

I-69 Segment Two Committee Report and Recommendations



Driven by Texans



The Interstate-69 Segment Two Committee Report and Recommendations contains the ideas and recommendations of the segment committee members and does not contain proposals by the Texas Department of Transportation (TxDOT).



It has been an honor to serve as Chair of Segment Two in TxDOT's groundbreaking, grassroots planning process for I-69, and to work with a tremendous committee that has donated their time, energy, and commitment to a better Texas. I believe the I-69 planning process will have two major impacts on Texas' future and how we travel, transport goods, protect motorists' safety, create economic development and commerce throughout I-69's route and in how we plan transportation projects in Texas.

First, the most substantial benefit will be a safer and more robust transportation system that will bring a new era of opportunity to many communities in Texas currently not served by the Interstate Highway System. Another significant outcome of this process is the birth of the "Citizen Planner" and a closer partnership between the Texas Department of Transportation and those communities and the citizens they serve. My hope is that this effort is only the beginning of a closer public – private partnership for transportation planning in Texas.

The slogan "Driven by Texans," which was adopted by the I-69 Segment Committees, could not be more appropriate for I-69 Texas development. In the future, Texans will enjoy the benefits of I-69 and its enhancement to our state's transportation system knowing that the foundation of this inter-generational project began with "citizen planners" deciding on the needs and benefits I-69 will bring to their communities. These "citizen planners" (or community stakeholders) that made up the five I-69 Segment Committees and I-69 Advisory Committee represented municipal and county governments, Chambers of Commerce, Economic Development Organizations, Indian Tribes, the Texas Farm Bureau, and other stakeholder groups along I-69's path.

The segment committees' planning truly was Driven by Texans with TxDOT staff only being available to answer questions throughout this process. The segment committees – with substantial community input – planned how I-69 will look and function in and around the communities this interstate will serve. The segment committee members reached over 5,000 citizens during our public involvement efforts which included over 100 public presentations, distributing thousands of brochures with pre-paid mail-in comment cards, an I-69 website with a citizen comment section, and three open houses in Segment Two. I think it can certainly be said that the segment committees' planning was a very public, open effort with the intent of promoting public input and involvement.

In the end, I-69 will transform much of Texas' transportation system and how it serves the citizens of Texas. I-69 will provide a primary trade corridor from Mexico to Canada, while enhancing the capacity of transport out of one of the nation's busiest ports in the Port of Houston. By providing interstate service to the Rio Grande Valley, I-69 will also will serve the nation's largest metro area currently without an interstate. I-69 will also provide a major interstate to many rural communities along its path, opening up economic development opportunities and prosperity to large swaths of Texas that previously were not served by one of the top business attraction tools...an Interstate Highway. Yes, I-69 will provide a safer, more robust transportation system from the Texas – Mexico border, through the Houston area and the length of beautiful East Texas, creating opportunity in the future.

I-69 will be transformational, as was the process to plan and develop this interstate; it is an honor to play a very minor role in such an extraordinary project.

God Bless Texas,

A handwritten signature in blue ink, appearing to read "Jim Wehmeier". The signature is stylized and fluid, with a long horizontal stroke at the end.

Jim Wehmeier

Segment Two Committee Chair

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Executive Summary

The I-69 Advisory Committee and five I-69 Segment Committees were created by the Texas Transportation Commission in 2008 as a way to increase citizen and community input in planning for I-69 Texas. The committees are comprised of citizen volunteers who have dedicated their time and talents to researching, planning and listening to their neighbors about the best way to develop I-69 in Texas. The I-69 Segment Committees are divided geographically along the I-69 route in Texas and members of these committees serve as the direct link to the citizens' and communities' voices in planning for this interstate. The Advisory Committee oversees the entire I-69 route in Texas and, using the recommendations of the five segment committees, will compile a comprehensive plan for developing I-69 Texas.

The segment committees met regularly to discuss transportation, safety and economic development needs and concerns of their communities and also discussed how I-69 would address these needs and concerns. The committees agreed that I-69 is needed to: serve a growing Texas population, accommodate the increase in traffic that accompanies population growth, provide safer travel, improve emergency evacuation routes - such as hurricane evacuation routes - and to maintain and improve economic competitiveness.

In addition to researching the needs and concerns of their communities, the segment committees also conducted an extensive public involvement program and reached out to civic organizations, local leadership and citizens asking for feedback on their preliminary ideas and recommendations for I-69 projects. This outreach included open houses, an I-69 website and I-69 brochures that included postage-paid comment cards. The outreach effort engaged over 5,000 citizens and provided substantial feedback, allowing the committees to reflect citizens' concerns and wishes in their final recommendations.

All five segment committees recommended designating portions of existing highways for the I-69 system in Texas that are currently at interstate standard. In 2011, a 6.2 mile section of US 77 in South Texas was determined to be at interstate standards and met the additional criteria of connecting to an existing interstate, I-37. In December 2011, this portion of US 77 was designated as I-69, establishing the first section of I-69 in Texas. The committees strongly recommended that TxDOT continue identifying portions of existing roads on the I-69 system that meet the required criteria to be designated as an interstate so I-69 Texas can continue to grow.

In addition to this common recommendation, each segment committee established priority recommendations for developing I-69 in their area. The committees did not rank these priorities; each priority carries equal importance. With input from citizens in their area, the Segment Two Committee decided on the following priority recommendations:

- US 59 Relief Options in Houston
- US 59 from Cleveland to the Liberty/Montgomery county line
- US 59 from Shepherd to Livingston
- US 59 Relief Route at Corrigan and Moscow
- US 59 Relief Route for Lufkin/Diboll

The national I-69 system has been in the works since Congress passed legislation in 1991 calling for this national interstate. Texas, along with other states along the route, continues to plan for and develop I-69 in small sections. The segment committee planning process pioneered a grassroots approach that used citizen planners to identify local-level needs and establish a citizens' blueprint for the future of I-69 Texas.

I-69 Advisory and Segment Committee Unveiling I-69 Signs in Texas (December 2011)



This report details the Segment Committee process and includes details on local planning features the committee recommended be accommodated in I-69 development such as schools and cemeteries. The report also addresses future development such as industrial parks and new neighborhoods in the I-69 Planning Considerations section. This section also includes the current and forecasted traffic information and crash data reviewed by the committee during this process. The committee's recommended I-69 connecting facilities and those to consider in I-69 development such as regional highways and airports, ports, industrial parks and intermodal facilities are discussed in the I-69 Planning Considerations section and also in the Development of Conceptual Interstate Layouts and Costs section. Detailed information on the approach that this committee took to engage the public in developing recommendations for I-69 is included in the Public Outreach section. The recommendations that resulted from this process are described in the Committee Recommendations for I-69. Please see the Table of Contents for specific page numbers for each component of this report.

Introduction

I-69 is a proposed 1,600-mile national highway connecting Michigan, Indiana, Kentucky, Tennessee, Mississippi, Arkansas, Louisiana and Texas. In Texas, the route for I-69 begins on US 84 in Joaquin and on US 59 in Texarkana and extends to Laredo and the Rio Grande Valley. The highway is designated by Congress as a High Priority Corridor and a Future Interstate Highway. As shown in **Figure 1**, the Texas portion of I-69 represents nearly half of the overall length of the national interstate as it extends from northeast and east Texas through Houston to the Texas-Mexico border. I-69 is complete through Michigan. Mississippi and Indiana have completed new segments of I-69 with additional segments currently under construction in Indiana. Kentucky and Tennessee have designated portions of existing

Figure 1. Status of I-69 System



highways as I-69. The first segment of I-69 Texas was designated on the existing US 77 in South Texas and did not require any additional right-of-way or funding for construction. Continued project development and planning is underway in all of the states along the national I-69 route.

Substantial progress has been made on I-69 Texas, with over 200 miles of highway built to standards that are at or close to those required of an interstate. In other sections, much of the proposed I-69 Texas is currently a four-lane highway that would require the addition of interchanges and access roads, in some areas, to meet interstate standards.

I-69 Texas is important to the connectivity of the state because it provides access to inland ports, sea ports along the gulf coast and connects major east-west interstates in Texas. I-69 crosses I-10, I-20 and I-30, improving connectivity and providing convenient access to national east-west routes from Texas' ports and cities. I-69 also connects with I-35, I-37 and I-45 allowing for access to additional national north-south routes from I-69 Texas. I-49, currently in the development stages in northeast Louisiana and southwest Arkansas, will provide an additional connection for national mobility as I-69 and I-49 parallel in Texarkana, Texas and Texarkana, Arkansas. In addition to the critical connections to interstates, I-69 will provide access to the Texas trunk highway system, a network of rural principal divided highways throughout the state that are vital for moving agriculture, goods, and for travel throughout our state. I-69 will serve an essential linkage for Texas and allow for more efficient movement between communities along the I-69 Texas system and national highway routes.

As part of the legislation that identified Congressionally Designated High Priority Corridors 18 and 20, proposed I-69 sections that meet interstate standards and connect to an existing interstate can be added to the Interstate Highway System. In the fall of 2011, the Federal Highway Administration approved adding a 6.2 mile section of US 77 that connects to I-37 near Corpus Christi as the first official portion of I-69 in Texas.

Port of Houston



A Citizens' Plan for I-69

In 2008, the Texas Transportation Commission created the I-69 Advisory and Segment Committees to assist the Texas Department of Transportation (TxDOT) in the planning process for I-69. These committees worked to provide a locally focused, citizen plan for developing I-69. Membership of these committees is comprised of volunteer citizen planners from communities along the I-69 system. This unique process of citizens leading a planning effort of a large-scale interstate project is the first of its kind and allowed for a grassroots approach where citizens at a local level, rather than TxDOT, decided on needs, improvements and projects. This report specifically describes the work and recommendations of the Segment Two Committee.

I-69 Advisory Committee

The Texas Transportation Commission created the Advisory Committee for I-69 through Minute Order 111294 on March 27, 2008; membership of the Advisory Committee includes citizens throughout the I-69 system in Texas. This committee was created for the purpose of facilitating and achieving consensus among affected communities and interested parties on desired transportation improvements along the proposed I-69 route in Texas.

I-69 Advisory Committee Meeting



I-69 Segment Committees

The Texas Transportation Commission created five segment committees for I-69 through Minute Order 111527 on September 25, 2008. The segment committees were created for the purpose of providing locally focused input and recommendations on developing I-69 in their communities. The segment committees, representing the areas shown in **Table 1**, are composed of members representing cities, counties, metropolitan planning organizations, ports, chambers of commerce, economic development organizations, and the Texas Farm Bureau along the proposed route for I-69.

I-69 Segment Two Committee Meeting

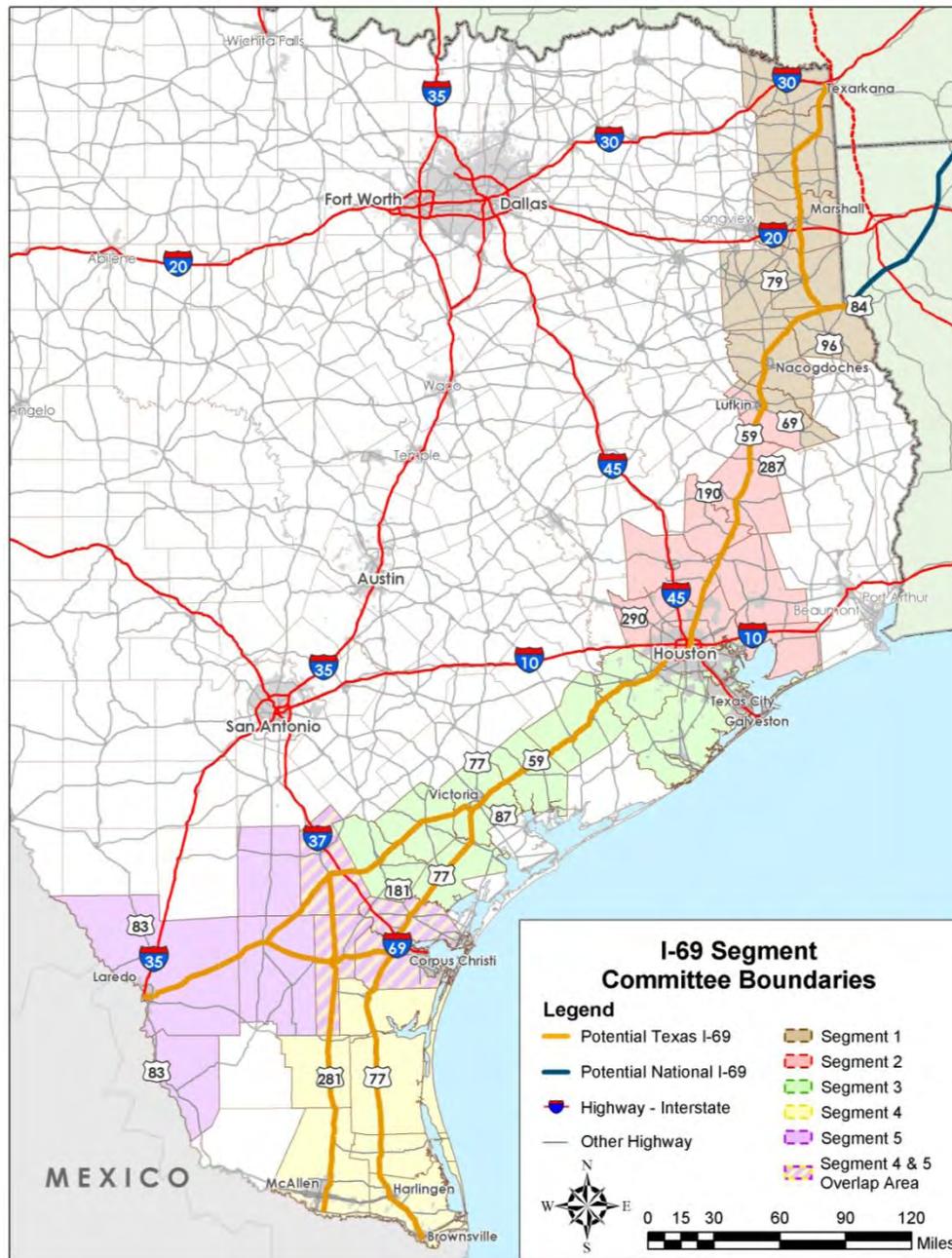


Table 1. I-69 Segment Committees

I-69 Segment Committees
Segment One Committee encompasses portions of US 59 and US 84 in Northeast Texas and includes the counties of Angelina, Bowie, Cass, Harrison, Marion, Nacogdoches, Panola, Rusk, and Shelby
Segment Two Committee encompasses US 59 through East Texas and includes the counties of Angelina, Chambers, Fort Bend, Harris, Liberty, Montgomery, Polk, and San Jacinto
Segment Three Committee encompasses portions of US 59 and US 77 and includes the counties of Bee, Brazoria, Fort Bend, Galveston, Goliad, Harris, Jackson, Refugio, Victoria and Wharton
Segment Four Committee encompasses portions of US 59, US 77, US 281 and SH 44 and includes the counties of Brooks, Cameron, Hidalgo, Jim Wells, Kenedy, Kleberg, Live Oak, Nueces, San Patricio, and Willacy
Segment Five Committee encompasses portions of US 59, US 77, US 281 and SH 44 and includes the counties of Duval, Jim Wells, Live Oak, McMullen, Nueces, San Patricio, Webb, and Zapata

The segment committees have studied environmental planning features, considered traffic volumes and crash rates, examined engineering and cost considerations and obtained input from their communities as they prepared recommendations for the best route for I-69 in their area. The potential I-69 routes in Texas and the areas included in each of the five segment committees are shown in **Figure 2**.

Figure 2. I-69 Segment Committee Boundaries





I-69 Segment Two Committee

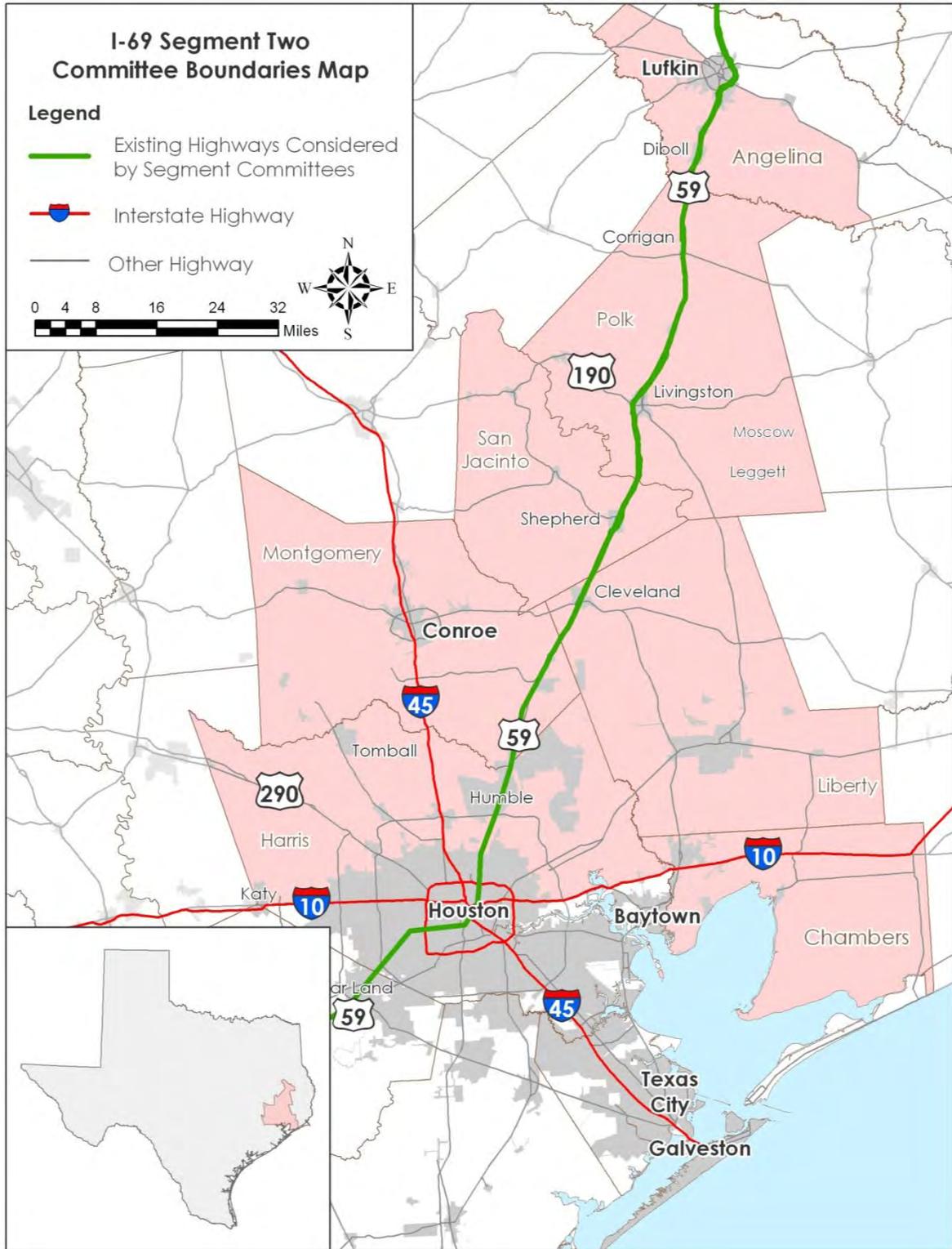
The area included in Segment Two is shown in **Figure 3** and includes the counties of Angelina, Chambers, Fort Bend, Harris, Liberty, Montgomery, Polk and San Jacinto. Segment Two encompasses portions of the US 59 route in Southeast Texas. Members of the committee currently include those individuals listed below in **Table 2**.

Table 2. I-69 Segment Two Committee Members and Appointing Entities (as of January 2012)

Member	Appointing Entity
Jerry Huffman	Angelina County
TBD	Chambers County
Kim Icenhower	Fort Bend County
Ed Emmett	Harris County
Craig McNair	Liberty County
Andy Dill	Montgomery County
Jessica Lattner	Polk County
Donny Marrs	San Jacinto County
Ashby Johnson	Houston-Galveston Area Council
Lloyd Kirkham	City of Cleveland
Grimes Fortune	City of Corrigan
Bill Brown	City of Diboll
Douglas W. Spruill	City of Humble
Michael Kramer	City of Houston
Clarke Evans	City of Livingston
Jeremy Williams	City of Splendor
Ronnie Thomas	Alabama-Coushatta Tribe of Texas
Jim Wehmeier*	Lufkin/Angelina Economic Development Corporation
Sydney Murphy	Polk County Economic & Industrial Development Corporation
Spencer Chambers	Port of Houston Authority
Tom Paben	Texas Farm Bureau

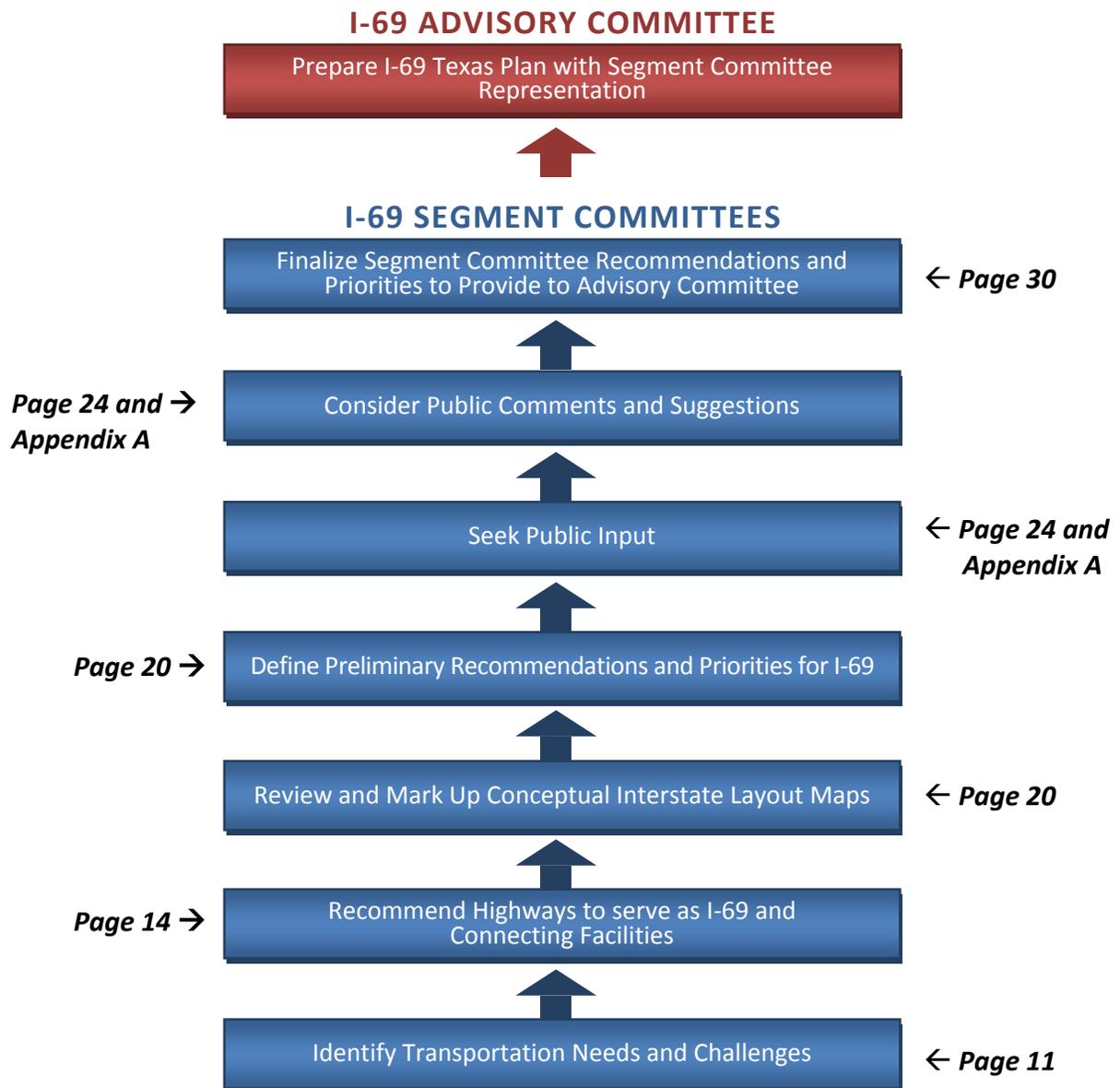
**Committee Chair*

Figure 3. I-69 Segment Two Committee Boundaries



Since its formation, the committee has met regularly to discuss transportation, safety and economic development needs and concerns of their communities and provide recommendations related to developing I-69 in Southeast Texas. Using the decision-making process shown in **Figure 4**, the committees have undertaken a citizen-driven planning process to develop regional recommendations for the I-69 Advisory Committee. The committees enhanced citizen participation in this process by involving and communicating with affected communities and interested parties in their area. The recommendations for Segment Two are outlined in this report.

Figure 4. I-69 Citizen Committee Process



Transportation Needs and Challenges

Members of the five segment committees identified a number of factors that support the need to develop I-69 in their communities. These needs include:

Serving Population and Traffic Growth – Future population and traffic growth along the entire I-69 route will require the capacity of a four-lane interstate freeway. According to the 2010 Census, statewide population growth from 2000 to 2010 was nearly 22 percent, with many of the fastest growing counties falling along the I-69 route in and near major population centers of Houston and the Rio Grande Valley. Population growth in Segment Two was just above the statewide average at 23 percent. With a growth of 62 percent between 2000 and 2010, Montgomery County was the fastest growing county in Segment Two and also one of the fastest growing counties in the state. Other high growth counties in the segment included San Jacinto at nearly 27 percent, Polk just over 21 percent and Harris at nearly 21 percent.

Providing Safer Travel – Interstate highways are safer than two and four-lane roads. Along the I-69 route throughout Texas, fatal crashes on interstate quality freeways are less likely than on non-freeway type roads. I-69 would be a safer, interstate quality highway, possibly resulting in fewer fatal crashes each year.

Improving Emergency Evacuations – The Texas gulf coast is routinely impacted by hurricanes that require residential evacuations and service by emergency personnel. The population of the gulf coast continues to grow and existing highways are inadequate during times of emergency evacuations. Additional capacity and interchanges at cross-roads are necessary in many areas to address critical evacuation needs.

US 59 at Livingston

Maintaining and Improving Economic Competitiveness – High quality transportation is necessary for Texas and its communities to compete for new industry and jobs, with service to interstate highways being a top site selection factor for new industry. In addition, trade through Texas gulf coast ports and across the border requires convenient highway access to compete for industries and serve customers.



Local Planning Feature



Cemetery



Church



School



I-69 Planning Considerations

The committee members considered a number of issues as part of their work to provide planning recommendations and priorities for developing I-69 in Segment Two. The committee identified and considered local planning and environmental features; examined potential routes to serve as I-69 and important connecting facilities; and reviewed traffic and highway crash data along the routes under consideration.

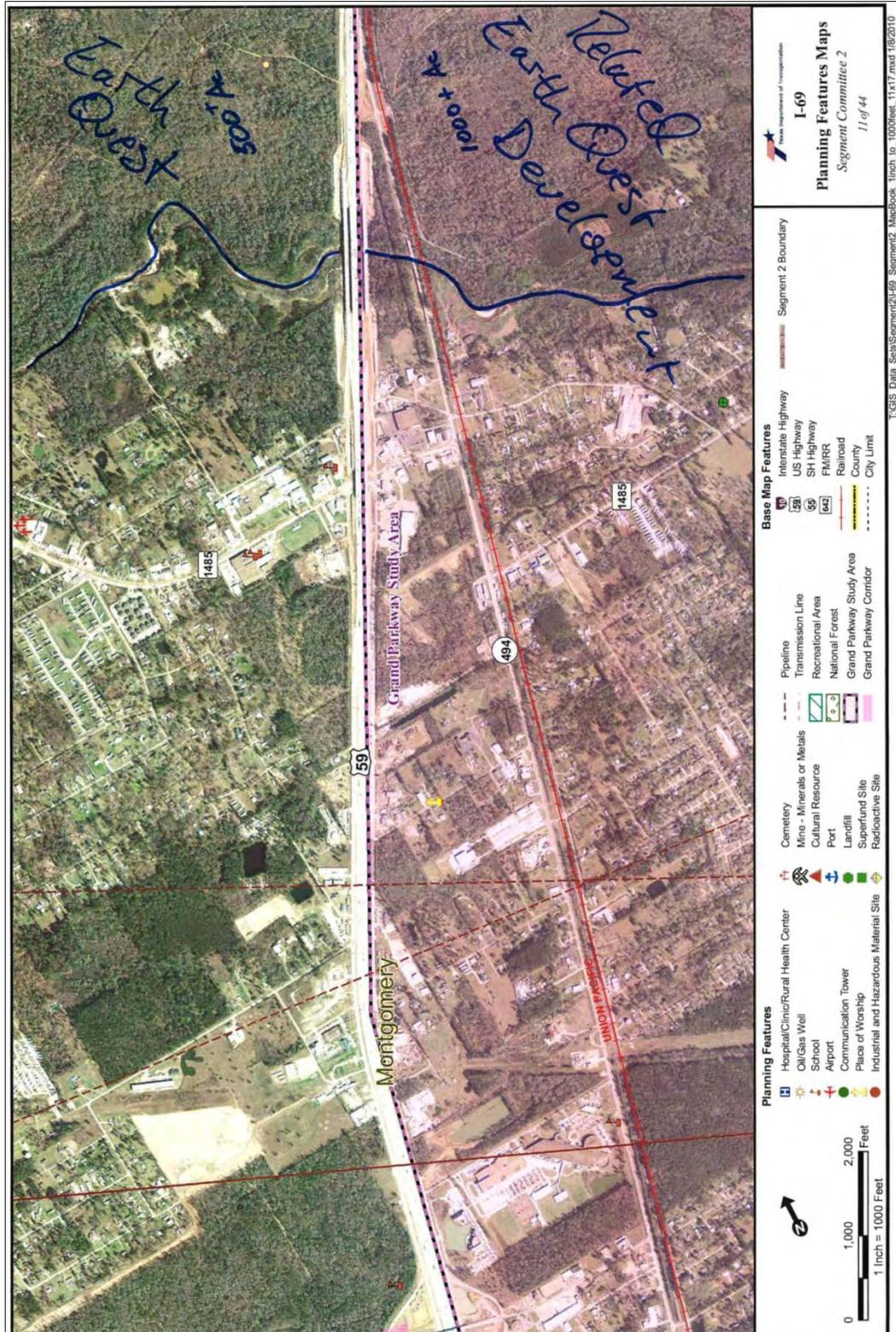
Identification of Local Planning and Environmental Features

A comprehensive environmental assessment was not conducted by the committees, however the members reviewed local planning and environmental features maps and provided local input to verify and identify issues to consider as part of the committee’s planning efforts. Committee members reviewed and marked up maps as they identified features of which they were aware and that should be considered in planning. Features identified on the maps included environmental resource information, community features like schools and cemeteries, along with other information regarding planned developments, new residential, commercial, mixed-use developments, redevelopments, zoning issues, major utilities, towers, well fields, mines, etc.

