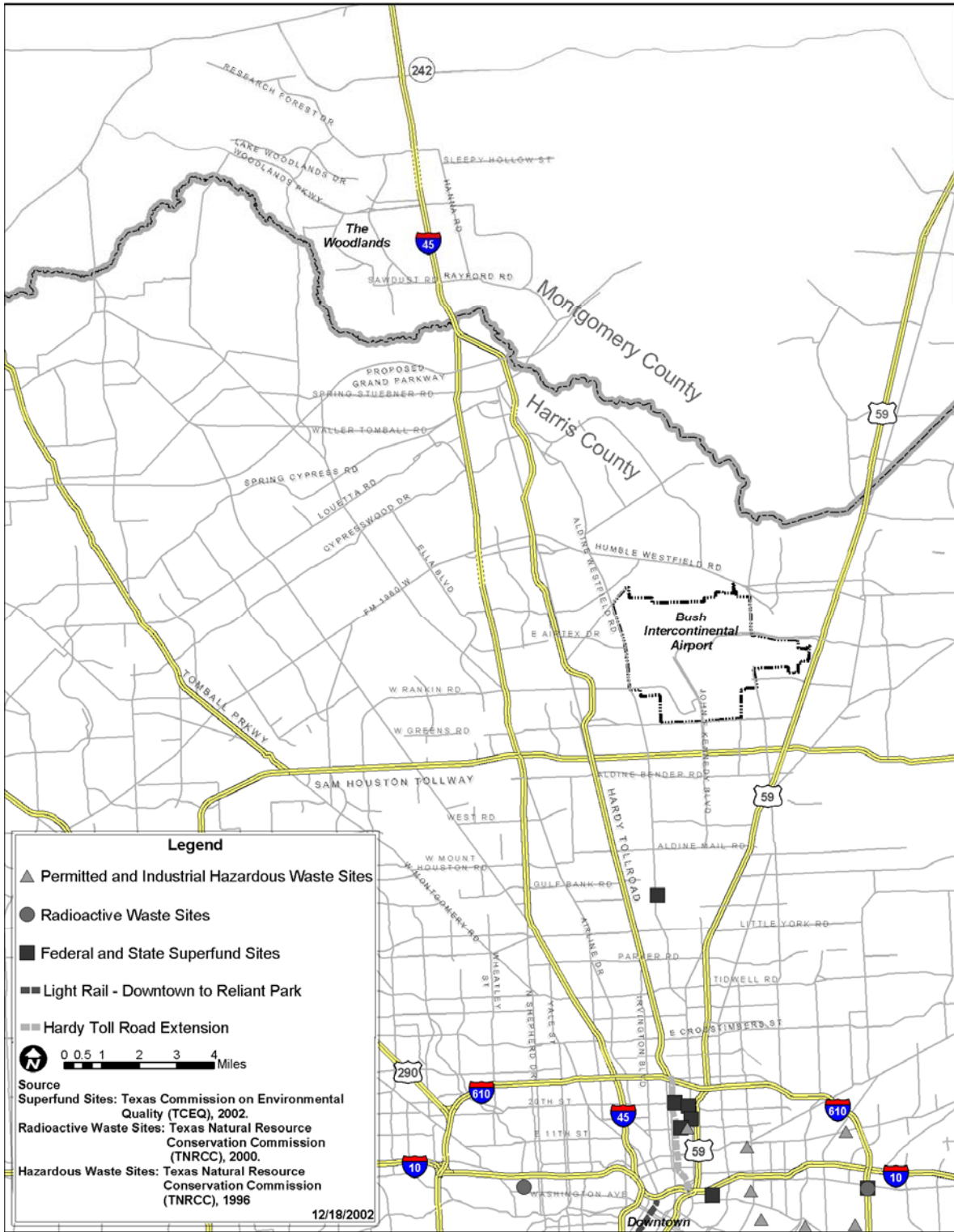
There are several large-scale industrial sites in the vicinity of the North-Hardy Corridor, including the Hardy Rail Yard area that is currently being planned for redevelopment, and the industrial area near U.S. 59 and Collingsworth (also mentioned above as being a Superfund Site.) There are also numerous pipelines (about 12) and rail crossings of the Corridor.

3.14.2 Assessment of Impact

Impacts from hazardous waste sites or other potential environmental issues are not anticipated. Impacts of the Build Alternatives with regard to environmental issues will be reviewed further during schematic design and the environmental review process which is expected to begin following completion of the planning phase.

³² Source: Edith Erling, U.S. Department of the Interior, Fish and Wildlife Service, November 2002

Exhibit 45: Hazardous Waste and Superfund Sites



3.15 Historical Resources

3.15.1 Introduction

With respect to cultural resources, the most significant portion of the North-Hardy Corridor centers almost entirely on the neighborhoods south of the IH-610 North Loop. While there are scattered groupings of older (i.e., 50 years old or older) houses north of IH-610, they are not architecturally noteworthy, and unless there are strong countervailing historical associations that link these buildings as part of a grouping (viz., Old Spring village), or which invest certain of the buildings individually with special historical associations, they do not appear to be significant. This is also true of the commercial development along the Hardy Toll Road and North Freeway rights-of-way, where all but a handful of the buildings appear to be products of the recent past (in most instances, 30 years old or less). Only seven-eight buildings north of the IH-610 North Loop were thought significant or notable.

In the area south of the IH-610 North Loop, however, there are a number of potential historic districts, and roughly a dozen or so individual stand-alone resources potentially eligible for local, state landmark consideration. These exist chiefly along the North Main Street-Airline Drive corridor, and to a lesser degree, along the Fulton-Airline corridor. Some of the districts may qualify for the National Register of Historic Places.

Based upon the historic resource information contained in several current community plans (e.g., Northside Village Economic Revitalization Plan, June 2002), as well as input from the Houston Planning & Development Department, the Highway Build Alternatives appear to be in proximity to the following potential historic districts:

- Warehouse District (below the Southern Pacific RR tracks/Harriman-Liberty Road)
- Northside Village
 - Noble-Cascara-Little/Dickinson Tracts (Maury to North Main south of Quitman)
 - Glen Park (just east of Woodland Heights, south of Holy Cross-Hollywood Cemetery)
 - East Germantown (west from North Main to White Oak Bayou)
- Silverdale (adjoining Fulton at Calhoun)
- Union Pacific Rail Yard (at Burnett and Chestnut)
- Woodland Heights

There is a high potential of causing an “adverse effect” on historic resources where highway improvements traverse these potential historic districts. “Adverse effect” can be defined as demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the physical characteristics that justify the classification as an historic resource are materially impaired. Note that the introduction of new permanent visual elements that further diminish the ability of the setting to convey the time period to which the resource belongs, or its physical association to that setting, is considered a significant effect.

Warehouse District

The grouping of buildings between White Oak Bayou and Buffalo Bayou below Harriman-Liberty Road are part of a possible historic district already documented by the City of Houston. There are three buildings on North Main Street corridor contains that are probably contributors to that district, including:

- 300 North Main – Utility Warehouse Building (circa late nineteenth century)

- 407 North Main – Jacobs Warehouse
- 417 North Main – Houston Handbag Company

Northside Village

There are several potential individual landmarks and a number of potential historic districts within the Northside Village Economic Revitalization Plan area. Due to the +50 year-old average age of a majority of the buildings there, the potential exists that other districts may be delineated in the future, and that buildings could be considered contributing resources.

- Noble-Cascara-Little/Dickinson Tract

This is a large grouping of commercial, residential and institutional buildings bounded by North Main, Quitman, Burnett and Maury Streets. It is a fairly cohesive neighborhood consisting of numerous Queen Anne, Transitional Victorian and Craftsman style-influenced bungalows, and several buildings that are individually eligible for landmark status (e.g., Jefferson Davis Senior High School, 1200 Quitman Street; Briscoe & Dixon et al, architects). A majority of the buildings along the North Main Street corridor are contributing resources within this district (viz., the larger commercial buildings, fraternal societies, a theater, etc.).

- Glen Park District

Along the westside of North Main Street are buildings consisting of modest Transitional Victorian cottages and Craftsman bungalows from the early twentieth century and last several years of the nineteenth century (Exhibits 46 and 47). While not individually distinguished in architectural terms, they appear to be part of a district referenced as such in the Northside Village Economic Revitalization Plan.

Exhibit 46: Houses Along the West Side of North Main St. – Between Cosmos and Oleander Streets (contributing resources to potential district)



Exhibit 47: House Along the West Side of North Main St. – Near Oleander contributing resource to potential district)



East Germantown District

The district includes the subdivisions between North Main and White Oak Bayou below Quitman. The neighborhood contains a large grouping of Queen Anne style cottages and Craftsman style bungalows. The Lee Elementary School (2101 South Street; Alfred C. Finn, architect) and the Southern Pacific Hospital (2015 Thomas Street) are part of the grouping. The two buildings appear to be individually eligible for landmark status. Some of the specific resources of concern within the Corridor include:

- 1923 North Main (Probably an old fraternal organization building originally.)
- 2023 North Main – “Label Warehouse”.
- 2109 North Main – “Ay Chiwawa Tacos.” Folk design; remodeled early twentieth-century gas station.

The Norhill North-Stude neighborhood historic district (at De George Street) borders this area. Other resources bordering this district include:

- 4410 North Main – Christ the King Catholic Church – an architecturally and historically significant resource.
- 4307 North Main (at Airline Drive) – Admiral Motel – a fanciful roadside architectural design.
- North of the IH-610 North Loop – 4400 Block of Airline Drive (eastside of street, north of Neyland Street):

Adjoining residences set far back from roadway on large lots that back up to Little White Oak Bayou. These fairly high style residences – possibly architect-designed, potentially landmark eligible locally – are noteworthy in their neighborhood setting of modest homes:

- One-story, brick Mediterranean Revival residence, circa 1930
- One-and-one-half story American Colonial Revival residence, circa 1940 (Exhibit 48)
- Adath Israel Cemetery (just south of Berry Road). Possibly eligible for local landmark status.
- Memorial Baptist Church (at northwest corner of Gulf Bank and Airline Road). Classic southern American Colonial Revival church design – red brick; pedimented portico with columns across front façade; steeple. Circa 1950. The building is probably eligible for local landmark status.

Exhibit 48: Colonial Revival Style House – 4400 Block of Airline Drive



3.15.2 Assessment of Impact

No formal determination of effects per the Criteria of Effect (the measures specified for assessing impacts for federally-assisted projects) has been made at this point in project

planning, nor should a property being included in this section be considered as a determination. It is important, however, to identify situations that which could cause an “adverse effect” on historic resources, so that planning and design considerations to avoid such situations can take place during schematic design and the environment review process. An “adverse effect” could arise from alteration of the resource or its immediate surroundings such that the physical characteristics that justify the classification as an historic resource might be materially impaired. Periodic review during the design phase will be undertaken to determine whether such situations are developing and ways that adjustments can be made to avoid or lessen potential adverse effects.

3.16 Archeological Resources

The Highway Build Alternatives pass through areas where there is the likelihood of encountering archeological resources. The likelihood is based on both the known settlement and development in the area beginning in the 19th century, as well as the probability of Native American occupation of areas near major streams. NEPA documentation will require a thorough records search, and perhaps some field investigations will be necessary to determine whether such resources would qualify for listing in the National Register of Historic Places (NRHP). This investigative report is subject to consultation with the State Historic Preservation Officer under Section 106, with regard to the eligibility of resources for the NRHP and anticipated effects to those resources by the proposed project. In addition, a Section 4(f) impact analysis must report whether the proposed project would make "use" of archeological resources determined eligible for the NRHP.

3.17 Park Resources

The Highway Build Alternatives pass near city and county parks. NEPA documentation will require an assessment of impacts to parks arising from the proposed transportation improvement. A limiting distance from the proposed Build Alternatives in which impacts would be likely to accrue to parks, typically 500 feet, should be established in consultation among the park agencies, TxDOT, and FHWA. In addition to reporting impacts in an environmental assessment or environmental impact statement, a separate Section 4(f) impact report would need to be prepared. The Section (4) report must document whether there are direct uses (i.e., acquisition of park property), substantial construction-period impacts, or constructive use of park property (indirect impacts of such magnitude as to diminish the intended functions of a park). If these types of use are shown, then the report must also document avoidance alternatives and all reasonable planning efforts to reduce harm.

3.18 Construction Impact

3.18.1 Introduction

Construction of the Highway Build Alternatives has the potential to cause intermittent, short-term impacts on the surrounding communities, businesses and the natural environment. These impacts may include noise, vibration, air quality, water quality, disruption to existing businesses and residential areas. If properly planned and scheduled, these types of impacts can be mitigated to minimize their effects.

This section provides an overview of the potential construction impacts and the potential impacts that should be considered in greater detail once the Draft Recommended Highway Alternative is selected and the likely construction time horizon can be better determined.

3.18.2 Capital Improvements by Others

Once the Draft Recommended Highway Alternative is selected, the most up-to-date information concerning other capital improvements should be reviewed to determine whether there are any potential conflicts with the construction schedule and phasing. Sources that should be consulted include the following:

- City of Houston's Capital Improvement Program
- METROSolutions construction schedule
- Harris County Flood Control District's proposed improvements
- Harris County Toll Road Authority proposed improvements

Every effort should be made by the above agencies and TxDOT to ensure that capital improvements are well coordinated to maximize opportunities and eliminate duplication. One of the ways to help achieve this goal is to coordinate all related improvements in a particular right-of-way within a phased construction schedule.

3.18.3 Noise

Noise impacts during construction could potentially be generated by heavy equipment. Anticipated levels of noise, and the techniques for mitigation, would be similar to those used for other TxDOT freeway improvements.

Once the Draft Recommended Highway Alternative is selected, the potential impacts from noise should be more closely evaluated. One of the main ways to minimize the impacts of noise would be to limit the highest noise producing activities (such as hauling, jack hammering, and the use of other demolition equipment) near residential areas during evening hours and on weekends and holidays. Furthermore, engine-powered equipment can be required to have mufflers installed according to the manufacturer's specification and all equipment can be required to comply with pertinent equipment noise standards of the EPA.

3.18.4 Cultural Resources

The potential short-term impacts from construction on cultural resources could include dust, noise and vibration. This would be temporary and would likely not harm any of the existing resources; however, any potential impacts on cultural resources from construction activities should be more closely evaluated once the Draft Recommended Highway Alternative is selected.

The construction project specifications should include provisions such as site watering to minimize dust. Short-term noise and vibration impacts could be mitigated by limiting construction times and by ensuring that all equipment has proper mufflers and shrouds. Restricting and monitoring vibration producing activities could keep vibration impacts from construction at a minimum.

3.18.5 Air Quality

Construction related impacts, although being short-term and intermittent, could include increased dust and emissions from construction equipment and activities, as well as increased emissions from idling vehicles caused by traffic disruption and delays.

The potential impacts on air quality should be more closely examined once the Draft Recommended Highway Alternative is selected. Some of the techniques to help reduce potentially adverse effects of dust include minimizing land disturbance, using watering trucks to minimize dust, covering trucks when hauling dirt and transferring material, and using

windbreaks. In order to minimize the amount of emissions generated, every effort should be made during construction to limit disruption to traffic, especially during peak travel times.

3.18.6 Water Quality and Runoff Control

Once the Draft Recommended Highway Alternative is selected, a stormwater pollution prevention plan must be prepared as required by the Texas Pollution Discharge System (TXPDES). These regulations protect the receiving stream from pollution from runoff. Techniques to prevent erosion and sediment runoff include the use of fencing or hay bales.

3.18.7 Surrounding Neighborhoods and Businesses

Potential impacts on the adjoining community, in addition to those issues mentioned above, can include the following:

- Increased on-street parking in residential areas due to displacement or disruption of access.
- Increased cut-through traffic in residential areas due to traffic diversion.
- Decreased points of access and reduced on-street parking for customers of local businesses.

Every effort should be made to minimize impacts of construction on surrounding areas. Techniques such as phasing of construction activities and properly maintaining construction schedules should be employed.

4.0 Transportation Impacts

4.1 Introduction

The travel demand modeling networks for this project were developed based on H-GAC regional travel model for eight counties: Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, Montgomery and Waller. The entire H-GAC regional model was used in the modeling of the IH 45 corridor in order to maintain the integrity of the original modeling network structure and the capability to predict the region-wide impact of transportation alternatives.

The H-GAC travel demand model was developed on the EMME/2 platform with a complicated chaining process. This model follows the traditional four-step process of trip generation, trip distribution, mode split and traffic assignment. The trip generation models yield person trip estimates for home-based work, home-based school, home-based shopping, home-based other and non-home-based purposes. Estimates of vehicle trips by trucks and taxis, external-local, and external-through purposes are generated. Trip distribution is performed for each of the internal trip purposes using the Atomistic Trip Distribution Module, which is the variation of the gravity model that controls trip length frequency as well as productions and attractions. The peak period models are applied to provide estimates of peak period highway travel times for input to the mode choice process. Following the base year mode split analysis, the vehicle trip tables are prepared, which are then combined and converted from production-to-attraction (P-A) format to origin-to-destination (O-D) format for assignment to the 24-hour network.

The base modeling networks that were provided by H-GAC included all the demographic and network related files describing the 2025 network. The 2025 network is the H-GAC horizon-year network which includes all the committed and planned projects to be completed between 2002 and 2025.

Analysis of traffic and travel demand data involves comparing the projected volume of traffic expected to use a roadway to a theoretical capacity for that roadway. Roadway capacity is generally determined by the number of through travel lanes. This comparison of traffic volume to roadway capacity is referred to as the volume to capacity ratio (V/C). V/C ratios are equated to a measure called Level of Service (LOS). A description and the V/C ratios for the letter designations for LOS is presented in Exhibit 49.

Exhibit 49: Level of Service (LOS) Definitions for Roadways

LOS	Traffic Flow	Volume/Capacity Ratio
A	Free flow speeds; low volumes	0.34
B	Reasonable free flow speeds with speeds being affected by traffic volumes	0.56
C	Stable traffic flow with limitations on traffic maneuvers	0.76
D	Approaching unstable traffic flow; minor incidents cause traffic queuing	0.90
E	Unstable flow; volume at or near roadway capacity;	1.00
F	Forced flow; long traffic queues and significant delay	over 1

Source: 2000 Highway Capacity Manual

Exhibit 50 summarizes the travel demand modeling results for all the IH-45 alternatives.

Exhibit 50: Summary of Travel Demand Modeling Results for Highway Alternatives

	Volume	Number of Lanes	Capacity	V/C	LOS	Peak Speed
Existing Conditions (2003)	8 lanes with 1 one-way reversible HOV lane					
IH 10 to IH 610	257,000	8	217,500	1.18	E	34 mph
IH 610 to Beltway 8	317,000	8	217,500	1.46	E	27 mph
Beltway 8 to FM 1960	295,000	10	268,000	1.10	E	36 mph
FM 1960 to SH 242	222,000	8	196,500	1.13	E	35 mph
HOV (one-way reversible)	8,200	1	17,000	0.48	B	55+ mph
No-Build (2025)	8 lanes with 1 one-way reversible HOV lane					
IH 10 to IH 610	269,727	8	217,500	1.24	E	32 mph
IH 610 to Beltway 8	314,794	8	217,500	1.45	E	27 mph
Beltway 8 to FM 1960	324,991	10	268,000	1.21	E	33 mph
FM 1960 to SH 242	242,263	8	196,500	1.23	E	33 mph
HOV (one-way reversible)	17,456	1	17,000	1.03	E	38 mph
Build Alternative 1 (2025)	10 lanes with 2 one-way reversible lanes					
IH 10 to IH 610	275,786	10	268,000	1.03	E	38 mph
IH 610 to Beltway 8	321,595	10	268,000	1.20	E	33 mph
Beltway 8 to FM 1960	340,994	10	268,000	1.27	E	32 mph
FM 1960 to SH 242	245,668	8	196,500	1.25	E	32 mph
HOV (one lane reversible)	10,100	1	17,000	0.59	B	55+ mph
Build Alternative 2 (2025)	8 lanes with 4 managed lanes					
IH 10 to IH 610	250,648	8	217,500	1.15	E	35 mph
IH 610 to Beltway 8	295,320	8	217,500	1.36	E	30 mph
Beltway 8 to FM 1960	321,404	10	268,000	1.20	E	33 mph
FM 1960 to SH 242	242,632	8	196,500	1.23	E	33 mph
Managed Lanes	70,837	4	95,700	0.74	C	55 mph
Build Alternative 3 (2025)	10 lanes with 2 HOV lanes (barrier separated)					
IH 10 to IH 610	262,948	10	268,000	0.98	E	39 mph
IH 610 to Beltway 8	309,954	10	268,000	1.16	E	34 mph
Beltway 8 to FM 1960	326,680	10	268,000	1.22	E	33 mph
FM 1960 to SH 242	242,632	8	196,500	1.23	E	33 mph
HOV lanes	23,837	2	47,850	0.50	B	55+ mph
Build Alternative 4 (2025)	10 lanes with 2 HOV lanes (non-barrier separated)					
IH 10 to IH 610	262,948	10	268,000	0.98	E	39 mph
IH 610 to Beltway 8	309,954	10	268,000	1.16	E	34 mph
Beltway 8 to FM 1960	326,680	10	268,000	1.22	E	33 mph
FM 1960 to SH 242	242,632	8	196,500	1.23	E	33 mph
HOV Lanes	23,837	2	47,850	0.50	B	55+ mph
Build Alternative 5 (2025)	8 lanes with 2 HOV lanes (barrier separated)					
IH 10 to IH 610	269,727	8	217,500	1.24	E	32 mph
IH 610 to Beltway 8	314,794	8	217,500	1.45	E	27 mph
Beltway 8 to FM 1960	324,991	10	268,000	1.10	E	33 mph
FM 1960 to SH 242	242,263	8	196,500	1.13	E	33 mph
HOV Lanes	23,837	2	47,850	0.50	B	55+ mph
Build Alternative 6 (2025)	8 lanes with 2 HOV lanes (non-barrier separated)					
IH 10 to IH 610	269,727	8	217,500	1.24	E	32 mph
IH 610 to Beltway 8	314,794	8	217,500	1.45	E	27 mph
Beltway 8 to FM 1960	324,991	10	268,000	1.10	E	33 mph
FM 1960 to SH 242	242,263	8	196,500	1.13	E	33 mph
HOV Lanes	23,837	2	47,850	0.50	B	55+ mph

4.2 Assessment of Impact

No-Build Alternative

The 2025 no-build scenario applies 2025 demographic data to the 2000 modeling network. It represents an assumption that no construction or transportation projects are implemented in the IH-45 corridor between 2000 and 2025. The scenario is intended to demonstrate what will happen to the traffic in the network when the population and employment continue to grow normally while the transportation network remains unchanged. With the No-Build Alternative, V/C ratios reach as high as 1.45 (between IH 610 and Beltway 8). The LOS in the general purpose lanes as well as the one-way reversible HOV lane are expected to be E. Average vehicle minutes of delay are expected to be the highest of all of the alternatives evaluated.

Highway Build Alternative 1

This alternative involves adding two lanes general purpose capacity and two reversible, special purpose lanes to IH 45 bringing the facility to 12 lanes from IH-10 to Beltway 8. This build alternative does improve the V/C ratios over the No-Build for both the general purpose lanes and the HOV lane. Average vehicle minutes of delay are expected to be the third highest of all of the alternatives evaluated.

Highway Build Alternative 2

This build alternative consists of a 12-lane cross section with 8 general purpose lanes and 4 managed lanes. This build alternative does improve the V/C ratios over the No-Build for both the general purpose lanes and the managed lanes. Traffic is diverted from the general purpose lanes to the managed lanes under this scenario. Average vehicle minutes of delay are expected to be the second lowest of all of the alternatives evaluated.

Highway Build Alternative 3

This build alternative consists of a 12-lane cross section with 10 general purpose lanes and 2 HOV lanes. The HOV lanes would be barrier separated. This build alternative does improve the V/C ratios over the No-Build for both the general purpose lanes and the HOV lanes. Average vehicle minutes of delay are expected to be the lowest of all of the alternatives evaluated.

Highway Build Alternative 4

This build alternative consists of a 12 lane cross section with 10 general purpose lanes and 2 HOV lanes. The HOV lanes would be non-barrier separated. From a travel demand perspective, Build Alternative 4 performs the same as Build Alternative 3. This build alternative does improve the V/C ratios over the No-Build for both the general purpose lanes and the HOV lanes. Average vehicle minutes of delay are expected to be the lowest of all of the alternatives evaluated.

Highway Build Alternative 5

This build alternative consists of a 10-lane cross section with 8 general purpose lanes and 2 HOV lanes. The HOV lanes would be barrier separated. This build alternative does not improve the V/C ratios over the No-Build for the general purpose lanes. The V/C ratio in the HOV lanes would be improved over the No-Build alternative. Average vehicle minutes of delay are expected to be the next to highest of all of the alternatives evaluated.

Highway Build Alternative 6

This build alternative consists of a 10-lane cross section with 8 general purpose lanes and 2 HOV lanes. The HOV lanes would be non-barrier separated. From a travel demand

perspective, Build Alternative 6 performs the same as Build Alternative 5. This build alternative does not improve the V/C ratios over the No-Build for the general purpose lanes. The V/C ratio in the HOV lanes would be improved over the No-Build alternative. Average vehicle minutes of delay are expected to be the next to highest of all of the alternatives evaluated.

5.0 Cost Estimates

Conceptual capital costs were developed based on per mile unit cost provided by TxDOT. Revisions were made to reflect the most currently available per mile unit costs based on recent construction costs. **These conceptual costs are preliminary, planning-level estimates developed to allow comparisons between the alternatives and not to serve as a final engineered cost for any of the alternatives.** Exhibit 51 summarizes the conceptual capital costs for the viable build alternatives. The majority of each estimate can be attributed to the approximately 11.5 miles between IH 10 and Beltway 8 where the majority of the freeway reconstruction as well as the reconstruction of the IH 45/IH10, IH 45/IH 610 and IH45/Beltway 8 interchanges are anticipated. From Beltway 8 to FM 1960, the anticipated construction would involve removing the existing one-way reversible HOV lane and reconfiguring the existing pavement to accommodate a single HOV/HOT in each direction. From FM 1960 to SH 242, the anticipated modifications to IH 45 would involve restriping of the existing pavement to accommodate a single HOV/HOT in each direction.

Exhibit 51: Conceptual Capital Costs of Alternatives

Conceptual Alternative	Revised Conceptual Capital Costs (based on 2004 per mile costs)
Build Alternative 1	\$2,191,000,000
Build Alternative 2	\$2,113,000,000
Build Alternative 3	\$2,209,000,000
Build Alternative 4	\$2,174,000,000
Build Alternative 5	\$2,137,000,000
Build Alternative 6	\$2,095,000,000

Source: Carter & Burgess, 2005

6.0 Evaluation of Alternatives

6.1 Goals Attainment

The goals for the North-Hardy Planning Studies were derived from the 2022 Metropolitan Transportation Plan (MTP) and METRO 2025 Transit System Plan as described in Section 1. The analysis of highway alternatives for the North-Hardy Corridor specifically addressed the MTP goal for increasing mobility. Early in the planning process, the community asked the consultant team to first maximize the use of transit, including AHCT, in the Corridor and maximize the use of the Hardy Toll Road before considering expansion of IH-45. This request was honored. The transit alternatives and findings were completed first, and their results were factored into the examination of potential highway options.

6.2 Community and Political Positions

The North-Hardy Planning Studies were conducted with extensive community outreach and consensus-building. (See Section 7 for specifics.) Throughout the conduct of these studies there were 15 formal stakeholder meetings, 12 public meetings, and 104 small group or one-on-one meetings. These contacts with elected officials and interested citizens have allowed the Carter & Burgess team to hear first hand the community's desires and concerns. This input has been woven into the technical findings to produce reasonable outcomes.

6.3 Evaluation of Highway Build Alternatives

Each of the Highway Build Alternatives was evaluated using criteria established at the beginning of the Alternatives Analysis. The evaluation criteria included the following:

- Mobility Improvements/Demand Potential
- Conceptual Capital Cost
- Regional Connectivity
- Ease of Implementation
- Environmental Impacts
- Community Impacts

Early in the public involvement process, an attempt was made to use very technical interpretations of these evaluation criteria. The detailed matrix used to evaluate and screen the long list of alternatives proved to be confusing and difficult for the public to understand. Although the matrix did allow a short list of alternatives to be formulated, a modified approach to evaluating the short list was employed. Because most people understand the concept of a report card, the evaluation criteria were "graded" on a scale of "A" through "F". The following section defines the grading system for each criterion, and Exhibit 52 summarizes the detailed evaluation of the different short list alternatives.

Exhibit 52: Evaluation of Highway Build Alternatives

Criteria	No Build	Build Alternative 1	Build Alternative 2	Build Alternative 3	Build Alternative 4	Build Alternative 5	Build Alternative 6
Mobility Impacts	F	C	B	A	A	D	D
Conceptual Capital Cost	n/a	F	B	F	D	C	A
Regional Connectivity	F	C	B	A	A	D	D
Ease of Implementation	n/a	D	B	D	D	D	D
Environmental & Community Impacts	B	C	C	C	C	C	C
Final Grade	D	D+	B-	C	C+	D+	C-
Ranking	7	5	1	3	2	5	4

6.4 Mobility Impacts

6.4.1 Detailed Criteria

The goal of improved mobility is assessed based on the handling of current travel demand as well as the accommodation of future travel demand. A common measure of mobility is highway Level of Service (LOS). Unfortunately, with IH-45, the general purpose lanes in all sections operate at LOS E. Therefore a new measure of mobility was developed – vehicle hours of delay. Vehicle hours of delay for each alternative were calculated based on the difference in travel time for the average speed as compared to 55 mph. The time delay in minutes was multiplied times the number of vehicles expected to experience the delay. Minutes of daily delay were then converted to hours of daily delay. The ratings for vehicle hours per day that were used in the analysis of mobility impacts are shown in Exhibit 53.

Exhibit 53: Mobility Ratings – Vehicle Hours per Day

RATINGS:
A – lowest vehicle hours of delay
B – next to lowest vehicle hours of delay
C – average vehicle hours of delay
D – next to highest vehicle hours of delay
F – highest vehicle hours of delay

6.4.2 Detailed Evaluation

No-Build Alternative

Future travel demand for the No-Build alternative is projected to result in V/C ratios much worse than current conditions. In 2003, IH 45 travelers experienced 125,182 vehicle hours of delay. The No-Build alternative is projected to increase the vehicle hours of delay to 148,650. As a result, the No-Build alternative received an “F” for the mobility impacts criterion.

Build Alternative 1

Future travel demand for Build Alternative 1 is projected to result in V/C ratios slightly better than current conditions and much better than the No-Build alternative. Build Alternative 1 is projected to increase vehicle hours of delay to 131,992. As a result, this alternative received a “C” for the mobility impacts criterion.

Build Alternative 2

Future travel demand for Build Alternative 2 is projected to result in V/C ratios slightly better than current conditions and much better than the No-Build alternative. Build Alternative 2 is projected to increase vehicle hours of delay to 131,011. As a result, this alternative received a “B” for the mobility impacts criterion.

Build Alternative 3

Future travel demand for Build Alternative 3 is projected to result in V/C ratios much better than current conditions and the No-Build alternative. Build Alternative 3 is projected to decrease vehicle hours of delay to 120,967. As a result, this alternative received an “A” for the mobility impacts criterion.

Build Alternative 4

Future travel demand for Build Alternative 4 is projected to result in V/C ratios much better than current conditions and the No-Build alternative. Build Alternative 4 is projected to decrease vehicle hours of delay to 120,967. As a result, this alternative received an “A” for the mobility impacts criterion.

Build Alternative 5

Future travel demand for Build Alternative 5 is projected to result in V/C ratios much worse than current conditions. Build Alternative 5 is projected to increase the vehicle hours of delay to 146,992. As a result, the No-Build alternative received a “D” for the mobility impacts criterion.

Build Alternative 6

Future travel demand for Build Alternative 6 is projected to result in V/C ratios much worse than current conditions. Build Alternative 6 is projected to increase the vehicle hours of delay to 146,992. As a result, the No-Build alternative received a “D” for the mobility impacts criterion.

6.5 Conceptual Capital Costs

6.5.1 Detailed Criteria

The conceptual capital costs criteria allows for the comparison of alternatives with regards to estimated capital costs. The ratings that were used in the analysis of conceptual capital costs are shown in Exhibit 54.

Exhibit 54: Capital Costs Ratings

RATINGS:

A – lowest conceptual capital costs

B – next to lowest conceptual capital costs

C – average conceptual capital costs

D – next to highest conceptual capital costs

F – highest conceptual capital costs

6.5.2 Detailed Evaluation

No-Build Alternative

Because the No-Build alternative does not offer any improvements to the IH 45 travel corridor, there is no construction. As such this alternative did not receive a rating for capital cost.

Build Alternative 1

The relative capital costs for Build Alternative 1 are higher than all but one of the other alternatives. The alternative received an “F” for capital costs.

Build Alternative 2

The relative capital costs for Build Alternative 2 are next to the lowest with respect to the other alternatives. The alternative received a “B” for capital costs.

Build Alternative 3

The relative capital costs for Build Alternative 3 are the highest of the alternatives. The alternative received an “F” for capital costs.

Build Alternative 4

The relative capital costs for Build Alternative 4 are the third highest of the alternatives. The alternative received a “D” for capital costs.

Build Alternative 5

The relative capital costs for Build Alternative 5 are average as compared to the other alternatives. The alternative received a “C” for capital costs.

Build Alternative 6

The relative capital costs for Build Alternative 6 are the lowest with respect to the other alternatives. The alternative received an “A” for capital costs.

6.6 Regional Connectivity

6.6.1 Detailed Criteria

Regional connectivity is measured by the ability to reach activity centers and neighborhoods within the metropolitan area from the IH 45 travel corridor. This ability is directly related to travel times during both peak and off peak times. Again, vehicle hours of delay were used to grade each of the alternatives relative to regional connectivity. The ratings for vehicle hours per day that were used in the analysis of regional connectivity are shown in Exhibit 55

Exhibit 55: Regional Connectivity Ratings

RATINGS:

A – lowest vehicle hours of delay

B – next to lowest vehicle hours of delay

C – average vehicle hours of delay

D – next to highest vehicle hours of delay

F – highest vehicle hours of delay

6.6.2 Detailed Evaluation

No-Build Alternative

Currently, IH 45 travelers experienced 125,182 vehicle hours of delay daily. The No-Build alternative is projected to increase the vehicle hours of delay to 148,650. As a result, the No-Build alternative received an "F" for the regional connectivity criterion.

Build Alternative 1

With Build Alternative 1, vehicle hours of delay are expected to be 131,992 daily. This delay is an increase over current conditions but an improvement over the No-Build alternative. As a result, this alternative received a "C" for the regional connectivity criterion.

