PUBLIC MEETING SUMMARY

FOR
CRABB RIVER ROAD (FM 2759/762)
FROM US 59 TO 500 FEET SOUTH
OF THE LCISD COMPLEX
IN
FORT BEND COUNTY, TEXAS

CSJ:1415-03-010 & 0543-03-067
Fort Bend County and the Texas Department of Transportation conducted a Public Meeting concerning the proposed Crabb River Road (FM 2759/762) roadway expansion from US 59 to 500 feet south of the Lamar Consolidated Independent School District Complex in Fort Bend County, Texas. The meeting was held on December 10, 2009 in the Big Tent at River Pointe Community Church located at 5000 Ransom Road, Richmond, TX 77469. The proposed project consists of widening the existing roadway from an open ditch two-lane undivided facility to a four-lane curb and gutter divided facility with underground storm sewer drainage. The total length of the project is approximately 3.8 miles. Additional right-of-way (ROW) would be needed for the proposed project. The additional ROW would be acquired from either the east or west side of the roadway, or a combination of both.

The Notice of Public Meeting was published on November 11th in the Houston Chronicle and El Dia; on November 12th in Fort Bend & Sugar Land Sun (English and Spanish); and on November 18th in Las Noticias de Fort Bend, a Spanish language paper. The notices and affidavits of insertion are attached in Appendix A.

The public meeting was held from 6 PM to approximately 8 PM in an open house format to give citizens the opportunity to view the various exhibits that were on display at the meeting and to discuss and ask questions concerning the proposed project with project staff members. The exhibits consisted of 1) the project purpose and need, 2) schematics and typical cross sections for the proposed project, 3) an environmental constraints map, 4) safety information for the corridor, and 5) Right-of-Way (ROW) information. Input gathered from meeting attendees will be considered and evaluated in the final design for the proposed project. Approximately 98 members of the general public attended the meeting as well as two elected officials.

A registration table was located at the entrance to the Big Tent where the meeting was conducted. The registration table provided sign-in sheets for attendees to register, Public Meeting Comment Forms (in English and Spanish) for attendees to share their thoughts, and Public Meeting Handouts (in English and Spanish), which contained a brief description and purpose of the proposed project. A ROW information table was located near the exit to address any questions concerning property acquisition.

Public Comments
At the open house, the general public was invited to ask questions and comment on the proposed project. All verbal questions and comments were immediately responded to at the meeting. Sixteen Public Meeting Comment Forms were submitted at the public meeting, three comments were received via email by the deadline of December 28,
2009 and 38 Public Meeting Comment Forms were received via regular mail, postmarked by the deadline of December 28, 2009. Numerous forms contained multiple comments. A brief summary of the questions/comments received and responses are summarized as follows:

**Comment 1:** The raised median between Hwy 59 and Sansbury would significantly impact access to our business. We suggest an at-grade median that would accommodate turns.

*Response:* A raised median would improve safety along the corridor. By reducing mid-block left turns, and creating left turn lanes at median cuts, traffic would flow more smoothly and vehicle/vehicle accidents would be greatly reduced. Business access would be maintained throughout the corridor.

**Comment 2:** Looks great!! Sooner the better.

*Response:* Noted

**Comment 3:** Much better than previous design. My compliments. This, we can support.

*Response:* Noted

**Comment 4:** I am concerned about northbound merge lane entering from Sansbury during the A.M. rush hour (also may be an issue on southbound exit to Sansbury) causing traffic to back up.

Response: As the design progresses into the final design stage, a traffic study would determine any exclusive lanes required to accommodate turning vehicles.

**Comment 5:** Thank you for having informed and courteous representatives from TxDOT at the 12/10 public meeting.

*Response:* Noted

**Comment 6:** Please minimize impact to mature trees within ROW

*Response:* Only small amounts of right-of-way would need to be acquired for this project. It is not anticipated that any mature trees would be impacted by the construction activities.

**Comment 7:** I am concerned about traffic merging at Sansbury and Crabb River Road during morning and evening rush hours.

*Response:* As the design progresses into the final design stage, a traffic study would determine any exclusive lanes required to accommodate turning vehicles.
Comment 8: I prefer this to an extension of Grand Parkway

Response: Noted

Comment 9: I own the Exxon/Burger King at Crabb River Road and Hwy 59. We need a median cut in front of our business on Crabb River. Current proposed drawings do not show any median cuts. It will be devastating to our business if there are no cuts.

Response: During the final design phase of this project, median openings would be determined on a case by case basis.

Comment 10: Great plan. Finally, an idea that makes sense. Please press forward with speed. Congestion on Crabb River Road must be addressed immediately.

Response: Noted

Comment 11: I am concerned about residents being able to safely exit Bridlewood Drive and Berdett. Signal lights might be required.

Response: A signal warrant study would be prepared to determine location of traffic signals for the project.

Comment 12: The Crabb River median should be at level so individuals can make a turn into the businesses located on Crabb River Road.

Response: A raised median would improve safety along the corridor. By reducing mid-block left turns, and creating left turn lanes at median cuts, traffic would flow more smoothly and vehicle/vehicle accidents would be greatly reduced. Business access would be maintained throughout the corridor.

Comment 13: To begin, I regret voting for Mr. Morrison in the past election. It is clear that this proposal supports his personal agenda of postponing the construction of 99. My property is positioned closer to the road than any other home in the Stone River subdivision. As explained to me in this meeting, I can expect to have a road approximately 4’ – 6’ from my fence and no plans currently exist to build any type of privacy fence. This is a definite safety concern for my family simply because of the additional traffic and the proximity to my home. Furthermore, I intend to begin investigating my rights as a homeowner, including how close a major road can be to my property. It would be great if you actually had some information available on the TxDOT website for the public about this as you did for Grand Parkway.

Response: This proposed project is not intended as a replacement for Grand Parkway, but as a much-needed safety and roadway improvement for the residents and businesses along Crabb River Road. While it is true that there are currently no plans to construct privacy walls, there is a noise study being conducted. Depending on the results of this study, TxDOT will recommend whether or not noise walls should be
constructed. For additional information on this proposed project, please visit the Fort Bend County website at http://www.co.fort-bend.tx.us/getSitePage.asp?sitePage=29844 where you can find copies of letters of support and additional information.

Comment 14: I’d like to request a median opening at approximately station 157. I have a property with a driveway on the east side of Crabb River Road. We are building a day care at this location and a medical plaza will follow. We need access to the property coming from US 59. The business park at station 158 will also be affected if a median opening is not put in. The majority of our business will come from Greatwood and Canyon Gate. Our future patrons need access to our driveway. Thank you for your consideration.

Response: The schematics presented at the public meeting are not in their final format. The final decision on where to place median cuts and left turn lanes would occur during final design and would depend on a number of contributing factors including business traffic, safety, and sight lines.

Comment 15: The Crabb River Road expansion should not have a raised median because it will severely impact business and land values due to loss of turning in ability in both directions. The median should be at grade level with the street to accommodate turns.

Response: A raised median would improve safety along the corridor. By reducing mid-block left turns, and creating left turn lanes at median cuts, traffic would flow more smoothly and vehicle/vehicle accidents would be greatly reduced. Business access would be maintained throughout the corridor.

Comment 16: With no median turn arounds, it makes it inconvenient for our customers to access private businesses. Recommend flat medians in order for business turnarounds.

Response: A raised median would improve safety along the corridor. By reducing mid-block left turns, and creating left turn lanes at median cuts, traffic would flow more smoothly and vehicle/vehicle accidents would be greatly reduced. Business access would be maintained throughout the corridor.

Comment 17: I live at the corner of Crabb River and 762. The proposed road will be about 15 feet from my back door. This is unacceptable. I am sorry I cast my vote for Morrison. The only way I would quietly go away would be a buy-out. The overpass and frontage road are too close for safety purposes to the homes on that end of the road.

Response: Noted

Comment 18: It [the public meeting] was very informative to our concerns.

Response: Noted
Comment 19: I am a homeowner who voted for Morrison. The letter I received in the mail stated that various proposals would be offered tonight. There is only one proposal. I feel duped.

The answer is not to widen existing roads but to offer more (Thompson should go through to Sugarland or Arcola). The elevation of this proposal would exceed any hoped for sound barrier and would be at its most insidious directly behind my home creating more pollution, noise & less privacy. I am strongly opposed to this proposal and would welcome a genuine discussion.

Response: Noted

Comment 20: This plan should include a noise barrier – lack of privacy and pollution. Instead of an overpass, what would an underpass represent? Or maybe even a raised roadway along the drain ponds built in the subdivision further down Thompson Highway.

Response: An underpass would be prohibitively expensive and impossible to do safely given the presence of the railroad line and the gas stations in the area. Noise studies are still being conducted and a recommendation on whether or not to build noise walls will be forthcoming.

Comment 21: I believe the best way to move more traffic would be to make Crabb River Road 3 lanes of the traffic each way (6 lanes total) with a center turn lane or divided. A raised divided lane will restrict entrances to businesses along Crabb River Road.

Response: A six lane facility for Crabb River Road would require additional ROW that would have a major impact on existing businesses and homes adjacent to the proposed roadway. A raised median along this facility would increase traffic safety for turning vehicles, throughput capacity and reduce delays.

Comment 22: Is there a plan to build an overpass at the BNSF railroad?

Response: The proposed project would provide grade separation overpass between the roadway and Burlington Northern Santa Fe Railroad line which runs parallel to Thompsons Highway.

Comment 23: Is there a plan to create a new entry for Royal Lake Estates at FM 762 near the new high school complex? I am an RLE resident and Commissioner Morrison said he would discuss this at the meeting.

Response: The schematics presented at the public meeting are not in their final format. The final decision on where to place median cuts and left turn lanes would occur during final design, after environmental approvals are received, and would depend on a
number of contributing factors including business traffic, safety, and sight lines.

Comment 24: Is there anyway to view the plans online?

Response: Not at this time. The design schematics for the proposed improvements will be available for inspection at the Fort Bend County Engineer's Office, 1124-52 Blume Road, Rosenberg, Texas 77471, and the TxDOT Houston District Fort Bend Area Office, 4235 SH 36, Rosenberg, Texas 77471.

Comment 25: I fully support the proposed widening of Crabb River Road in Fort Bend County Precinct 1. I am a resident of the Greatwood subdivision and with children getting ready to attend Lamar Consolidated Independent School District's side for a new junior high and high school complex at George Ranch. I welcome the state’s effort to accommodate the thousands of more vehicles carrying students, parents and school staff that will be on the road with the planned opening of the schools next year. I am very concerned about the road crossing the railroad tracks as it does currently, especially with teenage drivers having to contend with negotiating the tracks with trains coming all throughout the day. My fear is that there will be a lot of kids trying to beat on-coming trains in order to be on time for school eager to get home after school, etc. I hope that part of the expansion is taken care of first. The sooner the widening of the road starts, the better!

Response: Noted

Seven residents submitted the following comments:

Comment 26: The purpose of this letter is to request a median break at station 157 of the expansion project. A break in the median will enable me to safely turn into a private school being built on Crabb River Road. This break would allow south bound drivers on C.R. Road uninterrupted access to a private school and other businesses. As a resident of Canyon Gate, in order to arrive at the school, I would have to make a U-turn at Tara Drive, causing traffic delays and creating a dangerous situation. Thank you for seriously considering this petition.

Response: During the final design phase of this project, median openings other than at street intersections would be considered on a case by case basis.

Comment 27: Dear Sirs: My wife and I, along with 3 other couples, have invested our life savings in building a private school on Crabb River Road (east side) at approx. sect. station 157. We would like to request an interrupted median access to our facility. We are scheduled to open late Spring 2010. Our future patrons will need uninterrupted access to our driveway when southbound on FM 2759. A median break is crucial, for without it, our business will be adversely affected, compromising our investment and the future well-being of our family. Also, without this median break, our customers would have to travel to the next light at Tara Drive and make a U-turn, causing traffic jam, delays, and hazardous situations. Thank you in advance for your consideration and
hopefully our request is granted. This is a very important factor that will ensure we have a successful school.

Response: During the final design phase of this project, median openings other than at street intersections would be determined on a case by case basis.

Comment 28: Dear Sirs: I would kindly like to request an interrupted median in front of my property located on the east side of Crabb River Road at approximately sect. 157, between Greatwood Knoll and Tara Drive. My close ones have invested a lot of hard work and money into the new business being developed on that road. By making it easier to access this property, future patrons can arrive safely at our business. This will also enable our business to succeed and have a positive impact on the community. Thank you for taking this petition into serious consideration.

Response: During the final design phase of this project, median openings other than at street intersections would be determined on a case by case basis.

Comment 29: Dear Sirs: I would kindly like to request an interrupted in front of my property located on the east side of Crabb River Road at approximately sect. 157, between Greatwood Knoll and Tara Drive. I am building a private school and the residents from Greatwood, Canyon Gate, and beyond 59 need to have uninterrupted access when turning left (southbound) into my school. Thank you in advance for considering this important aspect of my business when building the road.

Response: During the final design phase of this project, median openings other than at street intersections would be determined on a case by case basis.

Comment 30: Build turn lanes at approximately 244 marker at entrance to St. Mark’s Episcopal Church and Allied Concrete office

Response: During the final design phase of this project, median openings other than at street intersections would be determined on a case by case basis.

Comment 31: Extend existing driveway to meet new road that is approx. 250’ south of main entrance to St. Mark’s Episcopal Church

Response: Existing driveways would be extended from the existing ROW line to connect to the proposed row.

Comment 32: We attended the public meeting on the 10th of December and found the information to be very informative. The individuals working at the event were attentive and answered our questions. The County Commissioner Richard Morrison is to be commended for his efforts to provide our communities with the expansion needed with as little intrusion environmentally as possible. The overpass over the railroad tracks is a must for our school children. This plan is a lot more sensible than the Segment C Toll Road previously offered. We attended all of the Grand Parkway Association meetings
and found the TxDOT folks and associates at the Dec. 10th meeting to be a lot more friendly and willing to listen to suggestion. The GP Association representatives were unfriendly and were uncompromising in their positions on a project few in our community supported. Thanks again for this meeting. I am a writer for the Greatwood News as well as a member of the editorial committee, and we are doing very favorable articles for this expansion.

Response: Noted

Comment 33: Commissioner Morrison deserves a lot of credit for this very much improved plan for Crabb River Road and 762. I would like to make a recommendation that you install signs prohibiting trucks for using the turn-around at 59 & Crabb River Road/99. The curbs, dirt, and guideposts are being damaged by these vehicles that are using the turn-arounds.

Response: Noted

Comment 34: No left turn lanes going southbound off 59 and forcing a U-turn at Sansbury is impractical.

Response: The schematics presented at the public meeting are not in their final format. The final decision on where to place median cuts and left turn lanes would occur during final design and would depend on a number of contributing factors including business traffic, safety, and sight lines.

Comment 35: If Grand Parkway is a reality, do leg from 59 to Sansbury as planned by Grand Parkway so as not to need to tear up and redo again

Response: The Crabb River Road project is a separate project from the proposed Grand Parkway; however, this facility would be compatible with the future Grand Parkway improvements.

Comment 36: More than one entry/exit point from the new Junior/Senior high school otherwise come 3:00 PM every school day will be a mess!

Response: As the design of the project advances into the final stage, coordination with school officials would take place to determine the needs for exclusive turning lanes as well as openings to accommodate buses and vehicular traffic.

23 residents submitted the following comment:

Comment 37: The purpose of this comment letter is to bring to your attention the lack of a turn break in the proposed FM 2759 expansion in section 157 between Greatwood Knoll and Tara Drive signal lights. On the east side of FM 2759 a 2.0 & 2.5 acre commercial parcel of land that as this letter is being written is being developed into a
private school and a medical facility. These developments are going to be adversely affected by the lack of this turn break.

Community residents from Greatwood, Canyon Gate, River Park and the general traffic heading southbound to these businesses will now find themselves stuck at the Tara traffic light to make a U-turn to reach the east side of the road. This is not logical as not only will it create a hassle, delay, and a traffic line at the signal light for the above intersections, but for the residents of Tara subdivision that now are stuck behind the vehicles trying to make a slow U-turn.

We urge you to consider a full break in front of these two parcels of land. At the very least, a left only turn or better known as a button hook turn to the left going southbound on this road.

As a community resident, tax payer and daily user of this road, I urge you to strongly consider my feedback into this project as there are multiple communities that are being affected.

Response: During the final design phase of this project, median openings other than at street intersections would be determined on a case by case basis.

Comment 38: The Sierra Club supports portions of this proposal including the underpass at Sansbury Blvd.; an overpass at the intersection of FM 2759/FM 762 and the existing railroad track; landscaping and tree planting; and a hike/bike trail that will access adjacent or nearby neighborhoods. Some portions of this proposal address local needs and fit in well with that the local community wants. This is good.

Response: Noted

Comment 39: The Sierra Club understands that funding may also be sought for alternative energy installations (wind or solar) that would be constructed near this road to provide power for traffic lights and other safety features. If wind energy power is sought then studies must be conducted to ensure that any potential bird mortality due to strikes against windmills will be mitigated to acceptable levels as determined by Texas Parks and Wildlife Department and U.S. Fish and Wildlife Service.

Response: Noted

Comment 40: The Sierra Club supports the placement of noise barriers on the overpass across the railroad tracks that cross FM 762. The Sierra Club recently drove the potential route of the proposed road expansion and saw that several church related complexes either have been built or will soon be built near this overpass. The people and children that visit, go to school work, and worship at these institutions should be protected from the negative impacts of noise due to the increase in traffic that will be created by the construction of the road expansion and the completion of the nearby school complex.
Response: Noted

Comment 41: The Sierra Club does not want to simply plan for our children to be “on the edge of their safety zone” with regard to air pollution. We want to make sure there is a margin of safety so our children are safe and healthy. The Lamar Consolidated Independent School District school complex is only a few hundred feet from the proposed road expansion. Children, teachers, administrators, parents, and all people need to be protected from air and noise pollution that comes from nearby roads. Various studies have indicated that people living near roads (within about 1,000 feet) have greater health risks due to their exposure to greater levels of air pollution. Children have an even greater risk due to air pollution because their bodies are growing and developing. Some of these studies and the distances from roads that may be dangerous to people’s health or cause an increase in exposure and risk that are documented in these studies are:


In addition, the study "Association Between Local Traffic-Generated Air Pollution and Preeclampsia and Preterm Delivery in South Coast Air Basin of California," by Jun Wu, et. al., shows there are increases in preeclampsia (a multi-system disorder in pregnant women characterized by elevated blood pressure, edema, and protein in the urine) and preterm delivery near roadways in California.

Other documents that deal with air pollution effects on people near roadways include:

1) Particulate Matter and Air Toxic Pollutant Exposures Near Heavily Traveled Roadways in the U.S., by Patricia Rowley and Richard Cook, U.S. EPA.
4) Freeways & Health: Recent Studies, Dr. Winifred J. Hamilton, June 4, 2002.
7) Health Effects of Air Pollution: Beyond the Criteria Pollutants, Dr. Philip Bromberg, et. al., Air Toxics Workshop II, Section 1, Mickey Leland Center, June 12, 2007.

These studies and others should be used in determining potential environmental impacts due to the proposed expansion of 3.8 miles of Crabb River Road (FM 2759/FM 762), from a two-lane to a four-lane road, from U.S. 59 South to 500 feet past the Lamar Consolidated Independent School District school complex in Fort Bend County. In addition, these studies should be used to develop mitigation measures to reduce any potential air pollution health impacts that may occur to humans due to the implementation of this proposal. The U.S. Environmental Protection Agency has done and continues to conduct research on this issue and should be contacted for assistance.

The Sierra Club has already provided most of these studies to Commissioner Morrison recently and to the TxDOT during the comment periods for the environmental impact statements for the proposed Grand Parkway, Segment E and Trans-Texas Corridor/Interstate 69 projects. If TxDOT would like to receive additional copies of these studies again please contact me and I will make hard copies and provide them to TxDOT.

Response: Noted

Response: Noted

Comment 43: Some studies suggest that air pollution interacts with noise pollution to cause additive environmental impacts on human health/welfare. Other pollution hazards that are of concern include in-vehicle levels of air pollution which drivers and passengers breathe; vehicle in motion concentrations of air pollutants that are emitted during actual driving conditions/routes; and actual noise levels at major roads out at least 1,000 feet.

The Sierra Club strongly recommends that TxDOT and Fort Bend County protect children and other people that work and visit the Lamar Consolidated Independent School District school complex on FM 762 from air and noise pollution by requiring mitigation measures. The Sierra Club particularly recommends that a noise wall and series of off-set tree plantings (3-5 rows) be constructed and implemented near the boundary of the school property and the expanded FM 762 to reduce both noise and air pollution.

Trees and shrubs used for the green living noise and air pollution barrier should be a mixture of local Colombia Bottomland species found in the Brazos River Floodplain. Species should be used that grow to different heights (understory, midstory, and overstory trees) to ensure that air and noise pollution is filtered or attenuated at all height levels. Some acceptable local species of trees or shrubs include Bur Oak, Shumard Oak, Live Oak, Water Oak, Pecan, Sugarberry, Cedar Elm, Green Ash, Red Bud, Rough-Leaf Dogwood, American Elm, Carolina Laurel Cherry, Water Hickory, Bald Cypress, Soapberry, Little Hip Hawthorn, Deciduous Holly, Yaupon Holly, Swamp-Privet, Button-Bush, Box Elder, Black Willow, Honey Locust, and Dwarf Palmetto.

This area can also be landscaped attractively with small ponds to provide wildlife habitat as well as serve as a scenic frontispiece for the school complex as well as serve as noise and air pollution mitigation area.

Enclosed is an article entitled “The effects of roadside structures on the transport and dispersion of ultrafine particles from highways,” by George E. Bowker, et. al., Atmospheric Environment, article in press, accepted June 27, 2007 which states “Results indicated that air pollutant concentrations near the road were generally higher in open terrain situations with no barriers present” and documents that noise barriers and trees can reduce air pollution near roads.

Response: Noted
Comment 44: Crabb River Road/FM 2759/FM 762 should be the gateway to Brazos Bend State Park. If this is going to occur then plantings of tree and shrub species mentioned above (representative of the Columbia Bottomlands) should be planted to line both sides of the road. Later projects for this area should extend this theme planting all the way to Brazos Bend State Park.

Response: Noted
Appendix A
Affidavits of Publication
AFFIDAVIT OF PUBLICATION

STATE OF TEXAS:
COUNTY OF HARRIS:

Before me, the undersigned authority, a Notary Public in and for the State of Texas, on the day personally appeared: GAIL CHASTUN, who after being duly sworn, says that she is the ACCOUNTS RECEIVABLE LEAD at the HOUSTON CHRONICLE, a daily newspaper published in Harris County, Texas, and that the publication, of which the annexed herein, or attached to, is a true and correct copy, was published to-wit:

GAIL CHASTUN
ACCOUNTS RECEIVABLE LEAD

Sworn and subscribed to before me, this the 11th Day of November A.D. 2009

PENNY STOW
NOTARY PUBLIC, STATE OF TEXAS
BY COMMISSION EXPIRES
FEB. 4, 2010

Notary Public in and for the State of Texas
NOTICE OF PUBLIC MEETING
FM 762/FM 2759
(Crabsh River Road)
December 10, 2009
6:00 PM to 8:00 PM
River Point Community Church
5600 Ransom Road
Richmond, Texas 77409

Fort Bend County and the Texas Department of Transportation (TxDOT) will conduct a public meeting on December 10, 2009 from 6:00 p.m. to 8:00 p.m. at the River Point Community Church located at 5600 Ransom Road, Richmond, Texas 77409 to discuss proposed improvements to FM 762/FM 2759 (Crabsh River Road). The meeting will be conducted in an open house format, so individuals may attend any time between 6:00 p.m. and 8:00 p.m. on December 10, 2009.

The proposed improvements would widen the existing FM 762/FM 2759 (Crabsh River Road) roadway to a 4 lane divided curb and gutter roadway with underground storm sewer drainage. The project limits begin on FM 2759 (Crabsh River Road) at US 59 and extend southwest to approximately 500 feet south of the new Lamar Consolidated Independent School District (LCISD) middle school/high school complex located on FM 762. A total distance of approximately 1.5 miles. Various design options will be presented at the meeting for public review and comment. Project team members and representatives from Fort Bend County and TxDOT will be present to discuss the project and address questions. Personnel from the TxDOT Right-of-Way Division will be available to discuss the procedures, benefits, and programs, and will provide other information regarding land acquisition.

All interested citizens are invited to attend this meeting to express their views and discuss the project with members of the project team, Fort Bend County, and TxDOT representatives. The meeting will be held in an accessible location for persons with disabilities. Persons interested in attending the public meeting who have special communication or accommodation needs are encouraged to contact the TxDOT Public Information Office at 213-802-5072 at least two working days prior to the meeting. TxDOT offices are open Monday through Friday from 8:00 a.m. to 5:00 p.m., excluding national holidays. The public meeting will be conducted in English. Any requests for language interpreters or other special communication needs should also be made at least two working days prior to the public meeting. TxDOT will make every reasonable effort to accommodate these needs.

All interested citizens are invited to attend this public meeting. Written comments relative to the proposed project may be presented at the meeting or submitted to the Director of Project Development, Texas Department of Transportation, P.O. Box 1396, Houston, Texas 77251-1396. Comments may also be submitted by
Comments may also be submitted by email to:
HOU-DOTWEBmail@dot.state.tx.us. Written comments must be postmarked or emailed by December 31, 2009 to be included in the Public Meeting Summary Report.
The FM 162/FM 279 (Crabb River Road) Public Meeting Summary Report will be made available for public viewing at the TxDOT website: http://www.dot.state.tx.us/local-information/houston-district/. Notice of availability of the Public Meeting Summary Report will be published in local newspapers when it is available for review.
AFFIDAVIT OF PUBLICATION

STATE OF TEXAS:

COUNTY OF HARRIS:

Before me, the undersigned authority, a Notary Public in and for the State of Texas, on the day personally appeared: GAIL CHASTUN, who after being duly sworn, says that she is the ACCOUNTS RECEIVABLE LEAD at the HOUSTON CHRONICLE, a daily newspaper published in Harris County, Texas, and that the publication, of which the annexed herein, or attached to, is a true and correct copy, was published to-wit:

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/Signature/

GAIL CHASTUN
ACCOUNTS RECEIVABLE LEAD

Sworn and subscribed to before me, this the 11th Day of November A.D. 2009

/Penny Stow/

NOTARY PUBLIC, STATE OF TEXAS
BY COMMISSION EXPIRES
FEB. 4, 2010

Notary Public in and for the State of Texas
AVISO DE REUNIÓN PÚBLICA

FM 762/FM 2759
(Gruba River Road)
10 de diciembre de 2008 -
E 30 PM a 8:00 PM
River Point
Community Church
5000 Ransom Road
Richmond Texas 77469

El Condado de Fort Bend y el Departamento de Transportación de Texas (TxDOT) realizará una junta pública (for- mato abierto y de debate) para la presentación de las mejores propuestas a la FM 762/FM 2759 (Crubab River Road) en el condado de Fort Bend. La reunión pública se desarrollará de la siguiente manera:

Jueves 10 de
diciembre de 2008
6:00 PM a 8:00 PM
River Point
Community Church
5000 Ransom Road
Richmond, Texas 77469

El motivo de esta re-
unión pública es para que
cabe conocer la información
tenerse al proyecto pro-
suelo de la carretera FM
762/FM 2759 (Gruba River Road) y para solicitar al
german publico sus comentarios. La propuesta consiste en
el estipulación de la car-
retera FM 762/FM 2759
(Gruba River Road) a cu-
tro carriles que consistirá
de dos luces y cuenta con
una división central.
El proyecto empieza en
la intersección de la car-
retera FM 2759 (Cruba
River Road) con la car-
retera US 59 y se extiende
al sur aproximadamente
500' del nuevo complejo de
Lamar Consolidated
Indipendent School Dis-
trict (LCISD) ubicada en el
FM 102. La distancia total
del proyecto es aproxim-
adamente 3.0 millas.

La propuesta de esta
junta pública es para pre-
sentar el proyecto prelimi-
nario y el estado de el
proyecto. Los represen-
tantes del Condado Fort
Bend y el personal del
equipos del proyecto de
TxDOT se encontrarán
presentes y estarán dis-
ponibles para responder
preguntas relativas del
proyecto. Personal de la
ciencia de derecho de via
(Right-of-Way) estará dis-
ponible para explicar los
procedimientos, benefi-
cios, programas y otra in-
formación adicional con
respecto a la adquisición
de terrenos.

Todos interesados son
invitados a asistir esta
junta para expresar sus
comentarios del proyecto
c oceans representantes
TxDOT. Para personas in-
teresadas en entender que
requieren comunicación
con necesidades o espe-
ciales, se les sugiere que
llamen al Oficial de Infor-
mación Pública de la Divi-
CIÓN de TxDOT, número
de teléfono (713) 802-5072
tu menos dos días
hábiles de trabajo antes
de la junta. Oficina de
TxDOT están abiertas de
lunes a viernes de las 8:00
de la mañana a 5:00 de
la tarde, excluyendo días
festivos nacionales. La
junta pública será di-
rigida en inglés. Requisi-
tos para intérpretes de
terminología o otra comu-
nicación especial tam-
bién deben ser presentados
cuando menos dos días
antes de la junta. TxDOT va a hacer todo es-
fuerzo razonable para
acudir a estas
necesidades.