An example of the local planning and environmental feature maps considered by the committee is provided in [Figure 5](#). The features displayed on these initial maps did not represent a comprehensive inventory of all planning or environmental considerations, but were an initial step in identifying and exploring the opportunities and limitations present along the routes under consideration for I-69 by Segment Two Committee members.



Figure 5. Example of Local Planning and Environmental Map





Recommended I-69 Routes and Connecting Facilities

The Segment Two Committee recommended the following highway sections in the Segment Two area to serve as I-69:

- US 59 from I-30 in Texarkana through the greater Houston area and continuing to Laredo
- Future relief options for the greater Houston area to provide service to the Port of Houston and other gulf coast sea ports as well as an alternative route around Houston

The committee members emphasized that existing highways should be improved to interstate standards in a manner that keeps the improvements within the existing footprint and protects private property to the greatest extent possible.

The committee also identified recommended connecting transportation facilities and economic features that should be considered in the I-69 planning effort. The recommended highways and other important connecting transportation facilities identified by Segment Two Committee members are illustrated in **Figure 6** with a summary of facilities identified by the committee as follows:

Regional Highways – Committee members recognized that their segment is served by a number of important regional highways where future connections and interchanges with I-69 will be important planning objectives. Interstate highways I-10 and I-45 provide important regional connections for future I-69 planning. Important interchanges with other highways include US 69 in Angelina County, US 190, US 287 and SH 942 in Polk County, and SH 105 through Montgomery and Liberty counties. In the Houston area, the future development of the Grand Parkway/SH 99 was considered to be an important connection for I-69 by members of the committee, as it would provide a link to the Port of Houston, the Fred Hartman ship channel bridge, SH 146 and SH 225 to the south. To the west, the proposed Grand Parkway/SH 99 would provide connections to I-10, I-45, US 290 and SH 249. Currently, committee members noted that the Beltway 8/Sam Houston Tollway provides similar connections for traffic in the Houston area.

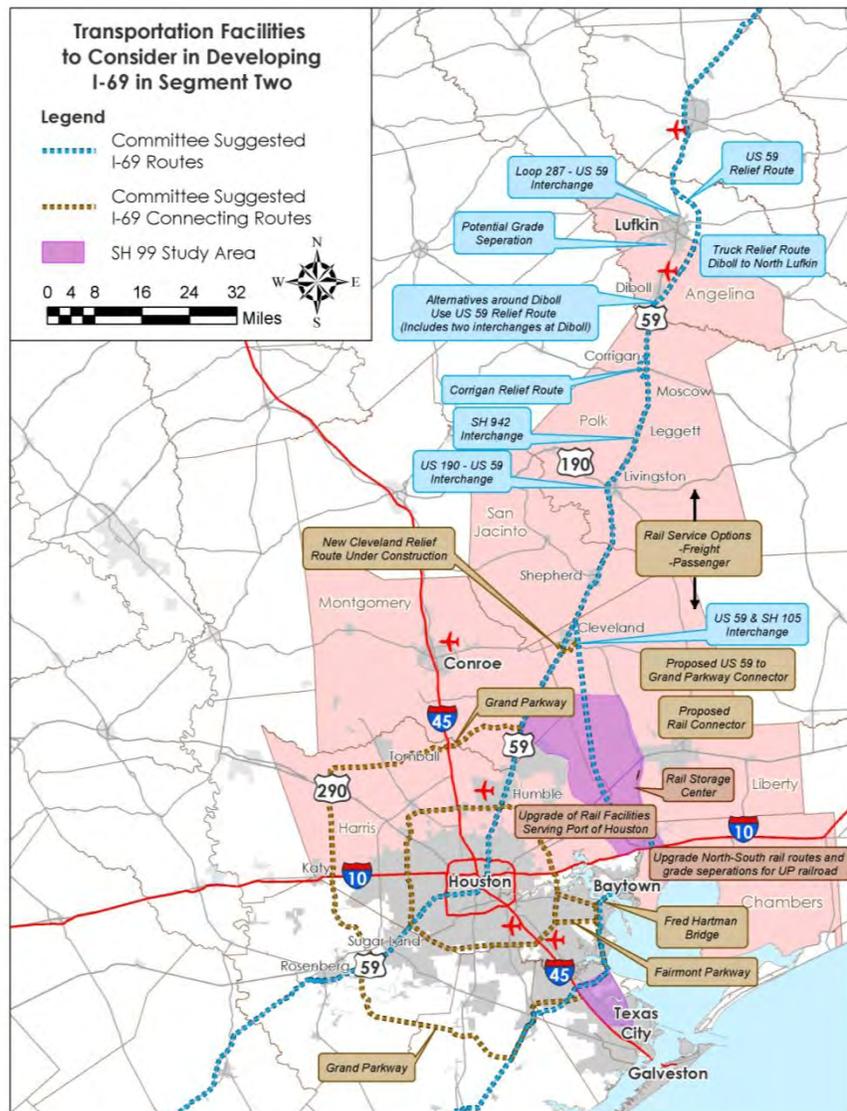
Local Relief Routes – In addition to consideration of relief options and a potential alternative route around Houston, the committee members cited local relief routes as important planning considerations. Committee members identified consideration for local relief routes around Lufkin and Diboll, Corrigan and potential future long-term consideration of options for Cleveland and Livingston.

Freight Rail, Potential High Speed Passenger Rail and Potential Use of Low Emission Transportation Technology – Segment Two Committee members have noted that their region is served by a number of existing railroad corridors and the members anticipate growth in freight traffic from the Texas gulf coast. Committee members foresee future development of high speed freight and passenger rail service and technological innovations with lower emission transportation modes that may enhance

transportation service opportunities within their region. Planning for and potentially accommodating new freight and passenger rail service through East Texas to Houston and enhancing intermodal connectivity was identified as a priority consideration for further I-69 planning efforts by the committee.

Regional and Local Airports – The committee members noted regional commercial airports and local general aviation airports as facilities to consider for future planning efforts. Key international airports include Houston George Bush Intercontinental Airport and Houston William P. Hobby Airport. Key regional and general aviation airports identified by committee members include those near Conroe and Lufkin.

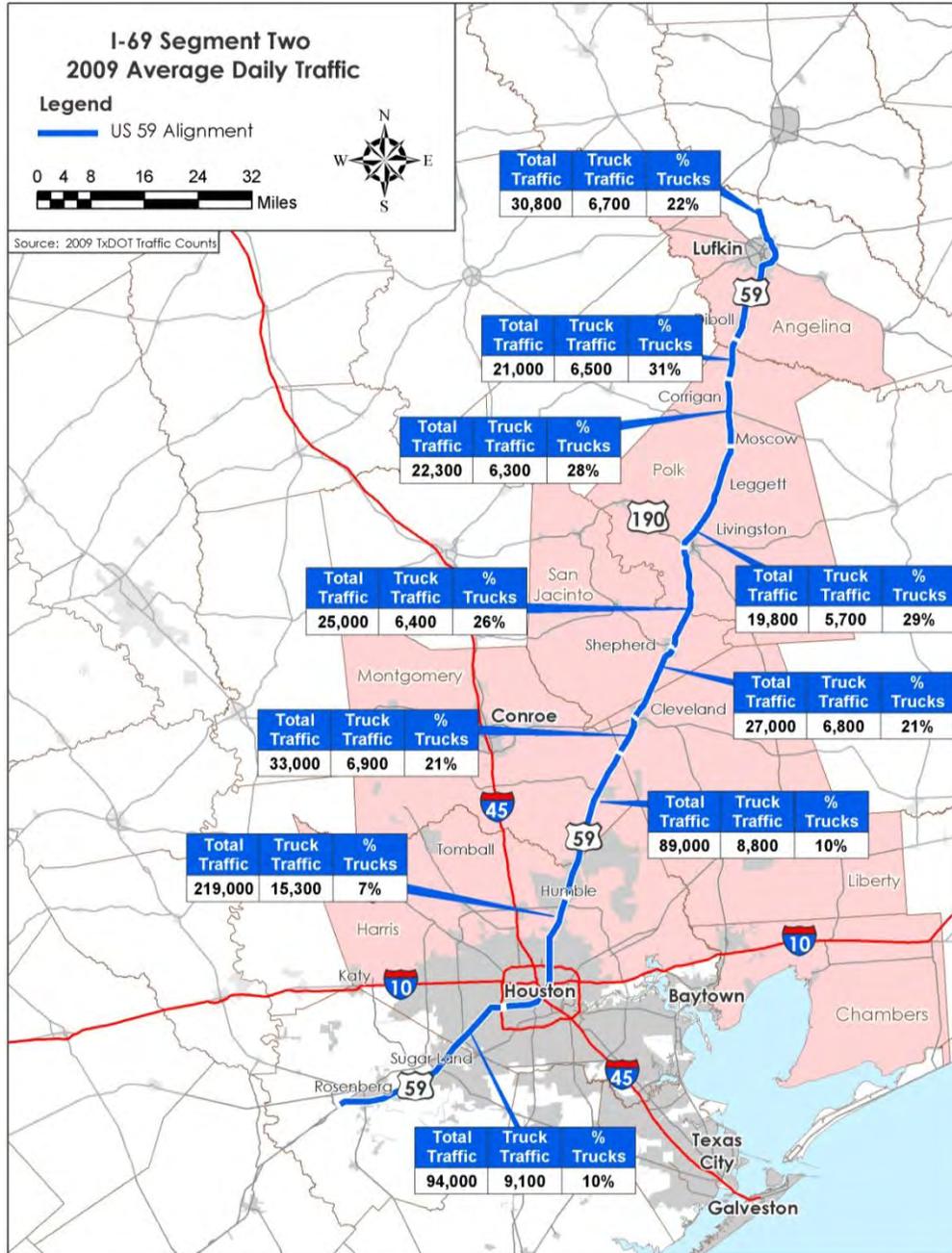
Figure 6. Transportation Facilities to Consider in Developing I-69 Segment Two



Current and Projected Traffic Data

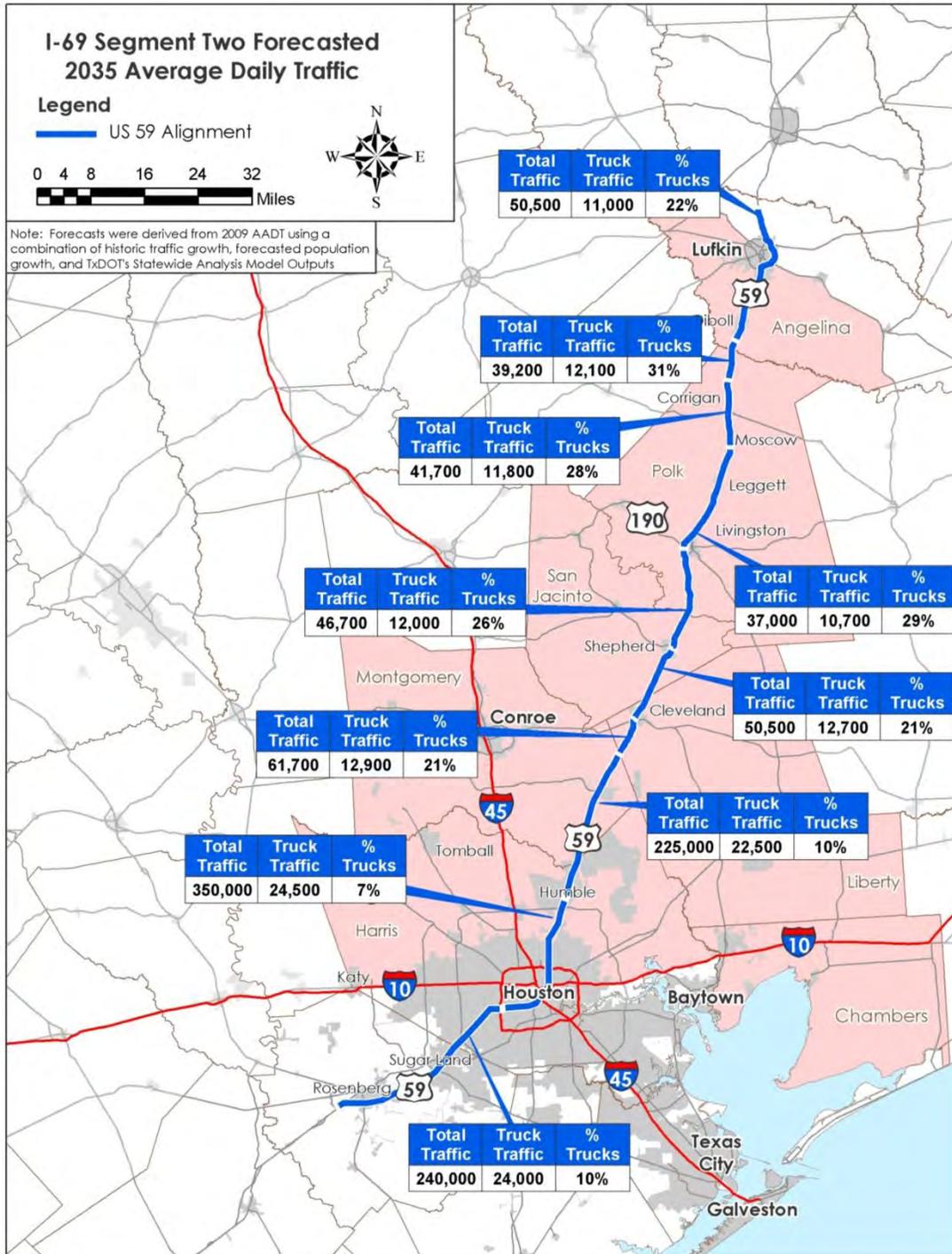
The segment committees considered current and projected traffic information for highway routes within their area as they developed their recommendations for priorities for future project development. At the time of their study of current traffic data, 2009 was the most current information available (Figure 7).

Figure 7. I-69 Segment Two 2009 Average Daily Traffic



Forecasted 2035 average daily traffic volumes are shown in **Figure 8** for both auto and truck volumes. Forecasted traffic volumes are weighted averages for sections along the highways.

Figure 8. I-69 Segment Two 2035 Forecasted Average Daily Traffic



Along US 59, forecasted total traffic volumes were highest in the Houston area with over 200,000 vehicles per day forecasted outside Beltway 8 and about 350,000 vehicles per day forecasted within the Houston urban core (inside Beltway 8). The forecasted traffic generally reduced slightly to about 40,000 vehicles per day as the distance from Houston increased until it reached the Lufkin urban area where it is forecasted to be over 50,000 vehicles per day. Within Segment Two, I-69 Texas would connect to the national interstate system at interchanges with I-10, I-45 and I-610.

Forecasted truck traffic volumes along US 59 are highest in the Houston area, with over 24,000 trucks per day. Forecasted truck traffic along rural sections of the I-69 system ranged from 10,000 to about 13,000 trucks per day.

US 59 Improvements near Shepherd



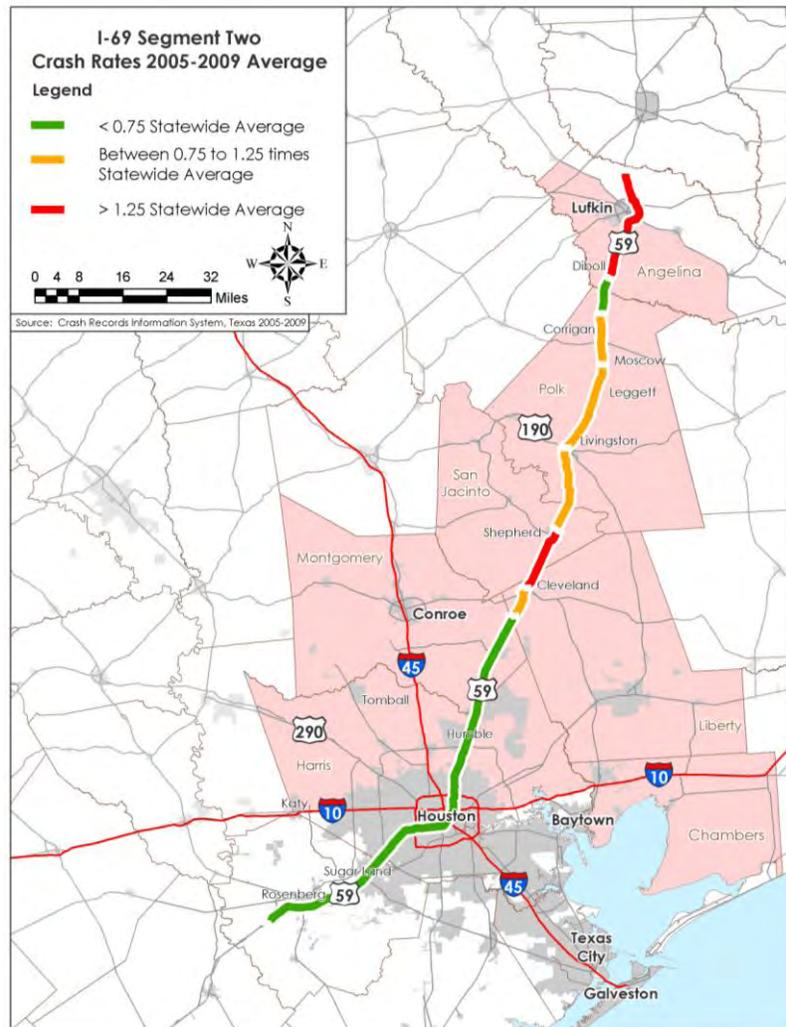
Crash Data and Information

The committee reviewed and considered crash data for highway sections in their region. At the time of their study on crash rates, 2005-2009 was the most current information available.

Committee members examined both total and fatal highway crashes and also crash rate information, which was compared with statewide rates for US highways in Texas. In the five years between 2005 and 2009, about 25,000 crashes were reported along US 59, with 171 of those crashes being fatal.

Figure 9 provides 2005-2009 crash rate information for US 59 that was considered by members of the Segment Two Committee. More than 21,000 of the total crashes and 125 of the fatal crashes were reported in the Houston area, in proportion to the significantly higher volume traffic along this portion of US 59. However, crash rates were lowest along this portion of US 59 in the Houston area, where the rates were at a minimum 25 percent lower than the average statewide crash rates. The main reason for this lower rate is that the US 59 facility in the Houston vicinity is an access controlled facility, reducing conflicts, and therefore keeping the crash rates lower. The highest crash rates for Segment Two were observed between Cleveland and Shepherd and in the Diboll/Lufkin area where full access control is not provided along US 59.

Figure 9. I-69 Segment Two Crash Rates 2005-2009 Average





Development of Conceptual Interstate Layouts and Costs

Committee members have consistently agreed that providing an interstate-quality highway is necessary for addressing transportation needs in their communities. As part of the planning process, committee members studied the federal requirements for interstate highways. Once familiar with interstate requirements, members reviewed conceptual interstate layout maps for the recommended I-69 routes in their area and, using these conceptual maps, made recommendations for improvements to move towards the committee's goal of an interstate. Using the committee's recommended improvements, cost estimates were prepared so the committee had an idea of the funding needed for their initial recommended improvements. During this exercise, the committee was not financially constrained in their ideas and recommendations.

Interstate Highway Requirements

To achieve the goal of providing an interstate quality highway, existing roads would need to be improved to include the following:

- A divided road with at least two lanes in each direction
- Interchanges/overpasses at crossroads
- On and Off Ramps (Entrances and Exits)
- No crossovers
- Other safety designs

Conceptual Interstate Layout Maps

Based on the interstate highway requirements identified above, committee members reviewed conceptual interstate layout maps which demonstrated what improving the existing roadways into an interstate along the I-69 system may look like. It should be noted that:

- The conceptual interstate layouts (CIL) depicted interstate mainlanes, potential interchange locations, and approximate existing and potential right-of-way limits.
- New access roads were shown for planning purposes and were assumed to be continuous along the entire I-69 system to match current local access, except where the committee members indicated access roads were not needed.
- The CIL is not an interstate design and does not take into account vertical geometry, topography, drainage, and many other detailed design elements.
- The CIL was developed for planning purposes only and is a working draft that is subject to change.
- The CIL generally follows the centerline of the existing highway being considered for the upgrade within the segment committee limits. However, minor shifts were made to avoid



railroads or to meet interstate design standards. Also, the committee members requested that relief routes be considered in certain locations.

During the process of developing the CIL, committee members provided input on:

- Locations where relief routes should be considered
- Need for access roads
- Rural/Urban typical section limits
- Interchange locations
- Locations where existing highways are potentially at interstate standard allowing I-69 to potentially connect to and utilize these highways

Conceptual Cost Estimates

A conceptual cost estimate was prepared to reflect the CIL recommendations that were developed by the Segment Two Committee members. This conceptual cost estimate and the improvements recommended by the committee assume full reconstruction of the existing highways and do not use any of the existing pavement in use today. This was not a financially constrained exercise and because the timeline for developing I-69 Texas is not definitive, it could not be assumed that the pavement and other materials in use on today's highways would be acceptable for use in future I-69 development.

The conceptual cost estimate was developed statewide and for each of the five segments. The statewide facility includes both urban and rural roadway configurations with 849 miles of mainlanes and 771 miles of access roads. Highway sections along US 59, US 77 and US 281 that are anticipated to meet interstate standards were not included as part of the cost estimate.

For the entire length of the I-69 Texas system, 26 relief route locations were recommended. Interchange locations were also suggested by the committees based on providing connections to existing farm-to-market roads, state highways, US highways and interstates. In all, 235 diamond-type interchanges and 11 direct connection-type interchanges were included in the cost estimate. Bridges for drainage crossings, railroad crossings, and overpasses (not associated with interchanges) were also included in this estimate and total 407 along the I-69 system.

Direct Connection Interchange



Diamond Interchange



Bridge/Drainage Crossing



Overpass



The Segment Two Committee's recommended improvements are included in the statewide estimates and include 70 miles of mainlanes and 76 miles of access roads. Segment Two also recommended two relief route locations, 33 diamond-type interchanges and 31 bridges to accommodate drainage crossings, railroad crossings and overpasses.

Statewide, the total improvements identified by the five I-69 Segment Committees totals \$16.4 billion to fully reconstruct roadways the committees designated to potentially serve as I-69 Texas. For Segment Two, nearly \$1.7 billion in improvements were identified by the committee. Again, this was not a financially constrained exercise and the five committees identified anything and everything they may want to see in I-69 development such as continuous access roads for the entire I-69 system and interchanges in currently undeveloped areas. Nevertheless, the exercise highlighted the significant needs, helped set priorities and identified the most urgently needed projects.

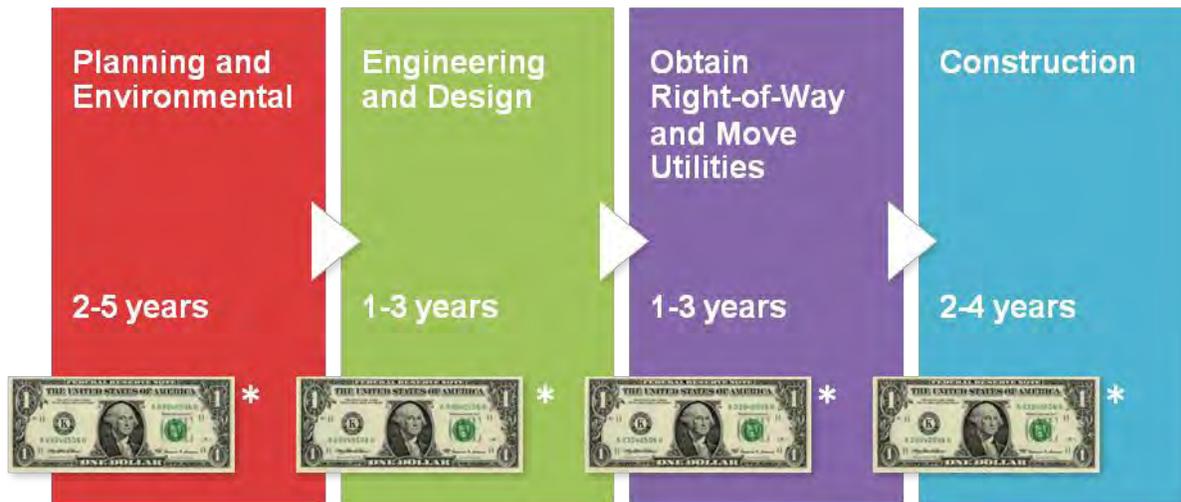
Funding I-69 Development

I-69 will be developed as a series of local improvements to the existing highway facility; it will not be a project where an entire interstate is constructed all at once. Instead, as funds become available to, say, add an overpass or improve sections of the current road to a controlled access, freeway-type facility, those improvements will be done and added to the existing I-69 system in South Texas and the section currently under review for I-69 designation along US 59 in the Houston area.

As we all know, planning and ideas have to start at the local level with citizens and communities. While the timeline to complete a project may seem to be years in the future, planning needs to begin now so that when funding does become available the ground work has been laid and the

local community has a plan for improvements. The committee members considered the project development process typically followed for highways as shown in **Figure 10**. It is important to note that funding has to be made available before **each** step in this process. Using this timeline, a project would take 6-15 years to go from the planning stage to construction, assuming funding is available for each step. While the 15 years, shown in the graphic, to go from planning to construction may seem like a long time, the input citizens and the I-69 committees have given sets priorities and lays the ground work for initiating potential local-level projects that will advance I-69 Texas.

Figure 10. Project Development Process for Highways



*Funding must be identified and secured before each step in the process.

The recommendations of the advisory and segment committees are the beginning of the planning process. As the highway project development process is completed, more sections of I-69 can be added to the system. In September 2011, the Texas Transportation Commission approved Proposition 12 funding for projects that lie along the I-69 system consistent with the recommendations of the segment committees’ to upgrade existing highways to begin incrementally developing the I-69 Texas system.

Public Outreach

After developing initial recommendations and priorities, the segment committees recognized a need for effective communication with the public to clearly convey the scope of the segment committees' responsibilities and activities and to gather feedback and input from citizens prior to finalizing their recommendations and priorities.

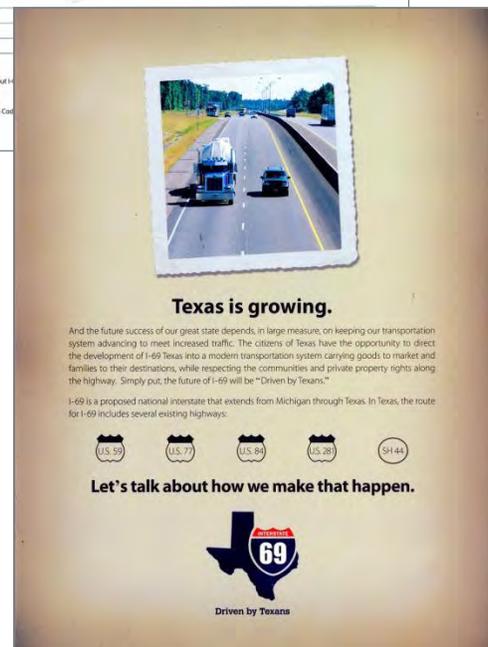
Public Outreach Goals as Defined by I-69 Segment Committees

During segment committee meetings in January 2011, the committees discussed the need for public outreach and community feedback including their goals and objectives in hearing from citizens. The following goals were identified by the committees:

- Significantly increase the knowledge and understanding of the value of I-69 Texas, thereby increasing support among stakeholders in all segments of the project.
- Raise the comfort level of local stakeholders concerning the potential impacts of I-69 Texas in communities.
- Gain visible support among community leaders along the I-69 route, as measured by the number of key stakeholders who publicly support the project.

In March 2011, the committee further brainstormed specific public outreach activities, methods and materials they wished to use to reach citizens and gather feedback on the committee's initial ideas, recommendations and priorities. The committee concluded that meetings and presentations with local civic and elected groups, rather than more formal public meetings is the format they wished to use to engage with citizens. In April 2011, the committee finalized print materials, the I-69 website, PowerPoint presentations and other communications tools to use during their public outreach activities.