Build Alternative 2

With Build Alternative 2, vehicle hours of delay are expected to be 131,011 daily. This delay is an increase over current conditions but an improvement over both the No-Build alternative and Build Alternative 1. As a result, this alternative received a "B" for the regional connectivity criterion.

Build Alternative 3

Build Alternative 3 is projected to decrease vehicle hours of delay to 120,967. This delay is a decrease over current conditions and a significant improvement over both the No-Build alternative and other build alternatives. As a result, this alternative received an "A" for the regional connectivity criterion.

Build Alternative 4

Build Alternative 4 is projected to decrease vehicle hours of delay to 120,967. This delay is a decrease over current conditions and a significant improvement over both the No-Build alternative and other build alternatives. As a result, this alternative received an "A" for the regional connectivity criterion.

Build Alternative 5

With Build Alternative 5, vehicle hours of delay are expected to be 146,992 daily. This delay is an increase over current conditions and only a slight improvement over the No-Build alternative. As a result, this alternative received a "D" for the regional connectivity criterion.

Build Alternative 6

With Build Alternative 6, vehicle hours of delay are expected to be 146,992 daily. This delay is an increase over current conditions and only a slight improvement over the No-Build alternative. As a result, this alternative received a "D" for the regional connectivity criterion.

6.7 Ease of Implementation

6.7.1 Detailed Criteria

Ease of implementation refers to the ability to secure funding for each alternative. The issue of project funding transcends the IH 45 corridor. Currently, with TxDOT's traditional "pay as you go" financing, the state can only afford to implement about 30 percent of all needed projects statewide. With enabling legislation from the Texas legislature, TxDOT can now use innovative financing tolls such as tolling and managed lanes to fund needed transportation improvements. Projects that incorporate innovative financing are much easier to implement. The ratings that were used in the analysis of ease of implementation are shown in Exhibit 56.

Exhibit 56: Ease of Implementation Ratings

RATINGS:
A – build alternative with greatest ease of implementation
B – build alternative with the next to greatest ease of implementation
C – financing of the build alternative is typical
D – financing of the build alternative is problematic
F – build alternative presents significant challenges regarding financing

6.7.2 Detailed Evaluation

No-Build Alternative

Because the No-Build alternative does not offer any improvements to the IH 45 travel corridor, there is no construction. As such this alternative did not receive a rating for ease of implementation.

Build Alternative 1

Build Alternative 1 does not incorporate an innovative financing strategy and therefore received a "D" rating for ease of implementation.

Build Alternative 2

Build Alternative 2 includes the addition of managed lanes. The managed lanes concept incorporates the collection of tolls for single occupant vehicles using the managed lanes. As such Build Alternative 2 incorporates a funding mechanism. This alternative received a "B" rating for ease of implementation.

Build Alternative 3

Build Alternative 3 does not incorporate an innovative financing strategy and therefore received a "D" rating for ease of implementation.

Build Alternative 4

Build Alternative 4 does not incorporate an innovative financing strategy and therefore received a "D" rating for ease of implementation.

Build Alternative 5

Build Alternative 5 does not incorporate an innovative financing strategy and therefore received a "D" rating for ease of implementation.

Build Alternative 6

Build Alternative 6 does not incorporate an innovative financing strategy and therefore received a "D" rating for ease of implementation.

6.8 Environmental and Community Impacts

6.8.1 Detailed Criteria

A wide range of environmental and community considerations were involved in screening the six Build Alternatives, as follows:

- Urban Elements:
 - Land Use
 - Noise

- Air Quality
- Safety and Security
- Energy
- Impacts on Existing Communities
- Environmental Justice Considerations
- Natural Environmental Elements:
 - Wetlands
 - Water Quality
 - Water Quantity and Subsidence
 - Floodplains
 - Threatened and Endangered Species
- Cultural Elements:
 - Historic
 - Archeological
 - Park Resources

The ratings that were used in the analysis of environmental and community impacts are shown in Exhibit 57

Exhibit 57: Ease of Implementation Ratings

RATINGS:
A – least environmental and community impact
B – next to least environmental and community impact
C – average environmental and community impact
D – next to highest environmental and community impact
F – highest environmental and community impact

6.8.2 Detailed Evaluation

No-Build Alternative

Because the No-Build alternative does not offer improvements nor require construction to the IH-45 travel corridor, there would not be a negative impact on the environment or surrounding community in terms of such criteria as land use, noise, communities and natural environment. However, the lack of improvements to IH-45 also does not provide any opportunities for new HOV lanes to help address other criteria such as air quality and energy. The No-Build Alternative was given a “B” rating.

Build Alternatives 1-6

In general, there is not a great deal to distinguish the Build Alternatives in terms of potential environmental and community impacts. From the criteria that could be evaluated at this time, the Build Alternatives could only be considered to be a “wash” in terms of their potential impacts and were all given a “C” rating. Further consideration and more detailed analysis of the environmental and community impacts of the Build Alternatives will be conducted during schematic design and the environmental review process which is expected to begin following completion of the planning phase.

7.0 Community Involvement

The North-Hardy Planning Studies were conducted in partnership with the elected officials representing the Corridor's constituency; the various public agencies responsible for transportation system planning and operation; a diverse group of stakeholders that live or work in the Corridor; and numerous individual, interested citizens. The input and feedback received from the many meetings and workshops were interwoven into the technical tasks of defining and evaluating the North-Hardy Corridor alternative transit improvements.

An advisory committee of key stakeholders was formed early in the study. This Stakeholder Advisory Committee was composed of a broad range of interest groups and individuals and represented the diverse interests within the corridor. Meetings of the Stakeholder Advisory Committee were held to correspond with the completion of major phase of the Planning Studies. In addition to the Stakeholder Advisory Committee meetings, 15 formal stakeholder meetings were held at strategic points during the conduct of the planning studies.

Larger public meetings were held at multiple locations along the corridor during each of the major phases of the Studies. The Scoping Meetings were open houses since this meeting format allowed the greatest opportunity for people to arrive and depart at times most convenient to them. Several of the public meetings used a "working group" format where smaller "facilitated groups" studied issues and alignments and then compared findings with the larger group.

Small group and one-on-one meetings were held with stakeholders where requested, or specifically required to fully understand the issues within the corridor.

Throughout the Planning Studies, stakeholders within the corridor were kept well informed. Three general newsletters were prepared. The newsletters were distributed to the various stakeholders at meetings and through direct mail. The direct mailing list included over 2,800 individuals and interested citizens. By providing newsletters during major phases of the Planning Studies, information was provided to a broad audience about the status of the studies and dates of upcoming meetings. They helped to elevate the discussions and importance of regional mobility. Three postcards/meeting notices were also used to provide notice about public meetings through direct mail to the mailing list. These flyers supplemented the Public Notices in the newspaper advertisements.

The North-Hardy Study team hosted a website to enhance communication for stakeholders. The website met METRO's technology and graphic requirements, and served as an additional method of communication for the Studies. The web site for the North-Hardy Planning Studies, North-Hardy.org, was initiated in January 2002 to coincide with initiation of the Scoping process. The site was updated at major study milestones.

Presentation graphics in the form of display boards and PowerPoint presentations were developed and used for all of the major stakeholder meetings and the public meetings. In many cases these presentation graphics were used at the small group and one-on-one meetings. Hard copies of PowerPoint presentations were made available at most of the outreach meetings.

Newspaper advertisements were published in the Houston Chronicle, the Houston Community Newspaper, La Voz, and Semana by METRO.

The North-Hardy Planning Studies team worked closely with METRO and its General Planning Consultant (GPC) in developing the architecture for the comments database. This database facilitated the assembly, review, analysis and maintenance of input received from stakeholders.

7.1 Formal Stakeholder Meetings

An advisory committee of key stakeholders was formed early in the study. This Stakeholder Advisory Committee was composed of a broad range of interest groups and individuals and represented the diverse interests within the Corridor. Meetings of the Stakeholder Advisory Committee were held to correspond to the completion of each major phase of the Planning Studies. Exhibit 58 provides a summary of each meeting. Detailed information about the meetings, including agendas, sign-in sheets, presentation materials and recorded comments and responses for each of the Stakeholder Advisory Committee Meetings, is included in the Transit Component of the Alternative Analysis Report.

Exhibit 58: Stakeholder Advisory Committee Meetings

Date	Location	Number of Attendees	Meeting Purpose
February 19, 2002	Greenspoint Mall Community Room	14	Review of issues and challenges and preliminary alternative solutions.
June 17, 2002	Lindale Park Civic Club	13	Review the evaluation of the long list of alternatives.
January 9, 2003	Greenspoint Mall Community Room	6	Review the preliminary transit findings.

In addition to the Stakeholder Advisory Committee meetings, 15 formal stakeholder meetings were held at strategic points during the planning studies. Exhibit 59 provides a summary of each meeting. Detailed meeting agendas, sign-in sheets, presentation materials and recorded comments and responses for each of the Stakeholder Meetings held between December 20, 2001 and November 20, 2003, are included in the Transit Component of the Alternative Analysis Report. Sign-in sheets, presentation materials and recorded comments and responses for the highway meetings held after November 2003, are included in Appendix I.

Exhibit 59: Formal Stakeholder Meetings

Date	Stakeholder Group	Number of Attendees	Meeting Purpose
December 20, 2001	North Corridor Coalition	22	Facilitated session to identify the transportation issues, challenges, and opportunities facing the North-Hardy Corridor.
March 21, 2002	North Corridor Coalition	15	Facilitated session to brief the group on project status particularly concerning the public meetings
May 11, 2002	Near Northside Neighborhoods	24	Facilitated session – review the long list of highway and transit alternatives.
May 16, 2002	NW/FM 1960 Chamber of Commerce	18	Facilitated session – review the long list of highway and transit alternatives.
May 18, 2002	Northline Super Neighborhood Council	16	Facilitated session – review the long list of highway and transit alternatives.
May 20, 2002	S. Montgomery/The Woodlands Chamber of Commerce	18	Facilitated session – review the long list of highway and transit alternatives.
May 30 2002	North Corridor Coalition	62	Facilitated session – review the long list of highway and transit alternatives.
June 3, 2002	South of Buffalo Bayou	24	Facilitated session – review the long list of highway alternatives for south of Buffalo Bayou
November 20, 2002	NW/FM 1960 Chamber of Commerce	22	Reviewed the short list of transit alternatives.
January 14, 2003	NW/FM 1960 Chamber of Commerce	18	Presented preliminary transit findings for the North-Hardy Corridor
January 23, 2003	North Corridor Coalition	16	Presented preliminary transit findings for the North-Hardy Corridor
January 30, 2003	Northline Super Neighborhood Council	32	Presented preliminary transit findings for the North-Hardy Corridor
June 19, 2003	North Corridor Coalition	25	Presented preliminary transit findings for the North-Hardy Corridor
July 16, 2003	NW Chamber Transportation Committee	12	Presented preliminary transit findings for the North-Hardy Corridor
November 20, 2003	North Corridor Coalition	16	Presented the next steps in the project development process

7.2 Public Meetings

General, larger audience, meetings with the public were held at multiple locations along the corridor during each of the major phases of the Studies. The Scoping Meetings were open houses since this meeting format allowing the greatest opportunity for people to arrive and depart at times most convenient to them. Subsequent public meetings were held as both facilitated small group sessions and as open houses. Exhibit 60 provides a summary of each meeting. Detailed meeting agendas, sign-in sheets, presentation materials and recorded comments and responses for each of the Public Meetings held between December 2001 and November 2003, are included in the Transit Component of the Alternative Analysis Report. Information about the public meetings between December 2003 and December 2004 can be found in the Transit Draft Environmental Impact Statement (DEIS). Detailed information on the highway public meetings held in October of 2004 is included in Appendix I.

Exhibit 60: Public Meetings

Date	Location	Number of Attendees	Meeting Purpose
February 5, 2002	Wesley Community Center	39	Public Scoping Meeting
February 6, 2002	Northline Mall	24	Public Scoping Meeting
February 13, 2002	North Harris Montgomery Community College	20	Public Scoping Meeting
February 20, 2002	Houston Community College System	15	Public Scoping Meeting
June 4, 2002	Greenspoint Mall	11	Review long list of highway and transit alternatives
June 6, 2002	S. Main Baptist Church	15	Review long list of highway alternatives for south of Buffalo Bayou
June 15, 2002	St. Patrick's Catholic Church	193	Review long list of highway and transit alternatives
February 4, 2003	Greenspoint Mall	16	Present preliminary transit findings
February 8, 2003	Davis High School	34	Present preliminary transit findings
June 26, 2004	Davis High School	139	Present transit MOS
October 26, 2004	Davis High School	112	Present highway findings
October 28, 2004	Greenspoint Mall	21	Present highway findings

7.3 Small Group and One-on-One Meetings

Small group and one-on-one meetings were held with stakeholders where requested, or specifically required to fully understand the issues within the corridor. Exhibit 61 provides a summary of each meeting. Detailed information for small group meetings and one-on-one meetings held between December 2001 and November 2003 are included in the Transit Component of the Alternative Analysis Report. Meetings held between December 2003 and December 2004 can be found in the Transit Draft Environmental Impact Statement (DEIS). Detailed information on the small group and one-on-one meetings held between June 2004 and April 2005 is included in Appendix I.

Exhibit 61: Small Group and One-on-One Meetings

Date	Group	Attendees	Meeting Purpose
October 29, 2001	State Representative Jessica Farrar	Representative Jessica Farrar Drexel Turner – U of H John Sedlak - METRO Gilda Martinez – METRO Barbara Ogilvie – METRO Rod Smith – Carter Burgess	The purpose of the meeting was to present the plan for conducting the North-Hardy AA including general schedule and consultant team.
November 8, 2001	Greater Greenspoint Management District	Jack Drake - GGMD Tina Araujo – GGMD Patti Joiner - C-B Team Margaret Menger - C-B Team Rod Smith - Carter Burgess	Discussion centered on GGMD facts and information about the North Corridor Coalition initiated by GGMD leadership.
November 9, 2001	The Woodlands Operating Company	Bob Stout - Woodlands Operating Company Margaret Menger - C-B Team	Discussion centered on stakeholders in the Woodlands – individuals and corporate groups to add to the mailing list.
November 13, 2001	Lindale Park Civic Association	Mike Catrett – Lindale Park Ariel Espino – C-B Team	Purpose of the call was to determine what suggestions there might be for specific stakeholders whether organizations or individuals; the optimal method of their being included in the process and actively involved; and any contact lists that might be available.
November 14, 2001	Council member Gabriel Vasquez	Robert Fiederlein - Chief of Staff James Vick - C-B Team	The purpose of the call was to identify significant stakeholders, available stakeholder lists, and recommendations for out-reach formats that might be particularly successful in the Corridor.
November 15, 2001	North Corridor Coalition	Coalition Members Rod Smith – C-B Team	Presentation on scope, schedule, and consultant team.
December 19, 2001	The Woodlands Operating Company	Robert Heinemann – The Woodlands Operating Company Janet Kennison – Carter Burgess James Vick – C-B Team Larry Venturato – C-B Team A.J. Widacki – C-B Team	The purpose of the meeting was to determine demographic, land use, and development plan data availability.

Date	Group	Attendees	Meeting Purpose
January 9, 2002	Union Pacific Railroad	Ken Rouse – UP Regional Manager Ind. & Public Projects Lyle Hamm – UP Program Manager Rod Smith – C-B Team Janet Kennison – Carter Burgess Fred Meyers – C-B Team	The purpose of the meeting was to explore the potential of share use of track and/or right-of-way.
January 15, 2002	PTG	Charlie De Weese – PTG Ginger Oakes - PTG Larry Venturato – STV Frank Rose – STV Barbara Koslov – SRBA Mark McLaron – SRBA David McBrayer – PBQ&D Janet Kennison – Carter Burgess	The purpose of the meeting was to discuss PTG contacting Union Pacific Railroad. PTG presented as a sub to SRBA (GPC) is responsible for facilitating coordination with all of the railroads on the larger issues that affect more than one corridor.
January 17, 2002	North Corridor Coalition	Tina Araujo - Greenspoint TIRZ Jack Drake - Greenspoint TIRZ Gary Montgomery - NCC Chairman Greg Rhodes - METRO Planning Monica, Greenspoint TIRZ Baummeier (?) – Representative of Spring ISD Mike Tello, TxDOT Ivon DuPont - Woodlands Heights Rod Smith - Carter Burgess	The purpose of the meeting was to discuss means for developing support for a future METRO election.

Date	Group	Attendees	Meeting Purpose
January 24, 2002	Northside Village Super Neighborhood Executive Committee	Ed Reyes - SNC President Dewitt MacAfee Vincent Marquez – Northside Redevelopment Center Virginia Duke Mark Cerano Shanna Barnstone – Silverdale Civic Association Fernando Cisneros – North Central Civic Association Beatrice Rosales Robert Fiederlein – CM Vasquez Chief of Staff Art Murillo - METRO Andy Alarcon – City of Houston Bill Zrioka – City of Houston Rod Smith – C-B Team	To present a status report on the North-Hardy Planning Studies.
January 29, 2002	Midtown Development Authority	Charles LeBlanc – Executive Director Calvin Morgan – Carter Burgess Rod Smith – Carter Burgess	Introduction and initial briefing on the North-Hardy Planning Studies. Specifically discussed transportation issues in the Midtown area.

Date	Group	Attendees	Meeting Purpose
February 14, 2002	Hardy Yard Development	Dawn Moses – Brownfields Coordinator, C of Houston Pamela Berger – Director of Environmental Quality, C of H Kelley Parker – Cushman & Wakefield, agent for property owner Doug Williams – agent for property owner David Bradley – U of H Downtown, Assist. VP Admin. Chris McCall – U of H Downtown, Facilities Mgmt. Ramona Davis – Greater Houston Preservation Alliance Rafael Longoria – U of H Architecture Scott Leafe – SKA Jessica Jenkins – SKA Rep. Jessica Farrar – State Rep. District 148 Tom Jasien – METRO Rod Smith – Carter Burgess	The purpose of the meeting was to discuss the potential redevelopment of the Hardy Yard site as a multi-use development.
February 15, 2002	Transportation Focus Group for Buffalo Bayou Partnership	Aaron Tuley - Buffalo Bayou Partnership Guy Hagstette - Downtown District Bob Eury - Downtown District Valerie Weber - Gensler Architects Robert Yaro - Regional Plan Association Chaney Anderson – U of H Downtown Chris McCall– U of H Downtown Jerry King – Sunland Engineering Lynda Mifsud - METRO Rod Smith – Carter Burgess	The planning team for the Buffalo Bayou improvements presented their proposals for improving the Bayou from Shepherd to the Turning Basin.

Date	Group	Attendees	Meeting Purpose
February 21, 2002	North Corridor Coalition	Coalition Members Greg Rhodes - METRO Mike Tello - TxDOT Rod Smith – C-B Team Tina Araujo – Greenspoint TIRZ Jack Drake – Greenspoint TIRZ Kim Cannon- Houston Chronicle Robert Fiederlein- City Council Member Vasquez Ivon DuPont – Woodlands Heights	Provided a status report on the North-Hardy Planning Studies.
February 28, 2002	Reliant Energy	John Lengyel - Joint Use Michael Pakelitis, Transmission Engineering Rod Smith – Carter Burgess	The purpose of the meeting was to discuss the opportunities and constraints in using the Reliant right-of-way adjacent to the Hardy Toll Road.
March 7, 2002	North Corridor Coalition	Tina Araujo - NCC Barry Carpenter – S Montgomery Chamber Jack Drake – NCC Ivon DuPont – Woodlands Heights Mayor Michels – Oak Ridge Gary Montgomery – S Montgomery Chamber Greg Rhodes – METRO Stella Gustavson – C-B Team Rod Smith – Carter Burgess	Discussion of public involvement and outreach for the North-Hardy Planning Studies.
March 12, 2002	Midtown Civic Club	Civic Club members Mike Tello – TxDOT Rod Smith – Carter Burgess	Provided a briefing on the North-Hardy Planning Studies with an emphasis on the area south of Buffalo Bayou.
March 21, 2002	North Corridor Coalition	Coalition Members Mike Tello - TxDOT Rod Smith – Carter Burgess	Provided a status report on the North-Hardy Planning Studies, and asked for participation in co-sponsored stakeholder meetings.
April 18, 2002	North Corridor Coalition	Coalition Members Greg Rhodes - METRO Rod Smith – Carter Burgess	Provided a status report on the North-Hardy Planning Studies. Discussed planning for stakeholder meetings.
April 18, 2002	Downtown Management District	Citizens Rod Smith – Carter Burgess	Provided a briefing on the North-Hardy Planning Studies.

Date	Group	Attendees	Meeting Purpose
April 22, 2002	Sierra Club	Frank Blake John Wilson Brandt Mannchen Polly Ledvina Peter Tyler Mike Tello – TxDOT Rod Smith – Carter Burgess	Provided a status report on the North-Hardy Planning Studies including a description of the overall process and work-to-date. Responded to specific concerns raised by the group.
May 13, 2002	Council Member Vasquez's Office	Robert Fiederlein – Chief of Staff Council Member Vasquez Rachel Spencer – C-B Team Janet Kennison – Carter Burgess Rod Smith – Carter Burgess	Provided a status report on the Phase 1 work and recent stakeholder meetings.
May 16, 2002	Judge Sadler, Montgomery County	The Honorable Judge Alan B. Sadler John Holzwarth - Carter Burgess Janet Kennison – Carter Burgess	Meeting purpose was to brief Judge Sadler on the North-Hardy Planning Studies in advance of the Work Session scheduled for May 20, 2002.
May 17, 2002	Commissioner Ed Chance, Montgomery County	Commissioner Ed Chance John Holzwarth - C-B Team Rod Smith – Carter Burgess Janet Kennison – Carter Burgess	Meeting purpose was to brief Commissioner Chance on the North-Hardy Planning Studies in advance of the Work Session scheduled for May 20, 2002.
May 21, 2002	Cushman Wakefield Industrial Broker Group	Kelley Parker – Cushman Wakefield Group members Rod Smith – Carter Burgess	Provided a status report on the North-Hardy Planning Studies.
June 17, 2002	Council Member Vasquez	Houston City Council Member Vasquez Doug Williams, Hardy Yard Shirley DeLibero – METRO John Sedlak – METRO Barbara Ogilvie - METRO Rod Smith - Carter Burgess	The purpose of the meeting was to discuss CM Vasquez's request that METRO fund a portion of an extension of Fulton to connect with San Jacinto.

Date	Group	Attendees	Meeting Purpose
June 19, 2002	Greenspoint Mall Developers	Jack Drake – Greenspoint Management District Tina Araujo - Greenspoint Management District Jack Linville – PGAL Hines Development Mall Design Group Convention Center Design Group Retail Consultants Rod Smith - Carter Burgess	The purpose of the meeting was to bring together the design team and various parties interested in the redevelopment of Greenspoint Mall. We provided a status report with respect to potential transit plans for the Greenspoint Mall area.
June 20, 2002	North Corridor Coalition	Coalition Members Greg Rhodes - METRO Rod Smith – Carter Burgess	Reviewed information from the stakeholder meetings.
June 20, 2002	GPC	Kimberly Slaughter – SR Beard and Associates Mark Wiseman – SR Beard and Associates Greg Rhodes – METRO Rod Smith – Carter-Burgess Janet Kennison – Carter-Burgess	The purpose of the meeting was to discuss the deadline for submitting travel demand modeling input data to the GPC.
June 24, 2002	State Representative Garnett Coleman	Rep. Garnett Coleman Gary Trietsch – TxDOT Government Relations Coordinator – METRO Rod Smith – Carter Burgess	The purpose of the meeting was to discuss with the Representative potential highway improvements for the Midtown area.
June 26, 2002	North Houston Association – Transportation Committee	Committee Members Rod Smith – Carter Burgess Janet Kennison - Carter Burgess	Regularly scheduled meeting where we made a presentation on the North-Hardy Planning Studies.
July 9, 2002	Joe Webb	Joe Webb – Webb Architects Rod Smith - Carter Burgess Janet Kennison – Carter Burgess	Meeting purpose was to discuss the Northside Redevelopment Plan as it relates to North-Hardy.
July 9, 2002	State Representative Jessica Farrar	Rep. Jessica Farrar Raul Saldivar– Farrar's Staff Russ Frank – METRO Scott Barker – METRO Rod Smith – Carter Burgess	Provided a status report on the North-Hardy Planning Studies. Discussed specific concerns with respect to IH-45 access from the Near Northside and widening of N. Main.

Date	Group	Attendees	Meeting Purpose
July 10, 2002	State Representative Peggy Hamric	Rep. Peggy Hamric Scott Barker – METRO Tom Jasien - METRO Rod Smith - Carter Burgess	Meeting purpose was to provide a status report on the North-Hardy Planning Studies.
July 17, 2002	Hardy Yard Developers	Kelley Parker – Cushman & Wakefield, agent for property owner Doug Williams – agent for property owner Peter Brown – planner for development Rod Smith - C-B Team Janet Kennison – C-B Team	Meeting purpose was to provide a status report on the North-Hardy Planning Studies and to receive a report on the development's progress.
July 17, 2002	Mid Town/3rd Ward Association	Citizens Rod Smith - Carter Burgess	This was a regular meeting of the Association. A brief presentation on the North-Hardy Planning Studies was given.
August 14, 2002	Old West End Association	Christine Farrier – Old West End Guy Hagstette, Central Houston Ann Olsen, Buffalo Bayou Partnership Rod Smith – Carter Burgess	Provided a status report on the North-Hardy Planning Studies. Particular attention was given to potential IH-45 alternatives that may impact areas west of IH-45.
August 15, 2002	North Corridor Coalition	Coalition Members Janet Kennison – Carter Burgess	Status report on the North-Hardy Planning Studies.
August 20, 2002	Woodlands/S Montgomery County Chamber of Commerce	Membership Janet Kennison – Carter Burgess	Meeting purpose was to give a presentation on the status of the North-Hardy Planning Studies – project overview through “short list”.
August 22, 2002	The Woodlands Association	Membership Janet Kennison – Carter Burgess	Meeting purpose was to give a presentation on the status of the North-Hardy Planning Studies – project overview through “short list”.
August 28, 2002	The Woodlands Community Association	Membership Janet Kennison – Carter Burgess	Meeting purpose was to give a presentation on the status of the North-Hardy Planning Studies – project overview through “short list”.

Date	Group	Attendees	Meeting Purpose
September 19, 2002	North Corridor Coalition	Coalition Members Greg Rhodes – METRO Mike Tello - TxDOT Rod Smith – Carter Burgess Tina Araujo, Greater Greenspoint/NCC Ivon DuPont, Woodlands Heights Mike Tello, TxDOT	Provided a status report on the North-Hardy Planning Studies including a review of the revised schedule for reporting study findings to the METRO Board.
October 3, 2002	Buffalo Bayou Partnership	Aaron Tuley – Buffalo Bayou Partnership Rod Smith - Carter Burgess Janet Kennison – Carter Burgess	Meeting purpose was to provide a status report on the North-Hardy Planning Studies with an emphasis on the transit short list.
October 17, 2002	North Corridor Coalition	Coalition Members Art Murillo - METRO Janet Kennison – Carter Burgess	Provided a status report on the North-Hardy Planning Studies including what would be presented to the METRO Board in February.
October 28, 2002	Old Town Spring Improvement District	Vance Fellars – President Old Town Spring Improvement District Charlotte Joiner – Administrator, Old Town Spring Improvement District Rod Smith - Carter Burgess Janet Kennison – Carter Burgess	The purpose of the meeting was to brief Old Town Spring ID on the current project status. We left copies of the newsletter & colored graphics indicating the three transit alignments (corridor wide & by inner/mid/outer portions of the corridor.
October 29, 2002	Traffic Engineers Inc. (TEI)	Susan Alleman - TEI Project Manager, Greenspoint Traffic Study Dustin Qualls - TEI Roger Armstrong - TEI Rod Smith - Carter Burgess Janet Kennison – Carter Burgess	Meeting purpose was to provide a status report on the North-Hardy Studies. The discussion focused primarily on the short list of alternatives - both the transit and IH-45 in the vicinity of Greenspoint area.
October 29, 2002	Northside Redevelopment Center	Vincent Marquez – NRC Mike Tello - TxDOT Rod Smith – Carter Burgess Janet Kennison – Carter Burgess	Meeting purpose was to provide a status report on the North-Hardy Planning Studies and to facilitate coordination between NRC and TxDOT.

Date	Group	Attendees	Meeting Purpose
October 31, 2002	Council Member Vasquez	Lisa Dimond – New Chief of Staff – Council Member Vasquez Robert Fiederlein – Old Chief of Staff – Council Member Vasquez Rod Smith – Carter Burgess	Provided a status report on the North-Hardy Planning Studies for the new Chief of Staff.
November 7, 2002	Legacy Land Trust	Neil Mitchell - LLT Damien Carey – LLT Jennifer Lorenz – LLC Bill Turner - LLC Rod Smith – Carter Burgess Janet Kennison – Carter Burgess	The purpose of the meeting was to review the three alignments and two technologies that make up the short list of alternatives.
November 19, 2002	Aldine Improvement District	AID Board Members and Staff Citizens in the Audience (30 to 40) Janet Kennison – Carter Burgess	Meeting purpose was to provide a status report on the North-Hardy Planning Studies with emphasis on the transit short list.
November 21, 2002	North Corridor Coalition	Coalition Members Mike Tello, TxDOT Greg Rhodes, METRO Tina Araujo, Greater Greenspoint Jack Drake, Greater Greenspoint Joe Michaels, Mayor, Oak Ridge North & S. Montgomery/Woodlands Chamber Mike Catrette Mike O'Hara Rob Maxwell Rod Smith, Carter Burgess	Provided a status report on the North-Hardy Planning Studies - PowerPoint presentation on short list of alternatives.
November 26, 2002	Lindale Park Civic Association	Civic Associations Members Mike Tello - TxDOT Rod Smith – Carter Burgess	This was the regularly scheduled monthly meeting of the civic association. We were one of several agenda items. The Status Report slide show was presented. Attendees received copies of the newsletter, black and white copies of the slideshow and 11x17's of the 3 alternatives being considered in detail.

Date	Group	Attendees	Meeting Purpose
December 3, 2002	Greenspoint Management District Volunteer Awards & Recognition	Greenspoint Management District Members & Volunteers – 100+ Art Murillo – METRO Shelly Whitworth – H-GAC Gary Montgomery – NCC Chairman Ivon DuPont – NCC Vice Chairman Jack Drake - Greenspoint Management District Tina Araujo - Greenspoint Management District Councilmember Carol Galloway – Houston City Councilmember Senator Jon Lindsay – State Senator Rod Smith – Carter Burgess	This is an annual event to recognize individuals & firms that have volunteered during the year to assist the district with their programs. Art Murillo accepted the award on behalf of METRO. Shelly Whitworth accepted the award on behalf of H-GAC for the shuttle bus service to IAH. There were numerous awards for property management, etc.
January 30, 2003	North Corridor Coalition	Coalition Members Greg Rhodes – METRO Thomas Gray – METRO Mike Tello – TxDOT Rachel Spencer – C-B Team Janet Kennison – Carter Burgess	Presentation of preliminary transit findings for the North-Hardy Corridor.
January 28, 2003	Acres Homes Chamber of Commerce	Members of Acres Homes Chamber and Interested Parties Dr. Lewis – METRO Dr. Gilbert – METRO Karen Marshall – METRO Janet Kennison – Carter Burgess	A brief presentation on the status and preliminary transit findings for the North-Hardy Planning Studies was given. A copy of the presentation was given to the Chamber.
February 20, 2003	North Corridor Coalition	Coalition Members Art Murillo – METRO Russ Frank – METRO Mike Tello - TxDOT Janet Kennison – Carter Burgess	Provided an update on North-Hardy Planning Studies and the development of the System Plan.

Date	Group	Attendees	Meeting Purpose
February 26, 2003	Council Member Vasquez	Houston City Council Member Gabriel Vasquez Lisa Dimond – City of Houston Councilmember Vasquez Barbara Ogilvie – METRO Greg Rhodes – METRO Russ Frank - METRO Janet Kennison – Carter Burgess	Council Member Vasquez requested the meeting to discuss the possibility of adding an additional route segment to the Green Line alternative. Specifically, he wanted to know what the ridership and capital cost would be to add a branch from Main at Boundary, along N Main to Airline and north to Northline Mall. This branch follows the Blue Line alternative from U of H to Northline. The Green Line would remain intact.
February 27, 2003	Northside Village Workshop	Council Member Vasquez – City of Houston Vincent Marquez – NRC Patricia Rincon-Kallman – City of Houston Planning Department Carol Nixon - TxDOT Janet Kennison – Carter Burgess Workshop participants	The purpose of the meeting was to explore redevelopment possibilities for the Northside Village. A presentation was given on the short list of transit alternatives.
March 20, 2003	North Corridor Coalition	Coalition Members Mike Tello - TxDOT Janet Kennison – Carter Burgess	Provided an update on North-Hardy Planning Studies and the development of the System Plan.
March 31, 2003	Council Member Vasquez	Council Member Vasquez Greg Rhodes – METRO Russ Frank - METRO Janet Kennison – Carter-Burgess	This meeting was a follow up meeting to Council Member Vasquez’s request to investigate the possibility of adding an additional route segment to the Green Line alternative. Specifically, he wanted to know what the ridership and capital cost would be to add a branch from Main at Boundary, along N Main to Airline and north to Northline Mall.
April 15, 2003	North Corridor Coalition	Coalition Members Greg Rhodes – METRO Karen Marshall – METRO Mayor Allen Owen – Missouri City Janet Kennison – Carter Burgess	Provided an update on North-Hardy Planning Studies and the development of the System Plan.

Date	Group	Attendees	Meeting Purpose
April 17, 2003	Northside Redevelopment Center	Vincent Marquez – Northside Redevelopment Center Carol Nixon – TxDOT Mike Tello - TxDOT Janet Kennison – Carter Burgess	The purpose of this meeting was to follow up on the workshop held in late February 2003. The transit findings for the North-Hardy Planning Studies were briefly reviewed. Specifically, each of the short list of alternatives were described with particular attention to how they would traverse the Near Northside.
July 18, 2003	North Corridor Coalition	Coalition Members Mike Tello - TxDOT Janet Kennison – C-B Team	Presented the North-Hardy short list of alternatives.
December 5, 2003	Advance Conceptual Engineering Kick- off Meeting	Ellen Stephenson – Carter Burgess Tricia Hardy – Carter Burgess Greg Rhodes – METRO Art Murillo – METRO Mario Semmler – STV Larry Venturato – STV Jonathan D. Boyer – STC Frank Viebrock – METRO Pete Finn – METRO Jack Ottaway – Myra Frank Kimberly Slaughter – S.R. Beard Marc McLaren – S.R. Beard Robin Armstrong – METRO Rhonda Boyer – METRO Cyndi Robinson – METRO Janet Kennison – Carter Burgess Tom Shelton – Carter Burgess	Participants reviewed the draft schedule and scope for DEIS/New Starts and agreement on roles and responsibilities.

