



# Documentation of Public Meeting

## **Project Location**

Harris County

Farm-to-Market (FM) 2100

CSJ: 1062-02-009

## **Project Limits**

From Huffman-Cleveland Road (North) to FM 1960

## **Meeting Location**

Hargrave High School, 25400 Willy Lane, Huffman, TX 77336

## **Meeting Date and Time**

December 13, 2016 at 5:30 p.m.

## **Translation Services**

Spanish

## **Presenters**

No formal presentation was made.

## **Elected Officials in Attendance**

Leslie Deen, President of Harris County Emergency Services Department No. 4;

Patricia A. Morlen, GOP Precinct 98 Chairman; Jeremy Phillips on behalf of

Harris County Commissioner Jack Mormon

## **Total Number of Attendees (approx.)**

97

## **Total Number of Commenters**

26

## **Contents**

- A. Comment/response matrix
- B. Notices
- C. Sign-in sheets
- D. Comments received
- E. Figures



## **A. Comment/response matrix**

## Public Meeting Comments - FM 2100 Huffman-Cleveland Rd (North) to FM 1960

Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
1	Stan Oliver	12/13/2016	Comment Form	Safety concern with raised median making it difficult to turn into Huffman Business Park (Located at 26406 FM 2100) unless you make a U-turn.	A median opening cannot be provided because the Huffman Business Park is too close to the intersection of FM 2100 and Wolf Road.
2	Barbi Kutilek	12/13/2016	Comment Form	Why is a sidewalk needed along a busy street?	Federal legislation requires consideration for pedestrians and bicyclists in the planning of all new construction and reconstruction projects. The corridor abuts several subdivisions and is expected to further develop in the future.
3	Rick Henderson	12/13/2016	Comment Form	The main concern people talked about during the meeting was the raised median.	A raised median improves safety by separating opposing traffic and providing controlled locations for left turns. A continuous center turn lane would also provide safety benefits over an undivided roadway. However, as the volume of traffic and the number of driveways on a roadway increase, these benefits deteriorate due to the increased potential for conflicts associated with the turn lane. The projected traffic volumes on FM 2100 exceed the recommended limit for a continuous center turn lane based on access management studies.
4	Ronnie Benton	12/13/2016	Comment Form	Co-owner of the proposed detention pond. The property has about 3 ft. of build-up from concrete and fill dirt. It is very noticeably higher than the surrounding properties.	We will look at alternative locations for the ponds.
				Concerned with the detention pond location next to apartment complex, it can create a mosquito habitat.	
5	Barbara Burrow	12/13/2016	Comment Form	Concerned about raised median making it difficult to turn into driveways.	A raised median improves safety by separating opposing traffic and providing controlled locations for left turns. A continuous center turn lane would also provide safety benefits over an undivided roadway. However, as the volume of traffic and the number of driveways on a roadway increase, these benefits deteriorate due to the increased potential for conflicts associated with the turn lane. The projected traffic volumes on FM 2100 exceed the recommended limit for a continuous center turn lane based on access management studies.
				Will U-turns be permitted at openings?	Yes, U-turns will be permitted at openings.

## Public Meeting Comments - FM 2100 Huffman-Cleveland Rd (North) to FM 1960

Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
6	Shelly O. Jones	12/13/2016	Comment Form	Raised median will make it difficult to turn into neighborhoods.	A raised median improves safety by separating opposing traffic and providing controlled locations for left turns. A continuous center turn lane would also provide safety benefits over an undivided roadway. However, as the volume of traffic and the number of driveways on a roadway increase, these benefits deteriorate due to the increased potential for conflicts associated with the turn lane. The projected traffic volumes on FM 2100 exceed the recommended limit for a continuous center turn lane based on access management studies.
				Safety issue with the increase of northbound traffic	
				Raised median will impose issue with southbound traffic being able to access the US Post Office or Community Bank drive ways.	
				Issue with raised median impeding fire trucks and ambulances from accessing neighborhoods because they will be forced to go to the next break and U-turn.	
7	John Sparks	12/13/2016	Comment Form	Need to address access to my business (Sparks Insurance, located at 25103 FM 2100).	A median opening cannot be accommodated at this location because it is too close to Darden.
8	No name provided	12/13/2016	Comment Form	This project doesn't even cover where I live.	Comment noted.
9	Marie Hohmann	12/13/2016	Comment Form	Concerned with the fire personnel being able to cross over quickly with raised medians in the way. There are no fire hydrants and speed is very important.	A raised median improves safety by separating opposing traffic and providing controlled locations for left turns. A continuous center turn lane would also provide safety benefits over an undivided roadway. However, as the volume of traffic and the number of driveways on a roadway increase, these benefits deteriorate due to the increased potential for conflicts associated with the turn lane. The projected traffic volumes on FM 2100 exceed the recommended limit for a continuous center turn lane based on access management studies.
				Concerned about the increase of traffic and the difficulty getting in and out of subdivision. This could add at least half to three quarters of an hour to our daily commute.	
10	Jeff Burnett	12/13/20016	Comment Form	Really need a curb cut and light at Walraven and FM 2100.	A median opening has been added at Walraven. The need for a traffic signal at this location will be evaluated during the design phase.
11	Christian Waskow	12/13/2016	Comment Form	Indicated support for the project on comment form	General support - comment noted.

## Public Meeting Comments - FM 2100 Huffman-Cleveland Rd (North) to FM 1960

Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
12	Patricia Morlen	12/13/2016	Comment Form	Concerned about property values along proposed construction route, disruption to businesses and traffic. I would like to know how those concerns will be addressed.	Every effort will be made to minimize impacts to adjacent businesses during construction.
				I would also like to know if TxDOT has any discussion with the Huffman ISD to address the new proposed school on 2100 and how traffic would be handled.	TxDOT is coordinating with Huffman ISD in regards to the proposed school.
				I have a major concern about a sidewalk being located along side a 4 lane highway with an elementary school.	Federal legislation requires consideration for pedestrians and bicyclists in the planning of all new construction and reconstruction projects. The corridor abuts several subdivisions and is expected to further develop in the future.
13	Electrical Field Services DBA south Texas Utilities and Underground	12/13/2016	Comment Form	My concern is the crossover at 191.00 192.00 for large trucks/trailers/big rigs traveling north bound and needing to turning left.	The design has been modified to accommodate turning movements in all directions at this location.
				Also concerned about large trucks heading south turning right being ask to get off the highway causing disruption to access of my business.	
14	Derelys Presley	12/13/2016	Comment Form	The proposed raised center median could be a traffic hazard where vehicles are forced to U-turn to get to the streets blocked by the median.	A raised median improves safety by separating opposing traffic and providing controlled locations for left turns. A continuous center turn lane would also provide safety benefits over an undivided roadway. However, as the volume of traffic and the number of driveways on a roadway increase, these benefits deteriorate due to the increased potential for conflicts associated with the turn lane. The projected traffic volumes on FM 2100 exceed the recommended limit for a continuous center turn lane based on access management studies.
				Suggests a street level continuous turn lane as a safer more cost effective alternative. Rumble strips could be used to help make drivers aware that they are driving out of their lanes.	
				Including extra width in the other lanes for bicycle traffic is an excellent idea.	Comment noted.
				Concerned with the livelihood of a 200-300 year old tree close to the right of way by station 73.	The design has been modified to avoid impacting the tree.
15	Jesse & Candy Elizondo	12/13/2016	Comment Form	We own 20 acres.	Comment noted.
16	Van Johnson	12/13/2016	Comment Form	Concerned about bridge blocking access to my boat ramp at 185.00 / I will need access to that piece of property.	The design includes a retaining wall on the west side of FM 2100 to minimize ROW impacts and avoid impacting access to the boat ramp.

## Public Meeting Comments - FM 2100 Huffman-Cleveland Rd (North) to FM 1960

Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
17	Delta Home Builders (Lou Lotito)	12/13/2016	Comment Form	Drainage is the biggest concern. The road elevation is 8' higher than our land. Your drainage currently ties into Harris County at Smith Road and then changes to City of Houston 1/2 way down Smith Road. The drainage ditch goes from 20' wide (Harris County) to 6' wide (City of Houston). My property has flooded 3 times in the past year. Once you drain all the road water into your new drainage pipes, plus the water from property run off, it will be too much if City of Houston does not come on board and take care of their ditches.	A hydraulic study was conducted for the project and the proposed design incorporates the recommendations of the study. The hydraulic design for this project would be in accordance with current FHWA and TXDOT design policies. The proposed project would not increase the base flood elevation to a level that would violate applicable floodplain regulations and ordinances. The proposed project would improve roadside drainage along FM 2100 with the addition of storm sewers. Detention ponds are proposed to offset any impacts to flows to the receiving streams and to ensure there are no adverse impacts to adjacent properties as a result of the project. However, TxDOT does not have jurisdiction over drainage systems outside of TxDOT right of way.
18	No name provided	12/13/2016	Comment Form	Concerned with the funding of the project, was told the funding for this project isn't available yet.	The proposed action is consistent with the Houston-Galveston Area Council's financially constrained 2040 Regional Transportation Plan and the 2017-2020 Transportation Improvement Program.
19	Guss Thompson	11/26/2016	Letter via mail	Traffic is getting worse in Huffman, TX. When the Grand Parkway comes through, the taxes will increase, the grass farmers will sell out to builders and developers. It will look like Fulshear, TX. The Commons off 2100 is a joke. Should have made it a state park. Keep Huffman country, keep Texas country woods, say no to Real Estate Co. We the county folks don't want big city life here. I will not buy anything from Huffman, Humble, or Atascocita. I would rather drive to Baytown and shop. Stop helping these small and large co. by shopping. From Crosby to Huffman noticing a lot of building going on, more land for sale, more Yankees moving to Texas thanks to Rick Perry, but then again he cap law suites in 2003 on the vote Prop 12. Houston becoming New York. Stop the growth.com.	Comment noted.

## Public Meeting Comments - FM 2100 Huffman-Cleveland Rd (North) to FM 1960

Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
20	Oscar Carles	12/30/2016	Email	Requesting median break at the entrance of the property located at 27835 FM 2100. To avoid a traffic hazard involving trailers making U-turns and blocking oncoming traffic while turning.	The design has been modified to accommodate turning movements at this location.
21	Alvin & Debra Steelman	12/29/2016	Comment Form via Mail	Requesting a drive way for their business to have access directly from 2100. At this time my driveway is only accessible from the side/corner street Twin Oaks Blvd, and I think due to the construction my business could be adversely affected.	Driveway details will be determined during the design phase of the project. Please coordinate with TxDOT on the proposed driveway location. Access will be maintained during construction.
22	Donald & Diane Ellis	12/21/2016	Comment Form via Mail	Concerned that property values will decrease in the Commons of Lake Houston when the project begins	The Commons of Lake Houston is outside the project limits. This location is part of an adjacent project to the north.
				Churches along FM 2100 will be affected by the construction and leave local residents without an accessible church.	No churches within the project limits (FM 1960 to Huffman Cleveland Road North) would be impacted.
				Traffic will be horrible if FM 2100 is four lanes. Accidents will increase and Huffman will feel like it is close to a freeway.	Traffic along FM 2100 will increase with or without the proposed project.
23	Dwayne McKnight		Comment Form via Mail	I would like for you to change the area at my business 27811 FM 2100, Huffman. You have proposed to take an area for a detention pond and I use that property for my business. I use that area to store materials, trucks and equipment.	We will look at alternative locations for the pond.

## Public Meeting Comments - FM 2100 Huffman-Cleveland Rd (North) to FM 1960

Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
	Harris County		Comment Via Email	Intersection of FM 1960 and FM 2100: FM 2100's southbound right turn lane (SB RTL) to FM 1960's westbound (WB) lanes has experienced back-ups. Can FM 2100's SB RTL storage capacity be increased from 250 feet to 325 feet toward Huffman Oaks?	The southbound right turn lane at FM 1960 has been extended to Huffman Oaks to provide additional storage capacity.
				STA 5+00 to STA 16+00: This segment's median treatment just north of FM 1960 is problematic and the intentions of the TWLTL are not clear, especially at 1st Street. Huffman Oaks is essentially a private driveway and does not need to be prioritized for all-directions access.	The median treatment between Stations 5+00 and 16+00 has been modified to be more standard and to better channelize traffic. All direction access at Huffman Oaks has been maintained to allow ingress and egress for the ambulance station.
				A two-way continuous left turn lane with a variable width does not comply with generally accepted design conventions.	The median has been modified to be more standard and to better channelize traffic.
				Recommend that the entire segment through Guy / 3rd street have a raise median with median breaks and turn lanes at 1st (370 ft. from FM 1960), Twin Oaks (400 ft. from 1st) and Guy./ 3rd (400 feet from Twin Oaks) and Guy / 3rd (400 feet from Twin Oaks).	The median treatment between Stations 5+00 and 16+00 has been modified to better channelize traffic. A median opening cannot be accommodated at 1st street because it is too close to the FM 1960 intersection. Median openings at Twin Oaks and Guy/3rd have been provided.
				Numerous existing roads continuing to intersect FM 2100 at a skew. Skewed intersections challenge driver's ability to see traffic in both directions. 1st Street and 3rd Street are examples, where seeing southbound traffic will require the driver to turn to the right more than 90 degrees. . Where space is available for acquisition and low damages, the design should acquire larger corner clips such that the side street can bend into a more perpendicular intersection at the stop bar just before the FM 2100 travel lanes.	We will evaluate increasing corner clips at skewed intersections where feasible.
				Selected Skewed Intersections: We request that TXDOT look at the cross-section of the side street as a candidate for expansion to two approach lanes. This will reduce intersection delay, and either allows TXDOT to save money by postponing the need to build traffic signals as side street volumes grow or to operate the signal more efficiently where one is in place. Huffman East gate (serves a high school), Harvard Road (large subdivisions), Wolf Road (serves the high school) and Idelloch drive (designated major collector) are examples.	Please contact TxDOT to set up a meeting and discuss further.
				STA 15+00 to STA 16+00: Proposed median opening seems to be wider than necessary, can the width be reduced?	The median openings are designed to accommodate truck turns. We have reviewed the median openings and reduced the widths where possible.