Public Outreach Brochures and Comment Cards





Public Outreach Implementation by the Segment Committee

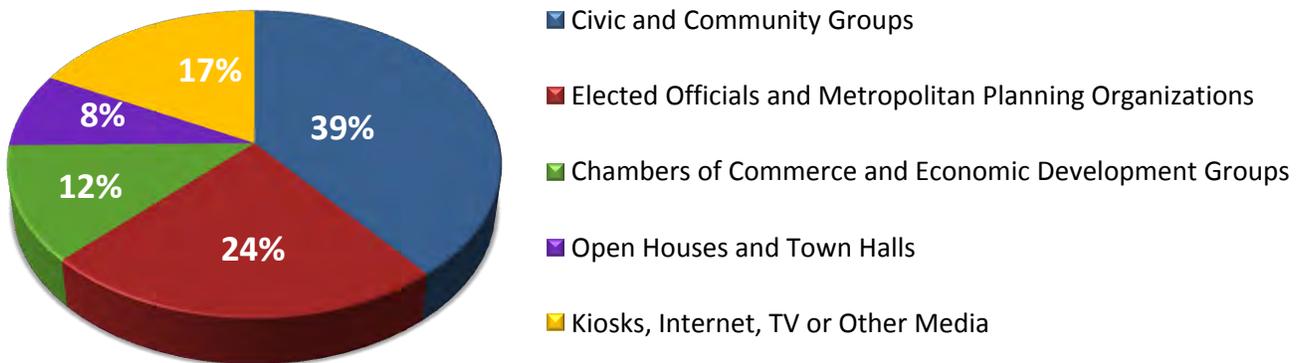
During the summer and early fall of 2011, the committee presented their I-69 brochures and PowerPoint information to city councils, county commissioners courts, metropolitan planning organizations, Rotary and Lions clubs, chambers of commerce and other groups. When the committee reconvened in September 2011 to review citizens’ comments and decide if additional public involvement was needed, Segment Two decided they would like another month to present information to and hear from their communities and would also like to host open houses. They agreed to meet again in November 2011 to review additional public feedback and begin their final recommendations to the I-69 Advisory Committee using the feedback they received from citizens.

In all, the Segment Two Committee conducted 30 activities and reported reaching 797 citizens through these presentations and various public involvement activities. Citizen comments from the five segment committees’ outreach totaled 439. **Table 3** describes the public outreach broken down by activities and comments received for all segments statewide in comparison to Segment Two. **Figure 11** provides more information on the 116 activity reports that were submitted and depicts the groups or types of meetings where the committee members shared information about I-69 in Texas.

Table 3. Public Outreach Activity Reports and Comments Received

	Statewide	Segment Two
Activity Reports Submitted by Committee Members	116	29
Individuals Contacted	5,296	797
Comments Received	439	147

Figure 11. Public Outreach Activities Statewide



Open Houses

After making presentations to their communities in the summer of 2011, the committee decided to host open houses to reach citizens who had not yet attended an I-69 presentation, also providing an option for evening participation since many of the committee meetings and presentations had occurred during daytime business hours.

The committee members committed to serve as hosts and spokespersons during the open houses, making local civic centers and other public facilities available for the open houses. The committee used a come-and-go format for their open houses that allowed citizens to browse I-69 information at their leisure and dialogue with committee members about their preliminary ideas and recommendations. A committee member greeted citizens at the front door, explaining the citizen-led process of the Advisory and Segment Committees and the open house format. Citizens were encouraged to look through materials on their own, ask committee members questions, leave comments on maps using a sticker or leave general comments at the comment table. Open house participants were also informed that there would be no formal presentation.

Committee members decided in advance what information to convey. To publicize the open houses, the committee used their personal and professional email contact lists, public service announcements, news releases sent to local media and posted flyers with the open houses details in post offices and other local hot spots. The open house information materials included:

Segment Two Open House in Lufkin



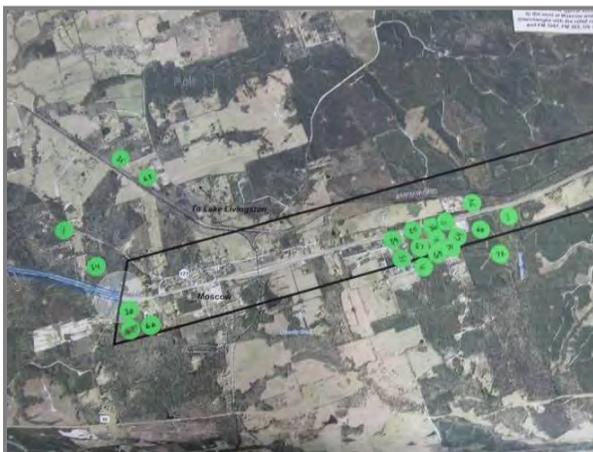
Display Boards – Six display boards provided information about the I-69 Segment and Advisory Committees, maps of the segment committees’ jurisdictions and the national I-69 route. Specifically the information detailed the history and purpose of the I-69 Advisory and Segment Committees, the Advisory Committee’s Guiding Principles, Advisory and Segment Committee membership, a state map detailed the five Segment Committees’ boundaries, a national I-69 route map displayed current interstate status and a regional map featured the Segment Two Committee’s preliminary recommendations and priorities.

Segment Two Open House in Livingston



Conceptual Interstate Maps – Early in the process, the committee discussed the importance of including citizens and their input in the final report. The open house included conceptual aerial maps; citizens left a colored, numbered dot on the map where they wished to leave a comment then completed a comment card that was numbered corresponding with the colored dot. Citizens left their comment cards on a comment wall displayed at each open house so they could read each other’s comments. The citizens’ comments on the conceptual maps assisted the committee in reaching their final recommendations.

Conceptual Interstate Map near Moscow



Comment Wall



I-69 Video



I-69 Video – The I-69 video was set up in one corner of the room with chairs. Open house participants were able to sit down, watch the video and visit with committee members or other citizens.

Comment Table – In addition to the conceptual map comments area, a separate table was set up with brochures and comment cards so citizens could browse brochures, fill out comment cards and leave them in a comment box. Citizens also had the option of taking home a brochure, completing the comment card and using

the postage-paid feature to return the card. The comment table also contained booklets with updated citizen comments; it was important to the committee for citizens to see one another’s ideas and concerns for open communication. A computer with internet access was also set up so citizens could review the I-69 Driven by Texans website and make comments online if they wished.

Comment Table



Public Feedback Gathered by the Segment Committee

In addition to leaving comments at the Segment Two open houses, citizens submitted comments to the committee using an online comment form on the I-69 Driven by Texans website and postage-paid comment cards which were attached to brochures. These brochures were distributed by committee members and displayed at public places such as grocery stores, libraries, city halls and county court houses.

The committee concluded that generally, citizens are in favor of I-69 and ready for it to progress and be developed. Some citizens are concerned that I-69 may be tolled and would prefer tolling not be an option for I-69 development. Citizens also had questions about when I-69 will be constructed, how it could affect their property and how it would be funded. Comments included: support for I-69 based on potential for economic development, congestion relief and safety improvements. Concerns were related to funding, the amount of right-of-way that may be necessary to construct relief routes; and questions in regard to when specific route locations will be determined. More detailed information about public outreach activities and citizens' comments can be found in [Appendix A](#).

I-69 Advisory Committee Member, Nolan Alders, Visits with a Citizen about I-69





Committee Recommendations for I-69

The Segment Two Committee drafted recommendations for I-69 development in their area, including improvements to the existing US 59 to serve as I-69 and also include relief routes to serve as I-69 around some communities. In coming to these recommendations, the committee studied the mobility, safety and economic development needs of their communities that could be provided by I-69. In establishing their recommendations and setting priorities, the committee considered a number of factors, with the following factors most frequently identified by members of the committee:

- Serves high traffic and truck volumes
- Serves expected traffic growth
- Addresses safety concerns
- Improves travel times
- Provides for multi-modal connections (air, sea, rail)
- Public input

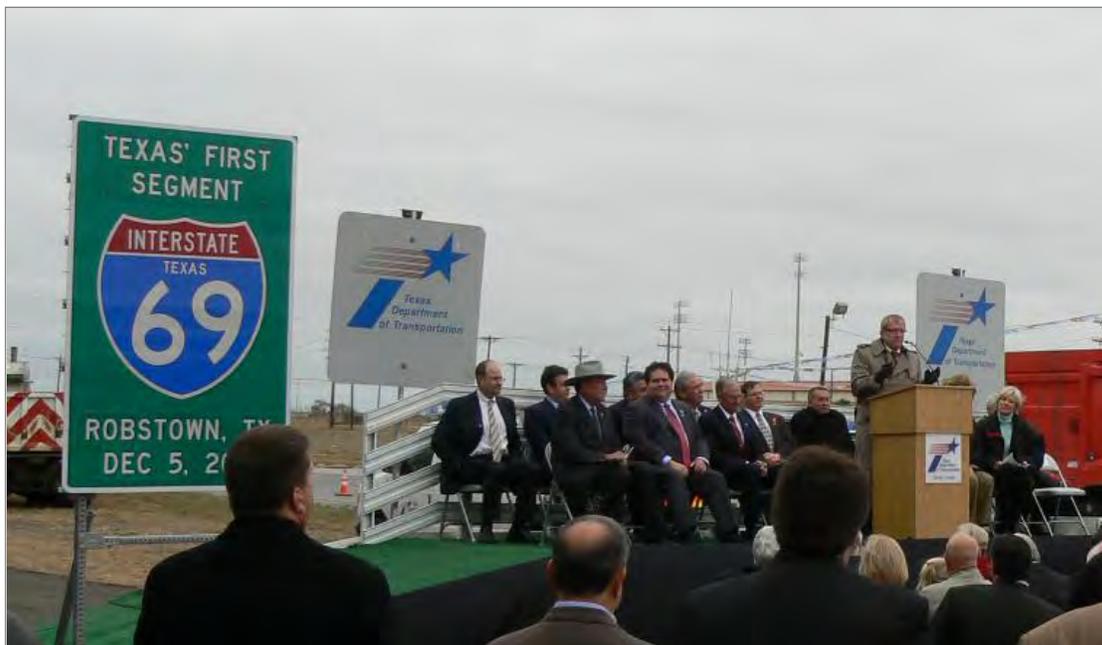
The committee recommends using the existing footprint of US 59 to the greatest extent possible for I-69 development. The committee also recognizes that in some areas, existing right-of-way is narrow and improving the existing highways to interstate quality may affect existing properties. To minimize impacts to communities and preserve properties, the committee recommends relief routes in some areas. Specific locations for these relief routes - north, south, east or west of town – have not been decided and construction of any relief route would go through an extensive environmental process and require public input and comment.

Redesignation of Highways that Meet Interstate Standards

Segment Two and the other segment committees have encouraged TxDOT to work with the Federal Highway Administration (FHWA) to seek immediate interstate designation for any portions of the highways on the I-69 Texas system that currently meet interstate standards. Federal law currently allows for any highway identified by Congress as a future part of the I-69 system to be redesignated as an interstate as long as it is built to interstate standards and connects to the existing interstate system.

On December 5, 2011, I-69 signs were erected along a 6.2 mile section of US 77 in the Robstown area between I-37 and SH 44. In the Houston area, the Fort Bend, Harris and Montgomery county section of US 59 is currently under review and is anticipated to be recommended for I-69 designation in 2012. Segment Two Committee members identified the redesignation of this portion of US 59 as I-69 as their top priority. Committee members have also encouraged TxDOT to work with FHWA to gain exceptions to some interstate standards required for portions of highways recommended for I-69 in South Texas, such as highway sections within ranch areas, where meeting all of these standards today may not be warranted but interstate designation is still needed.

Unveiling of First I-69 Texas Signs



Segment Two Priority Sections

Recognizing that a substantial amount of work remains in completing I-69, the Segment Two Committee established recommended priority sections for future planning and project development.

The five top priority sections and rationale considered by Segment Two in prioritization are listed from south to north. The committee decided on five priorities and did not rank these priorities; each priority carries equal importance.

US 59 Relief Options in Houston – In the first few months of meeting, the committee discussed highways they recommend serving as I-69, highways to be part of the I-69 program and important connections to the I-69 system. In developing recommendations for the Houston area, committee members from that area met to discuss their recommended highway to serve as I-69 and also



discussed the importance of providing connectivity to the Port of Houston and other ports along the Texas gulf coast. This discussion concluded with the committee recommending that US 59 through Houston serve as I-69 and that relief options within and around the Houston area be studied and considered to provide convenient, vital access to the sea ports along the coast along with additional options for through-travelers to bypass Houston, instead of having to use US 59 or other routes to travel through Houston. Such a study should include financial and technical participation from TxDOT.

US 59 from Cleveland to the Liberty/Montgomery County Line – The Segment Two Committee members and committee members from throughout the state have noted that building from existing sections of US 59 that currently meet interstate standards provides an opportunity to continue extending I-69 to communities and areas that do not have interstate highway service. Upgrading US 59 between Cleveland and the Liberty/Montgomery county line would provide a connection to the 70 mile portion of US 59 through the Houston area that is currently built to freeway standards. The committee has noted the need to incorporate a future connection to the Cleveland relief route on the south side of the community in planning for the upgrade of US 59 as well as consideration for accommodating an existing family cemetery that exists within the median of US 59 south of Cleveland.

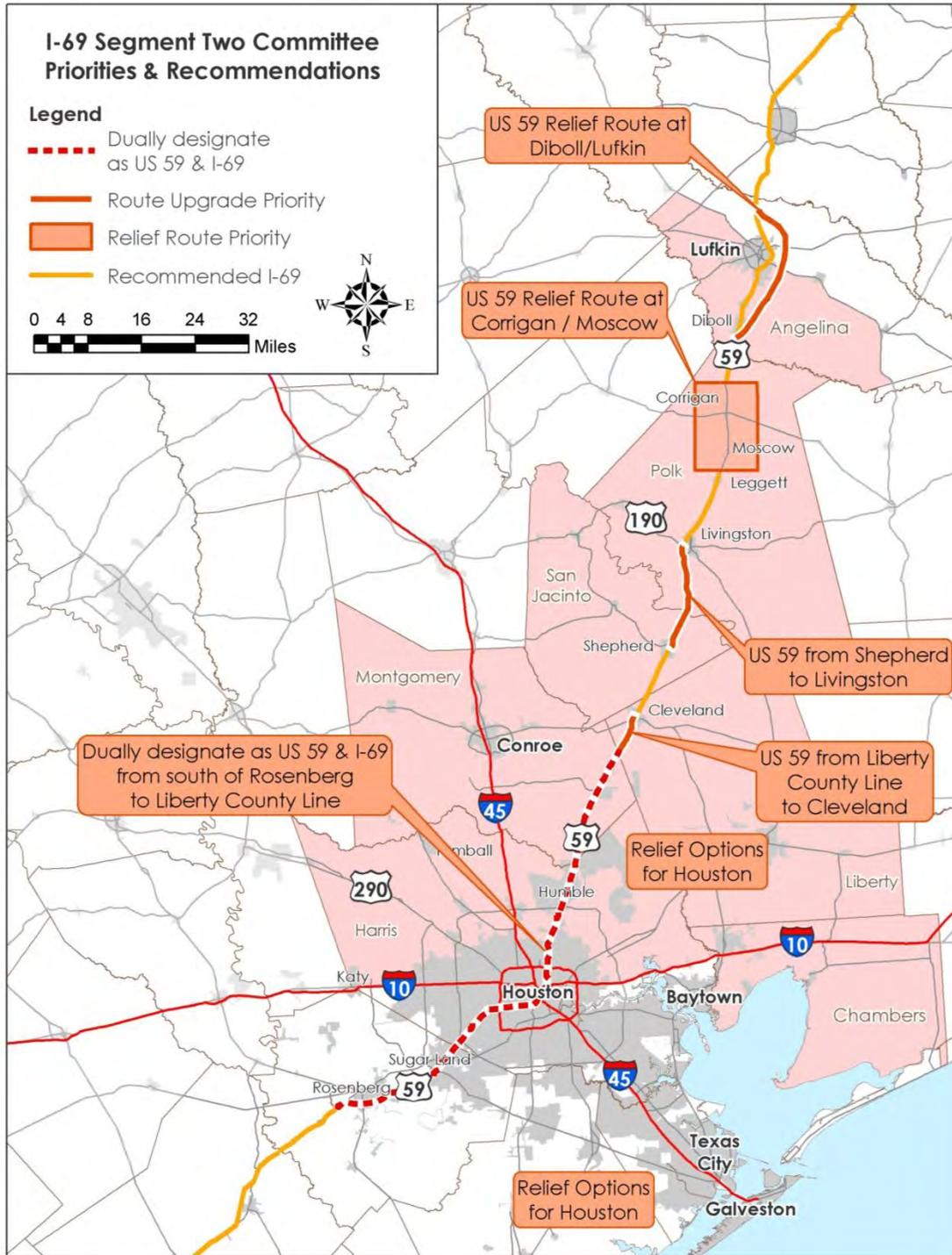
US 59 from Shepherd to Livingston – The committee identified upgrading existing US 59 between Shepherd and Livingston as an opportunity to provide a continuous connection between these two cities. Currently, improvements are underway in Shepherd to improve US 59 to freeway standards. These improvements in Shepherd will connect to the existing relief route in Livingston that is currently built to freeway standards.

US 59 Relief Route at Corrigan and Moscow – The committee recommended relief route options for the existing US 59 around Corrigan and Moscow. Corrigan represents the first traffic signal location along US 59 north of Houston and committee members stated that Corrigan is the worst congestion spot north of Houston on US 59 with log trucks from local mills adding to the congestion. Additionally, the committee received significant input from community members in the Moscow area that stressed the importance of incorporating Moscow into the relief route planning for Corrigan. The committee supported TxDOT considering the public input received from these communities as future relief route studies are initiated.

US 59 Relief Route for Lufkin/Diboll – The committee recommended a new eastern relief route of Lufkin and Diboll as a priority. An eastern relief route was previously environmentally studied by TxDOT and the committee's recommendation is to make use of this previously studied route. This route included a connection to a Nacogdoches relief route to the north. Committee members acknowledged the previous recommendations for this route would need to be updated based on current environmental and planning features.

The five recommended priority sections are illustrated in **Figure 12**.

Figure 12. I-69 Segment Two Committee Priorities and Recommendations



Initial Implementation Goals

The committee established a series of short-term implementation goals that could address immediate problem areas, begin the development of priority sections or provide interim improvements to high traffic areas. The initial implementation goals recommended by Segment Two include continued efforts to construct currently funded projects, spot safety improvements, and future environmental, route location and planning studies.

Construct Currently Funded Projects

The committee recognized that TxDOT has already begun the process of funding projects that will improve highways by enhancing safety and serving traffic along the designated routes for I-69. The committee endorsed efforts to complete the projects that are listed below along with construction funding committed by TxDOT:

- US 59 (Angelina County), overpass at FM 2021, let May 2013, \$15,291,000
- US 59 (Angelina County), replace bridge at the UPSP RR, let May 2012, \$45,680,948
- US 59 (San Jacinto County), construct new overpass/underpass at UPSP RR, under construction, \$41,965,660
- US 59 (San Jacinto County), construct frontage road and access control, letting to be determined, \$10,140,988
- US 59 (San Jacinto County), construct overpass/underpass at FM 2914, let December 2011, \$13,805,544

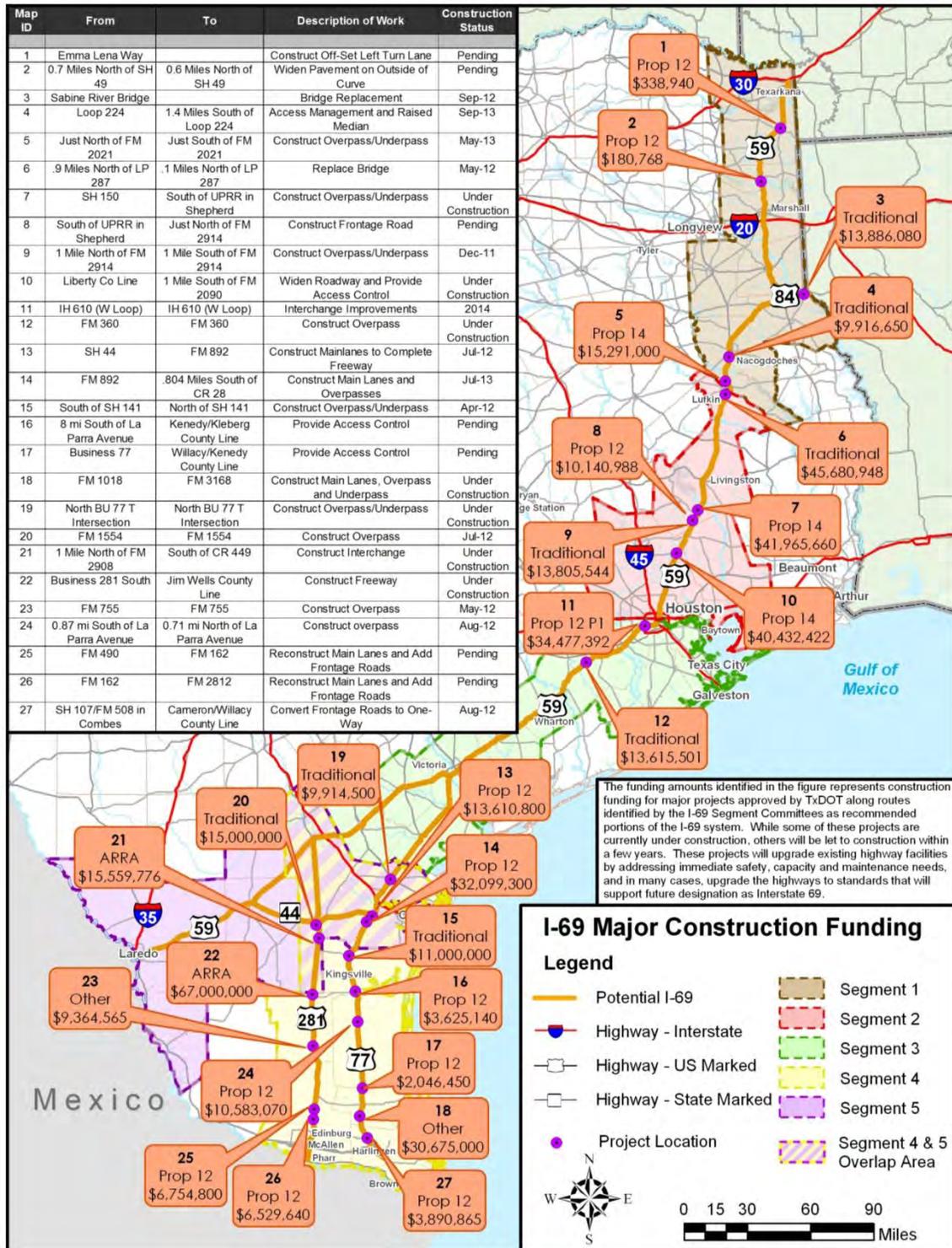
US 59 at FM 942



The location of these projects and other current construction activities funded along the I-69 route is provided in [Figure 13](#).



Figure 13. I-69 Major Construction Funding





Future Spot Safety and Capacity Improvements

- An interchange to provide access to FM 942 and SH 116 in Leggett should be included as an early implementation opportunity to address safety and congestion concerns of the committee.
- Spot safety improvements along US 59 were noted by committee members as an objective to be considered by TxDOT as an interim measure to address existing traffic congestion and safety concerns until a full upgrade of US 59 and relief routes could be implemented.

Future Environmental/ Route Location and Planning Studies

Committee members agreed that environmental studies need to begin for their identified priority sections as part of their early implementation objectives.

- For priority sections involving upgrades to existing US 59 between Cleveland and the Liberty/Montgomery county line and between Livingston and Shepherd, the committee members anticipated that these projects could quickly advance to 'shovel ready' status and be eligible for any near-term construction funding opportunities with environmental clearances. Because these priority sections involved upgrades to existing US 59, committee members anticipated that the environmental process could be expedited and minimal right-of-way would need to be obtained.
- For relief routes at Corrigan/Moscow and Lufkin/Diboll, the environmental process would include route location studies and provide recommendations that would enable the affected communities to plan for the location of future relief routes. Additionally, right-of-way acquisition and other project development work could proceed on these routes as future funding became available.

Committee members recognized the need for future planning and feasibility studies involving multimodal opportunities to address long-term freight and passenger growth in the future. The committee members suggested that to be visionary, rail components need to be considered as part of the future I-69 regional planning considerations, with the following considerations being suggested by the committee:

- Committee members recognized that future freight traffic growth, including potential impacts from Panama Canal improvements might increase demand for all the ports along the Texas gulf coast. The committee members expect that all of their communities and I-69 could experience an increase in cargo traffic and future planning by TxDOT and regional partners for addressing these impacts was recommended. Potential improvements to address these impacts may include:



- Long term relief route connections to the east of the I-69 route from Livingston to Cleveland and on to the Port of Houston
- Development of a future freight intermodal center, potentially in the vicinity of Cleveland and Lufkin, to serve as a location to stage cargo shipments into and out of the ports.
- Committee members recommended that future planning efforts also assess high-speed passenger rail opportunities, noting that passenger rail was being considered in the Houston area along I-10, I-45 and US 290 and that many communities north of the Houston area would benefit with improved passenger connections to services in Houston.

Conclusion and Next Steps

Since Congress passed legislation in 1991 allowing for the national I-69 system, Texans have been advocating and working for I-69. A small piece of this interstate in Texas has been established and the segment committee planning process has been vital in allowing for a grassroots, bottom-up planning approach for the remainder of I-69 Texas. Just as establishing the first 6.2 miles of I-69 in Texas took time, the I-69 Segment Two Committee knows completing this interstate in Texas will be in the works for years to come.

Citizen input combined with local-level planning and a needs-based approach used during the segment committee process provides a solid foundation for future I-69 development. In fact, several local communities have already adopted resolutions in support of I-69 development. These resolutions are included in [Appendix A](#).

The ideas and recommendations of the five I-69 Segment Committees provide regional perspectives and plans for developing I-69 in Texas. Using the reports of the five segment committees, the I-69 Advisory Committee will compile a system-wide blueprint for the future of I-69 Texas.

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Driven by Texans

Appendix A
Summary of Public Outreach Efforts,
Citizen Comments, Responses to
Citizen Questions and Resolutions
for All Segment Committees



Summary of Public Outreach Efforts for all Segment Committees

	Number of Presentations	Total Attendees
Brochure Locations	16	n/a
Business Groups	5	459
Chamber of Commerce	9	2,444
City Council Meetings	5	108
City Officials	3	6
Commissioner Court Meetings	5	155
Community Service Organizations	2	32
Community Stakeholders	9	48
Economic Development Corporation	4	100
Farm Bureau	1	8
Healthcare Groups	2	219
Infrastructure Groups	3	125
Lions Clubs	4	62
Management Groups	1	20
Meeting with Council Members	1	2
Meetings with Congressman	7	30
Metropolitan Planning Organization	5	81
Moscow on the Go	1	79
Open Houses	3	132
Political Groups	1	20
Port Meetings	1	16
Public Hearings	2	265
Radio	1	n/a
Real Estate Groups	4	140
Rotary Clubs	10	290
RV Clubs	1	165
Television Interviews	2	n/a
Town Hall Meetings	4	121
Transportation Advocacy Groups	2	40
Tribal Council Meetings	1	6
You Tube	1	123
Total	116	5,296



Citizen Comments

Number	Zip Code	City	Comment/Question
1	35124	Pelham	I69 will get more tourist dollars from my family because it makes it easier for us to visit. Trucking will support as well.
2	71067	Haughton, LA	Will you be working with LA DOTD to recommend an I-69 route from Logansport to Stonewall? Will it upgrade existing highways as well or will it be a new roadway?
3	71854	Texarkana	As a business owner and citizen of Texarkana, I encourage the leadership of segment 1 to pursue this project with vigor. It is extremely important to this area to be forward thinking in developing interstate highways that connect Texarkana to our neighboring states in order to promote current and future economic and population growth.
4	71854	Texarkana	I think this is a wonderful thing for the Texarkana area & I am excited for all of the possibilities it will bring to Texarkana.
5	71854	Not Provided	FABULOUS! Bring it on! As a realtor, I welcome any way to bring in new business to Texarkana. I support this fully.
6	72904	Fort Smith	I-69 is a crucial key to sustaining the economical growth of Southwest Arkansas and Northeast Texas....period. It must happen.
7	74596	Moscow	Please go west of Moscow - not down 59!!
8	75160	Moscow	Would like for you to not take away our land, cause we have worked 30-40 years hard labor to get what we have, so please do not take our land. Thank You. I live on the east side of US Hwy. t
9	75215	Dallas	The I-69 designation ought to go to U.S. 59 to Laredo to minimize confusion. The other routes could also be upgraded to interstate standards eventually, but giving the I-69 moniker to U.S. 59 is the simplest, most logical solution.
10	75234	Dallas	Will this help Houston and the state border?
11	75455	Mt. Pleasant	The I-69 corridor is not good for Texas unless we Texans/The State of Texas own the land legally and ethically (and not take it away from landowners) and Texas gets most or all of the revenue from it. Foreigners or outside sources should not profit from such a venture. Texas and Texans should be the only ones to benefit from such a decision. Then and only then would it be good for Texas and Texans!
12	75455	Mt. Pleasant / Linden	I believe I-69 would help our area economy immensely - Please vote for it & let's get started ASAP.