Date	Group	Attendees	Meeting Purpose
December 11, 2003	Project Manager's Meeting Conference Call	Steve Beard – SR Beard Mark McLaren – SR Beard Kim Slaughter – SR Beard Chrisine Luthi – SR Beard Barbara Ogilvie – METRO Miki Milovanovic – METRO Rhonda Boyer – METRO Greg Rhodes – METRO Scott Barker – METRO Cyndi Robinson – METRO Dave McBrayer – PBQ&D Janet Kennison – Carter & Burgess	Mr. McLaren review the GPC's schedule for the DEIS.
January 15, 2004	North Corridor Coalition	Ivan DuPont – North Corridor Coalition Gary Montgomery - North Corridor Coalition Jake Drake – Greater Greenspoint Management District Tina Araujo - North Corridor Coalition Kathy Guenther – Harris County Pct. 4 Barry Carpenter – Montgomery County Chamber of Commerce Steve Low – 1960 Sun Herbert Lum – HCTRA Rob Maxwell – HNTB Greg Rhodes – METRO Mike Tello – TxDOT J. Kent Marsh – C-B Team Janet Kennison – Carter Burgess	The purpose of the meeting was to give a status report and discuss the activity on the North Hardy Corridor.

Date	Group	Attendees	Meeting Purpose
February 5, 2004	Harris County Pct. 2 Commissioner Sylvia Garcia	Commissioner Garcia, Pct. 2 Mr. Morales – METRO Board Member John Sedlak – METRO Cyndi Robinson – METRO Doug Williams – Hardy Place Developers Patti Joiner – C-B Team Sue Darcy – C-B Team Janet Kennison – Carter-Burgess	Doug Williams discussed the creation of the newly formed Tax Increment Reinvestment Zone around the Hardy Place Development and how it would impact the IH-45 Corridor.
February 17, 2004	North Corridor Coalition	Kathy Guenter, Harris County Pct. 4 Pam Rocchi, Harris County Pct. 4 Cyndi Robinson, METRO Rob Maxwell, HNTB Tina Araujo, Araujo Consulting Barry Carpenter, Montgomery County Chamber Ivan Du Pont, Woodland Heights Mike Catrett, Lindale Park Joe Wozny, Cy-Fair Chamber Gary Montgomery, Montgomery County Chamber Bart Barker Steve Love Paula Lense Herbert Lum, HCRTA Jack Drake, Greater Greenspoint Management District Sally Bradford Crystal Stafford Janet Kennison – Carter & Burgess	Janet Kennison and Cyndi Robinson gave an update on the METRO Solutions Plan and the North Corridor. Ms. Kennison walked the committee through the Locally Preferred Investment Strategy for the North Corridor and answered questions.
February 25, 2004	Northline Mall	Rebecca Victor – Northline Mall Manager Shirley Taliaferro – METRO Cyndi Robinson - METRO Janet Kennison - Carter & Burgess	The purpose of the meeting was to inform Northline Mall of METRO's plans on the LRT extension in the North Corridor to Northline Mall.

Date	Group	Attendees	Meeting Purpose
February 25, 2004	Telephone Conversation	Fernando Cisneros Janet Kennison – Carter Burgess	Mr. Cisneros discussed his concerns and opposition to having LRT on Irvington north of Cavalcade to IH-610 and beyond. Janet Kennison noted that the referenced alternative had been considered during the Alternatives Analysis, but was eliminated as an option.
March 3, 2004	Council Member Garcia/Community CIP Meeting	District H CIP Meeting	The purpose of the meeting was to discuss City projects taking place in District H. As part of the meeting Janet Kennison gave a status report on the North-Hardy Corridor study and the DEIS process.
March 8, 2004	Texas Historical Commission	Rhonda Boyer, Manager of Environmental Planning, METRO Jeffrey Harris, Preservation Consultant, Houston, Field Office, Texas Historical Commission G. Randle Pace, Historical Preservation Officer, City of Houston B. Scott Barker, Lead Transit Planner, METRO Greg Rhodes, Senior Project Manager, METRO Edmund J. Petry, AICP, Senior Environmental Planner, METRO Roben L. Armstrong, Environmental Planner II, METRO Dennis Henderson, AICP, Senior Planning Manager, Parsons Brinckerhoff Quade & Douglas Amy Groover Streelman, Historian, Janus Research Sue Moss, Sue Winton Moss, Consulting Historian Orion Knox, Architect, Sue Winton Moss	The purpose of the meeting was to initiate coordination with the Texas Historical Commission on historical cultural resources as they relate to the North-Hardy Corridor.

Date	Group	Attendees	Meeting Purpose
March 8, 2004	City of Houston and Main Street Coalition	Eric Laube – City of Houston Guy Hagstette – Downtown Management District Doug Williams – Hardy Place Developers Kelley Parker – Cushman & Wakefield Aaron Tuley – Buffalo Bayou Partnership Ed Reyes – Super Neighborhood Council Peter Brown – Main Street Coalition Ed Wulfe – Main Street Coalition Chris McCall – University of Houston Downtown David Cook – Cushman & Wakefield, Representative of Olajawon's property Cyndi Robinson – METRO Steve Bonzak - METRO Janet Kennison – Carter-Burgess	Intermodal Terminal discussion and the possibility of conducting a feasibility study.
March 16, 2004	Near Northside B.O.N.D.	Cyndi Robinson – METRO Gene Goins – B.O.N.D. Janet Kennison – Carter-Burgess	Briefing on the North-Corridor DEIS.
March 27, 2004	H-GAC	Rhonda Boyer - METRO Scott Barker - METRO Alan Clark - H-GAC Cyndi Robinson - METRO Ted von Briesen - PB Sandy Wesch-Schulze - C&B Shelley Withworth - H-GAC	Discussion on the Regional Transportation Plan.
March 29, 2004	Silverdale Civic Club	Mike Tello – President Silverdale Civic Club Marcia Olivares – Silverdale Civic Club Cyndi Robinson – METRO Art Murillo - METRO Janet Kennison – Carter-Burgess	The purpose of the meeting was to discuss the potential of using Fulton Street between the Fulton/Irvington split and Cavalcade for the LRT.
March 30, 2004	Near Northside Business Owners	Cyndi Robinson - METRO Janet Kennison – Carter-Burgess Council Member Adrian Garcia Sign-in sheet	METRO staff and consultant met with approximately 41 business owners from along Boundary and Irvington regarding the alignment.

Date	Group	Attendees	Meeting Purpose
March 31, 2004	Main Street Coalition and Hardy Place Developers	David Wolff – Chairman, METRO Board John Sedlak – Vice President, METRO Miki Milovanovic – METRO Steve Bonzok - METRO Doug Williams – Hardy Place Developers Peter Brown – Main Street Coalition Ed Wulfe – Main Street Coalition Janet Kennison – Carter-Burgess	The purpose of the meeting was to discuss the ongoing efforts to initiate an Intermodal Terminal Feasibility Study.
March 31, 2004	Elected Official	State Representative Jessica Farrar Cyndi Robinson - METRO Scott Barker - METRO	The purpose of the meeting was to allow METRO staff to brief Representative Farrar on the federal process METRO is currently undergoing on the North Corridor transit alignment.
April 6, 2004	Elected Official	Houston City Council Member Mark Ellis Cyndi Robinson - METRO	The purpose of the meeting was to brief Council Member Ellis on the progress of the North and Southeast Corridors DEIS.
April 7, 2004	Elected Official	Houston City Council Member Ron Green Cyndi Robinson- METRO	The purpose of the meeting was to brief Council Member Green on the progress of the North and Southeast Corridors DEIS.
April 15, 2004	METRO Board Member	Carmen Orta – METRO Board Member Cyndi Robinson – METRO	The purpose of the meeting was to show Ms. Orta the proposed route for the transit alignment and discuss concerns and issues Ms. Orta may have.
April 16, 2004	University of Houston – Downtown	T. Chaney Anderson - University of Houston Downtown Chris McCall – University of Houston Downtown Cyndi Robinson – METRO Janet Kennison – Carter-Burgess	The purpose of the meeting was to brief the University officials on the status of the METRORail North extension.
April 22, 2004	METRO Board Member and Hardy Place Developers	Jackie Freeman – Harris County/METRO Board Steve Bonzok - METRO Doug Williams – Hardy Place Developers Patti Joiner – C-B Team John Holzwarth – Carter-Burgess Janet Kennison – Carter-Burgess	The purpose of the meeting was to discuss the development associated with the newly created Tax Increment Reinvestment Zone and the possible extension of San Jacinto north to connect to Fulton Street (through the Hardy Place development).

Date	Group	Attendees	Meeting Purpose
May 17, 2004	North Corridor Coalition Sub-Committee	Cyndi Robinson – METRO Mike Tello – TxDOT Rob Maxwell – HNTB Gary Montgomery – Montgomery County Chamber of Commerce Bart Barker Jack Drake, Greater Greenspoint Management District Janet Kennison – Carter-Burgess	METRO staff and consultants met with a small group of North Corridor Coalition Steering Committee members to update them on the status of the North Corridor DEIS.
May 18, 2004	North Corridor Coalition Sub-Committee	Gary Montgomery - North Corridor Coalition Chairman Jack Drake – Greater Greenspoint Management District Robert Gallegos - County Commissioner Sylvia Garcia's Office Representative from City Council Member Adrian Garcia's Office Tina Araujo - Araujo Consulting Joe Wozny – Cy-Fair Chamber Jack Searcy – NW Chamber Ervin Baumeyer – Greater Greenspoint Chamber Anthony Tangwa – City of Houston Kathy Guenther Harris County Pct. 4 Herbert Lum - HCTRA Rob Maxwell – HNTB Art Murillo - METRO Stella Gustavson – C-B Team Janet Kennison – Carter-Burgess Gary Montgomery, Montgomery County Chamber of Commerce	METRO's consultant briefed the North Corridor Coalition Steering Committee on the METRORail North extension DEIS.
June 3, 2004	IAH Master Plan Committee	Members of the IAH Master Plan Committee Cyndi Robinson – METRO Janet Kennison – Carter-Burgess	The purpose of the meeting was to solicit input on the IAH Master Plan.

Date	Group	Attendees	Meeting Purpose
June 9, 2004	Elected Officials	Drexel Turner- State Representative Jessica Farrar's office Mike Tello – TxDOT Janet Kennison – Carter Burgess	The findings from the highway analysis were presented and discussed.
June 9, 2004	Elected Officials	Houston City Council Member Adrian Garcia Mike Tello – TxDOT Janet Kennison – Carter Burgess	The findings from the highway analysis were presented and discussed.
June 28, 2004	Telephone Conversation	Stacy Perry Janet Kennison – Carter Burgess	Ms. Perry wanted to know when METRO would make a decision on Option A vs. Option B for the North Corridor LRT. I told her it would likely be after the public hearing in November 2004. She is concerned about the property just north of the UPRR and west of North Main. Ms. Perry stated that she represents the owner.

Date	Group	Attendees	Meeting Purpose
July 20, 2004	North Corridor Coalition	Gary Montgomery - North Corridor Coalition Chairman Jack Drake – Greater Greenspoint Management District Frank Wilson – METRO President and CEO John Sedlak – METRO Executive Vice President Tom Jasien – METRO Senior Director Representative from State Representative Jessica Farrar's Office Representative from County Commissioner Sylvia Garcia's Office Representative from City Council Member Adrian Garcia's Office Representative of the Aldine Improvement District Tina Araujo - Araujo Consulting Joe Wozny – Cy-Fair Chamber Barry Carpenter – S. Montgomery County/The Woodlands Chamber David Crosley – Gulf Coast Institute Jack Searcy – NW Chamber Mike Catrett – Near Northside Neighborhoods Ervin Baumeyer – Greater Greenspoint Chamber Rebecca Victor – Northline Mall Barry Kline Anthony Tangwa – City of Houston Pam Rocchi – Harris County Pct. 4 Kathy Guenther Harris County Pct. 4 Barry Carpenter – Montgomery County Chamber of Commerce Rob Maxwell – HNTB Lucus Wall – Houston Chronicle Stella Gustavson – C-B Team Roy Hearnberger – Carter-Burgess Janet Kennison – Carter-Burgess	The purpose of the meeting was to introduce METRO Board Chairman David Wolff and METRO's President and CEO Frank Wilson. Upon being introduced Mr. Wilson provided an update on the progress of METRO Solutions.

Date	Group	Attendees	Meeting Purpose
July 6, 2004	Elected Officials	State Representative Garnet Coleman Mike Tello – TxDOT Janet Kennison – Carter Burgess	The findings from the highway analysis were presented and discussed.
September 3, 2004	North Lindale Civic Association	Gloria Garza – President Moses Villalpando Member of North Lindale Civic Club Representatives of Harris County Department of Education Cyndi Robinson - METRO Janet Kennison – Carter & Burgess	The purpose of the meeting was to brief attendees on the history and status of the North Corridor DEIS.
September 21, 2004	North Corridor Coalition	Gary Montgomery - North Corridor Coalition Chairman Jack Drake – Greater Greenspoint Management District Representative from County Commissioner Sylvia Garcia's Office Representative from Congressman Gene Green's Office Carol Lewis – TSU and Mayor White's Office Mike Tello - TxDOT Bill Peterson – METRO Tina Araujo - Araujo Consulting Joe Wozny – Cy-Fair Chamber Jack Searcy – NW Chamber Mike Catrett – Near Northside Neighborhoods Anthony Tangwa – City of Houston Pam Rocchi – Harris County Pct. 4 Kathy Guenther Harris County Pct. 4 Ellen Lapointe – Continental Airlines Stella Gustavson – C-B Team Bart Barker - Greater Greenspoint Management District Reporter – 1960 Sun Janet Kennison – Carter-Burgess	Dr. Lewis spoke to the group about the relationship between land use and transportation.

Date	Group	Attendees	Meeting Purpose
September 30, 2004	Northline Mall	Stephen McParkland – Berenson Associates, Inc. Eugene O'Brien – Berenson Associates, Inc. Eli Rubenstein – Goulston & Storis Rebecca Victor – Northline Mall Manager Rhia Miller – METRO Real Estate Cyndi Robinson - METRO Janet Kennison - Carter & Burgess	The purpose of the meeting was to inform Northline Mall of METRO's latest thinking on the LRT extension in the North Corridor to Northline Mall and to receive input from the Mall owners.
October 12, 2004	IAH Master Plan Committee	IAH Master Plan Committee Cyndi Robinson – METRO Janet Kennison – Carter Burgess	The purpose of the meeting was to solicit input on the IAH Master Plan.
October 19, 2004	North Corridor Coalition	Gary Montgomery - North Corridor Coalition Chairman Jack Drake – Greater Greenspoint Management District Representative from County Commissioner Sylvia Garcia's Office Representative from Congressman Gene Green's Office Mike Tello - TxDOT David Crosley – Gulf Coast Institute Tina Araujo - Araujo Consulting Joe Wozny – Cy-Fair Chamber Mike Catrett – Near Northside Neighborhoods Anthony Tangwa – City of Houston Kathy Guenther Harris County Pct. 4 Richard Johnson – C-B Team Bart Barker - Greater Greenspoint Management District Cyndi Robinson – METRO Janet Kennison – Carter-Burgess	The purpose of the meeting was to present the findings of the IH-45 Highway Alternative Analysis.

Date	Group	Attendees	Meeting Purpose
October 19, 2004	North Lindale Civic Association/ Northside/Northline Super Neighborhood Council	Gloria Garza – President North Lindale Paula Parshall – President Northside/Northline Super Neighborhood Council Council Member Adrian Garcia Able Garza – Senator Gallegos' Office Moses Villalpando Brad Bailey – HISD Rebecca Mir - HISD Member of North Lindale Civic Club Raymond Garcia - Harris County Department of Education George DeMontrond – METRO Board Member Cyndi Robinson - METRO Janet Kennison – Carter & Burgess	The purpose of the meeting was to review the history of the North Corridor LRT project development including a description of the LPIS and the DEIS. Members of the audience expressed there issues and concerns regarding various issues.
November 16, 2004	North Corridor Coalition	Gary Montgomery - North Corridor Coalition Chairman Jack Drake – Greater Greenspoint Management District Representative from County Commissioner Sylvia Garcia's Office David Crossley – Gulf Coast Institute Jim Weston – Woodland Heights Civic Association Ken Lindow - Woodland Heights Civic Association Ervin Baumeyer – Greater Greenspoint Chamber Tina Araujo - Araujo Consulting Mike Catrett – Near Northside Neighborhoods Kathy Guenther Harris County Pct. 4 Richard Johnson – C-B Team Bart Barker - Greater Greenspoint Management District Art Murillo - METRO Cyndi Robinson – METRO Janet Kennison – Carter-Burgess	The purpose of the meeting was to allow David Crossley to give a presentation on emerging transit zones. After Mr. Crossley's presentation Jack Drake led a discussion on METRO's Advanced Technology Forum.

Date	Group	Attendees	Meeting Purpose
February 9, 2005	Woodland Heights Civic Association	Members Pat Henry – TxDOT Michael Tello - TxDOT Janet Kennison – Carter Burgess	Presented highway findings.
March 17, 2005	Northside Management District	Board Members Pat Henry – TxDOT Janet Kennison – Carter-Burgess	Presented highway findings.
April 2, 2005	State Representative Jessica Farrar	Representative Jessica Farrar Janet Kennison	Presented highway findings.

7.4 Communications

7.4.1 Newsletters and Meeting Notices

Throughout the Planning Studies, stakeholders within the corridor were kept well informed. Three general newsletters were prepared. The newsletters were distributed to the various stakeholders at meetings and through direct mail. The direct mailing list included over 2,800 individuals and interested citizens. By providing newsletters during major phases of the Planning Studies, information was provided to a broad audience about the status of the studies and dates of upcoming meetings. They helped to elevate the discussions and importance of regional mobility. Three postcards/meeting notices were also used to provide notice about public meetings through direct mail to the mailing list. These flyers supplemented the Public Notices in the newspaper advertisements. Copies of the three newsletters and two flyers may be found in the Transit Component of the Alternative Analysis Report. Copies of Flyers #3 and #4 are in the DEIS. A copy of the Flyer #5 can be found in Appendix I. Exhibit 62 outlines the formal communications provided on the North-Hardy Planning Studies.

Exhibit 62: Summary of Formal Communications

Communication	Purpose	Date
Flyer #1	Announce Public Scoping Meetings	Winter 2002
Newsletter #1	Describe Long List of Alternatives	Spring 2002
Newsletter #2	Describe Short List of Alternatives	Fall 2002
Flyer #2	Announce Meeting for Preliminary Transit Findings	Winter 2003
Newsletter #3	Describe Preliminary Transit Findings	Spring 2003
Flyer #3	Describe Light Rail Alignment and Environmental Process	Winter 2004
Flyer #4	Describe Technical and Environmental Evaluation of Light Rail Alignments and Options	Spring 2004
Flyer #5	Announce Meetings for Preliminary Highway Findings North of Buffalo Bayou	Fall 2004

7.4.2 Web Site

The North-Hardy Study team hosted a website to enhance communication for stakeholders. The website met METRO's technology and graphic requirements, and served as an additional method of communication for the Studies. The web site for the North-Hardy Planning Studies, North-Hardy.org, was initiated in January 2002 coincidentally with initiation of the Scoping process. The site has received major updates as discrete phases of work were completed. Major updates were accomplished as follows:

- February/March 2002
- May 2002
- August 2002
- October 2002
- January 2003
- April/May 2003

- July/August 2003
- February 2004
- March/April 2004
- July 2004
- September 2004
- October/November 2004
- December 2004

The website was used as a tool for communicating substantive facts regarding the following:

- Status of the Planning Studies
- Location map, issues and approach
- Schedule of upcoming public meetings
- Alternatives under consideration
- Study findings

Interactive uses for the website included information requests, submittal of inquiries or comments and requests to be added to the mailing list. Base map pop-up and locator modes were used to make the website more appealing, accessible and informative.

7.4.3 Presentation Graphics and Handouts

Presentation graphics in the form of display boards and PowerPoint presentations were developed and used for all of the major stakeholder meetings and the public meetings. In many cases these presentation graphics were used at the small group and one-on-one meetings. Hard copies of PowerPoint presentations were made available at most of the outreach meetings. An inventory of all presentation graphics may be found in Appendix I.

7.4.4 Newspaper Advertisements

Notices for public meetings were published in the Houston Chronicle, the Houston Community Newspaper, La Voz, and Semana by METRO. The text and layout for these ads may be found in Appendix I.

7.4.5 Comments Database

The North-Hardy Planning Studies team worked closely with METRO and its General Planning Consultant (GPC) in developing the architecture for the comments database. This database facilitated the assembly, review, analysis and maintenance of input received from stakeholders. A hard copy of the comments database may be found in the Transit Component of the Alternative Analysis Report.

7.5 Summary of Community Input

Community participation throughout the process was significant. Feedback was received from elected officials, community and business leaders, civic associations and individual residents. The public appreciated that TxDOT, METRO and H-GAC worked in tandem on the analysis to generate both transit and highway alternatives.

The project received comments from a vast body of diverse interests and people. The largest constituencies that contributed comments to the project were from the Inner-Corridor and Mid-Corridor areas. Comments from the Inner-Corridor residents conveyed concerns about staying within the existing right-of-way, noise, neighborhood preservation, minimizing residential displacement and the preservation of historical and cultural centers. Comments received from this group did not indicate strong support for any enhancements to IH-45 or the corresponding right-of-way from Downtown to Loop 610. Instead, the community favored the use of transit, and extension of the light rail transit line through an interior street within the neighborhood thereby providing local service. Comments reflective of the Mid-Corridor indicate support for the expansion of IH-45 from Cavalcade to Beltway 8 in order to meet future capacity demands and to improve the image of their neighborhood. In various community meetings, residents from the Mid Corridor expressed that the expansion of IH-45 was an opportunity to remove blight from the frontage roads and improve and enhance right-of-ways. All comments received on the highway component of the Alternative Analysis are included in Appendix I. Copies of additional comments can be found in the Transit AA and DEIS documents.

8.0 Study Findings

8.1 Summary of Findings

The short list of six Highway Build Alternatives was evaluated using the following criteria, as established at the beginning of the Alternatives Analysis:

- Mobility Improvements/Demand Potential
- Conceptual Capital Cost
- Regional Connectivity
- Ease of Implementation
- Environmental Impacts
- Community Impacts

Based on the analysis, Highway Build Alternative 2 received the highest overall ranking, as summarized in Exhibit 63. In terms of mobility impacts, the future travel demand is projected to result in V/C ratios slightly better than current conditions and much better than the No-Build alternative. Vehicle hours of delay is a measure that was used for analysis of both the mobility and regional connectivity criteria. For Build Alternative 2, vehicle hours of delay is project to increase to 131,011 which is an increase over current conditions, but an improvement over the No-Build alternative, and it is better than three of the five other Build Alternatives. The relative capital costs are next to the lowest with respect to the other alternatives. The ease of implementation scored highest for this alternative since it includes the addition of managed lanes which incorporates a funding mechanism, whereas none of the other Build Alternatives provide a funding mechanism.

In terms of both environmental and community impacts, for the criteria that could be evaluated at this time, all of the Build Alternatives received the same score. Further consideration and more detailed analysis of the environmental and community impacts will be conducted during schematic design and the environmental review process which is expected to begin following completion of the planning phase.

Exhibit 63: Evaluation of Highway Build Alternatives

Criteria	No Build	Build Alternative 1	Build Alternative 2	Build Alternative 3	Build Alternative 4	Build Alternative 5	Build Alternative 6
Mobility Impacts	F	C	B	A	A	D	D
Conceptual Capital Cost	n/a	F	B	F	D	C	A
Regional Connectivity	F	C	B	A	A	D	D
Ease of Implementation	n/a	D	B	D	D	D	D
Environmental & Community Impacts	B	C	C	C	C	C	C
Final Grade	D	D+	B-	C	C+	D+	C-
Ranking	7	5	1	3	2	5	4

8.2 Draft Recommended Highway Alternative

Highway Build Alternative 2 is the Draft Recommended Highway Alternative, which is described as follows:

- From Downtown to Beltway 8 – 12-lane cross section – eight general purpose lanes and four managed lanes
- From Beltway 8 to FM 1960 – 12-lane cross section – 10 general purpose lanes and two HOV lanes
- From FM 1960 to SH 242 – 10 lane cross section – 8 general purpose lanes and two HOV lanes

The Draft Recommended Highway Alternative maximizes future mobility in the following ways:

- Provides ability to manage future roadway capacity.
- Commitment to maintain LOS C on managed lanes.
- Provides facility for METRO to operate two-way express bus service on IH-45.

In October 2004, this Draft Recommended Alternative was presented to the public. Subsequently, significant concern from Inner-Corridor residents has been expressed about potential right-of-way impacts that may result from the Draft Recommended Alternative. As a result the Draft Recommended Alternative has been modified as follows:

- From Downtown to Beltway 8 – add four managed lanes to the IH45/Hardy Toll Road corridor
- From Beltway 8 to terminus of Hardy Toll Road – add two HOV/HOT lanes to IH45/Hardy Toll Road corridor
- From terminus of Hardy Toll Road to SH 242 – add two HOV/HOT lanes to IH 45

- From Downtown to FM 1960 – remove existing one-way reversible HOV lane

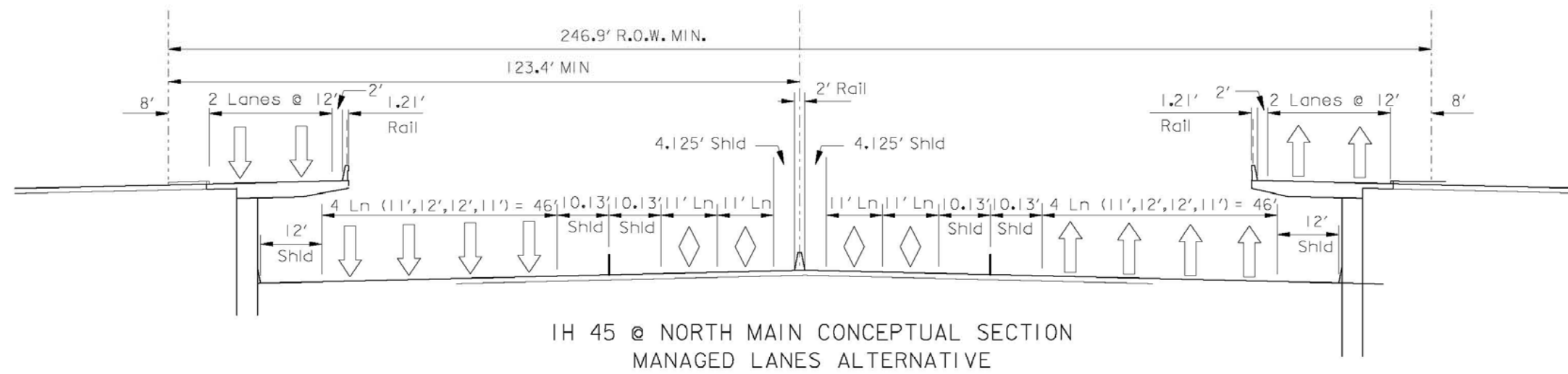
During the schematic development phase, a determination will be made where the managed lane capacity will be constructed – on IH 45 or Hardy Toll Road or split between the facilities.

9.0 Next Steps

Upon completion of the North-Hardy Planning Studies, TxDOT will begin the preliminary design and environmental document preparation phase for this project. It is the goal of TxDOT to remain within the existing right-of-way of IH 45 as improvements to this congested freeway corridor are designed and developed. The existing right-of-way south of IH 610 is limited and multiple design options will need to be explored to remain within the existing right-of-way. Design options could include: reduced shoulder width requirements; reduced or eliminated frontage roads; cantilevered frontage roads, elevated roadway sections, and other creative engineering techniques. These options along with the feasibility to add capacity to the Hardy Toll Road will be thoroughly explored during preliminary engineering and preparation of the environmental document for this project. During the next two to three years when the preliminary design and environmental analysis are undertaken, the community will be encouraged to collaborate with TxDOT to develop the best project for the North-Hardy travel corridor.

Exhibit 64 depicts a potential configuration of the Draft Recommended Highway Alternative on IH 45 at North Main Street.

Exhibit 64: IH 45 @ North Main Conceptual Section



Appendix I: Highway Public Involvement Materials

Public Notice

NOTICE OF PUBLIC MEETING

THE TEXAS DEPARTMENT OF TRANSPORTATION (TXDOT) WILL CONDUCT PUBLIC MEETINGS REGARDING POTENTIAL IMPROVEMENTS TO IH 45 (NORTH FREEWAY). THE PURPOSE OF THESE MEETINGS IS TO REVIEW THE RESULTS OF THE HIGHWAY ANALYSIS FOR THE NORTH-HARDY CORRIDOR. THE MEETINGS WILL BE HELD AT **DAVIS HIGH SCHOOL, COMMONS AREA, 1101 QUITMAN, TUESDAY, OCTOBER 26, 2004, FROM 6:00PM – 8:00 PM AND GREENSPPOINT MALL, COMMUNITY ROOM, 12300 NORTH FREEWAY, THURSDAY, OCTOBER 28, 2004, FROM 6:00PM – 8:00 PM.**

THE MEETINGS WILL BE HELD IN ACCESSIBLE LOCATIONS FOR PERSONS WITH DISABILITIES AND WILL BE CONDUCTED IN ENGLISH. PERSONS WITH SPECIAL COMMUNICATION OR PHYSICAL ACCOMMODATION NEEDS SHOULD CONTACT TXDOT'S PUBLIC AFFAIRS OFFICE AT 713/802-5072 AT LEAST TWO WORKING DAYS PRIOR TO THE MEETINGS. REASONABLE ACCOMMODATIONS WILL BE MADE TO MEET THESE NEEDS. ALL INTERESTED CITIZENS ARE INVITED TO ATTEND EITHER OF THESE IDENTICAL OPEN HOUSE SESSIONS.

Flyer



Photo by David Bray Photography

Highway Analysis Results for IH-45

Make your voice heard! www.north-hardy.org

Resultados del Análisis de Autopista para IH-45

¡Haga que su voz se escuche! www.north-hardy.org

**Highway Analysis
Results for IH-45**

You are invited to attend either of these identical open house sessions where TxDOT staff and consultants will describe the results of the highway analysis for the North-Hardy Corridor. Consultants and TxDOT staff will be available to hear your concerns and respond to your questions.

These meetings will be held in accessible locations for persons with disabilities and will be conducted in English. Persons with special communication or physical accommodation needs should contact TxDOT's Public Affairs office at 713.802.5072 at least two working days prior to these meetings. Reasonable accommodations will be made to meet these needs.

**October 26, 2004
6:00 - 8:00 p.m.
Davis High School
Commons Area
1101 Quitman**

From Quitman, turn left onto Tackaberry. Parking lot is on right-hand side. Enter through main entrance. The Commons is adjacent to the Cafeteria on the right-hand side.

**October 28, 2004
6:00 - 8:00 p.m.
Greenspoint Mall
Community Room
12300 North Freeway**

Enter the mall at "Eclipse" sign off Greenspoint Drive. Proceed past food court.

**Públicas
Resultados del Análisis
de Autopista para IH-45**

Usted está invitado a asistir a cualquiera de estas dos sesiones idénticas, en las cuales el personal de TxDOT y sus consultores describirán los resultados del análisis de autopista para el corredor Hardy Norte. Los consultores y el personal de TxDOT estarán disponibles para escuchar sus inquietudes y contestar sus preguntas.

Estas reuniones se llevarán a cabo en inglés y en locales accesibles para personas con discapacidades. Las personas que requieran arreglos especiales de tipo físico o de comunicación deben contactar a la oficina de asuntos públicos de TxDOT al 713.802.5072 al menos dos días laborables previo a las reuniones. Se harán arreglos razonables para satisfacer estas necesidades.

**26 de octubre de 2004
6:00 - 8:00 p.m.
Davis High School
Área Común
1101 Quitman**

Desde Quitman, girar a la izquierda en Tackaberry. El lote de estacionamientos está a la mano derecha. Entrar por la entrada principal. El área común está contiguo a la cafetería, a la mano derecha.

**28 de octubre de 2004
6:00 - 8:00 p.m.
Salón de la Comunidad
de Greenspoint Mall
12300 North Freeway**

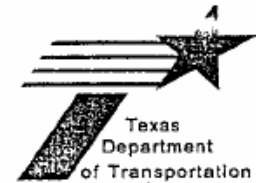
Entre al centro comercial por el letrero de "Eclipse" desde Greenspoint Drive. Procede hacia el fondo, después de los puestos de comida.