## Public Meeting Comments - FM 2100 Huffman-Cleveland Rd (North) to FM 1960

Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
				STA 31+00 to STA 35+00, Detention Pond South of Smith Road: Consider relocating proposed detention pond to within flood plain, east side of FM 2100, behind Dollar General facility.	We will look at alternative locations for the pond.
				STA 47+00 to STA 48+25: Proposed median opening seems to be wider than necessary, can the width be reduced?	We will review the median opening widths to see if they can be reduced. The median openings are designed to accommodate truck turns. We have reviewed the median openings and reduced the widths where possible.
			STA 59+00 to STA 60+00: Proposed median opening seems to be wider than necessary, can the width be reduced?		
			STA 93+00 to STA 95+25: Proposed median opening seems to be wider than necessary, can the width be reduced?		
				Sta. 104+00, E. Lake Houston Parkway (Future MTF): E. Lake Houston Parkway is noted to be a part of the major thoroughfare plan that should cross FM 2100 at this point. Coordinate LTL/median opening with TXDOT.	A median opening has been added at Sta. 104+00 to accommodate a future Lake Houston Parkway connection.
				STA 113+00 to STA 114+50: Why is there a proposed median opening here? If deemed necessary, the proposed opening seems to be wider than necessary, can the width be reduced?	This median opening has been eliminated due to its proximity to the median opening for the future elementary school.
				STA 120+00 to STA 121+00: Why is there a proposed median opening here? If deemed necessary, the proposed opening seems to be wider than necessary, can the width be reduced?	This median opening is for the future elementary school. The proposed location for the median opening has been moved south since the public meeting to match the school site plan.
				Intersection of FM 2100 and Huffman Cleveland Road (South)\Wolf Road: Huffman ISD has a Traffic Impact Analysis (TIA) that includes planned elementary school traffic circulation plan. Elementary school will be constructed on southwest corner of FM 2100 and Huffman Cleveland Rd South Intersection. LTL and intersection realignment project will be handled by County with TXDOT coordination	Comment noted.

## Public Meeting Comments - FM 2100 Huffman-Cleveland Rd (North) to FM 1960

Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
24				STA 130+54.27 to STA 148+98.98: Can the curve radius be increased to make for safer travel?	The curve radius meets the design speed for the project. Flattening the curve would require additional right of way.
				STA 146+00 to STA 147+50: Proposed median opening seems to be wider than necessary, can the width be reduced?	The median openings are designed to accommodate truck turns. We have reviewed the median openings and reduced the widths where possible.
				STA 151+00 to STA 152+25: Proposed median opening seems to be wider than necessary, can the width be reduced?	The median openings are designed to accommodate truck turns. We have reviewed the median openings and reduced the widths where possible.
				STA 167+50 to STA 169+00: Why is there a proposed median opening here? If deemed necessary, the proposed opening seems to be wider than necessary, can the width be reduced?	This median opening has been relocated to the south due to property owners request for access.
				STA 179+89.18 to STA 181+10.95: Remove curve from bridge	The baseline curve shown on the schematic represents the center of the existing right of way and not the alignment of the proposed Luce Bayou bridges. The proposed bridges would be parallel to the original bridge, which has a curve radius of over 22,000'. This design allows the existing bridge to remain in place while the proposed bridges are being constructed. Removing the curve from the bridge entirely would require significant realignment of FM 2100 and would result in additional construction phases.
				STA 187+75 to STA 189+00: Proposed median opening seems to be wider than necessary, can the width be reduced?	The median openings are designed to accommodate truck turns. We have reviewed the median openings and reduced the widths where possible.
				STA 196+75 to STA 198+00: Why is there a proposed median opening here? If deemed necessary, the proposed opening seems to be wider than necessary, can the width be reduced?	The design has been modified to accommodate truck turning movements for the commercial properties in this area.
				STA 199+00 to STA 207+00, Detention Pond: Location of detention pond needs to be shifted to the north to avoid impacts to business.	We will look at alternative locations for the pond.
			STA 210+00 to STA 211+25: Why is there a proposed median opening here? If deemed necessary, the proposed opening seems to be wider than necessary, can the width be reduced?	A median opening has been provided here to meet recommended spacing and reduce travel distance for U-turning traffic.	

## Public Meeting Comments - FM 2100 Huffman-Cleveland Rd (North) to FM 1960

Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
				STA 230+50 to STA 232+50, Intersection of FM 2100 and Huffman Cleveland Road (South): The intersection at Huffman Cleveland near the north end of the project should be evaluated for the likely development scenarios. As shown the proposed buttonhook forms a T intersection opposite a small residential tract on the east side of FM 2100, with little storage available between the curve and the stop bar at FM 2100. We suggest that the curve be moved south such that the tangent approach to the intersection is opposite the much larger, developable tract immediately south of the residence on the east side.	The intersection at Huffman-Cleveland has been modified to provide additional storage and to improve the geometry of the intersection.
				The approach should be widened to a three-lane cross-section. I.e. design the intersection with the idea that it will be signalized in the future with the developer to the east eventually extending a fourth leg into the intersection.	The intersection at Huffman-Cleveland has been modified to provide additional storage and to improve the geometry of the intersection.
				Luce Bayou north to project limit at Huffman Cleveland Road (North): There is a significant amount of sheet flow from FM 2100 that travels across properties towards Huffman Cleveland Road (north) where it overwhelms the ditch and causes flooding in communities northwest of FM 2100 along Huffman Cleveland Road.	The proposed storm sewer and detention pond on the west side of FM 2100 north of Luce Bayou will be designed to mitigate localized flooding.
				Drainage needs to be designed so that water outfalls to Luce Bayou instead of Huffman Cleveland Road ditch and adjacent neighborhoods.	The proposed storm sewer and detention pond on the west side of FM 2100 north of Luce Bayou will be designed to mitigate localized flooding.
				Commercial Property Survey: Will TXDOT conduct a commercial property survey to determine which driveways currently take in truck traffic? It is important that these driveways be identified and median openings to these areas be evaluated as they pose a safety concern.	TxDOT has received multiple comments regarding truck access and will evaluate adding median openings at locations that have heavy truck traffic.
				Super elevations: Will sections of road with significant super elevations remain? Examples: (1) FM 2100 from Smith Road north to Huffman East gate Road and (2) the section of FM 2100 near planned school site from STA 105+00 to STA 128+53	Based on project design criteria superelevation would not be required.

## Public Meeting Comments - FM 2100 Huffman-Cleveland Rd (North) to FM 1960

Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>Raised Medians: The existing development in this area is not currently dense enough to warrant raised medians. Raised medians will introduce limiting impacts to the existing businesses in the area. Many of the businesses in the area require access to their sites from commercial farm vehicles and truck traffic.</p>	<p>A raised median improves safety by separating opposing traffic and providing controlled locations for left turns. A continuous center turn lane would also provide safety benefits over an undivided roadway. However, as the volume of traffic and the number of driveways on a roadway increase, these benefits deteriorate due to the increased potential for conflicts associated with the turn lane. The projected traffic volumes on FM 2100 exceed the recommended limit for a continuous center turn lane based on access management studies.</p>
				<p>The lack of continuous development in this area limits opportunities for businesses to engage in shared access agreements with adjacent property owners.</p>	<p>Comment noted.</p>
				<p>Recommendations were made to construct a striped two-way left turn lane (TWLTL) along with the note to add raised medians in the future once development along FM 2100 was dense enough to justify it.</p>	<p>A raised median improves safety by separating opposing traffic and providing controlled locations for left turns. A continuous center turn lane would also provide safety benefits over an undivided roadway. However, as the volume of traffic and the number of driveways on a roadway increase, these benefits deteriorate due to the increased potential for conflicts associated with the turn lane. The projected traffic volumes on FM 2100 exceed the recommended limit for a continuous center turn lane based on access management studies.</p>
				<p>There has been a precedence set via other corridor studies done in the region that shows other portions of developing roadways that utilized flushed medians/TWLTLs. Reference: FM 2920 Access Management Study, dated Nov. 2008.</p>	<p>Comment noted.</p>
25	Todd Langston	12/16/2016	Email	<p>Attached is a PDF showing where I would like to see access to my property from the Northbound lanes. I would appreciate any information or future information you may be able to provide. Do you have a tentative timeline when the construction might commence?</p>	<p>A median opening has been provided to access the property from the northbound lanes. The time frame for construction is contingent upon funding, which has not yet been identified for this project.</p>

## Public Meeting Comments - FM 2100 Huffman-Cleveland Rd (North) to FM 1960

Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
26	Johnny Peeples	12/23/2016	Email	<p>This is our formal request for a median opening to be in line with our driveway. The current projection is that both our neighbors will have openings. We use our property for agriculture, residential and commercial. It is our request that you review and consider shared access and/or preferably our own opening. Marker #'s 195-197. In addition, directly across FM 2100 from our driveway is another driveway. Thus expanding the current median opening would service all three properties.</p>	<p>The design has been modified to accommodate turning movements at this location.</p>



## **B. Notices**



PO BOX 1386 | HOUSTON, TEXAS 77251-1386 | (713) 802-5000 | WWW.TXDOT.GOV

November 17, 2016

CERTIFIED MAIL «Certified»

«Title» «FirstName» «LastName»  
«Position»  
«Addr1 »  
«City», «ST» «Zip»

RE: Notice of Public Meeting  
Harris County  
FM 2100 from Huffman-Cleveland Rd (North) to FM 1960  
Control 1062-02-009

Dear «Salutation» «LastName»:

Attached is a notice for the upcoming public meeting for the proposed improvement of Farm-to-market (FM) 2100 from Huffman-Cleveland Rd (North) to FM 1960, in Huffman, Harris County, Texas. The proposed project would reconstruct and widen the existing roadway and add detention ponds. The proposed improvements would accommodate expected traffic demand and growth in the region, while enhancing safety by providing a divided highway with raised medians and dedicated left turn lanes at select intersections and cross-streets. An additional 29.33 acres of right-of-way would be required.

The purpose of the public meeting is to present the proposed project to the public and receive comments. Representatives from the Texas Department of Transportation will be available to answer questions from officials and citizens. You, or your representative, are cordially invited to attend this meeting, which will be held as follows:

**Tuesday, December 13, 2016**  
**Hargrave High School**  
**25400 Willy Lane**  
**Huffman, TX, 77336**  
**5:30 p.m. - 7:30 p.m. Open House**

We are available to meet with you prior to the public meeting to answer any questions that you may have or to review the proposed project. If you have any questions in the interim, please contact Mr. Pat Henry, P.E., at (713) 802 5241.

Sincerely,

Quincy D. Allen, P.E.  
District Engineer  
Houston District

Attachments:  
Notice of Public Meeting  
Project Location Map  
cc: Pat Henry, P.E.

***The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.***

OUR GOALS

MAINTAIN A SAFE SYSTEM ▪ ADDRESS CONGESTION ▪ CONNECT TEXAS COMMUNITIES ▪ BEST IN CLASS STATE AGENCY

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## NOTICE OF PUBLIC MEETING

### **FM 2100 from Huffman-Cleveland Rd (North) to FM 1960**

The Texas Department of Transportation (TxDOT) will conduct a public meeting on Tuesday, December 13, 2016 at the Hargrave High School, located at 25400 Willy Lane, Huffman, TX, 77336. The purpose of the meeting is to present the proposed improvements to Farm-to-Market (FM) 2100 from Huffman-Cleveland Rd (North) to FM 1960 in Huffman, Harris County, Texas. This meeting will be held in an open house format from 5:30 p.m. to 7:30 p.m. **No formal presentation will be made.**

The proposed project is the reconstruction and widening of the existing facility from a two-lane roadway to a four-lane divided roadway with a raised median. The proposed improvements would accommodate expected traffic demand and growth in the region, while enhancing safety by providing a divided highway with raised medians and dedicated left turn lanes at select intersections and cross-streets. The proposed roadway design would include one 12-foot travel lane and one 15-foot outside shared-use lane in each direction as well as sidewalks in each direction. The roadway would have a storm sewer drainage system and detention ponds. The proposed project area includes 4.5 miles of existing roadway. Approximately 29 acres of additional right-of-way (ROW) would be required for drainage and corner clips for the proposed project.

Maps and other drawings showing the proposed project's location, geometric design, and environmental constraints will be available for viewing at the public meeting. Other information about the proposed project is on file and available for inspection Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m. at the TxDOT Houston District Office located at 7600 Washington Avenue, Houston, Texas 77007. To schedule an appointment at the Houston District please contact Mr. Eddy Chang, at (713) 802-5255. The information will also be posted online on TxDOT's website: <http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/houston/121316.html>. Information will also be made available for viewing at the North Harris County Area Office, located at 16803 Eastex Freeway (US 59), Humble, Texas 77396. To schedule an appointment at the North Harris County Area Office, please call (281) 319-6400.

All interested citizens are invited to attend this public meeting. Written comments from the public regarding this project may be submitted at the meeting. Written comments may also be submitted either in person or by mail to the TxDOT District Office, Director of Project Development, Texas Department of Transportation, P.O. Box 1386, Houston, Texas 77251-1386. Written comments must be postmarked, submitted through the website, or emailed to [HOU-PIOWebMail@txdot.gov](mailto:HOU-PIOWebMail@txdot.gov) on or before January 3, 2017 in order to be included in the Public Meeting Summary.