Los comentarios escri-
tos con respecto al
proyecto propuesto se
pueden presentar en la
Los comentarios también pueden enviarse por correo electrónico a: hco-poweraming
@dot.state.tx.us. Los comentarios enviados electrónicamente o por correo deben enviarse a más tardar el 28 de diciembre de 2009 para estar incluidos en el reporte.

Un resumen de la reunión, así como las respuestas a los comentarios recibidos estarán disponibles en línea en el sitio Web del TXDOT:
http://www.dot.state.tx.us/local-information/houston-district. Noticia de disponibilidad de este reporte de resumen será publicada en periódicos locales cuando esté listo para revisar.
AFFIDAVIT OF PUBLICATION

STATE OF TEXAS
COUNTY OF FORT BEND

Personally appeared before the undersigned, a Notary Public within and for said County and State, Jean Moore, Representative for the Fort Bend & Sugar Land Sun, a newspaper of general circulation in the county of Fort Bend, State of Texas, Who being duly sworn, states under oath that the report of Legal Notices, a true copy of which is hereto annexed was published in said newspapers in its issue(s) of the

Spanish - Notice of Public Meeting
FM 763/ FM 2759 (Crab Creek Road)

day of __________________________, 2009.

day of __________________________, 2009.

day of __________________________, 2009.

Sworn to and subscribed before me this 10th day of December, 2009.

Notary Public

My commission expires on 6/23/11
AFFIDAVIT OF PUBLICATION

STATE OF TEXAS
COUNTY OF FORT BEND

Personally appeared before the undersigned, a Notary Public within and for said County and State, Jean Moore, Representative for the Fort Bend & Sugar Land Sun, a newspaper of general circulation in the county of Fort Bend, State of Texas, Who being duly sworn, states under oath that the report of Legal Notices, a true copy of which is hereto annexed was published in said newspapers in its issue(s) of the

12th day of December, 2009.

ENGLISH - Notice of Public Meeting
FM 762/FM 3759 (Creek Line Road)

day of , 2009.

day of , 2009.

day of , 2009.

Sworn to and subscribed before me this 12th day of December, 2009.

Notary Public

My commission expires on 6/30/
Let the playoffs begin!

Fort Bend teams head into postseason with big dreams

Hightower girls hope to live up to preseason hype

Girls basketball season preview

AVISO DE REUNIÓN PÚBLICA

Fort Bend County and the Texas Department of Transportation (TxDOT) announced a public hearing to discuss a proposed project to widen FM 762 from FM 2759 to FM 1380. The hearing will be held on Wednesday, November 10, 2021, at 6:30 p.m. at the Cinco Ranch High School Auditorium. The hearing is open to the public and will provide an opportunity for the public to provide input regarding the project.

By COREY ROEDEN

Hightower girls hope to live up to preseason hype

By COREY ROEDEN

Girls basketball season preview

By COREY ROEDEN

Hightower girls hope to live up to preseason hype
ALTERNATIVE LANGUAGE AFFIDAVIT OF PUBLICATION

STATE OF TEXAS §
COUNTY OF FORT BEND §

Before me, the undersigned notary public, on this day personally appeared

__________________________, who being by me duly sworn,

(nature of newspaper representative)

deposes and says that (s)he is the Editor and Sales Representative

(title of newspaper representative)

of the Las Noticias de Fort Bend; that said newspaper is generally

(Name of Newspaper)

circulated in Fort Bend County, Texas; and

(in the municipality or the same county as the proposed facility)

is published primarily in Spanish language; that the

(alternative language)

attached notice was published in said newspaper on the following date(s):

11/18/09

__________________________

(Newsaper Representative's Signature)

Subscribed and sworn to before me this the 15th day of Nov, 2009, to certify which witness my hand and seal of office.

(Seal)

Notary Public in and for the State of Texas

Print or Type Name of Notary Public

My Commission Expires
AVISO DE REUNIÓN PÚBLICA

FM 762/FM 2759 (Crabb River Road)
10 de diciembre de 2009 - 6:00 PM a 8:00 PM
River Point Community Church
5000 Ransom Road
Richmond, Texas 77469

El Condado de Fort Bend y el Departamento de Transportación de Texas (TxDOT) realizará una junta pública (formato abierto/entero y salga como usted desee) para la presentación de las mejores propuestas a la FM 762/FM 2759 (Crabb River Road) en el condado de Fort Bend. La reunión pública se desarrollará de la siguiente manera:
Jueves 10 de diciembre de 2009
6:00 PM a 8:00 PM
River Point Community Church
5000 Ransom Road
Richmond, Texas 77469

El motivo de esta reunión pública es dar a conocer la información referente al proyecto propuesto de la carretera FM 762/FM 2759 (Crabb River Road) y para solicitarle al público sus comentarios. La propuesta consiste en el ampliación de la carretera FM 762/FM 2759 (Crabb River Road) a cuatro carriles que consistirá de cordón y cuenca con una división central.

El proyecto empieza en la intersección de la carretera FM 2759 (Crabb River Road) con la carretera US 59 y se extiende al sur aproximadamente 5000 pies del nuevo proyecto de Lamar Consolidated Independent School District (LCISD) ubicada en el FM 762. La distancia total del proyecto es aproximadamente 3.6 millas.

La propuesta de esta junta pública es para presentar el diseño preliminar y el estado del proyecto. Los representantes del Condado Fort Bend y el personal del equipo del proyecto de TxDOT se encontrarán presentes y estarán disponibles para responder preguntas relativas al proyecto. Personal de la Oficina de derechos de vías (Right-of-Way) estará disponible para explicar los procedimientos, beneficios, programas y otra información adicional con respecto a la adquisición de terrenos.

Todos interesados son invitados a asistir a esta junta para expresar sus comentarios del proyecto con los representantes de TxDOT. Para personas interesadas en atender que requieran comunicación o necesidades especiales, se les sugiere que llamen al Oficial de Información Pública del Distrito de TxDOT, número de teléfono (713) 802-5072 por lo menos dos días hábiles de trabajo antes de la junta. Oficinas de TxDOT están abiertas de lunes a viernes de las 8:00 de la mañana a 5:00 de la tarde, excluyendo días festivos federales. La junta pública será dirigida en inglés. Requisitos para interpretar de otro idioma o otra comunicación adicional deberá hacerse cuando menos dos días antes de la junta. TxDOT va a hacer todo esfuerzo razonable para coordinar estas necesidades.

Los comentarios escritos con respecto al proyecto propuesto se pueden presentar en la reunión o cierren al Director de Proyecto Development, Texas Department of Transportation, P.O. Box 1386, Houston, Texas 77251-1386. Los comentarios también pueden enviarse por correo electrónico a: hou-povemail@dot.state.tx.us. Los comentarios enviados electrónicamente o por correo deberán enviarse a más tardar el 28 de diciembre de 2009 para estar incluido en el reporte.

Un resumen de la reunión, así como las respuestas a los comentarios recibidos estarán disponibles en línea en el sitio Web de TxDOT: http://www.dot.state.tx.us/local_information/houston_district/. Noticia de disponibilidad de esta reporte de resumen será publicada en periódicos locales cuando esté listo para revisar.
Appendix B
Meeting Boards
WELCOME

Crabb River Road
(FM 2759/762)
Open House &
Public Meeting
NEED AND PURPOSE

Crabb River Road (FM 2759/762) Widening is NEEDED because:

• Fort Bend is growing and so is traffic and congestion – more capacity is a necessity.

• Growing residential and commercial development demands accommodating access to the area.

• LCISD High/Junior School complex will bring 5000 new students, faculty and staff to the area – and cars! The safety and capacity needs for this population must be addressed.

• Capacity, safety, and connectivity for the area needs to be enhanced.
NEED AND PURPOSE

The PURPOSE of the Crabb River Road (FM 2759/762) Widening project is to:

• Provide additional capacity in the corridor to meet projected daily traffic demands in 2035.

• Provide additional lanes for turning movements and safer traffic operations.

• Provide grade separation at railroad and Sansbury Boulevard to improve traffic flow.
Crabb River Road (FM 2759/762)

Proposed Typical Section – south of Sansbury

EXIST ROW VARIES 175'-120'

EXIST ROW

13'
13'
8'
13'
13'
13'
13'
13'

VARIES
# Anticipated Project Timeline

<table>
<thead>
<tr>
<th>Task Name</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>4th</td>
<td>1st</td>
<td>2nd</td>
<td>3rd</td>
</tr>
<tr>
<td>Environmental</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Documentation</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Public Meeting</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Final Design</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Construction</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

[Diagram showing timelines for each task]
Safety

<table>
<thead>
<tr>
<th>Area</th>
<th>Crashes per vehicle miles traveled*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crabb River Road (FM 2759/762)</td>
<td>2.79</td>
</tr>
<tr>
<td>Fort Bend County</td>
<td>1.94</td>
</tr>
<tr>
<td>Houston metropolitan region</td>
<td>2.07</td>
</tr>
</tbody>
</table>

Safety improvements include:

- Additional lane capacity to reduce conflicts between local traffic and through traffic.
- Underpass at Sansbury Boulevard to eliminate intersection crashes and reduce driveway related crashes.
- Grade separation at Burlington Northern Santa Fe line eliminates auto/train accidents.

* Houston-Galveston Area Council, Transportation Department, 2009
Appendix C
Comment Forms
Please complete the appropriate items below:

I am primarily interested in the project from the standpoint of (Please check one):

- [ ] Residential property owner or renter
- [ ] Business property owner or lessee
- [ ] Highway user
- [ ] Other (please explain below)

How did you learn about this meeting:

- [ ] Newspaper
- [ ] Letter
- [ ] TxDOT Website
- [ ] Other (Please Explain) [MISPLACED]

Comments:

The roundabout medium between Hwy 59 and Samsung would significantly impact access to our business. We suggest an at-grade medium that would accommodate turns.

Please make additional comments on the back.

These comment forms can be turned in tonight, mailed, or electronically submitted before December 28, 2009. An electronic version of the public meeting summary report will be available on TxDOT's website in early 2010.

Mail to:
Director of Project Development
Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386

Email:
hou-piowebmail@dot.state.tx.us
Name and Mailing Address (Optional): FRANK PRICE

PLEASE COMPLETE THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of (Please Check One):

[X] Residential property owner or renter  [ ] Other (please explain below)
[ ] Business property owner or lessee
[ ] Highway user

How did you learn about this meeting:

[ ] Newspaper  [ ] Letter  [ ] TxDOT Website
[ X] Other (Please Explain) GREATWOOD NEWS PUB.

Comments: LOOKS GREAT!!! SOONER THE BETTER.

Please make additional comments on the back.

These comment forms can be turned in tonight, mailed, or electronically submitted before December 28, 2009. An electronic version of the public meeting summary report will be available on TxDOT's website in early 2010.

Mail to:
Director of Project Development
Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386

Email: hou-plowemail@dot.state.tx.us
Additional Comments:


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

CSJ: 1415-03-010 & 0543-03-067.cb
Name and Mailing Address (Optional):

LARRY SILVERSTEIN
7926 Heather Dale Ct, Sugar Land, TX 77479

PLEASE COMPLETE THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of (Please Check One):

[ X] Residential property owner or renter
[ ] Business property owner or lessee
[ ] Highway user

[ ] Other (please explain below)

How did you learn about this meeting:

[ ] Newspaper
[ ] Letter
[ ] Other (Please Explain)

COMMITTEE TAB: 10/09

Comments: MUCH BETTER THAN PREVIOUS DESIGN. MY COMPLIMENTS. THIS WE CAN SUPPORT.

Please make additional comments on the back.

These comment forms can be turned in tonight, mailed, or electronically submitted before December 28, 2009. An electronic version of the public meeting summary report will be available on TxDOT's website in early 2010.

Mail to:
Director of Project Development
Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386

Email:
hou-piowebmail@dot.state.tx.us
PUBLIC MEETING COMMENT FORM
CRABB RIVER ROAD (FM 2759/762): FROM US 59 TO LCISD COMPLEX
FORT BEND COUNTY, TEXAS
December 10, 2009

Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386

Name and Mailing Address (Optional):

__________________________________________________________________________

PLEASE COMPLETE THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of (Please Check One):

[ ] Residential property owner or renter [ ] Other (please explain below)

[ ] Business property owner or lessee

[ ] Highway user

How did you learn about this meeting:

[ ] Newspaper [ ] Letter [ ] TxDOT Website

[ ] Other (Please Explain) ____________________________

Greatwood Newsletter

Comments:

- Concern about N-bound merge land entering from Sansbury in AM Rush Hour. Also may be an issue on S-bound exit to Sansbury backing up

- Thank you for informed & courteous reps from TxDOT at 12/10 Public Meeting

Please make additional comments on the back.

These comment forms can be turned in tonight, mailed, or electronically submitted before December 28, 2009. An electronic version of the public meeting summary report will be available on TxDOT's website in early 2010.

Mail to:
Director of Project Development
Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386

Email:
hou-piowebmail@dot.state.tx.us
Additional Comments:

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

CSJ: 1415-03-010 & 0543-03-067.cb
I am primarily interested in the project from the standpoint of (Please Check One):

- [ ] Residential property owner or renter
- [ ] Business property owner or lessee
- [ ] Highway user
- [ ] Other (please explain below)

How did you learn about this meeting:

- [ ] Newspaper
- [ ] Letter
- [ ] TxDOT Website
- [ ] Other (Please Explain)
  
  Greatwood Newsletter

Comments:

1. Please minimize impact to mature trees in ROW’s
2. Concerned about traffic merging at Sansbury and Crabb River during morning and evening rush hour
3. Prefer this to extension of Grand Parkway

Please make additional comments on the back.

These comment forms can be turned in tonight, mailed, or electronically submitted before December 28, 2009. An electronic version of the public meeting summary report will be available on TxDOT's website in early 2010.

Mail to:
Director of Project Development
Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386

Email:
hou-piowebmail@dot.state.tx.us
Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386

Name and Mailing Address (Optional): Shoukat Dhanani
6671 Southwest Frey # 440
Houston, TX 77074

PLEASE COMPLETE THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of (Please Check One):

[ ] Residential property owner or renter
[ ] Business property owner or lessee
[ ] Highway user

[ ] Other (please explain below)

How did you learn about this meeting:

[ ] Newspaper
[ ] Letter
[ ] TxDOT Website

[ ] Other (Please Explain)

Comments: I own the Exxon/Burger King
at Crabbe River Rd and Hwy 59. We need
a median cut in front of our business on
Crabbe River Rd. Current proposed drawings does not show any median cuts. It will be devastating.

Please make additional comments on the back.

These comment forms can be turned in tonight, mailed, or electronically submitted before December 28, 2009. An electronic version of the public meeting summary report will be available on TxDOT's website in early 2010.

Mail to:
Director of Project Development
Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386

Email:
hou-piowebmail@dot.state.tx.us
PUBLIC MEETING COMMENT FORM
CRAB RIVER ROAD (FM 2759/762): FROM US 59 TO LCISD COMPLEX
FORT BEND COUNTY, TEXAS
December 10, 2009

Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386

Name and Mailing Address (Optional):
Mark S. Roux
10319 Bridlewood Dr.
Richmond, TX 77469

PLEASE COMPLETE THE APPROPRIATE ITEMS BELOW:
I am primarily interested in the project from the standpoint of (Please Check One):

[ ] Residential property owner or renter
[ ] Business property owner or lessee
[ ] Highway user

[ ] Other (please explain below)

How did you learn about this meeting:

[ ] Newspaper
[ ] Letter
[ ] TxDOT Website

[ ] Other (Please Explain)
Bridlewood Estates newsletter

Comments:
Great plan. Finally an idea that makes sense. Please press forward with speed. Congestion on Crab River Rd. must be addressed immediately. I am concerned about residents being able to safely exit Bridlewood Estates at Bridlewood Estates Drive and Berdett. Signal lights might be required.

Please make additional comments on the back.

These comment forms can be turned in tonight, mailed, or electronically submitted before December 28, 2009. An electronic version of the public meeting summary report will be available on TxDOT's website in early 2010.

Mail to:
Director of Project Development
Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386

Email:
hou-piowebmail@dot.state.tx.us
Name and Mailing Address (Optional):

__________________________

PLEASE COMPLETE THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of (Please Check One):

[ ] Residential property owner or renter
[ ] Business property owner or lessee
[ ] Highway user
[ ] Other (please explain below)

How did you learn about this meeting:

[ ] Newspaper
[ ] Letter
[ ] TxDOT Website
[ ] Other (Please Explain)

Comments:

The CRABB RIVER MEDIAN should be at level so individuals can make a turn into the business located off CRABB AVENUE.

______________________________________________________

______________________________________________________

______________________________________________________

Please make additional comments on the back.

These comment forms can be turned in tonight, mailed, or electronically submitted before December 28, 2009. An electronic version of the public meeting summary report will be available on TxDOT's website in early 2010.

Mail to:
Director of Project Development
Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386

Email:
hou-piowebmail@dot.state.tx.us
PUBLIC MEETING COMMENT FORM
CRABB RIVER ROAD (FM 2759/762): FROM US 59 TO LCISD COMPLEX
FORT BEND COUNTY, TEXAS
December 10, 2009

Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386

Name and Mailing Address (Optional):
Robin Wilborn
1311 Willoughby Dr., Richmond 77469

PLEASE COMPLETE THE APPROPRIATE ITEMS BELOW:
I am primarily interested in the project from the standpoint of (Please Check One):

[ ] Residential property owner or renter
[ ] Business property owner or lessee
[ ] Highway user

[ ] Other (please explain below)

How did you learn about this meeting:

[ ] Newspaper
[ ] Letter
[ ] Other (Please Explain)

[ ] TxDOT Website

Comments: I would be great if you actually had some information for the public about this as you did for the Grand Parkway.

In the past election, I voted against this proposal because this personal agenda self-prioritizing the construction of 99. My property is positioned across the road than many other homes in the entire River Bend subdivision. This explained to me in this meeting. I can expect to have a road approximately 6' to 10' from my fence and 50' from my current existing the fence. This is a definite safety concern for my family. The additional traffic and the proximity to my home. Furthermore, I intend to begin investigating my.

Please make additional comments on the back.

These comment forms can be turned in tonight, mailed, or electronically submitted before December 28, 2009. An electronic version of the public meeting summary report will be available on TxDOT's website in early 2010.

Mail to:
Director of Project Development
Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386

Email: hou-piowebmail@dot.state.tx.us
Name and Mailing Address (Optional):

P.O. Box 1386
Houston, Texas 77251-1386

Please complete the appropriate items below:

I am primarily interested in the project from the standpoint of (Please check one):

[ ] Residential property owner or renter
[ ] Business property owner or lessee
[ ] Highway user
[ ] Other (please explain below)

How did you learn about this meeting:

[ ] Newspaper
[ ] Letter
[ ] TxDOT website

[ ] Other (Please Explain)

Comments: I'd like to request a median opening at approx station 157. I have a property with a driveway on the east side of Cr River Rd. We are building a daycare at this location and a medical plaza will follow. We need access to the property coming from US 59. The business park @ station 158 will also be affected if a median opening is not put in.

Please make additional comments on the back.

These comment forms can be turned in tonight, mailed, or electronically submitted before December 28, 2009. An electronic version of the public meeting summary report will be available on TxDOT's website in early 2010.

Mail to:
Director of Project Development
Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386

Email:
hou-pio-webmail@dot.state.tx.us
Additional Comments: The majority of our business will come from Great Wood and Canyon gates. Our future patrons need access to our driveway. Thank you for your kind consideration.
Name and Mailing Address (Optional): Sid Seth
2015 THE HIGHWAYS WAY
Sugar Land, TX 77478

PLEASE COMPLETE THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of (Please Check One):
[ ] Residential property owner or renter
[ ] Other (please explain below)
[ ] Business property owner or lessee
[ ] Highway user

How did you learn about this meeting:
[ ] Newspaper
[ ] Letter
[ ] TxDOT Website
[ ] Other (Please Explain)

Comments:
The Crabb River road expansion should not have a raised median because it will severely impact business and land values due to loss of turning in ability in both directions; the median should be at grade level w/ the street to accommodate turns.

Please make additional comments on the back.

These comment forms can be turned in tonight, mailed, or electronically submitted before December 28, 2009. An electronic version of the public meeting summary report will be available on TxDOT's website in early 2010.

Mail to:
Director of Project Development
Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386

Email:
hou-piowedmail@dot.state.tx.us
PLEASE COMPLETE THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of (Please Check One):

[ ] Residential property owner or renter
[ ] Business property owner or lessee
[ ] Other (please explain below)

How did you learn about this meeting:

[ ] Newspaper  [ √ ] Letter  [ ] TxDOT Website
[ ] Other (Please Explain)

Comments:

WITH NO MEDIAN TURN LANE AROUND IT MAKES IT INCONVENIENT FOR CUSTOMERS TO ACCESS PRIVATE OUTLETS.

RECOMMEND FLAT MEDIAN IN ORDER FOR BUSINESS TURNS.
PLEASE COMPLETE THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of (Please Check One):

[ ] Residential property owner or renter
[ ] Business property owner or lessee
[ ] Highway user
[ ] Other (please explain below)

How did you learn about this meeting:

[ ] Newspaper
[ ] Letter
[ ] TxDOT Website
[ ] Other (Please Explain)

Comments: I live at the corner of Crab River and Hwy 762. The proposed road will be about 15 feet from my back door. This is unacceptable. I am sorry I cast my vote for Morrison. The only way I would quietly go away would be a buy-out. The overpass and frontage road are too close for safety purposes to the homes on that end of the road.

These comment forms can be turned in tonight, mailed, or electronically submitted before December 28, 2009. An electronic version of the public meeting summary report will be available on TxDOT’s website in early 2010.

Mail to:
Director of Project Development
Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386

Email:
hou-piowebmail@dot.state.tx.us
Name and Mailing Address (Optional): DREAM ESTATE GROUP LLC
4539 PIONEER TRAIL
SUGAR LAND, TX 77479

PLEASE COMPLETE THE APPROPRIATE ITEMS BELOW:
I am primarily interested in the project from the standpoint of (Please Check One):

[ ] Residential property owner or renter
[ X] Business property owner or lessee
[ ] Highway user

[ ] Other (please explain below)

How did you learn about this meeting:

[ ] Newspaper
[ X] Letter
[ ] Other (Please Explain)

[ ] TxDOT Website

Comments: IT WAS VERY INFORMATIVE TO OUR CONCERNS

Please make additional comments on the back,

These comment forms can be turned in tonight, mailed, or electronically submitted before December 28, 2009. An electronic version of the public meeting summary report will be available on TxDOT’s website in early 2010.

Email: hou-piowebmail@dot.state.tx.us

Mail to:
Director of Project Development
Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386
Additional Comments:

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

CSJ: 1415-03-010 & 0543-03-067.cb
PLEASE COMPLETE THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of (Please Check One):

- [ ] Residential property owner or renter
- [ ] Business property owner or lessee
- [ ] Highway user
- [ ] Other (please explain below)

How did you learn about this meeting:

- [ ] Newspaper
- [X] Letter
- [ ] TxDOT Website
- [ ] Other (Please Explain)

Comments: I AM A HOMEOWNER WHO VOTED FOR MORRISON.
The letter I received in the mail stated that various proposals
would be offered tonight. There is only ONE PROPOSAL.
I feel duped.
The answer is not to widen existing roads but to
offer more (Thompson should go through to sugarland or arcola)
The elevation of this proposal would exceed any hoped for
sound barrier and would be at its most incisious directly
behind my home creating more pollution, noise & less privacy.

Please make additional comments on the back.

These comment forms can be turned in tonight, mailed, or electronically submitted before
December 28, 2009. An electronic version of the public meeting summary report will be available
on TxDOT’s website in early 2010.

Mail to:
Director of Project Development
Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386

Email:
hou-piowebmail@dot.state.tx.us

I AM STRONGLY OPPOSED TO THIS PROPOSAL & WOULD WELCOME A GENUINE
DISCUSSION.
JAN ALLEN-CYRUS 281-795-3781
Please complete the appropriate items below:

I am primarily interested in the project from the standpoint of (Please check one):

[ ] Residential property owner or renter
[ ] Business property owner or lessee
[ ] Highway user
[ ] Other (please explain below)

How did you learn about this meeting:

[ ] Newspaper
[ ] Letter
[ ] TxDOT Website
[ ] Other (Please Explain)

Comments: This plan would include a noise barrier — lack of privacy and pollution instead of an over pass what would an underground represent. Or maybe even a raised roadway along the drain pools built in the subdivision further down Thompson Highway.

Please make additional comments on the back.

These comment forms can be turned in tonight, mailed, or electronically submitted before December 28, 2009. An electronic version of the public meeting summary report will be available on TxDOT's website in early 2010.
The attached message is forwarded for your handling. Thank you.

Raquelle Lewis
Public Information Office

From: "Ricard, John" <j_ricard@ti.com>
To: "hou-piowebmail@dot.state.tx.us" <hou-piowebmail@dot.state.tx.us>
CC: Teresa Ricard <t-ricard@sbcglobal.net>
Date: 12/11/2009 6:45 PM
Subject: Crabb River Road Project

Hello, I have a few questions about the meeting on 12-10-09 at River Point Church:

1. Is there a plan to build an overpass at the BNSF Railroad?

2. Is there a plan to create a new entry for Royal Lakes Estates @ FM 762 near the new high school complex in this project? I am a RLE resident and Commissioner Morrison said he would discuss this at the meeting.

3. Is there any way to view the plans online?

Thank you!

John Ricard
281-274-2006 office
713-317-1510 pgr
281-914-9858 cell

--------------------
We are looking for your ideas to get us where we want to go.
Join the transportation discussion during the fifth annual Texas Transportation Forum, Jan. 6-8, 2010, in Austin.
For more information, visit www.TexasTransportationForum.com
The attached message is forwarded for your handling. Thank you.

Raquelle Lewis
Public Information Office

>>> From: "Katharine Graham" <kgraham@lcisd.org>
To: <hou-piwebmail1@dot.state.tx.us>
Date: 12/15/2009 9:07 AM
Subject: Hopes High on Crabb River Road Widening...

I fully support the proposed widening of Crabb River Road in Fort Bend County Precinct 1. I am a resident of the Greatwood subdivision with children getting ready to attend Lamar Consolidated Independent School District’s site for a new junior high and high school campuses at George Ranch. I welcome the state’s efforts to accommodate the thousands of more vehicles carrying students, parents and school staff that will be on the road with the planned opening of the schools next year. I am very concerned about the road crossing the railroad tracks as it does currently, especially with teenage drivers having to contend with negotiating the tracks with trains coming all throughout the day. My fear is that there will be a lot of kids trying to beat on-coming trains in order to be on time for school, eager to get home after school, etc. I hope that part of the expansion is taken care of first. The sooner the widening of the road starts, the better!

Thank you,
Katharine Graham
December 19, 2009

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

Mr. Richard Morrison
Commissioner
Fort Bend County Precinct 1
1517 Ransom Road, Suite 300
Richmond, Texas 77469

Dear Mr. Henry and Commissioner Morrison,

Enclosed are the comments of the Houston Regional Group of the Sierra Club (Sierra Club) regarding the Texas Department of Transportation (TxDOT) and Fort Bend County proposal to expand FM 2759/FM 762 to four lanes from two lanes, from U.S. 59 to about 500 feet past the new Lamar Consolidated School District school complex (about 3.8 miles).

1) The Sierra Club supports portions of this proposal including the underpass at Sansbury Blvd.; an overpass at the intersection of FM2759/FM 762 and the existing railroad track; landscaping and tree planting; and a hike/bike trail that will access adjacent or nearby neighborhoods. Some portions of this proposal address local needs and fit in well with what the local community wants. This is good.

2) The Sierra Club understands that funding may also be sought for alternative energy installations (wind or solar) that would be constructed near this road to provide power for traffic lights and other safety features. If wind energy power is sought then studies must be conducted to ensure that any potential bird mortality due to strikes against windmills will be mitigated to acceptable levels as determined by Texas Parks and Wildlife Department and U. S. Fish and Wildlife Service.

3) The Sierra Club supports the placement of noise barriers on the overpass across the railroad tracks that cross FM 762. The Sierra Club recently drove the potential route of the proposed road expansion and saw that several church related complexes either have been built or will soon be built near this overpass. The people and children that visit, go to school, work, and worship at these

"When we try to pick out anything by itself, we find it hitched to everything else in the universe." John Muir
institutions should be protected from the negative impacts of noise due to the increase in traffic that will be created by the construction of the road expansion and the completion of the nearby school complex.

4) The Sierra Club does not want to simply plan for our children to be “on the edge of their safety zone” with regard to air pollution. We want to make sure there is a margin of safety so our children are safe and healthy. The Lamar Consolidated School District school complex is only a few hundred feet away from the proposed road expansion. Children, teachers, administrators, parents, and all people need to be protected from air and noise pollution that comes from nearby roads.