Houston, TX 77208-1429



**Highway Public Meeting
October 26, 2004
Jeff Davis High School**

Sign-in Sheets



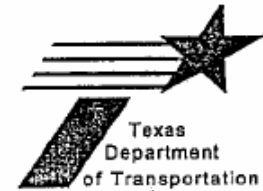
**Public Meeting Sign-in Sheets
for North-Hardy IH 45**

October 26, 2004, from 6:00 pm to 8:00 pm
Davis High School
1101 Quitman, Houston, Texas 77009

Name	Mailing Address	City	Zip Code	Your Interest in this Project	How did you hear about this meeting – newspaper, direct mailing, website, other? (Please specify)
Mrs. MARIE BAUGH	2410 W 18th #147	Hou. TX	77008	Are you a: <input checked="" type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	MAIL
Rosalie Ross	1307 Guese	Houston	77008	Are you a: <input checked="" type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	MAIL PART
Lucretia ANGER MILLER	3001 HOUSTON AVE	HOUSTON	77009	Are you a: <input checked="" type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	
Thomas McWhorter	Greater Houston Production Alliance 712 Main St. Suite 110	Houston	77002	Are you a: <input type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input checked="" type="checkbox"/> Interested Party	word of mouth
Jill Whitten	402 Byrne St.	Houston	77007	Are you a: <input type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	
CHARLES RASH	2104 LYONS AVE	Houston	77020	Are you a: <input type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	
Theresa GAAS	1107 E GYPSY	Houston	77005	Are you a: <input checked="" type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	mail
PAULINE YOUNG	945 MCKINNEY PMB #307 Houston TX 77002	Houston	77002	Are you a: <input type="checkbox"/> Business and/or Property Owner <input checked="" type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	Newspaper
Jim Wesper	3301 MORRISON Houston TX 77009	Houston	77009	Are you a: <input checked="" type="checkbox"/> Business and/or Property Owner <input checked="" type="checkbox"/> Work/Live Along the Corridor <input checked="" type="checkbox"/> Interested Party	Newspaper

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for North-Hardy IH 45**

October 26, 2004, from 6:00 pm to 8:00 pm
Javis High School
101 Quitman, Houston, Texas 77009



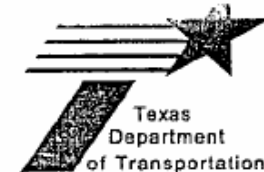
Name	Mailing Address	City	Zip Code	Your Interest in this Project	How did you hear about this meeting – newspaper, direct mailing, website, other? (Please specify)
F. B. VALOUEN	2323 TACK ABERDY	HOUSTON	77007	Are you a: <input checked="" type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	NEWSPAPER.
Norman Lyndell	4502 - Edin	Houston	77009	Are you a: <input checked="" type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	
JERRY BENSON	2611 MORRISON	H	77009	Are you a: <input type="checkbox"/> Business and/or Property Owner <input checked="" type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	
John & Joy Wittala	221 Parkview	Hou	77009	Are you a: <input checked="" type="checkbox"/> Business and/or Property Owner <input checked="" type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	flyer
Enisa Meacham	3008 MORRISON	HOU	77009	Are you a: <input type="checkbox"/> Business and/or Property Owner <input checked="" type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	flyer
Jeanette RASH	2104 LYONS	HOU	77020	Are you a: <input checked="" type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	flyer / email
C.P. Torres JR.	1706 GENTRY	HOU	77009	Are you a: <input checked="" type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	
ED REYDS	218 Joyce	HOU.	77009	Are you a: <input checked="" type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	
Michael Parr Alex Rissby	512 W. of Oaks	HOU	77009	Are you a: <input type="checkbox"/> Business and/or Property Owner <input checked="" type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	email



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for North-Hardy IH 45**

October 26, 2004, from 6:00 pm to 8:00 pm
Davis High School
1101 Quitman, Houston, Texas 77009

Name	Mailing Address	City	Zip Code	Your Interest in this Project	How did you hear about this meeting – newspaper, direct mailing, website, other? (Please specify)
MARY ANN WEISHAUP	2309 TACKABERRY	HOU TX	77009	Are you a: <input checked="" type="checkbox"/> Business and/or Property Owner <input checked="" type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	MAILING
Jane S. Bari	4502 Edison	Houston	77009	Are you a: <input checked="" type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	
Eloise Puente	4023 Edison	Houston	77009	Are you a: <input type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	
Frank Puente	4023 Edison	Houston	77009	Are you a: <input type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	
HEIDI GREENE	342 PARKVIEW	HOUSTON	77009	Are you a: <input type="checkbox"/> Business and/or Property Owner <input checked="" type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	
BECKY HOUSTON	3011 MORRISON	HOUSTON	77009	Are you a: <input checked="" type="checkbox"/> Business and/or Property Owner <input checked="" type="checkbox"/> Work/Live Along the Corridor <input checked="" type="checkbox"/> Interested Party	Newsletter
Bernardo Rosales	905 Joyce	HOU TX	77009	Are you a: <input checked="" type="checkbox"/> Business and/or Property Owner <input checked="" type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	
Curidia Gonzalez	3820 CHAPMAN	HOU TX	77009	Are you a: <input checked="" type="checkbox"/> Business and/or Property Owner <input checked="" type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	
Osca F. Rodriguez	200 Carl St	Houston TX	77009	Are you a: <input type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	



**Public Meeting Sign-in Sheets
for North-Hardy IH 45**

October 26, 2004, from 6:00 pm to 8:00 pm
Davis High School
1101 Quitman, Houston, Texas 77009

Name	Mailing Address	City	Zip Code	HFGUYTON@ AOL.COM Your Interest in this Project	How did you hear about this meeting - newspaper, direct mailing, website, other? (Please specify)
HARRY GUYTON	3212 MORRISON	Hou	77009	Are you a: <input checked="" type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	FLYER
MRS. Lamar Muramontis	2208 MCKEE	HOU	77009	Are you a: <input type="checkbox"/> Business and/or Property Owner <input checked="" type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	Flyer
Laura Dalton	1302 BUNTON	HOUS	77009	Are you a: <input type="checkbox"/> Business and/or Property Owner <input checked="" type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	relative
Tom Manning	1206 La Rue	H	77019	Are you a: <input type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input checked="" type="checkbox"/> Interested Party	Hous. Chronicle
YOLANDA C. Lewis	1407 WRIGHTWOOD HO	HOUSTON	77009	Are you a: <input checked="" type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	Flyer
Gloria Ann Zuniga	2117 FREEMAN	Houston	77009	Are you a: <input checked="" type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	Flyer
MIKE CARTWRIGHT	WOODWAY 417 HO	HOU	77009	Are you a: <input type="checkbox"/> Business and/or Property Owner <input checked="" type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	MEAD
Ivon DuPont	3324 Morrison	Houston	77009	Are you a: <input type="checkbox"/> Business and/or Property Owner <input checked="" type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	ivond@swbell.net Flyer
Oscar Rausel	1002 Sue	Houston	77009	Are you a: <input type="checkbox"/> Business and/or Property Owner <input checked="" type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	Lindale Park



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for North-Hardy IH 45**

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Davis High School
1101 Quitman, Houston, Texas 77009

Name	Mailing Address	City	Zip Code	Your Interest in this Project	How did you hear about this meeting – newspaper, direct mailing, website, other? (Please specify)
COBURN, JOHN	P.O. Box 130896	HOU.	77219	Are you a: <input type="checkbox"/> Business and/or Property Owner <input checked="" type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	
J.B. Sampson	2103 Noble	HOU	77026	Are you a: <input type="checkbox"/> Business and/or Property Owner <input checked="" type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	
Paul Pedern	9135 Ransely	HOU	77057	Are you a: <input type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input checked="" type="checkbox"/> Interested Party	
Tom Shepard	117 Payne St.	HOU	77009	Are you a: <input checked="" type="checkbox"/> Business and/or Property Owner <input checked="" type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	flyer
Sylvia Astello	1108 Paschell	HO	77009	Are you a: <input type="checkbox"/> Business and/or Property Owner <input checked="" type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	
MIKE SAMPSON	717 TEXAS, #1500	HOU	77002	Are you a: <input type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input checked="" type="checkbox"/> Interested Party	
RACHEL DVORETZKY	404 CORDELL	H	77009	Are you a: <input checked="" type="checkbox"/> Business and/or Property Owner <input checked="" type="checkbox"/> Work/Live Along the Corridor <input checked="" type="checkbox"/> Interested Party	WEBSITE & NEWSPAPER
Tom O'Grady	2 Northpoint, Ste 650	H	77060	Are you a: <input checked="" type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	Newspaper / E-Mail
Mayra Galvan	204 Holdenroad St.	H	77009	Are you a: <input type="checkbox"/> Business and/or Property Owner <input checked="" type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	



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October 26, 2004, from 6:00 pm to 8:00 pm
Davis High School
1101 Quitman, Houston, Texas 77009

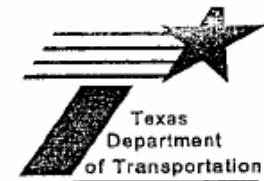
Name	Mailing Address	City	Zip Code	Your Interest in this Project	How did you hear about this meeting – newspaper, direct mailing, website, other? (Please specify)
CARL CORSON	308 CORDELL	HOUSTON	77009	<input checked="" type="checkbox"/> Business and/or Property Owner <input checked="" type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	EMAIL FROM CIVIC ASSOC.
ANDE TENSAE	1050 QUITMAN	''	''	<input type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	Liberian_770667444
Ron Robles	2324 N MAIN	Hou	77009 TX	<input type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	
G. CAMACHO	PO Box 701153	Hou	77270	<input checked="" type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	
M. Villarreal	2122 Everett	Houston	77009	<input checked="" type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	
A. Reed	412 Omar St	Houston	77009	<input checked="" type="checkbox"/> Business and/or Property Owner <input checked="" type="checkbox"/> Work/Live Along the Corridor <input checked="" type="checkbox"/> Interested Party	WHA areed@reliant.com
Alma Monred	1503 Terry St	Houston	77009	<input type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	
DONNIE BROWN	305 English	Houston	77009	<input checked="" type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	
Carolyn Brown	2901 Fulton	Houston	77009	<input type="checkbox"/> Business and/or Property Owner <input checked="" type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	



**Public Meeting Sign-in Sheets
for North-Hardy IH 45**

October 26, 2004, from 6:00 pm to 8:00 pm
Davis High School
1101 Quitman, Houston, Texas 77009

Name	Mailing Address	City	Zip Code	Your Interest in this Project	How did you hear about this meeting – newspaper, direct mailing, website, other? (Please specify)
Debbie Tesar	DTESAR@HHSI.COM	Houston	77009	Are you a: <input type="checkbox"/> Business and/or Property Owner <input checked="" type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	E-mail
Rick Leach	5811 Irvington Blvd	H	77009	Are you a: <input type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	
Keyla Dugue	1312 Malvern	Houston TX	77009	Are you a: <input type="checkbox"/> Business and/or Property Owner <input checked="" type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	Other pl.
Margaret Mengel	1939 W. Gray, Ste. 201	Hou	77019	Are you a: <input type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input checked="" type="checkbox"/> Interested Party	
Kevin J. Hoffman	516 Ave of Oaks	Hou	77001	Are you a: <input checked="" type="checkbox"/> Business and/or Property Owner <input checked="" type="checkbox"/> Work/Live Along the Corridor <input checked="" type="checkbox"/> Interested Party	
Manuel Pons	833 Booth	Houston	77009	Are you a: <input type="checkbox"/> Business and/or Property Owner <input checked="" type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	Ged Class
Jeribai Esteban	16307 Bahnhof Strasse	Houston	77070	Are you a: <input type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	
Joel & Maribel Castro	308 Quitman	Houston	77009	Are you a: <input checked="" type="checkbox"/> Business and/or Property Owner <input checked="" type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	
CHRIS McCALL	UH - DOWNTOWN ONE MAIN ST	HOUSTON	77002	Are you a: <input checked="" type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	e-mail



**Public Meeting Sign-in Sheets
for North-Hardy IH 45**

October 26, 2004, from 6:00 pm to 8:00 pm
Davis High School
1101 Quitman, Houston, Texas 77009

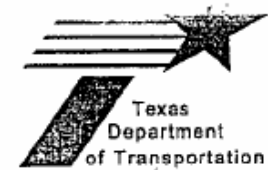
Name	Mailing Address	City	Zip Code	Your Interest in this Project	How did you hear about this meeting – newspaper, direct mailing, website, other? (Please specify)
Jamie Vera	2122 Everett	Houston	77029	Are you a: <input type="checkbox"/> Business and/or Property Owner <input checked="" type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	School Davis
Mary Almadarez	608 Joyce		77009	Are you a: <input checked="" type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	
Maria Teresa	1619 Webster	Houston	77007	Are you a: <input type="checkbox"/> Business and/or Property Owner <input checked="" type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	mailing
Phillip Ramirez	13803 Barone Bridge	Hou	77069	Are you a: <input type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	
Alyson Rodriguez	1706 Chapman	Houston	77009	Are you a: <input type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	
Juanita Selley	9210 Collier	Houston	77022	Are you a: <input type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	
Gloria Calderon	2119 marion	Houston	77009	Are you a: <input type="checkbox"/> Business and/or Property Owner <input checked="" type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	walk-in
GENE GOINS	3410 ROBERTSON	Hou	77009	Are you a: <input type="checkbox"/> Business and/or Property Owner <input checked="" type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	WALK-IN
EMILIO TOVAL	2621 MORRIS	Hou	77009	Are you a: <input type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	

**Public Meeting Sign-in Sheets
for North-Hardy IH 45**

October 26, 2004, from 6:00 pm to 8:00 pm
Davis High School
1101 Quitman, Houston, Texas 77009



Name	Mailing Address	City	Zip Code	Your Interest in this Project	How did you hear about this meeting – newspaper, direct mailing, website, other? (Please specify)
Connie Elliott			77009	Are you a: <input type="checkbox"/> Business and/or Property Owner <input checked="" type="checkbox"/> Work/Live Along the Corridor <input checked="" type="checkbox"/> Interested Party	friend
Mario A. Umanzor	16209 Delozier	Houston	77040 TX	Are you a: <input type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	
Bea Rosales	805 Joyce St	Hou	TX	Are you a: <input checked="" type="checkbox"/> Business and/or Property Owner <input checked="" type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	Newspaper
Elvia Cervantes	4014 Chapman	Houston	77009	Are you a: <input type="checkbox"/> Business and/or Property Owner <input checked="" type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	
Jean Berthelien	114 Galena	"	77009	Are you a: <input checked="" type="checkbox"/> Business and/or Property Owner <input checked="" type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	
Deotis Gay	7901 (P) 9719 El Rio	Houston	77048	Are you a: <input checked="" type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	
Jerry Wood	2807 Greenbriar	Houston	77098	Are you a: <input type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input checked="" type="checkbox"/> Interested Party	word of mouth
Roxana Vasquez		Houston		Are you a: <input type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input checked="" type="checkbox"/> Interested Party	WEB SITE
Rod Smith	17333 1160 Fyfe 54 K 7C			Are you a: <input type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input checked="" type="checkbox"/> Interested Party	newspaper



**Public Meeting Sign-in Sheets
for North-Hardy IH 45**

October 26, 2004, from 6:00 pm to 8:00 pm
Davis High School
1101 Quitman, Houston, Texas 77009

Name	Mailing Address	City	Zip Code	Your Interest in this Project	How did you hear about this meeting - newspaper, direct mailing, website, other? (Please specify)
Sergio Villareal	1925 Chapman	Houston	77009	Are you a: <input checked="" type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	
Virginia Springs	6202 Norland	"	"	Are you a: <input type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	
Ken Perry Lindan	3317 Morrison	Houston	77009	Are you a: <input checked="" type="checkbox"/> Business and/or Property Owner <input checked="" type="checkbox"/> Work/Live Along the Corridor <input checked="" type="checkbox"/> Interested Party	Got a notice
Virginia Duke	211 Eleanor	✓	✓	Are you a: <input type="checkbox"/> Business and/or Property Owner <input checked="" type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	
Gary DRABEK	611 Walker 5th floor 77002	Houston	77002	Are you a: <input checked="" type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	
NAT SMITH	3011 MORRISON	HOUSTON	77009	Are you a: <input type="checkbox"/> Business and/or Property Owner <input checked="" type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	
Jon Derry	115 Alma St	"	77009	Are you a: <input checked="" type="checkbox"/> Business and/or Property Owner <input checked="" type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	
Shadye Lerner		"	77009	Are you a: <input checked="" type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input checked="" type="checkbox"/> Interested Party	
Vern Hegwood				Are you a: <input type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input checked="" type="checkbox"/> Interested Party	Newspaper

**Public Meeting Sign-in Sheets
for North-Hardy IH 45**

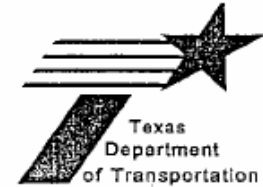
October 26, 2004, from 6:00 pm to 8:00 pm
Davis High School
1101 Quitman, Houston, Texas 77009



Name	Mailing Address	City	Zip Code	Your Interest in this Project	How did you hear about this meeting – newspaper, direct mailing, website, other? (Please specify)
Monica Gonzalez	7A Thornton	TX	77018	Are you a: <input type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	GED Teacher
Juan M. Rangel	624 1/2 Post	TX	77022	Are you a: <input type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	-- --
Man... ..	303 Fairbank	H	77009	Are you a: <input type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	
Josie Rodriguez	3404 Morrison	TX	77009	Are you a: <input type="checkbox"/> Business and/or Property Owner <input checked="" type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	MAILING
GUY HAGSTETE?	DOWNTOWN DISTRICT 909 FANNIN #1650 HOUSTON TX 77010	HOUSTON	77010	Are you a: <input type="checkbox"/> Business and/or Property Owner <input checked="" type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	MAILER
VICTOR M GONZALEZ	1109 Summe- Houston, Tx 77007	Houston	77007	Are you a: <input type="checkbox"/> Business and/or Property Owner <input checked="" type="checkbox"/> Work/Live Along the Corridor <input checked="" type="checkbox"/> Interested Party	Northside B.O.W.D.
Ben Britzewsky	713 Fargo	Hou	77006	Are you a: <input checked="" type="checkbox"/> Business and/or Property Owner <input checked="" type="checkbox"/> Work/Live Along the Corridor <input checked="" type="checkbox"/> Interested Party	1st Ward
				Are you a: <input type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	
				Are you a: <input type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	

**Public Meeting Sign-in Sheets
for North-Hardy IH 45**

October 26, 2004, from 6:00 pm to 8:00 pm
Davis High School
1101 Quitman, Houston, Texas 77009



Name	Mailing Address	City	Zip Code	Your Interest in this Project	How did you hear about this meeting – newspaper, direct mailing, website, other? (Please specify)
Jose Galvan	204 Goldenrod	Houston	77009	Are you a: <input type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input checked="" type="checkbox"/> Interested Party	GED Teacher
CHRIS MURILLO	833 Wilkes	Houston	77009	Are you a: <input type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input checked="" type="checkbox"/> Interested Party	GED teacher
FRANK RAMIREZ	10218 Greenfield Rd	Houston	77042	Are you a: <input type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input checked="" type="checkbox"/> Interested Party	
Jimmy Castillo Sarah Castillo	307 Winnie St	Houston	77009	Are you a: <input type="checkbox"/> Business and/or Property Owner <input checked="" type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	
Heliodoro Martinez Jr	303 James	Houston	77009	Are you a: <input type="checkbox"/> Business and/or Property Owner <input checked="" type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	Bond
Rosenda Rojas	3405 Morrison	Houston	77009	Are you a: <input type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	
				Are you a: <input type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	
				Are you a: <input type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	
				Are you a: <input type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	

ELECTED OFFICIALS
Public Meeting Sign-in Sheets
for North-Hardy IH 45

October 26, 2004, from 6:00 pm to 8:00 pm
 Davis High School
 1101 Quitman, Houston, Texas 77009



Name	Mailing Address	City	Zip Code
Amy Manzano	1001 S. Sgt. Macario Garcia #107 Commissioner Sylvia Garcia		77011
GENE GREEN	256 N. SAM HOUSTON PRIVE #22	HOUSTON	77062
Monica Faulkner	PO Box 30099 Houston TX 77249	HOUSTON	77249
REBECCA C. REYNA	900 Bayly 1 st Floor Int'l Council member ADRIAN GARCIA	Hst	77002

**Highway Public Meeting
October 28, 2004
Greenspoint Mall**

Sign-in Sheets



**Public Meeting Sign-in Sheets
for North-Hardy IH 45**

October 28, 2004, from 6:00 pm to 8:00 pm
Greenspoint Mall
12300 North Freeway, Houston, TX

Name	Mailing Address	City	Zip Code	Your Interest in this Project	How did you hear about this meeting - newspaper, direct mailing, website, other? (Please specify)
HC. Pet. 4 Kesia Rios	22540 Aldine Westfield	Spring	77373	Are you a: <input type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input checked="" type="checkbox"/> Interested Party	
Archie Stevens	330 Meade	Houston	77067	Are you a: <input type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input checked="" type="checkbox"/> Interested Party	mailed notice
Jeff Anderson	550 Greenspark Suite 102 Houston, TX 77067	Houston	77067	Are you a: <input type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input checked="" type="checkbox"/> Interested Party	
Bill Zrioka	16930 JFK Blvd Houston, TX 77032	Houston	77032	Are you a: <input type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input checked="" type="checkbox"/> Interested Party	mailed notice
Jim Vowet	1618 Castellan Houston, TX 77038	Houston	77038	Are you a: <input checked="" type="checkbox"/> Business and/or Property Owner <input checked="" type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	
Anthony Targov	611 Walker - 611th Houston TX 77062	Houston	77062	Are you a: <input type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	
Kathy Sherrill				Are you a: <input type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input checked="" type="checkbox"/> Interested Party	
Jim Spademan	5757 Woolsey Houston, TX 77057	Houston	77057	Are you a: <input type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input checked="" type="checkbox"/> Interested Party	
Jeff Wolverton w/ Senator Williams' office	P.O. Box 8069 The Woodlands, TX 77380			Are you a: <input type="checkbox"/> Business and/or Property Owner <input checked="" type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	Internet website



**Public Meeting Sign-in Sheets
for North-Hardy IH 45**

October 28, 2004, from 6:00 pm to 8:00 pm
Greenspoint Mall
12300 North Freeway, Houston, TX

Name	Mailing Address	City	Zip Code	Your Interest in this Project	How did you hear about this meeting - newspaper, direct mailing, website, other? (Please specify)
Ken & Peggy LINDOU				Are you a: <input checked="" type="checkbox"/> Business and/or Property Owner <input checked="" type="checkbox"/> Work/Live Along the Corridor <input checked="" type="checkbox"/> Interested Party	
<i>Unsignature</i>				Are you a: <input type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	
Rich Squire	11011 Richmond th 700 Houston TX 77042			Are you a: <input type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input checked="" type="checkbox"/> Interested Party	Utah
Joel Schramm	12707 Cloverwood Cypress, Tx 77429			Are you a: <input type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input checked="" type="checkbox"/> Interested Party	N/A
Francisco Garcia	5531 Karen beta Hwy 92 77089			Are you a: <input type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input checked="" type="checkbox"/> Interested Party	Newspaper
Tim Lyng	5757 Woodway 77057			Are you a: <input type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input checked="" type="checkbox"/> Interested Party	
Greg Siptak	704 Graceland 77009			Are you a: <input checked="" type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	mailing
				Are you a: <input type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	
				Are you a: <input type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	



Public Meeting Sign-in Sheets for North-Hardy IH 45

October 28, 2004, from 6:00 pm to 8:00 pm
Greenspoint Mall
12300 North Freeway, Houston, TX

Name	Mailing Address	City	Zip Code	Your Interest in this Project	How did you hear about this meeting - newspaper, direct mailing, website, other? (Please specify)
Leticia Ledezma	22540 Aldine Westfield	Spring	77373	Are you a: <input type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input checked="" type="checkbox"/> Interested Party	TXDOT notice letter to HCP4.
Michael (Danini) Mazod	110 W Rocky Creek Rd. Houston TX 77076			Are you a: <input type="checkbox"/> Business and/or Property Owner <input checked="" type="checkbox"/> Work/Live Along the Corridor <input checked="" type="checkbox"/> Interested Party	Been on mailing list from 1st meeting 2 yrs. ago.
				Are you a: <input type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	
				Are you a: <input type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	
				Are you a: <input type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	
				Are you a: <input type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	
				Are you a: <input type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	
				Are you a: <input type="checkbox"/> Business and/or Property Owner <input type="checkbox"/> Work/Live Along the Corridor <input type="checkbox"/> Interested Party	

Recorded Comments



**Public Meeting Comment Sheets
for North-Hardy IH 45**

October 26, 2004, from 6:00 pm to 8:00 pm
Davis High School
1101 Quilman, Houston, Texas 77009

#	Name	Organization	Address	Email	Comments
1	Mary Ann Weishaupt		2309 Taekaberry Street Houston, Texas 77009		Interesting presentation. Will look forward to more mailings regarding updates.
2	John Paraguna		3008 Morrison Houston, Texas 77009		No new frontage roads from 610 Downtown. The neighborhood is <u>clear</u> about staying within the existing right of way from 610 to Downtown
3	Louisa Meacham		3008 Morrison Houston, Texas 77009		I am <u>very</u> concerned about the draft recommended alternative for I45 from 610 to Downtown. Specifically, the increase to 12 lanes seems to clearly exceed the existing right of way. <u>No frontage roads</u> in historic neighborhoods! Yes! To managed lanes for HOV & buses! No! to managed lane use by toll customers
4	Jill Whitten		2807 Florence Houston, Texas 77009		Why no presentation? Why no handouts? I do <u>not</u> approve of the Draft Rec. Alternatives. I do not approve of "Managed Lanes". They undermine the concept of HOV traffic by permitting trucks & wealthy SUV drivers to <u>pay</u> to drive on the HOV. I do <u>not</u> approve of toll roads. They slow down traffic & increase air pollution & use too much car fuel. I do not want any new frontage roads on I-45. Frontage Roads turn our highways into city streets. I do not want you to take any new right of way. Encourage Rail transit. Implement rail to all airports!
5	Robert G. Proctor Jr.		402 Byrne Street Houston, Texas 77009		The neighborhood has spoken on this before at public meetings & you clearly ignored our concerns with your proposed plans. We do not want double decker roads, we do not want sound walls, we do not want to lose homes or greenspace, we do not want toll roads. We want HOV lanes for carpools & buses we want to keep the trees that were just planted on I-45

**Public Meeting Comment Sheets
for North-Hardy IH 45**

October 26, 2004, from 6:00 pm to 8:00 pm
Davis High School
1101 Gultman, Houston, Texas 77009



#	Name	Organization	Address	Email	Comments
6	No Name Given				<p>1) I45 expansion as feasible, should remain within the existing right of way.</p> <p>2) "Gateway" treatment of expansion inside of Loop similar to 59 near 288 ie, special bridge treatment, landscaping concept.</p>
7	Liz Chao		416 Byrne Street Houston, Texas 77009		<p>This plan favors wealthy white people that live in the suburbs.</p> <p>Inner city Dwellers want to preserve their quality of life- air & trees & prevent flooding.</p> <p>When land is condemned & the excess sold back at Auction, Perry Homes moves in.</p> <p>Not a good public meeting, this one should not count.</p>
8	Susan Eply		403 Byrne Houston, Texas 77009		<p>Your presentation board notes that "six build alternatives were analyzed for IH45" & option 2 is the most viable- when do we see the other 4 alternatives? Why is option 2 the most viable? It seems to clearly overreach the existing right of way-</p> <p>This was a <u>very</u> frustrating meeting- most of the staff people (with the exception of the 3 TXDOT reps) could not answer any questions. We need handouts to take back to neighbors! Why no handouts?</p>
9	Theresa Gass		1107 Egypt Street Houston, Texas 77009		<p>Delete HOV Lane, and keep the four managed lanes. This should have been done 25 yrs ago. Also expand I-45 from Conroe to Huntsville.</p>
10	Michale Parr Alex Rigby		512 Ave of Oaks Houston, Texas 77009		<p>We ask 1st that TxDOT live within the footprint of I-45 from 610 to I-10 East.</p> <p>2nd that we be given "Gateway" treatments as 59 through Montrose was given</p> <p>That TxDOT be more honest and forthcoming with the neighborhood than they were with the I-10 meeting and decisions.</p> <p>That no double decking be undertaken That Hollywood Cemetery be left alone</p> <p>The noise, traffic and pollution will destroy our neighborhood with no plus only loss to us.</p>

**Public Meeting Comment Sheets
for North-Hardy IH 45**

October 26, 2004, from 6:00 pm to 8:00 pm
Davis High School
1101 Quitman, Houston, Texas 77009



#	Name	Organization	Address	Email	Comments
11	Jerry Benson		2611 Morrison Houston, Texas 77009		<p>Your widening lanes inside 610 to Downtown will have to take private property, as I see this chart, especially between Quitman & North Main where there are no feeder lanes currently. You need to honest with us folks, tell us the truth. I have seen many Businesses hurt badly on I-10 Project.</p> <p>I am a resident in Woodland Heights & any changes made will harm residences, businesses when changes in access are made. I am also deeply concerned with more concrete & the flooding issue. The Allison flood hurt many of us, as well as, there were 3 drownings within one mile of my home.</p> <p>Just be honest with us when you propose something.</p>
12	Thomas McWhorter	Greater Houston Preservation Alliance	712 Main Street, Suite 110 Houston, Texas 77002		<p>As a steward of Houston history, I am constantly aware of issues which affect Houston's historic legacy, both architectural and cultural. The widening of the I-45 corridor between downtown and the 610 N. Loop will impact scores of National Register eligible properties. The proposed path travels through the 1st Ward (an 1870's era neighborhood, the Near Northside (an 1880's neighborhood), Woodland Heights (an 1910's era neighborhood), and Brooke Smith (an 1890's neighborhood). If you will see a pattern you will no doubt realize that this is where Houston's historic resources are located. Section 106 reviews require an alternative to the destruction/impact of historic resources. Please plan accordingly.</p>
13	Elvia Cervantes		4014 Chapman Houston, Texas 77009		<p>I own my home on Chapman and I would like a meeting in spanish for better understanding for myself and other northside citizens. I have come to two meetings and both have been in english no one offers to explain what is going on in spanish for spanish speakers only to understand. The majority of northside is spanish speaking home owners, business owners. Thank you for your time and understanding on this matter. Would also like to know if my home is affected by this construction. Translated by my sister-in-law</p>
14	Laura P. Galvan		1302 Burton Street Houston, Texas 77009		<p>First off I participated the meeting at Holy Name Catholic Church and my findings brought me to that this meeting was not bilingual. In stating this there was a lot of spanish speaking citizens and the meeting was held in english only. We need a meeting in spanish for the spanish speaking community to get involved and know what is going with there community. My family has homes and business invested in this area. They would like to know if there homes and</p>

**Public Meeting Comment Sheets
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1101 Quitman, Houston, Texas 77009



#	Name	Organization	Address	Email	Comments
					business are going to be bought and/or demolished. That is our main concern. As long as this upgrade does not affect our homes and businesses.
15	Ken Lindow				Use Diamond Lanes, it saves 4 shoulder lanes, keep 18 wheelers off the road during peak driving hours. Use swing Gate traffic control. Smoke & mirror presentation no substance bad insufficient information- does not comply with Federal Guidelines for Public Information Forums. How do you know when TxDOT is lying? Their mouths are open!
16	Mrs. Lamar Miramontes		2208 McKee Houston, Texas 77009		The only thing I'm worry about in my neighborhood is that when widening the 45 you don't close Quitman or Lorraine Street. That is the only 2 streets that come into my community as of right now.
17	B. Rosales		805 Joyce Houston, Texas 77009		I don't like how the forum was set up. There isn't a clear picture of what exactly is going on. The pictures needed to be explained. Tell us what's going on. Most of the pictures didn't have anyone to explain them. We need a lead speaker to explain and have a question & answer session.
18	Joel Castro		308 Quitman Houston, Texas 77009		The graphic representations shown today are completely contrary to a town meeting concept. For example, the I-10-610 graphic representation shows a count of 16 lanes! When and where has <u>expanding I-45 to 16 lanes</u> (I-10-610) been discussed? The crowd was overwhelmingly in opposition to anything remotely resembling this type of expansion. In addition, there was absolutely <u>no</u> reference to TxDOT destroying historic sites like the Hollywood Cemetery. By the designs shown today, it seems that TxDOT has already made the decision to destroy the Hollywood Cemetery. Finally, TxDOT appears poised to take homes along the East side of I-45 between, I-10 and 610. In doing so, TxDOT will displace Hispanics, once again impacting minority populations
19	Maribel Garza-Castro		308 Quitman Houston, Texas 77009		This is a town mtg?! What is wrong w/ you people? You put up charts- that mean nothing to the constituents. You couldn't even ans. our questions. To defy the community w/ charts instead of a body of decision makers who can ans. Our questions & address our concerns makes us feel overlooked & unnecessary.

**Public Meeting Comment Sheets
for North-Hardy IH 45**

October 26, 2004, from 6:00 pm to 8:00 pm
Davis High School
1101 Quilman, Houston, Texas 77009



#	Name	Organization	Address	Email	Comments
					<p>You scare people with 14 lanes hwy! A visual which <u>angered</u> many of us! These are our homes which you will take to meet the needs of commuters who live in <u>generica</u>!</p> <p>I am demanding that TxDOT & North Hardy sit w/us and listen to our concerns because your visual aids do nothing except upset a community which may not need be upset. We are no more informed than we were since our last mtg.</p>
20	Keyla Dugne		1312 Malvern Houston, Texas 77009	yanical@yahoo.com	<p>I don't believe that widening lanes or adding lanes is a good idea. Traffic is always going to be there. As for HOV lanes, the large majority of people do not carpool. In expanding these lanes many people are going to lose their homes. Promises were made when expanding other freeways that were never kept (ex the YMCA that was told would be left in place that has now been demolished) The speakers of TxDOT can't answer any questions that the public is asking! Why are people who do not know anything about the project sent to answer questions that they know nothing about. There is also not enough media or advertising on these public meetings. Why aren't flyers sent to at least the surrounding homes that will be affected? The only reason people find out about these are through word of mouth. E-Mail me next time there are meetings of this nature.</p>
21	Keyla Dugne		1312 Malvern Houston, Texas 77009		<p>I would like to request that the presenters who are speaking on behalf of the TxDOT treat people with a little more respect and consideration. Just because the large majority of people attending these meetings is hispanic does not mean you get to speak down to us. And, a better job needs to get done in notifying people of these meetings. The large majority of the people attending found out by word of mouth. No notification whatsoever came from TxDOT. You are dealing with a spanish speaking community please try to make the boards in <u>both spanish & english</u>.</p>
22	Sergio Villarreal		1925 Chapman Houston, Texas		<p>I believe that you do not need to build more HOV lane. All this plan dose is bring more traffic in to our neighborhood. The only reason that you are looking in to expanding here is because our houses are older and not that expensive. You need to come up whit a better solution than this. This probably dose not affected by this, you can probably oford to buy a new home and relocate so me of us not that fortunate.</p>

**Public Meeting Comment Sheets
for North-Hardy IH 45**

October 26, 2004, from 6:00 pm to 8:00 pm
Davis High School
1101 Quitman, Houston, Texas 77009



#	Name	Organization	Address	Email	Comments
23	Sylvia Castillo		1908 Gentry Houston, Texas 77009		This is not a public hearing! The public can not even get straight answers from presenters. We oppose the manner in which it is presented. Many people are disappointed. Who are you doing this for? The people in the Woodlands, you are doing a lot of people harm! You are destroying our community. You should build the Freeway over 45 like in Oakland. Stay out of our neighborhood! Use existing freeways.
24	Heidi Landea-Greene		342 Parkview Street Houston, Texas 77009		<p>TxDOT Reps & consultants were knowledgeable and did a great job answering questions. -A formal presentation w/handouts would be helpful. Neighborhood residents, living in the corridor between I-10 and 610, are extremely concerned about the following:</p> <ul style="list-style-type: none"> - Additional capacity for I-45 provided within current right-of-way (concerned with cemetery, Woodland Park, and area neighborhood with historic homes) - Sound barriers provided in way of highway improvements. <p>I look forward to additional meetings & involvement related to this project.</p>
25	Ed Reyes		218 Joyce Houston, Texas 77009		<p>* Please stay within existing Right of Way</p> <p>* Future Posters should include Land Marks for better understanding</p> <p>* THANKS</p>
26	Ronald Robles		2324 N. Main Houston, Texas 77009		We do not need to take away anymore of 45 Freeway. We need to have a Mono-Rail system going down our HOV lanes and stop at Northline Mall, and then on its way to Greenspoint Mall and split up to go to Bush Intercontinental Airport. (Metro Mono-Rail parking lots at IJ of H. downtown, Northline Mall, Greenspoint Mall & Bush Intercontinental Airport. So we can be called Space City Houston!
27	Ivon DuPont			ivond@swbell.net	<p>1) No expansion of the ROW; any attempt to expand ROW will be vigorously fought through all political channels</p> <p>2) Quality of life issues must be addressed:</p> <p>Noise- I know we'll get sound walls but we should have had these years ago, changing the grade of I-45 upward will be tolerated a little bit but excessive raising the grade between I-10 and Main St. will be fought vigorously because it would be</p>

**Public Meeting Comment Sheets
for North-Hardy IH 45**

October 26, 2004, from 6:00 pm to 8:00 pm
Davis High School
1101 Qulman, Houston, Texas 77009



#	Name	Organization	Address	Email	Comments
28	Ivon DuPont			ivond@swbell.net	(continued from Comment Card #27)... detrimental to the neighbors from a noise and view standpoint. <u>Air</u> - Let fuel efficient of HOV (multiple passengers) use the toll roads for free <u>Flooding</u> - Create detention capacity under the freeway, actually use the opportunity to work with HCFCD to go further north and create positive detention capacity with additional federal dollars to further alleviate Houston flooding.
29	Ivon DuPont			ivond@swbell.net	(continued from Comment Card #28)... <u>View</u> - No double decking No way
30	Adrian Reed		412 Omar St Houston, Texas 77009	areed@reliant.com	* Build within the existing right of way * Do not elevate the Fwy In short no more impact to the near north neighborhoods - Noise - Air pollution - Flooding to surrounding area - Visual (elevated lanes)
31	Bonnie Brown		305 English Houston, Texas 77009		The general lanes under any alternative will be no better off than the status quo. Regardless of the benefit of managed, HOV, or special lanes, it is inconsiderable for such a major project expenditure to include no benefit for the majority of people. Without benefit, there should be no expansion. This project also includes no benefit and a great deal of detriment to neighborhoods inside the Loop. I-45 should receive the same "Gateway" approach as US 59. Expansion of 45 would needlessly ruin many neighborhoods.
32	Mary Almenarez		608 Joyce Houston, Texas 77009		This evening was quite a waste of time. The fact that this was not a "hearing" and really desirable of getting input from the residents. We did not get a complete "snapshot" about what TxDOT is proposing. The TxDOT employees were not providing sufficient information and failed to satisfy questions asked by guests, residents, etc. The "displayed" card boards while "lined" up in picture order were totally useless in presenting an informative picture of TxDOT's intentions. P.S. TxDOT should have "left lanes for passing only" signs all over Texas roads & highways.