The public meeting will be conducted in English. Persons interested in attending the meeting who have special communication or accommodation needs, or need an interpreter, are encouraged to contact the TxDOT Houston District Public Information Office at 713-802-5076. Requests should be made at least five days prior to the public meeting. Every reasonable effort will be made to accommodate these needs.

**The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.**

OUR VALUES: *People • Accountability • Trust • Honesty*

OUR MISSION: *Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods.*

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## AVISO DE REUNIÓN PÚBLICA

### FM 2100 desde la Huffman-Cleveland Rd (Norte) hasta la FM 1960

El Departamento de Transporte de Texas (TxDOT) llevará a cabo una reunión pública el martes 13 de diciembre de 2016 en la Escuela Secundaria Hargrave, ubicada en 25400 Willy Lane, Huffman, TX, 77336. El propósito de la reunión es dar a conocer las mejoras propuestas para la carretera FM 2100, desde la carretera Huffman-Cleveland Rd (Norte) hasta la FM 1960, en Huffman, en el condado de Harris, Texas. Esta reunión se llevará a cabo en un formato de foro informativo desde las 5:30 p.m. hasta las 7:30 p.m. **No habrá una presentación formal.**

El proyecto propuesto es la reconstrucción y ampliación de la carretera existente de dos carriles a una carretera de cuatro carriles dividido con una mediana elevada. Las mejoras propuestas acomodarían la demanda de tráfico proyectada y el crecimiento en la región, al tiempo que aumentarían la seguridad al proporcionar una carretera dividida con medianas elevadas y carriles dedicados para dar vuelta a la izquierda en intersecciones selectas y cruces de calles. El diseño vial propuesto incluye un carril de 12 pies de ancho y un carril exterior de uso compartido de 15 pies en cada dirección, así como aceras en cada dirección. La carretera tendría un sistema de drenaje de alcantarillado pluvial y charcas de retención. El área del proyecto propuesto incluye 4.5 millas de carretera existente. Se requerirían aproximadamente 29 acres de derecho de vía (ROW) adicionales para el drenaje y las esquinas para el proyecto propuesto.

Mapas, fotografía aérea y los planos esquemáticos muestran la ubicación del proyecto propuesto, diseño geométrico, y las limitaciones ambientales estarán disponibles para su consulta en la reunión pública. Más información sobre el proyecto propuesto se encuentra archivada y disponible para su inspección de lunes a viernes, entre las 8:00 a.m. y las 5:00 p.m. en la TxDOT Houston District Office, ubicada en 7600 Washington Avenue, Houston, Texas 77007. Para programar una cita en el Distrito de Houston por favor comunicarse con el Sr. Eddy Chang, al (713) 802-5255. La información también estará disponible en línea en el sitio web de TxDOT: <http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/houston/121316.html>. También se pondrá a disposición la información para su consulta en North Harris County Area Office, ubicada en 16803 Eastex Freeway (US 59), Humble, Texas 77396. Para programar una cita en la Oficina de North Harris County Area Office, por favor llame al (281) 319-6400.

Todos los ciudadanos interesados están invitados a asistir a esta reunión pública. Los comentarios escritos del público, sobre este proyecto, pueden ser presentados en la reunión. Los comentarios por escrito también pueden enviarse ya sea en persona o por correo a la TxDOT District Office, Director of Project Development, Texas Department of Transportation, P.O. Box 1386 Houston, Texas 77251-1386. Los comentarios por escrito deben enviarse por correo electrónico a [HOU-PIOWebMail@txdot.gov](mailto:HOU-PIOWebMail@txdot.gov), a no más tardar del 3 de enero de 2017, para ser incluidos en el Resumen de la Reunión Pública.

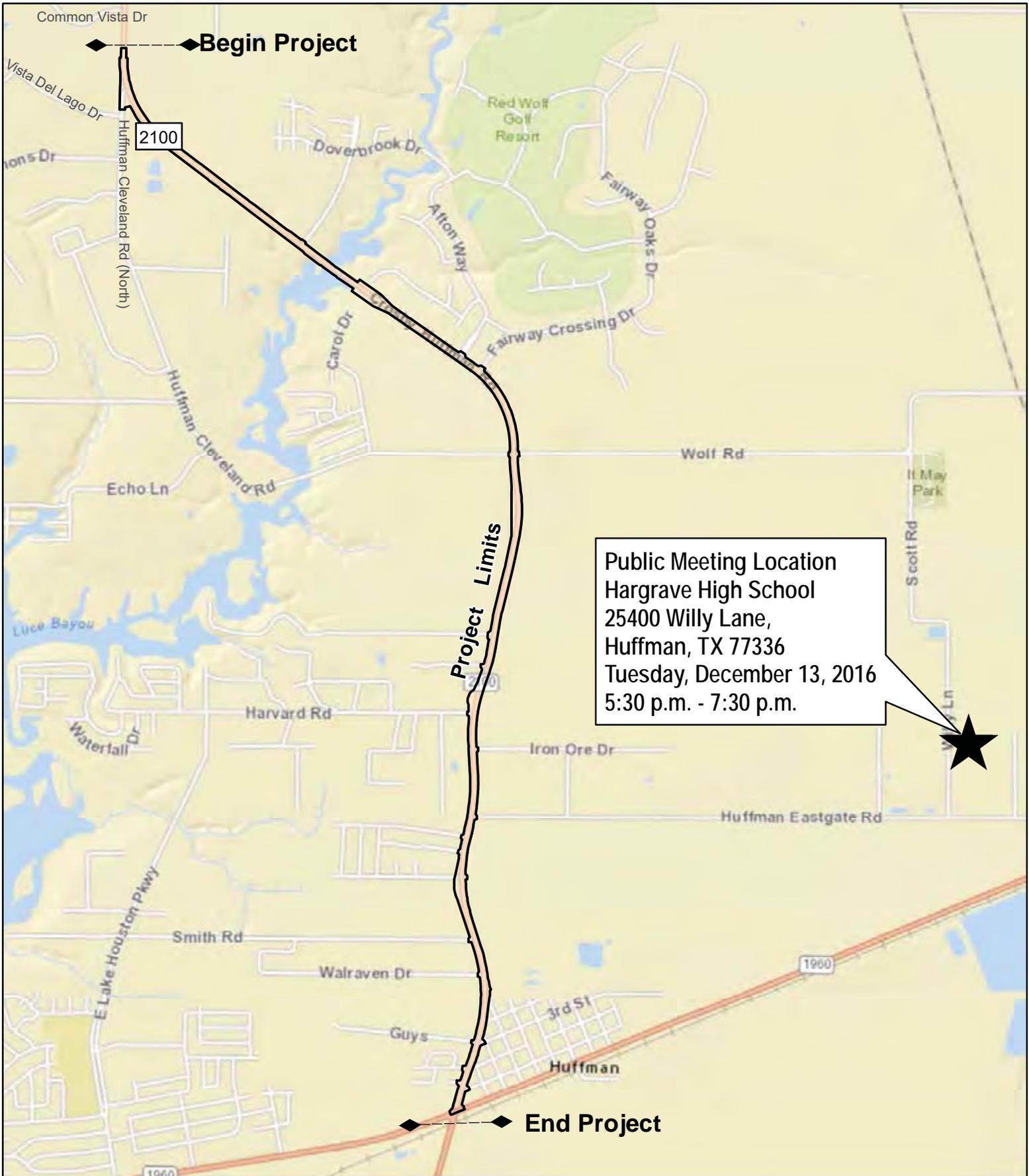
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**La revisión y consultas ambientales y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo o han sido, llevadas a cabo por el TxDOT, de acuerdo con 23 U.S.C. 327 y un Memorando de Entendimiento de fecha 16 de diciembre de 2014 y firmado por FHWA y TxDOT.**

OUR VALUES: *People • Accountability • Trust • Honesty*

OUR MISSION: *Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods.*

An Equal Opportunity Employer



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Texas Department of Transportation  
 FM 2100 from Huffman-Cleveland Rd (North)  
 to FM 1960

PROPOSED PROJECT LOCATION

Harris County, Texas

**NOTICE OF PUBLIC MEETING**  
**FM 2100 from Huffman-Cleveland Rd (North) to FM 1960**

The Texas Department of Transportation (TxDOT) will conduct a public meeting on Tuesday, December 13, 2016 at the Hargrave High School, located at 25400 Willy Lane, Huffman, TX, 77336. The purpose of the meeting is to present the proposed improvements to Farm-to-Market (FM) 2100 from Huffman-Cleveland Rd (North) to FM 1960 in Huffman, Harris County, Texas. This meeting will be held in an open house format from 5:30 p.m. to 7:30 p.m. **No formal presentation will be made.**

The proposed project is the reconstruction and widening of the existing facility from a two-lane roadway to a four-lane divided roadway with a raised median. The proposed improvements would accommodate expected traffic demand and growth in the region, while enhancing safety by providing a divided highway with raised medians and dedicated left turn lanes at select intersections and cross-streets. The proposed roadway design would include one 12-foot travel lane and one 15-foot outside shared-use lane in each direction as well as sidewalks in each direction. The roadway would have a storm sewer drainage system and detention ponds. The proposed project area includes 4.5 miles of existing roadway. Approximately 29 acres of additional right-of-way (ROW) would be required for drainage and corner clips for the proposed project.

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AFFIDAVIT OF PUBLICATION

STATE OF TEXAS:

Before me, the undersigned authority, a Notary Public in and for the State of Texas, on this day personally appeared, the Newspaper Representative at the HOUSTON CHRONICLE, a daily newspaper published in Harris County, Texas, and generally circulated in the Counties of: HARRIS, TRINITY, WALKER, GRIMES, POLK, SAN JACINTO, WASHINGTON, MONTGOMERY, LIBERTY, AUSTIN, WALLER, CHAMBERS, COLORADO, BRAZORIA, FORT BEND, GALVESTON, WHARTON, JACKSON, and MATAGORDA 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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Victoria Bond A/R Clerk  
NEWSPAPER REPRESENTATIVE

Sworn and subscribed to before me, this 25th Day of November A.D. 2016



Charles E. Walichowski  
Notary Public in and for the State of Texas

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LaVoz	Nov 30 2016	Legal Notices	V 7

Victoria Bond A/R Clerk  
NEWSPAPER REPRESENTATIVE

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## NOTICE OF PUBLIC MEETING

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## ★ ASK THE EXPERTS ★

## Weight Loss Surgery Seeks to Improve Overall Health

**BAYTOWN** — (November 17, 2016) — The multitude of diets you've tried haven't worked and your weight keeps increasing, and with it, your odds of developing a serious health condition triggered by morbid obesity. But thanks to advancements in techniques, bariatric surgery has become an effective step toward losing weight and improving overall health for thousands of Americans.

Bariatric surgery makes changes to your digestive system, including making the stomach smaller, which allows the patient to eat and drink less at one time; encouraging the feeling of fullness quicker. According to the American Society of Metabolic and Bariatric Surgery (ASMBS), nearly 200,000 Americans had bariatric surgery procedures performed in 2015, up from 168,000 in 2011.

Dr. Laura Choi, medical director for the new Bariatric Surgery Program at Houston Methodist San Jacinto Hospital, says weight loss surgery has been proven effective for thousands of patients, but it involves more than having a procedure performed.

"Weight loss surgery helps patients cut their calorie intake, but we partner this with helping the patient make lifestyle changes," Choi said. "Our program involves counseling and dietary education so patients can learn about their own eating habits and stay fit even after they lose the weight."

Choi says the most commonly performed weight loss procedure today is called the sleeve gastrectomy, which re-shapes the stomach into a thin, sleeve-shaped organ that helps to

limit the amount of food that can be consumed at one time. She stresses that patients must be willing to make significant lifestyle and diet changes if they want to achieve the best results following the procedure.

"Sometimes people look at weight management surgery as an easy way out and are looking for surgery to fix their problems, but people coming through this program must work hard mentally, emotionally and physically in order to be successful. Having a good recognition of what lifestyle habits led them (in having this issue and the medical issues that followed, and looking at realistic changes they can make after the weight loss is critical," Choi said.

Patients whose Body Mass Index (BMI) is in the morbid obesity range (40 or above) are eligible for bariatric surgery. Patients whose BMI is in the 35-40 range are eligible as well if they have existing medical conditions considered to be caused by or associated with morbid obesity. Conditions most commonly linked to morbid obesity include diabetes, high blood pressure and heart disease.

The sleeve procedure utilizes small incisions (laparoscopic) and is often performed using robotic platforms, which helps to minimize recovery time. Choi says many patients typically leave the hospital the day after surgery and are able to return to work in about two weeks.

Choi adds that the Bariatric Surgery Program isn't solely focused on surgical solutions to weight loss problems.



Dr. Laura Choi

"Surgery is a successful option for patients who qualify, but our set of options include medically supervised diets and nutritional supplementation programs," Choi said.

For more information on weight loss surgery, contact the Bariatric Surgery Center at Houston Methodist San Jacinto Hospital at 832.556.6046.

### About Houston Methodist San Jacinto Hospital

Houston Methodist San Jacinto Hospital has provided Baytown and East Houston with quality medical care since opening its doors in 1948. The hospital has grown throughout the years with the community, providing comprehensive care at all stages of life. As a health care leader, the hospital is proud to have a fully integrated residency program focused on educating and inspiring future practitioners. Today, Houston Methodist San Jacinto provides some of the most advanced and innovative procedures while never losing focus on compassionate and patient-centered care.

[Houstonmethodist.org/sanjacinto](http://Houstonmethodist.org/sanjacinto)



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The Texas Department of Transportation (TxDOT) will conduct a public meeting on **Tuesday, December 13, 2016** at the **Hargrave High School, located at 25400 Willy Lane, Huffman, TX, 77336**. The purpose of the meeting is to present the proposed improvements to Farm-to-Market (FM) 2100 from Huffman-Cleveland Rd (North) to FM 1960 in Huffman, Harris County, Texas. This meeting will be held in an open house format from 5:30 p.m. to 7:30 p.m. No formal presentation will be made.