Various studies have indicated that people living near roads (within about 1,000 feet) have a greater health risks due to their exposure to greater levels of air pollution. Children have an even greater risk due to air pollution because their bodies are growing and developing. Some of these studies and the distances from roads that may be dangerous to people's health or cause an increase in exposure and risk that are documented in these studies are:


In addition, the study "Association Between Local Traffic-Generated Air Pollution and Preeclampsia and Preterm Delivery in the South Coast Air Basin of California," by Jun Wu, et. al., shows there are increases in preeclampsia (a multi-system disorder in pregnant women characterized by elevated blood pressure, edema, and protein in the urine) and preterm delivery near roadways in California.

Other documents that deal with air pollution effects on people near roadways include:


7. Health Effects of Air Pollution: Beyond the Criteria Pollutants, Dr. Philip Bromberg, et. al., Air Toxics Workshop II, Section 1, Mickey Leland Center, June 12, 2007.


These studies and others should be used in determining potential environmental impacts due to the proposed expansion of 3.8 miles of Crabb River Road (FM 2759/FM762), from a two-lane to a four-lane road, from U.S. 59 South to 500 feet past the Lamar Consolidated Independent School District school complex in Fort Bend County. In addition, these studies should be used to develop mitigation measures to reduce any potential air pollution health impacts that may occur to humans due to the implementation of this proposal. The U.S. Environmental Protection Agency has done and continues to conduct research on this issue and should be contacted for assistance.

The Sierra Club has already provided most of these studies to Commissioner Morrison recently and to the TxDOT during the comment periods for the environmental impact statements for the proposed Grand Parkway, Segment E and Trans-Texas Corridor/Interstate 69 projects. If TxDOT would like to receive copies of these studies again please contact me (my contact information is at the end of this comment letter) and I will make hard copies and provide them to TxDOT.

5) The Sierra Club is enclosing with this letter the studies “Traffic, Air Pollution and Mortality Rate Advancement Periods,” by M. Finkelstein, M. Jerrett, and M. Sears, American Journal of Epidemiology, Volume 160, pp. 173-177, 2004 and “Effects of exposure to traffic on lung development from 10 to 18 years of age: a cohort study, Gauderman, et. al., www.thelancet.com, Volume 368, January 26, 2007, which provide additional information about the potentially harmful air pollution impacts of roads.

6) Some studies suggest that air pollution interacts with noise pollution to cause additive environmental impacts on human health/welfare. Other pollution hazards that are of concern include in-vehicle levels of air pollution which drivers and passengers breathe; vehicle in motion concentrations of air pollutants that are emitted during actual driving conditions/routes; and actual noise levels at major roads out to at least 1,000 feet.

The Sierra Club strongly recommends that TxDOT and Fort Bend County protect children and other people that work and visit the Lamar Consolidated Independent School District school complex on FM 762 from air and noise pollution by requiring mitigation measures. The Sierra Club particularly recommends that a noise wall and series of off-set tree plantings (3-5 rows) be constructed and implemented near the boundary of the school property and the expanded FM 762 to reduce both noise and air pollution.

Trees and shrubs used for the green living noise and air pollution barrier should be a mixture of local Columbia Bottomland species found in the Brazos River
Floodplain. Species should be used that grow to different heights (understory, midstory, and overstory trees) to ensure that air and noise pollution is filtered or attenuated at all height levels. Some acceptable local species of trees or shrubs include Bur Oak, Shumard Oak, Live Oak, Water Oak, Pecan, Sugarberry, Cedar Elm, Green Ash, Red Bud, Rough-Leaf Dogwood, American Elm, Carolina Laurel Cherry, Water Hickory, Bald Cypress, Soapberry, Little Hip Hawthorn, Deciduous Holly, Yaupon Holly, Swamp-Privet, Button-Bush, Box Elder, Black Willow, Honey Locust, and Dwarf Palmetto.

This area can also be landscaped attractively with small ponds to provide wildlife habitat as well as serve as a scenic frontispiece for the school complex as well as serve as a noise and air pollution mitigation area.

Enclosed is an article entitled “The effects of roadside structures on the transport and dispersion of ultrafine particles from highways,” by George E. Bowker, et. al., Atmospheric Environment, article in press, accepted June 27, 2007, which states “Results indicated that air pollutant concentrations near the road were generally higher in open terrain situations with no barriers present” and documents that noise barriers and trees can reduce air pollution near roads.

7) Crabb River Road/FM 2759/FM 762 should be the gateway to Brazos Bend State Park. If this is going to occur then plantings of tree and shrub species mentioned above (representative of the Columbia Bottomlands) should be planted to line both sides of the road. Later projects for this road should extend this theme planting all the way to Brazos Bend State Park.

The Sierra Club appreciates the opportunity to provide these scoping comments. **The Sierra Club requests a copy of the draft environmental assessment so that we can comment on the proposal.** Thank you.

Sincerely,

Brandt Mannchen
Chair, Air Quality Committee
Houston Regional Group of the Sierra Club
5431 Carew
Houston, Texas 77096
713-664-5962
brandtshnfbt@juno.com
Results from studies of traffic and childhood asthma have been inconsistent, but there has been little systematic evaluation of susceptible subgroups. In this study, we examined the relationship of local traffic-related exposure and asthma and wheeze in southern California school children (5–7 years of age). Lifetime history of doctor-diagnosed asthma and prevalent asthma and wheeze were evaluated by questionnaire. Parental history of asthma and child’s history of allergic symptoms, sex, and early-life exposure (residence at the same home since 2 years of age) were examined as susceptibility factors. Residential exposure was assessed by proximity to a major road and by modeling exposure to local traffic-related pollutants. Residences within 75 m of a major road was associated with an increased risk of lifetime asthma (odds ratio (OR) = 1.29; 95% confidence interval (CI), 1.01–1.66), prevalent asthma (OR = 1.50; 95% CI, 1.16–1.95), and wheeze (OR = 1.40; 95% CI, 1.09–1.78). Susceptibility increased in long-term residents with no parental history of asthma for lifetime asthma (OR = 1.85; 95% CI, 1.11–3.09), prevalent asthma (OR = 2.46; 95% CI, 0.48–4.09), and recent wheeze (OR = 2.74; 95% CI, 1.71–4.39). The higher risk of asthma near a major road decreased to background rates at 150–200 m from the road. In children with a parental history of asthma and in children moving to the residence after 2 years of age, there was no increased risk associated with exposure. Effect of residential proximity to roadways was also larger in girls. A similar pattern of effects was observed with traffic-modeled exposure. These results indicate that residence near a major road is associated with asthma. The reason for larger effects in those with no parental history of asthma merits further investigation. Key words: air pollution, asthma, child, epidemiology, traffic. Environ Health Perspect 114:766–772 (2006). doi:10.1289/ehp.8594 available via http://dx.doi.org/ [Online 16 February 2006]

Childhood asthma prevalence and incidence have been associated with local variation in traffic patterns within communities in many (Brauer et al. 2002; Gauderman et al. 2005; Nicolai et al. 2003; van Vliet et al. 1997; Venn et al. 2000; Zmirou et al. 2004) but not all (English et al. 1999; Waldron et al. 1999; Wijt et al. 1999) studies that have examined the impact of local traffic or traffic-related air pollutants near children’s homes. However, many studies did not evaluate exposure at early age, which may be an important determinant of risk from traffic-related pollution (Zmirou et al. 2004) and which might vary depending on residential stability of study participants. The duration of residence at the same home might also be expected to increase any risk of asthma associated with traffic-related exposure. Other characteristics that might make children more susceptible to this exposure include parental history of asthma and childhood allergy, which are strong risk factors for asthma (London et al. 2001; Peden 2004). A recent study found larger associations of traffic with asthma in children without a parent with asthma (Gordian et al. 2005), and we have previously found that children with incident asthma associated with ozone were less likely to have a parental history of asthma than were other children with asthma (McConnell et al. 2002). Susceptibility to second-hand tobacco smoke exposure, another environmental contaminant product, andtraffic-related pollutants has been found to vary by stopy in some studies that have examined this relationship (Janssen et al. 2003; Kerhaw 1987; Palmieri et al. 1990; Strachan and Cook 1998; Strachan et al. 1996a, 1996b; Zmirou et al. 2004). Some evidence also suggests that girls may be more susceptible than boys to traffic-related exposure (Oosterlee et al. 1996; Pershagen et al. 1995; Shima et al. 2003; van Vliet et al. 1997; Venn et al. 2001).

Concentrations of pollutants in fresh vehicular exhaust are high near roadways but decline markedly within 150–300 m (Gilbert et al. 2005; Zhu et al. 2002). Accurate assessment of this large but very local variation in exposure may be important to identify health hazards. One promising approach has been to estimate residential distance to a major roadway. This can be done with relatively little error in measurement, using geographic information systems and accurately located roadways. Some studies have found increased asthma prevalence in children living within 100 m of a major road, and there is evidence that the risk increases dramatically within 75 m (van Vliet et al. 1997; Venn et al. 2001). In this population-based study, we examined characteristics that might increase childhood susceptibility to the effects of traffic-related air pollution in a new cohort in the southern California Children’s Health Study, an ongoing longitudinal evaluation of air pollution and respiratory health (Künzli et al. 2003). We evaluated whether parental history of asthma and child age at exposure, symptoms of allergy, and sex influenced susceptibility to the risk of childhood asthma and wheeze associated with exposure to traffic.

Materials and Methods

Population. A new cohort was recruited in 2003 from schools in 13 southern California communities (shown as in Figure 1). Nine communities were the same as the Children’s Health Study cohort, and four were new. All students present in 2003 in all kindergarten and first grade classrooms (5–7 years of age) in participating schools were given a questionnaire and informed consent to take home for parents to complete. Informed consent, approved for this study by the University of Southern California Institutional Review Board, was obtained, and questionnaires were completed and returned for 5,341 (65%) of 8,193 eligible children.

Assessment of exposure to traffic-related pollutants. We estimated distance of each participant’s residence to the nearest major road, including freeways, other highways, and arterial roads. Participant residence addresses were standardized, and their locations were geocoded to 15 m perpendicularly to the side of the adjacent road, using the Tele Atlas Multinet road network data (Tele Atlas Inc.).
Menlo Park, CA). Distance to the nearest major road was estimated using ArcGIS software (version 8.3; Environmental Systems Research Institute Inc., Redlands, CA). Each direction of travel was represented as a separate roadway, and the shortest distance was estimated from the residence to the middle of the nearest side of the freeway or major road. We included in the analysis only children with addresses that could be accurately geocoded. Specifically, only residential addresses for which the Tele Atlas geocoding software assigned its highest-quality match code were included. These addresses are located on the correct side of the street with their relative position between cross-streets determined by linear interpolation of residence number between the nearest intersections.

Residential distance to a major road was categorized as < 75 m, 75–150 m, > 150–300 m, and > 300 m, based on results of previous studies showing markedly increased exposure and risk of asthma within 75 m of large roadways, which decreased to background levels by 150–300 m (Gilbert et al. 2005; van Vliet et al. 1997; Venn et al. 2001; Zhu et al. 2002).

We also estimated residential exposure to fresh traffic-modeled pollutants from local freeway and nonfreeway sources, accounting for traffic volume, wind speed, and direction in each community, using a line source dispersion model, as described in the accompanying online supplemental material (http://www.ehponline.org/members/2006/8594/suppl.pdf).

Health outcomes and other questionnaire information. We classified lifetime asthma based on a questionnaire response to the question “Has a doctor ever diagnosed this child as having asthma?” Current wheeze was defined to include children with any wheezing in the previous 12 months [International Study of Asthma and Allergies in Children (ISAAC) Steering Committee 1998]. prevalence asthma was defined as the reported use of controller medications for asthma (inhaled corticosteroids, leukotriene inhibitors, cromolyn sodium, or long-acting beta agonists) in the previous year or lifetime asthma with any wheeze in the previous year. In addition, children without a physician’s diagnosis who had severe wheeze in the previous 12 months were included as prevalent asthmatics to identify asthma undiagnosed because of poor access to medical care. Severe wheeze included four or more attacks of wheeze, one or more nights per week of wheeze, or wheeze with shortness of breath severe enough to interfere with speech (ISAAC Steering Committee 1998).

We collected personal and family covariates and housing characteristics by questionnaire, including child’s race and date of birth and the language in which the questionnaire was completed (Spanish or English). Potentially susceptible groups were identified based on child’s sex, allergic characteristics defined as a history of hay fever or a problem with sneezing or runny or blocked nose when the child did not have a cold, parental history of asthma, and residence (exposure) in the current home for 2 years of age or earlier. Information on potentially confounding exposures or characteristics included maternal smoking while pregnant with the child, current second-hand tobacco smoke exposure, family income and responding parent’s education, current coverage of the child by a health insurance plan, and housing characteristics, which included pets inside the home (dog, cat, bird, other furry or hairy pets, or other pets), cockroaches, rats or mice, carpeting, water damage or mold or mildew in the home since the child lived there, use of an air conditioner, second-hand tobacco smoke, and a combustion source for nitrogen dioxide in the home (a gas oven or stove or heating unit with a pilot light).

Statistical analysis. The odds ratio (OR) for each distance category was estimated with residences further than 300 m as the reference group, using logistic regression. All models were adjusted for the child’s age, sex, race, community, and language of questionnaire completion. To assess the effect of long-term and early-life exposure, some analyses were stratified into children living since 2 years of age or younger at the same residence and those moving to the current residence at a later age. Confounding was evaluated by assessing whether the coefficient of the log OR for exposure changed by > 10% after adding an additional covariate to this basic model. We assessed effect modification by parental history of asthma and the child’s history of allergic symptoms and sex by modeling the interaction of the potential effect modifier with exposure category (or with traffic-modeled exposure, as described in the online supplemental material) and by examining the effects of exposure by strata.

We also fitted logistic additive models (Hastie and Tibshirani 1990) to assess the functional relationship between childhood asthma and proximity to major roads. These models used the smoothing spline with 3 degrees of freedom for the continuous distance from major road and used the same adjustment variables as in the linear logistic models described above.

Significance was defined as two-sided p < 0.05 for all analyses. The logistic additive models were fitted using the S-plus programming language (Venables et al. 2002). All other analyses were performed using the Statistical Analysis System (SAS version 9.0; SAS Institute Inc., Cary, NC).

Results

Of the 5,341 children completing a questionnaire and informed consent, 4,762 had an address that could be accurately matched and geocoded. Among these, there were 650 reports of ever physician-diagnosed asthma (14%); 577 cases of prevalent asthma (13%) based on current severe symptoms, use of controller medications, or lifetime asthma with current wheeze; and 682 children with current wheeze during the previous year (15%). Although there was some overlap of these phenotypes, 38% of children with lifetime asthma had no current wheeze, 16% with prevalent asthma had no current wheeze (based primarily on use of controller medications in prevalent asthma), and 17% of prevalent asthma

Figure 1. Location of study communities.
cases had no lifetime reported doctor diagnosis of asthma. The mean (± SD) age was 6.5 ± 0.68 years. The frequency of other characteristics of children, parents, and households is shown in Table 1. Most children were Hispanic, and almost one-quarter of parents completed a questionnaire in Spanish. Eighteen percent of parents reported that annual household income was ≤ $15,000, and 22% had less than a high school education. Forty-two percent of children had lived at the same address since 2 years of age or younger.

The mean (± SD) distance from the child’s residence to a major road was 418 ± 519 m (median, 254 m; range, 0.02–7,516 m). (Error in precisely locating homes and roadways accounted for distances less than the 13-m offset from the street used in geocoding residences.) Most residences (56.6%) were within 300 m of a major road: 25.2% were between 150 and 300 m, 16.4% between 75 and 150 m, and 15% within 75 m.

The risk of asthma-related outcomes was associated with residential distance to a major road (Table 2). Compared with those living at least 300 m from a major road, there were increased risks for all three outcomes among children within 75 m of a major road. For both prevalent asthma and current wheeze, there was an increasing risk with decreasing residential distance to the roadway. Among long-term residents (living 2 years of age at the same home), risk was increased only among those living within 75 m of a major road, and the ORs were slightly larger than the corresponding OEs in the entire population. Confounding by housing characteristics or other covariates from Table 1 was assessed among long-term residents, and the effect of living within 75 m of a major road was not substantially changed.

We examined interactions of exposure with the susceptibility factors in the sample restricted to long-term residents, because exposure in this group was more likely to have been accurately assigned for the period during which asthma developed than for children moving later. Parental asthma modified the effect of living within 75 m of a major road (Table 3). There were almost 2-fold (lifelong asthma) to almost 3-fold increased risks (current wheeze) associated with this exposure, but only among those children without a parental history of asthma.

The interaction of parental history with residential proximity within 75 m was significant for prevalent asthma (1 degree of freedom, Wald chi-square 4.39; p = 0.04) and for current wheeze (p = 0.01), but not for lifetime asthma.

Among long-term residents who had no allergic symptoms, greater than 2-fold increased risks of all three outcomes were associated with living in a residence within 75 m of a major road (Table 4). However, there were no significant interactions of allergy with this exposure for any of the three outcomes.

Among boys, there was little evidence of increased risk associated with residential distance to a major road (Table 5). Among girls, strong associations with living within 75 m of a major road were observed for all three outcomes, and the difference between boys and girls was significant for lifetime asthma (1 degree of freedom interaction, p = 0.02).

### Table 1. Demographic characteristics and potential confounders or susceptibility factors.

<table>
<thead>
<tr>
<th>Characteristic</th>
<th>No. (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Child</td>
<td></td>
</tr>
<tr>
<td>Male</td>
<td>2,425 (51)</td>
</tr>
<tr>
<td>Female</td>
<td>2,295 (48)</td>
</tr>
<tr>
<td>Race</td>
<td></td>
</tr>
<tr>
<td>North American Indian</td>
<td>44 (0.9)</td>
</tr>
<tr>
<td>Asian</td>
<td>170 (3.6)</td>
</tr>
<tr>
<td>Black</td>
<td>197 (4.2)</td>
</tr>
<tr>
<td>Hispanic white</td>
<td>2,617 (55)</td>
</tr>
<tr>
<td>Non-Hispanic white</td>
<td>1,692 (35)</td>
</tr>
<tr>
<td>Other</td>
<td>32 (0.7)</td>
</tr>
<tr>
<td>Health insurance</td>
<td>3,985 (88)</td>
</tr>
<tr>
<td>Long-term residence</td>
<td>1,656 (42)</td>
</tr>
<tr>
<td>Allergy</td>
<td>1,634 (44)</td>
</tr>
<tr>
<td>Inhaled tobacco smoke</td>
<td>386 (9.7)</td>
</tr>
<tr>
<td>Parent</td>
<td></td>
</tr>
<tr>
<td>Spanish questionnaire</td>
<td>1,091 (23)</td>
</tr>
<tr>
<td>Family income</td>
<td></td>
</tr>
<tr>
<td>&lt; $7,500</td>
<td>279 (6)</td>
</tr>
<tr>
<td>$7,500–14,999</td>
<td>456 (11)</td>
</tr>
<tr>
<td>$15,000–29,999</td>
<td>692 (17)</td>
</tr>
<tr>
<td>$30,000–49,999</td>
<td>706 (18)</td>
</tr>
<tr>
<td>$50,000–74,999</td>
<td>726 (18)</td>
</tr>
<tr>
<td>$75,000–99,999</td>
<td>525 (13)</td>
</tr>
<tr>
<td>≥ $100,000</td>
<td>639 (16)</td>
</tr>
<tr>
<td>Parental education</td>
<td></td>
</tr>
<tr>
<td>&lt; 12th grade</td>
<td>962 (22)</td>
</tr>
<tr>
<td>Grade 12</td>
<td>680 (16)</td>
</tr>
<tr>
<td>Some post-high school</td>
<td>1,581 (38)</td>
</tr>
<tr>
<td>Four years of college</td>
<td>512 (12)</td>
</tr>
<tr>
<td>Some postgraduate</td>
<td>417 (9.3)</td>
</tr>
<tr>
<td>Parental asthma</td>
<td>955 (22)</td>
</tr>
<tr>
<td>Home</td>
<td></td>
</tr>
<tr>
<td>Any pet</td>
<td>2,479 (54)</td>
</tr>
<tr>
<td>Dog</td>
<td>1,337 (29)</td>
</tr>
<tr>
<td>Cat</td>
<td>541 (11)</td>
</tr>
<tr>
<td>Bird</td>
<td>462 (10)</td>
</tr>
<tr>
<td>Cockroach</td>
<td>457 (11)</td>
</tr>
<tr>
<td>Mice</td>
<td>396 (8.1)</td>
</tr>
<tr>
<td>Rats</td>
<td>159 (4.2)</td>
</tr>
<tr>
<td>N02 source</td>
<td>3,536 (72)</td>
</tr>
<tr>
<td>Air conditioner</td>
<td>2,763 (58)</td>
</tr>
<tr>
<td>Copper</td>
<td>4,236 (21)</td>
</tr>
<tr>
<td>Water damage</td>
<td>583 (14)</td>
</tr>
<tr>
<td>Mold or mildew</td>
<td>1,056 (25)</td>
</tr>
<tr>
<td>Second-hand smoke</td>
<td>794 (18)</td>
</tr>
</tbody>
</table>

*Total (% of total) with each characteristic, denominator varies due to missing values or "don’t know" responses.

### Table 2. Association of asthma and wheeze with distance to a major road (OR [95% CI]).

<table>
<thead>
<tr>
<th>Major road distance</th>
<th>No. (%)</th>
<th>Lifetime asthma</th>
<th>Prevalent asthma</th>
<th>Current wheeze</th>
</tr>
</thead>
<tbody>
<tr>
<td>All participants</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>&gt; 300</td>
<td>2,064</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>150–300</td>
<td>1,193</td>
<td>1.92 (0.73–1.5)</td>
<td>1.04 (0.87–1.33)</td>
<td>1.02 (0.82–1.27)</td>
</tr>
<tr>
<td>75–150</td>
<td>778</td>
<td>1.06 (0.82–1.38)</td>
<td>1.33 (1.02–1.72)*</td>
<td>1.30 (1.02–1.65)*</td>
</tr>
<tr>
<td>&lt; 75</td>
<td>713</td>
<td>1.29 (1.10–1.55)*</td>
<td>1.50 (1.16–1.95)**</td>
<td>1.40 (1.09–1.78)**</td>
</tr>
<tr>
<td>Long-term residents</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>&gt; 300</td>
<td>513</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>150–300</td>
<td>453</td>
<td>0.86 (0.59–1.24)</td>
<td>0.83 (0.59–1.21)</td>
<td>0.97 (0.69–1.38)</td>
</tr>
<tr>
<td>75–150</td>
<td>294</td>
<td>1.03 (0.88–1.21)</td>
<td>1.09 (0.71–1.69)</td>
<td>1.09 (0.73–1.67)</td>
</tr>
<tr>
<td>&lt; 75</td>
<td>266</td>
<td>1.46 (0.98–2.17)</td>
<td>1.64 (1.04–2.44)*</td>
<td>1.67 (1.14–2.43)**</td>
</tr>
</tbody>
</table>

*Adjusted for age, sex, language of questionnaire, community, and race. **P<0.05, ***P<0.01

### Table 3. Association of asthma and wheeze with distance to a major road among long-term residents, by parental history of asthma (OR [95% CI]).

<table>
<thead>
<tr>
<th>Major road distance</th>
<th>No parental asthma (n = 1,330)</th>
<th>Parental asthma (n = 360)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lifetime asthma</td>
<td></td>
<td></td>
</tr>
<tr>
<td>&gt; 300</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>150–300</td>
<td>1.06 (0.65–1.71)</td>
<td>0.62 (0.30–1.25)</td>
</tr>
<tr>
<td>75–150</td>
<td>1.13 (0.64–1.97)</td>
<td>0.75 (0.34–1.63)</td>
</tr>
<tr>
<td>&lt; 75</td>
<td>1.85 (1.11–3.09)*</td>
<td>1.03 (0.47–2.74)</td>
</tr>
<tr>
<td>Prevalent asthma</td>
<td></td>
<td></td>
</tr>
<tr>
<td>&gt; 300</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>150–300</td>
<td>0.94 (0.57–1.50)</td>
<td>0.67 (0.33–1.37)</td>
</tr>
<tr>
<td>75–150</td>
<td>1.21 (0.69–2.14)</td>
<td>0.80 (0.47–1.43)</td>
</tr>
<tr>
<td>&lt; 75</td>
<td>2.45 (1.48–4.09)**</td>
<td>0.79 (0.34–1.82)</td>
</tr>
<tr>
<td>Current wheeze</td>
<td></td>
<td></td>
</tr>
<tr>
<td>&gt; 300</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>150–300</td>
<td>1.02 (0.64–1.64)</td>
<td>0.96 (0.51–1.70)</td>
</tr>
<tr>
<td>75–150</td>
<td>1.37 (0.91–1.41)</td>
<td>0.88 (0.47–1.63)</td>
</tr>
<tr>
<td>&lt; 75</td>
<td>2.74 (1.71–4.49)**</td>
<td>0.87 (0.43–1.80)</td>
</tr>
</tbody>
</table>

*Adjusted for age, sex, language of questionnaire, community, and race. **Participants from Lake Arrowhead were excluded from the model for stratum with no parental asthma, because otherwise the model failed to converge. *P<0.05, ***P<0.01
Among children with no family history of asthma, we examined further the relationship of asthma and distance to a major road within 500 m of the home, using smoothed models. Among long-term residents, an increasing rate of prevalent asthma was observed with residential proximity to the nearest major road, and the risk decreased to background levels at 150–200 m (Figure 2). This trend was observed only among children living at the same address since 2 years of age. Children moving to the current residence after 2 years of age showed no effect of proximity to a major road. A similar pattern of effects was observed for lifetime asthma and wheeze (data not shown).

The effects of pollutants in fresh traffic exhaust modeled from traffic volume, distance, and meteorology were generally consistent with those observed for proximity to a major road (see online supplemental material). There were significant associations of nonfreeway (but not of freeway or total) traffic-modeled exposure with prevalent asthma and current wheeze, and these effects were stronger in long-term residents (Table S-2 in the online supplemental material). The stratum-specific pattern of traffic-modeled effects was also stronger in those with no parental history and with no allergic symptoms and among girls (Table S-3 in the online supplemental material).

Discussion

Asthma and wheeze were strongly associated with residential proximity to a major road. These associations were strongest among children with no parental history of asthma who had lived at the same address since early in life. In this group, the highest risk occurred adjacent to the major road, and risk decreased to background rates at 150–200 m from the road. Larger risks of asthma associated with long-term residence within 75 m of a major road were observed among girls than among boys.

If traffic-related pollutants were responsible for the observed associations with asthma, the increased risk among the longer-term residents might be expected because they had a larger cumulative exposure to the pollutant indicators used in this analysis. However, the absence of any effect of a major road among children moving to their residence after 2 years of age (Figure 2) may indicate vulnerability during the prenatal period or infancy. Although the study design did not allow us to distinguish between these two possibilities, there is evidence that other early-life exposures may increase the risk of asthma (Martinez 1999). Recent case-control and cohort studies have found an increased risk of asthma with early-life exposure to local residential traffic-related pollutants (Brauer et al. 2002; Zmirou et al. 2004). In addition, several recent studies suggest that early-life (especially in utero) exposure to tobacco smoke, which like fresh vehicular exhaust is a complex mixture of air pollutants, is more strongly associated with increased risk of subsequent asthma than is exposure later in childhood (Gilliland et al. 2001, 2002). The larger effect of proximity to a major roadway among girls in our study also is consistent with previous reports (Oosterveer et al. 1996; Pershagen et al. 1995, 2003; Shima et al. 2003; van Vliet et al. 1997; Venn et al. 2000).

We previously found that children with an increased risk of incident asthma associated with exercise in high-ozone environments were less likely to have a parental history of

Table 4. Association of asthma and wheeze with distance to a major road among long-term residents, by child’s history of allergy (OR [95% CI]).

<table>
<thead>
<tr>
<th>Major road distance (m)</th>
<th>No allergic symptoms (n=342)</th>
<th>Allergic symptoms (n=723)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lifetime asthma*</td>
<td></td>
<td></td>
</tr>
<tr>
<td>&gt; 300</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>150–300</td>
<td>0.82 (0.62–1.09)</td>
<td>0.87 (0.62–1.21)</td>
</tr>
<tr>
<td>75–150</td>
<td>1.04 (0.81–1.34)</td>
<td>0.96 (0.72–1.31)</td>
</tr>
<tr>
<td>&lt; 75</td>
<td>2.27 (1.04–4.94)*</td>
<td>1.30 (0.76–2.25)</td>
</tr>
<tr>
<td>Prevalent asthma</td>
<td></td>
<td></td>
</tr>
<tr>
<td>&gt; 300</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>150–300</td>
<td>0.89 (0.62–1.26)</td>
<td>0.77 (0.56–1.07)</td>
</tr>
<tr>
<td>75–150</td>
<td>0.81 (0.59–1.15)</td>
<td>1.01 (0.70–1.49)</td>
</tr>
<tr>
<td>&lt; 75</td>
<td>2.52 (1.07–5.93)*</td>
<td>1.29 (0.76–2.21)</td>
</tr>
<tr>
<td>Current wheeze</td>
<td></td>
<td></td>
</tr>
<tr>
<td>&gt; 300</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>150–300</td>
<td>1.50 (1.07–2.12)</td>
<td>0.80 (0.53–1.22)</td>
</tr>
<tr>
<td>75–150</td>
<td>0.72 (0.53–1.02)</td>
<td>1.03 (0.63–1.68)</td>
</tr>
<tr>
<td>&lt; 75</td>
<td>2.59 (1.15–5.83)*</td>
<td>1.25 (0.75–2.07)</td>
</tr>
</tbody>
</table>

*Adjusted for age, sex, language of questionnaire, community, and race. *Participants from Lake Arrowhead were excluded from models for stratum without allergy for prevalent and lifetime asthma, because otherwise the models failed to converge. **p < 0.05.