**Public Meeting Comment Sheets
for North-Hardy IH 45**

October 26, 2004, from 6:00 pm to 8:00 pm
Davis High School
1101 Qultman, Houston, Texas 77009



#	Name	Organization	Address	Email	Comments
33	Oscar Raugel		1002 Sue Houston, Texas 77009		I would like for any proposed/future plans to reduce the amount of "cars" traveling the I-45 corridor. The "managed" lanes offer good funding options but relies on people wanting to pay rather than deal with traffic. I would like to know who I need to contact to suggest that the existing lanes be made into HOV or tolling lanes. We need to encourage people to either use a commuter/mass-transit system or car pool as opposed to drive into the city.
34	Mario A. Umanzor		16209 DeLozier Houston, Texas 77040		I think that if there is so much work to be done on I45, such as expanding that Fwy, it will be a good idea to consider building a LR or a monorail on the HOV Lane. Having a good size train to carry a good number of passengers and also to run at a high rate of speed, it will reduce the traffic on the Fwy dramatically. Even I would ride that train for fun. It will probably bring tourism to the city of Houston. PS If we are to do something now, lets do it but please try not to hurt the community so much. Also something that in the next 40 or 50 years don't look or out dated. "This is the space city, let's build it as such"
35	Sandra Martinez		303 James Street Houston, Texas 77009		* We need sound barriers along the freeway to accomodate the increase quantity of cars. * Are you going to accomodate the landscaping that was just put along the side of the freeway. ("What a waste of our tax dollars") * Entrance and exit ramps need to be added. Hogan St. Bridge and Houston Avenue Bridge.
36	Nat Smith		3011 Morrison Houston, Texas 77009		I was very disappointed. Houston is known world-wide for both its innovation and its traffic. But here I see no innovation, only more traffic. The plan presented will very seriously impact my neighborhood of the Woodland Heights while not really solving the needs of the northern suburbs. Why were no other options on display? How about better utilization of existing I-45 facilities? Some Examples: Restrict trucks @ peak hours. Charge \$\$ for single occupancy cars, require businesses to implement clean air + van/bus to downtown, more use of Metro buses. Really, it is simple arithmetic instead of doubling the lanes, double or triple the occupancy of the vehicles!!



**Public Meeting Comment Sheets
for North-Hardy IH 45**

October 26, 2004, from 6:00 pm to 8:00 pm
Davis High School
1101 Quliman, Houston, Texas 77009

#	Name	Organization	Address	Email	Comments
37	Becky Houston		3011 Morrison Houston, Texas 77009		<p>1. Meeting was not made known to neighbor adjacent to I 45 near downtown. Local newsletter was how meeting was made known to residents.</p> <p>2. No one present at meeting who is responsible for entire project. Meeting is staffed by polite "lieutenants" who are responsible for widgets- no politicians no high level managers (at least that are obvious)</p> <p>3. Purpose of meeting is unclear</p> <p>4. Is there a plan for developers who build far-flung subdivisions to be financially responsible- e.g. impact fees for developers. Why should inner city residents pay the price of noise/freeway infringements for the pleasure of suburban dwellers.</p>
38	Becky Houston		3011 Morrison Houston, Texas 77009		<p>1. The viable plan puts twelve lanes in the space of six lanes between the concrete chutes just south of Main Street. The poster shows 12 lanes side-by-side. Although it is conceptual there needs to be alternatives shown to accommodate the 12 lane goal within the current land holdings of I-45.</p> <p>2. If one of these alternatives plans includes stacking/double decker what are the noise & absorption plans?</p> <p>3. These designs look like a traffic jam waiting to happen by the time they are completed- projecting growth & more cars- where is <u>any</u> innovative plan? Where are the new ideas instead of expanding ideas that are currently problematic.</p>
39	Becky Smith		3011 Morrison Houston, Texas 77009		<p>The viable plan looks like one the will recognise land acquisition in the Woodland Heights.</p> <p>Take suburban traffic somewhere else- why should our neighborhood bear the negative impacts of increased freeways for the convenience of commuters?</p>
40	Debbie Tesar		305 Morris Houston, Texas 77009		<p>I VOTE No! No! No! If you build more roads you will get more cars! Whether managed lanes or not there will be more traffic.</p> <p>No one @ this meeting (the people truly effected) wants this. You just want the opportunity to say that public meetings were held.</p> <p>In Paris, to alleviate traffic, lanes were closed. The people found other means of transportation. Get corporations to offer flexible hours. Offer free buses or vans. Please do not widen I-45.</p>

**Public Meeting Comment Sheets
for North-Hardy IH 45**

October 26, 2004, from 6:00 pm to 8:00 pm
Davis High School
1101 Quitman, Houston, Texas 77009



#	Name	Organization	Address	Email	Comments
41	Connie Elliott		Euclid St Houston, Texas 77009		<p>Interesting display. I think most people came here to see what TxDOT has in mind, physically, for our neighborhoods. They were disappointed that TxDOT had nothing like that to present, chiefly because they aren't at that place of the study yet. But it left people frustrated. They were frustrated too, in that there were no people with sufficient clout to really carry our concerns forward.</p> <p>12 lanes seems as wide as this neighborhood will stand. I know that double decker-ing the lanes is more expensive- and your point is? If that is the solution, we find the money. Destruction of physical neighborhood is a LAST RESORT. Scratch that- it is NO resort.</p> <p>It is wonderful that Downtown is vibrant & full of people actually living there. But now you had better keep them in mind before you tunnel a zillion cars into their homes. Cars from practically out-of-states.</p> <p>Get the City of Houston Involved w/ rewarding alternative transportation and/or alternative vehicles. Bravo, for instance, on their use of hybrid cars. How about a tax incentive for hybrids citywide? Get businesses involved. Require that 20% of their employees use alternative transportation to work. My husband was paid \$60/mo for riding his bicycle to work for at least 2/3 of the days of each month.</p>
42	Josie		3404 Morrison Houston, Texas 77009		<p>The idea of displacement is one that should not be considered. Alternatives should be taken into account before massive expansion of I-45. Sound barriers should be erected to eliminate sound pollution, if & when lanes are added to 45.</p>
43	Gene Goins	Near Northside B.O.N.D.	3410 Robertson Houston, Texas 77009		<p>This proves that concrete pourers and major sub-division developers are calling the shots. Why come tease us that what we think or want or need matters???</p> <p>Why should so much concern be given to residents of the "Woodlands" which will only pile near Northside areas' problems higher???</p> <p>We need better streets in the near Northside, along with better drainage, better neighborhood clinics, better parks for our children & elders.</p> <p>In other words, don't cause a lesser quality of life on the northsiders to cut minutes from Woodlands citizens. And I vote!!!</p>



**Public Meeting Comment Sheets
for North-Hardy IH 45**

October 26, 2004, from 6:00 pm to 8:00 pm
Davis High School
1101 Quitman, Houston, Texas 77009

#	Name	Organization	Address	Email	Comments
44	Rachel Dvoretzky		404 Cordell Houston, Texas 77009	rdyvoretzky@pdq.net	<p>First: This is not a "Public Hearing"- this is a showing. We resent and are suspicious of this format compared to previous N. Hardy community meetings. No forum; no hand-outs- Shame On You</p> <p>Next: You already know that we in this area will not accept expansion of the existing right-of-way. We already suffer from pollution and noise from 45. Solution: Where is a VISIONARY concept for ELEVATED traffic paths or lanes for ultra-low-emission vehicles (Mass & 2-4 Passenger)? Can we have some forward thinking here instead of more of the same old engineering that ultimately solves NOTHING? And let's get rid of the Frontage Roads, at least along residential stretches. For once can Texas aspire to more than tired, damaging design and mediocre results? And I <u>DO</u> expect written acknowledgement of these comments.</p> <p>CC: Cong. Gene Green Cong. Sheila Jackson Lee</p>

**Public Meeting Comment Sheets
for North-Hardy IH 45**

October 28, 2004, from 6:00 pm to 8:00 pm
Greenspoint Mall
12300 North Freeway, Houston, Texas



#	Name	Organization	Address	Email	Comments
1	No Name Given				The North Hardy Toll Road extension should be included into the study.
2	Kenneth Lindow		No address given		Fire Carter-Burgess (Westpark Toll Road Disaster) Hire a better consulting firm Stay within right-of-way Limit 18 wheeler to off peak times Use swing gate for heavy flow times Measure current sound levels to determine if sound walls (afterward) are effective <u>Make Hardy Toll Road Free</u>
3	No Name Given				I recommend ROW be purchased on both sides of axis. ROW to remove URBAN BLIGHT and improve image of City. Tall Berms should be placed @ ROW to reduce noise & improve landscaping
4	Marguerite Sellers-Mayorga		3306 Morrison Houston, Texas 77009		Woodland Heights Resident My suggestion is to put a double-deck freeway system as this would eliminate the need to expand or widen I-45. Please install a sound barrier to prevent noise pollution and a monorail would be the ultimate solution. A monorail would allow for more passengers than a double-deck freeway and it would not add to air pollution problems. The monorail could run from downtown to the Woodlands and beyond without massive amounts of concrete and tearing up roads. The monorail could run above and in the center of I-45. It would require less money, time, and prevent the destruction of all of our beautiful oak trees.
5	Michael Mazoch		110 W Rocky Creek Rd Houston, Texas 77076		Downtown to Airline Dr- Northline Mall I-45 has not been rebuilt, and road is falling apart. Rebuild needed. Airline to SH 242- Freeway completely rebuilt- still in good shape. Elevate HOT lanes like METRO HOV @ NW Mall. Present freeway can be used without disruption. Above should wait until METRO Board considers strattle-rail Monorail presented at last Thurs. Forums (more on next page)
6	Michael Mazoch		110 W Rocky Creek Rd Houston, Texas 77076		(Continued from Comment Card #5) 610 to 242- Consider a heavy duty lane for trucks- that lane could be heavily built, while the other lanes will not need as heavy a lane.

Small Group and One-On-One Meeting Summaries

Carter=Burgess

MEETING MINUTES NORTH-HARDY ALTERNATIVES ANALYSIS

Meeting with: Council Member Adrian Garcia

DATE: June 9, 2004

ATTENDEES: Council Member Garcia
Mike Tello - TxDOT
Janet Kennison – Carter-Burgess

KEY POINTS:

Mike Tello presented the findings of the IH 45 Highway Alternatives Analysis.

AUTHOR: Janet Kennison – Carter-Burgess

Carter::Burgess

MEETING MINUTES NORTH-HARDY ALTERNATIVES ANALYSIS

Meeting with: State Representative Jessica Farrar

DATE: June 9, 2004

ATTENDEES: Drexel Turner – Jessica Farrar's office
Mike Tello - TxDOT
Janet Kennison – Carter-Burgess

KEY POINTS:

Mike Tello presented the findings of the IH 45 Highway Alternatives Analysis.

AUTHOR: Janet Kennison – Carter-Burgess

Carter::Burgess

MEETING MINUTES NORTH-HARDY ALTERNATIVES ANALYSIS

Meeting with: State Representative Garnet Coleman

DATE: July 6, 2004

ATTENDEES: Representative Coleman
Mike Tello - TxDOT
Janet Kennison – Carter-Burgess

KEY POINTS:

Mike Tello presented the findings of the IH 45 Highway Alternatives Analysis.

AUTHOR: Janet Kennison – Carter-Burgess

Carter-Burgess

MEETING MINUTES NORTH-HARDY DEIS/NEW STARTS

Meeting with: North Corridor Coalition

DATE: October 19, 2004

ATTENDEES: Gary Montgomery - North Corridor Coalition Chairman
Jack Drake - Greater Greenspoint Management District
Representative from County Commissioner Sylvia Garcia's Office
Representative from Congressman Gene Green's Office
Mike Tello - TxDOT
David Crosley - Gulf Coast Institute
Tina Araujo - Araujo Consulting
Joe Wozny - Cy-Fair Chamber
Mike Catrett - Near Northside Neighborhoods
Anthony Tangwa - City of Houston
Kathy Guenther Harris County Pet. 4
Richard Johnson - Knudson & Associates
Bart Barker - Greater Greenspoint Management District
Cyndi Robinson - METRO
Janet Kennison - Carter-Burgess-

KEY POINTS:

The primary agenda item for this meeting was a presentation on the findings of the IH-45 Highway Alternatives Analysis. Mike Tello and Janet Kennison presented the findings and answered questions from Coalition members.

AUTHOR: Janet Kennison - Carter-Burgess

SCANNING/FILING/FORWARDING INSTRUCTIONS

Date Received 3/14/05 By ADA
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Action

Please handle/reply _____

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Other _____

Scanning information for SAROS

Supervisor indicate below scanning instructions and disposition of original and/or hard copy

Scan to (project) (contract) (public involvement) (gen) (abandon) (corr) (misc) file _____

Scan as background to signed reply or form

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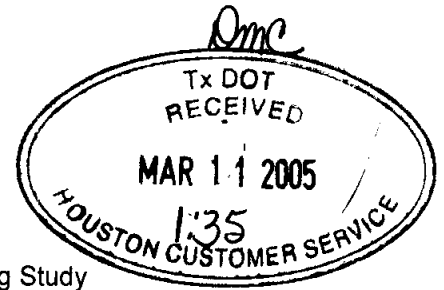
Jim Weston

3301 Morrison Houston, Texas 77009 home (713) 869-8888 work (713) 880-3333

wk) vm@airmail.net hm) jweston@houston.rr.com cell (713) 816-0444 fax (713) 686-3493

March 11, 2005

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



Re: Comments and Names of citizens pertaining to the I-45 North-Hardy Planning Study

Dear Mr. Henry,

I wanted to thank you for addressing the Woodland Heights Civic Association back on February 8th. I had sent a thank you to Michael Tello previously, to forward to you; but I also wanted to thank you directly for taking time out of your evening to come to that meeting. I feel that it was a good meeting and although everyone may not have been happy with all the answers, at least they got some answers. And bottom line ~ they walked out knowing more than they did when they walked in ... and that's an indication of a successful meeting!

At that meeting, we were told that we could send you the comment cards, questions and petitions pertaining to the North-Hardy Planning Study so that the comments, questions and names would be added to the study. Attached to this letter, you will find in excess of 800 names and addresses of people who have all agreed that the following three (3) items are of critical importance. They are:

- 1) All improvements must remain within existing Right of Way;
- 2) Alternative transportation modes must be investigated;
- 3) Quality-of-Life issues of the residents and neighborhoods must not be affected.

I understand that each person who signed the petition will have these 3 items attributed as their comment. I also understand that that each person who signed this petition will have their name added to TxDOT's notification list for any future public meeting concerning the I-45 North-Hardy Planning Study.

Also attached are comment cards from that evening, and we would like those comments attributed to this project as well the individuals names and addresses added to TxDOT's notification list.

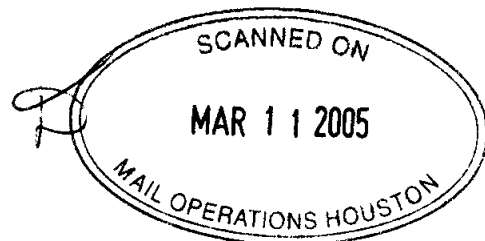
Many of the comment cards have questions that were not answered that evening. We were told that these questions, if forwarded to you, would be answered. If you would like me to help forward the answers, I would be happy to help.

It is our desire to be involved with the process and we want to work with you and TxDOT in coming to decisions that will affect us all.

Please contact me if I can be of any assistance. Thank you again for your help.

Sincerely,

Jim Weston, Chair
I-45 Coalition



Attachments:

- Copies of petitions
- Copies of comment cards with comments
- Copies of comment cards with addresses only

DPD

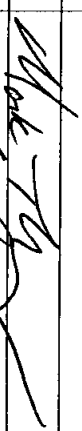












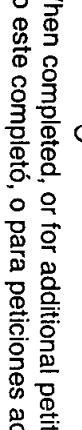

I-45 PETITION / I-45 PETICION

We, the undersigned, understand that the Texas Department of Transportation (TxDOT) and/or others are studying the feasibility of increasing the number of traffic lanes within the I-45 North Corridor between I-10/Katy Freeway and Loop 610 North. We are especially concerned with the possibility of people losing their property, their homes and their neighborhood. If any construction is undertaken, we require TxDOT and/or others to follow these three (3) constraints:

- 1) All improvements must remain within existing Right of Way (no taking of additional property)
- 2) Alternative transportation modes must be investigated
- 3) Quality-of-Life Issues of Residents and Neighborhoods must not be affected (air quality, noise, flooding, increased traffic in neighborhood, etc)

Nosotros, los suscritos, tenemos entendido que el Departamento de Transportación del Estado de Texas (TxDOT) y/u otros están estudiando la posibilidad de aumentar el número de carriles de tráfico en la carretera I-45 entre la carretera I-10/Katy y la 610 Norte. Nosotros estamos especialmente preocupados con la posibilidad de que residentes del área pierdan sus propiedades, sus hogares y su vecindario. Si alguna construcción es emprendida, nosotros requerimos TxDOT y/u otros a seguir estas tres (3) restricciones:

- 1) Todo mejoramiento deberá permanecer dentro de la existente propiedad del estado (I-45) (sin la adquirir propiedades adicionales)
- 2) Alternativos modos de transportación deben ser investigados
- 3) La calidad de vida de los residentes y vecindarios no deberán ser afectados negativamente (calidad de aire, ruido, inundaciones, aumento de tráfico en vecindarios, etc)

1) Name / Nombre (Please print Legible) (Por favor escriba con claridad)	Address / Direccion (Street, City, Zip) (Calle, Ciudad, Código Postal)	Signature / Firma	E-Mail Address / Direccion de correo electronico To get updates and notices Para obtener fechas y noticias
1) Mark Thomas	1610 Meadows Springs TX 77386		lauring@yahoo.com
2) Amber Parkison	12207 Appleby Dr. Houston TX 77031		
3) Chip Lewis	2120 Welch 11, TX 77019		
4) David Kiefer	6363 Woodbury #975 Houston TX 77051		dkiefer@justice.com
5) Dan Rizzo	1901 Freerkins #1000 Houston TX 77002		
6) Hattie Sewell Mason	708 Main Suite 790 Houston TX		
7) Connie Kohler	845 Augusta Dr #185 Houston TX		
8) James Stafford	1572 Alvarado Houston TX 77004		keyenshaF@aol.com
9) Toni Newman	4327 Cades Cove Sping TX 77373		juniv23@aol.com
10) Ronald N. Hayes	2313 Park Houston, TX 77019		ronhayes@houston.nr.com
11) Martina Koblavin	8201 Gaudin Ln #1486 Houston TX 77035		
12) Susan M. Disher	4502 Stillbrooke Houston TX 77035		
13) Cheryl Irvin	490 Louisiana Suite 900 77002		
14) Matt Hennessey	1018 Paces Htx 77005		
15) W. Ely Oshirk Jr	4606 E 1960 W. Ste 300 N. Houston TX 77069		delricklaw@texasanil.com

I-45 PETITION / I-45 PETICION

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- 2) Alternative transportation modes must be investigated
- 3) Quality-of-Life Issues of Residents and Neighborhoods must not be affected (air quality, noise, flooding, increased traffic in neighborhood, etc)

Nosotros, los suscritos, tenemos entendido que el Departamento de Transportation del Estado de Texas (TxDOT) y/u otros estan estudiando la posibilidad de aumentar el numero de carriles de trafico en la carretera I-45 entre la carretera I-10/Katy y la 610 Norte. Nosotros estamos especialmente preocupados con la posibilidad de que residentes del area pierdan sus propiedades, sus hogares y su vecindario. Si alguna construccion es emprendida, nosotros requerimos TxDOT y/u otros a seguir estas tres (3) restricciones:

- 1) Todo mejoramiento debiera permanecer dentro de la existente propiedad del estado (I-45) (sin la adquirir propiedades adicionales)
- 2) Alternativos modos de transportation deben ser investigados
- 3) La calidad de vida de los residentes y vecindarios no deberan ser afectados negativamente (calidad de aire, ruido, inundaciones, aumento de trafico en vecindarios, etc)

Name / Nombre (Please print Legible) (Por favor escriba con claridad)	Address / Direccion (Street, City, Zip) (Calle, Ciudad,Codigo Postal)	Signature / Firma	E-Mail Address / Direccion de correo electronico To get updates and notices Para obtener fechas y noticias
1) VERA K. BYARS	407 Euclid - 77009		tinabocent@speglobal.net
2) Brent Sullivan	910 Omar - 77009		charis.sullivan@earthlink.net
3) Charles Still	405 Bayland - 77009		charis.sullivan@earthlink.net bessieb@microweave.tv
4) Bessie Broadster	935 Teleshown - 77009		brad@capitelplastics.com
5) Brad Broadster	343 Parkside - 77009		anna@annaschulte.com
6) ANNA SCHULTE	408 RUTHER - 77009		
7) ESPERANZA AGUIRRE	205 E. Woodland - 77009		MARTIN.KOPACZ@SHELL.COM
8) MARTIN KOPACZ	948 Redan - 77009		Sandra.Eitzeman@btkerbetts.com
9) SANDRA EITZEMAN	25 Omar - 77008		JMcverge@AOL.COM
10) JAMES MORRIS	1226 WEAHTEAD - 77009		MBETHS1@AOL.COM
11) MICHAEL BETHESDA	114 Aunt Street - 77009		
12) YVONNE MEYER	709 Lyndale - 77009		yvomeyer1565@yahoo.com
13) YVONNE MEYER	133 North - 77009		
14) MARY JANE SUTER	317 Tutskan - 77009		
15) MARY JANE SUTER	217 TUSTKAN - 77009		

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I-45 PETITION / I-45 PETITION

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Nosotros, los suscritos, tenemos entendido que el Departamento de Transportación del Estado de Texas (TXDOT) y/u otros están estudiando la posibilidad de aumentar el número de carriles de tráfico en la carretera I-45 entre la carretera I-10/Katy y la 610 Norte. Nosotros estamos especialmente preocupados con la posibilidad de que residentes del área pierdan sus propiedades, sus hogares y su vecindario. Si alguna construcción es emprendida, nosotros requerimos TXDOT y/u otros a seguir estas tres (3) restricciones:

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- 3) La calidad de vida de los residentes y vecindarios no deberán ser afectados negativamente (calidad de aire, ruido, inundaciones, aumento de tráfico en vecindarios, etc)

Name / Nombre	Address / Direccion	Signature / Firma	E-Mail Address / Direccion de correo electronico
(Please print Legible) (Por favor escriba con claridad)	(Street, City, Zip) (Calle, Ciudad, Codigo Postal)		To get updates and notices Para obtener fechas y noticias
1) Tracy Painter	204 Byrne Street Houston, TX 77009	Tracy Painter	TracyPainter@msn.com
2) Staci Biggar	705 Fretshorn Houston TX 77007	Staci Biggar	cost@windspins.com
3) MARIA VERBOLOVSKIS	1133 Columbia Houston TX 77008	Maria Verbolovskis	pindin@swebell.net
4) Caroline Steiner	1536 Fairhead Houston TX 77008	Caroline Steiner	sterneir@pds.net
5) Raquel Bunge	959 Thornton Houston TX 77014	Raquel Bunge	rbunge@att.net
6) Katie Lemmon	903 Highland Houston TX 77009	Katie Lemmon	katie@cool-rides.com
7) Jaycie Hildebrand	5005 Georgia #67 Houston TX 77022	Jaycie Hildebrand	REDHalloway@verizon.net
8) Angela Hurbault	820 Fugate Houston TX 77009	Angela Hurbault	
9) John M. Stovall	2218 Singleton St Houston TX 77008	John M. Stovall	mike@stovepipe.net
10) Lynn Marsh	4506 18th Houston TX 77007	Lynn Marsh	Deborah@elf.com
11) Sharon Melanson	720 ... Houston TX 77007	Sharon Melanson	
12) MIKE PETERSON	133 Columbia Houston TX 77008	Mike Peterson	diablico_suzioch@hotmail.com
13) Susan Epley	403 Byrnes Houston TX 77009	Susan Epley	bsepley@sbcglobal.net
14) Anne Stovall	2218 Singleton St Houston TX 77008	Anne Stovall	missanne@stovepipe.net
15) MARIA CAUTHIER	2625 Morrison St Houston TX 77009	Maria Cauthier	MCauthier@houston.rr.com

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1) Melissa Garcia	2011 Spring St. Houston 77007		
2) Allen S. Cair	1403 Merrill 77009		
3) Francesca Ana Chivela	827 Quail #1 Heights 77069		
4) DAVID WOOD	701 REDAN HOUSTON TX 77009		cristalwood@sbcglobal.net
5) AETHAL RENDON	6457 Weckend Dr Mose		
6) ALICIA DURAN	3602 REAGAN 77009		
7) John Linden	3602 REAGAN 77009		
8) Andrew Stevens	6738 Hoast 77008		
9) Frank Turner	915 Redan 77008		
10) Russell Murrell	714 Euclid 77009		
11) Kay Rankin	1324 Howard St 77008		
12) Eric Radjef	1320 Athena Dr 77018		
13) Tara Radjef	1320 Athena Dr 77018		
14) David Murrach	1324 Howard St 77008		
15) Ben Glazer	710 Redan 77009		bug.secorwell@a

7 Claudia Mela 916 Redan 77009

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1) Laura Armstrong	711 Redan Houston 77009	Laura Armstrong	
2) Brenda Erickson	715 Redan Houston 77009	Brenda Erickson	berickson3@houston.rr.com
3) Mary Landry	2816 Delta Houston 77042	Mary Landry	
4) Justin Richard	3809 main st Houston 77002	Justin Richard	
5) JOHN ERICKSON	715 REDAN Houston 77009	John Erickson	
6) Nancy Ann Erickson	719 Redan Houston 77009	Nancy Ann Erickson	nacknick@houston.rr.com
7) Gretchen Myers	921 Redan St " "	Gretchen Myers	gmyers@alum.rice.edu
8) Tracy Montgomery	721 Redan St Houston 77009	Tracy Montgomery	montytrac@earthlink.net
9) Trey Nelson	506 Redan 77009	Trey Nelson	
10) Abigail Griffin	13119 Sewingwood CT 77429	Abigail Griffin	
11) ANNE Woodard	506 Redan 77009	ANNE Woodard	RUNT13188@jstmail.com
12) Odele Pruitt	527 Redan St 77009	Odele Pruitt	FOFO@msn.com
13) Clair Burleson	4110 Merrill 77009	Clair Burleson	clairburleson@yahoo.com
14) Julie Thompson	410 Merrill 77009	Julie Thompson	thompsonjulie@earthlink.net
15) Matthew Pursell	606 Merrill 77009	Matthew Pursell	zer0z3rdzenozer@gmail.com

I-45 PETITION / I-45 PETICION

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1	JEFF HARRISON	632 MERRILL HOU 77009	<i>[Signature]</i>	hspva.harrison@yahoo.com
2	Ana Olmedo	827 Omar Hous 77009	<i>[Signature]</i>	
3	Crystal Wood	701 Redan St Hous 77069	<i>[Signature]</i>	
4	John Rundayika	707 Redan St HOU 77009	<i>[Signature]</i>	
5	Elizabeth Rundayika	707 Redan St HOU 77009	<i>[Signature]</i>	
6	Sarah Walker	700 Redan St Hous 77009	<i>[Signature]</i>	
7	Sally Allen	202 Marford St. Houston, TX 77008	<i>[Signature]</i>	
8	Maria Estriera	803 Sudiasy HOU TX 77008	<i>[Signature]</i>	
9	Russley Womns	3709 Victoria HOU TX 77027	<i>[Signature]</i>	
10	David Brudt	4610 Braeburn Dr, Balline, TX 77401	<i>[Signature]</i>	
11	Andrea R. Dulany	415 Merrill Houston, TX 77009	<i>[Signature]</i>	
12	Eric Dulany	415 Merrill Houston, TX 77009	<i>[Signature]</i>	
13				
14				
15				

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	Name / Nombre <small>(Please print legible) (Por favor escriba con claridad)</small>	Address / Direccion <small>(Street, City, Zip) (Calle, Ciudad,Codigo Postal)</small>	Signature / Firma	E-Mail Address / Direccion de correo electronico <small>To get updates and notices Para obtener fechas y noticias</small>
1)	Kimberly Meyer	732 West Temple Houston 77009	<i>Kimberly Meyer</i>	meyerhill@hotmail.com
2)	Terence Hill	732 West Temple Houston 77009	<i>Terence Hill</i>	meyerhill@hotmail.com
3)	Jennifer Ostlund	585 Ridge Houston 77009	<i>Jennifer Ostlund</i>	jostlund@aol.net
4)	Susan Morreale	604 Woodland Houston 77009	<i>Susan Morreale</i>	Morreale@evl.net
5)	BERT TIBBETS	3409 MORPHEUS ST 77009	<i>Bert Tibbets</i>	cdt@EVI.NET
6)	Virginia Ramirez	827 Waverly Hou. TX 77007	<i>Virginia Ramirez</i>	ramirez@sbcglobal.net
7)	Dorie Kerr	721 Highland Hou TX 77009	<i>Dorie Kerr</i>	dorie721@yahoo.com
8)	Barb Waut	1615 Cortland Hou TX 77009	<i>Barb Waut</i>	bwaut85@earthlink.net
9)	Lenicia Gordon	3320 Beauchamp Houston TX 77009	<i>Lenicia Gordon</i>	lenicia@houston.rf.com
10)	PETE GORDON	3320 Beauchamp Hou TX 77009	<i>Pete Gordon</i>	PETE@CONTINENTALCLUB.COM
11)				
12)				
13)				
14)				
15)				

I-45 PETITION / I-45 PETICION

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1)	Wendy Ross	505 Byrne St Houston 77009	Wendy Ross	wross@sbcglobal.net
2)	Vanessa Gonzalez	706 E. 16TH STREET	Vanessa Gonzalez	vanza16@ yahoo.com
3)	Pete Noellon	1015 Wetherstone	Pete Noellon	myrtle616@yahoo.com
4)	Barbara Cormack	1642 Althea Dr	Barbara Cormack	bcormack@choftwerk.com
5)	Melanie Nelson	2411 Blue Water Lane Houston 77009	Melanie G. Nelson	melnelson@yahoo.com
6)	Caroline Keys	4726 Sandysdale Houston 77009	Caroline R Keys	crkeys@sabell.net
7)	L Blaise Madenda	4611 Northwood Houston 77009	L Blaise Madenda	blaise@houston.rr.com
8)	JURIA NOCETE	866 W. 42nd St. Houston 77018	Juria Nocete	
9)	Angie Nobles	824 Bayland Houston 77009	Angie Nobles	anobles@houston.rr.com
10)	Nancy Brown	308 Joyce Houston 77009	Nancy Brown	nebrown.garden@aol.com
11)				
12)				
13)				
14)				
15)				

I-45 PETITION / I-45 PETICION

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1) John A. R. ENTE	515-OMAR Houston TEXAS 77005	<i>John A. R. ENTE</i>	
2) MATT HARTZELL	521 OMAR HOUSTON TX 77009	<i>Matt Hartzell</i>	maymet@aol.com
3) Lawrence Remell	520 OMAR Houston TX 77009	<i>Lawrence Remell</i>	
4) Lyndiam E. Mitchell	402 OMAR Houston 77009	<i>Lyndiam E. Mitchell</i>	
5) Barbara Ecker	400 OMAR Houston TX 77009	<i>Barbara Ecker</i>	
6) Karen Pappas	417 1/2 OMAR Houston TX 77009	<i>Karen Pappas</i>	KAREN.PAPPAS@AOL.COM
7) Jeff & Leann Payne	414 OMAR Houston TX 77009	<i>Jeff Payne</i>	
8) MONICA MORENO	423 Omar St. Houston, TX 77009	<i>Monica Moreno</i>	
9) Todd V PAPPAS	425 OMAR ST. HOUSTON TX 77009	<i>Todd V Pappas</i>	
10) Nicholas C. Westbark	502 OMAR ST HOUSTON TX 77009	<i>Nicholas C. Westbark</i>	thosgreek@aol.com
11) Evelyn Westbark	511 OMAR ST. HOUSTON TX 77009	<i>Evelyn Westbark</i>	evelynwestbark@aol.com
12) John McClyde	514 OMAR ST HOUSTON TX 77009	<i>John McClyde</i>	
13) Matthew Gonzalez	620 Omar St. Houston TX 77009	<i>Matthew Gonzalez</i>	
14) Robert Todd	722 OMAR Houston, TX 77009	<i>Robert Todd</i>	
15) Gayle S. Snyder	514 Westbark Houston, TX 77009	<i>Gayle S. Snyder</i>	