The proposed project is the reconstruction and widening of the existing facility from a two-lane roadway to a four-lane divided roadway with a raised median. The proposed improvements would accommodate expected traffic demand and growth in the region, while enhancing safety by providing a divided highway with raised medians and dedicated left turn lanes at select intersections and cross-streets. The proposed roadway design would include one 12-foot travel lane and one 15-foot outside shared-use lane in each direction as well as sidewalks in each direction. The roadway would have a storm sewer drainage system and detention ponds. The proposed project area includes 4.5 miles of existing roadway. Approximately 29 acres of additional right-of-way (ROW) would be required for drainage and corner clips for the proposed project.

Maps and other drawings showing the proposed project's location, geometric design, and environmental constraints will be available for viewing at the public meeting. Other information about the proposed project is on file and available for inspection Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m. at the TxDOT Houston District Office located at 7600 Washington Avenue, Houston, Texas 77007. To schedule an appointment at the Houston District please contact Mr. Eddy Chang, at (713) 802-3255. The information will also be posted online on TxDOT's website: <http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/houston/121316.html>. Information will also be made available for viewing at the North Harris County Area Office, located at 16803 Eastex Freeway (US 59), Humble, Texas 77396. To schedule an appointment at the North Harris County Area Office, please call (281) 319-6400.

All interested citizens are invited to attend this public meeting. Written comments from the public regarding this project may be submitted at the meeting. Written comments may also be submitted either in person or by mail to the TxDOT District Office, Director of Project Development, Texas Department of Transportation, P.O. Box 1386, Houston, Texas 77251-1386. Written comments must be postmarked, submitted through the website, or emailed to [HOU-PIOWebMail@txdot.gov](mailto:HOU-PIOWebMail@txdot.gov) on or before January 3, 2017 in order to be included in the Public Meeting Summary.

The public meeting will be conducted in English. Persons interested in attending the meeting who have special communication or accommodation needs, or need an interpreter, are encouraged to contact the TxDOT Houston District Public Information Office at 713-802-5076. Requests should be made at least five days prior to the public meeting. Every reasonable effort will be made to accommodate these needs.

*The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.*

# HIGHLANDS / CROSBY STAR COURIER

P.O. BOX 405  
Highlands, TX. 77562  
281-328-9605

## PUBLISHER'S AFFIDAVIT

STATE OF TEXAS

COUNTY OF HARRIS

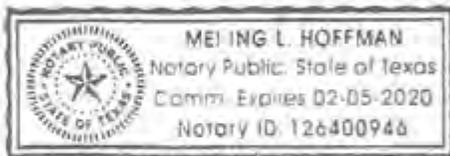
Before me, the undersigned authority, on this day personally appeared Ms Julieta Paita, who being by me duly sworn, deposes and says that she is the editor of the HIGHLANDS STAR CROSBY COURIER; that said newspaper is regularly published in Harris County, Texas and generally circulated in Harris County, Texas; and that the attached notice was published in said newspaper on the following dates, to wit:

11-24-16

(Dates)

(Signed) [Signature]

Subscribed and sworn to me this the 24<sup>th</sup> day of November, 2016, to certify which witness my hand and seal of office



(SEAL)

[Signature]  
Notary Public in and for the  
State of Texas

Mei Hoffman  
Print or Type Name of Notary Public

My Commission Expires 02/05/2020



## **C. Sign-in sheets**



**PUBLIC (PÚBLICO)  
SIGN-IN SHEET (HOJA DE REGISTRO)**

Project - FM 2100 from Huffman-Cleveland Rd (North) to FM 1960  
 CSJ 1062-02-009  
 Public Meeting / Reunión Pública  
 Tuesday, December 13, 2016  
 Hargrave High School  
 25400 Willy Lane, Huffman, TX, 77336

NO	NAME (PLEASE PRINT) Nombre (Letra de Molde)	
1	Sabrina Miller-Williams	
2	Trish Ho	
3	Juliet Duncan	
4	Logan Havel	
5	David Martin	
6	Allen Doan	
7	William Sumpter Frazier	
8	PRAFULLA PRAVIN PATEL	
9	Jeff Bunt	
10	Derech Presley	

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(La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo o han sido, llevado a cabo por TxDOT - en virtud de 23 USC 327 y un Memorando de Entendimiento fechado el 16 de diciembre del 2014, y ejecutado por la FHWA y el TxDOT.)



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SIGN-IN SHEET (HOJA DE REGISTRO)**

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 Tuesday, December 13, 2016  
 Hargrave High School  
 25400 Willy Lane, Huffman, TX, 77336

NO	NAME (PLEASE PRINT) Nombre (Letra de Molde)	MAILING ADDRESS / CITY / STATE / ZIP Dirección Postal/ Ciudad / Estado / Código Postal
1	DARRELL & LYNN PENA	
2	Johnny Peoples	
3	Mike Martin	
4	DON MONKIEZ	
5	BARBARA BURROW	
6	WILLIAM F. CLAWSON	
7	Armando & Monica Vasquez	
8	Stan Oliver	
9	Jesse Candy Elizondo	
10	Ruby Hancock & Erin Kovacs	

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SIGN-IN SHEET (HOJA DE REGISTRO)**

Project - FM 2100 from Huffman-Cleveland Rd (North) to FM 1960  
CSJ 1062-02-009  
Public Meeting / Reunión Pública  
Tuesday, December 13, 2016  
Hargrave High School  
25400 Willy Lane, Huffman, TX, 77335

NO.	NAME (PLEASE PRINT) Nombre (Letra de Molde)	MAILING ADDRESS / CITY / STATE / ZIP Dirección Postal/ Ciudad / Estado / Código Postal
1	ENRIQUE & MARIZETTE GARRIDO	
2	Stacy Rbato	
3	Jill Weiss	
4	David Carpenter	
5	Steve & Bev Hebers	
6	Bruce W. Meyer	
7	CARL FOSTER	
8	Iron Miller	
9	CHARLES HANKINS	
10	Monica Dorce	

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NO.	NAME (PLEASE PRINT) Nombre (Letra de Molde)	MAILING ADDRESS / CITY / STATE / ZIP Dirección Postal/ Ciudad / Estado / Código Postal
1	Jerry + Jan Miller	
2	Ben Corbin	
3	Winnie Shogell	
4	James C. Jackson	
5	Paul Ruffo	
6	Dr. Lillian B. Corras	
7	Steven Jones	
8	JOAN SPARKS	
9	DAVE + BARBI Kutilek	
10	DAN PEARCE	

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NO.	NAME (PLEASE PRINT) Nombre (Letra de Molde)	MAILING ADDRESS / CITY / STATE / ZIP Dirección Postal/ Ciudad / Estado / Código Postal
11	Donald & Diane Ellis	
12	Marcella Baccigalopi	
13	Tom & Kathy Zyrall	
14	Marie Hohmann	
15	MIKE HARGRAVE	
16	Debra Steelman	
17	Shelly O. JONES	
18	Leonard W. Schweinle	
19	JIM STANLEY	
20	TROY & ANGELA BRACKBURN	

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NO.	NAME (PLEASE PRINT) Nombre (Letra de Molde)	MAILING ADDRESS / CITY / STATE / ZIP Dirección Postal/ Ciudad / Estado / Código Postal
1	Janna Henderson	
2	Melody Stewart (2)	
3	Dwayne M Knight	
4	Gloria Vaughn	
5	Bob Johnson	
6	Charlie Lemley	
7	Vernon Webb	
8	Cary Stephens	
9	Maria Turner	
10	Grant Goldsmith	

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NO.	NAME (PLEASE PRINT) Nombre (Letra de Molde)	MAILING ADDRESS / CITY / STATE / ZIP Dirección Postal/ Ciudad / Estado / Código Postal
21	Jim MARTIN	
22	Brenda Piazzi	
23	Kate Chambers	
24	RONNIE BENTON	
25	Mike Phillips	
26	ANNA GARCIA	
27	<i>[Signature]</i>	
28	Barry Hanzel	
29	JAMES & BLANCA HOLLIDAY	
30	Toby & Kim Whitehead	

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NO.	NAME (PLEASE PRINT) Nombre (Letra de Molde)	MAILING ADDRESS / CITY / STATE / ZIP Dirección Postal/ Ciudad / Estado / Código Postal
51	Lou & Marit Lotsto	
52	Neal Overstreet	
53	Rick Maclean	
54	REX GOSS	
55	Robert Bales	
56	Richard Kelley	
57	Pam + Edmund Moorhous	
58	TED Baccigalupo	
59	Van Johnson	
60	Cathy Whitehead	

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NO.	NAME (PLEASE PRINT) Nombre (Letra de Molde)	MAILING ADDRESS / CITY / STATE / ZIP Dirección Postal/ Ciudad / Estado / Código Postal
71	Kenneth R Ivy	
72	TERRY JONES	
73	Ginn Armstrong	
74	Kathy Phillips	
75	Dana Bryant	
76	David Havel	
77	Fred Seid	
78	ROBERT VERT	
79	TODD Langston	
80	Gary Martin	

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4



**PUBLIC (PÚBLICO)  
SIGN-IN SHEET (HOJA DE REGISTRO)**

Project - FM 2100 from Huffman-Cleveland Rd (North) to FM 1960  
CSJ 1062-02-009  
Public Meeting / Reunión Pública  
Tuesday, December 13, 2016  
Hargrave High School  
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NO.	NAME (PLEASE PRINT) Nombre (Letra de Molde)	MAILING ADDRESS / CITY / STATE / ZIP Dirección Postal/ Ciudad / Estado / Código Postal
81	JERRY F. PATTERSON	
82	JAMES BOLLIG	
83	CHRISTIAN WASKOW	
84	D CUNNINGHAM	
85		
86		
87		
88		
89		
90		

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NO.	NAME (PLEASE PRINT) Nombre (Letra de Molde)	MAILING ADDRESS / CITY / STATE / ZIP Dirección Postal/ Ciudad / Estado / Código Postal
131	LAKIS FORREST	[REDACTED]
132	Charles + Valerie Bardwell	
133	PRAVIN V PATEL	
134	DAVID W. FRANCIS	
135	<i>[Handwritten signature]</i>	
136		[REDACTED]
137		
138		
139		
140		

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**MEDIA (MEDIOS DE COMUNICACIÓN)  
SIGN-IN SHEET (HOJA DE REGISTRO)**

Project - FM 2100 from Huffman-Cleveland Rd (North) to FM 1960  
 CSJ 1062-02-009  
 Public Meeting / Reunión Pública  
 Tuesday, December 13, 2016  
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 25400 Willy Lane, Huffman, TX, 77336

NO	NAME (PLEASE PRINT) Nombre (Letras de Molde)	REPRESENTING Representando	MAILING ADDRESS / CITY / STATE / ZIP Dirección Postal / Ciudad / Estado / Código Postal	EMAIL ADDRESS Dirección de Correo Electrónico
1	Bruce James Johnson	[REDACTED]	(hot media)	
2				
3				
4				
5				
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7				
8				
9				
10				

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

(La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo o han sido, llevado a cabo por TxDOT - en virtud de 23 USC 327 y un Memorando de Entendimiento fechado el 16 de diciembre del 2014, y ejecutado por la FHWA y el TxDOT.)



### ELECTED OFFICIALS (FUNCIONARIOS ELECTOS)

SIGN-IN SHEET (HOJA DE REGISTRO)  
 Project - FM 2100 from Huffman-Cleveland Rd (North) to FM 1960  
 CSJ 1062-02-009  
 Public Meeting / Reunión Pública  
 Tuesday, December 13, 2016  
 Hargrave High School  
 25400 Willy Lane, Huffman, TX, 77336

NO	NAME (PLEASE PRINT) Nombre (Letra de Molde)	ELECTED OFFICE Oficio (Cargo Oficial)	MAILING ADDRESS / CITY / STATE / ZIP Dirección Postal / Ciudad / Estado / Código Postal	EMAIL ADDRESS Dirección de Correo Electrónico
1	Patricia A. Morlen	Prct 98 Chairman		
2	Ronald D. Medra II			
3	Seremy Phillips	Reprints Commissioner Jack Morley HARRIS COUNTY REC 2		
4	Leslie Dean	HARRIS Co Emergency Sics Distric		
5				
6				
7				
8				
9				
10				

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 18, 2014, and executed by FHWA and TxDOT.

[La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo o han sido, llevadas a cabo por TxDOT - en virtud de 23 USC 327 y un Memorando de Entendimiento firmado el 18 de diciembre del 2014, y ejecutado por la FHWA y el TxDOT.]



**MEDIA (MEIOS DE COMUNICACIÓN)  
SIGN-IN SHEET (HOJA DE REGISTRO)**

Project – FM 2100 from Huffman-Cleveland Rd (North) to FM 1960  
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No.	NAME (PLEASE PRINT) Nombre (Letra de Molde)	REPRESENTING Representando	MAILING ADDRESS / CITY / STATE / ZIP Dirección Postal / Ciudad / Estado / Código Postal	EMAIL ADDRESS Dirección de Correo Electrónico
1	Melanie Fout	The Observer Newspaper		
2	Lewis Spedman	STAR - Courier		
3				
4				
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7				
8				
9				
10				

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## **D. Comments received**

COMMENT FORM  
(FORMA DE COMENTARIOS)

Public Meeting – FM 2100 from Huffman-Cleveland Rd (North) to FM 1960  
Reunión Pública – FM 2100 desde la carretera Huffman-Cleveland (norte) hasta la FM 1960

PM: R.G. (CSJ No. 1062-02-009)  
December 13, 2016  
13 de diciembre de 2016

I am an Elected Official (Soy Funcionario/a electo) Position (Posición) \_\_\_\_\_

Name and Mailing Address (Optional) (Nombre y Dirección [Opcional]):

Name (Nombre) Stan Oliver (S Oliver & Associates Llp.) (Huffman Business Park

Address (Dirección) \_\_\_\_\_

Telephone (Teléfono) \_\_\_\_\_

PLEASE CHECK THE APPROPRIATE ITEMS BELOW: (Favor de marcar la que le aplique)

I am primarily interested in the project from the standpoint of a: (Me interesa el proyecto desde el punto de vista de:)

Residential property owner or renter  Business property owner or lessee  
(Propietario o inquilino residencial) (Propietario o inquilino del negocio)

Other (Please explain) (Otro [Favor de explicar]) \_\_\_\_\_

Per Texas Transportation Code, §201.811(a)(5): check each of the following boxes that apply to you: (Por Código de Transportación de Texas, §201.811(a)(5): marcar siguientes casillas que le correspondan:)

I am employed by TxDOT (Soy empleado de TxDOT)

I do business with TxDOT (Hago negocios con TxDOT)

I could benefit monetarily from the project or other item about which I am commenting (Podría beneficiarme económicamente con este proyecto u otro asunto del cual estoy comentando)

How did you learn about this meeting? (¿Como se enteró de esta reunión?)