Table 5. Association of asthma and wheeze with distance to a major road among long-term residents, by child’s sex (OR [95% CI]).

<table>
<thead>
<tr>
<th>Major road distance (m)</th>
<th>Boys (n=945)</th>
<th>Girls (n=901)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lifetime asthma*</td>
<td></td>
<td></td>
</tr>
<tr>
<td>&gt; 300</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>150–300</td>
<td>0.87 (0.54–1.40)</td>
<td>0.88 (0.54–1.41)</td>
</tr>
<tr>
<td>75–150</td>
<td>1.15 (0.69–1.92)</td>
<td>0.68 (0.31–1.50)</td>
</tr>
<tr>
<td>&lt; 75</td>
<td>0.94 (0.54–1.64)</td>
<td>2.51 (1.39–4.54)**</td>
</tr>
<tr>
<td>Prevalent asthma</td>
<td></td>
<td></td>
</tr>
<tr>
<td>&gt; 300</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>150–300</td>
<td>0.77 (0.46–1.30)</td>
<td>0.50 (0.30–1.01)</td>
</tr>
<tr>
<td>75–150</td>
<td>1.37 (0.82–2.31)</td>
<td>0.53 (0.33–1.24)</td>
</tr>
<tr>
<td>&lt; 75</td>
<td>1.31 (0.75–2.39)</td>
<td>2.13 (1.01–4.05)*</td>
</tr>
<tr>
<td>Current wheeze</td>
<td></td>
<td></td>
</tr>
<tr>
<td>&gt; 300</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>150–300</td>
<td>0.56 (0.30–1.03)</td>
<td>0.59 (0.35–1.05)</td>
</tr>
<tr>
<td>75–150</td>
<td>1.27 (0.77–2.10)</td>
<td>0.72 (0.45–1.14)</td>
</tr>
<tr>
<td>&lt; 75</td>
<td>1.41 (0.84–2.40)</td>
<td>1.95 (1.11–3.41)*</td>
</tr>
</tbody>
</table>

*Adjusted for age, language of questionnaire, community, and race. **Participants from Lake Arrowhead were excluded from model for stratum with girls for lifetime asthma, because otherwise the model failed to converge. **p < 0.05. ***p < 0.01.

Figure 2. Prevalence of asthma by distance to a major road within 500 m, among long-term (A) and short-term (B) residents with no family history of asthma. Dotted lines indicate 95% confidence intervals.
asthma (McConnell et al. 2002), and another recent study found that the risk of traffic-associated prevalent asthma was larger in children without parental history (Gordan et al. 2005). However, both family history of asthma and child allergy are strong risk factors for asthma independent of exposure to air pollution (London et al. 2001; Peden 2000). In our study, among long-term residents living > 300 m from a major road, parental history was associated with a 3.6-fold increased risk of prevalent asthma (95% confidence interval (CI), 2.3–5.8) and child symptoms of allergy with a 6.4-fold increased risk (95% CI, 4.5–9.1). Therefore, one possible explanation for the larger effects of traffic exposure in children without these strong risk factors is that other risks, for example, dietary factors, indoor allergens, or other environmental exposures, produced asthma in the high-risk group, regardless of traffic-related exposures. It is possible that, among those with parental asthma or allergic symptoms, there was no additional risk of childhood asthma associated with traffic at all, or that any additional risk from traffic was unimportant in the background rate of asthma in these children.

Parental history of asthma is an indication of genetic susceptibility, so the absence of risk among those with parental history may also indicate that asthma caused by pollutants in fresh traffic exhaust is less likely to be inherited, or at least not mediated through the same genetic pathways that account for asthma in the parents of these children. Nonallergic asthma is one possible alternative pathway, which may be consistent with the stronger observed effect of traffic among children without hay fever or other allergic symptoms. Like parental history of asthma, allergic symptoms are associated with atopic asthma (Peden 2000). Asthma is characterized by a positive skin test or immunoglobulin E-specific response to environmental allergens. Recent studies indicate that nonallergic asthma (without airway eosinophilia or atopy) may account for as much as half of all asthma (Beasley et al. 2001; Douwes et al. 2002; Pearce et al. 1999), and it has been suggested that risk factors for this asthma phenotype, including particular air pollution, may differ from those for allergic asthma (Douwes et al. 2002). Some studies of the risk of asthma and wheeze due to second-hand smoke, another mix of oxidant pollutants, have shown stronger effects among children without atopy or atopic symptoms (Kerawat 1987; Palmieri et al. 1990; Strachan and Cook 1998; Strachan et al. 1996a, 1996b). In addition, drug-induced and occupational asthma commonly occur in the absence of atopy, and many of the exposures responsible for "iatrogenic asthma" in the workplace are also present in the general population (Gautrin et al. 2003; Kitani et al. 1993). However, in other studies, stronger associations of asthma and wheeze with traffic-related pollutants were found among asthmatic children (Janssen et al. 2003; Zmirou et al. 2004) and with second-hand tobacco smoke exposure among children with a positive parental history (Jaskóla et al. 2001). In addition, laboratory evidence suggests that exposure to oxidant air pollution promotes the effect of allergens on asthma severity and on the pathogenesis of asthma (Jenkins et al. 1999; Kehrl et al. 1999; Li et al. 2003; Schlegel et al. 2003). Based on these studies, an effect of traffic-related pollutants might have been expected to be stronger among children with allergy. Further investigation is warranted to identify the reasons for the apparent susceptibility of children without allergy and parental history of asthma in our study. Better phenotypic characterization of atopy both in the study children and in their parents and of allergen exposure in children would be useful to interpret the relationship of these characteristics to traffic and asthma.

In a previous study in the Children's Health Study, we observed strong associations of lifetime asthma with residential ambient NO2, an indicator of variability within communities of traffic-related pollutants, which was measured at a sample of homes (Gauderman et al. 2005). Measured NO2 was moderately correlated with total traffic-modified pollution (r = 0.59). Strong associations were also observed in children with a free and with traffic-modified exposure from freeways (but not from non-freeway traffic-modified pollution). We have now extended these observations to the larger population and to residential distance to other major roadways. The association of asthma in our new cohort with non-freeway traffic-modified exposure, but not with freeway-modified exposure, may reflect differences in the distribution of freeways and major roads around homes in the different cohorts. The association of asthma with non-freeway traffic-modified exposure is consistent with the observed association with distance to a major road, because there were few children within 75 m of a freeway in our study. Residential distance to a major roadway also is computationally easier to estimate from data that are more readily available than the meteorologic and traffic volume data required to model exposure. An increased risk associated with proximity to a major roadway also is more easily explained to policy makers and to the general public than is the risk associated with traffic-modified exposure.

Our results are also consistent with several European studies that found increased risks of childhood asthma with increased traffic counts in close proximity to the home (Morris et al. 2000; Nicolaus et al. 2003; van Vliet et al. 1997; Venn et al. 2001; Zmirou et al. 2004). One large British study that focused on traffic within 150 m of children's homes found a gradient in risk that increased markedly with decreasing residential distance to a main road (Venn et al. 2001). There have been few other studies of traffic and childhood asthma in the United States. A recent study in northern California found an association between measured traffic-related pollutants at schools and childhood asthma (Kim et al. 2004). However, another large study in southern California based on records of children covered by Medicaid (public insurance for low-income persons) found no association between asthma prevalence and traffic counts within 168 m of the home, although an association with asthma medication was observed (English et al. 1999). Some of the inconsistencies in the literature could perhaps be explained by the failure of many studies to account for the pattern of effect modification by parental history of asthma and by age and duration of residential exposure to traffic-related pollutants that vary markedly at different locations. The larger effects of traffic in girls has been observed in previous studies of traffic and asthma and related symptoms. The reason for the apparent susceptibility of girls is not known (Osterlee et al. 1996; Pershagen et al. 1995; Shima et al. 2003; van Vliet et al. 1997; Venn et al. 2001).

A causal relationship between asthma and traffic-related exposures is biologically plausible, because ambient particulate matter and other oxidant pollutants have been shown to elicit responses relevant to the pathogenesis of asthma (Li et al. 2003). In addition, studies in southern California and elsewhere have shown that the largest gradients in traffic-related pollutants occur within the 150–200 m from roadways over which we saw decreasing risk of asthma (Gilbert et al. 2003; Zhu et al. 2002). In studies in which NO2 and other markers of traffic-related exposure have been measured in close proximity to major roadways, variability has usually been best explained by traffic volume within 300 m (Briggs et al. 2000; Gilbert et al. 2003; Ross et al. 2005), although weaker correlations have also been observed over longer distances from the highest volume traffic corridors (Gauderman et al. 2005; Gilbert et al. 2003, 2005; Ross et al. 2005).

We considered bias as an explanation for our results. Parents with asthma who were susceptible to environmental triggers might have selected homes away from major roads, perhaps even before the children were born. If the children of these parents had high rates of asthma, this might have explained the observed lack of effect of a major road in families with parental asthma. There is some
Traffic, susceptibility, and childhood asthma

Evidence that parents may intervene to reduce household exposure to indoor allergens, another perceived risk for asthma and asthma severity (Almqvist et al. 2003; van Sren et al. 2002), however, this bias is unlikely to explain our results, because we examined and found no significant differences in rates of parental history of asthma by exposure to a major road (data not shown). Selection bias related to factors influencing participation could not be evaluated, because characteristics of nonparticipants are not known. However, there were some modest differences between participants whose addresses could be geocoded, who were of higher socioeconomic status than were participants whose addresses could not be geocoded. For example, of those with family income < $7,500, 85% could be geocoded, compared with 39% of those with ≥ $100,000. Of those without insurance, 85% could be geocoded, compared with 59% of those with insurance. The differences between those whose homes could and could not be geocoded were heavily influenced by 299 subjects (of 579 total that could not be geocoded) who completed a questionnaire but did not provide an address. However, none of the three asthma outcomes was associated with absence of a home geocode, and the associations of asthma with traffic were robust to our adjustment for socioeconomic status. It has also been suggested that traffic-related noise might cause asthma through a pathway mediated by stress (Ung and Ising 2002). However, to date there is little evidence to support this hypothesis. Other potential confounders, including sociodemographic factors, second-hand or in utero tobacco smoke exposure, or housing characteristics that are commonly associated with asthma also did not explain our results. A final possible limitation to the interpretation of these results is the assessment of asthma by questionnaire. However, self-report of physician-diagnosed asthma has been reported to accurately reflect what physicians have told the patient, at least in adults, and validity of questionnaires as reported by reproducibility of response is good (Erlich et al. 1995). For these reasons, self-report of physician-diagnosed asthma has been widely used in epidemiologic studies and has been recommended as the preferred outcome assessment for use in large population-based studies, because a more precise diagnosis is not available (Hurst 1992). In addition, the consistency of associations with lifetime asthma, prevalent asthma based on a combination of symptoms reporting and doctor diagnosis, and recent wheezing suggests that diagnostic bias is unlikely to have explained the observed results.

We conclude that living in a residence with more nearby traffic increases the risk of childhood asthma. Children with no parental history of asthma who had long-term residential exposure (for early-life exposure) constituted a susceptible population, and the risk was larger for girls than for boys. Because a substantial number of southern California children live near a major road, this exposure is potentially an important public health problem that could be reduced by transportation and residential development policy and by more effective control of vehicular emissions. Among those long-term residents with no parental history of asthma who lived within 75 m of a major road, 59% of asthma was attributable to residential proximity to the road. Further investigation is warranted to better understand why the absence of parental asthma history increased susceptibility to traffic-related exposure.

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Effect of exposure to traffic on lung development from 10 to 18 years of age: a cohort study

W James Guoederman, Hita Vora, Rob McConnell, Kirsto Behara, Frank Gilliland, Duncan Thomas, Fred Lunemann, Edward Auld, Nina Kurzli, Michael Jerrett, John Peters

Summary
Background Whether local exposure to major roadways adversely affects lung-function growth during the period of rapid lung development that takes place between 10 and 18 years of age is unknown. This study investigated the association between residential exposure to traffic and 8-year lung-function growth.

Methods In this prospective study, 3,677 children (mean age 10 years [SD 0.44]) participated from 12 southern California communities that represent a wide range in regional air quality. Children were followed up for 8 years, with yearly lung-function measurements recorded. For each child, we identified several indicators of residential exposure to traffic from large roads. Regression analysis was used to establish whether 8-year growth in lung function was associated with local traffic exposure, and whether local traffic effects were independent of regional air quality.

Findings Children who lived within 500 m of a freeway (motorway) had substantial deficits in 8-year growth of forced expiratory volume in 1 s (FEV$_1$, -81 mL, p = 0.01 [95% CI -143 to -18]) and maximum midexpiratory flow rate (MMMEF, -127 mL/s, p = 0.03 [-243 to -1]), compared with children who lived at least 1500 m from a freeway. Joint models showed that both local exposure to freeways and regional air pollution had detrimental, and independent, effects on lung-function growth. Pronounced deficits in attained lung function at age 18 years were recorded for those living within 500 m of a freeway, with mean percent-predicted 97.0% for FEV$_1$ (p = 0.013, relative to >1500 m [95% CI 94.6–99.4] and 93.4% for MMMEF (p = 0.006 [95% CI 89.1–97.7]).

Interpretation Local exposure to traffic on a freeway has adverse effects on children's lung development, which are independent of regional air quality, and which could result in important deficits in attained lung function in later life.

Introduction
Both cross-sectional and longitudinal studies have shown that lung function in children is adversely affected by exposure to urban, regional air pollution. Evidence has emerged that local exposure to traffic is related to adverse respiratory effects in children, including increased rates of asthma and other respiratory diseases. Cross-sectional studies in Europe have shown that deficits in lung function are related to residential exposure to traffic. However, does traffic exposure have an adverse effect on lung-function development in children? The answer to this question is important in view of the extent of traffic exposure in urban environments and the established relation between diminished lung function in adulthood and morbidity and mortality.

We investigated the association between residential exposure to traffic and 8-year lung-function development on the basis of cohort data from the Children's Health Study. We also studied the joint effects of local traffic exposure and regional air quality on children's lung development.

Methods
Participants The Children's Health Study recruited two cohorts of fourth-grade children (mean age 10 years [SD 0.44]), one in 1993 (cohort 1, n=1718) and the other in 1996 (cohort 2, n=1959). All children were recruited from schools in 12 southern California communities as part of an investigation into the long-term effects of air pollution on children's respiratory health. A consistent protocol was used in all communities to identify schools, and all students targeted for study were invited to participate. Overall, 82.9% (3677) of available students agreed to participate. Pulmonary-function data were obtained yearly by trained field technicians, who travelled to study schools to undertake maximum effort spirometry on the children, using the same equipment and testing protocol used throughout the study period. Details of the testing protocol have been previously reported. Children in both cohorts were followed up for 8 years.

A baseline questionnaire, completed at study entry by each child's parent or legal guardian, was used to obtain information on race, Hispanic ethnic origin, parental income and education, history of doctor-diagnosed asthma, in-utero exposure to maternal smoking, and household exposure to gas stoves, pets, and environmental tobacco smoke. A yearly questionnaire, with similar structure to that of the baseline questionnaire, was used to update information on asthma status, personal smoking, and exposure to environmental tobacco smoke. For statistical modelling, a three-category socioeconomic status variable was created on the basis of total household income and education of the parent or guardian that completed the questionnaire. High socioeconomic status (23% of children, n=823) was defined as a parental.
income greater than US$100,000 per year, or an income
over US$15,000 per year and at least 4 years of college
education. The middle category (36%, n=1283) included
children with a parental income between US$15,000 and
US$100,000 and some (less than 4 years) college or
technical school education, and low socioeconomic status
(41%, n=1483) included all remaining children.

The study protocol was approved by the institutional
review board for human studies at the University of
Southern California, and written consent was provided
by a parent or legal guardian for every study participant.

Exposure Data
We characterised exposure of every study participant to
traffic-related pollutants by two types of measures—
proximity of the child's residence to the nearest freeway
or to the nearest major non-freeway road, and model-
based estimates of traffic-related air pollution at the
residence, derived from dispersion models that
incorporated distance to roadways, vehicle counts, vehicle
emission rates, and meteorological conditions. Regional
air pollution was continuously monitored at one central
site location within each study community over the
course of the investigation. Further details of exposure
assessment are available in the webappendix.

Statistical methods
The outcome data consisted of 22,686 pulmonary-
function tests recorded from 367 participants during
8 years in both cohorts. We focused on three pulmonary-
function measures: forced vital capacity (FVC), forced
expiratory volume in 1 s (FEV1), and maximum
midexpiratory flow rate (MMEF, also known as
FEF25-75). The exposures of primary interest were the traffic
measures described above.

We used a hierarchical mixed-effects model to relate 8-
year growth in each lung-function measure to traffic
exposure, with basic structure that has been previously
described. To account for the growth pattern in lung
function during this period, we used a linear spline
model, constructed so that 8-year growth in lung
function was estimated jointly with other model
parameters. We estimated and tested the effect of traffic
exposure on 8-year growth, and in some analyses on
mean values at 10 and 18 years of age. The model allowed
for separate growth curves for each sex, race, ethnic
origin, cohort, and baseline asthma subgroup. The model
also included adjustments for height, height squared,
body-mass index (BMI), BMI squared, present asthma
status, exercise or respiratory illness on the day of the
test, any tobacco smoking by the child in the previous
year, and indicator variables for field technician. Random
effects for the intercept and 8-year growth parameters
were included at the level of participant and community.

To keep the potential effect of outliers to a minimum
and to examine possible non-linear exposure-response
relations, we used categorical forms of each traffic
indicator in our models. For distance to the freeway, we
formed four categories—less than 500 m, 500-1000 m,
1000-1500 m, and more than 1500 m. Distances to non-
freeway major roads were similarly categorized based on
distances of 75 m, 150 m, and 300 m. Model-based
distributions of traffic-related air pollution by freeways and non-freeways were
categorised into quartiles on the basis of their
corresponding distributions (see webappendix). The
categorisation distances for all traffic indicators were
fixed before any health analyses were done. Traffic effects
are reported as the difference in 8-year growth for each
category relative to the least exposed category, so that
negative estimates signify reduced lung-function growth
or values with increased exposure.

We also considered joint estimation of traffic effects
within the community and pollution between
communities, which was based on the long-term average
pollutant concentrations measured at the central sites
(see webappendix). Pollutant effects are reported as the
difference in 8-year growth in lung function from the
least to the most polluted community, with negative
differences indicating growth deficits with increased
exposure. Possible modification of a traffic effect by
community-average ambient pollutant concentration was
tested by inclusion of the appropriate interaction term in
the model.

To examine attained lung function, we computed
percent-predicted lung function for participants who
were measured in 12th grade, our last year of follow-up
(n=1497, mean age 17.9 years, [SD=0.41]). To estimate
predicted FEV1 values, we first fitted a regression model
for observed FEV1, (log transformed) with predictors log
height, BMI, BMI squared, sex, asthma status, race or
ethnic origin, field technician, and sex-by-log height, sex-
by-BMI, sex-by-BMI squared, sex-by-asthma, and sex-by-
race or ethnic origin interactions. We calculated predicted
FEV1 on the basis of this model and percent-predicted as
observed divided by predicted FEV1. We used a regression
model to calculate the mean percent-predicted value for
each category of distance to the freeway, with adjustment
for community. To aid in interpretation, we scaled
percent-predicted values so that children who lived
farthest (>1500 m) from a freeway had a mean of 100%, and
we give means for the remaining distance groups
greater than this benchmark. Analogous calculations
were used to obtain the percent-predicted mean for FVC
and MMEF.

Regression procedures in SAS (version 9.0) were used
to fit all models. Associations denoted as significant were
those with a p value less than 0.05, assuming a two-sided
alternative hypothesis.

Role of the funding source
The funding sources of this study had no role in the
study design, collection, analysis, or interpretation of
data, in the writing of the report, or in the decision to
submit the paper for publication. The corresponding
author had full access to all the data in the study and had final responsibility for the decision to submit for publication.

Results
An average of 6-2 pulmonary function tests were done per child. There were equal proportions of male and female participants (webtable 1). Most children were of non-Hispanic white or Hispanic ethnic origin. 440 (12%) children lived within 500 m of a freeway, with most of these children residing in six of the 12 communities (webtable 2 and webfigure). Model-based estimates of pollution from a freeway were skewed toward either high or low values within most study communities.

8-year growth in FVC, FEV1, and MMEF averaged 1512 mL, 1316 mL, and 1402 mL/s, respectively, in girls, and 2808 mL, 2406 mL, and 2476 mL/s, respectively, in boys. Closer residential distance to a freeway was associated with reduced growth in lung function (table 1). In children who lived within 500 m of a freeway, 8-year growth was significantly reduced compared with those who lived at least 1500 m from a freeway. Large deficits in FEV1 and MMEF growth were also estimated for the two highest-exposure quartiles of model-based pollution from a freeway, although neither deficit was statistically significant. Indicators of traffic from non-freeway roads, including both distance and model-based pollution estimates, were not associated with reduced growth.

The association between FEV1 growth and distance to a freeway was significant in various sensitivity analyses (table 2). Compared with the results shown in table 1 (base model), distance-effect estimates were larger with additional adjustment for socioeconomic status. Further investigation showed that low socioeconomic status was associated with increased traffic exposure, with mean residential distance to freeways of 1.8 km (SD 1.32), 2.0 km (1.65), and 2.5 km (1.91) for low, middle, and high groups respectively. However, socioeconomic status was not significantly associated with FEV1 growth, and therefore adjustment for this variable induced only a modest change. Adjustment for indoor sources of air pollution including gas stoves, pets, and exposure to environmental tobacco smoke also resulted in little change in the estimated freeway-distance effects.

Significant distance effects were seen in the subset of children who reported never having had asthma, and in the subset of children who reported no active tobacco smoking. The relation between FEV1 growth and distance was noticeably larger in boys than in girls, although a test of effect modification by sex was non-significant (p=0.10). Only six of the 12 communities had substantial numbers of children living within 500 m of a freeway. The estimated effects of freeway distance on lung development were more pronounced in these six higher-traffic communities than in the other communities. There was no significant evidence of heterogeneity in the local distance effects between these six communities (data not shown).

<table>
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<tr>
<th></th>
<th>FVC (mL) difference (95% CI)</th>
<th>FEV1 (mL) difference (95% CI)</th>
<th>MMEF (mL/sec) difference (95% CI)</th>
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<td>-22 (-103 to 43)</td>
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</tbody>
</table>

*Difference in 8-year lung-function growth relative to children living at least 1500 m from a freeway. 10th difference in 8-year lung-function growth relative to children in the first (lowest) quartile of exposure. Difference in 8-year lung-function growth relative to children living at least 300 m from a non-freeway road.

Table 1: Association between 8-year lung-function growth and various indicators of residential traffic exposure.

<table>
<thead>
<tr>
<th>Freeway Distance (m)</th>
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<th>Additional covariates</th>
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*Base model results are the same as those in table 1. All models include adjustment for the covariates listed in the Methods section. Values are the difference in 8-year growth relative to those living >1500 m from a freeway.

Table 2: Sensitivity analysis of freeway-distance effects on 8-year FEV1 growth.

Furthermore, around 34% (1267) of children moved from their baseline residence during follow-up but remained in one of the 12 study communities and thus continued to participate. If we omitted post-move lung-function measurements from the analyses, the estimated effects of freeway-distance on FEV1 growth were more pronounced.
Reduced lung-function growth was independently associated with both freeway distance and with regional air pollution (Table 3). Statistically significant joint models of regional pollution with distance to freeway were seen for nitrogen dioxide, acid vapour, elemental carbon, and particulate matter with aerodynamic diameter less than 10 µm and less than 2.5 µm. Ozone was not associated with reduced lung-function growth. There was no significant evidence of effect modification (interaction) of local traffic effects with any of the regional pollutants.

A subset of 1445 children were observed over the full 8 years of the study, from age 10 to 18 years. In this group, we noted significant deficits in 8-year FEV₁, growth and MMEF growth for those who lived within 500 m of a freeway (Table 4). At 10 years of age, there was some evidence of reduced lung function for those who lived closer to a freeway than those who did not, although none of the differences between distance categories was statistically significant. However, by 18 years of age, participants who lived closest to a freeway had substantially lower attained FEV₁, and MMEF than those who lived at least 1500 m from a freeway.

These deficits in average FEV₁ and MMEF translated into pronounced deficits in percent-predicted lung function at 18 years of age (figure). There was a trend of lower percent-predicted lung function for children who lived closer to a freeway than for those who lived further away. The effect was most pronounced for those who lived less than 500 m from a freeway, with average percent predicted values of 97.0% (95% CI 94.6–99.4) for FEV₁ (p=0.013 relative to >1500 m) and 93.4% (89.1–97.7) for MMEF (p=0.000).

**Discussion**

This study shows that residential proximity to freeway traffic is associated with substantial deficits in lung-function development in children. 8-year increases in both FEV₁ and MMEF were smaller for children who lived within 500 m of a freeway, than those who lived at least 1500 m from a freeway. Freeway effects were seen in subsets of non–asthmatic and non-smoking participants, which is an indication that traffic exposure has adverse effects on otherwise healthy children. Deficits in 8-year growth resulted in lower attained FEV₁, and MMEF at 18 years of age for participants who lived within 500 m of a freeway than for those who lived further away. Since lung development is nearly complete by age 18 years, an individual with a deficit at this time will probably continue to have less than healthy lung function for the remainder of his or her life.

We previously reported an association between community-average pollutant concentrations and 8-year lung-function growth. ¹ That result relied on comparisons in communities that had different concentrations of regional air pollution, and implicated many pollutants such as nitrogen dioxide, acid vapour, particulate matter with aerodynamic diameter less than 10 µm and 2.5 µm, and elemental carbon. Our current study builds on that result, and shows that in addition to regional pollution, local exposure to large roadways are associated with diminished lung-function
development in children. We did not find any evidence that traffic effects varied depending on background air quality, which suggests that even in areas with low regional pollution, children living near a major roadway are at increased risk of health effects. Our results also suggest that children who live close to a freeway in a high pollution area experience a combination of adverse developmental effects because of both local and regional pollution.

We noted a larger freeway effect in boys than in girls, although the difference between sexes was not significant. By contrast, a cross-sectional European study reported larger traffic effects on lung function in girls than in boys. Several factors could explain this discrepancy in sex-specific effects between studies, including differences in specific air pollution mixtures and underlying population susceptibilities, the general difficulty of comparisons between longitudinal and cross-sectional study effect estimates, and, in general, both studies show that lung function in children is adversely affected by exposure to traffic.

The concentrations of several pollutants are raised near major freeways. Daytime concentrations of black carbon, ultrafine particulate, and other exhaust pollutants have been reported to be high, but decline exponentially, within 500 m of a freeway, although night-time concentrations of ultrafine particulate remain above background concentrations for distances greater than 500 m from a freeway. Some studies have reported increased traffic pollution, particularly nitrogen dioxide, at distances over 1000 m from a freeway. Elemental carbon, an indicator of pollution from diesel exhaust, varies with nearby highways and traffic roads but can also be transported across large distances. Diesel exhaust is one of the primary contributors to particulate-matter concentrations in those communities most affected by traffic. A pollutant such as elemental carbon could explain our reported health effects both locally and regionally.

Both regional ambient and ultrafine particulate matter present in high concentration in close proximity to roadways can elicit oxidative and nitrosative stress in the airways, which results in inflammation. Kulkarni and co-workers reported that traffic-related particulate matter was correlated with the amount of carbon in the airway macrophages of children, which in turn was associated with reductions in FEV₁, MMFR, and FVC. Chronic airway inflammation could produce our reported deficits in increased MMFR and FEV₁. Additional research is needed to identify the specific traffic pollutants that bring about health effects, and to elucidate the contribution of each pollutant to regional and local associations.

A strength of this study was the long-term, prospective follow-up of two large cohorts of children, with exposure and outcome data obtained consistently. However, it was done only in epidemiological study, our results could be confounded by one or more other factors related to both traffic and lung-function growth. Our results were robust to adjustment for several factors, including socioeconomic status and indoor sources of air pollution, but the possibility of confounding by other factors still exists. Throughout the 8-year follow-up, we noted an 11% loss of study participants per year. Participant attrition is a potential source of bias in cohort studies. We analyzed the subset of children who were followed up for the full 8-year duration of the study and also noted significant traffic-effect estimates, which means that the participants contributed to an unlikely explanation for our results. We did not note a significant association between growth and model-based pollution from a freeway, despite large estimated deficits in the highest-exposure quartiles (table 1). However, we were restricted in detection of an association with model-based pollution from freeways because there was little variation in this measure within most of our study communities (webtable 2).