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1	NORMAN W. WOODSON	2401 MAUFFEED ST. 77009		NORMAN.WOODSON@AIRINVESTMENTS.COM
2	Michael J. Brewster	935 Teetshom 77009		mjb@wirecenter.tx
3	Debbie Stephernich	912 Ridge St. 77009		richard.husserl@bakercbts.com
4	Richard Hussien Hussien	423 Bayland 77069		richard.husserl@bakercbts.com
5	Elizabeth Hussien	423 Bayland 77069		elizabeth.hussien@bakercbts.com
6	Regio Aguirre	205 E Woodland 77009		
7	David Amick	800 Houston Ave 77008		
8	Kevin Dubose	3102 Marston 77009		dubose@houston-rr.com
9	Mary Heely Feley	3016 Marston 77009		mheley@houston.rr.com
10	Sammy Parson	1603 Alamo St 77007		
11	TODD PARSONS	1007 E 7 1/2 ST 77009		tparsons@airmail.net
12	Christina Parsons	1007 E 7 1/2 ST 77009		christinap@us.fwc.com
13	Rich Ahora	322 Bayland 77009		ahora@bleaswood.com
14	Sharon Greiff	826 Woodland St 77009		sharon.greiff@airinvestment.com
15	JAN HAMBURGER	814 STATE ROAD 77007		janhamburger@houston.rr.com

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1) TOM RIEKUC	1132 East 66	HOU, TX 77009	<i>T-F-Riekuc</i>	TRIEKUC@aol.com
2) Joseph Luther Richard	1128 East 6 1/2 St	Houston TX 77009	<i>Joseph Luther Richard</i>	cheo4318@aol.com
3) José De Michele	1128 East 6 1/2 St	77009	<i>José De Michele</i>	cheo4318@aol.com
4) Wade Johns	1107 East 6 1/2 St		<i>Wade Johns</i>	wjohns@fulbright.com
5) Ed Simpson	1034 E 7th	77009	<i>Ed Simpson</i>	Edwards.Simpson@skell.com
6) Rondal Simpson	1034 E 7th	77009	<i>Rondal Simpson</i>	" "
7) L.A. TETHAN	1132 E. 61a	77005	<i>L.A. Tethan</i>	LAT212@XPERDIUSMAIL.NET
8) Ams Hogaver	1133 E 6 1/2	77009	<i>Ams Hogaver</i>	" "
9) Mary Vasquez	1133 E 1/2	77009	<i>Mary Vasquez</i>	" "
10) Martha McRae	1125 E 1/2	77009	<i>Martha McRae</i>	mmercrae1@houston.rr.com
11) Mary Ann Smith	1118 E 6 1/2	77009	<i>Mary Ann Smith</i>	marikowsmith@earthlink.net
12) Brookda Caillova	1118 E 20 1/2	77009	<i>Brookda Caillova</i>	BrookdaC@mdandanderson.org
13) Brookda Caillova	1128 Euclid St	77009	<i>Brookda Caillova</i>	brookda1@ix.netcom.com
14) Greg Boyler / Susan Gollub	Greenleaf St	77009	<i>Greg Boyler / Susan Gollub</i>	gboylester@sabell.net
15)				

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1) Jenny Holbrook	747 Teetsford	Houston TX 77009	TX 77009	Jenny Holbrook	tsencore2002@yahoo.com
2) Matthew Ewal	8910 Houston Ave	Houston TX 77009	TX 77009	Matthew Ewal	msewal@houston.vr.com
3) Tim Bane	820 Teetsford	Houston TX 77009	TX 77009	Tim Bane	tsencore2002@yahoo.com
4) Marc Kewin	611 Rowland	Houston TX 77009	TX 77009	Marc Kewin	tsencore2002@yahoo.com
5) Elaine Perez	611 Rowland	Houston TX 77009	TX 77009	Elaine Perez	tsencore2002@yahoo.com
6) Christine Kants	1120 Euclid	Houston TX 77009	TX 77009	Christine Kants	tsencore2002@yahoo.com
7) Kenneth Hanson	1120 Euclid	Houston TX 77009	TX 77009	Kenneth Hanson	tsencore2002@yahoo.com
8) Barbara Tichy	1030 Knight	Houston TX 77009	TX 77009	Barbara Tichy	tsencore2002@yahoo.com
9) Dawn Shumway	312 Bayland	Houston TX 77009	TX 77009	Dawn Shumway	tsencore2002@yahoo.com
10) Tony Montalban	1302 Hausten	Houston TX 77009	TX 77009	Tony Montalban	tsencore2002@yahoo.com
11) Sue Tomoy	728 Bayland	Houston TX 77009	TX 77009	Sue Tomoy	tsencore2002@yahoo.com
12) Diane Morin	1910 Kane	Houston TX 77009	TX 77009	Diane Morin	tsencore2002@yahoo.com
13) Robert Fowler	307 Bayland	Houston TX 77009	TX 77009	Robert Fowler	tsencore2002@yahoo.com
14) Robert Kvetzsch	702 West Temp	Houston TX 77009	TX 77009	Robert Kvetzsch	tsencore2002@yahoo.com
15) Robert Kvetzsch	702 West Temp	Houston TX 77009	TX 77009	Robert Kvetzsch	tsencore2002@yahoo.com

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1	Tommye Page	4012 Coll 77001		87250-6362
2	Maranda Campbell	401 Lewis 77000		713-694-4214
3	Carline Melendez	3307 Chouston 76020		832-6051339
4	WOLGAST MELONDEZ	11 " "		11 " "
5	Jessica Melendez	" " "		832-465-3513
6	Deey Atkinson	2105 Common		hairstylesclips@yahoo.com
7	David Brown	5211 Donlop 77009		sternca@comcast.net
8	Marie Arcos	1832 Howard 77098		marie@yucakousports.com
9	Wolga Wolga	4919 Austin GLDX 77557		713-569-8722
10	Wolga Melendez	401 Lewis 77000		apobanbanava@hotmail.com
11	Roberto Mendible	2505 Twister Trail Spg of Kings		281-685-2444
12	L. Duke	211 ELEVATOR		
13	Israel Zamora	9627 Berridge House Ct		
14				
15				

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1) B. JAMES ARTHUR	561 Euclid Houston 77009	<i>B. James Arthur</i>	J.Arthur23@excite.com
2) CARL CORSON	308 CORDELL 77009	<i>Carl Corson</i>	CARL.CORSON@INTERQ.COM
3) Russell Helliman	900 GARDNER 77009	<i>Russell Helliman</i>	russell@hellimanet.com
4) Helen Tuch	928 Byrne Houston, TX 77009	<i>Helen Tuch</i>	—
5) JOST CHRISTOPHER	620 WOODMAN PUYSON 77055	<i>Jost Christopher</i>	—
6) David Hadden	1212 Wainthorpe 77054	<i>David Hadden</i>	—
7) DAVID GIANMINI	3307 Morrison Houston 77009	<i>David Gianmini</i>	—
8) Adrienne Ruthven	705 Euclid Houston 77009	<i>Adrienne Ruthven</i>	—
9) J Pugh	603 Highland St 77054	<i>J Pugh</i>	—
10) Peggy Hign	683 Highland St 77054	<i>Peggy Hign</i>	—
11) KIMBERLY CRIVENS	623 CARLE ST HOUSTON 77054	<i>Kimberly Crivens</i>	—
12) James SCHRIEVER	1808 Lubbock 77007	<i>James Schriever</i>	James.Schriever@windstream.com
13) Bob STOKES	3114 Canyon DR. CT 77068	<i>Bob Stokes</i>	713-229-0147
14)			
15)			

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1) Danielle Aleman	138 Vieux Carre, Houston TX 77009	<i>Danielle Aleman</i>	alemant@earthlink.net
2) Jon Aleman	138 Vieux Carre, Houston TX 77009	<i>Jon Aleman</i>	"
3) SARAH CORSON	308 Cabell Houston TX 77009	<i>SARAH CORSON</i>	CCORSON@sbjglobal.net
4) SARAH SROWING	416 Merritt Houston 77009	<i>Sarah S. Rowing</i>	—
5) Francisco Hernandez	2815 Yuletta Ave Houston TX 77009	<i>Francisco Hernandez</i>	frances.hernandez@prodwellbank.com
6) Rene Bertrand	1120 E. 61st St Houston TX 77055	<i>Rene Bertrand</i>	—
7) MONTA H. BARNEY	513 SINGER HOUSTON 77009	<i>Monta H. Barney</i>	—
8) SANDRA MARTINEZ	303 JAMES ST HOUSTON	<i>Sandra Martinez</i>	SANDRA.MARTINEZ@HUCS.EDU
9) SARAH CORSON	126 Prairie HOUSTON TX 77009	<i>Sarah Corson</i>	ksr@corson.com
10) Anna Helin	1528 WIRE OAK HOUSTON TX 77009	<i>Anna Helin</i>	—
11) Fortia Cisneros	623 Omar HOUSTON TX 77009	<i>Fortia Cisneros</i>	cisnerof@mscsoft.com
12) Claudia Morales	8318 Forest HOUSTON TX 77009	<i>Claudia Morales</i>	claudia@hucos.com
13) Sandra Martinez	303 James St HOUSTON TX 77009	<i>Sandra Martinez</i>	—
14) Angela Bell	114 Rodan HOUSTON TX 77009	<i>Angela Bell</i>	—
15) Angela Bell	114 Rodan HOUSTON TX 77009	<i>Angela Bell</i>	—

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1)	Adarait Reed	412 Owen St, Houston	77005	<i>Adarait Reed</i>	areed@netlink.com	
2)	Fernando Gonzalez	122 1/2 North St	Houston 77009	<i>Fernando Gonzalez</i>		
3)	Glenn Sementelli	719 Euclid St	Houston 77009	<i>Glenn Sementelli</i>		
4)	Bea Bosales	805 Joyce Hou	77009	<i>Bea Bosales</i>	bbea805@aol.com	
5)	Wyllisa Turner	416 Mercia St	Houston 77005	<i>Wyllisa Turner</i>		
6)	Ames Bart	5410 Krameter	Houston TX 77009	<i>Ames Bart</i>		
7)	Ken Larson	3517 Morrison		<i>Ken Larson</i>	kenlarson@netlink.com	
8)	Kay Lockard	508 Archer		<i>Kay Lockard</i>	kaylockard@southlink.net	
9)	Sandy Koehler	1006 Omar	Houston 77009	<i>Sandy Koehler</i>		
10)	Sam Marshall	3001 Bernhardt	Houston 77009	<i>Sam Marshall</i>		
11)	Israel Tamara	9627 Beridge	Houston TX	<i>Israel Tamara</i>		
12)	Yvonne Daniel	3311 Thruster		<i>Yvonne Daniel</i>		
13)	Ernesto <i>Ernesto</i>	3311 Thruster <i>3311 Thruster</i>		<i>Ernesto</i>		
14)	Ally Rios	512 Ave of Oaks	Houston 77009	<i>Ally Rios</i>	ariossby@subbell.net	
15)	Kenny Quirk	941 Ridge St	Houston 77009	<i>Kenny Quirk</i>	kenny.quirk@gmail.com	

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1) <u>Manuela Escobedo</u>	<u>1318 Knightwood</u> <u>Nov. TX</u>	<u>Manuela Escobedo</u>	<u>[Redacted]</u>
2) <u>Mike Mullins</u>	<u>501 W 33rd</u> <u>77009</u>	<u>Mike Mullins</u>	<u>mike.mullins@area.com</u>
3) <u>Stephen Mark</u>	<u>415 SIMAR</u>	<u>Stephen Mark</u>	<u>Steve-Mark@att.net</u>
4) <u>Tony Gorman</u>	<u>11200 61st</u>	<u>Tony Gorman</u>	<u>[Redacted]</u>
5) <u>Don Louie</u>	<u>1520 White Oak</u> <u>77009</u>	<u>Don Louie</u>	<u>Don@1520whiteoak.net</u>
6) <u>James Clark</u>	<u>1123 Lincoln</u> <u>77009</u>	<u>James Clark</u>	<u>James@lincoln.net</u>
7) <u>Stephen Mark</u>	<u>403 Lincoln</u> <u>77009</u>	<u>Stephen Mark</u>	<u>[Redacted]</u>
8) <u>Ed Ruthven</u>	<u>708 E. 1st</u> <u>77009</u>	<u>Ed Ruthven</u>	<u>[Redacted]</u>
9) <u>Stephen Mark</u>	<u>403 Lincoln</u> <u>77009</u>	<u>Stephen Mark</u>	<u>[Redacted]</u>
10) <u>Toni Helm</u>	<u>1508 White Oak</u> <u>77009</u>	<u>Toni Helm</u>	<u>toni.helm@hobbylark.com</u>
11) <u>Steve Ciani</u>	<u>432 Euclid St</u> <u>77009</u>	<u>Steve Ciani</u>	<u>STEVECIANI@DREWELLBANKEN.COM</u>
12) <u>Manuel Williams</u>	<u>5202 Madison</u> <u>77009</u>	<u>Manuel Williams</u>	<u>[Redacted]</u>
13) <u>Bonnie Broad</u>	<u>305 English House</u> <u>77009</u>	<u>Bonnie Broad</u>	<u>astars@ix.netcom.com</u>
14) <u>HANTEL WESTERLICK</u>	<u>121 ALMA</u> <u>77004</u>	<u>HANTEL WESTERLICK</u>	<u>EWEST@TUD.COM</u>
15) <u>[Redacted]</u>	<u>[Redacted]</u>	<u>[Redacted]</u>	<u>[Redacted]</u>

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I-45 PETITION / I-45 PETICION

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1) ROSE WALDES	5310 ALCEFAST 77009	<i>Rose Waldes</i>	
2) DELORS STANTOS	5314 ANSEL ST 77009	<i>Delors Stantos</i>	<i>delorsstantos@windward.com</i>
3) RANDOLPH HURST	2803 BLHOUSTON AVE 77009	<i>Randolph K Hunt</i>	<i>rhurst@psp.com</i>
4) TOM BURLEY	307 ARCHER ST 77009	<i>Tom Burley</i>	<i>TLBURLEY@SWBELL.NET</i>
5) ANNA ALMEIDA	930 MERRILL 77009	<i>Anna Almeida</i>	
6) WILLIAM PYE	930 MERRILL 77009	<i>William Pye</i>	
7) RUDY TWADLE	808 RIDGE ST 77009	<i>Rudy Twadle</i>	<i>RANDY@FWWEAK.COM</i>
8) HECTOR SPANVALLER	4800 LINDSAYE 77032	<i>Hector Spavaller</i>	
9) JENNIE KILHEM	1036 W. Temple 77009	<i>Jennie Kilhem</i>	<i>Kilhemj@earthlink.net</i>
10) ANNOLD VANTER	619 EUCLID 77009	<i>Annold Vanter</i>	<i>avanter@swbell.net</i>
11) LINDA CRUZ	311 EVERS ST 77009	<i>Linda Cruz</i>	<i>lcruz@msn.com</i>
12) BETTY AUSTON	5011 ARLISON ST 77009	<i>Betty Auston</i>	<i>Bethauston@aol.com</i>
13) HEIDI LANDEN-GREENE	342 PARKVIEW ST 77003	<i>Heidi Landen-Greene</i>	<i>HLANDEN@HARRIS.TX.GOV</i>
14) HEIRIE RIDERT	601 RIDGE 77009	<i>Heirie Ridert</i>	
15) DARRYL HEUB	717 EUCLID 77009	<i>Darryl Heub</i>	

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1) Susan Snider	2812 Morrison St. 77005		susan.snider@shell.com
2) Fran Smith	2819 Morrison St. 77005		FRANSMITH@HOUSTON.TX.COM
3) Robin McStamm	102 1/2 Euclid 77005		robinm2@HOTmail.com
4) SANTS WARELES	202 NORTH 77005		
5) WILEY D. SMARTT	1035 EAST 7TH 77005		
6) Heerde Santos	122 View CARESK 77005		hesantos@subell.net
7) Janm Jackson	824 Euclid 77005		jbadaoui@houstonisd.org
8) John Fudham	514 West Cergy Apt B 77005		John.fudham@3Cintegrated.com
9) Caroline Kiefer	614 Merrill St 77009		caroline@thekiefers.net
10) Anthony Harnden	515 Euclid 77009		anthony.harnden@Coldwellbaker.com
11) MARY WILCOY	1515 WEST 21 77008		marywilcoy@crossbyisd.org
12) JAMES MACKAY	6002 DELANE 77092		biki3@aol.com
13) Scott McCremon	951 Woodlawn 77609		SMETT@SANTLUKE.NET
14) MARY JANE MEDREADY	411 OMAR 77009		marymedready@earthlink.net
15) Laurel Johnson	1038 Columbia 77008		LUNCH@EV1.NET

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1) Sharon Budde	5314 Rancher Pt. Houston, TX 77009	Sharon A. Budde	
2) Dorothy Kasper	5314 Rancher Pt. Houston, TX 77009	Dorothy Kasper	
3) Donna Larson	1235 Rutland Ln. 77008	Donna Larson	donna@swbell.net
4) Don Hill	5914 E. Cornwell Dr. 77009	Don Hill	
5) Karen Helmer	2412 White Oak Hollow 77009	Karen Helmer	
6) Tere Guerra	9401 Baker	Tere Guerra	
7) Yolanda C. Lewis	1407 WRIGHTWOOD	Yolanda Lewis	
8) CONSTANCE INGLETON	2415 BIRLAWD 77009	Constance Ingletton	cvs2@a.sbcglobal.net
9) Juana Ferguson	3305 MILLER 77009	Juana Ferguson	Shield.Ferguson@EES.org
10) Martha Wright	3305 Morrison 77009	Martha Wright	
11) Edward R. Wynn	3309 Morrison 77009	Ed Wynn	
12) Myrlene Wynn	414 Euclid 77009	Myrlene Wynn	isvinn@swbell.net
13) Peter S. George	110 Payne 77009	Peter S. George	PG@ElectricTexas.com
14) Maria George	110 Payne 77009	Maria George	Administradora@aol.com
15) Tom Shepard	117 PAYNE ST. 77009	Tom Shepard	Tom.Shepard@yahoo.com

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1) Kristin Starbuck	518 Canadian Hwy, TX 77009		Kristin_g_starbuck@yahoo.com
2) Peggy E Lindow	3317 Merrissau, hwy 77009		peggy.mansh@kotmail.com
3) WALTER WICKBICK	1212 WRIGHTWOOD 77009		
4) David Hedden	1212 Wrightwood 77009		
5) MARTIN WELLMAN	8008 LUMAS 77009		marty_cohen@earthlink.net
6) MARTIN BURBS	213 PARKWAY 77009		
7) Thomas Hill			
8) Christine E. Taint	1032 Euclid Houston TX 77005		
9) ANNE GREENE	928 WELLS L. HURON 77009		Connies@a-houston.tx.com
10) Michael A Potts	512 Ave of Oaks Houston 77009		M.Potts@Subell.net
11) ARTHUR MOURAUX	1109 E 20th St Houston 77009		ARMOURAUX@SBCGLOBAL.NET
12) JAYNE A. FORGER	607 GARDY HOUSE 77009		
13) Deborah W. Hemphill	3210 N. WOODS 77009		brad@houstonad.com
14) Elaine Melendez	3909 Alexander 77009		Emelendez@Houstonisd.org
15) GARY BLICKNER	411 PARKS 77009		gbllickner@houston.tx.com

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1) Jess L Gonzalez	620 amite Houston TX 77009	<i>Jess Gonzalez</i>	
2) JANÉ D. BELTZ	802 REDAN HOUSTON TX 77009	<i>Jané D. Beltz</i>	
3) Theresa Hernandez	920 Highland 77009	<i>Theresa Hernandez</i>	
4) Sarah "Pam" Newbery	515 Lamar 77009	<i>Sarah A. Fuente</i>	
5) James Rayner	502 Highland 77009	<i>James Rayner</i>	
6) Nancy H. Abrams	1308 1/2 Ivywild 77009	<i>Nancy H. Abrams</i>	
7) SARAH A. FUENTE	515 Dmar Ave. Hou. 77009	<i>Sarah A. Fuente</i>	
8) SOAN AARON	6821 FARMWOOD HT 77008	<i>Soan Aaron</i>	
9) FLORENCIA REYES JR	502 HIGHLAND HT R 77609	<i>Florencia Reyes Jr</i>	
10) SUSAN H GATES	3522 KINGS MOUNTAIN DR, KINGSWOOD TX 77334	<i>Susan H. Gates</i>	
11) Levea Sobel Rollman	2314 TAVELKILL DR HOUSTON TX 77008	<i>Levea Sobel Rollman</i>	levea.rollman@att.net
12) SOY DENMARK	13043 TAYLORST HOUSTON TX 77079	<i>Soy Denmark</i>	
13) Jim Cummins	1030 VILGHT HOUSTON TX 77009	<i>Jim Cummins</i>	JimCummins@aol.com
14) Edward ybarra	16302 El Camino R1 # 2604, HOUSTON TX 77062	<i>Edward ybarra</i>	Edward.ybarra@verizon.net
15) Patrick McILVAIN	221 KWOX HOUSTON TX 77007	<i>Patrick McIlvain</i>	

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1) Ivaon D. Post	3324 Morrison, Houston 77009	<i>Ivaon D. Post</i>	ivaondosbell.net
2) Kately Conley	946 Merrill St, Houston 77009	<i>Kathleen S. Conley</i>	kathleens.conley@att.net
3) FAYBER E. SIVKE	631 W. COTTAGE, HARSTON 77009	<i>Fayber E. Sivke</i>	
4) DENN CARSON	824 W TEMPLE, HARSTON 77009	<i>Denn Carson</i>	
5) CLYDE MUSKE	1710 STONECREST HOUSTON 77018	<i>Clyde Muske</i>	
6) Dolores Muske	1710 Stonecrest Houston 77018	<i>Dolores Muske</i>	
7) DOROTHY MAULMAN	931 WEST 31 HOUSTON 77018	<i>Dorothy Maulman</i>	
8) Phil Schawe	1522 Glen Oaks Houston 77005	<i>Phil Schawe</i>	schawe@aol.com
9) PAUL EUSCHER	2425 SOUTHWEST BVD HOUSTON 77030	<i>Paul Euscher</i>	euscher@sbcglobal.net
10) Beth Euscher	2425 Southwest Houston 77030	<i>Beth Euscher</i>	"
11) Calvin Bongers	1038 Rickelien Ln Houston 77018	<i>Calvin Bongers</i>	
12) Alice Weaver	14915 Nickerbon Houston 77060	<i>Alice Weaver</i>	alice-ran@yahoo.com
13) Mary Stahl	2027 CHATELAIN LN HOUSTON 77075	<i>Mary Stahl</i>	
14) Bob Stahl	2027 CHATELAIN HOUSTON 77075	<i>Bob Stahl</i>	
15) Linda Bendl	7610 Melody Circle HOUSTON 77040	<i>Linda Bendl</i>	

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1) <i>Sherry Kline</i>	1509 Everett, Houston, TX 77009	<i>Sherry Kline</i>	<i>sherrykline@swbell.net</i>
2) <i>Kris Proderick</i>	485 Byrne St. Houston, TX 77009	<i>Kris Proderick</i>	<i>kproderick99@hotmail.com</i>
3) <i>Tom Rowan</i>	728 Bayland Houston, TX 77009	<i>Tom Rowan</i>	<i>tomr3@hotmail.com</i>
4) <i>Max Beard Regard</i>	1439 Col Umbria Houston, TX 77009	<i>Max Beard Regard</i>	<i>maxbeardregard@earthlink.net</i>
5) <i>Bob Shawway</i>	212 Fetersham Houston, TX 77009	<i>Bob Shawway</i>	<i>bob@shawwaybarry.com</i>
6) <i>John Thorne</i>	944 Merrell Houston, TX 77009	<i>John Thorne</i>	<i>john@thorne.com</i>
7) <i>Jeff Lewis</i>	1115 Ker St Houston, TX 77009	<i>Jeff Lewis</i>	<i>shonkenite@earthlink.net</i>
8) <i>Scott Neal</i>	805 Pecore St Houston, TX 77009	<i>Scott Neal</i>	<i>snca2@earthlink.net</i>
9) <i>Brady Boudreau</i>	2401 Newfend Houston, TX 77009	<i>Brady Boudreau</i>	<i>bradyb@houston.rr.com</i>
10) <i>Norman Woodson</i>	2401 Newfend St Houston, TX 77009	<i>Norman Woodson</i>	<i>NormanW@Houston.RR.com</i>
11) <i>Charles L. Adams</i>	408 Woodland Houston, TX 77009	<i>Charles L. Adams</i>	<i>cadams@mdanielallen.com</i>
12)			
13)			
14)			
15)			

I-45 PETITION / I-45 PETICION

We, the undersigned, understand that the Texas Department of Transportation (TXDOT) and/or others are studying the feasibility of increasing the number of traffic lanes within the I-45 North Corridor between I-10/Katy Freeway and Loop 610 North. We are especially concerned with the possibility of people losing their property, their homes and their neighborhood. If any construction is undertaken, we require TXDOT and/or others to follow these three (3) constraints:

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Nosotros, los suscritos, tenemos entendido que el Departamento de Transportación del Estado de Texas (TXDOT) y/u otros están estudiando la posibilidad de aumentar el número de carriles de tráfico en la carretera I-45 entre la carretera I-10/Katy y la 610 Norte. Nosotros estamos especialmente preocupados con la posibilidad de que residentes del área pierdan sus propiedades, sus hogares y su vecindario. Si alguna construcción es emprendida, nosotros requerimos TXDOT y/u otros a seguir estas tres (3) restricciones:

- 1) Todo mejoramiento debiera permanecer dentro de la existente propiedad del estado (I-45) (sin la adquirir propiedades adicionales)
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- 3) La calidad de vida de los residentes y vecindarios no deberan ser afectados negativamente (calidad de aire, ruido, inundaciones, aumento de trafico en vecindarios, etc)

#	Name / Nombre <small>(Please print Legible) (Por favor escriba con claridad)</small>	Address / Direccion <small>(Street, City, Zip) (Calle, Ciudad, Código Postal)</small>	Signature / Firma	E-Mail Address / Direccion de correo electronico <small>To get updates and notices Para obtener fechas y noticias</small>
1	WILLIE MAE RIVERA	1030 Eastside Ave, 77009		
2	SHARON SMART	1035 E. 7th	Sharon Smart	
3	Mahtell Sandstrom	1808 West Creeper Dr	Eizabeth S. Kavanagh	
4	Kathleen Blakeslee Ford	947 Bayland Truven 77009	Kathleen Ford	kpford@yahoo.com
5	KIM PETTIS	504 BYRNE ST	Kim Pettis	kpettis@global.net
6	Michael Kiefer	614 MERLIN ST	Michael Kiefer	mkieter@alumni.rice.edu
7	Wanda Jamirel	208 Bayland 77009	Wanda Jamirel	
8	Wanda Jamirel	208 Bayland 77009	Wanda Jamirel	
9	Wanda Jamirel	310 Jalbar	Wanda Jamirel	
10	Wanda Jamirel	202 Northwood 77009	Wanda Jamirel	
11	T. Michelle McLure	3819 Karcher Trce	T. Michelle McLure	mmclure@P13sh.net
12	Arthur Nearing	815 Harrison Ave	Arthur Nearing	
13	Stephen McCready	411 BURN ST	Stephen McCready	smccready@earthlink.net
14	Dagmar Truckses	2913 Beachcamp	Dagmar Truckses	dtruckses@yahoo.com
15	Sharon Shank	405 Woodland	Sharon Shank	shshank@psbank.com

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1) <i>Daniel Conrigue</i>	53006 Huston Ave 77009	<i>Daniel Conrigue</i>	www.astrodmu2002@yahoo.com
2) <i>STUDY GRANBERY</i>	620 RIDGE FA009	<i>[Signature]</i>	
3) <i>JOSE KANER</i>	202 WILLOW ST 77008	<i>Jose Kaner</i>	Jose.Kaner@SBCGlobal.net
4) <i>REV. HILL JOHNSON</i>	5203 WILTON THOUSANT 77009	<i>[Signature]</i>	redunc@argolink.com
5) <i>CAROL STEVENS</i>	3306 MARLBORO 77009	<i>[Signature]</i>	
6) <i>SHIR SHARP</i>	309 WOODLAND 77024	<i>[Signature]</i>	SHIRSHARPE@earthlink.net
7) <i>MAURICE F. LAMAR</i>	405 SCORE ST 77009	<i>[Signature]</i>	revolg1@houston.tx.com
8) <i>Carol M. CWOJ</i>	311 ELEANOR ST. 77009	<i>[Signature]</i>	FLORVUJIZTE@MSN.COM
9) <i>NATHANIEL G. SMITH</i>	3011 MARRISON ST 77009	<i>[Signature]</i>	NATHANIEL@AOL.COM
10) <i>John Pizzitola</i>	1033 Highland St 79204	<i>[Signature]</i>	jopztd@aol.com
11) <i>Fred A. Bernader</i>	1309 Faber 77009	<i>[Signature]</i>	
12) <i>KEVIN WHITE</i>	1229 HICKORY ST. 77007	<i>[Signature]</i>	
13) <i>Glenda Owen</i>	5102 WARRISON ST 77009	<i>[Signature]</i>	Dowen@houston.vr.com
14) <i>Grant Marlow</i>	729 Bayland Ave 77009	<i>[Signature]</i>	
15) <i>Will Marlow</i>	729 Bayland Ave 77009	<i>[Signature]</i>	willmarlow@hotmail.com

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1) Alice O'Neill	465 Enoch St. 77009	<i>Alice O'Neill</i>	ooneill@oneilladr.com
2) Nat Stephens	2913 Beachamp 77009	<i>Nat Stephens</i>	Nat.Stephens@hotmail.com
3) Barbara EMMERD	215 TERTSWORN ST. 77009	<i>Barbara Emmert</i>	BARBARAEMMERD@HOUSTON.PE.COM
4) Richard SANCHEZ	214 PAYLE ST. 77009	<i>Richard Sanchez</i>	RSanchez@FairStarPay.com
5) Brady Boudreau	2401 Madford St. 77009	<i>Brady Boudreau</i>	bradyb@houston.tx.com
6) Amy Gladden	3017 Houston Avenue 77009	<i>Amy Gladden</i>	gladden@aolmail.net
7) DONALD ANDERSON	802 RIDGE ST 77009	<i>Donald Anderson</i>	revolution_72@yahoo.com
8) Bonnie Mize	802 Ridge St. 77009	<i>Bonnie Mize</i>	
9) Rickey B. Campbell	1208 IDYLWILD HOUS. TX 77009	<i>Rickey B. Campbell</i>	rcampbel@houstonisd.org
10) Charles Wiese	705 E. 10TH ST. 77008	<i>Charles Wiese</i>	contact@charleswiese.com
11) Elizabeth Schatz	1019 Enoch 77009	<i>Elizabeth Schatz</i>	N/A
12) Jeffrey Kamm	912 Woodland 77009	<i>Jeffrey Kamm</i>	mk_30@hotmail.com
13) MICHAEL HOLMAN BROTHER	602 WALTER 77009	<i>Michael Brother</i>	mmbrother@spacebird.net
14) MARK BROTHER	811 Key St. 77009	<i>Mark Brother</i>	Mark.a.brother@wellsfargo.com
15) RACHEL DURETZKY	404 CORBELL 77009	<i>Rachel Duretzky</i>	rduretzky@pdg.net

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1) JONATHAN COREIA	1220 BRIARWOOD AVE 77009	<i>[Signature]</i>	JONATHAN COREIA@AOL.COM
2) Timothy Tyler	408 Omar 77009	<i>[Signature]</i>	tyler@mapelbrownrover.com
3) Margaret Diamond	712 Teetslow 77009	<i>[Signature]</i>	mardiamond@aol.com
4) Teri Garrett	727 Merrill St 77009	<i>[Signature]</i>	terrig@gmail.com
5) Hecker Longoria	3003 Beauchamp 77009	<i>[Signature]</i>	longoria@hcardrosins.com
6) Robert C. Hayden	1000 Highland 77009	<i>[Signature]</i>	rhayden1@houston.tx.com
7) Scott H. Chabersone	3325 Jefferson 77009	<i>[Signature]</i>	scottchabersone@shell.com
8) Ann Robison	3017 Houston Ave. 77009	<i>[Signature]</i>	arobison12@sprintps.com
9) Christy Martin	1407 Dart St. 77007	<i>[Signature]</i>	christymartin@shb.com
10) Jeff Liddle	1407 Dart St, 77007	<i>[Signature]</i>	jeffrey.liddle@hshb.com
11) Mark Scheyen	517 Wrenn 77009	<i>[Signature]</i>	mscheyen@yahoo.com
12) Robert Kravara	416 Fugate 77009	<i>[Signature]</i>	kravara@sbaglobal.net
13) Marlene Fauce	628 Lyndalome 77009	<i>[Signature]</i>	marlene@houston.tx.com
14) Maite A Sanchez	112 Redan 77009	<i>[Signature]</i>	maitea@houston.tx.com
15) John Sanchez	112 Redan 77009	<i>[Signature]</i>	johnsanchez@houston.tx.com

I-45 PETITION / I-45 PETICION

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1) David Kelly	110 Byrne St. Houston	<i>David Kelly</i>	dkelly1@sbccglobal.net
2) Amy Rufe	604 Bymer St.	<i>Amy Rufe</i>	
3) Ted Aprtira	604 Duvar St.	<i>Ted Aprtira</i>	
4) Ted Clarke	1031 Peddie St.	<i>Ted Clarke</i>	
5) Angie	2815 HOLLISTON AVE	<i>Angie</i>	
6) Sarah Brown	3211 Don Lop	<i>Sarah Brown</i>	Slopprainbows@aol.com
7) Scott G. Zessen	309 Bayland - Houston, TX 77009	<i>Scott G. Zessen</i>	Zessen@pdq.net
8) Steve Ostlund	5225 Ridge Herkett, TX 77009	<i>Steve Ostlund</i>	jostlund@aol.net
9)			
10)			
11)			
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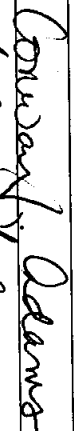