Newspaper (Periódico)  Notice in the Mail (Aviso por Correo)

Other (Please explain) (Otro [Favor de explicar]) \_\_\_\_\_

Do you support the proposed project? (¿Apoya el proyecto propuesto?)  Yes (Si)  No (No)  Undecided (Indeciso)

COMMENTS (COMENTARIOS):

I own 13+ Acres directly across from the Proposal High School and the south half of the property is @ 26406 FM 2100. I am moving my engineering & Surveying Business from Baytown to here and have already built a large office and warehouse. I also replatted the property and it is partitioned into 3-tracts, 2 of them being frontage which will be utilized for other Businesses/stores. The official name for the property is "Huffman Business Park". My concern is that there will not be a way to turn into the property coming from the north unless you pass the property and do a U-turn which I feel will be unsafe

Please make additional comments on the back. (Favor de hacer comentarios adicionales al dorso de esta forma.)

This comment form may be turned in tonight, mailed, or emailed by January 3, 2017 to the address below:

(Esta formulario de comentarios puede ser entregado esta noche, por correo, o por correo electrónico a no más tardar del 3 de enero de 2017 a la siguiente dirección:)

Director of Project Development  
Texas Department of Transportation – Houston District  
P.O. Box 1386  
Houston, Texas 77251-1386  
Email: [hou-piowebmail@txdot.gov](mailto:houston-piowebmail@txdot.gov)

COMMENT FORM  
(FORMA DE COMENTARIOS)

Public Meeting – FM 2100 from Huffman-Cleveland Rd (North) to FM 1960  
Reunión Pública – FM 2100 desde la carretera Huffman-Cleveland (norte) hasta la FM 1960

PM: R.G. (CSJ No. 1062-02-009)  
December 13, 2016  
13 de diciembre de 2016

I am an Elected Official (Soy Funcionario/a electo) Position (Posición) \_\_\_\_\_

Name and Mailing Address (Optional) (Nombre y Dirección [Opcional]):

Name (Nombre) Barbi Kutilek

Address (Dirección) \_\_\_\_\_

Telephone (Teléfono) \_\_\_\_\_

PLEASE CHECK THE APPROPRIATE ITEMS BELOW: (Favor de marcar la que le aplique)

I am primarily interested in the project from the standpoint of a: (Me interesa el proyecto desde el punto de vista de:)

Residential property owner or renter  Business property owner or lessee  
(Propietario o inquilino residencial) (Propietario o inquilino del negocio)

Other (Please explain) (Otro [Favor de explicar]) \_\_\_\_\_

Per Texas Transportation Code, §201.811(a)(5): check each of the following boxes that apply to you: (Por Código de Transportación de Texas, §201.811(a)(5): marcar siguientes casillas que le correspondan:)

I am employed by TxDOT (Soy empleado de TxDOT)

I do business with TxDOT (Hago negocios con TxDOT)

I could benefit monetarily from the project or other item about which I am commenting (Podría beneficiarme económicamente con este proyecto u otro asunto del cual estoy comentando)

How did you learn about this meeting? (¿Como se enteró de esta reunión?)

Newspaper (Periódico)  Notice in the Mail (Aviso por Correo)

Other (Please explain) (Otro [Favor de explicar]) Facebook

Do you support the proposed project? (¿Apoya el proyecto propuesto?)  Yes (Si)  No (No)  Undecided (Indeciso)

COMMENTS (COMENTARIOS):

Why is a sidewalk needed along a busy street?

Please make additional comments on the back. (Favor de hacer comentarios adicionales al dorso de esta forma.)

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Director of Project Development  
Texas Department of Transportation – Houston District  
P.O. Box 1386  
Houston, Texas 77251-1386  
Email: [hou-piowebmail@txdot.gov](mailto:houston-piowebmail@txdot.gov)

COMMENT FORM  
(FORMA DE COMENTARIOS)

Public Meeting – FM 2100 from Huffman-Cleveland Rd (North) to FM 1960  
Reunión Pública – FM 2100 desde la carretera Huffman-Cleveland (norte) hasta la FM 1960

PM: R.G. (CSJ No. 1062-02-009)

December 13, 2016

13 de diciembre de 2016

I am an Elected Official (Soy Funcionario/a electo) Position (Posición) \_\_\_\_\_

Name and Mailing Address (Optional) (Nombre y Dirección [Opcional]):

Name (Nombre) Rick Henderson

Address (Dirección) \_\_\_\_\_

Telephone (Teléfono) \_\_\_\_\_

PLEASE CHECK THE APPROPRIATE ITEMS BELOW: (Favor de marcar la que le aplique)

I am primarily interested in the project from the standpoint of a: (Me interesa el proyecto desde el punto de vista de:)

Residential property owner or renter  Business property owner or lessee

(Propietario o inquilino residencial) (Propietario o inquilino del negocio)

Other (Please explain) (Otro [Favor de explicar]) \_\_\_\_\_

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I do business with TxDOT (Hago negocios con TxDOT)

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Other (Please explain) (Otro [Favor de explicar]) \_\_\_\_\_

Do you support the proposed project? (¿Apoya el proyecto propuesto?)  Yes (Si)  No (No)  Undecided (Indeciso)

COMMENTS (COMENTARIOS):

Most of the concerns that I heard people talking about was the raised medians. I suggest you give the farmers a break in the median.

Please make additional comments on the back. (Favor de hacer comentarios adicionales al dorso de esta forma.)

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13 de diciembre de 2016

I am an Elected Official (Soy Funcionario/a electo) Position (Posición) \_\_\_\_\_

Name and Mailing Address (Optional) (Nombre y Dirección [Opcional]):

Name (Nombre) RONNIE BENTON

Address (Dirección) \_\_\_\_\_

Telephone (Teléfono) \_\_\_\_\_

PLEASE CHECK THE APPROPRIATE ITEMS BELOW: (Favor de marcar la que le aplique)

I am primarily interested in the project from the standpoint of a: (Me interesa el proyecto desde el punto de vista de:)

Residential property owner or renter  Business property owner or lessee  
(Propietario o inquilino residencial) (Propietario o inquilino del negocio)

Other (Please explain) (Otro [Favor de explicar]) INVESTMENT PROPERTY

Per Texas Transportation Code, §201.811(a)(5): check each of the following boxes that apply to you: (Por Código de Transportación de Texas, §201.811(a)(5): marcar siguientes casillas que le correspondan.)

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Other (Please explain) (Otro [Favor de explicar]) WORD OF MOUTH

Do you support the proposed project? (¿Apoya el proyecto propuesto?)  Yes (Si)  No (No)  Undecided (Indeciso)

COMMENTS (COMENTARIOS):

I AM CO-OWNER OF THE PROMISED RETENTION POND LOCATED EAST OF SUCCESS & DESIRABLE LN. THE PROPERTY HAS ABOUT 3 FEET OF BUILD-UP FROM CONCRETE & FILL DIRT. IT IS VERY NOTICEABLY HIGHER THAN THE SURROUNDING PROPERTIES. IT IS ALSO LOCATED NEXT TO AN APARTMENT COMPLEX & WOULD CREATE A MOSQUITO HAVEN NEAR TO THE RESIDENTS.

Please make additional comments on the back. (Favor de hacer comentarios adicionales al dorso de esta forma.)

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13 de diciembre de 2016

I am an Elected Official (Soy Funcionario/a electo) Position (Posición) \_\_\_\_\_

Name and Mailing Address (Optional) (Nombre y Dirección [Opcional]):

Name (Nombre) BARBARA BURROW

Address (Dirección) \_\_\_\_\_

Telephone (Teléfono) \_\_\_\_\_

PLEASE CHECK THE APPROPRIATE ITEMS BELOW: (Favor de marcar la que le aplique)

I am primarily interested in the project from the standpoint of a: (Me interesa el proyecto desde el punto de vista de:)

Residential property owner or renter  Business property owner or lessee  
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Other (Please explain) (Otro [Favor de explicar]) \_\_\_\_\_

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Other (Please explain) (Otro [Favor de explicar]) FACEBOOK

Do you support the proposed project? (¿Apoya el proyecto propuesto?)  Yes (Si)  No (No)  Undecided (Indeciso)

COMMENTS (COMENTARIOS):

Concerned about raised median, making it  
hard to make it into driveway across  
median. Will U-turns be permitted at  
opening in median?

Please make additional comments on the back. (Favor de hacer comentarios adicionales al dorso de esta forma.)

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I am an Elected Official (Soy Funcionario/a electo) Position (Posición) \_\_\_\_\_

Name and Mailing Address (Optional) (Nombre y Dirección [Opcional]):

Name (Nombre) SNELL, D. JONES

Address (Dirección) \_\_\_\_\_

Telephone (Teléfono) \_\_\_\_\_

PLEASE CHECK THE APPROPRIATE ITEMS BELOW: (Favor de marcar la que le aplique)

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Residential property owner or renter  Business property owner or lessee  
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Other (Please explain) (Otro [Favor de explicar]) \_\_\_\_\_

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Other (Please explain) (Otro [Favor de explicar]) Posting on a community Facebook Page

Do you support the proposed project? (¿Apoya el proyecto propuesto?)  Yes (Si)  No (No)  Undecided (Indeciso)

COMMENTS (COMENTARIOS):

RAISED MEDIAN WILL CAUSE ALL NORTHBOUND 2100 TRAFFIC TO ENTER MY SUBDIVISION USING 1 ROAD (DARDEN). ANYONE LEAVING TO GO NORTHBOUND ON 2100 WILL ALSO HAVE TO USE DARDEN TO EXIT. THE INCREASE IN TRAFFIC ON DARDEN WILL BE AN ISSUE AND A SAFETY CONCERN.

SOUTHBOUND TRAVEL ON 2100 WILL NOT BE ABLE TO TURN INTO THE U.S. POST OFFICE OR ~~STREET~~ BANK DUE TO RAISED MEDIAN.

RAISED MEDIAN WILL IMPED FIRE TRUCKS & AMBULANCES FROM GETTING INTO SOME NEIGHBORHOODS BECAUSE THEY WILL BE FORCED TO GO TO NEXT BREAK & TURN.

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December 13, 2016  
13 de diciembre de 2016

I am an Elected Official (Soy Funcionario/a electo)

Position (Posición)

Port Chairmen 98

Name and Mailing Address (Optional) (Nombre y Dirección [Opcional]):

Name (Nombre) Patricia Morlen

Address (Dirección)

Telephone (Teléfono)

PLEASE CHECK THE APPROPRIATE ITEMS BELOW: (Favor de marcar la que le aplique)

I am primarily interested in the project from the standpoint of a: (Me interesa el proyecto desde el punto de vista de:)

Residential property owner or renter (Propietario o inquilino residencial)  Business property owner or lessee (Propietario o inquilino del negocio)

Other (Please explain) (Otro [Favor de explicar])

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I do business with TxDOT (Hago negocios con TxDOT)

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Other (Please explain) (Otro [Favor de explicar])

Do you support the proposed project? (¿Apoya el proyecto propuesto?)  Yes (Si)  No (No)  Undecided (Indeciso)

COMMENTS (COMENTARIOS):

I am concerned some about property values along proposed construction route disruption to businesses and traffic. I would like to know how those concerns will be addressed.

I would also liked to know if TXDot has had any discussion with the Huffman ISD to address the new proposed school on 2100 and how traffic would be handled, I have a major concern about a sidewalk being located along side a 4 lane highway with an elementary school.

Please make additional comments on the back. (Favor de hacer comentarios adicionales al dorso de esta forma.)

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December 13, 2016  
13 de diciembre de 2016

I am an Elected Official (Soy Funcionario/a electo)      Position (Posición) \_\_\_\_\_

Name and Mailing Address (Optional) (Nombre y Dirección [Opcional]):

Name (Nombre) JOHN SPARKS

Address (Dirección) \_\_\_\_\_

Telephone (Teléfono) \_\_\_\_\_

PLEASE CHECK THE APPROPRIATE ITEMS BELOW: (Favor de marcar la que le aplique)

I am primarily interested in the project from the standpoint of a: (Me interesa el proyecto desde el punto de vista de:)

Residential property owner or renter       Business property owner or lessee  
(Propietario o inquilino residencial)      (Propietario o inquilino del negocio)

Other (Please explain) (Otro [Favor de explicar]) \_\_\_\_\_

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Other (Please explain) (Otro [Favor de explicar]) \_\_\_\_\_

Do you support the proposed project? (¿Apoya el proyecto propuesto?)       Yes (Sí)       No (No)       Undecided (Indeciso)

COMMENTS (COMENTARIOS):

NEED TO ADDRESS ACCESS TO 25103 FM 2100 - MY BUSINESS, SPARKS INSURANCE, IS  
LOCATED THERE.