We have shown that residential distance from a freeway is associated with significant deficits in 8-year respiratory growth, which result in important deficits in lung function at age 18 years. This study adds to evidence that the present regulatory emphasis on regional air quality might need to be modified to include consideration of local variation in air pollution. In many urban areas, population growth is forcing the construction of housing tracts and schools near to busy roadways, with the result that many children live and attend school in close proximity to major sources of air pollution. In view of the magnitude of the reported effects and the importance of lung function as a determinant of adult morbidity and mortality, reduction of exposure to traffic-related air pollutants could lead to substantial public-health benefits.

Contributors
W. J. Grabenier, R. M. Galvani, F. Gilliland, E. And, J. Acton, M. I. Russell and N. G. Kuindersma participated in the writing of the manuscript. W. J. Grabenier, H. Vanh, B. Hunter, D. Thomas, and F. J. Landis participated in the analysis of the data. All named authors took part in the interpretation of results, and approved the final version of the manuscript.
Conflict of interest statement
We declare that we have no conflict of interest.

Acknowledgments
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References
26. Delfino RJ. Epigenetic evidence for asthma and exposure to air toxics. Linkages between occupational, indoor, and community air pollution research. Environ Health Perspect 2002; 100 (suppl 4): 573–89.

Effect of exposure to traffic on lung development from 10 to 18 years of age: a cohort study

<table>
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NHW=Non-Hispanic whites. HW=Hispanic whites. AA=African Americans. PFT=pulmonary-function test.

Webtable 1: Participants' characteristics by community.
Effect of exposure to traffic on lung development from 10 to 18 years of age: a cohort study

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<tr>
<th></th>
<th>Residential distance to dearest Freeway (m)</th>
<th>Major non-freeway road (m)</th>
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</tbody>
</table>

* There is no major freeway within Compoce or Lake Arrowhead, and no major non-freeway road within Lake Arrowhead.

Correspondence to:
Dr W M Gudeman
jmg@ucr.edu

www.ubcpress.com Published online Webtable 2
Effect of exposure to traffic on lung development from 10 to 18 years of age: a cohort study

Webfigure: Location of the 12 Children's Health Study communities and the major freeways (purple lines) in southern California.

Correspondence to:
Dr W James Gauderman
jimpg@usc.edu
Effect of exposure to traffic on lung development from 10 to 18 years of age: a cohort study

Details of exposure assessment
Traffic exposures were assigned to each child on the basis of the residence at study entry. Residence addresses were standardised and their locations geocoded by use of the TeleAtlas database and software (Tele Atlas Inc., Menlo Park, CA, www.teleatlas.com). We used ERSI ArcGIS version 8.3 (ESRI, Redland, CA, www.esri.com) software to calculate the distance from each residence to the nearest freeway, defined as an interstate freeway, US highway, or restricted-access highway, and to the nearest major non-freeway road, which included other types of highways and large roads. Yearly average daily traffic volumes were obtained from the California Department of Transportation Highway Performance Monitoring System for the year 2000. To obtain model-based estimates of traffic-related pollution exposure, we used the CALINE4 line-source air-quality dispersion model, separately for freeways and non-freeway roads.\(^1\) The model inputs included roadway geometry, traffic volumes, meteorological conditions (wind speed and direction, atmospheric stability, and mixing heights), and vehicle emission rates. We used the CALINE4 model to predict nitrogen dioxide concentrations derived from freeways and non-freeways at each child’s home. Categories of exposure were then formed on the basis of quintiles of the within-community distribution of child-specific predictions, specifically based on cutpoints 0–6, 1–9, and 7–11 parts per billion (ppb) from freeways, and 1.5, 2–6, and 5–11 ppb from non-freeway roads. We also used the CALINE4 model to predict concentrations of other traffic-related pollutants, including oxides of nitrogen, elemental carbon, and carbon monoxide. However, predictions for each of these pollutants were almost perfectly correlated (around 0.99) with predictions of nitrogen dioxide. Thus, our model-based concentrations should be viewed as general measures of traffic-related pollution rather than this pollutant specifically. For both distance and model-based traffic indicators, within-community deviations from the corresponding community mean of the indicator were used in the health models to assess local (rather than between-community) effects.

Air-pollution monitoring stations were established in each of the 12 study communities and provided continuous monitoring data from 1994 to 2003. Each station measured average hourly concentrations of ozone, nitrogen dioxide, and particulate matter with aerodynamic diameter less than 10 µm (PM\(_{10}\)). Stations also collected 2-week integrated filter samples for measuring acid vapour and PM\(_{10}\) mass and chemistry. Acid vapour included both inorganic (nitric, hydrochloric) and organic (formic, acetic) acids. For statistical analysis, we used total acid calculated as the sum of nitric, formic, and acetic acid concentrations. Hydrochloric acid was excluded from this sum, because concentrations were very low and close to the detection limit. In addition to measurement of PM\(_{10}\) mass, we measured concentrations of elemental carbon and organic carbon, using the NIOSH 5040 method.\(^2\) We calculated yearly averages on the basis of 24 h (PM\(_{2.5}\), nitrogen dioxide) or 2-week (PM\(_{10}\), elemental carbon, organic carbon, acid) average concentrations. For ozone, we calculated the yearly average of the 1000–1800 h (8 h daytime) average. Long-term mean pollutant concentrations (between 1994 and 2000 for cohort 1 and 1996 and 2003 for cohort 2) were also calculated for use in the statistical analysis of the lung-function outcomes. The distribution and correlation structure of these pollutants across communities, and their effect on lung function development, have been previously reported.\(^3\) In this paper, we used community-average pollutant concentrations in models of local traffic exposure to investigate their combined effects and to explore the possibility that traffic effects vary according to regional air quality.

References
The effects of roadside structures on the transport and dispersion of ultrafine particles from highways

George E. Bowkera, Richard Baldauib,c,*, Vlad Isakovd, Andrey Khlystove, William Petersenf

aUS Environmental Protection Agency, Office of Research and Development, National Exposure Research Laboratory, Atmospheric Modeling Division, USA
bUS Environmental Protection Agency, Office of Research and Development, National Risk Management Research Laboratory, USA
cUS Environmental Protection Agency, Office of Air and Radiation, Office of Transportation and Air Quality, USA
dNOAA/Atmospheric Sciences Modeling Division (In Partnership with the US Environmental Protection Agency), USA
eDepartment of Civil and Environmental Engineering, Pratt School of Engineering, Duke University, USA
fWilliam Petersen Consultants, Hurdle Mills, NC, USA

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Abstract

Understanding local-scale transport and dispersion of pollutants emitted from traffic sources is important for urban planning and air quality assessments. Predicting pollutant concentration patterns in complex environments depends on accurate representations of local features (e.g., noise barriers, trees, buildings) affecting near-field air flows. This study examined the effects of roadside barriers on the flow patterns and dispersion of pollutants from a high-traffic highway in Raleigh, North Carolina, USA. The effects of the structures were analyzed using the Quick Urban & Industrial Complex (QUIC) model, an empirically based diagnostic tool which simulates fine-scale wind field and dispersion patterns around obstacles. Model simulations were compared with the spatial distributions of ultrafine particles (UFP) from vehicular emissions measured using a passenger van equipped with a Differential Mobility Analyzer/Condensation Particle Counter. The field site allowed for an evaluation of pollutant concentrations in open terrain, with a noise barrier present near the road, and with a noise barrier and vegetation present near the road.

Results indicated that air pollutant concentrations near the road were generally higher in open terrain situations with no barriers present; however, concentrations for this case decreased faster with distance than when roadside barriers were present. The presence of a noise barrier and vegetation resulted in the lowest downwind pollutant concentrations, indicating that the plume under this condition was relatively uniform and vertically well-mixed. Comparison of the QUIC model with the mobile UFP measurements indicated that QUIC reasonably represented pollutant transport and dispersion for each of the study configurations.

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Keywords: Air quality; Dispersion modeling; Noise barriers; Vegetation; Mobile sources; QUIC

*Corresponding author. US Environmental Protection Agency, Office of Research and Development, National Risk Management Research Laboratory, MD-E343-02, Research Triangle Park, NC 27711, USA. Tel.: +919 541 4386; fax: +919 541 0359.
E-mail address: baldaufl.richard@epa.gov (R. Baldaufl).

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1. Introduction

In recent years, a number of human epidemiological studies have reported associations between population’s proximity to high-traffic roadways and adverse health effects that include respiratory, cardiovascular, birth, cancer, and mortality impacts (e.g., Pearson et al., 2000; Wilhelm and Ritz, 2003; Peters et al., 2004; Jerrett et al., 2005; McConnell et al., 2006). Several air quality monitoring studies have measured elevated concentrations of a number of air pollutants near roadways including ultrafine particles (UFP, aerodynamic diameter <0.1 μm) (Zhu et al., 2002a, b; Sapkota and Buckley, 2003; Kittelson et al., 2004). The majority of particulate matter (PM) mass emitted by motor vehicle combustion occurs in the PM$_{2.5}$ size range, with mass median diameters generally between 0.1 and 0.2 μm for gasoline and diesel vehicles (Cadle et al., 1999; Durbin et al., 1999; Kleeman et al., 2000). The number of particles emitted by gasoline and diesel vehicles occurs primarily in the UFP size range, so the occurrence of high concentrations of these particles near the road likely represents primary combustion emissions from motor vehicles on that road. As a first approximation, we used the number concentration of UFP to examine initial dispersion patterns from the roadway.

The initial dispersion of pollutants from traffic emissions will likely be affected by vehicular-induced turbulence (Kalthoff et al., 2005) and by local obstacles, such as noise barriers, buildings, and vegetation. These barriers are common features of high-traffic roadways, particularly those which run through populated areas. These features may block dispersion, increase turbulence and initial mixing, and filter or otherwise enhance deposition (Tan and Lepp, 1977; Mauders and Lawrence, 1985; Veerabhadr Swamy and Lokesh, 1993; Hölscher et al., 1993). Wind perpendicular to the barrier may lead to an upward deflection of air flow caused by the structure, which could increase the apparent release height of the pollutant and increased vertical mixing due to the flow separation at the top of the barrier (Lidman, 1985). In addition, a recirculation cavity forms in the lee of the structure. For noise barriers, studies have reported that this recirculation cavity can extend between 3 and 12 wall heights downwind, be well-mixed and often has substantially lower pollutant concentrations (between 0% and 80% of the roadside values) (Nokos and Benson, 1984; Paul-Carpenter and Barboza, 1988; Hölscher et al., 1993; Veerabhadr Swamy and Lokesh, 1993).

A number of regulatory line source dispersion models used in vehicular traffic assessments exist (e.g., CALINE, Benson, 1992; Nagendra and Khare, 2002). These models are simple Gaussian plume models, and do not explicitly simulate the complex flows around individual structures. Thus, these models may not adequately represent local near-roadway concentrations for common complex road configurations within the first few hundred meters from roadside obstacles.

The objective of this study was to explore the effects of roadside obstacles on the near-field dispersion patterns of traffic emissions. We used two independent methods to investigate the effect of a barrier on pollutant concentrations with wind perpendicular from the road: fine-scale numerical modeling and direct measurements of UFP using a mobile monitor.

2. Modeling approach

Characterizing the dispersion in the near road environment requires the use of modeling tools capable of resolving complex flow patterns induced by roadside barriers. We used the fast-response, mass-consistent diagnostic wind-field model Quick Urban & Industrial Complex (QUIC) (version 4.3; Los Alamos National Laboratory/University of Utah) to simulate the airflow patterns and dispersion of pollutants in the near-road environment and explore the effects of roadside barriers on air quality. QUIC predicts the airflow patterns and resulting dispersion of contaminants within complex urban areas (Pardyjak and Brown, 2003; Pardyjak et al., 2004; Williams et al., 2005a, b; Gowardhan et al., 2006). QUIC predicts velocities and concentrations at uniformly spaced grid cells throughout a complex three-dimensional domain of interest. The predictions are time-averaged and represent steady-state conditions.

In this study, we used the QUIC model to simulate transport and dispersion of pollutants from a portion of a roadway running through a suburban area. The EPA conducted a field study in July and August, 2006, near a heavily-traveled (125,000 vehicles per day) 8-lane segment of Interstate 440 (I-440) in Raleigh, North Carolina, USA (35°49'28"N, 78°36'54"W) (Fig. 1). Mobile monitoring and on-site meteorological measurements were made as part of this field study.

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The domain contained two adjacent land-use classes downwind from the road: (1) an open mowed-grass lawn with a few isolated stands of trees and no roadside barriers with a wide single-story building (used as an adult educational facility) occupying the central open area ~120 m away from the road and (2) a suburban neighborhood with many tall trees interspersed among one- and two-story houses and a noise barrier adjacent to the highway.

For the QUIC simulations, we modeled the domain at 2-m resolution (700 m along the road by 500 m away from the road by 50 m in height) that included the field study site measurement locations (Fig. 2). Within QUIC, the complex geometry of the site was modeled using solid non-permeable simple shapes (blocks and cylinders). We explored the three representations of the field site, each progressively increasing in complexity: (1) A "base" case consisting of a uniform flat domain with no obstacles and no noise barrier. (2) A "noise barrier-only" case, where a noise barrier (6 m tall, 352 m long, and 2 m wide) extended along the domain parallel to the line sources. (3) A representation of the highly complex "field study site" including the barrier, buildings, and vegetation (Fig. 2). The buildings and stands of trees were modeled as solid, non-porous, rectangular blocks, with heights approximated from photographs taken at the site. The locations and lateral dimensions of the blocks were made directly from the aerial photograph (Fig. 2). Vegetation was modeled using solid blocks because QUIC currently has no ability to model "porous" blocks. Care was taken to leave openings between the vegetation blocks to ensure that flow was "disturbed" (with enhanced vertical and lateral mixing) rather than blocked. Solid blocks representing stands of vegetation have been previously used in QUIC simulations.
of wind velocity in the desert (Bowker et al., 2006, 2007).

To predict the flow patterns, QUIC applies an empirical formulation of the flow around each block within the geometry, and then applies mass conservation to the resulting flow field. The parameterized representation of the flow around an individual block consists of two essential features: (1) a region of slow, recirculating flow on the windward side of the block (Pardyjak and Brown, 2003; Bagal et al., 2004); (2) a large wake-effect region on the leeward side of the block characterized by a recirculating cavity zone as well as a zone of depressed velocities (Pardyjak and Brown, 2003; Pardyjak et al., 2004; Singh et al., 2006). The parameterization for the length of the leeward recirculation zone at ground level, $L_c$, used in QUIC is

$$\frac{L_c}{H} = \left( \frac{1.8 W}{H} \right) \left( \frac{L}{H} \right)^0.6 (1 + W/H)^{0.3}$$

where $H$ is the height of the barrier, $L$ is the crosswind length of the barrier, and $W$ is the thickness (Pardyjak and Brown, 2003). For the noise barrier in the modeling domain (6m tall, 352m long, and 2m wide), $L_c$ is about 58.4m (9.7 barrier heights).

The velocities around each individual block vary directly in magnitude with the input boundary layer velocity profile. We assume neutral atmospheric stability class and that the input velocity profile is logarithmic

$$U_{ref} = \frac{U_*}{\kappa} \ln \left( \frac{z - d}{z_0} \right),$$

where $\kappa$ is Von Karman’s constant (nominally 0.4), $z$ (7m) is the height for the reference wind speed $U_{ref}$, $U_*$ is the friction velocity ($\text{m s}^{-1}$), $z_0$ is the roughness length (m), and $d$ (m) is the zero-plane displacement height (assumed to be zero).

Upwind of the study domain consisted of relatively flat and uniform single-story buildings at a slightly lower elevation than the highway. This downslope resulted in the tops of the buildings being essentially even with the elevation of the surface of the roadway. Although Grimmond et al. (1998) report an average $z_0$ of $\sim$0.7 m for residential, commercial, and mixed use areas in suburban settings, we chose a $z_0$ of 0.05 m as more appropriate to match the flow conditions at the site.

The reference wind speed, $U_{ref}$, was 2.25 m s$^{-1}$ (with standard deviation 0.3 m s$^{-1}$). This value was found by averaging 11 consecutive 10-min average
wind velocities during the time period the mobile van was taking measurements (7 August 2006 from 8 to 10 AM, EST) used in the model-to-monitor comparisons. The 10-min averages were created from 10Hz sonic anemometer measurements collected by an instrument mounted on a trailer ~20 m from the road at a height of 7 m above ground. We also determined the average wind direction measured by this sonic anemometer (208° with a standard deviation of 5°). This translates to a wind direction of 180° in the QUIC coordinate system, exactly perpendicular to the road.

The concentration predictions within QUIC (Williams et al., 2005a, b) were based on following the trajectories of simulated neutrally buoyant "massless" particles released at a rate of 5000 particles per time step (1 s) along two line sources. Each line source (692 m long and parallel to the X-axis at a height of 1 m) was intended to simulate the tail-pipe releases from one of the traffic directions of the highway. The line sources were located at Y = -20 and 0, 32 and 12 m away from the noise barrier, respectively. Several line sources were used since QUIC does not simulate rectangular block volume sources, and does not include vehicle-induced turbulence.

Particles released from the line sources underwent a "random-walk" through the domain based on the predicted wind velocity field. The particles also "diffused" based on "turbulence" levels, in part, derived from the model-predicted velocity gradients. The concentration value for a grid cell was calculated by summing the number of particles within the cell at each time step. Within each grid cell, we computed the time-averaged concentration for 300 s (after a 300 s time period to reach an equilibrium state).

We varied the time step, grid cell size, averaging time, number of particles released, and placement of the line sources relative to the barrier, resolving the simulations to the point where the time-averaged concentrations were stable and no longer sensitive to small changes in these variables.

3. QUIC model results

The QUIC simulations showed the influence of the roadside barriers on the airflow and pollutant dispersion patterns. The time-averaged horizontal dispersion patterns at a height of 1 m above ground for the three simulations (base, barrier-only, and field-site) are shown in Fig. 3. For all three simulations, the QUIC concentration values were

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Fig. 3. Plan view showing horizontal concentration patterns simulated in QUIC at a height of 1 m for the three simulations (a) base case, (b) sound barrier only, and (c) the field site.

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normalized by the median concentration value found in the open area of the base simulation at a height 3 m above ground (which corresponds to the air intake of the mobile van); specifically, the first row of grid cells along the leading edge of the access road, from $X = 400$ to $640$ m at $Y = 14$ m. This location was chosen because the concentrations were quite high, and should favorably compare with the mobile measurements since the emissions from the highway were just moving a short distance across flat, open terrain. Generally, the highest concentrations were seen in close proximity to the highway. High concentrations persisted near the ground in the open area for all three simulations, but were substantially reduced in the lee of the noise barrier for the barrier-only and field-site simulations.

The patterns of pollution dispersion followed the airflow patterns. The presence of obstacles perturbed the flow streamlines. As expected in the velocity patterns for the noise barrier simulations, the flow streamlines moved vertically up and over the barrier (Fig. 4). A wake region in the lee of the noise barrier was characterized by slow velocities, a recirculation zone, and lower concentrations relative to the base simulation.

Fig. 5 shows vertical cross-sections of modeled concentrations for the three simulations (base, barrier-only, and field-site configurations) in the area behind the barrier. Each vertical cross-section represents the median cross-wind concentration modeled for that portion of the domain. The highest and most-extensive concentrations were seen in the open terrain base simulation, due to the lack of vertical mixing and dispersion of the plume. The wind movement over the noise barrier lifted the plume relative to the base simulation (Fig. 4). The relative concentrations in the lee of the barrier for the three simulations are seen in Fig. 6a, showing horizontal concentration profiles along the lee side of the barrier (median values from $Y = 14$ to $34$ m) at a height of $3$ m. The highest concentrations were found for the base simulation, followed by the field-site (barrier with trees) simulation (~50% of the base simulation values), and finally the barrier-only simulation (~5% of the base simulation concentrations) (Fig. 6a). Little pollutant mixed down into the recirculation cavity for the barrier-only simulation, leading to extremely low concentrations. Veerabhadra Swamy and Lokesh (1993) found similar patterns for lead deposition around solid and vegetative barriers, showing essentially no lead from traffic emissions in the lee of the barriers.

The concentrations for the barrier-only and field-site simulations were approximately the same as the base simulation in the open area near the road (from $X = 400$ to $690$ m) (Fig. 3). Enhanced concentrations were predicted by QUIC where the noise barrier ends (at about $X = 350$ m), suggesting that plume material from the front of the barrier was moving laterally and being swept downwind at the edge of the barrier.

Differences were seen in the concentrations downwind of the barrier recirculation zone area for all three simulations (Figs. 5 and 7a). For the barrier-only simulation, results suggested that after the plume was elevated by the barrier and passed over the recirculation zone, it returned to ground level. Thus, concentrations were ~35% higher.
Fig. 5. Vertical alongwind sections showing the median cross-wind concentration behind the barrier as a function of downwind distance for (a) the base, (b) barrier-only, and (c) field site simulations. The fine sources are at X = -20 and 0m. The barrier is at X = 12 m.

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Fig. 6. Normalized cross-wind concentration profiles (at 3-m) taken along the access road parallel to I-440 (median values from Y = 14 to 34 m) for (a) the three different QUIC simulations (base, sound barrier only, and field site), and (b) the mobile measurements for two classes of particulates (75 nm, black and 20 nm, yellow diamonds) over a 3-h period compared with the QUIC simulation of the field site.

where the plume reattachment occurred (~80 m from the second line source at Y = 0) compared with the base simulation. At greater distances from the road, the barrier-only concentrations remained higher, approaching the base simulation values near the edge of the domain (Fig. 7a). The base
simulation contrasted with the field-site simulation (noise barrier and vegetation), where the plume was extremely well-mixed vertically after encountering the barrier and going through the trees leading to decreased average concentrations at all downwind distances.

4. Comparison of model estimates with observations

Observations from mobile measurements collected at the site were compared with QUIC model predictions to evaluate roadside structure effects and evaluate model results. Fig. 1 shows the route along which a mobile monitoring van identified temporal and spatial patterns of pollution for the complex study domain. Highly time-resolved measurements of UFP were collected while sampling continuously and driving through the domain. The resulting concentrations were recorded as functions of location and time using a global positioning system (GPS). The driving route was selected to cover the two scenarios of interest in the study domain (Fig. 1). By driving through the areas with and without a noise barrier next to the road, and also on transects away from the road that had no barriers and noise barrier and vegetation, the effects of these features on the concentration field were characterized. Because the concentration field varied not only spatially but temporally, the same route was traversed multiple times during the study period, with each route taking generally 10 min to complete. At a 1 Hz sampling frequency, this resulted in ~600 concentration measurements for each route. Since traffic activity on I-440 did not significantly vary over the 10-min sampling period for each route, we assumed that emission rates during the measurement time periods were relatively constant. For the comparisons with QUIC, we selected a 2-h time period (7 August 2006 from 8 to 10 AM EST) during which the wind was essentially constant and perpendicular from the roadway. To obtain a reliable statistical description of the mean and variability in concentration at each point and to create spatial maps of pollutant concentrations, we

Fig. 7. Normalized concentrations as a function of downwind distance (at 3 m) for: (a) the three different QUIC simulations (base, sound barrier only, and field site); (b) the mobile measurements in the open area and the QUIC model for the base case; and, (c) comparison between mobile measurements and the QUIC model for the field site in the region downwind of the sound barrier in the residential neighborhood. For all cases, the sound barrier is located at X = 12 m.
averaged all the measurements that occurred within each 20 x 20 m² area over the course of the measurement time period. Thus, each point comprised the average of ~60 individual point measurements. A detailed description of the modeling platform and the methodology to create spatial maps is given in Khlystov and Ma (2006).

Number concentrations of 20 and 75 nm particles were measured using two identical differential mobility analyzer—Condensation Particle Counter (DMA-CPC) combinations. Standard parts from TSI Inc (TSI 3071 DMA and TSI 3010 CPC) were used to build the instruments. The DMAs were operated at 10 L min⁻¹ sheath flow rate and 1 L min⁻¹ sample flow rate. One DMA was set to a constant voltage, selecting a nearly monodisperse aerosol 20 nm in diameter. The other DMA was set to a voltage corresponding to 75 nm. The particles selected by the DMAs were counted by the CPCs at 10 Hz. The particle counts were converted to number concentrations using the charging efficiency for the particles at that size. To obtain information on other particle sizes and to assess how the variability at one size compares with the variability at other sizes a limited set of runs were made over the same route during which one instrument was sampling 20 nm particles at 10 Hz, while the other was operated in the SMPS mode (Wang and Flagan, 1990) measuring the size distribution in the range 12–300 nm with the time resolution of 20 s.

For the comparison of QUIC model results with observations, we selected two bins from the entire distribution of the observed UFP size range: 20 and 75 nm particles. All the concentrations from the mobile measurements were normalized by taking the median value in the open area along the access road directly adjacent to the highway. Comparison of normalized measurement data with normalized modeling data allowed for an assessment of pollutant transport and dispersion from the roadway without needing to account for background pollutant concentrations or changes in traffic emission factors over long time-periods.

Similar gradients were identified in the mobile measurements as in the QUIC results (Figs. 6b, 7b and c), though minor differences were seen in the absolute magnitudes and rates of decay with distance. In general, the measured concentrations were highest in the open area directly adjacent to I-440, while the concentrations in the lee of the noise barrier at an equivalent distance from the roadway were ~60% of the concentrations in the open area (Fig. 6b).

The concentrations of both the 20 and 75 nm particles decreased with distance from the road, with the rates for the open transect (Fig. 7b) higher than for the residential area (Fig. 7c). Qualitatively comparing the QUIC simulations and the measurements in both transects, the decay rates appeared to be similar, though initial concentrations and differences in the mixing zones led to some offset in the rates.

5. Summary

At the local-scale, features such as noise barriers, trees, and buildings can have dramatic effects on the initial dispersion of pollutants from roadways, influencing concentrations up to several hundred meters from the road. For winds perpendicular to the roadway, under neutral stability atmospheric conditions, noise barriers appeared to influence dispersion patterns in three ways. First, the plume moved up and over the noise barrier, simulating an elevated source. As with elevated sources, plume reattachment occurred further downwind. Second, a recirculation wake region formed in the lee of the barrier, and concentrations were reduced compared with an open area with no barrier. Third, when the elevated plume encountered other downwind obstacles (e.g., trees or buildings), increased mixing occurred leading to decreased pollutant concentrations. Further research is needed to identify the effects of these structures under varying wind and topographic conditions.

Predictions from the diagnostic wind field and dispersion model, QUIC, were compared with mobile measurements of UFPs in this study. The comparisons suggested that QUIC adequately reproduced the complex flow and dispersion patterns around the roadside structures, demonstrating potential value as a diagnostic tool for this application. Further evaluation of this model will likely be necessary before using this model in regulatory and urban planning applications.

Acknowledgments

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research program. The authors also thank Eben Thoma and Jason Weinstein of EPA’s Office of Research and Development and Tom Long and Richard Snow of ARCADIS Inc. for their assistance in organizing, implementing and interpreting the field study measurements taken in the broader near road study in Raleigh, NC, and the North Carolina Lions Club for the Blind for access to portions of the field site used in this study.

Disclaimer

The research presented here was performed under the Memorandum of Understanding between the US Environmental Protection Agency (EPA) and the US Department of Commerce’s National Oceanic and Atmospheric Administration (NOAA) under Agreement number DW13921548. This work constitutes a contribution to the NOAA Air Quality Program. Although it has been reviewed by EPA and NOAA and approved for publication, it does not necessarily reflect their policies or views. The US Government’s right to retain a non-exclusive royalty-free license in, and to any copyright is acknowledged.

References


Pearson, R.L., Wachtel, H., Ebi, L., 2000. Distance-weighted traffic density in proximity to a home is a risk factor for...
Name and Mailing Address (Optional):

J.A. Bowen
118 Thackston Dr
77479

PLEASE COMPLETE THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of (Please Check One):

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[ ] Business property owner or lessee
[ ] Highway user

[ ] Other (please explain below)

How did you learn about this meeting:

[ ] Newspaper
[✓] Letter
[ ] Other (Please Explain)

Comments: Commissioner Morrison deserves a lot of credit for this very much improved plan for Crabb River Road and 762.

I would like to make a recommendation you install signs prohibiting all trucks for using the turnaround at 59th Crabb River Rd/99. The curbs, dirt, and guide posts are being damaged by these vehicles that are using the turnaround.

Please make additional comments on the back.

These comment forms can be turned in tonight, mailed, or electronically submitted before December 28, 2009. An electronic version of the public meeting summary report will be available on TxDOT’s website in early 2010.

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346 600  

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Comments:

1. NO LEFT TURNS GOING SOUTH BOUND AFT 59
2. FORCING A U-turn @ SANDSBURY UNPRACTICAL
3. IF GRAND PARKWAY IS A REALITY, THEN LEG FROM 59 TO SANDSBURY AS PLANNED BY GRAND PARKWAY SO NOT TO NEED TO TEAR UP & REO AGAIN
4. MORE THAN ONE ENTRY/EXIT POINT FOR THE NEW JR & SR H SCHOOLS OTHERWISE SOME 3:00 PM EVERY SCHOOL DAY WILL BE A MESS!