Citizen Comments

Driven by Texans

Number	Zip Code	City	Comment/Question
13	75501	Texarkana	I want to strongly encourage all decision-making entities to fully research options that most effectively use our existing interstate-grade roadways in the planning of I-69 in the Texarkana area. US HWY 59 links with Loop 151/245 which go to both I-30 and I-49.
14	75501	Texarkana	We are in support of I-69 in Texarkana USA
15	75501	Texarkana	Texarkana needs I-69.
16	75501	Texarkana	We want 69 to come thru Texarkana!
17	75501	Texarkana	This is a terrific idea!
18	75501	Texarkana	This would be a great help to our community. My daughter lives in Houston and I would welcome this highway, for my frequent trips.
19	75501	Texarkana	This will be a tremendous boost to our area. This will aid in our growth and allow better access for new businesses. The ability to connect I-30 to a North South route will be invaluable.
20	75501	Texarkana	East Texas is beautiful. Let it be! Go to West Texas - nothing is in your way there. (A Texan from birth to death.)
21	75501	Texarkana	So Hope, this Happens Soon!
22	75501	Texarkana/Nash	A Really Great Move For Texarkana, Ark & TX.
23	75503	Texarkana	I-69 will be vital North-South corridor to and from Mexico and Gulf of Mexico ports into the middle of the US. I-35 can't handle it all.... I69 is a great solution that will open up other parts of Texas for growth. With a large defense logistics facility in Bowie County and the potential for inland ports along the Red River (including into Louisiana) I-69 coming through East Texas & Bowie County will be a great driver of economic activity.
24	75503	Texarkana	We are very supportive of this.
25	75503	Texarkana	I-69 is crucial to continuing the growth of Texarkana.
26	75503	Texarkana	I-69 is crucial to the future development of Texarkana. It will be a vital link to other Interstate Highway systems and provide a much needed corridor to move freight after the completion of the Panama Canal in 2012.
27	75503	Texarkana	I would like to see I-69 run thru Texarkana and follow the 59 corridor as much as possible
28	75503	Texarkana	I-69 will only help our growing economy and hopefully make Texarkana a bigger revenue generator for the state of Texas.
29	75503	Texarkana	We need I-69 through Texarkana. This route will make traveling much easier.



Number	Zip Code	City	Comment/Question
30	75503	Texarkana	We need this. I especially like the plan to use existing highways as much as feasible. To me, this makes economic sense. North-south traffic flows in our area need improvement.
31	75503	Texarkana	From all the studies and information, we see this as one of the most important projects for the whole area of the country, not only for East Texas. Howe4ver, the benefits of I-69 are immeasurable and very needed.
32	75503	Texarkana	I 69 would be a great thing for Texarkana and the area. Texarkana would offer a unique gateway for travel and transportation of goods and services.
33	75503	Texarkana	Texarkana area really needs the growth from that expansion since the close of Red River Army Depot and Lone Star Ammunition Plant.
34	75503	Texarkana	I69 makes sense for everyone. The impact study has already been done. the interstate will be able to use many existing routes. If the high speed rail accompanies the project the fuel savings, and EPA concerns will be significantly reduced. I am in favor of a private company building it and having it set up on some type of toll. Because many 18 wheelers would be taken off the roads, much less road repair costs.
35	75503	Texarkana	Wonderful!
36	75503	Texarkana	I think this is a great idea. Very helpful!
37	75503	Texarkana	Super Idea! When? Let's Build it!
38	75503	Texarkana	Looks like a very good idea.
39	75503	Texarkana	I know that I-69 will be a tremendous asset & benefit to our area! This is something that must be done to strengthen the movement of people & freight up through East Texas.
40	75503	Texarkana	There is without question the need for I-69 in Texas. The growth of our city, state and nation depend upon our transportation system. This proposed Interstate system is vital in connecting with the East/West Interstate corridors.
41	75503	Texarkana	Looking forward to I-69. Will be a great boon to N.E. Texas!
42	75503	Texarkana	Area geographic location and use of existing (Hwy 59 & connected) routes/Right-of-Way sound like good ideas. I am in favor o the I-69 project.
43	75503	Texarkana	With the change over at Red River and Lone Star Ammunition closing, Texarkana, Bowie & Cass Counties as well as Arkansas need the grow I-69 can provide.
44	75503	Texarkana	With the closing of Lone Star Ammunition plant closing, Texarkana, Bowie & Cass Counties as well as Arkansas need this development.



Citizen Comments

Driven by Texans

Number	Zip Code	City	Comment/Question
45	75503	Texarkana	#1 reason – future growth of the NE Texas area; #2 reason – an infrastructure to help future generations continue to make Texas, Arkansas, Louisiana GROW & therefore help the economy of America!
46	75503	Texarkana	Please keep Texarkana in the planned route. It will be essential to the progress of our beautiful city. S
47	75503	Texarkana	Will Be a Great Move for the Area
48	75503	Texarkana	It is a wonderful idea to promote commerce and industry along its route.
49	75503	Texarkana	I believe it will be very vital to the growth of this area, and surrounding counties.
50	75503	Not Provided	I 69 is a much needed interstate that would provide needed common routes.
51	75505	Texarkana	I think by increasing interstates (easy access) this would increase the cities revenue. And bring more opportunity to those who are relocating, jobs, entertainment, etc...
52	Not Provided	Texarkana	Great idea! I support it 100% - Can't be built quick enough!
53	75563	Linden	Please keep the I-69 project in Texas. It will help keep all the small towns on the route alive. We don't need more ghost towns.
54	75563	Linden	Bring I-69 thru 59 @ Linden, Texas would be the most feasible way to go. People would learn all about a place that keeps history in place. I-69 thru Linden, Texas is a boost to Texas and Linden.
55	75563	Not Provided	Using U.S. Hwy. 59 for I-69 is a good idea!
56	75569	Nash	I-69 is badly needed to further develop East Texas from Mexico to Texarkana. It will help us take advantage of the economic activity as a result of the widening of the Panama Canal.
57	75569	Nash	I 69 needs to go through Texarkana
58	75601	Longview	This highway is a tremendous waste of money. It only really benefits out of state interests while robbing counties of needed tax revenue. You can't maintain existing highways so why build more.
59	75601	Marshall	I strongly believe there should be a relief route around the west side of Marshall. I work in Marshall and live in Longview, I would like it also to be close to Longview.



Number	Zip Code	City	Comment/Question
60	75604	Longview	I strongly believe there should be a relief route around the west side of Marshall, Texas, passing as close to Longview, Texas (and its east Loop 281) as possible. I 69 needs to be more easily accessible to the Tyler/Smith County MSA and Longview/Gregg, Upshur, Ruck Counties MSA, as this is where the majority of population for northeast Texas is located.
61	75605	Longview	As a resident of Segment 1, I am against this idea statewide. Also, it has been discussed turning these highways into toll roads. Again, I am against this whole idea, for the roads have previously been paid for and it would be grossly unfair to expect the citizens of this state to pay for them again using tolls. I am not excited about the idea of building a road to Mexico anyway!!
62	75608	Longview	I love the idea of it going as close to Longview as possible. Great Idea but beginning to wonder if it will happen.
63	75631	Gary	I would like to see I69 follow 59. This would greatly increase the flow of traffic.
64	75631	Not Provided	Route of I-69 should follow current route of U.S. 59.
65	75633	Carthage	I would LOVE to see I69 come thru Carthage. Our small town is growing and this would be a great way to continue this growth. One of the I69 committee members, Charles Thomas, has done a good job keeping our community informed on the progress.
66	75633	Carthage	We would like for I-69 to come through Panola County, Texas, but we would appreciate use of as much existing Right-of-way as possible.
67	75633	Carthage	I would personally, like for I-69 to come through Panola County. However, the existing Rights-of-Way should be utilized as much as possible.
68	75633	Carthage	I hope that I 69 will continue plans to come up Hwy 59 thru Carthage. I think it would be a tremendous asset to our growing community.
69	75633	Carthage	I would love to see I-69 follow the footprint of 59 as close to Carthage as possible. Our community is growing and this would only add to the success of Carthage.
70	75633	Carthage	Need to follow existing routes & not relocate Pipelines, etc.
71	75633	Carthage	We definitely need I-69 through Carthage & Panola County using as much of the existing right of way as possible.
72	75633	Carthage	It is our opinion I-69 should follow existing hwy 59.
73	75633	Carthage	For I-69, but should follow existing Highway 59
74	75633	Carthage	I-69 would be very beneficial for Carthage, Texas. We certainly need all the help we can get for new businesses.



Citizen Comments

Driven by Texans

Number	Zip Code	City	Comment/Question
75	75633	Carthage	I69 is very important for our town, Carthage, Texas. Our economy in this stressed time can surely be enhanced with any assets to the economy.
76	75633	Carthage	I69 is a must for our town. In today's economy we need all the help we can get.
77	75633	Not Provided	Please follow original 59
78	75633	Not Provided	I am in favor if the route stays the same. This will benefit the entire State of Texas.
79	75633	Not Provided	Using existing highways where we can is an excellent idea, the least amount of money we have to spend the better. However, we do need a relief route around Carthage.
80	75633	Not Provided	Follow Existing Hwy 59 Route.
81	75633	Not Provided	I support I-69, especially if it follows existing roads such as Hwy. 59.
82	75657	Jefferson	On the map provided, when enlarged, shows I69 going to Texarkana. Why on the smaller version on the map does it show the projected track diverting north of Nacogdoches and traveling upwards in a NE direction across NW La, N Mississippi, etc. I thought this was a N-S project which would carry further north than Texarkana. I was under the impression it would travel more in a direction toward Kansas City, at least connecting to another Interstate Hwy., maybe at Joplin to I believe I44 or I45 before diverting northeasterly direction.
83	75760	Nacogdoches	Nacogdoches!!!!!!!!!!!!!!!!!!!!!!
84	75901	Lufkin	This project has been studied to death. It is time to build the highway or shut up about it. You just anger people continually asking for input. You cannot please everyone so tell the tree hugging minority to shut up. We, the majority, want and need the highway and the jobs it will provide. Pick a route and get to work. Texans need the jobs NOW.
85	75901	Lufkin	Forgive me if this has already been answered somewhere: Given the existing numbering scheme, why would it not be called Interstate 47? It seems that would best reflect its location between north-south Interstates 45 and 49.
86	75901	Lufkin	I would like to know why so much money was spent on the overpass for traffic going from Diboll 59 onto the loop to the east when I 69 takes a different route at that point.
87	75901	Lufkin	Cannot see detail on map of alternate route around Lufkin. Where can that info be viewed?
88	75901	Lufkin	Just bring it on. East Texas is ready for it. All Texas is ready for it.



Number	Zip Code	City	Comment/Question
89	75901	Lufkin	I live at the Angelina River in Angelina County; I would like to see a detailed map of your plans at my location.
90	75901	Lufkin	Looks like a good plan to me. I especially like going around Lufkin instead of through it on a freeway. (It appears 59 will be a loop around Lufkin as an option, and the current 59 through Lufkin will become 69.) I also am strongly supportive of having a real freeway from Texarkana to South Texas avoiding stop lights and cross streets that now slow down traffic and create potential accidents. With this plan, we will have 3 great freeways going North and South through Texas, 35, 45, and 69. This will complement our great East/West freeways of 10, 20, and 30. Texas, and Texas drivers, deserve this next step in our freeway system. By the way, I currently live less than a mile from 59, a very convenient location.
91	75901	Lufkin	Please include plans for wildlife passage in your route through the forests of East Texas. Please landscape the right away with native East Texas trees, shrubs, grasses and forbs. Avoid invasive plants. Please find a substitute ground cover, such as native East Texas Needle Grass, instead of seeding with Bermuda which is invasive. Wildlife and Birds and the water supply depend on a healthy East Texas land. Please help us keep it healthy.
92	75901	Lufkin	It would do for Lufkin what the ship channel did for Houston.
93	75901	Lufkin	As I have said before, so say I now again, shut up and build it. You cannot please everyone so quit trying. It coming through my town and near my house. I don't care. Just get it done.
94	75901	Lufkin	Good deal. Let's get started. It is costing the area economy money by not being in place. Good work
95	75901	Lufkin	Please move away from this subdivision. 32 (approx) houses here, & if Interstate were shifted further East, should be many fewer people affected.
96	75901	Lufkin	This is coming right thru middle of my property. Worried cause I haven't paid enough to bank to sell & be able to start over somewhere else. How much warning will I get if this goes thru? Think it needs to be closer to town or stay on Loop already developed.
97	75904	Lufkin-Diboll	Thanks for Asking! Citizen group will do a great job!
98	75904	Lufkin	I think the proposed pipeline is needed and will be a benefit to everyone – especially Texas. Hurry! Would eliminate the truck traffic in the main part of our town.
99	Not Provided	Lufkin	New addition to subdivision is not shown on map and will need a bridge to access.



Citizen Comments

Driven by Texans

Number	Zip Code	City	Comment/Question
100	75939	Moscow	As a concerned citizen of Corrigan, TX I am also requesting that, your highway project of I-69 be to the west and not north. Thank you for considering this comment.
101	75939	Corrigan	Same as #11 - My concern is the direction which is planned would affect the bus route and the safety of the children getting on and off the bus.
102	75939	Corrigan	I prefer I-69 Hwy to go West Not through Corrigan. Moscow and Corrigan is a Historic landmark.
103	75939	Corrigan	Please stay West of Moscow & Corrigan.
104	75939	Not Provided	My concern is the direction which is planned would affect the bus route and the safety of the children getting on and off the bus.
105	75941	Diboll	Are there any, more detailed maps of where I-69 will come through the Diboll area?
106	75946	Garrison	Exactly what part of highway 59 between Nacogdoches and Garrison are going to be affected? Is there an exact map I can look at?
107	75949	Huntington	Seems that I-69 is just going to be another term to be used for Rick Perry's super highway that Texas doesn't need. Leave Texans' land alone - we've made it pretty clear we don't want this! I drive Highway 59 a lot - I think it's just fine like it is and any efforts to change it - a waste of money which nobody has right now! Get a grip - put this on the back burner for 10-15 years.
108	75960	Moscow	I would like to express my comments of asking that I-69 be routed to the West of Moscow, Texas 75960 and bypass Moscow, Texas along Hwy 59.
109	75960	Moscow	This note prays the committee will vote for I-69 to bypass Moscow, Texas or reroute to the West of Moscow Texas, i.e. more than 5 miles west of US-59. I am a legitimate/valid heir to land owned by my family that is immediately off US-59 in Moscow, Texas.
110	75960	Moscow	I own property in this area. I'm requesting that I-69 be rerouted to the west of Moscow and that Jackstation area not to be effected by the expansion project.
111	75960	Moscow	I would like for the relief route for Moscow, Texas to be to the West side.
112	75960	Moscow	I believe the best way to go is to follow the highway as it is now.
113	75960	Moscow	I 69 going thru Moscow, TX. I feel it should go straight thru the city of Moscow. There is not a lot there.



Number	Zip Code	City	Comment/Question
114	75960	Moscow	i vote against it. People have resided here all their lives and this is home to many. If this interstate comes through here, people will be forced to move and where will they go? They are not going to give the people what the land is worth. This land has been in our generation for years and it's not fair to us. It reminds me of the days when whites "took" land from blacks and they had no say so. I vote no, a thousand times no.
115	75960	Moscow	Let it come on. I'll sell can't hold progress back Moscow is not growing
116	75960	Moscow	We meet last night on the I-69 Route. I would like to see it go west of Moscow and tie into the Relief Route around Corrigan. Moscow is an old town and going around us to the west would save our down town area, and historic site.
117	75960	Moscow/ Jackstation	I know there has to be changes made. But why disrupt families, homes and business? There is plenty of land west of the railroad 1 mile for expansion. There is no need to take from us the people who have worked hard all of their lives to provide a home for their family. Now the cost of relocating people who don't have the money some are old and disable. We have the right to chose where we live without someone coming along and taking what is ours.
118	75960	Moscow/ Jackstation	I am disable and old. I can't afford to move. My husband built my home for me and my children and now someone wants to come along and take it. Tell me this is not the 1800 where the state or government can just come and take what they want, without people concerns or their rights.
119	75960	Moscow	As residents of Moscow, TX we believe the relief route through Moscow would not be beneficial to our community. We believe expanding the original Hwy 59 on each side would be the best option for this area. We appreciate you taking our opinion into consideration.
120	75960	Moscow	I do not want I-69 coming through downtown Moscow. It would be better to come around on the west side of town. All the fiber optic cables run along 59 at this time & it would be a huge expense to move them.
121	75960	Moscow	I am a landowner on the west side of Hwy 59 & am in close proximity to 59. I have live here all my life (60 yrs.) and don't want to see the town of Moscow lost when an alternate route is available. A route to the west of Moscow is available and would better serve our community & would tie into the route west of Corrigan.



Citizen Comments

Driven by Texans

Number	Zip Code	City	Comment/Question
122	75960	Moscow	My family has property on both sides of US Hwy 59N. I do not want the I-69 project to follow the 59 route! It will also kill the small town of Moscow and I think enough land has been given by owners on 59!! Go west of Moscow, please!
123	75960	Moscow	Why not make the road go over Moscow instead of through Moscow?? It is feasible since there is already an overpass for the MC & SA Railroad. Why you consider all costs, it might be cost-effective.
124	75960	Moscow	Please have the road follow the old 59 Route
125	75960	Moscow	I own approx. 200 acres in the Moscow area affected by this highway. I believe the community would be better served for the I-69 route to go west of Moscow instead of down 59N which would effectively wipe out the community. I do not believe that I-69 is worth wiping so many small towns off the map.
126	75960	Moscow	Road should go west of Moscow, not down Hwy 59 N!! West would be on primarily pasture land, no so many homes!!
127	75960	Moscow	Stay with same footprint of US 59 at Moscow.
128	75960	Moscow	Keep the same footprint on U.S. 59 when you get to Moscow.
129	75960	Moscow	I-69 Segment two – I'm asking TxDOT to reroute I-69 to west of railroad tracks of 350 because school buses & elderly in community
130	75960	Moscow	Why are we filling these cards out? The Dept of Transportation will do whatever they want to do. These cards are a joke!!
131	75960	Moscow	Go west of Moscow - not down 59!
132	75960	Moscow	I would like to see the I-69 project routed to the west side of Moscow.
133	75960	Moscow	I am a Homeowner out on FM 350N And think it makes no sense at all to build a whole new Interstate to go around Moscow when there is already Hwy 59 and right always on both sides you can add to. If Seven Oaks and Leggett will no longer be little towns then what reason would be to leave Moscow as is. I think it should go right up Hwy. 59. When will Residents in our area know what decision has been made?
134	75960	Moscow	Go west!
135	75960	Moscow	Moscow is a lovely town of people taking care of the aging and children. Please do not put I-69 through this town. Please go West with I-69. We all have worked hard to manage our families together.
136	75960	Moscow	Please go West with I-69. We have worked too hard to get where we are with family & friends go west please



Number	Zip Code	City	Comment/Question
137	75960	Moscow	It is hard for me to get around with my disabilities so please go West with I-69. We have located here and met good people - consider going west for the sake of our families!
138	75960	Moscow	Please consider going West to build I-69, it is not fair to the people to lose a life time of hard work & sweat to homestead and have taken from us. Please go West.
139	75960	Moscow	Please consider going West with I-69. It will place a hardship on our elderly who depend on the youth at heart to care for them completely. They worked hard and suffered hardship to own their property and our children will be scattered everywhere trying to accomplish an education. So please take our plea under consideration.
140	75960	Moscow	Please do not relocate Moscow residents. We have worked too hard to get where we are with our family and made friends. It will be too hard to relocate with all of our children. Please let us stay at our homestead in Moscow, please. Please go West with I-69.
141	75960	Moscow	It is unfair to place I-69 through Moscow. Our generational of ethics will be corrupted and die. We suggest save our town and the people here of four generations or more. Please go West.
142	75960	Moscow	I-69 is a better routed for the West ride than through Moscow - Moscow is small but the people depend on each other to make one day at a time. So please do not tear down our lovely town.
143	75960	Moscow	There has to be a better route to take than thru Moscow, TX. This community is friendly, loving and safe for family to visit relatives and attend school and make friends. Please route I-69 West.
144	75960	Moscow	Please go to the west with I-69 not through our town we worked too hard for what we have friends & family
145	75960	Moscow	Do not take our houses & land! Go somewhere else I-69 this is where we have been here for too many years we own this property & houses please find another route to not go through our neighborhood.
146	75960	Moscow	Please do not take out Pinehollow or anywhere around Moscow there are people (families) that have lived here for yrs & yrs; businesses, please find another route.
147	75960	Moscow	Go West



Citizen Comments

Driven by Texans

Number	Zip Code	City	Comment/Question
148	75960	Moscow	I am disabled I no longer work due to health reasons. Can't start over and expect to survive off of my monthly income. I have put all my work on my house to relocate. Can't just get up and go. I am on a set income my husband and I are both disabled we can't relocate and start over and expect to survive on our monthly income. Would appreciate it if you would consider elsewhere not here.
149	75960	Moscow	We need another route for I69 This is wrong to take our houses & land that we have owned for 30+ years.
150	75960	Moscow	Please find a different route do not take our land, homes, businesses away
151	75960	Moscow	I left my family to relocate here to give my children a safe place to live. This is the only place my children been have a small child and one in school my job is at a short distance this town is small it would be very difficult to relocate. Around here. I would like for ya'll to take all of us in consideration I am against the new project.
152	75960	Moscow	I am a resident in this area I've been living here all of my life. I'm disabled and can't work. I'm handicap I have therapy done at my home it would be very hard for me to relocate and start over. So there for I am against this I-69. I am an older guy that needs special help for my needs can't just get up and go.
153	75960	Moscow	I have worked to give my children a safe environment. I'm also close to my parents which they are both ill. Neither of them work due to health problems. I am at walking distance from their home in case of emergency. And for us to relocate would be very difficult to find something close by. This town is small and not much opportunity to relocate around here. This neighborhood is safe we've known our neighbors for years. Please take our reasons in consideration I am against I-69.
154	75960	Moscow	Go WEST NOT 59
155	75960	Moscow	The best route seems to be west of Moscow due to the historic importance of Moscow as the oldest town in Polk County. It makes more sense to go west & tie into the Corrigan loop to the west.
156	75960	Moscow	I think I-69 should bypass Moscow due to historic significance of the town. I own property on 59 & west of Moscow but think going west would be best.
157	75960	Moscow/ Jackstation	I would like to know why the people in Laurita estate can keep their homes? There is no need to take from people who have worked hard and trying show what they have accomplished. 1 mile west of the railroad there is plenty of land.



Number	Zip Code	City	Comment/Question
158	75960	Moscow/ Jackstation	Land is available west of the railroad so why bother what I have worked hard for
159	75960	Moscow	If possible, I prefer 69 to go west around Moscow or Jackstation Rd. It is going to effect the cemetery, school bus route, the nursing home and the doctor's office
160	75960	Moscow	When going through Moscow make sure you stay in the box on your map!
161	75960	Moscow	Now my property is okay, please keep it that way.
162	75960	Moscow	Please keep it in the box as you now have it. My place will be safe.
163	75960	Moscow	I would like for I 69 to go west of Moscow because of the School Bus Route with kids and our church and in Moscow and cemetery in Moscow
164	75960	Moscow	I would like for I 69 to bypass Moscow to the west. Moscow is a historical town. Many would have to locate probably affecting the school district. Complicating bus routes and making it unsafe for children to load and unload the bus.
165	75960	Moscow	Please stay in the West. Save Moscow Baptist Church, Historical Place. If you stay in Block w/ save my home. Save Historical markers and cemetery.
166	75960	Moscow	I would like for I-69 to go west of Moscow. The route through the middle of Moscow would destroy the historical value as well as the great memories we have. Many lives would be destroyed if I-69 comes through the middle of Moscow. I-69 would also present a danger to our elderly and school buses as they try to enter the highway
167	75960	Moscow	Would like for the Relief Route to go west around Moscow because of the children standing waiting for the Bus Getting to and from Church, the Cemetery and possible have to move from my House.
168	75960	Moscow	Please reroute to the west. We need to reserve history and keep community same for children & senior citizens.
169	75960	Moscow	I would like for it to go west. I have lived there on my land all my life. I would like to continue to live there. I would like for my children to raise their children their and so on.
170	75960	Moscow	I am concern about the churches and the cemeteries being destroyed on fm 62. Another one of my concerns is our home left to us by our ancestors being destroyed and or taken away from us, which is now our place of living. I am asking that it be taken in consideration for I-69 to go west, because our home is all we have an our kids safety is important to us especially when it comes to high traffic and safe bus routes.



Citizen Comments

Driven by Texans

Number	Zip Code	City	Comment/Question
171	75960	Moscow	I'm concern about the churches and cemeteries being destroyed on fm 62. Also a lot of property has being left by our ancestors, who worked hard so that their families would have somewhere to call home. I ask that 69 corridor goes any other way but straight up 59. A lot of us don't have anything else but that land to remember our ancestors. We are also concerned about the safety of our kids getting off and on the school bus.
172	75960	Moscow	I-69 through Leggett, Moscow and Corrigan
173	75960	Moscow	I drive a School Bus. I fear the students I pick up with them standing on the Hwy. Need the relief route to go West.
174	75960	Moscow	I would like to see I-69 go West to save Moscow.
175	75960	Moscow	Why I want it to go west because I will lose my home and with the school. West loop around Corrigan and Moscow.
176	75960	Not Provided	I-69 should come right down the middle of Moscow, TX.
177	75960	Not Provided	Stay with Hwy. 59 as much as Possible.
178	75960	Not Provided	Stay with Hwy. 59 as much as possible.
179	75960	Not Provided	Stay with Hwy. 59 as much as possible.
180	75960	Not Provided	I believe it would be a better option of having I-69 right down the middle of Moscow, my town.
181	75960	Not Provided	Go west of Moscow! Not down 59!
182	75960	Not Provided	Why can't I-69 just go over Moscow since there is an overpass at the railroad already on 59??
183	75960	Not Provided	It would be great if the I-69 project could go over Moscow instead of through it. Seems like the overpass over the railroad tracks would make it feasible.
184	75960	Not Provided	I recently attended a meeting regarding I-69 through Moscow, and have had time to consider the routing. In my opinion, it would not be acceptable to follow the U.S. 59 route through our community. This would destroy our community which has numerous older and low income residents, churches, a State park, businesses, and a rich historical heritage. The two sawmills to the north would be negatively impacted. Also, the access to the Camden mill via FM 62 needs to remain unchanged. It is my opinion the I-69 should veer to the west off U.S. 59 approximately one mile south of Moscow Post Office. The route should be such that an overpass would cross over both the railroad and FM 350 at their present juncture. Such a route would get I-69 on the west side of the railroad and well-positioned to be routed on the west side of Corrigan.
185	75960	Not Provided	I-69 needs to be right down the middle of Moscow, TX



Number	Zip Code	City	Comment/Question
186	75960	Not Provided	It would serve Moscow & Corrigan best for I-69 to go west of Moscow and tie into Corrigan on the west.
187	75960	Not Provided	The proposed I-69 must run West of Moscow. This route would displace very few people as opposed to using the existing U.S. 59 route through Moscow which would displace a large number of mostly low income folks. Also, following the U.S. 59 route through Moscow would "take out" Lincoln Lumber Company and/or Premier Timber Products, Inc. -- the only two industries / employers in Moscow. Since the proposed loop around Corrigan involves two railroad crossings, it is more logical to cross the railroad a little south of Moscow, then continue north on the west side of the railroad as close as possible to the railroad, and connect with the Corrigan loop. Additionally, there MUST be an overpass over the heavily traveled FM 350. It would be very disruptive to require the folks who live out west on FM 350 to travel to an underpass to proceed on to Moscow to attend church, pick up mail, etc.
188	77351	Moscow	From my understanding my family is going to lose but I would rather them to go west in Moscow.
189	Not Provided	Moscow	I would like to see the I-69 project routed to the west side of Moscow, if it comes through Moscow a lot of homeowners who live on Hwy. 59 would lose homes and property that it took them years to pay for. Many of us would have no place to go, because the money the Hwy. Dept. would pay us for our property & homes wouldn't be enough to rebuild any place else because land and property is expensive everywhere. If the I-69 project is routed to the west side of Moscow this would save our homes. You are not destroying Corrigan & Diboll. I ask that you not destroy Moscow.
190	Not Provided	Moscow	Please stay away from Area 142, Family property. I think a good path through Moscow would be to say on the path of Hwy 59 through town. Taking the room you need for the Hwy from the east side of the road.
191	Not Provided	Moscow	I have 2 acres on 59 and I don't know what I want to do I am not using it.
192	75961	Nacogdoches	I-69 is needed for further economic growth. It is a responsible use of resources. It is wise to use existing highway right-of-way whenever possible, but acquire new right-of-way when the existing highway will not practically accommodate I-69.
193	75961	Nacogdoches	I would like to see the I-69 Project kicked off as soon as possible. I believe it will have an enormous economic impact on our area of East Texas.



Citizen Comments

Driven by Texans

Number	Zip Code	City	Comment/Question
194	75961	Nacogdoches	I-69 is an important project for Texas that will allow for better transportation across our state. I am a Nacogdoches resident who fully supports the building of 1-69 in our county
195	75961	Nacogdoches	I-69 is an absolute must, not only for economic development, but to effectively handle the steadily increasing flow of traffic in East Texas. This is especially true with the population growth projections for the eastern one-half of the State of Texas over the next 25 years.
196	75961	Nacogdoches	I think this highway will be a boon for east Texas as well as the rest of the country. Upgrading existing highways is a sensible way to do it as well.
197	75961	Nacogdoches	Go for it!
198	75961	Nacogdoches	Let's get this project rolling, the whole thing, enough time wasted!!
199	75961	Nacogdoches	just going to make it easier for drug-trafficking and illegals to get from one point to another -
200	75961	Nacogdoches	I serve as superintendent of Nacogdoches ISD and the district is in support of the I-69 project. We are prepared for the impact that it will have on our school district.
201	75961	Not Provided	As a landowner in Nacogdoches County, it has come to my attention that segment committee 1 has recommended a relief route around Nacogdoches, instead of staying on the 59 footprint. This surprised me because I truly thought TxDOT heard the will of the people to do just that-stay on the 59 foot-print!!! I am opposed to the relief route around Nacogdoches as I am sure are the countless landowners from just North of the river bridge all the way to Appleby!
202	75962	Nacogdoches	I think that the I-69 route through Nacogdoches and Lufkin is the most practical--and most obvious--route through East Texas to the Mexico border. We already have highways with right of ways along the planned route. This particular 1-69 should be followed because it will cause less change and disorder during construction than any other route.
203	75964	Nacogdoches	I-69 could utilize as much of existing US-59 and other existing highways as possible to move rapidly ahead of schedule. In addition, you would not be taking more acreage for new right-of-way. The city of Nacogdoches desperately needs something done at the south loop and US-59 intersection. That intersection is a dangerous design and is overwhelmed by routine traffic. Trips to Houston are delayed by Diboll and Corrigan traffic routes.
204	75964	Nacogdoches	Would like this to go through in order to boost local economy.