Please make additional comments on the back. (Favor de hacer comentarios adicionales al dorso de esta forma.)

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I am an Elected Official (Soy Funcionario/a electo)      Position (Posición) \_\_\_\_\_  
Name and Mailing Address (Optional) (Nombre y Dirección [Opcional]):  
Name (Nombre) \_\_\_\_\_  
Address (Dirección) \_\_\_\_\_  
Telephone (Teléfono) \_\_\_\_\_

PLEASE CHECK THE APPROPRIATE ITEMS BELOW: (Favor de marcar la que le aplique)

I am primarily interested in the project from the standpoint of a: (Me interesa el proyecto desde el punto de vista de:)

Residential property owner or renter       Business property owner or lessee  
(Propietario o inquilino residencial)      (Propietario o inquilino del negocio)

Other (Please explain) (Otro [Favor de explicar]) \_\_\_\_\_

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Newspaper (Periódico)       Notice in the Mail (Aviso por Correo)  
 Other (Please explain) (Otro [Favor de explicar]) FACEBOOK

Do you support the proposed project? (¿Apoya el proyecto propuesto?)       Yes (Si)       No (No)       Undecided (Indeciso)

COMMENTS (COMENTARIOS):

WE WERE TOLD THE FUNDING FOR THIS PROJECT ISN'T EVEN AVAILABLE YET. SO WHERE HAVE OUR TAX DOLLARS BEEN GOING FOR THE LAST 30 YEARS? I AM ALL FOR THE PROJECT BUT THIS JUST SEEMS LIKE ALL TALK AND NO ACTION.

Please make additional comments on the back. (Favor de hacer comentarios adicionales al dorso de esta forma.)

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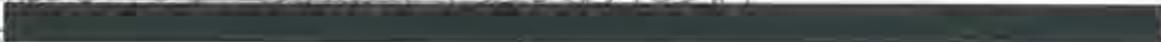
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PM: R.G. (CSJ No. 1062-02-009)  
December 13, 2016  
13 de diciembre de 2016

I am an Elected Official (Soy Funcionario/a electo) Position (Posición) Ranch Owner  
Name and Mailing Address (Optional) (Nombre y Dirección [Opcional]):  
Name (Nombre) Leslie / Candy Elizondo  
Address (Dirección)   
Telephone (Teléfono) \_\_\_\_\_

PLEASE CHECK THE APPROPRIATE ITEMS BELOW: (Favor de marcar la que le aplique)

I am primarily interested in the project from the standpoint of a: (Me interesa el proyecto desde el punto de vista de:)

Residential property owner or renter (Propietario o inquilino residencial)  Business property owner or lessee (Propietario o inquilino del negocio)  
 Other (Please explain) (Otro [Favor de explicar]) Form Form

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Do you support the proposed project? (¿Apoya el proyecto propuesto?)  Yes (Si)  No (No)  Undecided (Indeciso)

COMMENTS (COMENTARIOS):  
move to county have animals  
and a habitat for the Large Red  
headed wood pecker.  
we have 20 Acres

Please make additional comments on the back. (Favor de hacer comentarios adicionales al dorso de esta forma.)

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I am an Elected Official (Soy Funcionario/a electo)      Position (Posición) \_\_\_\_\_  
Name and Mailing Address (Optional) (Nombre y Dirección [Opcional]):  
Name (Nombre) \_\_\_\_\_  
Address (Dirección) \_\_\_\_\_  
Telephone (Teléfono) \_\_\_\_\_

PLEASE CHECK THE APPROPRIATE ITEMS BELOW: (Favor de marcar la que le aplique)

I am primarily interested in the project from the standpoint of a: (Me interesa el proyecto desde el punto de vista de:)

Residential property owner or renter       Business property owner or lessee  
(Propietario o inquilino residencial)      (Propietario o inquilino del negocio)

Other (Please explain) (Otro [Favor de explicar]) \_\_\_\_\_

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 Other (Please explain) (Otro [Favor de explicar])      FACEBOOK

Do you support the proposed project? (¿Apoya el proyecto propuesto?)       Yes (SI)       No (No)       Undecided (Indeciso)

COMMENTS (COMENTARIOS):

THIS PROJECT DOESN'T EVEN COVER WHERE I LIVE!

Please make additional comments on the back. (Favor de hacer comentarios adicionales al dorso de esta forma.)

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Email: [hou-piowebmail@txdot.gov](mailto:houston-piowebmail@txdot.gov)

COMMENT FORM  
(FORMA DE COMENTARIOS)

Public Meeting – FM 2100 from Huffman-Cleveland Rd (North) to FM 1960  
Reunión Pública – FM 2100 desde la carretera Huffman-Cleveland (norte) hasta la FM 1960

PM: R.G. (CSJ No. 1062-02-009)  
December 13, 2016  
13 de diciembre de 2016

I am an Elected Official (Soy Funcionario/a electo) Position (Posición) \_\_\_\_\_

Name and Mailing Address (Optional) (Nombre y Dirección [Opcional]):

Name (Nombre) CHRISTIAN WASKOW

Address (Dirección) \_\_\_\_\_

Telephone (Teléfono) \_\_\_\_\_

PLEASE CHECK THE APPROPRIATE ITEMS BELOW: (Favor de marcar la que le aplique)

I am primarily interested in the project from the standpoint of a: (Me interesa el proyecto desde el punto de vista de:)

Residential property owner or renter (Propietario o inquilino residencial)  Business property owner or lessee (Propietario o inquilino del negocio)

Other (Please explain) (Otro [Favor de explicar]) \_\_\_\_\_

Per Texas Transportation Code, §201.811(a)(5): check each of the following boxes that apply to you: (Por Código de Transportación de Texas, §201.811(a)(5); marcar siguientes casillas que le correspondan:)

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I do business with TxDOT (Hago negocios con TxDOT)

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How did you learn about this meeting? (¿Cómo se enteró de esta reunión?)

Newspaper (Periódico)  Notice in the Mail (Aviso por Correo)

Other (Please explain) (Otro [Favor de explicar]) Facebook / Internet

Do you support the proposed project? (¿Apoya el proyecto propuesto?)  Yes (Si)  No (No)  Undecided (Indeciso)

COMMENTS (COMENTARIOS):

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Please make additional comments on the back. (Favor de hacer comentarios adicionales al dorso de esta forma.)

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Name and Mailing Address (Optional) (Nombre y Dirección [Opcional]):

Name (Nombre) Jeff Sulz

Address (Dirección) \_\_\_\_\_

Telephone (Teléfono) \_\_\_\_\_

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Do you support the proposed project? (¿Apoya el proyecto propuesto?)  Yes (Si)  No (No)  Undecided (Indeciso)

COMMENTS (COMENTARIOS):

Really need a curbcut and light at Webster and FM 2100

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Name and Mailing Address (Optional) (Nombre y Dirección [Opcional]):

Name (Nombre) Deeplus Presley

Address (Dirección) \_\_\_\_\_

Telephone (Teléfono) \_\_\_\_\_

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Other (Please explain) (Otro [Favor de explicar]) Neighborhood Facebook page

Do you support the proposed project? (¿Apoya el proyecto propuesto?)  Yes (Si)  No (No)  Undecided (Indeciso)

*with some proposed changes - see comments*

COMMENTS (COMENTARIOS):

The proposed raised center median would be a traffic hazard where vehicles are forced to U-turn to get to streets blocked by the median. It seems that a street level continuous turn lane would be more cost effective and safer. Rumble strips could be used to help make drivers aware that they are driving out of their lanes.

Including extra width in the outer lanes for bicycle traffic is an excellent idea!

Station 73 - old 200 300 yr old oak tree close to edge of right-of-way

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Name and Mailing Address (Optional) (Nombre y Dirección [Opcional]):

Name (Nombre) Van Johnson

Address (Dirección) \_\_\_\_\_

Telephone (Teléfono) \_\_\_\_\_

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(Propietario o inquilino residencial)

(Propietario o inquilino del negocio)

Other (Please explain) (Otro [Favor de explicar]) \_\_\_\_\_

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Do you support the proposed project? (¿Apoya el proyecto propuesto?)  Yes (Sí)  No (No)  Undecided (Indeciso)

COMMENTS (COMENTARIOS):

Concerned about Bridge Blocking access to my Boat  
Ramp @ 185.00 - The Red Line on West side of Bridge  
is on my Fence Line, Just next to Fence Line is Rock Road  
to Access the property where Boat Ramp is I use. I will  
need access to that piece of property.

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Name and Mailing Address (Optional) (Nombre y Dirección [Opcional]):

Name (Nombre) Electrical Field Services dba South Texas utilities + underground

Address (Dirección) \_\_\_\_\_

Telephone (Teléfono) \_\_\_\_\_

PLEASE CHECK THE APPROPRIATE ITEMS BELOW: (Favor de marcar la que le aplique)

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Do you support the proposed project? (¿Apoya el proyecto propuesto?)  Yes (Si)  No (No)  Undecided (Indeciso)

COMMENTS (COMENTARIOS):

Being a large Commercial Business my concerns are  
needing cross over @ 19100/19200 for large trucks/trailers/Big Rigs  
for deliveries traveling north bound turning left into my business  
also concerned about large trucks heading south turning right  
into my business and being able to get off the highway  
until privacy gate is opened to access my business.

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Name and Mailing Address (Optional) (Nombre y Dirección [Opcional]):

Name (Nombre) Morie Hehmann

Address (Dirección) \_\_\_\_\_

Telephone (Teléfono) \_\_\_\_\_

PLEASE CHECK THE APPROPRIATE ITEMS BELOW: (Favor de marcar la que le aplique)

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Residential property owner or renter ~~or renter~~  Business property owner or lessee  
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Other (Please explain) (Otro [Favor de explicar]) \_\_\_\_\_

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Do you support the proposed project? (¿Apoya el proyecto propuesto?)  Yes (Sí)  No (No)  Undecided (Indeciso)

COMMENTS (COMENTARIOS)

I am concerned about the ability of our fire personnel being able to crossover quickly with raised medians in the way. Speed is very important in the suburbs where we only have volunteer firemen. We have NO fire hydrants in Huffman Hills Si Pr. My only other concern is how much of an inconvenience we will encounter getting out of our subdivisions to FM 1960! We live along way from our jobs. This could add at least a half to 3 quarters of an hour to our daily commute.

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Name and Mailing Address (Optional) (Nombre y Dirección [Opcional]):

Name (Nombre) DELTA Home Builders (LOW LOTITO)

Address (Dirección) \_\_\_\_\_

Telephone (Teléfono) \_\_\_\_\_

PLEASE CHECK THE APPROPRIATE ITEMS BELOW: (Favor de marcar la que le aplique)

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Other (Please explain) (Otro [Favor de explicar]) \_\_\_\_\_

Do you support the proposed project? (¿Apoya el proyecto propuesto?)  Yes (Si)  No (No)  Undecided (Indeciso)

COMMENTS (COMENTARIOS):

Drainage is the biggest concern. The road elevation is 8' higher than our land. Your drainage currently ties into Harris county at Smith road and then changes to City of Houston 1/2 way down Smith road. The drainage ditch goes from 20' wide (HARRIS county) to 6' wide (City of Houston). My property has flooded 3 times in the past year. The City refuses to do anything. Once you drain all the road water into your new drainage pipes, plus the water from property run off it will be too much if City of Houston does not come on board and take care of their ditches.

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Name and Mailing Address (Optional) (Nombre y Dirección [Opcional]):

Name (Nombre) Alvin + Debra Steelman

Address (Dirección) \_\_\_\_\_

Telephone (Teléfono) \_\_\_\_\_

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Other (Please explain) (Otro [Favor de explicar]) \_\_\_\_\_

Do you support the proposed project? (¿Apoya el proyecto propuesto?)  Yes (Si)  No (No)  Undecided (Indeciso)

COMMENTS (COMENTARIOS):

At this time my driveway is only accessible from the side/corner street Twin Oaks Blvd, and I think due to the construction my business could be adversely affected. Would like to see if we can get a new driveway for my business to access my office directly from 2100 Rd.

Please make additional comments on the back. (Favor de hacer comentarios adicionales al dorso de esta forma.)

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Name and Mailing Address (Optional) (Nombre y Dirección (Opcional)):

Name (Nombre) Donald + Diane Ellis

Address (Dirección) \_\_\_\_\_

Telephone (Teléfono) \_\_\_\_\_

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Do you support the proposed project? (¿Apoya el proyecto propuesto?)  Yes (Si)  No (No)  Undecided (Indeciso)

COMMENTS (COMENTARIOS):

When the project begins I have been told you will take property from the side that the Commons of Lake Houston is located on. This will lower property values because property owner will lose acreage that connects to (2100 FM). Residents moved to our community because of the acreage and this is not a typical residential community. Also there are church's that will be affected by the construction. You cannot place a dollar amt on a church it would take a lot to rebuild and what will the elderly do in the meantime with no local church for them to attend.

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→ If you make FM 2100 4 lanes traffic is going to be horrible. You will see an increase in accidents and our small community of Huffman will feel like we set way to close to a freeway.

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Name and Mailing Address (Optional) (Nombre y Dirección [Opcional]):

Name (Nombre) DWAYNE MCKNIGHT

Address (Dirección) \_\_\_\_\_

Telephone (Teléfono) \_\_\_\_\_

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Residential property owner or renter (Propietario o inquilino residencial)  Business property owner or lessee (Propietario o inquilino del negocio)

Other (Please explain) (Otro [Favor de explicar]) \_\_\_\_\_

Per Texas Transportation Code, §201.811(a)(5): check each of the following boxes that apply to you: (Por Código de Transportación de Texas, §201.811(a)(5): marcar siguientes casillas que le correspondan:)

I am employed by TxDOT (Soy empleado de TxDOT)

I do business with TxDOT (Hago negocios con TxDOT)

I could benefit monetarily from the project or other item about which I am commenting (Podría beneficiarme económicamente con este proyecto u otro asunto del cual estoy comentando)

How did you learn about this meeting? (¿Como se enteró de esta reunión?)