Please make additional comments on the back.

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[ ] Other (please explain below)

How did you learn about this meeting:

[ ] Newspaper
[ ] Letter
[ ] TxDOT Website
[ ] Other (Please Explain)

Comments: We attended the public meeting on the 10th of December and found the information to be very informative. The individuals working at the event were attentive and answered our questions. The County Commissioner Richard Morrisson is to be commended for his efforts to provide our communities with the expansion needed with as little intrusive environmentally as possible. The average of our railroad tracks is a must for our small children. This plan is a lot more sensible than the segment C that has previously offered.

Please make additional comments on the back.

These comment forms can be turned in tonight, mailed, or electronically submitted before December 28, 2009. An electronic version of the public meeting summary report will be available on TxDOT's website in early 2010.

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

Email:
hou-powerweb@txdot.state.tx.us

TX D O T  R E C E I V E D
12/10/2009
DEC 2 2 2 0 1 0
H O U S T O N  M A I L  O P E R A T I O N S
Additional Comments: We attended all of the Grand Parkway Association meetings and felt the TxDOT folks and association at the December meeting to be a lot more friendly and willing to listen to suggestions. The GP Association representatives were very friendly and were uncompromising in their position on a project few in our community supported. Thanks again for the meeting. I am a writer for the Greenswood News as well as a member of the Editorial Committee and we are doing very favorable articles for the association.

John W. Brewer
7118 Trailbrook Drive
Sugar Land, TX 77479

Director of Project Development
Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386
PUBLIC MEETING COMMENT FORM
CRABB RIVER ROAD (FM 2759/762): FROM US 59 TO LCISD COMPLEX
FORT BEND COUNTY, TEXAS
December 10, 2009

Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386

Name and Mailing Address (Optional):

1534 Brayzo Gate Dr.
Richmond, TX 77469

PLEASE COMPLETE THE APPROPRIATE ITEMS BELOW:
I am primarily interested in the project from the standpoint of (Please Check One):

[ ] Residential property owner or renter
[ ] Business property owner or lessee
[ ] Highway user

[ ] Other (please explain below)

How did you learn about this meeting:

[ ] Newspaper
[ ] Letter
[ ] TxDOT Website

[ ] Other (Please Explain)

Comments:

________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________

Please make additional comments on the back.

These comment forms can be turned in tonight, mailed, or electronically submitted before December 28, 2009. An electronic version of the public meeting summary report will be available on TxDOT's website in early 2010.

Mail to:
Director of Project Development
Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386

Email:
hou-piowebmail@dot.state.tx.us
The purpose of this comment letter is to bring to your attention the lack of a turn break in the proposed FM 2759 expansion in section 157 between Greatwood Knoll and Tara drive signal lights. On the east side of FM 2759 a 2.0 & 2.5 acre commercial parcel of land that as this letter is being written, is being developed into a private school and a medical facility. These developments are going to be adversely affected by the lack of this turn break.

Community residents from Greatwood, Canyon Gate, River park, and the general traffic heading south bound to these businesses will now find themselves stuck at the Tara traffic light to make a u-turn to reach the east side of the road. This is not logical as not only will it create a hassle, delay, and a traffic line at the signal light, for the above neighborhoods, but for the residents of Tara subdivision that now are stuck behind the vehicles trying to make a slow u-turn.

We urge you to consider a full turn break in front of these two parcels of land. At the very least, a left only turn or better known as a button hook turn. To the left going south bound on this road.

As a community resident, tax payer, and daily user of this road, I urge you to strongly consider my feedback into this project as there are multiple communities that are being affected.

Thank you in advance.

[Signature]

[Name]
PUBLIC MEETING COMMENT FORM
CRABB RIVER ROAD (FM 2759/762): FROM US 59 TO LCISD COMPLEX
FORT BEND COUNTY, TEXAS
December 10, 2009

Texas Department of Transportation
P.O. Box 1388
Houston, Texas 77251-1386

Name and Mailing Address (Optional):

SOFIA M. MAREK
1603 P.B.D. CR.
RICHMOND, TX. 77469

PLEASE COMPLETE THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of (Please Check One):

[ ] Residential property owner or renter
[ ] Business property owner or lessee
[ ] Highway user
[ ] Other (please explain below)

How did you learn about this meeting:

[ ] Newspaper
[ ] Letter
[ ] TxDOT Website
[ ] Other (Please Explain)

Comments:

________________________________________________________________________
________________________________________________________________________
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________________________________________________________________________
________________________________________________________________________
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Please make additional comments on the back.

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Email: hou-piowebmail@dot.state.tx.us

Mail to:
Director of Project Development
Texas Department of Transportation
P.O. Box 1388
Houston, Texas 77251-1386
The purpose of this comment letter is to bring to your attention the lack of a turn break in the proposed FM 2759 expansion in section 157 between Greatwood Knoll and Tara drive signal lights. On the east side of FM2759 a 2.0 & 2.5 acre commercial parcel of land that as this letter is being written, is being developed into a private school and a medical facility. These developments are going to be adversely affected by the lack of this turn break.

Community residents from Greatwood, Canyon Gate, River park, and the general traffic heading south bound to these businesses will now find themselves stuck at the Tara traffic light to make a u-turn to reach the east side of the road. This is not logical as not only will it create a hassle, delay, and a traffic line at the signal light, for the above neighborhoods, but for the residents of Tara subdivision that now are stuck behind the vehicles trying to make a slow u-turn.

We urge you to consider a full turn break in front of these two parcels of land. At the very least, a left only turn or better known as a button hook turn. To the left going south bound on this road.

As a community resident, tax payer, and daily user of this road, I urge you to strongly consider my feedback into this project as there are multiple communities that are being affected.

Thank you in advance.

SOFIA MARTINEZ
PUBLIC MEETING COMMENT FORM
CRABB RIVER ROAD (FM 2759/762): FROM US 59 TO LCISD COMPLEX
FORT BEND COUNTY, TEXAS
December 10, 2009

Name and Mailing Address (Optional):

Scha Ten
1534 Bigges Gate Dr.
Richmond, TX 77469

PLEASE COMPLETE THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of (Please Check One):

[ ] Residential property owner or renter
[ ] Business property owner or lessee
[ ] Highway user
[ ] Other (please explain below)

How did you learn about this meeting:

[ ] Newspaper
[ ] Letter
[ ] TxDOT Website
[ ] Other (Please Explain)

Comments:

__________________________________________________________________________
__________________________________________________________________________
__________________________________________________________________________
__________________________________________________________________________
__________________________________________________________________________

Please make additional comments on the back.

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Mail to:
Director of Project Development
Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386

Email:
hou-piowebmail@dot.state.tx.us
The purpose of this comment letter is to bring to your attention the lack of a turn break in the proposed FM 2759 expansion in section 157 between Greatwood Knoll and Tara drive signal lights. On the east side of FM2759 a 2.0 & 2.5 acre commercial parcel of land that as this letter is being written, is being developed into a private school and a medical facility. These developments are going to be adversely affected by the lack of this turn break.

Community residents from Greatwood, Canyon Gate, River park, and the general traffic heading south bound to these businesses will now find themselves stuck at the Tara traffic light to make a u-turn to reach the east side of the road. This is not logical as not only will it create a hassle, delay, and a traffic line at the signal light, for the above neighborhoods, but for the residents of Tara subdivision that now are stuck behind the vehicles trying to make a slow u-turn.

We urge you to consider a full turn break in front of these two parcels of land. At the very least, a left only turn or better known as a button hook turn. To the left going south bound on this road.

As a community resident, tax payer, and daily user of this road, I urge you to strongly consider my feedback into this project as there are multiple communities that are being affected.

Thank you in advance.

Sofia Taiutt

[Signature]
PUBLIC MEETING COMMENT FORM
CRABB RIVER ROAD (FM 2759/782): FROM US 59 TO LCISD COMPLEX
FORT BEND COUNTY, TEXAS
December 10, 2009

Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386

Name and Mailing Address (Optional):

Haydee Kali
1663 Briaros Gate Dr.
Richmond, TX 77469

PLEASE COMPLETE THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of (Please Check One):

[ ] Residential property owner or renter
[ ] Business property owner or lessee
[ ] Highway user
[ ] Other (please explain below)

How did you learn about this meeting:

[ ] Newspaper
[ ] Letter
[ ] TxDOT Website
[ ] Other (Please Explain)

Comments:

________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
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________________________________________________________________________

Please make additional comments on the back.

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Email: hou-piowebmail@dot.state.tx.us

Mail to:
Director of Project Development
Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386
The purpose of this comment letter is to bring to your attention the lack of a turn break in the proposed FM 2759 expansion in section 157 between Greatwood Knoll and Tara drive signal lights. On the east side of FM2759 a 2.0 & 2.5 acre commercial parcel of land that as this letter is being written, is being developed into a private school and a medical facility. These developments are going to be adversely affected by the lack of this turn break.

Community residents from Greatwood, Canyon Gate, River park, and the general traffic heading south bound to these businesses will now find themselves stuck at the Tara traffic light to make a u-turn to reach the east side of the road. This is not logical as not only will it create a hassle, delay, and a traffic line at the signal light, for the above neighborhoods, but for the residents of Tara subdivision that now are stuck behind the vehicles trying to make a slow u-turn.

We urge you to consider a full turn break in front of these two parcels of land. At the very least, a left only turn or better known as a button hook turn. To the left going south bound on this road.

As a community resident, tax payer, and daily user of this road, I urge you to strongly consider my feedback into this project as there are multiple communities that are being affected.

Thank you in advance.

Haydee Kalil

Haydee Kalil
PUBLIC MEETING COMMENT FORM
CRABB RIVER ROAD (FM 2759/762): FROM US 59 TO LCISD COMPLEX
FORT BEND COUNTY, TEXAS
December 10, 2009

Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386

Name and Mailing Address (Optional):
___________________________________________________________________________

PLEASE COMPLETE THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of (Please Check One):

[✓] Residential property owner or renter
[   ] Business property owner or lessee
[   ] Highway user
[   ] Other (please explain below)

___________________________________________________________________________

How did you learn about this meeting:

[   ] Newspaper
[   ] Letter
[   ] TxDOT Website
[   ] Other (Please Explain)

___________________________________________________________________________

Comments:

___________________________________________________________________________

___________________________________________________________________________

___________________________________________________________________________

___________________________________________________________________________

___________________________________________________________________________

___________________________________________________________________________

Please make additional comments on the back.

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Mail to:
Director of Project Development
Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386

Email:
hou-piowebmail@dtt.state.tx.us
The purpose of this comment letter is to bring to your attention the lack of a turn break in the proposed FM 2759 expansion in section 157 between Greatwood Knoll and Tara drive signal lights. On the east side of FM2759 a 2.0 & 2.5 acre commercial parcel of land that as this letter is being written, is being developed into a private school and a medical facility. These developments are going to be adversely affected by the lack of this turn break.

Community residents from Greatwood, Canyon Gate, River park, and the general traffic heading south bound to these businesses will now find themselves stuck at the Tara traffic light to make a u-turn to reach the east side of the road. This is not logical as not only will it create a hassle, delay, and a traffic line at the signal light, for the above neighborhoods, but for the residents of Tara subdivision that now are stuck behind the vehicles trying to make a slow u-turn.

We urge you to consider a full turn break in front of these two parcels of land. At the very least, a left only turn or better known as a button hook turn. To the left going south bound on this road.

As a community resident, tax payer, and daily user of this road, I urge you to strongly consider my feedback into this project as there are multiple communities that are being affected.

Thank you in advance.

[Signature]

[Date]
PUBLIC MEETING COMMENT FORM
CRABB RIVER ROAD (FM 2759/762): FROM US 59 TO LCISD COMPLEX
FORT BEND COUNTY, TEXAS
December 10, 2009

Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386

Name and Mailing Address (Optional):

|R| Residential property owner or renter
[ ] Business property owner or lessee
[ ] Highway user

PLEASE COMPLETE THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of (Please Check One):

[ ] Newspaper
[ ] Letter
[ ] Other (Please Explain)

How did you learn about this meeting:

[ ] TxDOT Website

Comments:

Please make additional comments on the back.

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Mail to: Director of Project Development
Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386

Email: hou-pjowebmail@dot.state.tx.us
The purpose of this comment letter is to bring to your attention the lack of a turn break in the proposed FM 2759 expansion in section 157 between Greatwood Knoll and Tara drive signal lights. On the east side of FM2759 a 2.0 & 2.5 acre commercial parcel of land that as this letter is being written, is being developed into a private school and a medical facility. These developments are going to be adversely affected by the lack of this turn break.

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As a community resident, tax payer, and daily user of this road, I urge you to strongly consider my feedback into this project as there are multiple communities that are being affected.

Thank you in advance.

Johanna Kohl

SCANNED ON
1/5/10
-DEC 29-2009
Please make additional comments on the back.

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The purpose of this comment letter is to bring to your attention the lack of a turn break in the proposed FM 2759 expansion in section 157 between Greatwood Knoll and Tara drive signal lights. On the east side of FM2759 a 2.0 & 2.5 acre commercial parcel of land that as this letter is being written, is being developed into a private school and a medical facility. These developments are going to be adversely affected by the lack of this turn break.

Community residents from Greatwood, Canyon Gate, River park, and the general traffic heading south bound to these businesses will now find themselves stuck at the Tara traffic light to make a u-turn to reach the east side of the road. This is not logical as not only will it create a hassle, delay, and a traffic line at the signal light, for the above neighborhoods, but for the residents of Tara subdivision that now are stuck behind the vehicles trying to make a slow u-turn.

We urge you to consider a full turn break in front of these two parcels of land. At the very least, a left only turn or better known as a button hook turn. To the left going south bound on this road.

As a community resident, tax payer, and daily user of this road, I urge you to strongly consider my feedback into this project as there are multiple communities that are being affected.

Thank you in advance.

[Signature]
Jolee Martinez
PUBLIC MEETING COMMENT FORM  
CRABB RIVER ROAD (FM 2759/762): FROM US 59 TO LCISD COMPLEX  
FORT BEND COUNTY, TEXAS  
December 10, 2009  

Texas Department of Transportation  
P.O. Box 1386  
Houston, Texas 77251-1386  

Name and Mailing Address (Optional):  


PLEASE COMPLETE THE APPROPRIATE ITEMS BELOW:  
I am primarily interested in the project from the standpoint of (Please Check One):  
[ ] Residential property owner or renter  
[ ] Business property owner or lessee  
[ ] Highway user  
[ ] Other (please explain below)  

How did you learn about this meeting:  
[ ] Newspaper  
[ ] Letter  
[ ] TxDOT Website  
[ ] Other (Please Explain)  

Comments:  


Please make additional comments on the back.  

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Mail to:  
Director of Project Development  
Texas Department of Transportation  
P.O. Box 1386  
Houston, Texas 77251-1386  

Email:  
hou-pigwebmail@dot.state.tx.us
The purpose of this comment letter is to bring to your attention the lack of a
turn break in the proposed FM 2759 expansion in section 157 between
Greatwood Knoll and Tara drive signal lights. On the east side of FM2759 a
2.0 & 2.5 acre commercial parcel of land that as this letter is being written,
is being developed into a private school and a medical facility. These
developments are going to be adversely affected by the lack of this turn
break.

Community residents from Greatwood, Canyon Gate, River Park, and the
general traffic heading south bound to these businesses will now find
themselves stuck at the Tara traffic light to make a U-turn to reach the east
side of the road. This is not logical as not only will it create a hassle, delay,
and a traffic line at the signal light, for the above neighborhoods, but for the
residents of Tara subdivision that now are stuck behind the vehicles trying to
make a slow U-turn.

We urge you to consider a full turn break in front of these two parcels of
land. At the very least, a left only turn or better known as a button hook turn.
To the left going south bound on this road.

As a community resident, tax payer, and daily user of this road, I urge you to
strongly consider my feedback into this project as there are multiple
communities that are being affected.

Thank you in advance.

Fidel Gonzalez
Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386

Name and Mailing Address (Optional):  
St. Mark's Episcopal Church  
P.O. Box 1637, Richmond, TX 77462  
Phone #: 281-545-1661

PLEASE COMPLETE THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of (Please Check One):

[ ] Residential property owner or renter  [ ] Other (please explain below)
[ ] Business property owner or lessee  
[ ] Highway user  
St. Mark's Episcopal Church

How did you learn about this meeting:

[ ] Newspaper  [ ] Letter  [ ] TxDOT Website
[ ] Other (Please Explain)

Comments:

#1 Build Turn lanes at approximately 24' marker at entrance to St. Mark's Episcopal Church and Allied Concrete Office.

#2 Extend existing driveway to meet new road that is approx. 250’ south of main entrance to St. Mark's Episcopal Church.

Please make additional comments on the back.

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Mail to:  
Director of Project Development  
Texas Department of Transportation  
P.O. Box 1386  
Houston, Texas 77251-1386

Email: hou-powebmail@dot.state.tx.us
PUBLIC MEETING COMMENT FORM
CRABB RIVER ROAD (FM 2759/762): FROM US 59 TO LCISD COMPLEX
FORT BEND COUNTY, TEXAS
December 10, 2009

Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386

Name and Mailing Address (Optional): Alicia M. Aquilav
5706 Coral Point Cir.
Richmond, TX 77469

PLEASE COMPLETE THE APPROPRIATE ITEMS BELOW:
I am primarily interested in the project from the standpoint of (Please Check One):
[ ] Residential property owner or renter
[ ] Business property owner or lessee
[ ] Highway user
[ ] Other (please explain below)

How did you learn about this meeting:
[ ] Newspaper
[ ] Letter
[ ] TxDOT Website
[ ] Other (Please Explain)

Comments: Dear Sir, I would kindly like to request an
interrupted median in front of my property located on the east
side of CRiver Rd at approx. sect. 157, between Greatwood
Mall & Fairway. I am building a private school and the residents
from Greatwood, Canyon Gate and beyond 59 need to
have uninterrupted access when turning left (south bound)
into my school. Thank you in advance for considering
this important aspect of my business when building the road.

Please make additional comments on the back.

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December 28, 2009. An electronic version of the public meeting summary report will be available
on TxDOT's website in early 2010.

Mail to:
Director of Project Development
Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386

Email: Txdotwebmail@dot.state.tx.us

15/0
SEC-29-2009
PUBLIC MEETING COMMENT FORM
CRABB RIVER ROAD (FM 2759/762): FROM US 59 TO LCISD COMPLEX
FORT BEND COUNTY, TEXAS
December 10, 2009

Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386

Name and Mailing Address (Optional):

5907 cottonfield lane

506-908-9084

PLEASE COMPLETE THE APPROPRIATE ITEMS BELOW:
I am primarily interested in the project from the standpoint of (Please Check One):
[ ] Residential property owner or renter [ ] Other (please explain below)
[ ] Business property owner or lessee
[ ] Highway user

How did you learn about this meeting:
[ ] Newspaper [x] Letter [ ] TxDOT Website
[ ] Other (Please Explain)

Comments: The purpose of this letter is to request a median break at station 197 of the expansion project. A break in the median will enable me to safely turn into a private school being built on the east side of Crabb River Rd. This break would allow southbound drivers on CR 76 to uninterrupted access to the private school and other businesses. As a resident of Canyon Gate, in order to arrive at the school I would have to make a U-turn at Tanglewood Dr., causing traffic delays and creating a dangerous situation. Thank you for seriously considering this petition.

Please make additional comments on the back.

These comment forms can be turned in tonight, mailed, or electronically submitted before December 28, 2009. An electronic version of the public meeting summary report will be available on TxDOT’s website in early 2010.

Mail to:
Director of Project Development
Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386

Email: hpusg@texasmail.dot.state.texas.us

11/10

DEC 23 2009

MAIL OPERATIONS HOUSTON
NAME AND MAILING ADDRESS (OPTIONAL): Daniel Foster
1034 River Chase Dr.
Richmond, TX 77469 281-841-0274

PLEASE COMPLETE THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of (Please Check One):
[ ] Residential property owner or renter  [ ] Other (please explain below)
[ ] Business property owner or lessee
[ ] Highway user

How did you learn about this meeting:
[ ] Newspaper  [ ] Letter  [ ] TxDOT Website
[ ] Other (Please Explain)

COMMENTS: The purpose of this letter is to request a median break at station 167 of the expansion project. A break in the median will enable me to safely turn into a private school being built on the east side of Crabb River Rd. This break would allow south bound drivers on CRd. uninterrupted access to a private school and other businesses. As a resident of Canyon Gate in order to arrive at the school I would have to make a U-turn at Tanu Dr., causing traffic delays and creating a dangerous situation. Thank you for seriously considering this petition.

Please make additional comments on the back.

These comment forms can be turned in tonight, mailed, or electronically submitted before December 28, 2009. An electronic version of the public meeting summary report will be available on TxDOT's website in early 2010.

Mailing Address:
Director of Project Development
Texas Department of Transportation
P.O. Box 1388
Houston, Texas 77251-1388

Email: hou-pio@dot.state.tx.us

DEC 2, 2009
1/6/10
PUBLICATION COMMENT FORM
CRABB RIVER ROAD (FM 2759/762): FROM US 59 TO LCISD COMPLEX
FORT BEND COUNTY, TEXAS
December 10, 2009

Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386

Name and Mailing Address (Optional):

Felton Nails
282 Riverchase Dr.
Richmond, TX 77469 (281) 344-9650

PLEASE COMPLETE THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of (Please Check One):

[ ] Residential property owner or renter
[ ] Business property owner or lessee
[ ] Highway user

[ ] Other (please explain below)

How did you learn about this meeting:

[ ] Newspaper
[ ] Letter
[ ] TxDOT Website
[ ] Other (Please Explain)

Comments: The purpose of this letter is to request a median break at station 157 of the expansion project. A break in the median will enable me to safely turn into a private school being built on the east side of Crabb River Rd. This break would allow south bound drivers on CR 40A uninterrupted access to a private school and other businesses. As a resident of Canyon Gate, in order to arrive at the school, I would have to make a U-turn at Tara Dr., causing traffic delays and creating a dangerous situation. Thank you for seriously considering this petition.

Please make additional comments on the back.

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Mail to:
Director of Project Development
Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386

hou-powebmail@dot.state.tx.us

DEC 29 2009
1/5/10
MAIL OPENED
Name and Mailing Address (Optional):

Elizabeth Wells
15903 Coral Petal Lane, Richmond, TX 77469

PLEASE COMPLETE THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of (Please Check One):

[ ] Residential property owner or renter
[ ] Business property owner or lessee
[ ] Other (please explain below)

Highway user

How did you learn about this meeting:

[ ] Newspaper
[ ] Letter
[ ] Other (Please Explain)

Comments: The purpose of this letter is to request a median break at Station 157 of the expansion project. A break in the meadow will enable me to safely turn into a private school being built on the east side of Crabbe River Rd. This break would allow south bound drivers on CR 93 uninterrupted access to a private school and other businesses. As a resident of Canyon Gorge, in order to arrive at the school, I would have to make a U-turn at Tany Dr., causing traffic delays and creating a dangerous situation. Thank you for seriously considering this petition.

Please make additional comments on the back.

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Mail to:
Director of Project Development
Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386
Name and Mailing Address (Optional):
Texas
5910 Coval Blvd
281-341-6912

PLEASE COMPLETE THE APPROPRIATE ITEMS BELOW:
I am primarily interested in the project from the standpoint of (Please Check One):
[ ] Residential property owner or renter
[ ] Business property owner or lessee
☒ Highway user

How did you learn about this meeting:
[ ] Newspaper
☒ Letter
[ ] TxDOT Website

Comments: The purpose of this letter is to request a median break at station 157 of the expansion project. A break in the median will enable me to safely turn into a private school being built on the east side of Crabb River Rd. This break would allow south bound drivers on CR 149 uninterrupted access to a private school and other businesses. As a resident of Canyon Crest in order to arrive at the school, I would have to make a U-turn at Tasey Dr., causing traffic delays and creating a dangerous situation.

Please make additional comments on the back.

These comment forms can be turned in tonight, mailed, or electronically submitted before December 28, 2009. An electronic version of the public meeting summary report will be available on TxDOT's website in early 2010.
Name and Mailing Address (Optional): Joel & Marguerite Salas
2908 Good Hope Dr
Richmond, TX 77469

PLEASE COMPLETE THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of (Please Check One):
[ ] Residential property owner or renter
[ ] Business property owner or lessee
[ ] Other (please explain below)

How did you learn about this meeting:
[ ] Newspaper
[ ] Letter
[ ] TxDOT Website
[ ] Other (Please Explain)

Comments: The purpose of this letter is to request a median break at station 157 of the expansion project. A break in the median will enable me to safely turn into a private school being built on the east side of Crabbe River Rd. This break would allow south bound drivers on CR2, uninterrupted access to a private school and other businesses. As a resident of Canyon Gate in order to arrive at the school, I would have to make a U-turn at Taun Dr.; causing traffic delays and creating a dangerous situation. Thank you for seriously considering this petition.

Please make additional comments on the back.

These comment forms can be turned in tonight, mailed, or electronically submitted before December 28, 2009. An electronic version of the public meeting summary report will be available on TxDOT's website in early 2010.

Mail to:
Director of Project Development
Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386
Name and Mailing Address (Optional):

[Redacted]

---

PLEASE COMPLETE THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of (Please Check One):

[ ] Residential property owner or renter
[ ] Business property owner or lessee
[ ] Highway user

How did you learn about this meeting:

[ ] Newspaper
[ ] Letter
[ ] TxDOT Website

[ ] Other (Please Explain)

Comments: The purpose of this letter is to request a median break at station 157 of the expansion project. A break in the median will enable me to safely turn into a private school being built on the east side of Crabbe River Rd. This break would allow south bound drivers on CR Rd. uninterrupted access to a private school and other businesses. As a resident of Canyon Gate in order to arrive at the school, I would have to make a U-turn at Toru Dr., causing traffic delays and creating a dangerous situation. Thank you for seriously considering this petition.

Please make additional comments on the back.

These comment forms can be turned in tonight, mailed, or electronically submitted before December 28, 2009. An electronic version of the public meeting summary report will be available on TxDOT's website in early 2010.
PUBLIC MEETING COMMENT FORM
CRABB RIVER ROAD (FM 2759/762): FROM US 59 TO LCISD COMPLEX
FORT BEND COUNTY, TEXAS
December 10, 2009

Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386

Name and Mailing Address (Optional): \(\LaTeX\) \text{Andres Vazquez}
\text{Houston TX 71042}

PLEASE COMPLETE THE APPROPRIATE ITEMS BELOW:
I am primarily interested in the project from the standpoint of (Please Check One):

[ ] Residential property owner or renter
[ ] Business property owner or lessee
[ ] Highway user

How did you learn about this meeting:

[ ] Newspaper
[ ] Letter
[ ] Other (Please Explain)

[ ] TxDOT Website

Comments: The purpose of this comment letter is to bring to your attention the lack of a turn break in the proposed FM 2759 expansion in section 15 between Greentwood Knoll and Tara Drive signal lights. On the east side of FM 2759 a 2.0 \& 2.5 acre commercial parcel of land that as this letter is being written, is being developed into a private school and medical facility. These developments are going to be adversely affected by the lack of this turn break. Community residents from Greentwood, Canyon Gate, River

Please make additional comments on the back.

These comment forms can be turned in tonight, mailed, or electronically submitted before December 28, 2009. An electronic version of the public meeting summary report will be available on TxDOT's website in early 2010.

Mail to:
Director of Project Development
Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386

Email:
hou-pilowabmail@dot.state.tx.us
Additional Comments: Parks and the general traffic heading south bound to these businesses will now find themselves stuck at the Tara traffic light to make a u-turn to reach the east side of the road. This is not logical as not only will it create a massive delay, and a traffic line at the signal light for the above neighborhoods, but for the residents of Tara subdivision that now are stuck behind the vehicles trying to make a slow u-turn, we urge you to consider a full turn break in front of these two parcels of land. At the very least, a left only turn or better known as a button hook turn, in the left going south bound on this road. As a daily user of this road, and tax payer I urge you to strongly consider my feedback into this project as there are multiple communities that are being affected.

Thank you in advance

Andres Varela

Director of Project Development
Texas Department of Transportation
P.O. Box 1388
Houston, Texas 77251-1386

CSJ: 1415-03-010 & 0543-03-087 cb
Public Meeting Comment Form

Crabb River Road (FM 2759/759): From US 59 to LCISD Complex
Fort Bend County, Texas
December 10, 2009

Texas Department of Transportation
P.O. Box 1388
Houston, Texas 77251-1388

Name and Mailing Address (Optional): Fakhad Tajmiriahi
12913 Blackhawk Ln
Hoa, TX 77241

Please complete the appropriate items below:

I am primarily interested in the project from the standpoint of (Please Check One):
[ ] Residential property owner or renter
[ ] Business property owner or lessee
[ ] Highway user
[ ] Other (please explain below)

How did you learn about this meeting:
[ ] Newspaper
[ ] Letter
[ ] TxDOT Website
[ ] Other (Please Explain)

Comments: The purpose of this comment letter is to bring to your attention the lack of a turn break in the proposed FM 2759 expansion in section 157 between Greatwood Knoll and Tara Drive signal light, on the east side of FM 2759 a 2.0 acre land parcel of land that as this letter is being written, is being developed into a private school and medical facility. These developments are going to be adversely affected by the lack of this turn break.