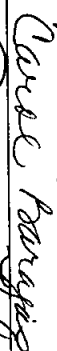







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1) Conway Adams	408 Woodland		conwayadams@msn.com
2) Belen Salas	1524 Nashua		
3) Carol Barajas	4034 Dorhill #1		
4) JEAN Taylor	546 GRANBERY		JEAN-Taylor@juno.com
5) Michele Mitchell	933 BROOKLYN 77008		
6) Shirley Andrews	625 Harvard 77007		shirleya@mail.com
7) James Adams	408 Woodland 77009		
8) Will Adams	408 Woodland 77009		
9) CHARLES L. ADAMS	408 WOODLAND 77009		cadams@mcDanielallen.com
10) STEVE FISHER	3015 MORRISON 77009		fisherspot@hotmail.com
11)			
12)			
13)			
14)			
15)			

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1) JUSTIN SIMONE	935 Merrill 77009	<i>Justin Simone</i>	jsimone4@yahoo.com
2) W. MICHAEL LEESEON	926 Woodland 77009	<i>W. Michael Lee</i>	mlee@fnc-law.com
3) Victoria Wardle	702 Teetstern Street 77009	<i>Victoria Wardle</i>	victoria.wardle@hp.com
4) BARBARA A HERN	101 Parkview Street 77009	<i>Barbara A Stern</i>	barbarah@net.net
5) RETALETY	5906 LEAKS ST. 77009	<i>Retalety</i>	RETALETY@HASTAN.RE.COM
6) MARY E. BARTH	823 Euclid 77009	<i>Mary E. Barth</i>	RETBARTH@AOL.COM
7) RICHARD E. FRANKO	5114 Dunlop 77009	<i>Richard E. Franko</i>	
8) Wendy A Tidman	209 E. Woodward St. 77009	<i>Wendy A Tidman</i>	WendyT@TerraRisk.com
9) <i>Wendy A Tidman</i>	5035 Terrace 77009	<i>Wendy A Tidman</i>	5035 Terrace 77009
10) <i>Wendy A Tidman</i>	5035 Terrace 77009	<i>Wendy A Tidman</i>	5035 Terrace 77009
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1)	PAT HALLMARK	3010 NORHILL HOUSTON 77009	<i>Pat Hallmark</i>	PHALLMARK@PDA.NET
2)	TROITH HALLMARK	3010 NORHILL HOUSTON 77009	<i>Troith Hallmark</i>	"
3)	SUSAN KELL	3000 NORHILL HWY TH 77009	<i>Susan Keller</i>	susan-kell@gensler.com
4)	MICHAEL MCGRAH	4300 NORHILL HOUSTON TX 77009	<i>Michael McGrath</i>	megrath@rice.edu
5)	JOHN HANEY	1023 EUCALID ST HOUSTON TX 77009	<i>John Haney</i>	
6)	CHARLES KUBNER	3014 NORHILL HOUSTON TX 77009	<i>Charles Kubner</i>	ckubner@yshw.com
7)	TILLBURY TILBER KUBNER	3014 NORHILL HOUSTON, TX 77009	<i>Tillbury Tilber Kubner</i>	
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I-45 PETITION / I-45 PETITION

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- 3) La calidad de vida de los residentes y vecindarios no deberan ser afectados negativamente (calidad de aire, ruido, inundaciones, aumento de trafico en vecindarios, etc)

Name / Nombre <small>(Please print Legible) (Por favor escriba con claridad)</small>	Address / Direccion <small>(Street, City, Zip) (Calle, Ciudad,Codigo Postal)</small>	Signature / Firma	E-Mail Address / Direccion de correo electronico <small>To get updates and notices Para obtener fechas y noticias</small>
1) Aaron Hayden	419 Fairbanks St Houston, TX 77009	<i>Aaron Hayden</i>	artbitter@hotmail.com
2) Sheila Servey	312 Canadian Houston TX 77009	<i>Sheila Servey</i>	sservey@yahoo.com
3) Armando's Bernudez	405 James St	<i>Armando Bernudez</i>	
4) Remedios De La Rosa	3917 Cotswold Houston 77009	<i>Remedios De La Rosa</i>	
5) ANITA MUSISKA	1006 AINAR R T 77009	<i>Anita Musiska</i>	
6) Diane Wandell	819 Highland St 77009	<i>Diane Wandell</i>	
7) JESS HENRIT	2476 Bolsover #211 77005	<i>Jess Henrit</i>	info@bugbyindrese.com
8) HETTER MARALE	705 EVELD ST 77009	<i>Hetter Marale</i>	hwardle@aiglobal.net
9) ANDREA GREEN	6000 HIGHWAY HOUSTON 77009	<i>Andrea Green</i>	
10)			
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I-45 PETITION / I-45 PETICION

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1) Jill Whithen	402 Byrne St.		jwhithen@gmail.com
2) Bob Proctor	" "		rproctor2@houston.tx.com
3) Mari Perry	1619 Weber		txparkle@aol.com
4) Brian Reed	412 Duvar		areed@rehabt.com
5) Bob Shumway	42 Teishan		bob@shumwayrealty.com
6) Dawn	" "		dawn@shumwayrealty.com
7) Lynda Chadbourn	3325 Morrison St.		LCHADBOURNE@HOUSTON.TX.COM
8) Jim West	3301 Makasa		JWEST@HOUSTON.TX.COM / JHEALM@AOL.NET
9) Ken Liddow	3317 Morrison		KenLiddow@shumwayrealty.com
10) JESSICA FARRAR	2 P.O. Box 30699		jessica.farrar@house.state.tx.us
11)			
12)			
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I-45 PETITION / I-45 PETICION

1 of 2

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1)	Melissa Richard Schell	101 Rosewood	Melissa Schell	www.theschells@gmail.com
2)	Marvin + GERRY THELMA	526 W 25	Marvin + Gerry	
3)	MARVIN + GERRY THELMA	7610 HAMMERSLY	Marvin + Gerry	
4)	ERNA K. BARRETT	1330 FOXWOOD	Erna K. Barrett	
5)	LOUISE JACOB	6234 LINTON RD	Louise Jacob	
6)	Jane Sadler	15320 Gordon Ave	Jane Sadler	jsadlere@sadlersykes.com
7)	Vanikyn Melin	806 Aurora	Vanikyn Melin	vanikyn@webtv.net
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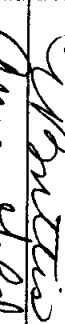
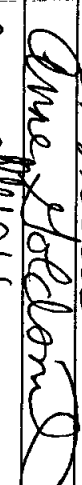
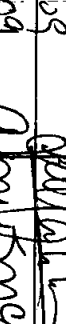



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1)	ALFRED B. BETTIS	504 WOODLAND, HOUSTON 77008		abet43@bellsouth.net
2)	VICKY BETTIS	504 WOODLAND, HOUSTON 77008		vicky.bettis@huber.com
3)	ANNE GOLDSMITH	714 TETHERORN HOUSTON 77009		agoldsmith@aggienetwork.com
4)	ANTHONY MALUSKI	1015 BAYLAND HOUSTON 77008		amaluski@pdq.usg
5)	AMY McQUEEN	628 MERRILL ST HOUSTON 77009		
6)	CHIP WESTABY	628 MERRILL ST HOUSTON 77009		cwestaby@hotmail.com
7)	MARGARET DANCE	1112 HIGHLAND HOUSTON 77009		margfl@aeglobe.net
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1) <i>Cory Cunningham</i>	411 Euclid St. ^{Houston} 77009	<i>[Signature]</i>	<i>dcory@wt.net</i>
2) <i>James A. Murtagh</i>	1542 Lawrence St. ^{Houston} 77008	<i>[Signature]</i>	<i>ANGIEFARIS@AOL.COM</i>
3) <i>A. FARIS</i>	4028 WEEMS ST. 77009	<i>[Signature]</i>	
4) <i>Annette Barril</i>	532 Euclid St. 77009	<i>[Signature]</i>	
5) <i>Blair D. Byler</i>	3222 Morrison 77009	<i>[Signature]</i>	
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1)	Sharon Greiff	826 WOODLAND ST 77004		sharon.greiff@aiminvestments.com
2)	Elliot H Johnstone	1019 Euclid		elliottjohnstone2004@yahoo.com
3)	Deborah Dinker	1123 Highland 77009		deb43bd@yahoo.com
4)	Rose Gallardo	2320 Watson 77009		rgallardo@txgenco.com
5)	Pat Rutledge	607 GARYS 77009		prutledge@boke.com
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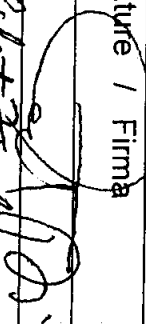

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1	CONNOR TIPS	1007 Highland Houston 77009		
2	ROBERT FOWLER	307 BAYLAND HOUSTON 77009		RFWLER1951@ix.netcom.com
3	Renée Zuelke	1444 Arlington Houston, Tx 77008	Renée Zuelke	
4	Christine Cole	2704 Wrecker Houston 77005	Christine Cole	mcole2@houstanisd.org
5	Melanie Nelson	2411 Blue Water Lane Houston, TX 77068	Melanie Nelson	mnelson2@houstanisd.org
6	Allison Hartzell	521 Omar Houston 77009	Allison Hartzell	nehad722@aol.com
7	Suzanne Labarthe	605 Alegreg Houston 77008	Suzanne Labarthe	roglabarch@aol.com
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1)	Malissa Prieto	732 Bedan 77009	Malissa Prieto	malissa.prieto@yahoo.com
2)	Arlene Prieto	732 Bedan 77009	Arlene Prieto	artprieto3@yahoo.com
3)	Molly Prieto	Bill Peppard 77009	Molly Prieto	MPRIETEO@SBCBANK.NET
4)	Angie Cardenas	1718 Depelchen St. 77007	Angie Cardenas	
5)	Laura Solomon	19318 Calcedonia Dr Katy TX 77449	Laura Solomon	
6)	Diane Sore Bludner	1128 Euclid Wrenston TX 77009	Diane Bludner	dsbludner@ix.netcom.com
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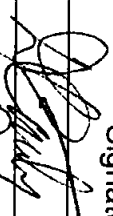

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Name / Nombre	Address / Direccion	Signature / Firma	E-Mail Address / Direccion de correo electronico <small>To get updates and notices Para obtener fechas y noticias</small>
1) DAN CANTY	2618 MORRISON AVE, 77009		CANTYGBAM@PEODIGY.NET
2) Olga BENSON	2611 MORRISON ST. 77009		
3)			



I-45 PETITION / I-45 PETICION

We, the undersigned, understand that the Texas Department of Transportation (TXDOT) and/or others are studying the feasibility of increasing the number of traffic lanes within the I-45 North Corridor between I-10/Katy Freeway and Loop 610 North. We are especially concerned with the possibility of people losing their property, their homes and their neighborhood. If any construction is undertaken, we require TXDOT and/or others to follow these three (3) constraints:

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Nosotros, los suscritos, tenemos entendido que el Departamento de Transportación del Estado de Texas (TXDOT) y/u otros están estudiando la posibilidad de aumentar el número de carriles de tráfico en la carretera I-45 entre la carretera I-10/Katy y la 610 Norte. Nosotros estamos especialmente preocupados con la posibilidad de que residentes del área pierdan sus propiedades, sus hogares y su vecindario. Si alguna construcción es emprendida, nosotros requerimos TXDOT y/u otros a seguir estas tres (3) restricciones:

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Name / Nombre	Address / Direccion	Signature / Firma	E-Mail Address / Direccion de correo electronico <small>To get updates and notices Para obtener fechas y noticias</small>
1) TAYLOR MOORE	610 E. SW HW 77007		THOORE@NEWTONUNIVERSITY.COM
2) JOAQUIN MARTINEZ	412 PECORE ST 77009		joaquin.m.martinez@shoglobal.net
3)			
4)			

I-45 PETITION / I-45 PETICION

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1) Patricia Haskett	1106 Peddle Houston TX 77009	<i>Patricia Haskett</i>	
2) RICHARD WILSON	1106 PEDDIE HOUSTON TX 77009	<i>Richard Wilson</i>	
3)			

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1) ANN R. FISCHER	404 Woodland - Houston TX 77009	<i>Ann R. Fischer</i>	
2) John S. Fischer	404 Woodland, Spg. TX 77009	<i>John S. Fischer</i>	
3)			
4)			

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1)	SONENET	935 Teetslam		
2)	THOMAS WYMAN	2611 Thelma Dr 77019	<i>Thom Wyma</i>	THOMAS.WYMAN@COWI.COM
3)	BRUCE D. HANCOCK	1512 Heights Ave 77008	<i>Bruce Hancock</i>	bruce.hancock@houston.com
4)	Thomas McShorter	Greater Houston Preservation Alliance	<i>Thomas McShorter</i>	tmshorter@ghpa.org
5)	Dawn N Fudge	313 E. Woodland 77009	<i>Dawn N. Fudge</i>	dfudge@skcslobat.net
6)	David Haim	631 East 8 1/2 St. Houston 77007	<i>David Haim</i>	dhaim@bechtel.com
7)	Jeanette Davis	1116 Euclid Houston 77029	<i>Jeanette Davis</i>	DD59416@AOL.com
8)				
9)				
10)				
11)				
12)				
13)				
14)				
15)				

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1) MARLENE NEVELEY	726 Woodland, Houston TX 77009	<i>Marlene Neveley</i>	dogface@houston.rr.com
2) SANDRA BLAIR	706 Byene Houston TX 77009	<i>Sandra Blair</i>	
3) JOHN WARDLE	705 Euclid Houston TX 77009	<i>John Wardle</i>	
4) JENNIFER SCOTT PROLES	914 Testarud Houston TX 77009	<i>Jennifer Proles</i>	jeniferproles@hotmail.com
5) JEEGEN BENSON	2611 Morrison Houston TX 77009	<i>Jeegen W. Benson</i>	

I-45 PETITION / I-45 PETITION

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1) Nancy Lutzky	1520 Arlingdon St Houston TX	<i>Nancy Lutzky</i>	nan lutzkyfate@earthlink.net
2)			






I-45 PETITION / I-45 PETITION

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1) Jesse Casas	1113 Aurora		
2) CAROL GASIS	1113 RUDOLPH		
3) KAREN SCHRODER	6030 DEMILO		
4) CONRAD TIPA	1007 Highland		
5) Ramona GUBIN	946 WOODWAY		
6)			

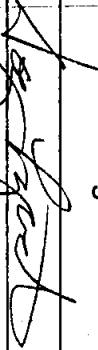
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1) Douglas + Alice Laguarda	3004 Morrison		adjud@sbcgloba.net
2)			

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1) Steve Buisman	941 Ridgest. Houston 77009	<i>[Signature]</i>	
2) Patricia W. Rutledge	607 GRAYS HOV. TX 77009	<i>[Signature]</i>	PREUTED66@BOKF.COM
3) Linda Meccer	5807 KANSAS 77007	<i>[Signature]</i>	
4) ROBERT DEITSEH	828 HEIGHTS BLVD 77007	<i>[Signature]</i>	stinged@prodigy.net
5)			

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1) Paul A. Scharris	1089 Arlington Heights TX 75008	<i>[Signature]</i>	Solomoev@stleglobal.net
2)			

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1) Robert Kempford	3210 MARTINSON 77609 C/O Argonaut #4009	<i>Robert Kempford</i>	
2) Allen Shaw	411 FAIRBANKS 77009	<i>Allen Shaw</i>	joelblanton@houston.rr.com
3) DEBLANTON	3361 MARISSON Houston 77609	<i>Joe Blanton</i>	VM @ AYA MAIL.NET
4) Jim Weston			
5)			

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1) Martha McDermott	425 Byrne Street Houston TX 77009	<i>Martha McDermott</i>	martha_mcdermott@hotmail.com
2)			
3)			

I-45 PETITION / I-45 PETICION

We, the undersigned, understand that the Texas Department of Transportation (TXDOT) and/or others are studying the feasibility of increasing the number of traffic lanes within the I-45 North Corridor between I-10/Katy Freeway and Loop 610 North. We are especially concerned with the possibility of people losing their property, their homes and their neighborhood. If any construction is undertaken, we require TXDOT and/or others to follow these three (3) constraints:

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- 3) Quality-of-Life Issues of Residents and Neighborhoods must not be affected (air quality, noise, flooding, increased traffic in neighborhood, etc)

Nosotros, los suscritos, tenemos entendido que el Departamento de Transportacion del Estado de Texas (TXDOT) y/u otros estan estudiando la posibilidad de aumentar el numero de carriles de trafico en la carretera I-45 entre la carretera I-10/Katy y la 610 Norte. Nosotros estamos especialmente preocupados con la posibilidad de que residentes del area pierdan sus propiedades, sus hogares y su vecindario. Si alguna construccion es emprendida, nosotros requerimos TXDOT y/u otros a seguir estas tres (3) restricciones:

- 1) Todo mejoramiento debiera permanecer dentro de la existente propiedad del estado (I-45) (sin la adquirir propiedades adicionales)
- 2) Alternativos modos de transportacion deben ser investigados
- 3) La calidad de vida de los residents y vecindarios no deberan ser afectados negativamente (calidad de aire, ruido, inundaciones, aumento de trafico en vecindarios, etc)

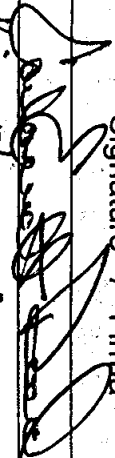

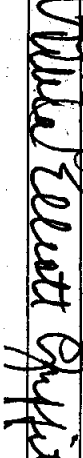
#	Name / Nombre <small>(Please print Legible) (Por favor escriba con claridad)</small>	Address / Direccion <small>(Street, City, Zip) (Calle, Ciudad,Codigo Postal)</small>	Signature / Firma	E-Mail Address / Direccion de correo electronico <small>To get updates and notices Para obtener fechas y noticias</small>
1)	Michelle Rojas	2240 W. Houston St. Houston 77009	Michelle Rojas	michelle.rojas@espeglobal.net
2)	Jeanine Gregetl	919 W. Gardner Hwy, Mesquite, TX 75049	Jeanine Gregetl	jeaninegregetl@comcast.net
3)	Proppie Vasey	2082 Bastian Hwy, 77009	Proppie Vasey	vaseyproppie@comcast.net
4)				
5)				
6)				
7)				
8)				
9)				
10)				
11)				
12)				
13)				
14)				
15)				

We, the undersigned, understand that the Texas Department of Transportation (TXDOT) and/or others are studying the feasibility of increasing the number of traffic lanes within the Freeway and Loop 610 North. We are especially concerned with the possibility of people losing their property, their homes and their neighborhood. If any construction is undertaken, these three (3) constraints:

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Name / Nombre	Address / Direccion	Signature / Firma	E-Mail Address / Direccion de correo electronico
(Please print Legible) (Por favor escriba con claridad)	(Street, City, Zip) (Calle, Ciudad, Código Postal)		To get updates and notices Para obtener fechas y noticias
1) Carla Reed	412 Omar 77009		
2) Kim Taurins	804 Euclid 77009		TAURINS@swbell.net
3) Debra Elliott Griffith	2525 Yupon 77006		
4)			


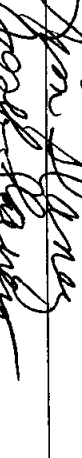
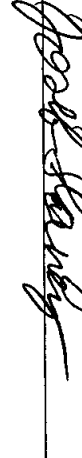
I-45 PETITION / I-45 PETICION

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(Please print Legible) (Por favor escriba con claridad)	(Street, City, Zip) (Calle, Ciudad, Código Postal)		To get updates and notices Para obtener fechas y noticias
1) Scott Slaney	413 Woodcreek Houston 77009		SLANEY@SWBELL.NET
2) Debra Slaney	413 Woodcreek Hwy 77009		" "
3) Scott Slaney	413 Woodland Houston 77009		slaney03@swglobal.net
4)			
5)			
6)			









I-45 PETITION / I-45 PETICION

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(Please print legible) (Por favor escriba con claridad)	(Street, City, Zip) (Calle, Ciudad, Código Postal)		To get updates and notices Para obtener fechas y noticias
1) Don & Thelma "Seabright" Mullens ^{SEABRIGHT}	7023 Dickson way Houston TX 77289		Seabrightdon@earthlink.net
2) Yvonne K. Mullens ^{MULLENS}	5315 Angelo 77069	Yvonne K. Mullens	B.Mullens@hotmail.com
3) Bobby J. Mullens	5315 Angelo 77069		" "
4) Jeff Shell	924 Euclid 77009	Jeff Shell	jeffshell@made1lover.com
5) Gene Goins	3410 ROBERTSON 77009	Gene Goins	NEAR NORTHSIDE BOND.
6) JAE R. Gonzales	2515 DEER ST 77009		jaes5@prod.com
7) JOHN R. FARRELL			
8) JOHN R. FARRELL	3008 WALKERSON 77059		
9) Felicia Zbravnek	714 Merrill St 77009		Felicia_zbravne@berlex.com
10) Sylvia Saldana	3008 Houston Ave 77069		
11) ANTONIO Saldana	3008 Houston Ave 77069		
12) Lupe C Olmas	2915 Houston Ave 77009	Lupe C Olmas	
13) ANDREA VODDUNA	2414 WATSON 77009		
14) Veronica Mata	118 Bedlan St 77009	Veronica Mata	
15) Bernardo Mata	118 Bedlan St. 77009	Bernardo Mata	

When completed, or for additional petitions, please contact the I-45 Coalition at 713.816.0444 or 713.683.5188
 Cuando este formulario este completo, o para peticiones adicionales, o favor llame al I-45 Coalición 713.816.0444 o 713.683.5188

I-45 PETITION / I-45 PETICION

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1	Shane Haskin			
2	Shane Haskin			
3	Veronica Garcia	114 Payne Street Houston TX 77009	Veronica	
4	Jose Garcia	114 Payne Street Houston TX 77009	Jose Garcia	
5	Nestor Topchy	1603 Northwood, Houston, TX 77061		
6	Andy Ponzant	222 Tabor Ave 77009	Andy Ponzant	
7	Joe Gerald White	710 E. 10 1/2 St. Houston 77008	Joe Gerald White	
8	MARRI McWILLIAM	710 E. 10 1/2 St. Houston 77008	MARRI McWILLIAM	
9	SIGAT RIZVI	111 E. 24th ST HOUSTON TX 77008		
10	ZHINA MANISORBI	111 E. 24th St Houston TX 77008	Zhina Manisorbi	
11	Christopher French	2626 Williams HTX 77009	Christopher French	
12	TERIE SULTAN	2626 Williams HTX 77009	Terie Sultan	TSULTAN@UH.EDU
13	Gloria Garvin Garvin	203 Redan Hous TX 77049	Gloria Garvin	
14	Tom Garvin	203 Redan Hous TX 77049	Tom Garvin	
15	JANA JAMES	516 Tarkenton Hous TX 77009	Jana James	

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1)	RUBIN WOOD	130 E THURBN HWY 77066	<i>[Signature]</i>	whbete@windstream.com
2)	DEBRA MCLOAD	509 EUCLID HWY 77009	<i>[Signature]</i>	—
3)	TAMI WEGGEL	15151 STAN AVE Houston 77057	<i>[Signature]</i>	thmrm@pep.com
4)	SARAH RICHMOND	419 Fairbanks St 77069	<i>[Signature]</i>	qretajean@aol.com
5)	MANICHA WEGGEL	455 Church St Houston 77069	<i>[Signature]</i>	—
6)	CARL E. PEUARD	711 RIDGE ST. HOUSTON 77009	<i>[Signature]</i>	CEPEUARD@PEMISA.COM
7)	LIZ MARSHNIK	3007 WILMANSON HWY 77069	<i>[Signature]</i>	—
8)	Deborah Tesar	305 Morris Houston 77029	<i>[Signature]</i>	DTESHREG@HHSI.COM
9)	Mary Louler	402 Euclid Houston 77009	<i>[Signature]</i>	marylou@windstream.com
10)	Angie DaB	2808 Alvarado Houston 77009	<i>[Signature]</i>	Angie@sterningmarty.com
11)	Mary Louler	2909 Howard Houston 77069	<i>[Signature]</i>	—
12)				
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1) Joseph D. Caramonde	1718 Annell St. 77009	<i>Joseph Caramonde</i>	
2) Gloria K RENSIE	317 ENGLISH ST 77069	<i>Gloria K Rensie</i>	
3) Shandi Allen	3300 Elson 77069	<i>Shandi Allen</i>	
4) Gloria F Amenedo	300 Keller Dr. 77009	<i>Gloria F Amenedo</i>	
5) Alma <i>Alma</i>	4116 <i>4116</i> 55th <i>55th</i> 77069 <i>77069</i>	<i>Alma</i>	
6) Beatrice Mata	4403 EDISON 77069	<i>Beatrice Mata</i>	
7) Kelli Miller	612 FAIRBANKS ST 77069	<i>Kelli N. Miller</i>	
8) Donna <i>Donna</i> R. Lara	1211W. Cavalcade # 75 77069	<i>Donna R. Lara</i>	
9) Joyce ELS	2123 S. Arceland Houston TX 77009	<i>Joyce ELS</i>	
10) Jesse Benitez	602 1/2 Fairbanks 77069	<i>Jesse Benitez</i>	
11) Lorenzo Torres	719 Ridge St. Houston TX 77009-7417	<i>Lorenzo Torres</i>	
12) Dorothy Black	406 Canadian Houston TX 77009	<i>Dorothy Black</i>	
13) Abel Hernandez	2721 Morrison Houston, TX 77009	<i>Abel Hernandez</i>	
14) Ruth T. Bell	500 Canadian 77009	<i>Ruth T. Bell</i>	<i>atoraco@yahoo.com</i>
15) Stanley N. ELS	415 Canadian Houston TX 77009	<i>Stanley N. ELS</i>	
<i>HELENITA T. GONZALEZ</i>	<i>309 ELAURE Houston, TX 77009</i>		

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1) John-Pat Cortez	5327 Angelo 77009	[Signature]	john@ymca-houston.org
2) Tina Gonzalez	1104 E. 26th 77009	[Signature]	Tina.mendo@yahoo.com
3) Yvonne Morales	1218 Mooney RD 77037	[Signature]	VERZEL4@yahoo.com
4) Yvonne Hernandez	4012 Robertson 77009	[Signature]	yvonne.g.hernandez@exonmobil.com
5) Andrew G Hernandez	11521 O'Donnell 77076	[Signature]	andread@alexanderryan.com
6) Gael Macmillan ST	1116 Winston 77009	[Signature]	
7) Susan Downey & Barry	502 Canadia Dr. 77009	[Signature]	smlowey@swbell.net
8) Scott Lowrey	502 Canadian 77009	[Signature]	sslowey@swbell.net
9) Lynzee Law	1st Ward St 77008	[Signature]	lala51917@yahoo.com
10) Reynold Jackson	West 30th Houston 77018	[Signature]	Mrs Sarter by all
11) Thana Williams	590 W. Ne lugh 77009	[Signature]	2518 Felthe n ST
12) ANNA J. WARE	510 FAIRBANKS Hwy, TX 77009	[Signature]	
13) Juan Monsivais	5600 N. Fwy. #152	[Signature]	jmonsivais@hcdce-texas.org
14) Rosa Colman	2315 Koone 77009	[Signature]	ymalustan.org
15) Luis Torres	2315 Koone 77009	[Signature]	
ROSSE TORRES	2315 Koone 77009	[Signature]	
MARA TORRES	2315 Koone 77009	[Signature]	

Please complete this form and return it to the Texas Department of Transportation, 1100 North Loop West, P.O. Box 120888, Dallas, Texas 75212. Please contact the I-45 Coalition at 713.816.0444 or 713.683.5188. If you have any questions, please call the I-45 Coalition at 713.816.0444 or 713.683.5188. This petition is not a contract and does not create any legal obligation. We warrant no liability for any errors or omissions. This petition is not a contract and does not create any legal obligation. We warrant no liability for any errors or omissions.

I-45 Coalition Comment Card

Name: Dolores Santos
Address: 5319 Angelo 77009

Email Address: doloresantos@att.net

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

I-45 Coalition Comment Card

Name: Margaret Braville
Address: 2902 Houston Ave
Houston TX 77009

Email Address: _____

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

I-45 Coalition Comment Card

Name: KEVIN WHITE

Address: 1229 HICKORY STREET

HOUSTON, TX 77001

Email Address: ~~AT~~

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

I-45 Coalition Comment Card

Name: Kay Lockard

Address: 508 Archer

77009

Email Address: Kaylockard@earthlink.net

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

I-45 Coalition Comment Card

Name: Joan Terrell

Address: 201 Payne St

Watts 74 77003
713-842-8765

Email Address: _____

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

I-45 Coalition Comment Card

Name: Michael Brewster

Address: 935 Teetson

Forsyth TX
Email Address: wjb@micobrewster

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

I-45 Coalition Comment Card

Name: Susan Snider / Fran Smith
Address: 2812 Morrison

Email Address: Susan.Snider@shell.com

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

I-45 Coalition Comment Card

Name: Brenda Searles
Address: 343 Parkview

Email Address: brenda@capitolplanning.com

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

I-45 Coalition Comment Card

Name: PATRICK W. RUTLEDGE

Address: 637 GLADYS

HOUSTON 77009

Email Address: PAROTLENGE@BOOKF.COM

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

I-45 Coalition Comment Card

Name: Tom Shepard

Address: 117 PAYNE ST.

HOU - 77009

Email Address: TOM_SHEPARD@yahoo.com

Yes Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

I-45 Coalition Comment Card

Name: ANNE SHEPARD

Address: 117 PAYNE ST.

HOUSTON 77009

Email Address: ANNE_SHEPARD@yahoo.com

^{email} Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

Printing compliments of Lindale Park Civic Club

I-45 Coalition Comment Card

Name: Carline Melendez

Address: 3907 Calender

Houston TX 77009

Email Address: Emelende@hotmail.com

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

Printing compliments of Lindale Park Civic Club

I-45 Coalition

Comment Card

Name: Steve Crapi

Address: 532 Euclid Blvd.

Email Address: STEVECRAPI@HOUSTON.RK.COM



Yes, Please add me to your mailing list

No, Please do not add me to your mailing list

Question and/or Comments: _____

I-45 Coalition

Comment Card

Name: SHARON SMART

Address: 1035 E. 7th

HOUSTON TX 77009

Email Address: _____



Yes, Please add me to your mailing list

No, Please do not add me to your mailing list

Question and/or Comments: _____

I-45 Coalition Comment Card

Name: SAMI R M. NAZIR

Address: 1128 E. 27th ST 77009

Email Address: CHANDIVALAG@YAHOO.COM

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

Printing compliments of Lindale Park Civic Club

I-45 Coalition Comment Card

Name: ALICE J. O'NEILL

Address: 403 ECKHARD ST

Email Address: oneill@oneilladr.com

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

Printing compliments of Lindale Park Civic Club

I-45 Coalition Comment Card

Name: JOE B. BONZALES

Address: 2515 104th ST

HOUSTON TX 77089

Email Address: ZMS581@AOL.COM

Yes, Please add me to your mailing list

No, Please do not add me to your mailing list

Question and/or Comments: _____

I-45 Coalition Comment Card

Name: MARK SCHEYER

Address: 517 MERRILL

Email Address: MScheyer@yahoo.com

Yes, Please add me to your mailing list

No, Please do not add me to your mailing list

Question and/or Comments: _____

I-45 Coalition

Comment Card

Name: Becky Houston

Address: 3011 Webers Rd SE

Email Address: bjhouston@aol.com

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

I-45 Coalition

Comment Card

Name: Greg Gladden

Address: 3015 Houston Avenue

H. TX 77009

Email Address: Gladden@airmail.net

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

I-45 Coalition Comment Card

Name: LA TESHARD

Address: 1132 E. 6th

Email Address: LAT712@XSPEDICUSMAIL.NET

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

Printing compliments of Lindale Park Civic Club

I-45 Coalition Comment Card

Name: TOM REKUC

Address: 1132 E 6th

Email Address: TREKUC@AOL.COM

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

Printing compliments of Lindale Park Civic Club

I-45 Coalition

Comment Card

Name: Margaret Cardwell

Address: 909 Euclid

Houston, Tx 77009

Email Address: _____

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

Strong Complexes this Summer

3 yr

Received Event (Event Succeeded)

Date: 2/14/2005
Pages: 1
Sender: Via Fax
Fax Number:

Time: 4:08 PM
Duration: 0 min 47 sec
Company:



February 14, 2005
Shipper 61W011
Page 1 of 1

ATTN : SARAH MILLER
PHONE : (713)880-3333

DELIVERY NOTIFICATION

FAX RESPONSE

INQUIRY FROM: SARAH MILLER
VIDEO MONTHLY
4800 W 34TH ST STE C5
HOUSTON TX 77092-6680

SHIPMENT TO:	SARAH MILLER VIDEO MONTHLY 4800 W 34TH STE B1 HOUSTON TX 770926680		
Shipper Number.....	61W011	Pickup Date.....	01/31/05
Number of Parcels.....	1	Tracking Identification Number...	1Z61W0112640086541
Shipper Reference Number.....	1.28.6573BRAZOSWYLDEWOOD-		
Merchandise.....	DVD		

According to our records, 1 parcel was returned and receipt has been acknowledged by **JIM WESTON** whose telephone number is **(713)880-3333**.

T890NTFM:000A0000

I-45 Coalition Comment Card

Name: CHERRY WATERS

Address: _____

Email Address: _____

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: How structure flow

MEANS POLLUTION, TRAFFIC
ON ALTERNATE HIGHWAY
SHOULDERS IN SUCH POOR
CONDITION, MONEY TO
SAVE THE LEAST THAT COULD.
BE SPENT TO BOOST RAIL
BUT HEAVY & LIGHT.
HANDY FOLLOWWAY IS
BARELY USED. DAD THE
TO 11 PANELS AND FORGET
THE I-45 EX PANISION (OVER)

Printing compliments of Lindale Park Civic Club

I-45 Coalition Comment Card

Name: _____

Address: _____

Email Address: _____

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

SEE BACK SIDE

Printing compliments of Lindale Park Civic Club

NO ONE USES HARDY
FORWARD. IT COST
MONEY VS A FREE
J-45 FLY. DRAG
THE 7811,

VICTORIA WARDLE
WILL WALK ACHRON
ON THE MUSEUM OF
PETERHORN FOR SIGNATURES
713-880-0192

I-45 Coalition Comment Card

From Jim 1/11

Name: Jim read

Address: Verbatim please

Email Address: _____

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: What you have

said tonight sounds good.

But we were here 4 yrs

ago with the same concerns

about taking property, adding

concrete, ~~more~~ pollution +

lack of rail on the corridor,

our friends who fought

59 said you would not

need their suggestions in

the planning phase + that

Printing compliments of Lindale Park Civic Club

Only after designs were (over)

I-45 Coalition Comment Card

Name: Sandy Mathieu

Address: 506 Vincent

Mailing 26303 Oak Ridge

Email Address: sandy@caresoftware.com

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

1) Sound Barriers essential

2) would like to see frontage roads

eliminated or reduced + added to

freeway general purpose lanes

Question:

I would like to see the

proposed route for schematics

work starting point.