Number	Zip Code	City	Comment/Question
205	75964	Nacogdoches	I support the propositions that have been put forward in Segment One. As past chair of the local chamber I realize that transportation for the whole state as well as our area is very important. The growth in the state of Texas makes this interstate a necessity. Please move this project along as quickly as possible.
206	75964	Nacogdoches	Support
207	75964	Nacogdoches	Segment 1, East Texas. The common sense route is to follow TX State Highway 79 from Marshall to where it ties into I 35 at Round Rock, just above Austin. Hwy 59 is already overrun with traffic coming north out of Houston. It would be stupid to add any more traffic to this hwy. Also, hwy 59 is used as an evacuation route from the coast during hurricanes. This in addition to Deep East TX having the highest rates on everything from fuel to motels makes Hwy 59 a poor choice. Also as far as construction costs are involved, Ready-mix concrete in Nacogdoches is \$120.00 per Sq. yard. It is \$58.00-\$60.00 in Bryan which is near Hwy 79.
208	75964	Nacogdoches	I need more detail around the area of Hwy 59 & FM 2782.
209	75964	Nacogdoches	Comment-I strongly oppose the "relief route/route upgrade" around the west side of Nacogdoches. I am for staying on the 59 footprint. The "relief route" would involve taking land from farmers and ranchers and in some instances people's homes and livelihoods. Question-Why has the "relief route" around Nacogdoches not been made public. To remain "transparent" I feel the segment committee and TxDOT should plainly explain to the public that I-69 is not following the 59 footprint in Nacogdoches - A new road is planned-
210	75964	Nacogdoches	As a cattle rancher in Nacogdoches County I oppose the Relief Route around the west side of Nacogdoches. As a tax payer and business person, I believe that staying on the 59 footprint would be best for Nacogdoches, NOT by building a new road through farms and ranches of people like myself. I encourage your committee to speak out either in newspaper or Public Hearing informing the public that I 69 is not following the 59 foot print through Nacogdoches. I have spoken to many landowners on the west side of town that are unaware that I 69 could be coming through their property. You must get the word out!



Citizen Comments

Driven by Texans

Number	Zip Code	City	Comment/Question
211	75964	Nacogdoches	We are beyond understanding the real reason for circumventing Existing Businesses here in our City. It makes very little sense to people in our county that homes, crops, cattle, timber, schools, and/or history of our state is being overlaid by concrete! Especially confounding is the fact that no business or economic interests lay in the fertile and timber rich western parts of Nacogdoches County! Why not add concrete barriers to the existing Hwy 59 as did Lufkin, and add one N bound lane and one S Bound lane? The cost and disrepair would be negligible to our Tax Payers and would still enable traffic, vacationers, and businesses to have access! Also, consider taxes to residents for schools - no land, no money!
212	75965	Nacogdoches	The economy of Nacogdoches, Texas is very dependent upon the traffic of US 59. Transportation is such an important issue in Texas, especially this corridor. It is imperative to our community that the plans for I-69 include Nacogdoches. Our community will be happy to provide the businesses required for interstate travel. The ability of our community to partner with the Chamber, NEDCO, SFA, the city and county are like none other. We will all work together as processes are required to complete this task.
213	75965	Nacogdoches	Just make sure it's a cement highway rather than tar and gravel. Tired of driving on tar and gravel here in piney woods/east Texas.
214	75965	Nacogdoches	A sign was erected near my home today designating Hwy 59 as the future I-69 corridor. This project, I am told, has no funding and could be many years from completion. I am very upset that this signage could negatively impact the sales potential and property values of this neighborhood. I would appreciate the signs being removed!
215	75965	Nacogdoches	I support I-69, Driven by Texas
216	75965	Nacogdoches	I wanted to voice my support for I-69, Segment one. I-69 will help make our segment safer and more economically competitive.
217	75965	Nacogdoches	This will be a great boon for the Nacogdoches area and should also help relieve the congestion on US 59. I-69 can't come too soon for this area.
218	75965	Nacogdoches	I am excited about the prospect of I69 going through Nacogdoches County. I believe the economic impact will be huge and will help in developing our county. Thank you for doing this.
219	75965	Nacogdoches	I do not know enough about the plan, but I am from Michigan and anything that is safer to get me home is better.
220	75965	Nacogdoches	I 69 through Nacogdoches is vital to our community!



Number	Zip Code	City	Comment/Question
221	75965	Nacogdoches	I am in support of the I-69 project.
222	75965	Nacogdoches	I firmly believe this is the most important TXDOT project since the last interstate highway was built in Texas. The system was/is the greatest asset to US safety, security, and mobility excellence ever and I-69 is the most needed highway improvement in the state. With the addition of truck traffic from the Panama Canal induced port unloading we have to have a better artery to move goods. Please expedite this project.
223	75965	Nacogdoches	Very much in support of the I-69 project.
224	75965	Nacogdoches	I fully support I-69 coming through Nacogdoches. I see nothing but good things and positive changes. I once lived in a city that had an interstate built through (around) it and it was a very positive experience.
225	75965	Nacogdoches	I am a business owner in Nacogdoches and this would be a great thing for the economic development in Nacogdoches. I approve!!
226	75965	Nacogdoches	I support the creation of I69 using the existing US Hwy 59 through Nacogdoches County. It will need to follow the Hwy 59 route from Houston and when it gets just south of the Nacogdoches Loop, it will need to go to the East of the large line of motels (just south of the loop) and then intersect with the loop so that the traffic can travel on the western side of the loop which is already set up just like an interstate hwy.
227	75965	Nacogdoches	Fully support the I69 project!
228	75965	Nacogdoches	I support the I69 project as it is currently designed. This is the most important economic development project for Texas in many years and will be an engine to drive Texas' growth into the future!
229	75965	Nacogdoches	I am in favor of the rapid development of I-69. Living in other parts of the country, I saw that economic growth followed the interstate development. Speed of travel is a major factor. The current Hwy. 59 can be dangerous because so much local traffic uses the highway that slow vehicles, including farm vehicles turn on to the road ahead of semi trailers. An interstate system would be safer for long distance vehicles as well as being faster. I would also like to see a four-lane highway between East Texas and the state capital, Austin. I also suggest that TXDOT send copies of the proposed highway sections to the public libraries along the way. People can go to their library and study specifically where the roadway will go through whose property. This way they don't have to access Internet to comprehend the plan.



Citizen Comments

Driven by Texans

Number	Zip Code	City	Comment/Question
230	75965	Nacogdoches	This will be a great opportunity for businesses, communities, colleges & universities along East Texas to grow. Since I am a Stephen F. Austin State University student, this route can link me all the way to the north. Also SFASU can have more students coming from out of state since we have one of the best teaching colleges in the country. Nacogdoches, TX has a great potential to grow & US-59 has helped that a lot already. So I-69 is one great project I want to see in the works on a faster pace. This will also improve our community and provide more jobs to our people. So Go I-69!
231	75965	Nacogdoches	Where can I get a detailed map of the map showing the "current proposed "maybe" route around Nacogdoches? The information in the paper leads me to think the route will "take out" property that I own west of Nacogdoches, Texas. T D T has already ruined my farm on CR 2345 when it split my land crossing thru to Highway 59 Northeast of Nacogdoches. Now it looks/sounds like you want to cross my other property west of Nacogdoches to "miss the Nacogdoches W Loop!
232	75972	San Augustine	Why did "I-69" get so numbered? It should have been designated "I-47" at least here in Texas. It starts in far south Texas and goes through most of east and northeast Texas, between I-45 and I-49, and thus it should follow the normal interstate numbering convention. Just because it eventually will connect to I-69 in Michigan is not a good reason to violate the standard numbering system. Many interstates connect to other interstate highways where they change numbers.
233	75972	San Augustine	Transportation is key to economic growth and Interstate Systems are the largest driver. Even a four lane highway or proximity to an Interstate can make a positive contribution.
234	75974	Not Provided	Need to declare route as soon as possible - Several possible business waiting to build - I think it should go around Tenaha and connect to 84 to Joaquin and Logansport thus connecting with the other highways
235	75976	Wells (Lufkin)	If I-69 will use US 59 through Lufkin and Nacogdoches please respect the vibrant trade areas of these two cities. This is a trade area which serves many thousand rural residents. Hopefully the access to transportation improvements will foster industrial development and provide jobs to many.
236	77024	Houston	Hell no!! You have time & money to bring this back and no time to secure our borders?? We realize your priorities, so if you cannot understand our wishes then you need to be replaced by people that listen to Texas citizens.



Number	Zip Code	City	Comment/Question
237	77027	Not Provided	<p>We, a portion of concerned residents and property owners in Moscow, Texas, appreciate that we're being given an opportunity to provide comments and ask questions concerning the proposed route of I 69.</p> <p>The proposed pathway of I 69 will deeply affect the residents and property owners along Highway 59 South of Corrigan. First, along the south of Corrigan will be the elimination of a well known landmark, Laruelia Hill, which at one time, according to our elders, was a part of the community of Jack Station that was previously known as Laurelia.</p> <p>There are businesses, homes, churches and cemeteries located along and immediately off of Highway 59 in Moscow.</p> <p>The students in Moscow are transferred to the Corrigan-Camden ISD. We feel I 69, as proposed, will interfere with the safety of accessing, loading and unloading of our children. It may also cause relocation of some families to a different school district causing a decrease in the local school district.</p> <p>As many as four generations live in the combined communities on Highway 59, Jack Station Road and Pine Hollow Sub Division. Ages span from early years to late eighties.</p> <p>Some homes are new, but other properties and homes have been in families for 70 years or longer passed down through generations. Young families own property, homes and some plan to move back upon retirement.</p> <p>To relocate will leave some families without a home and a heritage. It will separate families, friends and neighbors as well as severing support groups of children, grandparents, church families, and extended families.</p> <p>We are sincerely hoping that our concerns will be taken into consideration and re-route I 69 to the west of Moscow and in the process preserve this historical town as well as the multicultural villages within.</p>



Citizen Comments

Driven by Texans

Number	Zip Code	City	Comment/Question
238	77027	Not Provided	<p>Mr. Ashby Johnson, Deputy Director of Transportation for the Houston-Galveston Area Council shared the IH 69 corridor program presentation with the Transportation Policy Council on July 22, 2011. Below is the excerpt from the approved, recorded minutes on what was discussed.</p> <p>Mr. Johnson provided a status update of the TxDOT I-69 public outreach effort. His presentation included potential improvement options and benefits of the I-69 route to our region, including improvements to assist in evacuation events and enhancement of economic development. In addition, public outreach brochures for I-69 Segment Committee's 2 and 3 were distributed. Five (5) segment committees have been formed along the route. TxDOT will use the public feedback to develop recommendations along the route.</p> <p>Judge Emmett commented that Segment 3, as shown in the I-69 working draft of the brochure handout, needs to extend relief options to include most of Matagorda County. The relief option for Segment 3 is a major decision to be made because the counties southwest of Harris and Fort Bend are looking for relief routes that would serve the Ports of Freeport, Galveston, Texas City, and Houston on the east side instead of the west side.</p> <p>Commissioner Norman Brown commented that the Segment 2 relief would have to connect with Segment 3, possibly through Liberty County northeast of Cleveland.</p>



Number	Zip Code	City	Comment/Question
239	77027	Not Provided	<p>Mr. Ashby Johnson, Deputy Director of Transportation for the Houston-Galveston Area Council shared the IH 69 corridor program presentation with the Transportation Advisory Committee on July 13, 2011. Below is the excerpt from the approved, recorded minutes on what was discussed.</p> <p>Mr. Ashby Johnson provided a brief overview of the coordinated public outreach efforts and priorities of its Segments Two and Three Committees. Mr. Johnson informed the Committee that Texas is growing significantly according to most recent census data. Mr. Johnson added that the City of Houston is also growing. Mr. Johnson emphasized that all planning for the I-69 project is conceptual and is considered a way of accommodating some of Houston's growth in freight and vehicular traffic commuting.</p> <p>Mr. Johnson reported that citizen input in the beginning phase of the I-69 public outreach effort is heavily emphasized by TxDOT. Mr. Johnson identified existing highways and informed the Committee that the I-69 project will include a series of improvements using existing highways where possible instead of building new roads. The full I-69 project, as it is currently conceived, will be an interstate corridor that will run from Texas to Michigan if it comes to fruition. Mr. Johnson later informed the Committee that it is a very long-term project that could take at least 25 years.</p> <p>Mr. Johnson informed the Committee that there are five (5) segment committees for the I-69 project. Houston is represented by Segments Two and Three Committees with each having varying issues. Mr. Johnson identified himself as the H-GAC representative on the Segment Two Committee and Ms. June Farrell as the representative on the Segment Three Committee. Mr. Johnson also identified remaining representation, preliminary priorities, and corridor segment boundaries for each segment committee.</p> <p>Mr. Johnson briefly discussed the benefits of I-69 Texas and identified the public outreach initiatives for Segments Two and Three Committee campaign. Mr. Johnson concluded the presentation by introducing comment cards and brochures to solicit public input for the Segments Two and Three Committees. Question and answer with comments later followed.</p>
240	77036	Houston	<p>We are <u>for</u> I-69 in Fort Bend County with a connector road using Islieb Rd. in Beasley. I own highway 59 frontage in Ft. Bend County.</p>



Citizen Comments

Driven by Texans

Number	Zip Code	City	Comment/Question
241	77042	Houston	I would like information on the route numbering of the 3 segments of the IH-69 corridor south of Victoria, TX. I understand not each of the 3 spurs can all be numbered IH-69. What numbering system has TxDOT proposed to AASHTO on how the 3 spur segments are to be numbered? By default, I know one of them has to be numbered IH-69, but which spur will take the IH-69 number and what will the other 2 be numbered? IH-169, IH-369, etc?
242	77043	Not Provided	Get the road built! Release the funds in the Harbor Maintenance fund out and put it to use! Look at Toll Roads where funds are not available. Have restraints on how long it can remain a toll road. Use private funds with available along with public funds
243	77055	Houston	Sounds Great!
244	77063	Houston	Re: Highway Designation Since I-37 ends in Corpus Christi, why not extend the I-37 designation down US 77 to the Valley? This would save the I-69 designation for the Victoria-Laredo route. Victoria-Corpus should be a spur route of either I-69 or I-37. Existing I-37 from the US 77 junction to downtown Corpus should be a spur route of I-37, as should US 83 through the Valley.
245	77327	Cleveland	Does it really have to be "69"? Can't we get a different ID 'cause we've got enough PR problems in Cleveland, TX without adding all the jokes that go with that designation?!
246	77327	Cleveland	Without the bridge the traffic will have to continue North toward Cleveland to reach the u Turn. Then accelerate to 65 move over 2 lanes to Ranch A, decelerate to turn right on the Bypass. I fear you have created a situation that will be very dangerous. Heavy loaded trucks will be very difficult make this exchange.
247	77327	Plum Grove	The first time I came to Houston in 1957 from my home in Alabama I took U.S. 59 for the first time a little west of Shreveport but a lot has changed in the country since 54 years ago. Unfortunately U.S. 59 has remained pretty much the same even though it's now mostly "four lanes", you still creep through Corrigan and Diboll even Lufkin while Dallas, San Antonio and Austin have "I" connections with the commerce of the U.S.A. and Mexico. All I can say is keep it going and "get er done" asap. When we get this country moving again be ready to start put down concrete.
248	77327	Not Provided	Assume preservation of Riggs Cemetery and maintain access.



Number	Zip Code	City	Comment/Question
249	77327	Not Provided	TxDOT for decades has moved all Fed Hwy funds to Hwy 90 and away from US 59. The San Jac River bridge will never be built & get re-routed to Trinity R. Bridge on US 90. Liberty county's section of I-69 will forever be the in completed section. Note: Liberty & Dayton never got over the jealousy of Interstate 10 communities - and have constantly built on US 90 - for 4 decades.
250	77328	Not Provided	I am concerned for two things in the I 69 construction between the 105 bypass and the San Jacinto River. The sight line for North bound traffic is impaired when cars enter the highway from the Riggs Cemetery crossover. Just weeks ago a serious accident occurred at that site when a vehicle pulled into the traffic lane of northbound U.S. 59. My second concern is for the protection of the Riggs Cemetery. Almost twenty graves are there including a confederate war veteran. My family would like for the cemetery not to be impaired by being bridged over or with access impaired. The cemetery is over 100 years old.
251	77331	Coldspring	Isn't this just an excuse to bring in more trucking from Mexico so illegals and Drugs can get deep into our country.
252	77339	Kingwood	Living in Kingwood, TX and traveling to Ohio frequently, I-69 would be a dream come true for me. Please, keep the heat on and let's get this done. We can use the added jobs.
253	77350	Seven Oaks	I would like for the I 69 to go west in Moscow
254	77350	Leggett	Please go east of US 59 for right of way.
255	77350	Leggett	Try to purchase land with right-a-way to the East.
256	77351	Livingston	We need to have a complete loop around Livingston. We recently had a wreck on the loop and ALL traffic was stopped and re-routed, from highway 59 and 190. It was a mess!! We had 18 wheelers all over the place. Those trucks could have been re-routed on the other side of town if we had a complete loop. The loop we have now is a mess anyway, at FM 1988.
257	77351	Livingston	As the Emergency Management Coordinator for Polk County I am adamant about the necessity of a loop around the City of Livingston. Recent Commodity Flow Studies of Hazmat Material demand the removal of unnecessary risk of loss of life and property by compelling hazardous materials be rerouted around the City of Livingston rather than through its most vulnerable population.



Citizen Comments

Driven by Texans

Number	Zip Code	City	Comment/Question
258	77351	Livingston	What a huge mess we had in Livingston on the 59 Loop! We need another loop on the other side of town. The wreck on the overpass blocked traffic on 59 and everyone had to get on the feeder road - we had traffic merging from 59 and 190 - then school traffic was added - a total mess that could have been avoided by having a loop on the other side of town. Thank God it was not a tanker truck that turned over. The same thing happens in hurricane evacuation. We need a complete loop!!
259	77351	Livingston	Our community is growing very fast. We need a loop around Livingston that allows traffic to avoid local traffic by McDonald's and Wal-Mart. We do not need semis that are passing thru our area mixing with local drivers and school traffic. Put a loop around all of it!
260	77351	Livingston	We need a loop around everything that connects Hwy 190 and Hwy 59. You should look at those two projects together, not separately. A loop would keep big trucks separate from local traffic and tourist traffic. It would also help the Onalasca Area with boats and trailers separated from trailer trucks.
261	77351	Not Provided	If I-69 remains in Hwy 59 existing lanes through Livingston, TxDOT <u>please</u> plan and implement an <u>east</u> loop around the town. The Hwy 190 & 59 intersection is a nightmare.
262	77351	Not Provided	Bypass Livingston to the <u>east</u> Bypass Livingston/Hwy 190 intersection south of this curve where truck stops and cafe are located. This has always been a dangerous area. Concerned that there's insufficient right of way at US 59 and Hwy 190 intersection. Bring I-69 back in north of Corrigan to existing Hwy 59 easement.
263	77351	Not Provided	Bird Rookery, wetlands, Migratory birds
264	77351	Not Provided	Grand Parkway Segment H will connect at Community Drive and continue to the east Route is published in approved DEIS
265	77351	Not Provided	Keeping all those heavy trucks and semis on the same road as school buses and kids is just asking for trouble - the current loop is affected by 2 schools (and soon a college - we hope), a hospital, nursing homes & several businesses. Why don't you route the highway traffic around Livingston on the other side? (East of town). That would also tie into hwy 190 and keep that truck traffic out of the mix.
266	77351	Not Provided	We need a Loop on the east side of Livingston. I know they (politicians) want to stay where it is - but that is not safe for our school buses, teenage drivers, or elderly. Also, that would give the other side of town a chance to grow.



Number	Zip Code	City	Comment/Question
267	77351	Not Provided	Please consider a loop around Livingston. The traffic on our current loop is already bad and is only going to get worse. I cannot imagine what it will look like in ten years! Getting onto the loop (west side of town) is already dangerous. Both north and south is bad. We have too many big trucks going too fast and to many elderly, teenagers, school buses, etc. getting on and off the highway.
268	77351	Not Provided	It would be safer for all of us if you put a loop around Livingston. Getting on and off the loop (now) is dangerous and the highway traffic to and from Houston is only going to get worse.
269	77351	Not Provided	We are the intersections for 59 and 190. We should have a loop that goes completely around Livingston and keeps all that major traffic away from town. We do not need all those big trucks coming through town or on the loop trying to get back and forth from highway 190 and 59 (plus hwy 146). They do not contribute to our economy at all. They just crowd up the loop. If we had a loop on the other side of town then someone could build a truck stop for them! Then they would contribute to our economy. Right now they just make our loop unsafe for everyone.
270	77351	Not Provided	I realize our City Council said they wanted to keep the hwy 69 plan where the 59 loop is now, but I think they are wrong and are being short sighted about our county and its future. We need a loop on the east side of town that would allow traffic to flow around Livingston instead of having to go through it. We already have a lot of traffic on our loop. We need to find a way to spread all of that out and keep it from mixing up with the local traffic. A loop would take care of that.
271	77351	Not Provided	I live on hwy 146. Why don't you put a loop completely around Livingston that will relieve traffic from 59, 146 and 190? That makes a lot more sense than keeping tanker trucks, semis, and local traffic all together. You could designate the other side for hazardous cargo + large trucks to keep them away from school traffic and local traffic.
272	77351	Not Provided	After the wreck on 59 Loop yesterday - I went straight home and found my card to complete. We need a complete loop around Livingston. It would be safer for all of us.
273	77351	Not Provided	We need a loop on the other side of town. We had a wreck this week that blocked everything! What if the intersection had been blocked? All those trailers could have fallen down onto 190 and then we really would have had a mess. The long range plans for Polk Co. should include a complete loop, not the semi-half loop that we have now.



Citizen Comments

Driven by Texans

Number	Zip Code	City	Comment/Question
274	77351	Not Provided	Why don't you put a wide loop on the East side of town? You could start it in Goodrich (on 1988) and connect to 146 toward Livingston. Then veer off of 146 and take it up to Leggett. Make it a truck and hazardous materials route around Livingston. That would also help with all the traffic down 146.
275	77351	Not Provided	Please get us some traffic relief on the west side of town by building a loop on the east side. Traffic is a nightmare in the mornings and afternoon. Even during the day when school gets out and around lunch. We need a loop around Livingston. Traffic is just as bad down 146.
276	77351	Not Provided	Put a loop around Livingston that will take the traffic from hwy 146, 190 and 59 around town. Traffic that is not coming to Livingston needs to be able to go around and get out of the way quickly. At certain times we have too much traffic congestion with tanker trucks and 18 wheelers in the middle of all of it.
277	77351	Not Provided	We need a loop around Livingston. It needs to be a complete loop on the east side, not a partial loop like the one on the west side. The loop on the west side is a mess since you have to go back and forth around the Baskins area.
278	77351	Not Provided	I'm not sure why City Council wants to stay on the current loop only! (Have some ideas, but not voicing them). We need a loop on the EAST side of town. We got lucky with the wreck that happened recently. Hazmat had to be called out of Lufkin but it wasn't anything serious. We may not be so lucky next time. Also, since 59 is an evacuation route for Houston having a loop around Livingston would allow traffic to flow. What if we have an accident at that intersection during a hurricane or emergency? Everything will be shut down??
279	77351	Not Provided	Please put a loop completely around Livingston that connects 190E + 190W and 59N / 59S. It is not logical to have large trucks coming through town and through local traffic. I realize Livingston City Council is trying to save downtown & main St. but at what sacrifice to the rest of us?
280	77351	Not Provided	We need a loop around the City of Livingston. We are hindering economic development and endangering our citizens by not providing a way for semi's to go around the city - traffic always bogs them down, especially on 190W and the corners of 146 and 59 downtown. A loop would allow truckers to get thru town and the county quickly. Also, consider doing something w/146.



Number	Zip Code	City	Comment/Question
281	77352	Livingston	Government to government consultations are anticipated for historic properties and traditional properties of cultural significance in accordance with the National Historic Preservation Act of 1966, as amended between TXDOT and the Alabama-Coushatta Tribe of Texas within this Segment
282	Not Provided	Livingston	If you expand (widen) the loop where it is then all of those businesses that are currently there will be adversely affected (Catfish king, Eastex, Telephone, Pine Ridge, etc.) Someone is going to have to move or be eliminated. Have you considered a loop to the East Side of town? Lufkin has done very well w/a developed loop on the west side and a faster loop on the east.
283	Not Provided	Livingston area	We need a better way for people to get around and through Livingston. Right now, they have to go downtown or on the loop and sometimes downtown is faster! We need a loop on the other side of town so that traffic will be spread out more and the loop we have now will be safer. If all the tankers and semi's had to travel on the other side, then local people could stay on the loop we have now.
284	Not Provided	Livingston	We need a loop on the east side of town so that the businesses that are currently located on the loop are not affected. If you widen our current loop to meet interstate standards then Texas Pepper, Catfish King, Eastex Telephone & Pine Ridge will be affected. What about the hospital, Jo HS, Chambers and Pedigo Park. We need to leave the loop alone and build another one on the other side.
285	Not Provided	Livingston	Why are we limiting ourselves to one side of town? That makes no sense to me. We are going to force container traffic, tankers with hazardous materials, log trucks, everything to follow our current loop? Why? We should have another loop on the east side of town that would allow all those large trucks to get around Livingston without a problem. that would make our current loop a lot safer for all us and certainly for our children and grandchildren
286	Not Provided	Livingston	It is already difficult to drive on the west side of town which is the direction that we appear to be growing - most growth appears to be between Livingston and Onalaska. Why don't you fix it so that the semis and tractor trailers go round Livingston? We need a loop completely around the Livingston area. It needs to be far outside the City Limits of Livingston.
287	Not Provided	Livingston	Check the article in the newspaper about the wreck on hwy 59 by pass. They got it cleared quickly but it would have been a huge mess! Put a loop completely around Livingston.



Citizen Comments

Driven by Texans

Number	Zip Code	City	Comment/Question
288	Not Provided	Livingston	Please consider a loop around Livingston. Traffic on the west side is already crazy and only going to get worse.
289	Not Provided	Livingston	Put a loop around the City of Livingston. We need to get traffic to go around us from 190, 59 and 146.
290	77406	Not Provided	Worried about how financing would occur with the current federal deficit. Also worried on how the border security would control even more access to drug/people trafficking plus illegal immigrants invading Texas even more.
291	77407	Fort Bend County	<ol style="list-style-type: none"> 1) Need to expedite implementation 5-10 yrs. (max.) 2) Need to allow P3's or CDA's to make Item #1 happen 3) Get Routes set, ROW acquired, & get Feds out of the way 4) Allow privatization (funding) 5) Look at combining U59, SH 99 (Grand Parkway), & I69 as much as feasible.
292	77417	Beasley	We are for I-69. All of our neighbors on Islieb Road in Beasley would love to see the Connector Loop come down Islieb Road. Go Segment 3!
293	77437	El Campo	Well I give you kudos for putting the call to Texans on the FRONT PAGE, instead of the back section as you did in the past... I attended a later Segment Meeting this 2011, and came away with the impression that some on the Committee members were only interested in figuring out how to pass off the Trans-Tex Corridor plan by changing the "wording to I-69" perhaps with more signage... That was a direct quote from the head of the committee. Only further proof that our local members had not heard a word we had said... Also all the public meetings were all scheduled for the same day and hour to prevent those of us who wanted to hear more explanations for choices planned by TXDOT officials. We were forced to regroup and split up into pairs, so as to get more information. I have searched the site for info I thought important to people living along Hwy 59 and cannot really find much to benefit us, but much to benefit to hauling merchandise, or people coming in from the south. And then there is always the question of Eminent Domain.
294	77437	El Campo	I live in Segment 3, El Campo, and am very much in favor of I-69. I was very much opposed to the Trans-Texas Corridor, and am pleased that the focus, I hope, has returned to upgrading U.S. 59 to I-69. The sooner the better.
295	77448	Hungerford	Why the city of Kendleton is not listed on the route upgrade map? It is located between Rosenberg and Wharton on the map.



Number	Zip Code	City	Comment/Question
296	77451	Kendleton	Why do you skip the City of Kendleton on your Segment Three Recommendations map? Kendleton is between Rosenberg and Wharton, TX. It (Kendleton should be on any maps with Rosenberg and Wharton)
297	77451	Kendleton	I am concerned about the City of Kendleton not listed on the map. Kendleton is before you get to Wharton south of Rosenberg. Why isn't Kendleton listed on the map for I69?
298	77451	Kendleton	Where does Kendleton come on your map? It is the city between Wharton and Rosenberg, Texas.
299	77451	Kendleton	If I69 is coming as the map shows, Kendleton should be on there. You should show Kendleton between Rosenberg and Wharton. Really, you have Rosenberg, Beasley, Kendleton, Wharton, El Campo in that order when you are traveling in that direction shown on your map. Why do you omit those two cities?
300	77451	Kendleton	Why the city of Kendleton is not listed on the route upgrade map? It is located between Rosenberg and Wharton on the map.
301	77451	Kendleton	Why the city of Kendleton is not listed on the route upgrade map? It is located between Rosenberg and Wharton on the map.