Please make additional comments on the back.

These comment forms can be turned in tonight, mailed, or electronically submitted before December 28, 2009. An electronic version of the public meeting summary report will be available on TxDOT's website in early 2010.

Mail to:
Director of Project Development
Texas Department of Transportation
P.O. Box 1388
Houston, Texas 77251-1388

Email: hou-plowwebmail@dot.state.tx.us
Additional Comments: Community residents from Greatwood Canyon Gate, River Park and the general traffic heading South bound to these businesses will now find themselves stuck at the Tara traffic light to make a u-turn to reach the east side of the road. This is not logical as not only will it create a hassle delay and a traffic line at the signal light for the above neighborhoods, but the President of Tara Subdivision that now are stuck behind the vehicles trying to make a slow u-turn, we urge you to consider a full turn break in front of these two parcels of land. At the very least, a left only turn or better known as a button hook turn to the left going South bound on this road.

As an owner of the parcel of land affected, taxpayer, and daily user of this road, I urge you to strongly consider my feedback into this project as there are multiple communities that are being affected.

Thank you in advance.

Fahad Tajmirrigh

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

CSJ: 1415-03-010 & 0543-03-067 cb
PUBLIC MEETING COMMENT FORM
CRABB RIVER ROAD (FM 2759/762): FROM US 59 TO LCISD COMPLEX
FORT BEND COUNTY, TEXAS
December 10, 2009
Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386

Name and Mailing Address (Optional): Sandra Flores
1111 Langdon Ln.
Houston, TX 77072

PLEASE COMPLETE THE APPROPRIATE ITEMS BELOW:
I am primarily interested in the project from the standpoint of (Please Check One):
[ ] Residential property owner or renter
[ ] Business property owner or lessee
[ √ ] Highway user

How did you learn about this meeting:
[ ] Newspaper
[ √ ] Letter
[ ] Other (Please Explain)

[ ] TxDOT Website

Comments: The purpose of this comment letter is to bring to your attention the lack of a turn break in the proposed FM 2759 expansion in Section 157 between Greatwood Knoll and Taara Drive signal lights. On the east side of FM 2759 a 2.0 x 2.5 acre commercial parcel of land that as this letter is being written, is being developed into a private school and medical facility. These developments are going to be adversely affected by the lack of this turn break. Community residents from Greatwood, Canyon Gate, River

Please make additional comments on the back.

These comment forms can be turned in tonight, mailed, or electronically submitted before December 28, 2009. An electronic version of the public meeting summary report will be available on TxDOT's website in early 2010.

Mail to:
Director of Project Development
Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386

Email:
hou-plowwebmail@dot.state.tx.us

SCANNED ON
1/10/10
DEC 2-9-2009

MAIL OPERATIONS
HOUSTON MAIL OPERATIONS

281-556-5505
Additional Comments: Park, and the general traffic heading south bound to these businesses will now find themselves stuck at the Tara traffic light to make a u-turn to reach the east side of the road. This is not logical, as not only will it create a massive delay, and a traffic line at the signal light, for the above neighborhoods, but for the residents of Tara subdivision that now are stuck behind the vehicles trying to make a slow u-turn. We urge you to consider a full turn break in front of these two parcels of land. At the very least, a left only turn or better known as a button hook turn. In the left going south bound on this road. As a daily user of this road, and tax payer I urge you to strongly consider my feedback into this project as there are multiple communities that are being affected.

Thank you in advance

Sandra Flores

Sandra Flores

Director of Project Development
Texas Department of Transportation
P.O. Box 1388
Houston, Texas 77251-1388

CSJ: 1415-03-010 & 0543-03-067.cb
Name and Mailing Address (Optional):

Parvin Sabernejad
12915 Blackbeak Dr.
Ho, Tx. 77041

Please complete the appropriate items below:

I am primarily interested in the project from the standpoint of (Please check one):

☐ Residential property owner or renter
☐ Business property owner or lessee
☐ Highway user
☐ Other (please explain below)

How did you learn about this meeting:

☐ Newspaper
☐ Letter
☐ TxDOT Website
☐ Other (Please Explain)

Comments: The purpose of this comment letter is to bring to your attention the lack of a turn break in the proposed FM 2759 expansion in section 15.7 between Greatwood Knoll and Tara drive signal light, on the east side of FM 2759 a 2.08.2.5 acre commercial parcel of land that as this letter is being written, is being developed into a private school and medical facility. These developments are going to be adversely affected by the lack of this turn break.

Please make additional comments on the back.

These comment forms can be turned in tonight, mailed, or electronically submitted before December 23, 2009. An electronic version of the public meeting summary report will be available on TxDOT’s website in early 2010.

Mail to:
Director of Project Development
Texas Department of Transportation
P.O. Box 1388
Houston, Texas 77251-1388
Additional Comments: Community residents from Greatwood Canyon Gate, Riverpark and general traffic heading south bound to these businesses will now find themselves stuck at the Tara traffic light to make a u-turn to reach the east side of the road. This is not logical as not only will it create a hassle, delay and traffic line at the signal light for the above neighborhoods but for the Resident of Tara Subdivision that now are stuck behind the vehicles trying to make a slow u-turn. We urge you to consider a full turn break in front of these two parcels of land. At the very least, a left only turn or better known as a button hook turn to the left going south bound on this road. As an owner of the parcel of land affected, taxpayer and daily user of this road, I urge you to strongly consider my feedback into this project as there are multiple communities that are being affected.

Thanks you in advance.
Parvin Sabernejad

Director of Project Development
Texas Department of Transportation
P.O. Box 1388
Houston, Texas 77251-1388

CSJ: 1415-03-010 & 0543-03-097.cb
Name and Mailing Address (Optional):
Parvaneh Sabernejad
14419 Canadian River Rd.
Sugarland, TX 77478

PLEASE COMPLETE THE APPROPRIATE ITEMS BELOW:
I am primarily interested in the project from the standpoint of (Please Check One):
- [ ] Residential property owner or renter
- [ ] Business property owner or lessee
- [✓] Highway user

How did you learn about this meeting:
- [ ] Newspaper
- [✓] Letter
- [ ] Other (Please Explain)
- [ ] TxDOT Website

Comments: The purpose of this comment letter is to bring to your attention the lack of a turn break in the proposed FM 2159 expansion in section 1st between Greatwood Knoll and Tara Drive signal lights on the east side of FM 2159 a 2.0 ± 2.5 acre commercial parcel of land that as this letter is being written, is being developed into a private school and medical facility. These developments are going to be adversely affected by the lack of this turn break. Community residents from Greatwood, Canyon Gate, River

Please make additional comments on the back.

These comment forms can be turned in tonight, mailed, or electronically submitted before December 28, 2009. An electronic version of the public meeting summary report will be available on TxDOT’s website in early 2010.

Mail to:
Director of Project Development
Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386
Additional Comments: Park and the general traffic heading south bound to those businesses will now find themselves stuck at the Tara traffic light to make a U-turn to reach the east side of the road. This is not logical as not only will it create a massive delay, and a traffic line at the signal light, for the above neighborhoods, but for the the residents of Tara subdivision that now are stuck behind the vehicles trying to make a slow U-turn. We urge you to consider a full turn break in front of these two parcels of land. At the very least, a left only turn or better known as a button hook turn, to the left going south bound on this road. As a daily user of this road and tax payer I urge you to strongly consider my feedback into this project as there are multiple communities that are being affected.

Thank you in advance

parvaresh saberejad

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

CSJ: 1415-03-010 & 0543-03-087 cb
PUBLIC MEETING COMMENT FORM
CRABB RIVER ROAD (FM 2759/762): FROM US 59 TO LCISD COMPLEX
FORT BEND COUNTY, TEXAS
December 10, 2009

Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386

Name and Mailing Address (Optional):

PLEASE COMPLETE THE APPROPRIATE ITEMS BELOW:
I am primarily interested in the project from the standpoint of (Please Check One):

[ ] Residential property owner or renter  [ ] Other (please explain below)
[ ] Business property owner or lessee
[ ] Highway user

How did you learn about this meeting:

[ ] Newspaper  [ ] Letter  [ ] TxDOT Website
[ ] Other (Please Explain)

Comments:

__________________________________________________________________________
__________________________________________________________________________
__________________________________________________________________________
__________________________________________________________________________
__________________________________________________________________________

Please make additional comments on the back.

These comment forms can be turned in tonight, mailed, or electronically submitted before December 28, 2009. An electronic version of the public meeting summary report will be available on TxDOT's website in early 2010.

Email: hou-pjowebmail@dot.state.tx.us

Mail to:
Director of Project Development
Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386
The purpose of this comment letter is to bring to your attention the lack of a turn break in the proposed FM 2759 expansion in section 157 between Greatwood Knoll and Tara drive signal lights. On the east side of FM2759 a 2.0 & 2.5 acre commercial parcel of land that as this letter is being written, is being developed into a private school and a medical facility. These developments are going to be adversely affected by the lack of this turn break.

Community residents from Greatwood, Canyon Gate, River park, and the general traffic heading south bound to these businesses will now find themselves stuck at the Tara traffic light to make a u-turn to reach the east side of the road. This is not logical as not only will it create a hassle, delay, and a traffic line at the signal light, for the above neighborhoods, but for the residents of Tara subdivision that now are stuck behind the vehicles trying to make a slow u-turn.

We urge you to consider a full turn break in front of these two parcels of land. At the very least, a left only turn or better known as a button hook turn. To the left going south bound on this road.

As an owner of the parcel of land affected, tax payer, and daily user of this road, I urge you to strongly consider my feedback into this project as there are multiple communities that are being affected.

Thank you in advance.

Juan Carlos
PUBLIC MEETING COMMENT FORM
CRABB RIVER ROAD (FM 2759/762): FROM US 59 TO LCISD COMPLEX
FORT BEND COUNTY, TEXAS
December 10, 2009

Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386

Name and Mailing Address (Optional):
________________________________________
Sammythe Attena 6406 Canyon Point Ln
Houston, TX 77469

PLEASE COMPLETE THE APPROPRIATE ITEMS BELOW:
I am primarily interested in the project from the standpoint of (Please Check One):
[ √ ] Residential property owner or renter
[ √ ] Business property owner or lessee
[ ] Highway user
[ ] Other (please explain below)

How did you learn about this meeting:
[ ] Newspaper
[ ] Letter
[ ] TxDOT Website
[ ] Other (Please Explain)

Comments:
____________________________________________________________________
____________________________________________________________________
____________________________________________________________________
____________________________________________________________________
____________________________________________________________________
____________________________________________________________________

Please make additional comments on the back.

These comment forms can be turned in tonight, mailed, or electronically submitted before December 28, 2009. An electronic version of the public meeting summary report will be available on TxDOT's website in early 2010.

Mail to:
Director of Project Development
Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386

Email:
hou-piowebmail@dot.state.tx.us
The purpose of this comment letter is to bring to your attention the lack of a turn break in the proposed FM 2759 expansion in section 157 between Greatwood Knoll and Tara drive signal lights. On the east side of FM2759 a 2.0 & 2.5 acre commercial parcel of land that as this letter is being written, is being developed into a private school and a medical facility. These developments are going to be adversely affected by the lack of this turn break.

Community residents from Greatwood, Canyon Gate, River park, and the general traffic heading south bound to these businesses will now find themselves stuck at the Tara traffic light to make a u-turn to reach the east side of the road. This is not logical as not only will it create a hassle, delay, and a traffic line at the signal light, for the above neighborhoods, but for the residents of Tara subdivision that now are stuck behind the vehicles trying to make a slow u-turn.

We urge you to consider a full turn break in front of these two parcels of land. At the very least, a left only turn or better known as a button hook turn. To the left going south bound on this road.

As an owner of the parcel of land affected, tax payer, and daily user of this road, I urge you to strongly consider my feedback into this project as there are multiple communities that are being affected.

Thank you in advance.

Samantha Allen

[Signature]
PUBLIC MEETING COMMENT FORM
CRABB RIVER ROAD (FM 2739/762): FROM US 59 TO LCISD COMPLEX
FORT BEND COUNTY, TEXAS
December 10, 2009

Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386

Name and Mailing Address (Optional): Elisa Aguilar
5016 Coral Pkwy. In.
Richmond, TX 77407

PLEASE COMPLETE THE APPROPRIATE ITEMS BELOW:
I am primarily interested in the project from the standpoint of (Please Check One):
[ ] Residential property owner or renter
[ ] Business property owner or lessee
[ ] Highway user
[ ] Other (please explain below)

How did you learn about this meeting:
[ ] Newspaper
[ ] Letter
[ ] TxDOT Website
[ ] Other (Please Explain)

Comments: Dear Sirs, I would kindly like to request an interrupted median infront of my property located on the east side of Crab Rd. Road, at approximately sec. 157, between Great Wood Knoll and Terra Dr. My close ones have invested a lot of hard work and money into the new business being developed on that road. By making it easier to access this property, future patrons can arrive safely at our business.

Please make additional comments on the back.

These comment forms can be turned in tonight, mailed, or electronically submitted before December 28, 2009. An electronic version of the public meeting summary report will be available on TxDOT's website in early 2010.

Mail to:
Director of Project Development
Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386

Email: webmail@dot.state.tx.us

SCANNED ON
DEC 2-9-2010
This will also enable our business to succeed and have a positive impact on the community. Thank you for taking this petition into serious consideration.
PLEASE COMPLETE THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of (Please Check One):

[ ] Residential property owner or renter
[ ] Business property owner or lessee
[ ] Highway user

[ ] Other (please explain below)

How did you learn about this meeting:

[ ] Newspaper
[ ] Letter
[ ] TxDOT Website
[ ] Other (Please Explain)

Comments: Dear Sirs,

My wife and I, along with 3 other couples, have invested our life savings into building a private school on Crabb River Rd. (east side) at approx. sect. station 157. We would like to request an uninterrupted median access to our facility. We are scheduled to open late Spring 2010. Our future patrons will need uninterrupted access to our drive way when southbound on FM 2759.

Please make additional comments on the back.

These comment forms can be turned in tonight, mailed, or electronically submitted before December 28, 2009. An electronic version of the public meeting summary report will be available on TxDOT's website in early 2010.
A median break is crucial, for without it, our business will be adversely affected, compromising our investments and the future well-being of our family.

Also,
Without this median break, our customers would have to travel to the next light @ Tara Dr. and make a U-turn, causing traffic jam, delays and hazardous situations.

Thank you in advance for your consideration and hopefully our request is granted. This is a very important factor that will ensure we have a successful school.

Sincerely,

R.A. 4-1
Name and Mailing Address (Optional):

PLEASE COMPLETE THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of (Please Check One):

[✓] Residential property owner or renter
[ ] Business property owner or lessee
[ ] Highway user

[ ] Other (please explain below)

How did you learn about this meeting:

[ ] Newspaper    [ ] Letter    [ ] TxDOT Website
[ ] Other (Please Explain)

Comments:

________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________

Please make additional comments on the back.

These comment forms can be turned in tonight, mailed, or electronically submitted before December 28, 2009. An electronic version of the public meeting summary report will be available on TxDOT's website in early 2010.
The purpose of this comment letter is to bring to your attention the lack of a turn break in the proposed FM 2759 expansion in section 157 between Greatwood Knoll and Tara drive signal lights. On the east side of FM2759 a 2.0 & 2.5 acre commercial parcel of land that as this letter is being written, is being developed into a private school and a medical facility. These developments are going to be adversely affected by the lack of this turn break.

Community residents from Greatwood, Canyon Gate, River park, and the general traffic heading south bound to these businesses will now find themselves stuck at the Tara traffic light to make a u-turn to reach the east side of the road. This is not logical as not only will it create a hassle, delay, and a traffic line at the signal light, for the above neighborhoods, but for the residents of Tara subdivision that now are stuck behind the vehicles trying to make a slow u-turn.

We urge you to consider a full turn break in front of these two parcels of land. At the very least, a left only turn or better known as a button hook turn. To the left going south bound on this road.

As a community resident, tax payer, and daily user of this road, I urge you to strongly consider my feedback into this project as there are multiple communities that are being affected.

Thank you in advance.

[Signature]

[Name]
PUBLIC MEETING COMMENT FORM
CRABB RIVER ROAD (FM 2759/762): FROM US 59 TO LCISD COMPLEX
FORT BEND COUNTY, TEXAS
December 10, 2009

Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386

Name and Mailing Address (Optional):
Mohammed A. Baradaran
13827 Walnut Hollow Ln., Houston, TX 77062

PLEASE COMPLETE THE APPROPRIATE ITEMS BELOW:
I am primarily interested in the project from the standpoint of (Please Check One):

[ ] Residential property owner or renter
[ ] Business property owner or lessee
[ ] Highway user
[ ] Other (please explain below)

How did you learn about this meeting:

[ ] Newspaper
[ ✔] Letter
[ ] TxDOT Website
[ ] Other (Please Explain)

Comments: The purpose of this comment letter is to bring to your attention the lack of a turn break in the proposed FM 2759 expansion in section 152 between Greatwood Avenue and Taft Drive, signal lights on the east side of FM 2759 at 2.0 ft a 2.5 acre commercial parcel of land that as this letter is being written, is being developed into a private school and a medical facility. These developments are going to be adversely effected by the lack of this turn break.

Please make additional comments on the back.

These comment forms can be turned in tonight, mailed, or electronically submitted before December 28, 2009. An electronic version of the public meeting summary report will be available on TxDOT’s website in early 2010.

Mail to:
Director of Project Development
Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386

Email: hco_pipwebmail@dol.state.tx.us

11/10
DEC 28, 2009

MAIL OPERATIONS HOUSTON
HOUSTON MAIL OPERATIONS
Additional Comments: Community residents from Greatwood, Canyon Gate, River Park and the general traffic heading south bound to these businesses will now find themselves stuck at the Texas traffic light to make a U-turn to reach the east side of the road. This is not logical as not only will create a hassle, delay and a traffic line at the signal light, for the above neighborhoods but for the residents of Texas Subdivision that now are stuck behind the vehicles trying to make a slow U-turn. We urge you to consider a full turn break in front of these two parcels of land. At the very least, a left only turn or better known as a button back turn to the left going South bound onais road.

As a past owner of the parcel of land affected, and tax payer, I urge you to strongly consider my feed back into this project as there are multiple communities that are being affected. Thank you in advance.

[Signature]

Director of Project Development
Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386
PUBLICATION COMMENT FORM
CRABB RIVER ROAD (FM 2759/762): FROM US 59 TO LCISD COMPLEX
FORT BEND COUNTY, TEXAS
December 10, 2009

Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386

Name and Mailing Address (Optional): mandana Baradaran
13827 Walnut Hollow Ln, Houston TX 77082

PLEASE COMPLETE THE APPROPRIATE ITEMS BELOW:
I am primarily interested in the project from the standpoint of (Please Check One):
[ ] Residential property owner or renter [ ] Business property owner or lessee
[ ] Highway user

[ ] Other (please explain below)

How did you learn about this meeting:
[ ] Newspaper [ V ] Letter [ ] TxDOT Website
[ ] Other (Please Explain)

Comments: The purpose of this comment letter is to bring to your attention the lack of a turn break in the proposed FM 2759 expansion in section 15.7 between Greatwood Knoll and Taft Drive signed lights on the outside of FM 2759 a 2.0 & a 2.5 acre commercial parcel of land that at this time is being written, is being developed into a private school and a medical facility. These developments are going to be adversely affected by the lack of this turn break.

Please make additional comments on the back.

These comment forms can be turned in tonight, mailed, or electronically submitted before December 28, 2009. An electronic version of the public meeting summary report will be available on TxDOT's website in early 2010.

Mail to:
Director of Project Development
Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386

Email: hou-piowebmail@dot.state.tx.us

[Signature]
Additional Comments: Community residents from Crestwood, Canyon Gate, River Park & the general traffic heading south bound to these businesses will now find themselves stuck at the Tara traffic light to make their turn to reach the east side of the road. This is not logical as not only will create a hassle, delay and a traffic line at the signal light, for the above neighborhoods, but for the residents of Tar subdivision (that now ask stuck behind the vehicles trying to make a slow u-turn. We urge you to consider a full turn break infront of these two parcels of land. At the very least, a left only turn or better known as a button hook turn to the left down South bound on this road.

As a community part owner of the parcels of land affected, and Texan way, I urge you to strongly consider my feedback into this project as there are multiple communities that are being affected.

Thank you in advance

Mandara Sarkaravan

Director of Project Development
Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386
Name and Mailing Address (Optional):
Kourosh Doulati

doulati@shcglobal.net

PLEASE COMPLETE THE APPROPRIATE ITEMS BELOW:
I am primarily interested in the project from the standpoint of (Please Check One):
[ ] Residential property owner or renter
✓ Business property owner or lessee
[ ] Highway user
[ ] Other (please explain below)

How did you learn about this meeting:
[ ] Newspaper
✓ Letter
[ ] TxDOT Website
[ ] Other (Please Explain)

Comments: The purpose of this comment letter is to bring to your attention the lack of a turn break in the proposed FM 2759 expansion in section 157 between Greentree knoll and Tara drive signal lights. On the east side of FM 2759 a 2.0 ft 2.5 acre commercial parcel of land that as this letter is being written, is being developed into a private school and a medical facility. These developments are going to be adversely affected by the lack of this turn break.

Please make additional comments on the back.

These comment forms can be turned in tonight, mailed, or electronically submitted before December 28, 2009. An electronic version of the public meeting summary report will be available on TxDOT’s website in early 2010.

Mail to:
Director of Project Development
Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386
Additional Comments: Community residents from Greatwood, Canyon Gate, River Park and the general traffic heading south bound to these businesses will now find themselves stuck at the Tara traffic light to make a U-turn to reach the east side of the road. This is not logical as not only will it create a hassle, delay and a traffic line at the signal light for the above neighborhoods, but for the residents of Tara subdivision that now are stuck behind the vehicles trying to make a slow U-turn.

We urge you to consider a full turn break in front of these two parcels of land. At the very least, a left only turn or better known as a butterfly hook turn, to the left going south bound on this road.

As an owner of the parcel of land affected, taxpayer, and daily user of this road, I urge you to strongly consider my feedback into this project as there are multiple communities that are being affected.

Thank you in advance

Kourosh Dehulati
dpdehulati@sbcglobal.net

Director of Project Development
Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386
PUBLIC MEETING COMMENT FORM
CRAB RIVER ROAD (FM 2759/762): FROM US 59 TO LCISD COMPLEX
FORT BEND COUNTY, TEXAS
December 10, 2009

Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386

Name and Mailing Address (Optional):
Ana Doulati
3176 Natasha
Houston, TX 77082

PLEASE COMPLETE THE APPROPRIATE ITEMS BELOW:
I am primarily interested in the project from the standpoint of (Please Check One):
[ ] Residential property owner or renter
[ ] Business property owner or lessee
[ ] Highway user
[ ] Other (please explain below)

How did you learn about this meeting:
[ ] Newspaper
[ √] Letter
[ ] Other (Please Explain)

Comments: The purpose of this comment letter is to bring to your attention the lack of a turn break in the proposed FM 2759 expansion in section 157 between Greatwood Knoll & Tara drive signal lights. On the east side of FM 2759 a 2.0 & 2.5 acre commercial parcel of land that as this letter is being written, is being developed into a private school and a medical facility. These developments are going to be adversely affected by the lack of this turn break.

Please make additional comments on the back.

These comment forms can be turned in tonight, mailed, or electronically submitted before December 28, 2009. An electronic version of the public meeting summary report will be available on TxDOT's website in early 2010.

Mail to:
Director of Project Development
Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386

Email:
submitted@txdot.state.tx.us

TxDOT RECEIVED
DEC 3 2009
HOUSTON MAIL OPERATIONS
Additional Comments: Community residents from Greatwood, Canyon Gate, River Park, and the general traffic heading south bound to these businesses will now find themselves stuck at the Tara traffic light to make a U-turn to reach the east side of the road. This is not logical as not only will it create a hassle, delay, and a traffic line at the signal light, for the above neighborhoods, but for the residents of Tara subdivision that now are stuck behind the vehicles trying to make a slow U-turn.

We urge you to consider a full turn break in front of these two parcels of land. At the very least, a left only turn or better known as a button hook turn, to the left, going south bound on this road.

As an owner of the parcel of land affected, tax payer, and daily user of this road, I urge you to strongly consider my feedback into this project as there are multiple communities that are being affected.

Thank you in advance, Ana Doulati
3226 Natalie Rd
Houston, TX 77082

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

CSJ: 1415-03-010 & 0543-03-067.cb
PLEASE COMPLETE THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of (Please Check One):

[ ] Residential property owner or renter  [ ] Other (please explain below)

[ ] Business property owner or lessee

[ ] Highway user

How did you learn about this meeting:

[ ] Newspaper  [ ] Letter  [ ] TxDOT Website

[ ] Other (Please Explain)

Comments: The purpose of this comment letter is to bring to your attention the lack of a turn break in the proposed FM 2759 expansion in section 157 between Greatwood Knoll and Tara drive signal lights. On the east side of FM 2759 a 2.0 & 2.5 acre commercial parcel of land that as this letter is being written, is being developed into a private school and a medical facility. These developments are going to be adversely affected by the lack of this turn break.

Please make additional comments on the back.

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We urge you to consider a full turn break in front of these two parcels of land. At the very least, a left only turn or better known as a button hook turn, to the left going south bound on this road.

As a daily user of this road, I urge you to strongly consider my feedback into this project.

Lupita Guerra

Director of Project Development
Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386
PLEASE COMPLETE THE APPROPRIATE ITEMS BELOW:

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[ ] Highway user

[ ] Other (please explain below)

How did you learn about this meeting:

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[ ] Letter
[ ] TxDOT Website

[ ] Other (Please Explain)

Comments: The purpose of this comment letter is to bring to your attention the lack of a turn break in the proposed FM 2759 expansion in section 157 between Greatwood Knoll and Tara drive signal lights. On the east side of FM 2759 a 2.0 & 2.5 acre commercial parcel of land that as this letter is being written, is being developed into a private school and a medical facility. These developments are going to be adversely affected by the lack of this turn break.

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We urge you to consider a full turn break in front of these two parcels of land. At the very least, a left only turn or better known as a by-pass hook turn, to the left going south bound on this road.

As a daily user of this road, and tax payer, I urge you to strongly consider my feedback into this project as there are multiple communities that are being affected.

Jesus Lara
9449 Briar Forest
Houston, TX 77063
Name and Mailing Address (Optional):

Laura Melcon

PLEASE COMPLETE THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of (Please Check One):

[ ] Residential property owner or renter
[ ] Business property owner or lessee
[ ] Highway user
[ ] Other (please explain below)

How did you learn about this meeting:

[ ] Newspaper
[ ] Letter
[ ] Other (Please Explain)
[ ] TxDOT Website

Comments:


Please make additional comments on the back.

These comment forms can be turned in tonight, mailed, or electronically submitted before December 28, 2009. An electronic version of the public meeting summary report will be available on TxDOT's website in early 2010.

Mail to:
Director of Project Development
Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386
The purpose of this comment letter is to bring to your attention the lack of a turn break in the proposed FM 2759 expansion in section 157 between Greatwood Knoll and Tara drive signal lights. On the east side of FM2759 a 2.0 & 2.5 acre commercial parcel of land that as this letter is being written, is being developed into a private school and a medical facility. These developments are going to be adversely affected by the lack of this turn break.

Community residents from Greatwood, Canyon Gate, River park, and the general traffic heading south bound to these businesses will now find themselves stuck at the Tara traffic light to make a u-turn to reach the east side of the road. This is not logical as not only will it create a hassle, delay, and a traffic line at the signal light, for the above neighborhoods, but for the residents of Tara subdivision that now are stuck behind the vehicles trying to make a slow u-turn.

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Thank you in advance.

Laura Helcon
PLEASE COMPLETE THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of (Please Check One):

[ ] Residential property owner or renter
[ ] Business property owner or lessee
[ ] Highway user

[ ] Other (please explain below)

How did you learn about this meeting:

[ ] Newspaper
[ ] Letter
[ ] TxDOT Website
[ ] Other (Please Explain)

Comments: I believe the best way to move more traffic would be to make Crabb River Rd 3 lanes of traffic each way (6 lanes total) with a center turn lane for divison. A raised divider lane will direct traffic entrance to businesses along Crabb River Road.

Please make additional comments on the back.

These comment forms can be turned in tonight, mailed, or electronically submitted before December 28, 2009. An electronic version of the public meeting summary report will be available on TxDOT’s website in early 2010.