Printing compliments of Lindale Park Civic Club

Complete & they hired
lawyers + their own
specialists, were they
able to affect changes

We don't like any of
the present proposals.

Will you work with
us now in order to
save millions down
the line?
~~the~~

3 years in design

I-45 Coalition Comment Card

Name: Deborah Tesar

Address: 305 Morris

Houston, TX 77009

Email Address: DTESAR@HHSI.COM

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: In Paris France

there was a problem with traffic
congestion. To remedy this
problem, they closed traffic lanes
into the city center. The people
opted to walk and access
mass transit rather than
private vehicles. Within a
week, traffic congestion was
non-existent. Why doesn't
TX-DET use this idea rather

Printing compliments of Lindale Park Civic Club
Have being the opposite.

I-45 Coalition Comment Card

Name: Ken Donatus

Address: 126 Baynes

77009

Email Address: kenedon@yaho

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments:

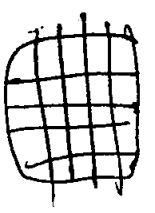
Reduce the concrete
stop covering
Houston with
concrete,
concrete is
- pollution -
- ozone -
- eyesore -
- ugly
abstracted outrage to

Printing compliments of Lindale Park Civic Club
Normal beauty

TR-DOT will ruin the neighborhood, and many others, to accommodate suburbanites.
This idea of opprobrium I-45 is the MD, I understand that I'm seen in a long time. Where is an overpriced initiative "Plan B".

Alternatives

- Raise competition fee for users of freeways (like London)
- Increase public transit (like London)
- decrease traffic
- don't increase it
- Make the traffic even like a grid



I-45 Coalition Comment Card

Name: Jeanine George

Address: 919 W. Gardner

Hou, TX 77059

Email Address: jgeorge@wdwvstn.com

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: The people

in the Heights spent alot
of money of their land to

live in the city near downtown.

These people in the woodlands

did not pay nearly as much

for their land. They are

the ones that moved out

to the suburbs, why

should the people in the

heights suffer in either

Printing compliments of Lindale Park Civic Club

I-45 Coalition Comment Card

Name: Scott Zersen

Address: 309 Bayland

Houston TX 77009

Email Address: zersen.s@pdq.net

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

While the ~~over~~ complete

design and scope have not

been finalized, has it

already been determined

that some additional

ROW near this ~~part~~ area

will ~~be~~ likely be needed?

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maximize their knowledge and/or
their property value.

It's time for Harkston to
spend the money to make
a more user friendly
public transit system (not
to the suburban/suburban ground
trains?) or the people
from the woodlands need
to reach in their pockets
& use the toll road.

The biggest home owners
should not suffer for
those that moved out to the
suburbs

How are the ^{or questions} principles
on how the different studies
determined

- How are they set
- Who sets them

I-45 Coalition Comment Card

Name: R. D VORETKEY

Address: 404 CORDELL

Email Address: _____

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: WE ARE NOT JUST

→ WOODLAND HEIGHTS -

ALSO LINDALE, BROOKE

SMITH, SUNSET HEIGHTS,

SILVERDALE, NORTHSIDE -

RICH AND POOR ALIKE.

I-45 Coalition Comment Card

Name: Mary Ann Smith

Address: 1418 E 64th ST

Houston 77009

Email Address: marikowsmith@earthlink.net

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

Given the recent Chronicle
evaluation of poor air quality
on the EAST side, to what
EXTENT HAS TXDOT considered
the environmental impact
(vis a vis Air Pollution)
ON OUR community,

How can
Air Quality

improve
with

more ?
cars ?

I-45 Coalition Comment Card

Name: James Clarke

Address: 423 Woodland

Email Address: _____

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

Several years ago in London England, the following plan was successfully implemented to relieve traffic congestion

- Residents within loop received a vehicle permit
- Residents /out of towners paid fee (= £200) for using ^{inter loop} roads

This negotiated need to build with
wish work
Printing compliments of Lindale Park Civic Club

I-45 Coalition Comment Card

Name: _____

Address: _____

Email Address: _____

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

could you tell
US more about
the managed lanes?
It seems awful
that we are stuck
with individuals
coming in from the
suburbs in their cars
paying a toll.
Do we have to accept

Printing compliments of Lindale Park Civic Club
the toll money? Metro!
won't Metro!

I-45 Coalition Comment Card

Name: Dawn Shumway

Address: 312 Bayland

Email Address:

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: What should

we tell our fellow
within 2 or 3 blocks of
I 45 that are already
I. having them contact
yall about because
of I 45 expansion talk
if they are expected to visit
another year before the next
meeting

I-45 Coalition Comment Card

Name: Anne Goldsmith

Address: 714 Teetshorn

Houston, TX 77009

Email Address: agoldsmith@agzienetwork.com

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments:

What will you do, specifically,
to minimize ~~noise~~ ~~noise~~
free way noise in all
neighborhoods ~~adjacent~~
directly adjacent to I-45?
Some question re: flooding

I-45 Coalition Comment Card

Name: Mary Ann Smith

Address: 1118 E. 6 1/2 St

Houston, TX 77009

Email Address: maryannsmith@earthlink.net

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

It appears that the
DRAFT ALTERNATIVE DOESN'T
EVEN CONSIDER RAIL TO
A Significant EXTENT.
Why NOT?

I-45 Coalition Comment Card

Name: Brenda Ethelred

Address: 215 TEETSHORN

77009

Email Address: rebhred@houston.rr.com

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

1. Why can't downtown-to-woodlands
area use Hardy ~~for~~ Tall Road?
2. Traffic is backed by downtown
I45 South link causes I45 coming
into downtown to back up. So I45 South
from downtown should be advanced.
3. Toll to roads create needed additional
~~add~~ roads for hotels, etc.

I-45 Coalition Comment Card

Name: Bob Proctor

Address: 402 BURME ST
77009

Email Address: wplincart@wmrin.com

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: What makes

many taxpayers is the projected
improvement to traffic flow seen
in the charts is negligible

+ only in the 'marginal lanes'

) We would like to hear a

clear statement of what

exactly TX DOT hopes to achieve

and how their plan will accomplish

their goals. When can we

expect to hear or see

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to have some neighborhood
input?

I-45 Coalition Comment Card

Name: DANORR MCKENNA

Address: 11111 11th St

Email Address: _____

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: What makes

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I-45 Coalition Comment Card

Name: S.A. RUIVIZ

Address: 515 CHAMBERLAIN

HOUSTON TX 77009

Email Address: _____

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

WHY SHOULD INTER CITY HOMES
OWNERS BE DEPRIVED OF THEIR
HOUSES TO ACCOMMODATE PEOPLE
WHOSE CHOICE IT IS TO LIVE
OUTSIDE OF HOUSTON?
I OPPOSE ANY LAND ACQUISITION

I-45 Coalition Comment Card

Name: R. DVORETSKY

Address: 404 CORDELL (453X)

ROCKE SMITH

Email Address: _____

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: LEGISLATIVE ISSUE.

IF TX DOT LACKS SUFFICIENT FUNDS
TO SUPPORT MOBILITY, HOW ABOUT A
\$10,000 PER UNIT SURTAX ON EACH
HOUSE BUILT BY THE DEVELOPERS IN
THE NORTHERN AREAS OF THE I-45
CORRIDOR? WE HERE ARE DONING OUR
PART BY LIVING CLOSE IN ON SMALL LOTS
AND PAYING HIGH PROPERTY TAXES. WE
WILL NOT PAY IN FURTHER POLLUTION
AND NOISE FOR THE CONVENIENCE OF
SUBURBAN DWELLERS 40 MILES AWAY

I-45 Coalition Comment Card

Name: Mary H. Feely

Address: 3016 Morrison

Email Address: mhfelley@chickster.net

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

I feel I have had no input to the discussion and results of the study. The basis of the study with regards to framework for all subsequent designs should be the bases of the study be independent validated by an organization that does not have a vested interest in the results?

I-45 Coalition Comment Card

Name: Bonnie Broad

Address: 305 English 77009

Email Address: dstarr@ix.netcom.com

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: Much time

Money's resources have been devoted to improving the commute from outlying areas such as The Woodlands to downtown Houston. How are the plans going to help much less improve my life. What steps are being considered to improve or maintain neighborhood integrity and peace & quiet?

I-45 Coalition Comment Card

Name: M. KOPPEL

Address: 948 Redan

Email Address: _____

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

With 25% of city of
Houston undeveloped
vacant property
has to dot factored in
that not expanding the
freeway would cause
people to move closer
in.

I-45 Coalition Comment Card

Name: JUSTIN CLMARE

Address: 935 Merrill 77009

Email Address: _____

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

I think that expanding I-45
at the expense of existing neighborhoods
would be a travesty. It is destroying
a community with history & roots,
all while the city is trying to
expand its downtown. It makes
no sense & does not seem to
support that objective.

I-45 Coalition Comment Card

Name: Joe Blankton

Address: 411 Furbanks

Houston TX 77009

Email Address: joeblankton@houston.nrc.com

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments:

① What aspects of the existing expansion plan are set and will NOT be subject to change?

② Specifically, ~~when~~ when will the interchange of I-45 + 610 be rebuilt? Will the feeder lanes be at grade or below grade?

I-45 Coalition Comment Card

Name: Lynne Meyer

Address: 133 North

Email Address: gymeyer1505@aol.com

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments:

How vice you measure the impact on the environment with the removal of many mature trees along with the ~~street~~ addition of miles of concrete over the ground?

I-45 Coalition Comment Card

Name: DAN CANNY

Address: _____

Email Address: 2 _____

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

SINCE ONE OFFICE TOWER
HAS BEEN ADDED TO THE DOWNTOWN
IN THE PAST TWENTY YEARS,
WHAT DO YOU BELIEVE IS THE
DESTINATION OF THIS SURVE-SURPLUS
SE TOWER IN THE FUTURE?

I-45 Coalition Comment Card

Name: Donna Brown

Address: 305 English 77009

Email Address: _____

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: Managed Care

will not be available
for individuals already
registering with the Loop
and/or traveling car
and/or direct bus ~~to~~
~~Programs~~ ~~through~~ ~~existing~~
~~Programs~~ which studies
have been conducted to
improve probability for those
already working under
the loop?

I-45 Coalition

Comment Card

Name: Laura Armstrong

Address: _____

Email Address: _____

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

1100 ~~Prospect~~ St
Knap TX 75011
Salonatics?

I-45 Coalition

Comment Card

Name: Raveny Tweedle

Address: 808 Ridge St.

Houston, TX 77009

Email Address: Raveny@tweedle.com

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: Please describe

a scenario in which the citizens
of this community could
successfully block the
widening or double-decking
of I-45 between loop 610
and downtown.

I-45 Coalition Comment Card

Name: ROMULO CARMENOS

Address: 623 OMAHA

Email Address: romulo@netsf.com

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

HAS THERE BEEN ANY EXPROPRIATION
OF DOUBLE-PEPPER SWIAP TO F-35
IN AUSTIN AND SAN ANTONIO?

ARE WE WASTING OUR TIME, HAS
THIS BEEN DECIDED?

I-45 Coalition Comment Card

Name: JOHN FARABUAT

Address: 3018 WARRISSON

HOUSTON, TX 77009

Email Address: _____

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

None more transit

I-45 Coalition Comment Card

Name: SUSAN EPLEY

Address: 403 Byrne

Houston, TX 77009

Email Address: _____

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

Stay within existing
right of way.

I-45 Coalition Comment Card

Name: DON SERIBMA

Address: 2023 Dickens way HO 77484

Email Address: seribma-de@hotmail.com

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: TX DOT HAD A

concern very last year w/ the
closure of spur 529. very NET
support the METRO solutions
passed in NOV. 2003 instead
Metro Rail is considered as a
spare value for 27-lane
freeways

I-45 Coalition

Comment Card

Name: Nestore Topoly

Address: 1603 North way

Email Address: Nestor Topoly@yahoo.com

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: Building worse

high way will simply create

bigson traffic problems.

Park / Ride and Public

trans portation will help.

Park these cars

and forget about

these cement mixers

I-45 Coalition

Comment Card

Name: HEATHER HARR WESTRICK

Address: PROPERTY ADDRESS 121 ALMA

MAILING ADDRESS: 4220 WYATTE
HOUSTON, TX 77033
Email Address: ELUDISS@TWO.COM

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: How many homes

WULD BE RECEIVED BY THE

PROPOSED PLAN?

I-45 Coalition Comment Card

Name: Sam Beston

Address: 4800 W. 34th #B-1

Reston TX 77092

Email Address: _____

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

Where are the people being?

Are the workers people all

going downtown? or to 616?

Why do we need more

capacity?

I-45 Coalition Comment Card

Name: _____

Address: _____

Email Address: _____

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

I-45 Coalition

Comment Card

Name: MARIE FERBY

Address: 1619 WEBER

HOUSTON TX 77007

Email Address: ferbyk@att.com

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

WHY ~~THE~~ WOULD TX DOT

WANT TO WIDEN I-45 WHEN

THERE IS AN UNDER UTILIZED

RIGHTWAY WITHIN AN HOUR THAN

A HALF-MILE ?

ARE THE PLANNED LANES BEING

TO BE TOLL ROADS ?

I-45 Coalition

Comment Card

Name: Charles Kuhner

Address: 3014 Norhill

HOUSTON TX 77007

Email Address: kuhne@att.net

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

The Hardy Toll Road is

going to be extended into

down town why ~~not~~ not that be

sufficient to handle the freeway

traffic? Also I-45 always

backlog on the P. over elevated, want

any widening north of that make this

congestion worse?

I-45 Coalition Comment Card

Name: Brady Boudreamp

Address: 2401 Mauflerd St

Houston

Email Address: BradyB@houston.rr.com

Yes, Please add me to your mailing list

No, Please do not add me to your mailing list

Question and/or Comments: _____

3 lanes added doesn't

Sound like too much - but

there are additional shoulder

lanes ~~added~~ indicated on the

illustration. What is the additional

~~width~~ width in terms of Ft?

From _____ Ft wide to _____ Ft wide?

I-45 Coalition Comment Card

Name: Dagmar Truckses

Address: 2993 Beauchamp St

Houston, TX 77009

Email Address: dtruckses@yahoo.com

Yes, Please add me to your mailing list

No, Please do not add me to your mailing list

Question and/or Comments: _____

Does TRIT factor in

how lightail will affect lighter

traffic on I45?

I-45 Coalition Comment Card

Name: Bernardo MATA

Address: 118 Beckan St.

HOUSTON TX 77009

Email Address: _____

Yes, Please add me to your mailing list

No, Please do not add me to your mailing list

Question and/or Comments: Am you

PLEASE DO SUFFERING
POSSIBLE FOR THIS PLAN
NOT TO TAKE ACTION?

I-45 Coalition Comment Card

Name: Veronica MATA

Address: 118 Beckan St.

HOUSTON, TX 77009

Email Address: _____

Yes, Please add me to your mailing list

No, Please do not add me to your mailing list

Question and/or Comments: Why is

if that you want
to expand the freeway?
and why so many
lanes?

I-45 Coalition Comment Card

Name: TOM HEIN

Address: 1528 WHITE OAK DR.

HOUSTON 77009

Email Address: tom.hein@bpbklliten.com

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments:

#1 QUESTION FOR TX DOT and HOUSTON CITY GOVERNMENT: WHY NOT BUILD A HIGH CARRIER PASSENGER TRAIN DOWN THE HIGHWAY TOLL ROAD INFRASTRUCTURE IN ORDER TO GET THE SUBURBANITES TO DOWNTOWN WITHOUT USING MORE CARS?

#2: WHY ARE THOSE WHO PAY HIGH CITY TAXES (VS NEAR DOWNTOWN) BEING PUT IN

FEAR OF LOSING OUR HOMES, JUST SO THAT SUBURBANITES WHO PAY NOT ONE DIME OF TAXES TO THE CITY OF HOUSTON Printing compliments of Lindale Park Civic Club CAN GET TO DOWNTOWN FASTER?

I-45 Coalition Comment Card

Name: IBUSA MEACHAM

Address: 3008 WARRISON

HOUSTON, TX 77009

Email Address: lmeacham@houston.rv.com

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments:

NO toll lanes.
Stay within right of way.
Mass transit/light rail!

I-45 Coalition

Comment Card

Name: FRANK McPHERN LES

Address: 303 FARRBURN

Email Address: FRANK McPHERN LES@CS.COM

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

Let them know I-45

Corner of Houston Ave

of Houston Ave.

be corner part of I-45

I-45 Coalition

Comment Card

Name: Royce Simpson

Address: 3805 N. MAIN

HOUSTON TX 77009

Email Address: Royce681@hotmail.com

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: When might

this project Begin?

I-45 Coalition

Comment Card

Name: Arnold Bender

Address: 405 James St

Houston TX 77009

Email Address: _____

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments:

Leave I-45

As it is now, up to

Robert Timber, where the rest

is a better place to widen

from Northline to Burnside.

Or further.

I-45 Coalition

Comment Card

Name: Gene Goins

Address: 3416 Robertson

Near Northside B.O.N.O

Email Address: _____

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments:

W. Don I-45 is

during west to Houston Ave,

what will happen to new

condo & left conversions,

such as the Baptist church site

just south of where we sit?

I-45 Coalition Comment Card

Name: Felmonde Gonzalez

Address: 122 1/2 North St

Houston TX 77008

Email Address: _____

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

~~What is going~~ How are they going to value ~~our~~ properties are they going to send an appraisal out? Also if they are going to extend US when is going to happen?

I-45 Coalition Comment Card

Name: Laura Armstrong

Address: _____

Email Address: _____

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

When are the public meetings to give our input? How do we find out about those public meetings?

I-45 Coalition Comment Card

Name: ANNA SCHULTZ

Address: 108 HECHER
HOUSTON TX 77009

Email Address: anna@annaschultz.com

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: WHY DON WE

IN THIS NEIGHBORHOOD HAVE TO
LEAVE OUR AREA FOR A FASTER
COMMUTE TIME OF PEOPLE WHO
LIVE IN THE WOODLANDS. OUTSIDE
OF THE COMMUTE TIMES, I-45 HAS
VERY LITTLE PROBLEMS. COMMUTERS
SHOULD LOOK FOR ALTERNATIVES
BESIDES DESTROYING OTHER
PEOPLES NEIGHBORHOODS

I-45 Coalition Comment Card

Name: TAMI WERRICK, AIA

Address: 1515 HOUSTON AVE

Email Address: TWERRICK@PSF.COM

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: INTERNATIONAL

HOUSTON SHOULD HAVE A COHERENT
URBAN PLANNING CONCEPT THAT
ADDRESSES THE BARRA POLUTION,
ROU-OUT/FREEDWAY THAT RUNNING
ADDITIONAL FREEDWAYS THAT CENTRAL
DOWN TOWN CRUSES, THE FREEDWAY
CONCEPTS HAVE SPANNED DOWNTOWN
& SEVERED NEIGHBORHOODS -
WHY CAN'T TRAFFIC BE RATED AROUND
THE URBAN CENTER LIKE OTHER INTERNATIONAL

I-45 Coalition Comment Card

Name: Kevin W. Freeman

Address: 1028 1/2 Euclid

Email Address: _____

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: The additional

lines that we are handling
have experienced all of our
lives, have never accomplished
anything more than additional traffic
and devoted congestion. What
is different about your conclusions
and recommendations versus what
~~we have~~ ~~done~~ ~~in~~ ~~the~~ ~~past~~ ~~our~~ ~~history~~ ~~in~~ ~~this~~
matter has shown us?

I-45 Coalition Comment Card

Name: Scott Chastaine

Address: 3325 Plover

Houston, TX 77009

Email Address: _____

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

When will you perform
a health, safety and environmental
assessment?

This will be required as a
prerequisite for our approval.

I-45 Coalition

Comment Card

Name:

Self Pugh

Address:

603 Highland

Email Address:

Yes, Please add me to your mailing list
No, Please do not add me to your mailing list

Question and/or Comments:

Q.1 How many people in the woodlands have

to save 1 minute on their commute to

justly tearing down 1 house in the heights?

Q.2 What happens in 2020?

Printing compliments of Lindale Park Civic Club

I-45 Coalition

Comment Card

Name:

Christy Martin Liddle

Address:

1407 Dart Street
Houston TX 77002

Email Address:

Yes, Please add me to your mailing list
No, Please do not add me to your mailing list

Question and/or Comments:

At this stage of the process do you know where funding of expansion will come from?

Let's City/State/Federal Funds?

~~There is~~

How/where does your committee advertise public meetings?

Will the eventual design be subject to a vote at any

Printing compliments of Lindale Park Civic Club

I-45 Coalition Comment Card

Name: TERRIE SVLTAN

Address: 2626 MORRISON

Email Address: TSULTAN@UH.EDU

Yes, Please add me to your mailing list
No, Please do not add me to your mailing list

Question and/or Comments: _____

How many homes do you
PLANT DISPLACE AND
HOW DO YOU PLANT TO
COMPENSATE THOSE
HOME OWNERS WHO WILL
LOSE THEIR PROPERTY

I-45 Coalition Comment Card

Name: Tim Brevitor

Address: 1309 Taylor

Email Address: _____

Yes, Please add me to your mailing list
No, Please do not add me to your mailing list

Question and/or Comments: _____

How does your fence section
The fence that works from
I am on the side of the
road and adjoining the
road
The fence you built the
fence, the fence
was made to down
the fence destroyed our

I-45 Coalition Comment Card

Name: Elizabeth Kavanaugh

Address: 122 Vieux Carre Dr

HOUSTON TX 77009

Email Address: elie-kin@subell.net

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

1. how does the employment capacity of downtown figure with the estimated growth in population & # of offices on I45?
2. How will revenue from construction especially at night be handled for those who live close to I45?
3. What are the specifications that determine the need for sound barriers.

I-45 Coalition Comment Card

Name: ANNA SCHULTZ

Address: _____

Email Address: _____

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

^{CONCRETE}
IF DRIVERS FROM UP NORTH ARE NOT USING HARDY BECAUSE OF COST, WHAT MAKES YOU BELIEVE THEY WOULD DO SO FOR THE "MANAGED LANES" ?

I-45 Coalition Comment Card

Name: _____

Address: _____

Email Address: _____

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

How much concern with
there be for the houses in the
woods?

How much of this for the
Woodlands?

I-45 Coalition Comment Card

Name: SHADDA BEALE

Address: _____

Email Address: _____

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

As a Native Houstonian &
SO yr Woodland Heights
Resident, All improvements
that has done to alleviate
congestion is too late & too
costly to make a difference.

Mass transit could be one of
the only solutions left, unless
you follow the "Axis" idea.

I-45 Coalition

Comment Card

Name: SAUNDRA EISENMAN

Address: 725 ONA 77009

Email Address:

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments:

IN ANY GREAT COUNTRY
IT'S THE CITIES THAT COUNT.
PEOPLE DON'T VISIT CHICAGO/ARIZ
* GO TO THE SUBURBS.
WHAT YOU DO WILL PERMANENTLY
ALTER HOUSTON. PLEASE REVE
THE INNER CITY AT ALL COSTS
FOR THE FUTURE
GENERATIONS

I-45 Coalition

Comment Card

Name: W. Lusty

Address: 817 TERTS HURD ST 77009

Email Address:

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments:

If you look
to major highways in other
cities such as Los Angeles -
you will notice that more
lanes only creates more
congestion.
Why adopt a
proven failure?
We need a successful
model to follow.

I-45 Coalition Comment Card

Name: Douglas Laguarda
Address: 3004 Harrison

Email Address: celldesk@global.net

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: At what point

does expansion end?

What is the encouragement

and impact on our community?

Is this a sustainable form

of providing population

mobilization? Why should we

sacrifice for people to leap

frog to Montgomerly Co to

Down town?

I-45 Coalition Comment Card

Name: Debbie Tesser
Address: I've already on
other cards

Email Address: _____

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

Is it true you instructed

your Live Assoc. not to

attend this meeting,

although it may directly

affected them?

I-45 Coalition Comment Card

Name: Scott Sauer

Address: 413 Woodland

Houston TX 77009

Email Address: SSLAVERY@SUN GROUP.COM

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

TRAVEL ROADS ARE PROPOSED SOUTH OF
HAW STREET. WERE THEY DO NOT EXIST
TODAY IF IMPLEMENTED THEY WILL
RESULT IN A LAND USE SHIFT WITH
COMMERCIAL DEVELOPMENT DISPLACING
CURRENT RESIDENTIAL USES AND FURTHER
ERODING NEIGHBORHOODS. TRAVEL
ROADS SHOULD NOT BE A PART OF THIS
PLAN.

Printing compliments of Lindale Park Civic Club

I-45 Coalition Comment Card

Name: Brenda Cail Lewis

Address: 1118 E 62ND ST

Houston TX

Email Address: _____

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

Why is "RAIL"
a 4 letter word
to TX DOT?
Why is Metro the
only one looking at
rail???

Printing compliments of Lindale Park Civic Club

I-45 Coalition Comment Card

Name: TOM HELM

Address: 1528 WHITE OAK

Email Address: _____

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

~~THEY ARE TAKING AWAY~~

~~THE~~ I C FREEWAY

WIDENING IS DENIED, WHY HAVE

THOUSANDS OF TREES BEEN PLANTED?

~~THEY~~ WON'T THESE HAVE TO BE

CUT DOWN?

I-45 Coalition Comment Card

Name: BOB SHUMWAY

Address: 212 TEETSHAW

Email Address: BOB@SHUMWAYREALTY.COM

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: HAS THE STATE'S

WACKED UP THE OPTION OF

EXAMINATING THE PROPOSE

EXPROPRIATED AS TO GETHER

AND ROUTING THE TRAFFIC

TO I 10 + 59 OR OTHER

OPTIONS

I-45 Coalition

Comment Card

Name: Debbie Tesar

Address: 2nd Comment Card.

I'm already on the

Email Address: 1st card

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: Can TX-DOT

stay within the ^{existing} right
of way?

I-45 Coalition

Comment Card

Name: Alex Riggsby

Address: 512 Ave of Oaks

Houston, TX 77009

Email Address: ariggsby@subell.net

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

Why are you considering adding
4 lanes that require toll
of which only a small portion
of the population will be able
to afford to pay? IT looks

like you have no regard for
our homes and neighborhood
and respect the desire of only
those who live outside the inner

city and can afford the toll,
Why not add the lanes for
everyone?

I-45 Coalition Comment Card

Name: _____

Address: _____

Email Address: _____

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: the

Statistics show that the HOV
lane is only utilized to no more
than 35% why don't we
eliminate it instead of expending
I-45.

I-45 Coalition Comment Card

Name: _____

Address: _____

Email Address: _____

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

Do you know the percentage
of cars that go into the
downtown hub v. pass through
downtown (coming south on 48
into Old North Loop)?
Why not redesign our hub
designs vehicles?

I-45 Coalition Comment Card

Name: Markie Price

Address: 112 Peden

Email Address: joire@brown.mccoy

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments:

Was about commenting on
the homes & business that
will be taken to make
the North Sea happy by
saving fire marter at diving
work

I-45 Coalition Comment Card

Name: DAN CARTY

Address:

Email Address:

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments:

IS THE DOWNTOWN IS NOT THE
DESTINATION OF THE EXCESS
TRAFFIC IN THE FUTURE, WHY
BEING IT INTO THE DOWNTOWN
AT ALL? WHY NOT TAKE IT
AROUND THE DOWNTOWN.

I-45 Coalition Comment Card

Name: Barbara Tichy

Address: 1030 Voight

Houston TX 77009

Email Address: TichyBarbara@aol.com

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

Impacts public transportation

How much will roads

have widening 1-45

I-45 Coalition Comment Card

Name: Margaret Moore

Address: 126 North R

Houston TX 77009

Email Address: _____

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

(Please ask the grey haired man)

1. What is the estimated minimum

time from concept draft to completion?

2. If properties will have to be

bought out, who will be paying

the home owners + at what
rate?

I-45 Coalition Comment Card

Name: Michael J. MONTALBANO

Address: 1309 HEUSTON AVE

HOUSTON TEXAS 77007

Email Address: MJbe@Montalbanocivilian.org

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments:

Stay with the

Existing Right A way

that XRBOT already

has a ROOE GRANT.

XRBOT HAS STATED THAT

THAT ALL FUTURE EXPANSION

OF FLEEVAYS WILL BE ABOVE

GRAND, IS THIS TRUE.

Printing compliments of Lindale Park Civic Club

I-45 Coalition Comment Card

Name: _____

Address: _____

Email Address: _____

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments:

Home will be affected

if the freeway corridor

is widened. Even if

homes are not directly

affected, ^{ie buildings} property values

to asphalters will.

Printing compliments of Lindale Park Civic Club

I-45 Coalition Comment Card

Name: ANTON JO Saldana

Address: 3808 HOUSTON AVE 77009

Email Address: _____

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: Why not have

railway instead of more lanes

I-45 Coalition Comment Card

Name: STEPHEN WATSON

Address: 5403 IRVINGTON BLVD

HOUSTON TX

Email Address: _____

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

OVER UNDER FREE WAY

EVEN HAND OF IT?

PLEASE RENT A Stadium

THE NEXT TIME YOU PLAN

A MEETING! YOU WILL NEED

IT! SUPPORT RAIL!

TOGUE! THINK! THINK!

BEFORE YOU PLAN - PROPOSE

DON'T COMPARE A MORE

CHEAPLY PLAN CITY WITH

HOUSTON

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Printing compliments of Lindale Park Civic Club

I-45 Coalition Comment Card

Name: Bob STARKES

Address: 3114 Canyon OAKET
HOUSTON TEX 77068

Email Address: _____

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

Is there any consideration
to do some studies
~~of~~ in the areas being
considered,
Why not evaluate all
trucks that is passing
through downtown.

I-45 Coalition Comment Card

Name: _____

Address: _____

Email Address: _____

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

What in your estimation
is the worst case for the
widening in feet?
What is the most likely
case in feet?
(from its present location)

I-45 Coalition Comment Card

Name: _____

Address: _____

Email Address: _____

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

Will all public discussions
be after normal business
hours to allow for
concerned home owners
attendance?

I-45 Coalition Comment Card

Name: _____

Address: _____

Email Address: _____

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

With respect to I-457 → Hanston Ave more
Trail's Slow. to about to
undergo extensive renovations.
When would a ~~project~~
start this even be considered

Some
even people that live
in the Woodlands would
rather see ^{more} effective public
transportation than more freeway
lanes.

I-45 Coalition Comment Card

Name: MATT HARTZELL

Address: 524 SMAR

HOUSTON 77009

Email Address: maymat@aol.com

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

Continue Hardy Toll
Road to downtown

Please do not

widen current

exit ramp

I-45 Coalition Comment Card

Name: JOHN PERSON

Address: 912 MARSHALL ST #8

HOUSTON, TX 77006

Email Address: _____

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

① ACTUALLY YOU ARE CONSIDERING
NOISE ABATEMENT, WHAT
ABOUT CONTROLLING THE
BRIGHT USE OF LIGHTING
FOR THE LARGE AREA OF
CONCRETE?

② HOW ARE YOU GOING TO
CONTROL NOISE & EXCESS
TRAFFIC IN NEIGHBORHOOD
DURING CONSTRUCTION?

I-45 Coalition Comment Card

Name: Beth Fishers

Address: _____

Email Address: _____

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

Why would TXDOT
make the decision to
NOT include a light rail
system inside an existing
corridor. So will the
light rail line need a
new corridor?

I-45 Coalition Comment Card

Name: Randy Twaddle

Address: 806 RIDGE ST.

HOUSTON, TX 77009

Email Address: RANDY@ttweak.com

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: ~~XXXXXXXXXX~~

It sounds as though we're talking
about not LE THIS WIDENING
IS GOING TO HAPPEN BUT THAT
IT IS GOING TO BE MUTIFESTED.
IS THAT ACCURATE?

I-45 Coalition Comment Card

Name: _____

Address: _____

Email Address: _____

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: _____

What website can we view proposed Alternatives of under the roadway of under consideration.

Printing compliments of Lindale Park Civic Club

I-45 Coalition Comment Card

Name: WAVEY MILLER Shady Grove

Address: 15712 West 21st

HOUSTON TX 77058

Email Address: ~~_____~~

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments: Since the

1) light rail was not added to the I-45 corridor; why was the passenger load included in the competition?

2) Please be specific how the public comments will affect your decisions.

3) I, too, am a public employee & I am required to assist my clients in printing compliments of Lindale Park Civic Club in my actions. How can you deflect that for years?

I-45 Coalition Comment Card

Name: Tim Tyler

Address: 408 Omar
77009

Email Address: tyler@mayerbrown.com

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments:

3 years ago, this same group
you asked our recommendations
The Number 1 and was: Do
not expand! ^{The footprint of I-45} We are now being told
that expansion of the footprint
is expanding. What happened?
Did you not accept that input? OR
is it impossible. ~~It is~~

I-45 Coalition Comment Card

Name: James Schriver

Address: 1808 Lubbock

Email Address: JamesSchriver@windspring.com

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments:

Has any consideration
been given to implementing this
project similar to the Big Dig
in Boston, tunneling the
freeway entirely underground?

I-45 Coalition Comment Card

Name: Jim Sharp

Address: 309 Woodland

77029

Email Address: SHARELAW@justice.com

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments:

Save \$ on your Design
Phase - Stop now.

Q. - Do you truly understand
that our homes are
as old as 105 years
and are irreplaceably
historic? -

Why ~~start~~ ruin it for
Perry Homes Developments
in Montgomery County?

Printing compliments of Lindale Park Civic Club

I-45 Coalition Comment Card

Name: WALTER WLENNIS ROBER

Address: 1212 WRIGHTWOOD

77009

Email Address: None

Yes, Please add me to your mailing list
 No, Please do not add me to your mailing list

Question and/or Comments:

THIS IS ONLY TO HELP
THE RICH (CAN AFFORD SPECIAL
RIGHTS ON MANAGED LANES) IN
MONTGOMERY Co. How far
out of Houston will we
have to drive to get in
those lanes?

Printing compliments of Lindale Park Civic Club

I-45 Coalition

Comment Card

Name: V. L. DUKE (VIRGINIA HGE)

Address: 211 ELEANOR
HOUSTON TX 77009-1323

Email Address: _____

Yes, Please add me to your mailing list *if no on a list*
 No, Please do not add me to your mailing list

Question and/or Comments: We realize this is
for future use. As the widening
of I-10 is being done, developers
are building on vacant land west
of Houston. You don't build freeways
as fast as new homes are built
to the "widened area". The same will
happen on I-45. Why shouldn't
developers pick up the cost instead
of suggesting to use neighborhood

streets for additional transportation corridors?

Why can't TXDOT agree to stay within the current boundaries?