Number	Zip Code	City	Comment/Question
302	77455	El Campo	<p>I was certainly glad to read in the article "Public Input Sought on I-69 Plan" what Mayor Richard Young had to say about the recent meeting with TxDOT Officials. It encouraged me to think that TxDOT is finally wanting to do the right thing for the people rather than condemn the land and exercise their legislated right of eminent domain. That really means a lot to all of us. Back to the article, please correct me if I am wrong, but I believe that the article inferred that again the I-69 Corridor is dead and that the I-69 Interstate Freeway is now forthcoming. If this is so, I ask why was the word "corridor" even mentioned once in the text and twice in the next to last paragraph of the article. If this is so, why do the road signs in the Kendleton area still read "Future I-69 Corridor" instead of "Future I-69 Interstate Highway"? For years, I have travelled this highway, and there were only 2 such signs, but now I am certain that I saw 2 more signs. It really does make me wonder again how truthful are the officials of TxDoT. How about you? Back to public input, I think that it is a great idea. I do find it strange that such a large organization and operation as TxDOT with its large road inspection and engineering departments would not have the most up-to-date information of every road in Texas. Plus, one would think that all the things that need be done to improve this highway and make it into a fine Interstate would be at their fingertips as they work with it daily. Nonetheless, I am appreciative of TxDOT's request for public input for the I-69 Interstate Freeway, and I will definitely respond to it with the hope that some one of authority will read it and place it in there. Things-To-Do-Folder rather than put it in File 13 for recycling. And I encourage everyone to send in your comments. I feel certain that most of you do not want the crossovers to be closed as then you have to go many miles to the next overpass to get back to your farm, favorite eating place, or store across the freeway. In addition, to improve the flow of traffic from Rosenberg-Richmond to Victoria, TxDOT needs to add that third lane going and coming, which will also help to eliminate any major unsafe bottleneck as there is on Hwy 59 at Greatwood-Parkway, just east of Richmond. And with study, they might make one lane a truck lane. Lastly, and as promised by TxDOT, increase the speed from Kendleton to and thru Houston and vice versa to 70 miles per hour.</p>



Number	Zip Code	City	Comment/Question
303	77455	El Campo	<p>If they really want to keep people happy and improve the traffic on this highway: 1. They should not close the crossovers and make people drive for miles to get to the other side. That alienates people, fields and towns. A perfect example is that stretch of road from Little Rock to Memphis. Total isolation towns dried up and you cannot get any service of fuel, food, lodging or maintenance between. And you hope that you have a car that will go the distance. 2. They should make the third lane going north and south or east and west. There are more lanes on Hwy 59 from Greatwood (Parkway) Hwy 99 to Houston, which is a high density area than they have going down to Rosenberg, yet when the traffic is coming southbound, it is bottle necked (merges 3 times) into two lanes. I am truly amazed that there has not been a major pile up there with so much merging traffic plus a feeder lane there too. (Just saw where there was a 7 car and tanker pile up there yesterday.) Three lanes would handle this traffic well all the way to Laredo. Likewise, you now have the option of designating a lane, either center or right lane for trucks only. This was done from Washington DC to New York City, plus they also limit truck speed to a slower speed. 3. As promised, the TX Hwy Dept has indicated that they plan to increase speed to 75 mph across TX and should do it. This has not occurred. One fact, there has not been any major construction on Hwy 59 from Kendleton to Houston for years, yet the speed is 60 from Kendleton to Rosenberg and 65 to and thru Houston. We recently travelled thru Idaho, Montana and part of Wyoming and Utah, where the speed is 75 and never saw an accident. The traffic moved smoothly and well. Everyone was watchful and respectful of the other. 4. They should not do stupid things like take one of the two major lanes and suddenly make it an exit to another road, (a perfect example is like at the intersection of Hwy 35 and FM 1468. Now you have high speed southbound traffic being crammed into one lane for 500 yards. And FM 1468 is not even a high density roadway. The key to good traffic flow is the third lane being added, a higher speed and better truck control. So much money is wasted on building a median cable fence where the third lane could go. It also saves on maintenance and unsightly medians. A good example is Hwy 99 to Houston via Hwy 59. I hope that a responsible person with authority reads this and puts at least if not all into effect.</p>



Citizen Comments

Driven by Texans

Number	Zip Code	City	Comment/Question
304	77461	Needville	Why bother to ask for comments? This is another way to encourage new illegals to come on in! Opening the door for more murders, more drugs and more Americans being put out of work. Will you stupid politicians wake up and get your head out of your butts long enough to see what's happening in the real world. Making access easier is not the way to keep America safe! Although all any politician is interested in is more votes whether legal or illegal. Plus giving our Country away.
305	77461	Needville	The local business owner is right. Who in their right mine would want t make illegal drug, illegal alien, unsafe truck, car and whatever so easy to bring into the United States? Claiming it's to give commerce a boost is a crock. It's just another avenue for Gov. Goodhair to get votes from Mexicans that should be deported! It's no more than another way to make the taxpayers pay for a politician's love child.
306	77469	Not Provided	We have major public safety issues on 59 from Hwy. 99 down south beyond FM 762. The Hwy. 59 lanes reduce from 4 southbound lanes to 2. Numerous accidents occur almost daily in this area. TxDOT needs to continue the expansion from Hwy. 99 southward to beyond Hwy. 36 to save lives, and improve public safety on our state funded highways.
307	77471	Rosenberg	Why are you trying to build I-69 when you can't even build a little local project like Spur 10 in fort bend county? Spur 10 has been a total disaster, no one group is working together. The U.S. government built an overpass over U.S 59, after that nothing has happened. We live on the south leg of this project, which is Hartledge Rd. We have 18 wheel rigs roaring down our little 2-lane road at 70 miles per hour, bridges are rated at 12 tons, there are no shoulders on this road, the trucks are destroying the road, there is no traffic control, It is unbelievable the total lack of concern that we living on this road are getting
308	77471	Rosenberg	I think this is not only of economic value to our community, but makes a LOT more sense than having to re-build roads and roadways where there is not secured land. It's important to know this IS NOT the larger Texas Transway with the 18 lanes, etc. Good work on this for Texas.
309	77471	Rosenberg	I think this is not only of economic value to our community, but makes a lot more sense than having to re-build roads and roadways where there is not secured land. It's important to know this IS NOT the larger Texas Transway with the 18 lanes, etc. Good work on this for Texas.



Number	Zip Code	City	Comment/Question
310	77471	Rosenberg	<ul style="list-style-type: none"> - Designate US 59 through Rosenberg as IH 69 since it is to Interstate Standards. - Be sure Rosenberg is included in the IH 69 Route.
311	77471	Rosenberg	Endorse this! Add lanes from 99 or 36 or past that. I am 110% for segment three IH 69
312	77471	Rosenberg	I am all for I-69. Please hurry. Upgrade and re-designation is of the utmost urgency. I am in support of I-69 Segment III. I endorse this project.
313	77471	Rosenberg	Keep up the good work. I've been utilizing Hwy. 59 for the past 40 years – Texarkana to Rosenberg – through Houston. It was 2 lanes and through downtown Houston.
314	77479	Not Provided	1) Real time frame dates are important. Hard to get excited about “Maybe’s”. 2) Emphasis on staying within Hwy 59 corridor. Too much experience in seeing by passed communities retail crumble. 3) Many people assume 59 is already I-69 designated re corridor signage.
315	77480	Sweeny	The transportation corridor needs to be improved. I-69 will be receiving goods from Freeport, from the newly developed intermodal facility near Kendleton as well as the continuing development in western Fort Bend County. Work needs to start now before traffic becomes unbearable. The connector roads like Hwy 36 also need development. I drive it daily from West Columbia to Rosenberg. It is no longer safe. An increasing number of large trucks transporting goods from Freeport need room! They do not co-exist well with farm implements, school buses, and lots of local traffic.
316	77488	Wharton	This is a suggestion. Include Kendleton on your map. It is a city between Rosenberg and Wharton, or it is a city between Wharton and Rosenberg - either way, you go through Kendleton.
317	77488	Wharton	I question your statement concerning economic development. Does this statement mean a new direction for TxDOT who for years has stated they are not in the economic development business? Yes you may lose a large plant if it is not I-69 close by but my concern is the small towns with highway access to that limits easy on & off intersections & emergency personnel with a way to cross the I-69 in various spots which it appears that you have not addressed.
318	77488	Wharton	Need 1301 to go Hwy 59 for I-69 Transportation logistics to work for hurricane evacuation, move trucks to & from Port Freeport, and safety over Railroad I-69 Access



Citizen Comments

Driven by Texans

Number	Zip Code	City	Comment/Question
319	77488	Wharton	I-69 is critical to prosperity & public safety to our county. Growth is coming our way & we need to ensure it is done in a managed way. Wharton County is a great place to live & do business.
320	77488	Not Provided	I am so glad that you are considering making Highway 59 through Wharton County into I-69. I hope your plans and goals will be accomplished.
321	77901	Victoria	I think we need to create I-69 ASAP. It is a safety as well as an economic development issue. Texas will be better for it.
322	77901	Victoria	I think we need to create I-69 ASAP. It is a safety as well as an economic development issue. Texas will be better for it.
323	77901	Victoria	We travel all segments from Victoria to McAllen and through Houston to Florida. We fully support the development of I-69.
324	77901	Victoria	With recent business/economic developments in the Victoria county area including eagle ford shale & caterpillar, it is of utmost importance to upgrade commercial & transportation improvements or enhancements to coincide w/ inevitable growth.
325	77901	Victoria	I am in favor of I-69 being routed through Victoria, Texas following the existing footprint of US Highways 59 & 77. Denise McCue
326	77901	Victoria	Great concept! I can only hope that the state can find funding for it. This will be a great economical boost to south Texas and the entire state.
327	77901	Victoria	We need a main highway to evacuation during hurricanes! This is a safety issue.
328	77901	Victoria	Everyone I know is adamantly opposed to toll roads because tolls are another layer of taxes in addition to the gasoline taxes we already pay. Highway 59 bypass south of Victoria, TX is wide enough for I69 therefore another bypass in addition to the one already there would be very wasteful. All avenues for economizing in the building of I69 absolutely must be pursued. TxDOT official must be careful not to be viewed as empire builders as they expand the transportation system of Texas.
329	77901	Victoria	I strongly oppose any plan that includes private funding. Public roads should not be owned or operated by any private entity. It's a recipe for too many complications.
330	77902	Victoria	Worthy project connecting Mexican goods distribution to US ports and Midwest.



Number	Zip Code	City	Comment/Question
331	77904	Victoria	The way this was initially started and tried to force down our throats should make you well aware of the necessity of being more open and above board in the future. This will probably be on the drawing board for years and years to come, especially since the current state of the economy is what it is with a more dire direction it is heading. It is totally wrong to have the funding come from any outside source, or country. If it is I am totally against it. TxDOT left a really bad taste in a lot of Texans throats, and I do not think it will be easily forgotten.
332	77904	Victoria	I favor I-69 in our area. I know that it will be good for our economic growth and also for the existing companies in the area. The Interstate systems contribute greatly to the economies of many businesses both in our area and other states. It also makes travel to areas safer.
333	77904	Victoria	I am a citizen of Victoria, TX. I69 is not good: There is no way we should waste money on this. It will only move us more in debt. It will only help move jobs out of the US It will only help put money in the pockets of the ones pushing this... There is no way we can afford this. New roads will help and allow for drugs to be delivered more effectively. If it passed you will bypass Victoria Texas I've seen this in Midland where the interstate bypassed town and big parts of the town died. I say no a big no to this...big waste of money
334	77904	Victoria	In my opinion this is a very important and must project and is long overdue. We need to have this not only to move commerce but to improve the safety of those of us who travel on the highways of this great nation. I have followed this very slow moving project since its inception and would like to see it completed in my lifetime. I will be 84 years old this year. Whatever it takes to complete this project is justified if only on the basis of safety.
335	77904	Victoria	Safety is the key word in upgrading US 59/77 to Interstate standards. This upgrade will provide a 'controlled access facility' by adding frontage roads and interchanges and removing the median crossovers. Initial locations for upgrade should be where there is increased use of direct access points such as near town such as Victoria. The section between US 59 Bus. and SH 185 should be given a high priority. Billy Parks
336	77904	Victoria	I would prefer I-69 would be a route from Victoria direct to Laredo. If it joins US 77 that it would be below Corpus Christi and not going through the southern part of Victoria County.



Citizen Comments

Driven by Texans

Number	Zip Code	City	Comment/Question
337	77904	Victoria	We absolutely must have I69 developed. It is imperative to have this coastal connection from the border with Mexico to Houston. Connecting these two points and on North will give Texas a lot more choices for large businesses. It will be a missed opportunity if we let this pass us by. I am 100 in favor of I69.
338	77905	Victoria	I am still concerned about the impact I-69 will have on our family's property on the west side of Victoria County. It frightens me to think we will lose our major means of supporting ourselves financially and the thought of losing a home that has been in our family since 1845. How will I know if this highway is going to take everything we have worked for away from us? The maps are vague and I was told that TXDOT would take 5 miles on either side of the project. We fear for our home, our business and our safety.
339	77905	Victoria	No tolls. Absolutely!!!! Do not confiscate more land. You have plenty right of way. Merely add two more lanes to each side...northbound and southbound. Limit trucks to two outside lanes. Pay for them by indexing the gasoline tax to inflation and making all Texas gasoline tax and federal gasoline tax go to build and repair highways.
340	77905	Victoria	I believe I-69 should use the existing divided Hwy 77 from Victoria to Refugio. That route is a straighter highway that covers a larger amount of miles between cities rather than using Hwy 59 from Victoria to Goliad to Beeville etc. Hwy 77 is a long established route and would have less citizen impact than disturbing those of us along Hwy 59 to Goliad. The new four lanes from Victoria to Goliad is great to have as is.
341	Not Provided	Victoria	Right of Way purchase and condemnation of private land must be minimized. We have been through the Trans-Texas Corridor mess and it will not be repeated, period. This was the message sent to Texas Department of Transportation. This message was noted at a I-69 meeting in Victoria during 2010. I am skeptical about this project from the outset. The highway system in Texas belongs to the citizens of Texas and not private companies or foreign corporations. If Texans cannot fund this highway, it does not need to be built.



Number	Zip Code	City	Comment/Question
342	77905	Coletoville	I am not against progress and upgrading our highway system - however we live in a small community (Coletoville, TX.) between Goliad & Victoria - your proposal or recommended route would be totally out of the question because it would take our church/gravesites and many people would lose their property for un-needed right-of-way. Widen & upgrade what you have now and don't try to re-invent the wheel. Country folks don't care for all the noise and distractions a new highway will bring. Most folk around here don't trust Rick Perry and his "great" ideas for our state. Fix what needs fixing gut leave ya'lls expensive ideas out. There is entirely too much waste in our government now.
343	77957	Edna	There is already a four lane divided highway between Victoria and Houston that is actually just fine the way it is. I don't understand spending millions of dollars when our country is already in such a great debt on something that is quite exceptionally functional.
344	77957	Edna	Stick to improvements within existing rights of ways. In Jackson County, there is ample room to add lanes and not jeopardize small towns along the path. Jackson County has "lost" more than enough acreage over the years to various "improvements" such as Lake Texana. No more land grabs -- make practical improvements and make the existing rights of ways work! We stressed over the TTC issue, now this! Enough!
345	77963	Goliad	While the state is cutting back on all social programs and child healthcare, it does not seem to be a good time to build a multibillion dollar freeway. Also, since we are unable to stop the drug traffic coming north and guns south to Mexico, why would we want to make that access even easier. Don't even think about raising taxes to pay for this when you can't tax big oil to help pay for our children's education. In fact get big oil to pay for it if you want it, they will get the most benefit from it. And don't even get me started on the environmental impact.



Citizen Comments

Driven by Texans

Number	Zip Code	City	Comment/Question
346	77963	Goliad	I travel US 59 from Goliad south to Berclair about 3 x week. Traffic is very sporadic & generally light. Some days I don't see a vehicle in front or behind me for several miles. When there is traffic, a high proportion of it is 18 wheelers, usually hauling containers, and buses going to or coming from Mexico. Building an Interstate for such traffic is a boondoggle, and I strongly oppose it. I would greatly favor a triple line RR from Laredo to Houston and beyond, however. This would eliminate most of the traffic that is there, because trucks cannot compete with an efficient RR over a long distance. Moreover, if the state pays for the RR, they can require the RR company to provide reasonable passenger service several times a day, which would cut into the bus traffic. This is a far more efficient way to handle the traffic in this area than a wasteful interstate.
347	77968	Victoria (Inez)	I think educating our children & taking care of Medicare & social security - are top priority for Texas - not building road so Mexico & China can have fast travel for drugs & illegals, etc. Make more jobs for the Texans to work - too much unemployment in this state
348	78336	Not Provided	The planned route of I69 using existing Interstate Systems from Mexico To Canada is a viable plan. Although Texas is a primary route from Mexico to other States; adjoining States, such as Louisiana and Arkansas, could circumvent the I59 sections To Texarkana by developing subordinate route at I-20 From Dallas To developing I49 designation from Louisiana To Arkansas To Texarkana Truck Station. The subordinate route could alter the I59 route. Such alteration could influence the I10 system from Houston into Louisiana, changing politically the influence of TxDOT, altering the potential of Federal Funds, in turn the potential of the Gulf Coast plan.
349	78351	Driscoll	My wife and I live on the east side of county road 79 located on the east side of Driscoll, TX. We have heard that the preferred route for Driscoll is a relief route to the east coming through our property/house. I would like to know the status/timing of this relief route. I was planning on doing some home improvements but do not want to spend a lot of money if our house is going to be demolished in the near future.



Number	Zip Code	City	Comment/Question
350	78363	Kingsville	As a 20 plus year community member, I am concerned that a relief route that by-passes Premont would have devastating effects on many of the small businesses. Premont does not have much of an economy and depends heavily on traffic passing through. Effects in Premont would be very different, in my opinion, than Alice or Falfurrias. I am in favor of using the existing route through town, whether at ground level or including overpasses. I do not live in Premont but do manage property there, have numerous employees living there and conduct a considerable amount of business in town. Please take note of the affects you can have, not only on individuals but on a whole community, when deciding the route to follow through this portion of Segment Four.
351	78374	Portland	Strongly supportive of committee recommendations and all efforts to improve transportation issues related to San Patricio County and surrounding area. Also believe State Hwy 181 will continue to grow in traffic and need additional attention and route modifications.
352	78374	Portland	This is a must do project, especially in a time when employment is an issue. Get the Valley connected and get our largest exporting state better connected to Canada and Mexico, our top importing partners.
353	78374	Portland	This segment is of particular importance to the economic development of South Texas. It would have a major impact on the South Texas port trade and trade from Mexico to Canada.
354	78374	Portland	I want to let you know I support your efforts to move the I69 project forward. I especially like the Segment 5 priorities that connect Laredo to the Port of Corpus Christi.
355	78374	Corpus Christi	Please build this road as quickly as possible.
356	78374	Not Provided	Use \$2B to fund projects from Corpus Christi District.
357	78379	Riviera	In connection with the various options listed on the Public Meeting Comment Sheet: Item 1, I support the second option [street level relief route through Premont]. Item 2, I am not aware of any environmental or community features not shown on the maps presented on the website.
358	78379	Riviera	Think it would be great and hope it is started soon.
359	78380	Robstown	We shouldn't spend money on I-69 at this time while we are 14 trillion dollars in the hole and going over a cliff. Doesn't anybody have common sense these days? We already have too much drug traffic, not to mention "open borders", which needs to be closed. This I-69 should be stopped until things improve. We the people of the United States, tax payer, can't afford it.



Citizen Comments

Driven by Texans

Number	Zip Code	City	Comment/Question
360	78390	Taft	I think the Hwy 77 corridor should definitely be used as major future developments in San Patricio County will benefit from close access. Also communities in Sinton, Refugio, Odem will benefit from increased traffic flow.
361	78402	Not Provided	I encourage you to move forward with the planning & development of I-69. The entire south Texas region would benefit greatly from this project. If funding could be obtained for even a short section, that would be a great beginning. I-69 will help connect South Texas to the rest of the state and nation.
362	78404	Corpus Christi	As fast as Texas is growing, it is critical I-69 becomes a reality. Please make I-69 a priority... we have been patient for many; many years... we have the traffic & economic growth & business case to increase the trajectory of construction of I-69.
363	78411	Not Provided	Keep the focus on I-69 - It is very needed for the region, the state and the nation.
364	78412	Corpus Christi	I support I-69 - We need an Interstate to the Valley. I also support the use or existing right of ways especially the 77 route which connects all of the major ports.
365	78413	Corpus Christi	Get control of the border FIRST. Jobs for Americans FIRST.
366	78413	Corpus Christi	I am strongly in favor of continuing to pursue the development of I-69 throughout Texas. This will be an economic boon to the entire state to stimulate growth and development. The cities along the I-69 will profit as will the inter-state access and trade benefit the nation. South Texas wants this to happen.
367	78418	Corpus Christi	All Americans should be opposed to this proposed highway.
368	78520	Brownsville	I am submitting this note to communicate my support for I-69 and the Segment Four Committee. The route running through Cameron County along existing US 77, especially, offers advantages through its easy access to Mexico, its close proximity to our railway system and the Port of Brownsville. Please give this segment strong consideration.
369	78520	Brownsville	Please consider Brownsville section four i69 we have lots to offer with the border to Mexico and the port to sea. With four bridges to Mexico and a deep water port what a way for I 69 to meet the gateway to export and import commerce.
370	78520	Brownsville	Improvements to upgrade U.S. 77, from Willacy County north to Robstown, should be funded. This leg of I-69 was recognized as part of a nationally significant corridor in the 1990s. Given the deep-water (Port of Brownsville) connection and the numerous international bridges in Cameron County; it is time to achieve an interstate connection from the Rio Grande Valley to the USA.



Number	Zip Code	City	Comment/Question
371	78520	Brownsville	Why is taking so long. I-69 is going to be a good thing for the area - The Rio Grande Valley - and I am for it.
372	78520	Brownsville	I am submitting this note to communicate my full & complete support of running I-69 through Cameron County given our proximity to the border, our bridges allowing easy access to Mexico, our railroad system, and our Port of Brownsville.
373	78520	Brownsville	I want the I-69 to reach Brownsville.
374	78521	Brownsville	I am speaking on behalf of Trico Products Corporation and we desperately need I 69 extending down to Matamoros, Mexico. We receive shipments from Michigan and other points north and we ship finished goods manufactured in our twin plants located in Brownsville/Matamoros to points located throughout the U.S. and Canada. The extension of this route down to our location will help us create greater employment opportunity in this area.
375	78521	Brownsville	It is essential that we get I-69 routed towards Brownsville. It will certainly help our economy and built more jobs. Also, it will make it easier and faster for the companies that need to transport goods from the port to other cities and states. They will avoid taking detours or going thru populated cities, that is time consuming. Please let the valley grow even more, by having I-69 routed our way.
376	78521	Brownsville	The whole community along the I-69 will benefit. We will have better transportation system to and out of our Port.
377	78521	Brownsville	Please consider extending I-69 to the Rio Grande Valley.
378	78521	Brownsville	I-69 needs to extend to Brownsville. We are in a region that it economically distressed and have a deepwater port that would benefit quite a bit. It would be great from an economic standpoint and from a transportation standpoint.
379	78521	Brownsville	Yes the residents of the lower Valley, Brownsville in particular, are very much in favor of being included in the I69 corridor. The Port of Brownsville is the only deep water port in the State without interstate access. It is a tremendous economic engine for the area and would greatly benefit from this interstate, to help freight move efficiently.
380	78521	Not Provided	The benefits of I-69 for business and recreation are substantial. I strongly support the I-69 corridor as it work faster direct access and make it much easier for both commercial and tourist traffic to reach the Rio Grande Valley.



Citizen Comments

Driven by Texans

Number	Zip Code	City	Comment/Question
381	78526	Brownsville	I-69 is vital to the growth of the Lower Rio Grande Valley. Brownsville/Harlingen recently upgraded their portions of US 77 to I-69 standards which will mitigate the cost. Bro/HRL has two ports, one deep of which is a deep water port. We also have three, soon to be four international bridges, international train crossing, air freight. I-69 would not only serve an economically depressed area and allow for our growth and expansion but would also link the United States with Mexico to strengthen our economic ties.
382	78526	Brownsville	Yes I support US I-69.
383	78526	Not Provided	Support expeditious completion of Segment 4, Rio Grande Valley Segment, of I-69. Connectivity with Port of Brownsville on I-69 Spur critical for freight mobility. Federal funding is critical to complete the project. An appropriation of \$180 million will complete the project.
384	78552	Not Provided	We need an earmark of 180 million dollars to finish I-69 from Corpus to Brownsville in order to get it done in the next two years. Our port is going to expand and the need for I-69 becomes even greater.
385	78553	Harlingen	Segment #4 Get it done to the Valley
386	78575	Rancho Viejo	I-69 is a very good idea. It connects North to South. I-69 should cover 59 & 77 through Brownsville. It is needed for transport.
387	78577	Pharr	The I-69 Interstate needs to begin or end at the Pharr International Bridge. TxDOT needs to make sure that this is not over looked.
388	78577	Pharr	US 281Northleg begins @ Military Road. In our thoroughfare plan, it had always considered I-69 beginning in Pharr to the north. We believe the designation of 281 to I-69 is long overdue. And that it is a vital component to the nation's road system. From our view point we would consider I-69 as the Front Door to the United States from Mexico.
389	78577	Pharr	Objection to re-designate US 281 as Interstate from US 83 to North of McAllen. It should be "Re-designate US 281 as Interstate from US 83 to south of Pharr. I 69 should be designate through Pharr all the way to Military Hwy as per your January 2011 design engineer plans.



Number	Zip Code	City	Comment/Question
390	78577	Pharr	Please be advised, that as an interested citizen of Pharr, Texas, it is my understanding that the most current re-designate of US 281 as Interstate from US 83 requires that it remain through Pharr. The attached I-69 Segment Four preliminary map indicates a re-designate of US 281 as Interstate from US 83 to McAllen. It is my contention that this discrepancy needs to be corrected by TxDOT as this planning process continues. Also, it is my recommendation that this segment of I-69 continue through Pharr and end at the Pharr/Reynosa International Bridge.
391	78577	Not Provided	Re-designation of US 281 as interstate from US 83 to north McAllen should not occur and should remain in Pharr. I69 should continue through Pharr!! As indicated in your plans in January 2011.
392	78577	Not Provided	You failed to mention that the interstate 281 & US 83 interchange is in Pharr, TX and not in McAllen as stated on the recommendations map. There is no mention of a loop or connector to Pharr-Reynosa bridge or other port of entry.
393	78611	Burnet	Looks like a great idea.
394	78701	Austin	How will weight limits on I69 differ from I59? Currently, with a surety bond, vehicles can travel on I59 up to 80,000lb total, 23,000lb on the front axle, and 46,000 lb on the tandem axle. It is my understanding that when the I69 designation is attached to a current I59 roadway (with no new construction), the surety bond will no longer be accepted, and the Federal standards of 16,000 lb on the single axle and 34,000 lb on the tandem axle will be enforced by DPS. IS this true? And where can I find direct and specific information on this?
395	78735	Austin / Corpus Christi	I-69 is a project that makes complete sense and should be completed. Texas leads the nation in roads and we are proud of that. I-69 reflects the reality of growth in Texas.
396	Not Provided	Not Provided	I-69 critical for moving cargo to the Port of Corpus Christi to Port of Laredo & other way. Brownsville needs an Interstate. All this will encourage economic development.
397	Not Provided	Not Provided	Go West not 59
398	Not Provided	Not Provided	Don't - go down 59. go - west
399	Not Provided	Not Provided	I am excited about the construction of Hwy. 69. I would enjoy the convenience of this interstate. Everyone I talk to thinks this will be great for Texarkana.
400	Not Provided	Not Provided	Stay on The 59 Route to Corrigan



Citizen Comments

Driven by Texans

Number	Zip Code	City	Comment/Question
401	Not Provided	Not Provided	Let's get started. East Texas commerce needs everything that an interstate can bring.
402	Not Provided	Not Provided	Let get er done, quit dragging the government red tape all over Texas.
403	Not Provided	Not Provided	I beg to differ that I-69 is well on its way to becoming a critical part of our economy. I have driven the route through Beasley and it is undersized for a major transportation corridor from Mexico to the USA.
404	Not Provided	Not Provided	Please bypass Moscow to the west. I have a double wide in Moscow Texas on Hwy 59. Going through Moscow would take my property as well as many other. Small minority owned businesses will be taken as well as residential. One lumbar company will be affected which is the primary jobs for many in the community.
405	Not Provided	Not Provided	Federal legislation (Section 1105(e)(5)(c)(i) of ISTEA) currently mandates that US 59 from Laredo to Houston will be I-69 and the US 77 (I-69 East) and US 281 (I-69 Central) routes will be suffixed:
406	Not Provided	Not Provided	How many miles is the Relief Route east of Lufkin going to extend down Highway 69 South?
407	Not Provided	Not Provided	I have commented at previous settings but wish to further emphasize the need to take advantage of multi-modal opportunities to leverage all the transportation and economic benefits of the Interstate 69 development. Specifically in Segment One, the route planned to the East of Lufkin should provide for ingress and egress from I-69 to State Highway 103 East and any adjoining (planned) service roads at a point near where the route intersects the Angelina & Neches River Railroad's tracks.
408	Not Provided	Not Provided	Could it be possible to make US Route 83 from McAllen to the 77/83 Interchange in Harlingen an Interstate auxiliary route to 69 since it is a major artery route for the Valley?
409	Not Provided	Not Provided	I believe that good judgment should prevail in determine the design route. Use of existing right of ways along the US 59 route would make the residents a lot happier about this proposed project.
410	Not Provided	Not Provided	It seems as though it would be more efficient for I-69 to follow US79 from the LA state line to the intersection of US77 @ Rockdale. Then, it should follow US 77 South to Victoria.
411	Not Provided	Not Provided	Finish the Homework!!
412	Not Provided	Not Provided	I-69 is needed in Nacogdoches County now!