Mail to:
Director of Project Development
Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386

Email:
hou-piowebmail@dot.state.tx.us
Appendix D
Sign-in Sheets
<table>
<thead>
<tr>
<th>NAME / ELECTED OFFICE</th>
<th>ADDRESS</th>
<th>CITY/ZIP</th>
<th>EMAIL ADDRESS</th>
<th>PHONE NUMBERS</th>
</tr>
</thead>
<tbody>
<tr>
<td>John Doe / Commissioner</td>
<td>5555 Smith Street #105</td>
<td>Richmond, TX 77469</td>
<td>john <a href="mailto:doe@email.net">doe@email.net</a></td>
<td>(555) 777-9999 (direct)</td>
</tr>
<tr>
<td>Richard Morriser / Part 1</td>
<td>1817 Empire Manor Dr 136</td>
<td>Richmond, TX 77469</td>
<td><a href="mailto:richard.morriser@fort-bragg.tn.gov">richard.morriser@fort-bragg.tn.gov</a></td>
<td>281-244-9408</td>
</tr>
<tr>
<td>Jim Gonzales / Commissioner</td>
<td>1803 Hudson Drive</td>
<td>Dallas, TX 77469</td>
<td><a href="mailto:jim.gonzales@texasglobal.net">jim.gonzales@texasglobal.net</a></td>
<td>281 633 0005</td>
</tr>
</tbody>
</table>

**ELECTED OFFICIALS**
<table>
<thead>
<tr>
<th>NAME / BUSINESS AFFILIATION</th>
<th>ADDRESS</th>
<th>CITY/ZIP</th>
<th>EMAIL ADDRESS</th>
<th>PHONE NUMBERS</th>
</tr>
</thead>
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<tr>
<td>John Doe / Fort Bend County</td>
<td>5555 Smith Street</td>
<td>Richmond, TX 77657</td>
<td><a href="mailto:johndone@email.net">johndone@email.net</a></td>
<td>(505) 777-9999 (phone)</td>
</tr>
<tr>
<td>Richard A. Vasquez</td>
<td>7119 Shady Way Dr</td>
<td>Sugar Land, TX 77479</td>
<td><a href="mailto:vsque@email.com">vsque@email.com</a></td>
<td>281-541-9863</td>
</tr>
<tr>
<td>David Carpenter</td>
<td>6803 Knoll Park Dr</td>
<td>Sugar Land, TX 77479</td>
<td><a href="mailto:dcarp@email.com">dcarp@email.com</a></td>
<td>281-343-1029</td>
</tr>
<tr>
<td>Mark E. Rose</td>
<td>1651 S. Railroad Ave</td>
<td>Richmond, TX 77469</td>
<td><a href="mailto:mrose@email.com">mrose@email.com</a></td>
<td>713-304-3247</td>
</tr>
<tr>
<td>Bernie Fiedreggi</td>
<td>1709 Cedar Dr</td>
<td>Richmond, TX 77469</td>
<td><a href="mailto:bwteam@email.com">bwteam@email.com</a></td>
<td>281-343-8183</td>
</tr>
<tr>
<td>Tom Wilkening</td>
<td>1519 Goodnight Ct</td>
<td>Sugar Land, TX 77479</td>
<td><a href="mailto:twilken@email.com">twilken@email.com</a></td>
<td>713-304-33247</td>
</tr>
<tr>
<td>Roland Adams</td>
<td>215 Market St</td>
<td>Richmond, TX 77469</td>
<td><a href="mailto:rado@email.com">rado@email.com</a></td>
<td>713-304-2267</td>
</tr>
<tr>
<td>Michael A. Jones</td>
<td>2110 Kerer Rd</td>
<td>Richmond, TX 77469</td>
<td><a href="mailto:mjones@email.com">mjones@email.com</a></td>
<td>713-304-2267</td>
</tr>
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<tr>
<td>John Doe / Fort Bend County</td>
<td>5555 Smith Street</td>
<td>Richmond, TX 77657</td>
<td><a href="mailto:johndoe@email.net">johndoe@email.net</a></td>
<td>(555) 777-9999 (phone)</td>
</tr>
<tr>
<td>Anne Hoelscher / Bridgwood</td>
<td>11111 Hillhead Ct</td>
<td>Richmond, TX 77469</td>
<td><a href="mailto:hoelscher@comast.net">hoelscher@comast.net</a></td>
<td>281-391-1254</td>
</tr>
<tr>
<td>Patrick Petchevin</td>
<td>1400 3rd St</td>
<td>Rosenberg, TX 77471</td>
<td><a href="mailto:petchevin@juno.com">petchevin@juno.com</a></td>
<td></td>
</tr>
<tr>
<td>Darrell Harris / Lede</td>
<td>1214 Madison St</td>
<td>Sugar Land, TX 77479</td>
<td><a href="mailto:harris@endeavors.com">harris@endeavors.com</a></td>
<td></td>
</tr>
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<td>Richmond, TX 77467</td>
<td><a href="mailto:john.doe@email.net">john.doe@email.net</a></td>
<td>(565) 777-9099 (phone)</td>
</tr>
<tr>
<td>Kim R Jankel</td>
<td>11502 Zamaan Rd</td>
<td>Needville, TX 77461</td>
<td><a href="mailto:kjankel@email.com">kjankel@email.com</a></td>
<td>779-793-6104</td>
</tr>
<tr>
<td>Milllicent Sims</td>
<td>902 King Forest Ln</td>
<td>Richmond, TX 77469</td>
<td></td>
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</tr>
<tr>
<td>David Brittain</td>
<td>1110 Oak Glen Ln</td>
<td>Sugar Land, TX 77479</td>
<td><a href="mailto:dbrittain@esborders.com">dbrittain@esborders.com</a></td>
<td>281-343-8000</td>
</tr>
<tr>
<td>Danny F. March</td>
<td>505 Cedar Valley</td>
<td>Richmond, TX 77469</td>
<td><a href="mailto:danny.march@email.com">danny.march@email.com</a></td>
<td>281-321-7725</td>
</tr>
<tr>
<td>Edward March</td>
<td>777</td>
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<tr>
<td>Jim Haste</td>
<td>1415 Texas Bend</td>
<td>Sugar Land, TX 77477</td>
<td><a href="mailto:jhinodonnell@email.com">jhinodonnell@email.com</a></td>
<td>713-945-1568</td>
</tr>
<tr>
<td>Jerry Hall</td>
<td>8714 Cedar Suite</td>
<td>Richmond, TX 77469</td>
<td><a href="mailto:bhall@email.com">bhall@email.com</a></td>
<td>713-664-7060</td>
</tr>
<tr>
<td>Brandt Mann</td>
<td>5431 Square</td>
<td>Houston, TX 77469</td>
<td><a href="mailto:bbrant@knight.com">bbrant@knight.com</a></td>
<td>713-664-7062</td>
</tr>
<tr>
<td>Joe Norren</td>
<td>15000 Southwest Pkwy</td>
<td>Sugar Land, TX 77478</td>
<td><a href="mailto:jnorren@email.com">jnorren@email.com</a></td>
<td>713-664-0888</td>
</tr>
<tr>
<td>Pam Cortez</td>
<td>6111 Bridlewood</td>
<td>Richmond, TX 77462</td>
<td><a href="mailto:pcortez@email.com">pcortez@email.com</a></td>
<td>713-230-1271</td>
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<td>(555) 777-9999 (phone)</td>
</tr>
<tr>
<td>Franklin Schoedt</td>
<td>2404 Dowling</td>
<td>Richmond</td>
<td><a href="mailto:schoedt@yahoo.com">schoedt@yahoo.com</a></td>
<td>281.232.3590</td>
</tr>
<tr>
<td>James Bairington</td>
<td>6311 Richmond</td>
<td>Richmond</td>
<td><a href="mailto:jdbairington@compuserve.com">jdbairington@compuserve.com</a></td>
<td>713.804.6524</td>
</tr>
<tr>
<td>Victoria Contrada</td>
<td>1806 Corde Petal Ln</td>
<td>Richmond</td>
<td><a href="mailto:victoria.contrada@earthlink.net">victoria.contrada@earthlink.net</a></td>
<td>281.232.5497</td>
</tr>
<tr>
<td>Rudy Aguilar</td>
<td>1428 Culberton Pk</td>
<td>Richmond</td>
<td><a href="mailto:rudy.aguilar@gmail.com">rudy.aguilar@gmail.com</a></td>
<td>832.444.6490</td>
</tr>
<tr>
<td>Ted Tunicardi</td>
<td>10218 Reading Rd</td>
<td>Richmond 77469</td>
<td><a href="mailto:tunicardi218@yahoo.com">tunicardi218@yahoo.com</a></td>
<td>281.232.5143</td>
</tr>
<tr>
<td>Ann Tunicardi</td>
<td></td>
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<tr>
<td>Evan Newby</td>
<td>1817 Eugene Haggard St, Richmond TX 77469</td>
<td><a href="mailto:Evan.aulian@comcast.net">Evan.aulian@comcast.net</a></td>
<td>281.393.5384</td>
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<tr>
<td>Barry Nicholson</td>
<td>9407 Stone Hollow</td>
<td>Richmond 77479</td>
<td><a href="mailto:bnielson@bellsouth.com">bnielson@bellsouth.com</a></td>
<td>832.444.4440</td>
</tr>
<tr>
<td>Julie Molino</td>
<td>310 Silent Coast</td>
<td>Richmond 77479</td>
<td><a href="mailto:jmolino@comcast.net">jmolino@comcast.net</a></td>
<td>832.279.3438</td>
</tr>
</tbody>
</table>
**Open House/Public Meeting Sign-In**
(Please sign in to be added to our program mailing list)

**Thursday, December 10, 2009**
River Point Community Church – 5000 Fannin Road
6:00 p.m. to 8:00 p.m.

<table>
<thead>
<tr>
<th>NAME / BUSINESS AFFILIATION</th>
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<td>Richmond, TX 77457</td>
<td><a href="mailto:johndoe@email.net">johndoe@email.net</a></td>
<td>(555) 777-9999 (phone)</td>
</tr>
<tr>
<td>John Doe</td>
<td>823 Bent Knoll</td>
<td>Sugar Land</td>
<td><a href="mailto:johndoe@email.net">johndoe@email.net</a></td>
<td>281-637-5689</td>
</tr>
<tr>
<td>Frank Price</td>
<td>7707 Groove Creek Drive</td>
<td>Sugar Land 77479</td>
<td><a href="mailto:frankeprice@email.net">frankeprice@email.net</a></td>
<td>281-313-2850</td>
</tr>
<tr>
<td>Brian Burkart</td>
<td>Century Village Drive, #172.</td>
<td>Sugar Land 77477</td>
<td><a href="mailto:burkart@speedglobal.net">burkart@speedglobal.net</a></td>
<td>281-313-2850</td>
</tr>
<tr>
<td>Robert Torres</td>
<td>7215 Woodrow St</td>
<td>Sugar Land</td>
<td><a href="mailto:robertotorres@email.net">robertotorres@email.net</a></td>
<td>713-527-6721</td>
</tr>
<tr>
<td>Kitty J. Welch</td>
<td>7715 Shadow King</td>
<td>Sugar Land 77479</td>
<td><a href="mailto:kittyjwelch@email.net">kittyjwelch@email.net</a></td>
<td>713-527-6721</td>
</tr>
<tr>
<td>Michael L.</td>
<td>Big Berry Rd</td>
<td>Sugar Land 77479</td>
<td><a href="mailto:micktaylor@email.net">micktaylor@email.net</a></td>
<td>713-527-6721</td>
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<tr>
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<td>5555 Smith Street</td>
<td>Richmond, TX 77657</td>
<td><a href="mailto:johndoe@email.net">johndoe@email.net</a></td>
<td>(555) 777-9999 (phone)</td>
</tr>
<tr>
<td>Brent Losphey</td>
<td>2501 Central Pkwy</td>
<td>Houston, TX 77092</td>
<td><a href="mailto:brent@losphey.com">brent@losphey.com</a></td>
<td>713-686-6771</td>
</tr>
<tr>
<td>Harvinder Dhillon</td>
<td>1817 McElroy</td>
<td>Beaumont, TX 77707</td>
<td>harvinder@beaumont</td>
<td>281-362-2097</td>
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<tr>
<td>Jana L. Barnett</td>
<td>6003 Springwood Dr</td>
<td>Sugar Land, TX 77479</td>
<td><a href="mailto:jana@barnett.com">jana@barnett.com</a></td>
<td>281-362-2097</td>
</tr>
<tr>
<td>J. Ray Nixon</td>
<td>120 E. James St.</td>
<td>Sugar Land, TX 77479</td>
<td><a href="mailto:jray@nixon.com">jray@nixon.com</a></td>
<td>713-825-7660</td>
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<tr>
<td>Tony Vetterine</td>
<td>120 W. Fannin St.</td>
<td>Richmond, TX 77469</td>
<td><a href="mailto:tony@vetterine.com">tony@vetterine.com</a></td>
<td>281-349-1324</td>
</tr>
<tr>
<td>Robin Wilborn</td>
<td>111 W. Wylie Ln.</td>
<td>Richmond, TX 77469</td>
<td><a href="mailto:robin@wilborn.com">robin@wilborn.com</a></td>
<td>281-386-8108</td>
</tr>
<tr>
<td>Jay Harris</td>
<td>10000 S. Richey Rd</td>
<td>Sugar Land, TX 77479</td>
<td><a href="mailto:jhay@harris.com">jhay@harris.com</a></td>
<td>281-362-6227</td>
</tr>
<tr>
<td>Bill She Han</td>
<td>7314 Springdale Dr</td>
<td>Sugar Land, TX 77479</td>
<td><a href="mailto:billshe@han.com">billshe@han.com</a></td>
<td>713-937-6591</td>
</tr>
<tr>
<td>Michael DeBaugh</td>
<td>1002 Shady Oak Dr</td>
<td>Sugar Land, TX 77479</td>
<td><a href="mailto:mdbaugh@email.com">mdbaugh@email.com</a></td>
<td>713-937-6591</td>
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<td>Richmond, TX 77457</td>
<td><a href="mailto:john.doe@email.net">john.doe@email.net</a></td>
<td>(555) 777-9999 (phone)</td>
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<tr>
<td>Lawrie Starzak</td>
<td>4521 W. Brabham Rd</td>
<td>Richmond, TX 77469</td>
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<td>281-372-5930</td>
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<td>Mary Doe-Tessell</td>
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<tr>
<td>Tim Keeler</td>
<td>6502 High Knoll Dr</td>
<td>Sugar Land, TX 77479</td>
<td>281-937-7512</td>
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<tr>
<td>Manny Foleth</td>
<td>TxDOT</td>
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<td>713-892-5258</td>
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<tr>
<td>Gary Allman</td>
<td>4003 Market St</td>
<td>Richmond, TX 77401</td>
<td>281-575-2556</td>
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<tr>
<td>Mary / Charles Tito</td>
<td>822 Red Lakes</td>
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<td>281-774-2354</td>
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<tr>
<td>Stacy Lammers</td>
<td>103 Willowglen Ct</td>
<td>77464</td>
<td>sandwich@com</td>
<td>832-541-3682</td>
</tr>
<tr>
<td>Margaret Whitmire</td>
<td>1519 Alamo St</td>
<td>Sugar land, TX 77479</td>
<td></td>
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<tr>
<td>Shoukat R. Hafizi</td>
<td>667 Bexley Dr</td>
<td></td>
<td>swhafizi@com</td>
<td>713-776-1575</td>
</tr>
<tr>
<td>Zen Zheng</td>
<td>2915 Park Springs Ln</td>
<td>Sugar Land, TX 77479</td>
<td>zen.zheng@com</td>
<td>713-582-4722</td>
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<td>John Doe / Fort Bend County</td>
<td>5555 Smith Street</td>
<td>Richmond, TX 77406</td>
<td>john <a href="mailto:doe@email.net">doe@email.net</a></td>
<td>(566) 777-9999 (Phone)</td>
</tr>
<tr>
<td>Mike Stone</td>
<td>P.O. Box 546</td>
<td>Richmond, TX 77406</td>
<td><a href="mailto:mikesmoe@compguy.com">mikesmoe@compguy.com</a></td>
<td>281/201-4301</td>
</tr>
<tr>
<td>Bob Arroyave</td>
<td>12003 Costa del Rey</td>
<td>Houston, TX 77041</td>
<td><a href="mailto:barroyave@compguy.com">barroyave@compguy.com</a></td>
<td>281/528-4700</td>
</tr>
<tr>
<td>Matt English</td>
<td>10101 Walker Ave</td>
<td>Houston, TX 77068</td>
<td><a href="mailto:mattenglish@gmail.com">mattenglish@gmail.com</a></td>
<td>281/232-9222</td>
</tr>
<tr>
<td>Bill Tannen</td>
<td>865 San Antonio St</td>
<td>San Antonio, TX 78408</td>
<td><a href="mailto:bbtannen@tannen.com">bbtannen@tannen.com</a></td>
<td>210-123-4567</td>
</tr>
<tr>
<td>Sid Smith</td>
<td>70777 E. 11th St</td>
<td>San Antonio, TX 78216</td>
<td><a href="mailto:sidsmith@smith.com">sidsmith@smith.com</a></td>
<td>713-555-5787</td>
</tr>
<tr>
<td>Gail Turner</td>
<td>3010 Pines St</td>
<td>Richmond, TX 77406</td>
<td><a href="mailto:gaiturner@turner.com">gaiturner@turner.com</a></td>
<td>713-528-2102</td>
</tr>
<tr>
<td>Ron McCann</td>
<td>4111 Grader Ave.</td>
<td>San Antonio, TX 78225</td>
<td><a href="mailto:ronmccann@mccann.com">ronmccann@mccann.com</a></td>
<td>713-994-3331</td>
</tr>
<tr>
<td>Mahmoud Saleh</td>
<td>12822 Skyline</td>
<td>Houston, TX 77080</td>
<td><a href="mailto:mahmoudsaleh@hotmail.com">mahmoudsaleh@hotmail.com</a></td>
<td>713-426-3233</td>
</tr>
<tr>
<td>Joe Munson &amp; Fort Bend Hall</td>
<td>1905 Fourth St</td>
<td>Richmond, TX 77406</td>
<td><a href="mailto:jomunson@fortbendhall.com">jomunson@fortbendhall.com</a></td>
<td>713-390-9974</td>
</tr>
<tr>
<td>Joe F. Lee</td>
<td>6601 Dutch John St</td>
<td>Richmond, TX 77455</td>
<td><a href="mailto:joflee@email.net">joflee@email.net</a></td>
<td>713-994-9845</td>
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<td>John Doe / Fort Bend County</td>
<td>5555 Smith Street</td>
<td>Richmond, TX 77657</td>
<td><a href="mailto:johndoe@email.net">johndoe@email.net</a></td>
<td>(555) 777-0999 (phone)</td>
</tr>
<tr>
<td>Richard Fields</td>
<td>32 Buda Ford Ct</td>
<td>Sugar Land 77479</td>
<td><a href="mailto:riverfield12345@gmail.com">riverfield12345@gmail.com</a></td>
<td>281-620-3461</td>
</tr>
<tr>
<td>Ray Brown</td>
<td>2111 3rd St.</td>
<td>Sugar Land 77479</td>
<td><a href="mailto:raybrown123@gmail.com">raybrown123@gmail.com</a></td>
<td>361-517-0079</td>
</tr>
<tr>
<td>Benjamin S.</td>
<td>711 Austin St.</td>
<td>Sugar Land 77479</td>
<td><a href="mailto:benjamin123@gmail.com">benjamin123@gmail.com</a></td>
<td>713-512-1434</td>
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<tr>
<td>Robert Schilling</td>
<td>1903 Austin St.</td>
<td>Sugar Land 77479</td>
<td><a href="mailto:robert123@gmail.com">robert123@gmail.com</a></td>
<td>281-343-1507</td>
</tr>
<tr>
<td>Robert Bowman</td>
<td>7117 Trailblazer Dr</td>
<td>Sugar Land 77479</td>
<td><a href="mailto:robertbowman@gmail.com">robertbowman@gmail.com</a></td>
<td>281-373-1234</td>
</tr>
<tr>
<td>Donnie Chang</td>
<td>6830 Westfield</td>
<td>Houston, TX 77072</td>
<td><a href="mailto:donniechang@gmail.com">donniechang@gmail.com</a></td>
<td>713-739-8181</td>
</tr>
<tr>
<td>Moses K.</td>
<td>1714 Hexter Ave</td>
<td>Sugar Land 77479</td>
<td><a href="mailto:moseskinard@gmail.com">moseskinard@gmail.com</a></td>
<td>713-833-7197</td>
</tr>
<tr>
<td>Robert Elsner</td>
<td>1442 Country Club</td>
<td>Sugar Land 77479</td>
<td><a href="mailto:robertelsner@gmail.com">robertelsner@gmail.com</a></td>
<td>713-789-3060</td>
</tr>
<tr>
<td>David Rose</td>
<td>1711 Willoway Ct</td>
<td>Richmond, TX 77409</td>
<td><a href="mailto:darose123@gmail.org">darose123@gmail.org</a></td>
<td>281-745-7449</td>
</tr>
<tr>
<td>Bob H.</td>
<td>7515 Shaws Rd</td>
<td>Sugar Land 77479</td>
<td><a href="mailto:bobbob123@gmail.com">bobbob123@gmail.com</a></td>
<td>281-537-0005</td>
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<td>Richmond, TX 77457</td>
<td><a href="mailto:john.doe@email.net">john.doe@email.net</a></td>
<td>(555) 777-9999 (phone)</td>
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<tr>
<td>Robert Ryan</td>
<td>102 W. Ilouisy St</td>
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<tr>
<td>Tim Richardson</td>
<td>3000 E. Oberlin Rd</td>
<td>Missouri City 77457</td>
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<tr>
<td>Claree Starnik</td>
<td>6211 Bridgewood Dr</td>
<td>Richmond, TX</td>
<td></td>
<td>703-420-5800</td>
</tr>
<tr>
<td>Shiu Randhawa</td>
<td>1557 Pioneer Tr</td>
<td>Sugar Land, TX</td>
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<td>281-536-2884</td>
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<tr>
<td>Fred Jander</td>
<td>461 Culebra River</td>
<td>Richmond</td>
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<tr>
<td>Betty Laronke</td>
<td>12353 San Francisco Hwy</td>
<td>Houston, TX 77079</td>
<td></td>
<td>713-622-0800</td>
</tr>
<tr>
<td>Lynn Whitmore</td>
<td>7726 Hunters Point Rd</td>
<td>League City 77079</td>
<td></td>
<td>281-535-1807</td>
</tr>
<tr>
<td>Kedell Graham</td>
<td>6601 FM 782</td>
<td>Richmond, TX</td>
<td><a href="mailto:kedell@co.rice.edu">kedell@co.rice.edu</a></td>
<td>281-687-0700</td>
</tr>
<tr>
<td>Charles Seiler</td>
<td>6801 Canyon Blvd</td>
<td>Richmond, TX</td>
<td><a href="mailto:BACACE@CSMS.COM">BACACE@CSMS.COM</a></td>
<td>281-339-8253</td>
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<td>john@<a href="mailto:doe@email.net">doe@email.net</a></td>
<td>(555) 777-9999 (phone)</td>
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<tr>
<td>Sadie Alex B. McPherson</td>
<td>9002 Knightwood C</td>
<td>Richmond, TX 77457</td>
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<td>Mexico Stein</td>
<td>10311 Reading Rd</td>
<td>Richmond, TX 77469</td>
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<tr>
<td>Stalyn HOARE</td>
<td>1415 Azalea Bend</td>
<td>Sugarland</td>
<td><a href="mailto:sjcho10@gmail.com">sjcho10@gmail.com</a></td>
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<tr>
<td>Harry A. Harrison</td>
<td>5410 St. Charles</td>
<td>Richmond, TX 77469</td>
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<tr>
<td>Earl Finch</td>
<td>500 Troy</td>
<td>Sugarland</td>
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<tr>
<td>Gene Wells</td>
<td>1850 Bochum Dr</td>
<td>Sugarland</td>
<td><a href="mailto:jIALIZ@gmail.com">jIALIZ@gmail.com</a></td>
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<tr>
<td>Moon Franklin</td>
<td>12312 West Ave</td>
<td>Sugarland</td>
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<tr>
<td>Leslie Heat</td>
<td>321 Mont St</td>
<td>Killeen, TX 77457</td>
<td><a href="mailto:mkeke10@gmail.com">mkeke10@gmail.com</a></td>
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</tr>
<tr>
<td>Jose Wagner</td>
<td>124 Blüme Rd</td>
<td>Rosenberg, TX</td>
<td>jose@<a href="mailto:wagner@email.net">wagner@email.net</a></td>
<td>(817) 633-7526</td>
</tr>
<tr>
<td>Christy Hawkins</td>
<td>1400 3rd St</td>
<td>Rosenberg, TX</td>
<td></td>
<td>(817) 739-6262</td>
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</tbody>
</table>
Appendix E
Hand-outs
PUBLIC MEETING

CRABB RIVER ROAD
(FM 2759/762) Improvements

Project information and a summary of this public meeting may be reviewed at the TxDOT office located at:

7600 Washington Avenue
Houston, Texas 77007

OR

TxDOT’s website: www.dot.state.tx.us

All written comments must be postmarked or e-mailed on or before December 28, 2009.

P.O. Box 1386
Houston, Texas 77251-1386
Email: hou-piowebmail@dot.state.tx.us

Thank you for your interest in this important project.

For more information contact:

Director of Project Development
TxDOT
(713) 802-5241

Proposed Improvements to Crabb River Road: From US 59 to LCISD Complex
Fort Bend, County, Texas

CSJ: 1415-03-010 & 0543-03-067

Meeting Date: December 10, 2009
Meeting Time: 6:00 – 8:00 PM
Location: River Point Community Church
5000 Ransom Road
Richmond, Texas 77469
Purpose of this Meeting:
- To inform the public of the upcoming project
- To present the proposed improvements on Crabb River Road
- To provide a forum for free exchange views and concerns for proposed project
- To receive public comments

Meeting Format – Open House (No Formal Presentation):
- Please sign in
- View maps and exhibits
- Ask questions
- Inform staff of issues and concerns
- Complete comment form

Project Description:
Fort Bend County and the Texas Department of Transportation (TxDOT) are proposing the widening of the existing Crabb River Road (FM 2759/762) roadway to a 4-lane divided curb and gutter roadway with underground storm sewer drainage. Project limits are from US 59 to approximately 500 feet south of the new Lamar Consolidated Independent School District (LCISD) middle school/high school complex, a distance of approximately 3.8 miles.

Project Status/Estimated Completion Dates:
- Environmental assessment and preliminary engineering anticipated to be finalized by September 2010.
- Final design will proceed at that time.
- Construction is anticipated to begin in early 2011 and be completed by June 2012 based on funding availability.
NOTAS:

La información del proyecto y un resumen de esta reunión pública se podrá revisar en la oficina de TxDOT ubicada en:

7600 Washington Avenue
Houston, Texas 77007

O

TxDOT’s sitio de Web: www.dot.state.tx.us

Todos los comentarios escritos deben enviarse por correo o por correo electrónico antes del 28 de diciembre 2009.
P.O. Box 1386
Houston, Texas 77251-1386
Email: hou-piowebmail@dot.state.tx.us

Gracias por su interés en este importante proyecto.

Para más información contactar:

Director of Project Development
TxDOT
(713) 802-5241

REUNION PÚBLICA

CRABB RIVER ROAD
(FM 2759/762) Mejoras

Mejoras Propuestas a
Crabb River Road: Desde US 59 hasta
LCISD Complex
Fort Bend, County, Texas

CSJ: 1415-03-010 & 0543-03-067

10 de diciembre, 2009
6:00 – 8:00 PM
River Point Community Church
5000 Ransom Road
Richmond, Texas 77469
Propósito de esta reunión:
- Para informar al público de el proyecto propuesto
- Para presentar las mejorías de Crabb River Road
- Proporcionar un foro para el intercambio de ideas y opiniones del proyecto propuesto
- Para recibir comentarios del público

Reunión de formato - "Foro Libre":
- Registrarse
- Revisar mapas y exhibiciones
- Hacer preguntas del proyecto
- Informar al equipo de TxDOT de sus preocupaciones sobre el proyecto
- Someter sus comentarios

Descripción del Proyecto:
El Condado de Fort Bend y el Departamento de Transportación de Texas (TxDOT) proponen la ampliación de Crabb River Road (FM 2759/762) que consiste de una avenida de 4 carriles que consistirá de cordón y cuneta con una división central. Los límites del proyecto son de la carretera 59 aproximadamente 500 pies al sur de la nueva Lamar Consolidated Independent School District (LCISD), una distancia total de aproximadamente 3.8 millas. Varias opciones de diseño se presentarán en esta reunión para la revisión y comentarios del público.

Situación del proyecto / Fecha estimada de finalización:
- La evaluación medioambiental y de ingeniería preliminar se anticipa que se terminada en septiembre de 2010
- El diseño final se procederá posteriormente
- La construcción se anticipa comenzar a principios de 2011 y finalizará en junio 2012 dependiendo de la disponibilidad de financiación.
Appendix F
Meeting Photographs
Welcome Board at entrance to Big Tent

Sign-in table to the right of the Welcome Board
Members of the public sign in at the meeting.

Comment forms submission box and tables for members of the public to write out comments.
Schematics posted lengthwise along the Big Tent for public viewing.

Safety board and vicinity map displayed with the boards at the short end of the Big Tent.
Environmental Constraints Map.

Anticipated project timeline.
Members of the public discuss the proposed project with team members in the Big Tent.

Members of the public view the display boards.