Newspaper (Periódico)  Notice in the Mail (Aviso por Correo)

Other (Please explain) (Otro [Favor de explicar]) \_\_\_\_\_

Do you support the proposed project? (¿Apoya el proyecto propuesto?)  Yes (Sí)  No (No)  Undecided (Indeciso)

COMMENTS (COMENTARIOS):

195-205 I WOULD like FOR YOU TO change the AREA at my business 27811 FM 2100 Huffman you have proposed to take an area for a detention pond and I use that property for my business. IF you have any questions or need photos please call me 713 247-9890 I use that area to store materials and also for parking my trucks & equipment.

Please make additional comments on the back. (Favor de hacer comentarios adicionales al dorso de esta forma.)

This comment form may be turned in tonight, mailed, or emailed by January 3, 2017 to the address below:

(Esta formulario de comentarios puede ser entregado esta noche, por correo, o por correo electrónico a no más tardar del 3 de enero de 2017 a la siguiente dirección:)

Director of Project Development  
Texas Department of Transportation – Houston District  
P.O. Box 1386  
Houston, Texas 77251-1386  
Email: [hou-piowebmail@txdot.gov](mailto:houstonwebmail@txdot.gov)

AREA  
195-205

Thank you  
Dwayne McKnight  
713 247-9890

Traffic is getting worse in Huffman, TX when  
the Grand Parkway comes thru the TTAs will increase the  
grass farmers will sale out the builders, developers, it will  
look like Fulsham, TX The Commons off <sup>FM</sup> 2100 is a  
joke should of made it a state park Keep Huffman  
Country, Keep Texas Country Woods Say NO to Developing  
Say no to builders, Say no to Realestate Co. we the Country  
folks dont want big City Life here, I will not buy  
anything from Huffman, Humble, Atascosico, I Rather drive to  
Baytown, TX & Shop, Stop helping those Small &  
Large Co. by Shopping, from Crosby to Huffman Notice  
-ing a lot of building going on more land  
for sale, more Yankees moveing to Texas  
Thanks TO Rick Perry, but then again he  
Cap Law suites in 2003 on the vote Prop-12  
Houston in becomeing New York, Stop the Groth  
.com

Yours Truly  
Guss Thompson JR  


**From:** Oscar Caries  
**Sent:** Friday, December 30, 2016 12:58 AM  
**To:** HOU-PIOWebMail  
**Subject:** 27835 FM 2100

The state is widening FM 2100 in front of 27835. We are asking to have an opening in the median to the entrance of the property. we currently park trailers here used in productions. these trailers run 35 to 45 feet in length not including the truck to pull them. Not having an access would mean we would have to pass up the entrance to the next access, swing wide and block traffic while waiting for oncoming traffic to pass, block any oncoming traffic while we make the turn. this traffic hazard could be avoided with an opening.

Thank you  
Oscar Carles  
Gulf Coast Cinema Trucks



**FM 2100 - Huffman Cleveland North to FM 1960  
HARRIS COUNTY COMMENTS**

	Location	Comment
1	Intersection of FM 1960 and FM 2100	FM 2100's southbound right turn lane (SB RTL) to FM 1960's westbound (WB) lanes has experienced back-ups. Can FM 2100's SB RTL storage capacity be increased from 250 feet to 325 feet toward Huffman Oaks?
2	STA 5+00 to STA 16+00	This segment's median treatment just north of FM 1960 is problematic and the intentions of the TWLTL are not clear, especially at 1st Street. Also, Huffman Oaks is essentially a private driveway and does not need to be prioritized for all-directions access. A two-way continuous left turn lane with a variable width does not comply with generally accepted design conventions. Recommend that the entire segment through Guy / 3rd street have a raise median with median breaks and turn lanes at 1st (370 ft. from FM 1960), Twin Oaks (400 ft. from 1st) and Guy./ 3rd (400 feet from Twin Oaks) and Guy / 3rd (400 feet from Twin Oaks).
2a	STA 5+00 to STA 16+00 (Con't)	Numerous existing roads continuing to intersect FM 2100 at a skew. Skewed intersections challenge driver's ability to see traffic in both directions. 1st Street and 3rd Street are examples, where seeing southbound traffic will require the driver to turn to the right more than 90 degrees. . Where space is available for acquisition and low damages, the design should acquire larger corner clips such that the side street can bend into a more perpendicular intersection at the stop bar just before the FM 2100 travel lanes.
3	General Comments - Selected Skewed Intersections	Also, at selected intersections, we would request that TXDOT look at the cross-section of the side street as a candidate for expansion to two approach lanes. This will reduce intersection delay, and either allows TXDOT to save money by postponing the need to build traffic signals as side street volumes grow or to operate the signal more efficiently where one is in place. Huffman Eastgate (serves a high school), Havard Road (large subdivisions), Wolf Road (serves the high school) and Idelloch drive (designated major collector) are examples.
4	STA 15+00 to STA 16+00	Proposed median opening seems to be wider than necessary, can the width be reduced?

5	STA 31+00 to STA 35+00, Detention Pond South of Smith Road	Consider relocating proposed detention pond to within flood plain, east side of FM 2100, behind Dollar General facility
6	STA 47+00 to STA 48+25	Proposed median opening seems to be wider than necessary, can the width be reduced?
7	STA 59+00 to STA 60+00	Proposed median opening seems to be wider than necessary, can the width be reduced?
8	STA 93+00 to STA 95+25	Proposed median opening seems to be wider than necessary, can the width be reduced?
9	Sta. 104+00, E. Lake Houston Parkway (Future MTF)	E. Lake Houston Parkway is noted to be a part of the major thoroughfare plan that should cross FM 2100 at this point. Coordinate LTL/median opening with TXDOT.
10	STA 113+00 to STA 114+50	Why is there a proposed median opening here? If deemed necessary, the proposed opening seems to be wider than necessary, can the width be reduced?
11	STA 120+00 to STA 121+00	Why is there a proposed median opening here? If deemed necessary, the proposed opening seems to be wider than necessary, can the width be reduced?
12	Intersection of FM 2100 and Huffman Cleveland Road (South)\Wolf Road	Huffman ISD has a Traffic Impact Analysis (TIA) that includes planned elementary school traffic circulation plan. Elementary school will be constructed on southwest corner of FM 2100 and Huffman Cleveland Rd South Intersection. LTL and intersection realignment project will be handled by County with TXDOT coordination
13	STA 130+54.27 to STA 148+98.98	Can the curve radius be increased to make for safer travel?
14	STA 146+00 to STA 147+50	Proposed median opening seems to be wider than necessary, can the width be reduced?
15	STA 151+00 to STA 152+25	Proposed median opening seems to be wider than necessary, can the width be reduced?

16	STA 167+50 to STA 169+00	Why is there a proposed median opening here? If deemed necessary, the proposed opening seems to be wider than necessary, can the width be reduced?
17	STA 179+89.18 to STA 181+10.95	Remove curve from bridge
18	STA 187+75 to STA 189+00	Proposed median opening seems to be wider than necessary, can the width be reduced?
19	STA 196+75 to STA 198+00	Why is there a proposed median opening here? If deemed necessary, the proposed opening seems to be wider than necessary, can the width be reduced?
20	STA 199+00 to STA 207+00, Detention Pond	Location of detention pond needs to be shifted to the north to avoid impacts to business.
21	STA 210+00 to STA 211+25	Why is there a proposed median opening here? If deemed necessary, the proposed opening seems to be wider than necessary, can the width be reduced?
22	STA 230+50 to STA 232+50, Intersection of FM 2100 and Huffman Cleveland Road (South)	The intersection at Huffman Cleveland near the north end of the project should be evaluated for the likely development scenarios. As shown the proposed buttonhook forms a T intersection opposite a small residential tract on the east side of FM 2100, with little storage available between the curve and the stop bar at FM 2100. We suggest that the curve be moved south such that the tangent approach to the intersection is opposite the much larger, developable tract immediately south of the residence on the east side. Also, the approach should be widened to a three-lane cross-section. I.e. design the intersection with the idea that it will be signaled in the future with the developer to the east eventually extending a fourth leg into the intersection.
23	Luce Bayou north to project limit at Huffman Cleveland Road (North)	There is a significant amount of sheet flow from FM 2100 that travels across properties towards Huffman Cleveland Road (north) where it overwhelms the ditch and causes flooding in communities northwest of FM 2100 along Huffman Cleveland Road. Drainage needs to be designed so that water outfalls to Luce Bayou instead of Huffman Cleveland Road ditch and adjacent neighborhoods.

24	General Comment - Commercial Property Survey	Will TXDOT conduct a commercial property survey to determine which driveways currently take in truck traffic? It is important that these driveways be identified and median openings to these areas be evaluated as they pose a safety concern.
25	General Comment - Superelevations	Will sections of road with significant superelevations remain? Examples: (1) FM 2100 from Smith Road north to Huffman Eastgate Road and (2) the section of FM 2100 near planned school site from STA 105+00 to STA 128+53
26	General Comment - Raised Medians	The existing development in this area is not currently dense enough to warrant raised medians. Raised medians will introduce limiting impacts to the existing businesses in the area. Many of the businesses in the area require access to their sites from commercial farm vehicles and truck traffic. Furthermore, the lack of continuous development in this area limits opportunities for businesses to engage in shared access agreements with adjacent property owners. Recommendations were made to construct a striped two-way left turn lane (TWLTL) along with the note to add raised medians in the future once development along FM 2100 was dense enough to justify it. Furthermore, there has been a precedence set via other corridor studies done in the region that shows other portions of developing roadways that utilized flushed medians/TWLTLs. Reference: FM 2920 Access Management Study, dated Nov. 2008.

---

**From:** Todd Langston [REDACTED]  
**Sent:** Friday, December 16, 2016 3:09 PM  
**To:** Wahida Wakil  
**Subject:** FM 2100  
**Attachments:** Schematic NorthACCESSMEDIAN.pdf.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Dear Ms. Wakil,

Thank you for visiting with me the other evening regarding the FM 2100 widening. Attached is a PDF showing where I would like to see access to my property from the Northbound lanes. I would appreciate any information or future information you may be able to provide.

Do you have a tentative timeline when the construction might commence?

Thanks  
Todd Langston



**\*\*CONFIDENTIALITY NOTICE:** This electronic communication (including any attached document) may contain privileged and/or confidential information and is protected from disclosure. This communication is intended only for the use of the intended recipient. If you are not the intended recipient, please notify us immediately by replying to this email. Then delete this message and all accompanying documents without copying or reading them.



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**From:** Pat Henry [REDACTED]  
**Sent:** Wednesday, December 28, 2016 4:23 PM  
**To:** Wahida Wakil  
**Subject:** FW: Median Proposal for 2100 (Peeples)  
**Attachments:** Median2100.001.jpg; IMG\_2940.PNG

Please discuss.

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**From:** HOU-PIOWebMail  
**Sent:** Wednesday, December 28, 2016 4:06 PM  
**To:** Pat Henry  
**Subject:** FW: Median Proposal for 2100 (Peeples)

Kristina Hadley  
Public Information Office  
TxDOT-Houston District  
[REDACTED]

Follow us on twitter [@txdothoustonpio](#)  
Watch us [@www.youtube.com/txdotpio](#)

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**From:** johnny peeples [REDACTED]  
**Sent:** Friday, December 23, 2016 5:37 PM  
**To:** HOU-PIOWebMail  
**Subject:** Median Proposal for 2100 (Peeples)

#### Project Development -

This is our formal request for a median opening to be in line with our driveway. The current projection is that both our neighbors will have openings. We use our property for agriculture, residential and commercial.

It is our request that you review and consider shared access and/or preferably our own opening. Marker #'s 195-197.

In addition, directly across FM 2100 from our driveway is another driveway. Thus, expanding the current median opening would service all three properties.