Number	Zip Code	City	Comment/Question
413	Not Provided	Not Provided	My comments regarding I-69 development which is so important for East Texas and our Nacogdoches County!
414	Not Provided	Not Provided	It would be a great thing for 69 to come by Nacogdoches, Texas.
415	Not Provided	Not Provided	I support the I 69 project. I heard about it from Karen Owen MPO Longview and Charles Thomas Carthage.
416	Not Provided	Not Provided	I believe the following items to be of peak significance as I69 is being planned and developed:
417	Not Provided	Not Provided	Given the current economic climate, it's critical that we take advantage of real opportunities to promote growth. The I-69 project can make a real difference for the people in East Texas as well as the people moving goods in general.
418	Not Provided	Not Provided	The construction of I-69 is absolutely critical to the economic future of East Texas. Throughout history, communities have risen and fallen based upon their proximity to a major transportation artery and ready access to the interstate highway system is a modern-day version of the railroads a century ago.
419	Not Provided	Not Provided	I believe implementing I-69 through city of Brownsville will not only boost this area's economy but will strengthen the nation's economy simply because city of Brownsville has more advantages over city of McAllen or Laredo on the basis of the following reasons:
420	Not Provided	Not Provided	As a teacher in a small East Texas town, this idea of spending billions of dollars to create an enormous disaster of a construction project makes me ill! I look at students every day who are at risk of losing teachers and necessities of their education because the state's budget is already in such a bind.
421	Not Provided	Not Provided	The I-69 Corridor will be a big help & I'm comfortable with it as long as another country doesn't own it and lease it back to us. This project must be owned by the United States!!!
422	Not Provided	Not Provided	One of our readers read the article "Regional Leaders to Hold Open Houses to Receive Public Comment on I-69 Development" and asked this question: Can you do an article showing how the latest proposal affects Houston County?
423	Not Provided	Not Provided	What is the state going to do in Leggett?
424	Not Provided	Not Provided	I live just north of Nacogdoches. Let me just say that I am not against the idea of I-69 in theory. In theory it would fit along the current footprint of 59. In theory it would make the area prosper due to the increased traffic. But when it starts to get put into process I am afraid it will stop at a great theory.



Citizen Comments

Driven by Texans

Number	Zip Code	City	Comment/Question
425	Not Provided	Not Provided	Use existing highways.
426	Not Provided	Not Provided	I have been a resident of Carthage for 34 years, and I think I-69 would be a great boost to our economy. It would also make things much more convenient!
427	Not Provided	Not Provided	I am deeply concerned that TxDOT is not being forthcoming on the plans for the relief route around Nacogdoches. It seems that everywhere else the proposed plan is to follow Hwy.59 through the towns on the path. But in Nacogdoches for some unknown reason be it political or financial gain, the route deviates through private property-farms and ranches and smaller home sites that have been in the rural countryside for years. My first complaint is that how this will help the economy of Nacogdoches is beyond me, as it will completely leave Nacogdoches out off the beaten path and it will likely continue its downward slide economically and physically. The only development this will encourage is truck stops and fast food vendors. My second complaint is that it will ruin the west side of Nacogdoches for development of any kind other than the above as no one wants to be near a noisy and dangerous highway. I am not opposed to the idea of I69, but I am opposed to the selective deviation from the use of already existing highway infrastructure to further some unknown (at least to me) agenda.
428	Not Provided	Not Provided	Thank you for the attention that TxDOT is giving the I69 routes through Texas. We need these road improvements especially the part that brings an interstate to the Valley.
429	Not Provided	Not Provided	Thank you for the attention that TxDOT is giving the I69 routes through Texas. We need these road improvements especially the part that brings an interstate to the Valley.
430	Not Provided	Not Provided	We are property owner in Sinton and Corpus Christi. We think the exposure brought by the Interstate 69 corridor development will aid in business development in our area.
431	Not Provided	Not Provided	We are property owner in Sinton and Corpus Christi. We think the exposure brought by the Interstate 69 corridor development will aid in business development in our area.
432	Not Provided	Not Provided	Thank you for the attention that TxDOT is giving the I69 routes through Texas. We need these road improvements especially the part that brings an interstate to the Valley.
433	Not Provided	Not Provided	Improving the connectivity of Texas, the largest exporting state in the U.S., to the rest of the U. S. and Canada via the I 69 route makes economic sense. Our interstate system needs to go north and south, not just east and west



Number	Zip Code	City	Comment/Question
434	Not Provided	Not Provided	Improving the connectivity of Texas, the largest exporting state in the U.S., to the rest of the U. S. and Canada via the I 69 route makes economic sense. Our interstate system needs to go north and south, not just east and west
435	Not Provided	Not Provided	We need I-69! The City of Portland supports this project 100.
436	Not Provided	Not Provided	The focus of building the I69 corridor as much as possible in existing right of way makes both economic and emotional sense. As a landowner along the proposed route, I believe that TXDOT should improve what we have. The proposed I69 route along the old 59 route is the best plan for section 5.
437	Not Provided	Not Provided	The City of Ingleside is in support of the I 69 corridor and bring existing segments of the highways up to Interstate standards.
438	Not Provided	Not Provided	I want to let you know I support your efforts to move the I69 project forward. I especially like the Segment 5 priorities that connect Laredo to the Port of Corpus Christi.



Number	Zip Code	City	Comment/Question
439	Not Provided	Not Provided	<p>After reading the comments shown on the segment four and five meeting summary for November, I must say the consultants are being paid to tell the most deliberate lies I have ever seen in my life. All of the "thousands" of people that have been apprised of this roadway aren't even in the area of the proposed route. Ninety nine percent are from and in the Corpus Christi city limits and should have nothing to say about what happens thirty miles from where they are, and really could care less; they just happened to attend a meeting that is being used for head count by the promoters. Terry Simpson is the most prolific liar that has been involved in this so called public process that I have ever seen. He does not want participation from "real" citizens and when they show up at the meetings they are told in no uncertain terms that they are not welcome and should not even be there, and will not be allowed to speak. There is not one member of that appointed board that truly represents the citizens; everyone has ties to being enriched by this diesel spewing, Mexico promoting, American job killing, route. If the federal government believes the figures that have been presented by this group of people then someone needs to enlighten them as to what the facts really are. This is a total SHAM and shows that government is bought and paid for by special interests while the average taxpayer is robbed, raped, and told that the government is here to help you. When is this crap going to stop and the members of this "special" committee going to be held accountable for their actions, by the federal government. I also believe that environmental concerns as to the health of the people in the path of this monster have not and are not being considered at all. The majority of population that will be affected are Hispanic, but the board members, consultants, beneficiaries, and entities that will profit are awfully white and do not live in the path of this cancer producer, but we have been made aware that, so what if a few Mexicans die, economic development first, foremost and forever. It is time to go to another level of government and let them know that local control always produces intimidation and fear, which takes away the rights of the majority, (which is usually the minority population) by the connected, moneyed, few, and the taxpayers pick up the tab for all the misery that this causes.</p>

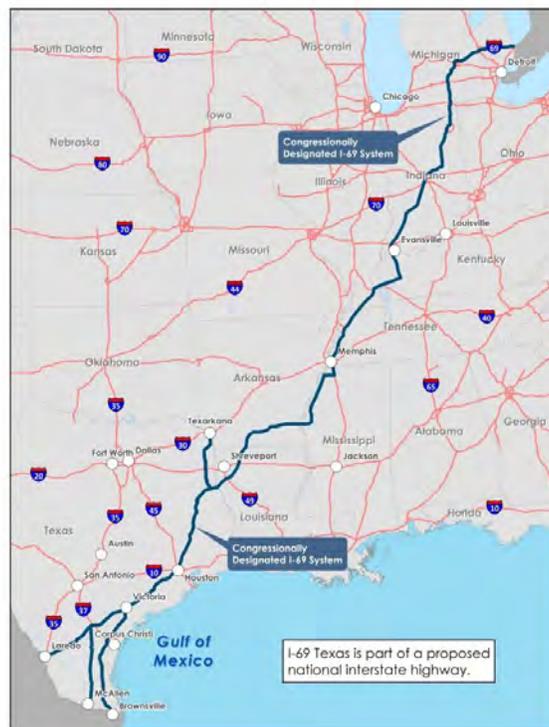
Responses to Citizen Questions

1. Will we be coordinating with the LA DOTD to recommend a route between Logansport and Stonewall? Will it be an upgrade to an existing roadway or a new roadway?

Segment Committees Response: *Texas will continue coordinating with LA DOTD on the I-69 connection at the Texas/Louisiana border. How this portion will be improved will be determined through the environmental process.*

2. On the map provided, when enlarged, shows I-69 going to Texarkana, TX. Why on the smaller version on the map does it show the project track diverting north of Nacogdoches, TX and traveling upwards in a northeast direction across northwest Louisiana, northern Mississippi, etc? I thought this was a North-South project which would carry further north than Texarkana, TX. I was under the impression it would travel more in a direction toward Kansas City, at least connecting to another Interstate Hwy., maybe at Joplin to I believe I-44 or I-45 before diverting northeasterly direction.

Segment Committees Response: *The federal legislation passed by Congress designating the national I-69 system specifies that I-69 runs through Michigan, Indiana, Kentucky, Tennessee, Mississippi, Arkansas, Louisiana and Texas. In Texas, the I-69 system will connect with the national interstate around Joaquin, Texas and continue into Louisiana and northward. Please see the map below for the Congressionally designated I-69 route.*





Driven by Texans

Responses to Citizen Questions

3. Given the existing numbering scheme, why would it not be called I-47? It seems that would best reflect its location between north-south I-45 and I-49.

Segment Committees Response: *I-69 got its beginnings in Michigan and Indiana. Considering the interstate numbers in these states, I-69 is a logical sequence for this interstate's number. The American Association of State Highway and Transportation Officials is the body responsible for numbering the national interstate system so when I-69 was originally designated, I-69 was a logical number for this interstate.*

4. I would like to know why so much money was spent on the overpass for traffic going from Diboll, TX US 59 onto the loop to the east when I-69 takes a different route at that point.

Segment Committees Response: *Currently, there is not funding for bringing the entire I-69 Texas route up to a controlled access, interstate facility and traffic and safety issues create a need for a new overpass regardless of the ultimate I-69 development. I-69 development will take time and in some cases, decades, so smaller projects will be done in the meantime to improve safety and address other local transportation needs.*

5. Cannot see detail on map of alternate route around Lufkin. Where can I find this information?

Segment Committees Response: *The relief route recommended by the I-69 Segment Committees is conceptual in nature right now. An environmental study was done in the late 1990's. Because that study is dated, no specific plans for a "Lufkin alternate route" exist and before a specific route is determined, the previous environmental study will need to be revisited. This process will include public input and comment.*

6. I live at the Angelina River in Angelina County; I would like to see a detailed map of your plans at my location.

Segment Committees Response: *The relief route recommended by the I-69 Segment Committees near the Angelina River is conceptual in nature right now. An environmental study was done in the late 1990's. Because that study is dated, no specific plans exist and before a specific route is determined, the previous environmental study will need to be revisited. This process will include public input and comment.*

7. How many miles is the relief route east of Lufkin, TX going to extend down I-69 South?

Segment Committees Response: *The relief route recommended by the I-69 Segment Committees is conceptual in nature right now. An environmental study was done in the late 1990's. Because that study is dated, no specific plans for a "relief route east of Lufkin" exist and before a specific route and*

mileage is determined, the previous environmental study will need to be revisited. This process will include public input and comment.

8. Why was Kendleton, TX not included in the map of recommendations?

Segment Committees Response: *The first sets of I-69 Segment Committee maps showed towns of 1000+. After receiving comments from the citizens of Kendleton, the Segment Three added Kendleton to all future maps.*

9. When will we know what decision has been made?

Segment Committees Response: *The I-69 citizen committee process is the beginning of an extensive planning process that includes several opportunities for citizen input and comment. The I-69 Segment Committees have established conceptual projects to develop I-69 in Texas. Before any projects can move forward, they must first receive funding for an environmental study. In addition to the environmental study, funding must be obtained for engineering and design, obtaining right of way, relocating utilities and finally, construction. **If** funding is available for each and every step, this process takes 6-15 years to complete as noted in the graphic below.*



*Funding must be identified and secured before each step in the process.

10. Please send me more detail for the area near US 59 and FM 2782.

Segment Committees Response: *A western relief route was previously environmentally studied by TxDOT; the I-69 Segment Committee's recommendation is to make use of this previously studied route. This route included a connection to a Lufkin/Diboll relief route to the south. Committee members acknowledged the previous recommendations for this route would need to be updated based on current environmental and planning features. The committee added that upgrading and using the existing Loop 224/US 59 relief route in Nacogdoches would likely not be feasible due to limited right-of-way and the intensity of adjacent land uses.*



Driven by Texans

Responses to Citizen Questions

11. Please send more information on how this would affect Houston County.

Segment Committees Response: *The potential I-69 route does not pass through Houston County and the I-69 Segment Committees did not recommend any projects within the county; however there is a recommendation for a relief route in neighboring Angelina County.*

12. Exactly what part of US 59 between Nacogdoches and Garrison are going to be affected? Is there an exact map I can look at?

Segment Committees Response: *The relief route recommended by the I-69 Segment Committees is conceptual in nature right now, so a detailed map does not exist. The committee recommended relief route options for the existing US 59 through Garrison, Timpson and Tenaha that would include both widening and upgrading the existing US 59 and also include new alignment options around communities where there is not enough right-of-way to expand the existing US 59. The committee members noted that US 59 passes through these communities and drivers on the highway frequently experience congestion and crashes.*



Resolutions Adopted by Local Communities in Support of I-69 Development

Description	Date
A resolution of the Wharton City Council establishing the City of Wharton Transportation Plan (2009-60).	August 24, 2009
A resolution of the Wharton Economic Development Corporation establishing plans for transportation along US 59 and Future I-69 (Resolution No. 2009-04).	September 21, 2009
A resolution of the City of Nacogdoches requesting TxDOT to update plans to construct I-69 utilizing the US 59 footprint (Resolution 1062-11-09)	November 17, 2009
A resolution of the City of Livingston, Texas supporting the existing US 59 corridor to be used as the I-69 footprint within the City of Livingston, Texas (Resolution No. 503). Also included is a letter from the City of Livingston supplementing this resolution dated May 18, 2012.	August 10, 2010
A resolution by the policy board of the Texarkana Urban Transportation Study supporting the continued study and development of an I-69 relief route for the Texarkana Metropolitan Study Area and authorizing its submission to the Texas Department of Transportation (TxDOT) and the I-69 Segment Corridor Committee One (Resolution #3-2011).	November 17, 2010
Resolution of the Transportation Policy Committee of the Corpus Christi Metropolitan Planning Organization to redesignate a portion of the US 77 as I-69.	April 7, 2011
City of Robstown resolution in support of the Corpus Christi Metropolitan Planning Organization-Transportation Policy Committee to redesignate a portion of the US 77 as I-69 (Resolution – 041111-A).	April 11, 2011
Nueces County Commissioners Court Resolution designation of a portion of US 77 as I-69.	May 4, 2011
A resolution of the City Council of the City of Rosenberg, Texas supporting the designation of eligible segments of US 59 through the greater Houston region as I-69 (R-1377).	December 20, 2011
A resolution of the City of El Campo supporting the City of El Campo I-69 Transportation Projects (R2012-03).	January 23, 2012
A resolution of Wharton County supporting the City of El Campo I-69 Transportation Projects (Resolution #12-03).	January 23, 2012



Resolutions Adopted by Local Communities in Support of I-69 Development

Description	Date
A resolution of the City Development Corporation of El Campo supporting the City of El Campo I-69 Transportation Projects (R2012-01).	January 23, 2012
A resolution of the Wharton City Council authorizing the mayor of the City of Wharton to submit a letter of support to the Texas Transportation Commission supporting the re-design of US 59 to I-69 (Resolution No. 2012-08).	February 13, 2012
A resolution of the Wharton City Council authorizing the mayor of the City of Wharton to submit the City of Wharton's proposed Segment 3 – I-69 Transportation Layout Plan to the Texas Transportation Commission (Resolution No. 2012-09).	February 13, 2012
Resolution of the Central Fort Bend Chamber Alliance supporting the designation of eligible segments of US 59 through the greater Houston region as I-69.	February 16, 2012
A resolution from Houston-Galveston Area Council supporting the co-designation of the US 59/I-69 Corridor in the Houston-Galveston Region (Resolution 2012-04). Also included are letters and resolutions of support for the I-69 designation in the greater Houston Area.	February 24, 2012
A resolution by the Garrison City Council for the recommendation of the Garrison I-69 subcommittee to determine alternate routes for I-69 through the Garrison Community.	March 8, 2012
A resolution of support by the Nacogdoches County Commissioners Court for the efforts of the Garrison City Council to determine alternate routes for I-69 through the Garrison community.	March 9, 2012
Resolution by the Texarkana Metropolitan Planning Organization supporting the co-designation of US 59 from I-30 to the junction of US 59 and LP 151 as part of the I-69 system in Texas as recommended by the I-69 Segment One Committee (Resolution #14-2012).	May 17, 2012



City of Wharton Resolution No. 2009-60

**CITY OF WHARTON
RESOLUTION NO. 2009-60**

**A RESOLUTION OF THE WHARTON CITY COUNCIL ESTABLISHING THE
CITY OF WHARTON TRANSPORTATION PLAN.**

- WHEREAS,** the City of Wharton established a transportation plan in 1987 for the City of Wharton; and
- WHEREAS,** the Wharton City Council approved certain transportation priorities that were established by the Wharton City Council February 26, 2001, March 10, 2003 and by City of Wharton Resolution's No.'s 2005-13 and 2007-27; and
- WHEREAS,** the City of Wharton wishes to incorporate the afore-mentioned City of Wharton transportation priorities and add additional projects to establish the following list of proposed projects as the City of Wharton's Transportation Plan (listed by priority):

1. Extension of FM 1301 to US Highway 59 extending to County Road 235 (Owens Road); Rerouting FM 102 from approximately Spanish Camp Road intersection to Richmond Road/FM 1301 intersection, including the construction of an overpass over the Kansas City Southern Railroad Line; Development of US Hwy. 59 north bound side service road from Super 8 Motel to FM 1301 intersection with on ramp.
2. Construction of an overpass by elevating main lanes to be located on US Hwy. 59 at its intersection with the proposed extension of FM 1301.
3. Development of all service roads along US Hwy. 59 from FM 102 to Highway 60.
4. Curb and gutter FM 3012 (Old Lane City Road) from Hwy. 60 to City limits.
5. Widen FM 1301 to a three lane with a continuous turn lane from a point East of its intersection with the Alabama Road/Jr. College Blvd. to the Wharton Independent School District new school property at the farthest point.
6. Widening Richmond Road to five lanes from Joan Street to Jane Street and to realign Halford Road for a perpendicular intersection at Hwy. 59.
7. Improve the interchange at FM 102 and Hwy. 59 to interstate standards within the existing right-of-way.
8. East Loop around City from Hwy. 60 to FM 1301.
9. East Loop around City from Hwy. 60 to Highway 59 North.

City of Wharton Resolution No. 2009-60, Continued

City of Wharton
Resolution No. 2009-60
Page 2 of 2

- 10. Widen with curb and gutter East Milam (Hwy. 60) from Moutrey Street to City Limits.
- 11. Routing of Hwy. 60 through the Santa Fe Railroad right-of-way to FM 102 and on to Hwy. 59.

WHEREAS, the Wharton City Council wishes to authorize the Mayor of the City of Wharton to submit the City of Wharton Transportation Plan to the Texas Department of Transportation.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF WHARTON, TEXAS that:

- Section I. The Wharton City Council hereby establishes the afore-mentioned transportation priorities for the City of Wharton, Texas.
- Section II. The Wharton City Council hereby authorizes the Mayor of the City of Wharton to submit the City of Wharton Transportation Plan to the Texas Department of Transportation.
- Section III: That this resolution shall be come effective immediately upon its passage.

Passed, Approved, and Adopted this 24th day of August 2009.

CITY OF WHARTON, TEXAS

By: _____

DAVID W. SAMUELSON

Mayor

ATTEST:

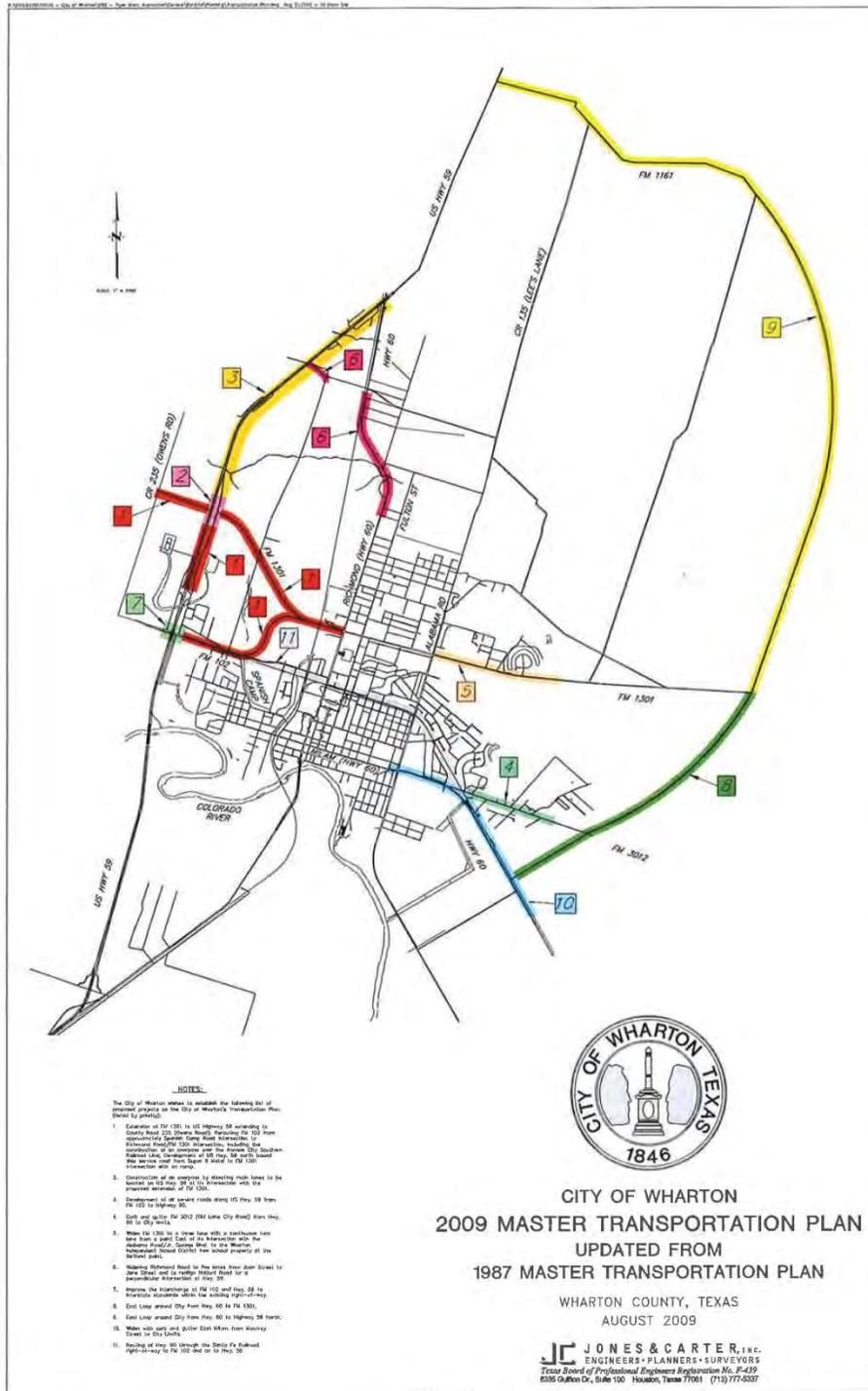


LISA OLMEDA
City Secretary





City of Wharton Resolution No. 2009-60, Continued



CITY OF WHARTON
 2009 MASTER TRANSPORTATION PLAN
 UPDATED FROM
 1987 MASTER TRANSPORTATION PLAN

WHARTON COUNTY, TEXAS
 AUGUST 2009

JC JONES & CARTER, P.C.
 ENGINEERS • PLANNERS • SURVEYORS
 Texas Board of Professional Engineers Registration No. E-439
 6335 Guffey Dr., Suite 100 Houston, Texas 77061 (713) 777-5537



Wharton Economic Development Corporation Resolution No. 2009-04

**WHARTON ECONOMIC DEVELOPMENT CORPORATION
RESOLUTION No. 2009-04
FOR THE I-69 CORRIDOR SEGMENT COMMITTEE**

**A RESOLUTION OF THE WHARTON ECONOMIC DEVELOPMENT CORPORATION
ESTABLISHING PLANS FOR TRANSPORTATION ALONG HWY 59 AND FUTURE I-69.**

WHEREAS, the Wharton Economic Development Corporation was established in 1998 to;

- Develop a positive climate for business and industrial growth and investment.
- Assist in creation of jobs
- Increase the tax base of the various taxing entities.
- Diversify the local economy to make it more impervious to state and national economic recession.
- Make plans and take necessary actions to insure that all necessary infrastructures are in place to allow for proper development.
- Take necessary actions to stop negative developments from occurring that would denigrate the quality of life in the City or impede future development.
- Act as a catalyst for solutions to problems that cross geo-political boundaries.

WHEREAS, the economic impact of Wharton is directly impacted by the transportation decisions created by changing Hwy 59 to I-69; and

WHEREAS, with everyone's understanding and not limiting the transportation suggestions or demands made for developing the future I-69, the Wharton Economic Development Corporation offers the following initial recommendations:

- Develop overpass with ingress and egress frontage roads along I-69 in the vicinity of CR 467 for purposes of accessing the Wharton Regional Airport and commercial development in that area.
- Adjusting the overpass with ingress and egress frontage roads along I-69 in the vicinity of CR 961 for purposes of accessing rail for the industrial and commercial development in the area.
- Develop overpass with ingress and egress frontage roads along I-69 at the Pierce Pumping Plant Road intersection for purposes of accessing the residential and commercial development in that area.
- Improve the overpass with ingress and egress to frontage roads along I-69 at FM 102.
- Develop overpass with ingress and egress frontage roads along I-69 at the proposed FM 1301 intersection for purposes of accessing the residential and commercial development in that area.
- Develop overpass with ingress and egress frontage roads along I-69 in the vicinity of CR 222 and CR 231 for purposes of accessing the business park development in that area.
- Adjusting the overpass with ingress and egress frontage roads along I-69 at the Hwy. 60 intersection for purposes of accessing the residential and commercial development in that area.



Wharton Economic Development Corporation Resolution No. 2009-04, Continued

Wharton Economic Development Corporation
Resolution No. 2009-04
Page 2 of 2

- Develop overpass with ingress and egress frontage roads along I-69 at the Ponderosa intersection for purposes of accessing the residential and commercial development in that area.
- Develop overpass with ingress and egress frontage roads along I-69 at the proposed FM 1161 intersection for purposes of accessing the residential and industrial development in the Hungerford area.
- Adjusting the overpass with ingress and egress frontage roads along I-69 in the vicinity of CR 216 and CR 214 for purposes of accessing rail for the industrial and commercial development in the area.
- Adjusting the overpass with ingress and egress frontage roads along I-69 in the vicinity of CR 221 and CR 212 for purposes of accessing rail for the industrial and commercial development in the area.

NOW, THEREFORE, BE IT RESOLVED BY THE WHARTON ECONOMIC DEVELOPMENT CORPORATION OF WHARTON, TEXAS THAT:

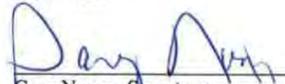
- THE WHARTON ECONOMIC DEVELOPMENT CORPORATION hereby endorses the afore-mentioned transportation initial recommendations for the City of Wharton and Wharton County.
- That this Resolution shall become effective immediately upon its passage.

Passed, Approved and Adopted this 21st day of September 2009.