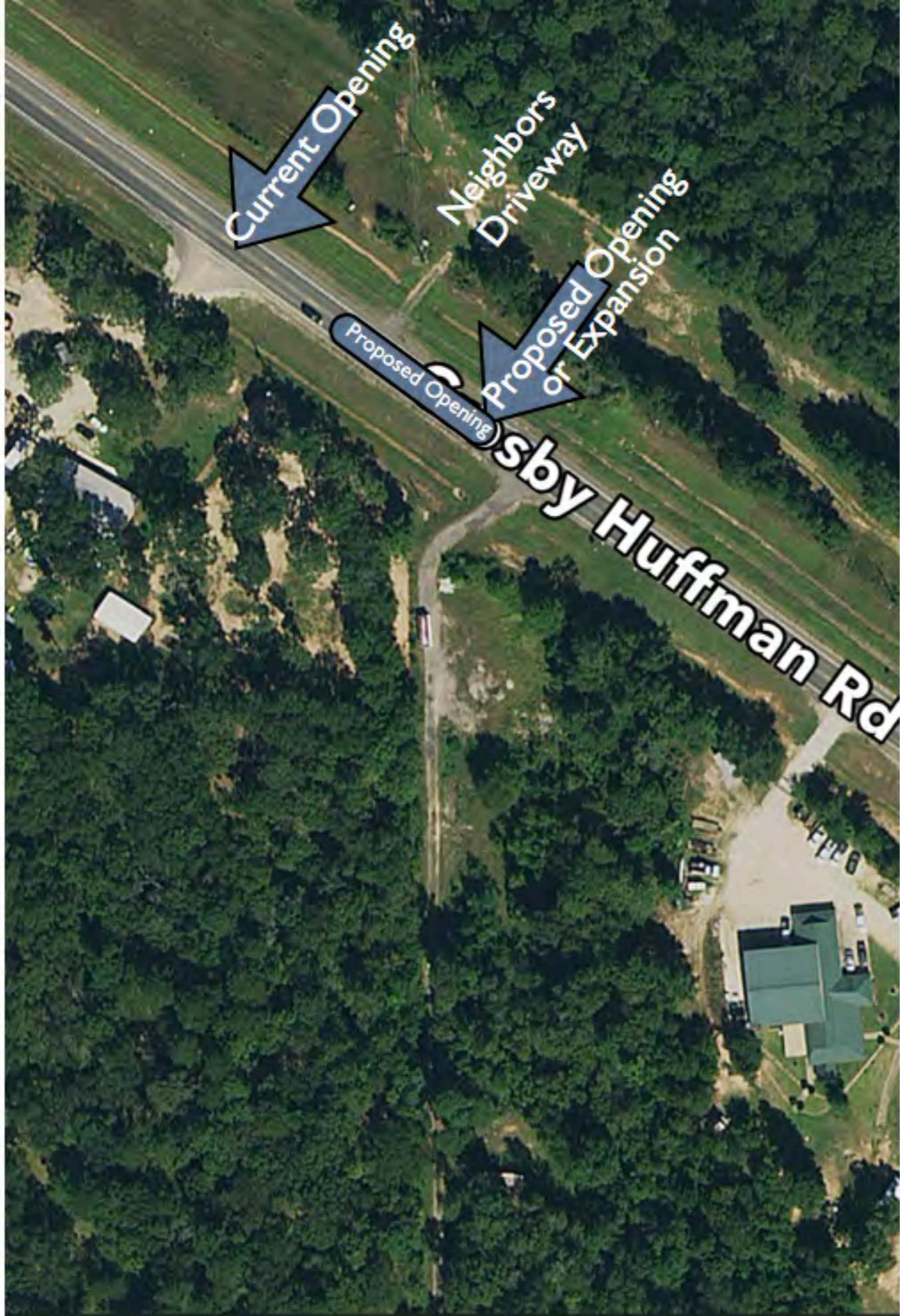
Please see the attached photos.

You may also contact me at [REDACTED] if you have any questions.

Your consideration in working with all of us affected by this project is greatly appreciated.

Regards,

Johnny Peeples



Current Opening

Neighbors Driveway

Proposed Opening or Expansion

Proposed Opening

sby Huffman Rd



[Redacted search bar]



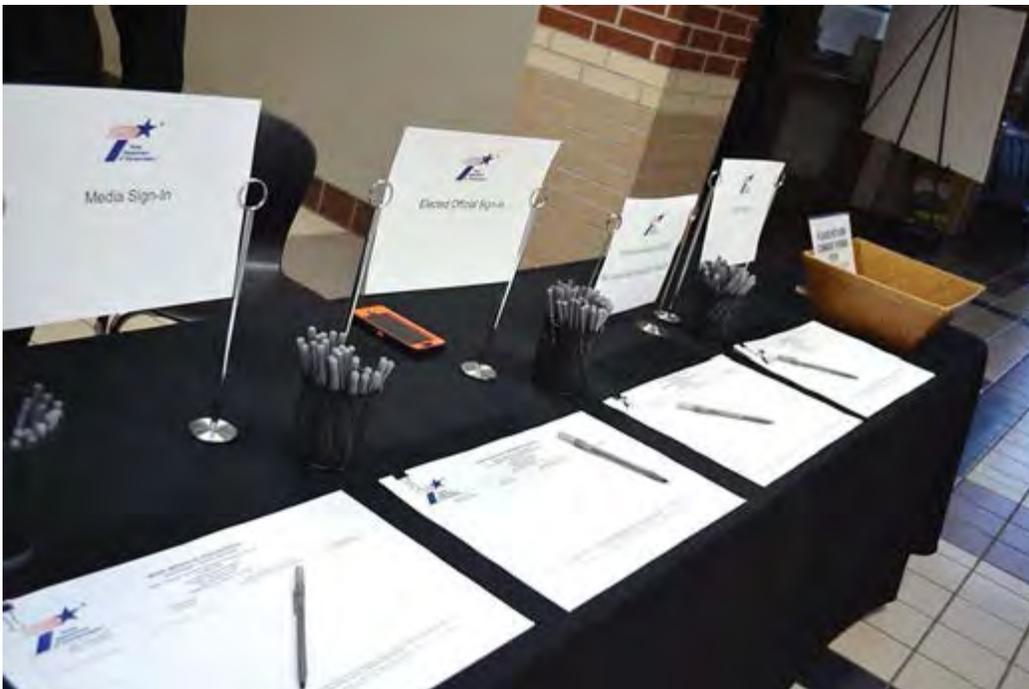
**Crosby Huffman Rd**



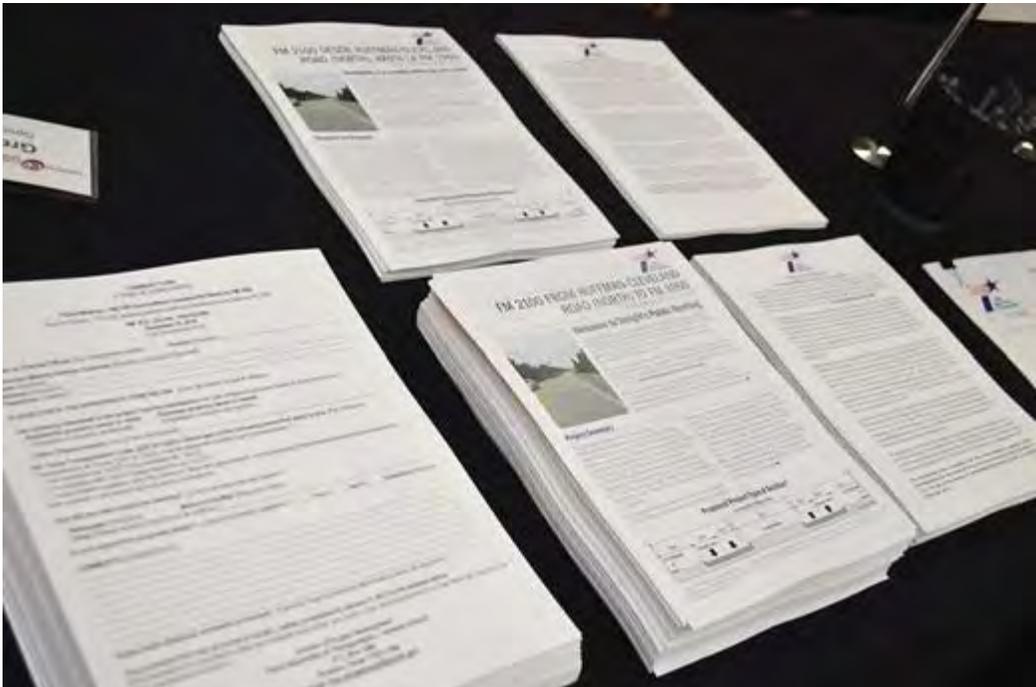


## **E. Figures**

FM 2100 Huffman-Cleveland Rd (North) to FM 1960  
Public Meeting Photographs  
December 13, 2016



FM 2100 Huffman-Cleveland Rd (North) to FM 1960  
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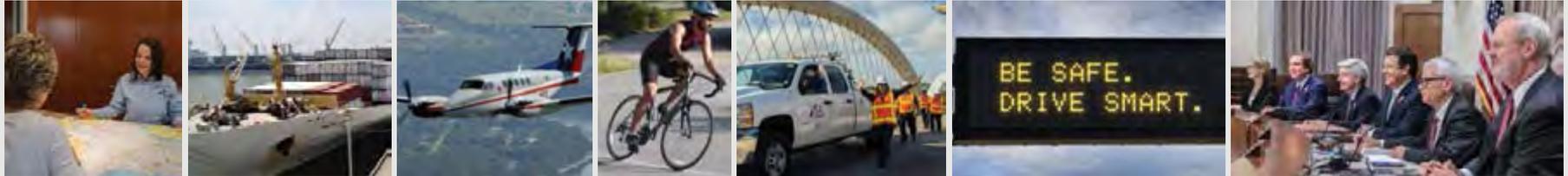


FM 2100 Huffman-Cleveland Rd (North) to FM 1960  
Public Meeting Photographs  
December 13, 2016



FM 2100 Huffman-Cleveland Rd (North) to FM 1960  
Public Meeting Photographs  
December 13, 2016





# **PUBLIC MEETING**

## **FM 2100**

**from Huffman-Cleveland Road  
(North) to FM 1960**

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**Hargrave High School**  
**December 13, 2016**  
**Open House - 5:30 – 7:30 pm**



# WELCOME

- **Open House - No Formal Presentation**
- **Present the Proposed Project Design**
- **Accept Public Comments on the Proposed Project**

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

# Project Need and Purpose

## Project Needs

- Increase capacity
- Enhance safety
- Accommodate population growth

## Project Purpose

The purpose of the project is to facilitate mobility in northeastern Harris County and enhance safety for the traveling public by adding additional travel lanes, sidewalks, and a raised median.

# Project Description

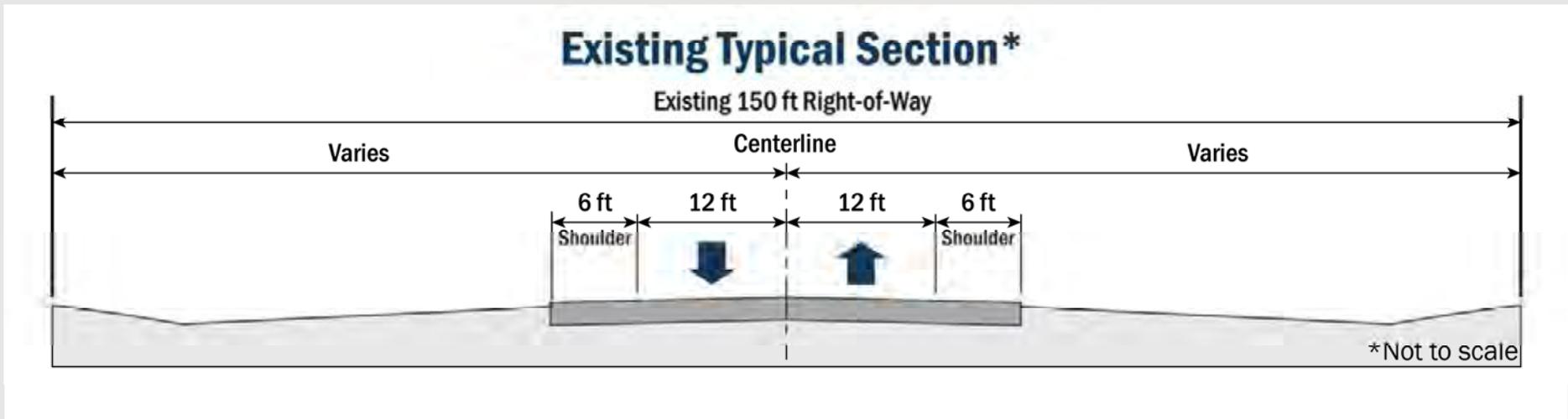
The proposed improvements include reconstructing and widening the existing two-lane facility to four lanes, including:

- One 12-foot travel lane and one 15-foot outside shared-use lane in each direction
- Raised medians (left turn lanes to be provided at select locations)
- Sidewalks in each direction

The proposed project also includes detention ponds and a storm sewer system.

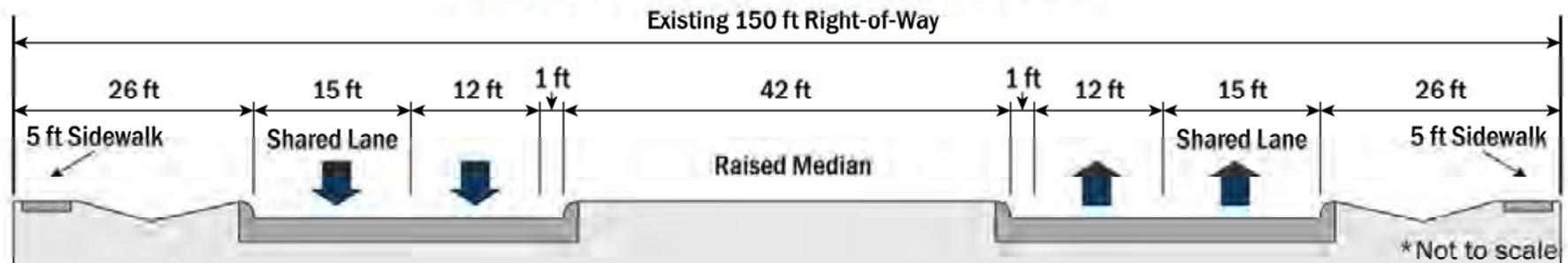


# Existing Typical Section



# Proposed Typical Section

## Proposed Project Typical Section\*



## Next Steps

- **Consider public comments**
- **Continue environmental studies**
- **Acquire right-of-way**
- **Construction is expected to begin when funding becomes available**
- **Construction is anticipated to last 3 years**
- **Cost estimated to be approximately \$50 million**

# Public Meeting Comments

All comments must be submitted by **January 3, 2017**.

Comments may be provided tonight at this Public Meeting, by mail, by email, or online.

**Submit Comments TONIGHT:  
In the Comment Box**

**Submit Comments by MAIL to:  
TxDOT Houston District  
Attn: Director of Project Development  
P.O. Box 1386  
Houston, Texas 77251-1386**

**Submit Comments ELECTRONICALLY by:  
EMAIL to:**

**[hou-piowebmail@txdot.gov](mailto:hou-piowebmail@txdot.gov)**

**OR**

**<http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/houston/121316.html>**