WHARTON ECONOMIC DEVELOPMENT CORPORATION



H. Kent Hill, President

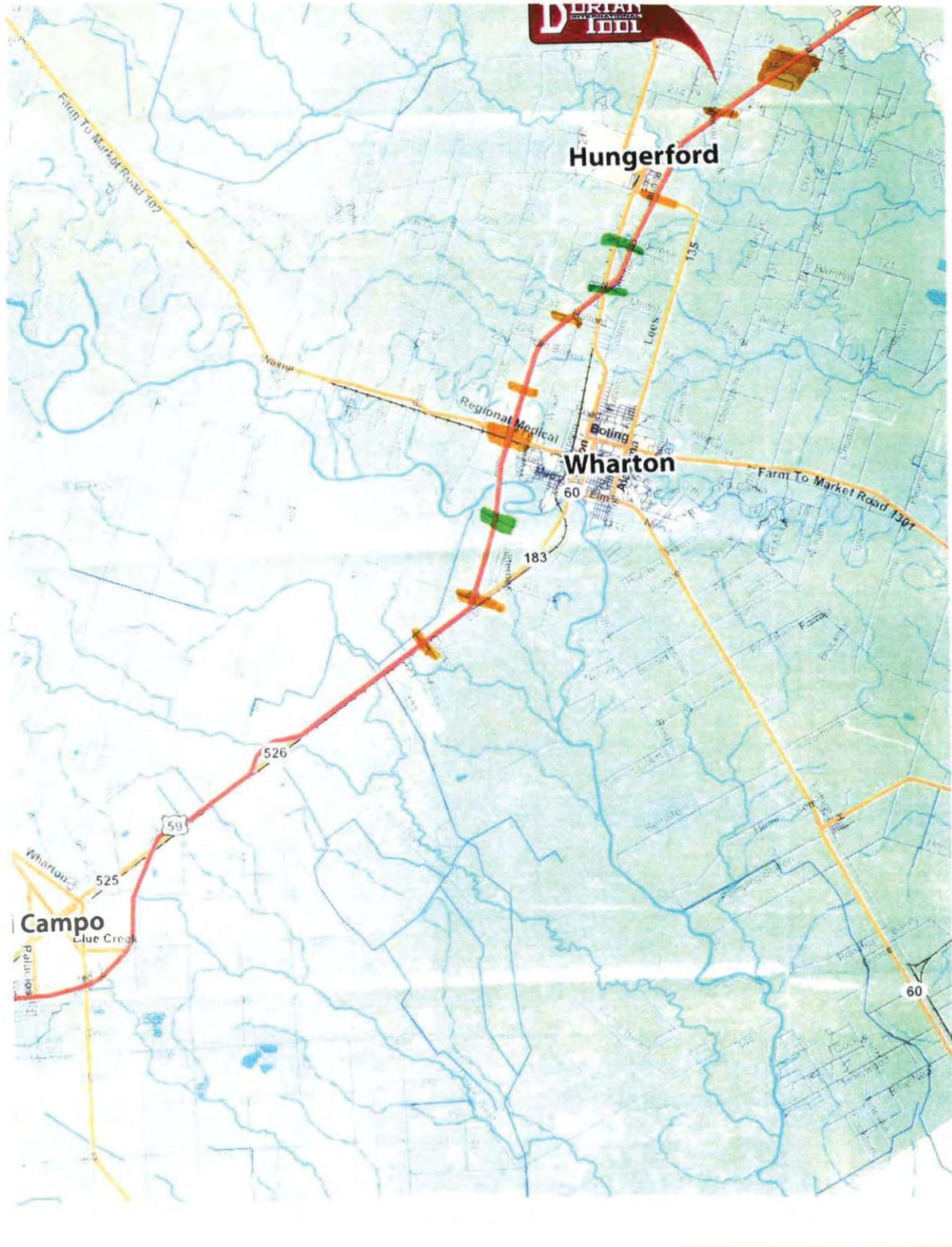


Gary Nunez, Secretary



Driven by Texans

Wharton Economic Development Corporation Resolution No. 2009-04, Continued





City of Nacogdoches Resolution 1062-11-09

1062-11-09

A RESOLUTION OF THE CITY OF NACOGDOCHES REQUESTING THE TEXAS DEPARTMENT OF TRANSPORTATION TO UPDATE PLANS TO CONSTRUCT I 69 UTILIZING THE US 59 FOOTPRINT

WHEREAS, traffic counts on US 59 in East Texas continue to increase; and

WHEREAS, both passenger vehicles and truck traffic are increasing congestion on US 59 around and through the City of Nacogdoches; and

WHEREAS, such congestion causes commuter delays, increased driver frustration, and reduced safety for the citizens of the City of Nacogdoches; and

WHEREAS, a decade ago it was recognized by the Cities of Nacogdoches and Lufkin and the Texas Department of Transportation a need for improvements to US 59 as well as the construction of I 69 to address growing congestion; and

WHEREAS, significant planning was done by the Texas Department of Transportation and the City of Nacogdoches; and

WHEREAS, efficient and effective transportation is vital to economic development efforts of the City of Nacogdoches and the State of Texas; and

WHEREAS, US 59 currently serves as an evacuation route from costal areas of Texas.

NOW THEREFORE BE IT RESOLVED the City of Nacogdoches requests the Texas Department of Transportation revisit planning documents and supplement them as needed to develop a transportation plan for improvements to US 59 and the construction of I 69 that will Reduce congestion in and around the City of Nacogdoches. Provide an efficient system for through traffic, both passenger and freight, which is currently passing through the City in route to other destinations. Where practical, as expressed by the Texas Department of Transportation and the Texas legislature, the I 69 route shall follow the existing US 59 footprint.

PASSED AND APPROVED this 17th day of November 2009.



Roger Van Horn
Roger Van Horn, Mayor

ATTEST:
Lila Fuller
Lila Fuller, City Secretary

Approved as to Content: *Jim Jeffers*
Jim Jeffers, City Manager



Driven by Texans

City of Livingston Resolution No. 503

RESOLUTION NO. 503

**A RESOLUTION OF THE CITY OF LIVINGSTON, TEXAS
SUPPORTING THE EXISTING U.S. 59 CORRIDOR TO BE
USED AS THE I-69 FOOTPRINT WITHIN THE CITY OF
LIVINGSTON, TEXAS**

WHEREAS, the City of Livingston recognizes the importance of transportation for a prosperous economy and the need for efficiency in routing transportation to promote growth within the City of Livingston and Polk County, and

WHEREAS, I-69 presents an opportunity for our community and countless others along the corridor because it will spur economic development by serving as a direct interregional and international trade route and by providing mobility for communities underserved by existing interstates, and

WHEREAS, discussion has occurred in recent I-69 Corridor Segment Committee 2 meetings concerning the need for a north/south bypass around Livingston on the east side to be designated as a relief route for the proposed I-69 interstate Corridor Program,

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF LIVINGSTON, TEXAS THAT the members of the City Council of the City of Livingston support the existing US 59 footprint for the I-69 corridor through Livingston but do not support a north/south bypass around Livingston on the east side as an I-69 relief route.

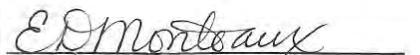
RESOLVED AND ADOPTED by the City Council of the City of Livingston, Texas on this the 10th day of August, 2010.

SIGNED:



CLARKE EVANS, Mayor

ATTEST:



ELLIE MONTEAUX, City Secretary



City of Livingston Resolution No. 503, Continued



City of Livingston, Texas

A Texas Main Street City Since 2005
200 West Church Street, Livingston, Texas 77351-3281
Telephone: (936) 327-4311 Fax: (936) 327-7608
www.cityoflivingston-tx.com

May 18, 2012

Texas Department of Transportation
1805 N. Timberland Drive
Lufkin, Texas 75901

Attention: Mr. Dennis R. Cooley, P.E., Lufkin District Engineer

Dear Mr. Cooley:

In reviewing the Draft Appendix A - Summary of Public Outreach Efforts, Citizen Comments and Resolutions for All Segment Committees dated April 19, 2012, we noted Comments 256 - 289 concerning the need for an east bypass around Livingston.

As a supplement to the City of Livingston's Resolution No. 503, adopted on August 10, 2010, we are providing this letter to include information on contacts made by members of the City Council, as well as City staff, with property owners and business owners concerning the issue of an east bypass around Livingston as part of the I-69 Corridor Segment 2 Committee process. An informal survey was made by City Councilmembers and our Main Street Coordinator of downtown business owners as well as businesses located on the existing US 59 west bypass to determine their thoughts on adding a new east bypass around Livingston as the footprint of I-69 through our community.

Based on the comments expressed by our local business community concerning an east loop around Livingston, the City Council adopted Resolution No. 503, which supports the I-69 project by advocating that the existing US 59 bypass corridor be used as the I-69 footprint within the City of Livingston instead of advocating construction of a new east loop around Livingston.

Clarke Evans, Mayor

Marilyn Sutton, City Manager

Ellie Monteaux, City Secretary

Council Members: E. Ray Hill, Judy Cochran, Raymond Luna, Billy S. Wiggins, Elgin Davis



Driven by Texans

City of Livingston Resolution No. 503, Continued

Mr. Dennis Cooley
May 18, 2011
Page 2

As the I-69 project moves forward, we wish to reaffirm our position that the existing US 59 highway corridor be used as the I-69 footprint since this highway design already meets interstate standards and will not require additional right-of-way acquisition. Additionally, we request that TXDOT consider moving forward with installation of signage on the US 59 bypass through Livingston designating this corridor as I-69.

We appreciate your consideration of this letter and we ask that you feel free to call on us if you have any questions or if you need further information at any time.

Sincerely,

CITY OF LIVINGSTON, TEXAS

Clarke Evans, Mayor and
Segment 2 Committee Member

Judy Cochran, Mayor Pro-tem

Ray Hill, Alderman

Ray Luna, Alderman

Bill Wiggins, Alderman

Elgin Davis, Alderman

cc: Marc Williams



Texarkana Metropolitan Planning Organization Resolution #3-2011

**TEXARKANA URBAN TRANSPORTATION STUDY
RESOLUTION # 3-2011**

A RESOLUTION BY THE POLICY BOARD OF THE TEXARKANA URBAN TRANSPORTATION STUDY SUPPORTING THE CONTINUED STUDY AND DEVELOPMENT OF AN I-69 RELIEF ROUTE FOR THE TEXARKANA METROPOLITAN STUDY AREA AND AUTHORIZING ITS SUBMISSION TO THE TEXAS DEPARTMENT OF TRANSPORTATION (TXDOT) AND THE I-69 SEGMENT CORRIDOR COMMITTEE ONE.

WHEREAS, the Texarkana Urban Transportation Study, as the Metropolitan Planning Organization (MPO) for the Texarkana region, is responsible for performing transportation planning activities within the Texarkana Study Area Boundary; and

WHEREAS, the Texas Department of Transportation (TxDOT) formed the I-69 Advisory Committee and five regional citizen advisory groups, Segment Corridor Committees One through Five, to assist them in planning projects along the I-69 corridor to suit local and regional needs and improve mobility throughout the corridor; and

WHEREAS, the I-69 Segment Corridor Committee One's jurisdiction includes Bowie County and a portion of the Texarkana MPO Study Area; and

WHEREAS, the TxDOT has asked the Texarkana MPO for a resolution supporting the I-69 Segment Corridor Committee One's work to identify a planning corridor to be used in developing Order of Magnitude Cost Summaries from IH 30 to the Lufkin/Angelina County Line; and

WHEREAS, the Texarkana MPO recognizes the importance of I-69 for improving mobility and the operational efficiency of our transportation system, for supporting our regions future economic growth, and for the creation of good jobs for our citizens; and

WHEREAS, the Texarkana MPO is supportive of the continued study and development of a relief route under the guidance of the Texas Department of Transportation and the direction of the I-69 Segment Corridor Committee One, as described below:

Beginning at the north end of the Sulphur River bridge and concurrent with existing US 59, then connecting to the TexAmerica's property (former Lone Star Army Ammunition site) and continuing to an interchange point with I-30.



Texarkana Metropolitan Planning Organization Resolution #3-2011, Continued

NOW, THEREFORE, BE IT RESOLVED by the Policy Board of the Texarkana MPO that:

SECTION 1: this resolution supporting the continued study and development of an I-69 relief route by the Texas Department of Transportation (TxDOT) and the I-69 Segment Corridor Committee One as described above is hereby adopted.

SECTION 2: the Study Director of the Texarkana MPO is hereby authorized to submit Resolution #3-2011 to TxDOT and the I-69 Segment Corridor Committee One.

SECTION 3: this Resolution shall become effective immediately upon adoption.

ADOPTED in Regular Session on the 17th day of November, 2010.

Horace Shipp, Chairman
Policy Board
Texarkana MPO

I hereby certify that this resolution was adopted by the Texarkana MPO in regular session on November 17, 2010.

Brad McCaleb, P.E., A.V.S.
Study Director
Texarkana MPO



Corpus Christi Metropolitan Planning Organization Resolution

CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION

**RESOLUTION OF THE
TRANSPORTATION POLICY COMMITTEE OF THE
CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION
TO REDESIGNATE A PORTION OF U.S. 77 AS INTERSTATE 69**

WHEREAS, on March 3, 2011, the Transportation Policy Committee of the Corpus Christi Metropolitan Planning Organization previously adopted a Resolution of Support for the upgrade of US 77 to interstate standards from Corpus Christi to the Brownsville area.; and,

WHEREAS, the United States Congress designated U.S. 77 in South Texas as a future part of the Interstate System in the National Highway System Designation Act of 1995 and specified that sections of the route can be added as parts of I-69 when they meet all Interstate design standards and connect to "an existing Interstate Highway segment"; and,

WHEREAS, the Texas Department of Transportation and the Federal Highway Administration are completing an assessment of existing design features and operational conditions for the portion of U.S. 77 from I-37 to SH 44 East (Industrial Boulevard) in Robstown to confirm compliance with current Interstate standards; and,

WHEREAS, upon confirmation that the aforementioned portion of U.S. 77 complies with Interstate standards, this portion of U.S. 77 will fully meet the Interstate Highway designation requirements of the National Highway System Designation Act of 1995 and will be eligible to be included as a portion of the Interstate Highway System.

NOW, THEREFORE, BE IT RESOLVED THAT THE TRANSPORTATION POLICY COMMITTEE OF THE CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION do hereby support the designation of U.S. 77 from I-37 to SH 44 East (Industrial Boulevard) in Robstown, Texas as part of the Interstate Highway System and a portion of I-69.

Adopted by vote of the Transportation Policy Committee of the Corpus Christi Metropolitan Planning Organization on April 7, 2011.

Crystal Lyons, Vice Chairperson
Transportation Policy Committee



City of Robstown Resolution 041111-A

RESOLUTION – 041111-A

CITY OF ROBSTOWN

RESOLUTION IN SUPPORT

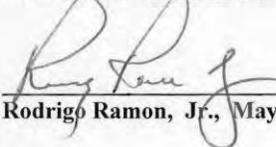
**OF THE CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION –
TRANSPORTATION POLICY COMMITTEE TO REDESIGNATE A
PORTION OF U.S. 77 AS INTERSTATE-69**

WHEREAS, the MAYOR AND CITY COUNCIL of the City of Robstown support the actions taken by the Corpus Christi Metropolitan Planning Organization (MPO) Transportation Committee on March 3, 2011 to redesignate a portion of U.S. 77 as Interstate -69 by adopting a Resolution of Support for the upgrade of U.S.77 to interstate standards from Corpus Christi to the Brownsville area; and

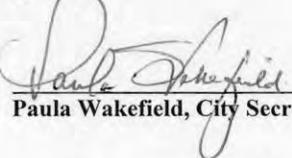
WHEREAS, the City of Robstown acknowledges Texas Department of Transportation and the Federal Highway Administration are completing an assessment of existing design features and operational conditions for the portion of U.S. 77 from I-37 to SH 44 East (Industrial Blvd.) in Robstown to confirm compliance with current Interstate standards; and

NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF ROBSTOWN do hereby support the designation of U.S. 77 from I-37 to SH 44 East (Industrial Blvd.) in Robstown, Texas as part of the Interstate Highway System and a portion of I-69.

PASSED, APPROVED, AND ADOPTED this 11TH Day of April, 2011.


Rodrigo Ramon, Jr., Mayor

ATTEST:


Paula Wakefield, City Secretary



Nueces County Resolution

County of Nueces

IF=

MIKE PUSLEY
Commissioner
Precinct 1



OSCAR ORTIZ
Commissioner
Precinct 3

JOE A. GONZALEZ
Commissioner
Precinct 2

JOE MCCOMB
Commissioner
Precinct 4

SAMUEL L. NEAL, JR.
County Judge
Nueces County Courthouse, Room 303
901 Leopard Street
Corpus Christi, Texas 78401-3697

COMMISSIONERS COURT RESOLUTION
DESIGNATION OF A PORTION OF US 77 AS I-69

WHEREAS, on March 3, 2011, the Transportation Policy Committee of the Corpus Christ Metropolitan Planning Organization previously adopted a Resolution of Support for the upgrade of US 77 to interstate standards from Corpus Christi to the Brownsville area; and,

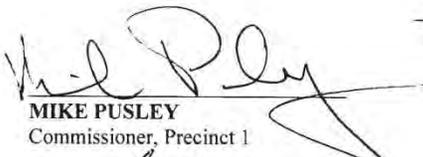
WHEREAS, the United States Congress designated U.S. 77 in South Texas as a future part of the Interstate System in the National Highway System Designation Act of 1995 and specified that sections of the route can be added as parts of I-69 when they meet all Interstate design standards and connect to "an existing Interstate Highway segment"; and,

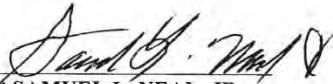
WHEREAS, the Texas Department of Transportation and the Federal Highway Administration are completing an assessment of existing design features and operational conditions for the portion of U.S. 77 from I-37 to SH 44 East (Industrial Boulevard) in Robstown to confirm compliance with current Interstate standards; and

WHEREAS, upon confirmation that the aforementioned portion of U.S. 77 complies with Interstate standards, this portion of U.S. 77 will fully meet the Interstate Highway designation requirements of the National Highway System Designation Act of 1995 and will be eligible to be included as a portion of the Interstate Highway System;

NOW, THEREFORE, BE IT RESOLVED BY THE NUECES COUNTY COMMISSIONERS COURT, that the Court hereby supports the designation of U.S. 77 from I-37 to SH 44 East (Industrial Boulevard) in Robstown, Texas, as part of the Interstate Highway System and a portion of I-69.

DULY ADOPTED BY VOTE OF THE COMMISSIONERS COURT OF NUECES COUNTY, TEXAS, ON THE 4th DAY OF MAY, 2011.

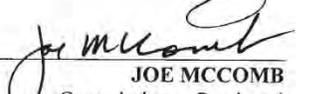

MIKE PUSLEY
Commissioner, Precinct 1

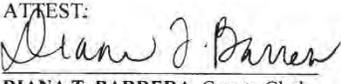

SAMUEL L. NEAL, JR.
Nueces County Judge


OSCAR ORTIZ
Commissioner, Precinct 3


JOE A. GONZALEZ
Commissioner, Precinct 2




JOE MCCOMB
Commissioner, Precinct 4

ATTEST:

DIANA T. BARRERA, County Clerk



City of Rosenberg Resolution No. R-1377

RESOLUTION NO. R-1377

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ROSENBERG, TEXAS, SUPPORTING THE DESIGNATION OF ELIGIBLE SEGMENTS OF U.S. HIGHWAY 59 THROUGH THE GREATER HOUSTON REGION AS INTERSTATE 69.

* * * * *

WHEREAS, the United States Congress designated U.S. 59 through the Greater Houston Region as a future part of the Interstate System in the National Highway System Designation Act of 1995, and specified that sections of the route can be added as parts of the Interstate Highway System when they meet all Interstate design standards and connect to "an existing Interstate Highway segment"; and,

WHEREAS, the Texas Department of Transportation (TxDOT) and the Federal Highway Administration (FHWA) are completing an assessment of existing design features and operational conditions for the portion of U.S. 59 from the Liberty/Montgomery County Line through Houston and Harris County, to just west of SH 36 (1st Street) in Rosenberg (Fort Bend County) to confirm compliance with current Interstate standards; and,

WHEREAS, upon confirmation that segments of the aforementioned portion of U.S. 59 complies with Interstate standards, this portion of U.S. 59 will fully meet the Interstate Highway designation requirements of the National Highway System Designation Act of 1995 and will be eligible to be included as a portion of the Interstate Highway System; and,

WHEREAS, the City of Rosenberg asks that the Texas Department of Transportation recognize that the designation of this section as an Interstate Highway will cause new maximum axle weight rules for Ready Mix Concrete Trucks to be effective on what is now U S 59; and because of this, in order to allow these trucks an opportunity to make the changes necessary to operate on an Interstate Highway, the City requests delayed enforcement of the weight rules on this section for eighteen months from date of Interstate 69 designation, and,

WHEREAS, the City Council of the City of Rosenberg has previously expressed support for the improvement of U.S. Highway 59 and Spur 10 to address the increase in truck traffic on those corridors.

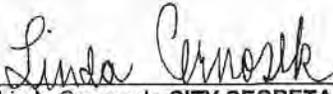
NOW, THEREFORE, BE IT RESOLVED THAT THE CITY OF ROSENBERG does hereby support the designation of those eligible segments of U.S. 59 from the Liberty/Montgomery County Line through Houston and Harris County, to just west of SH 36 (1st Street) in Rosenberg (Fort Bend County), Texas as part of the Interstate Highway System and further designated as Interstate 69 (I-69).



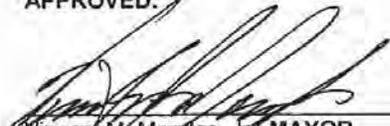
City of Rosenberg Resolution No. R-1377, Continued

PASSED, APPROVED, AND RESOLVED this 20th day of December 2011.

ATTEST:


Linda Cernosek, CITY SECRETARY

APPROVED:


Vincent M. Morales, Jr., MAYOR





Driven by Texans

City of El Campo Resolution No. R2012-03

RESOLUTION NO. R2012-03

**A resolution of the City of El Campo Supporting the City of El Campo
I-69 Transportation Projects**

WHEREAS, the United States Congress designated U.S. 59 through the Greater Houston Region as a future part of the Interstate System in the National Highway System Designation Act of 1995, and specified that sections of the route can be added as parts of the Interstate Highway System when they meet all Interstate design standards and connect to “an existing Interstate Highway segment”; and

WHEREAS, the El Campo City Council felt it is in the best interest of the citizens of the City of El Campo, Wharton County and other commuters to bring U.S. 59 into compliance with Interstate standards through the completion of the following projects:

- Provide new or upgraded access roads and ramps between:
 - FM 1163 and SH 71
 - SH 71 and FM 1162
 - FM 1162 and US 59 overpass of KCS Railroad
 - CR 355 to US 59 overpass of SH 525 (with u-turn at underpass); and
- Reconstruct grade separation of US 59 at FM 1162 ; and
- Extend FM 2765 (north loop relief route) to FM960 which connects to US 59 on the East side of El Campo; and
- Assist TXDOT and Wharton County in making safety improvements along US 59 between El Campo and Hillje.

WHEREAS, the City of El Campo recognizes that effective transportation systems are essential to economic development; and

WHEREAS, the recommended El Campo Transportation projects will improve traffic safety and traffic flow; and

WHEREAS, the City of El Campo, Texas, wishes to move forward with the four (4) aforementioned projects with the assistance from the Texas Department of Transportation and the I69 Advisory Committees; and

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of El Campo supports the completion of their four (4) identified I-69 Transportation projects along the US 59 corridor.

Passed, Approved, and Adopted by the City Council of the City of El Campo, Texas this 23rd day of January 2012.



City of El Campo Resolution No. R2012-03, Continued



CITY OF EL CAMPO, TEXAS


Richard Young, Mayor

ATTEST: 
Cindy Cerny, City Secretary



Driven by Texans

Wharton County Resolution #12-03

**RESOLUTION #12-03
A resolution of Wharton County Supporting the City of El Campo
I-69 Transportation Projects**

WHEREAS, the United States Congress designated U.S. 59 through the Greater Houston Region as a future part of the Interstate System in the National Highway System Designation Act of 1995, and specified that sections of the route can be added as parts of the Interstate Highway System when they meet all Interstate design standards and connect to "an existing Interstate Highway segment"; and

WHEREAS, the El Campo City Council felt it is in the best interest of the citizens of the City of El Campo, Wharton County and other commuters to bring U.S. 59 into compliance with Interstate standards through the completion of the following projects:

- Provide new or upgraded access roads and ramps between:
 - FM 1163 and SH 71
 - SH 71 and FM 1162
 - FM 1162 and US 59 overpass of KCS Railroad
 - CR 355 to US 59 overpass of SH 525 (with u-turn at underpass); and
- Reconstruct grade separation of US 59 at FM 1162 ; and
- Extend FM 2765 (north loop relief route) to US 59 on the west side of El Campo; and
- Assist TXDOT and Wharton County in making safety improvements along US 59 between El Campo and Hillje.

WHEREAS, On January 23, 2012, the City of El Campo approved the City of El Campo Resolution No. 2012-03 recommending that the aforementioned transportation projects be included among the I-69 Segment 3 Final Report of needed Interstate upgrades; and

WHEREAS, Wharton County recognizes that effective transportation systems are essential to economic development; and

WHEREAS, the recommended El Campo Transportation projects will improve traffic safety and traffic flow; and

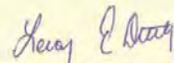
WHEREAS, Wharton County wishes the City of El Campo, Texas, to move forward with the four (4) aforementioned projects with the assistance from the Texas Department of Transportation and the I69 Advisory Committees; and

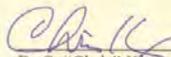
WHEREAS, Wharton County wishes to support the City of El Campo, Texas, in carrying out their four (4) identified transportation projects.

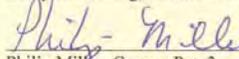
NOW, THEREFORE, BE IT RESOLVED, that the Wharton County Commissioners Court supports El Campo in the completion of their four (4) identified I-69 Transportation projects along the US 59 corridor.

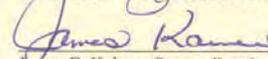
Passed, Approved, and Adopted this 23rd day of January 2012.

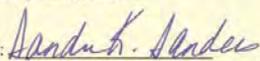

Phillip S. Spenrath
County Judge


Leroy E. Dettling, Comm. Pet. 1


D. C. "Chris" King, Comm. Pet. 2


Philip Miller, Comm. Pet. 3


James E. Kainer, Comm. Pet. 4

ATTEST: 
Sandra K. Sanders, County Clerk





City Development Corporation of El Campo Resolution No. R2012-01

**RESOLUTION NO. R2012-01
A resolution of the City Development Corporation of El Campo
Supporting the City of El Campo
I-69 Transportation Projects**

WHEREAS, the United States Congress designated U.S. 59 through the Greater Houston Region as a future part of the Interstate System in the National Highway System Designation Act of 1995, and specified that sections of the route can be added as parts of the Interstate Highway System when they meet all Interstate design standards and connect to “an existing Interstate Highway segment”; and

WHEREAS, the City Development Corporation of El Campo felt it is in the best interest of the citizens of the City of El Campo, Wharton County and other commuters to bring U.S. 59 into compliance with Interstate standards through the completion of the following projects:

- Provide new or upgraded access roads and ramps between:
 - FM 1163 and SH 71
 - SH 71 and FM 1162
 - FM 1162 and US 59 overpass of KCS Railroad
 - CR 355 to US 59 overpass of SH 525 (with u-turn at underpass); and
- Reconstruct grade separation of US 59 at FM 1162 ; and
- Extend FM 2765 (north loop relief route) to US 59 on the east side of El Campo; and
- Assist TXDOT and Wharton County in making safety improvements along US 59 between El Campo and Hillje.

WHEREAS, the City Development Corporation of El Campo recognizes that effective transportation systems are essential to economic development; and

WHEREAS, the recommended El Campo Transportation projects will improve traffic safety and traffic flow; and

WHEREAS, the City Development Corporation of El Campo wishes to move forward with the four (4) aforementioned projects with the assistance from the Texas Department of Transportation and the I69 Advisory Committees; and

NOW, THEREFORE, BE IT RESOLVED, the City Development Corporation of El Campo supports the completion of their four (4) identified I-69 Transportation projects along the US 59 corridor.

Passed, Approved, and Adopted the City Development Corporation of El Campo, this 23rd day of January 2012.



Driven by Texans

City of Wharton Resolution No. 2012-08

**CITY OF WHARTON
RESOLUTION NO. 2012-08**

A RESOLUTION OF THE WHARTON CITY COUNCIL AUTHORIZING THE MAYOR OF THE CITY OF WHARTON TO SUBMIT A LETTER OF SUPPORT TO THE TEXAS TRANSPORTATION COMMISSION SUPPORTING THE RE-DESIGNATION OF US HWY. 59 TO INTERSTATE (IH) 69.

WHEREAS, US 59 provides access and mobility for several in the Houston-Galveston Region that includes Wharton County; and

WHEREAS, at the urging of many communities along the US 59 corridor in Texas, the Texas Department of Transportation is exploring Federal Designation of those portions of US 59 meeting interstate highway design criteria as Interstate Highway 69; and

WHEREAS, The Texas Department of Transportation Segment 3 Committee will present its proposed interstate improvement projects to the Texas Transportation Commission; and

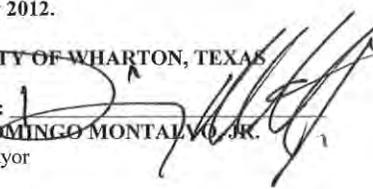
WHEREAS, existing segments of US 59, including Segment 3 in Wharton County will be built to Interstate Standards.

NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF WHARTON, TEXAS THAT, the City Council of the City of Wharton supports the re-designation of US 59 be designated as Interstate Highway 69.

Section 1: The Wharton City Council hereby authorizes the Mayor of the City of Wharton to submit the City of Wharton proposed Segment 3 – IH 69 Transportation Layout Plan to the Texas Transportation Commission.

Passed, Approved and Adopted this 13th day of February 2012.

CITY OF WHARTON, TEXAS

By: 
DOMINGO MONTALVO, JR.
Mayor

ATTEST:


PAULA FAVORS
City Secretary



City of Wharton Resolution No. 2012-09

**CITY OF WHARTON
RESOLUTION NO. 2012-09**

A RESOLUTION OF THE WHARTON CITY OCUNCIL AUTHORIZING THE MAYOR FO THE CITY OFWHARTON TO SUBMIT THE CITY OF WHARTON'S PROPOSED SEGMENT 3 - IH 69 TRANSPORTATION LAYOUT PLAN TO THE TEXAS TRANSPORTATION COMMISSION.

WHEREAS, The Texas Transportation Commission has approved funding for certain projects throughout Texas for the IH 69 (US 59) Corridor; and

WHEREAS, The City of Wharton is located in Segment 3 of the IH 69 layout plan; and

WHEREAS, The Texas Department of Transportation Segment 3 Committee will present its proposed interstate improvement projects to the Texas Transportation Commission; and

WHEREAS, The Wharton City Council wishes to submit proposed projects consideration by the Segment 3 Committee; and

WHEREAS, The proposed improvement locations are along US 59 between FM 1161 on the North side of the City to Pierce; and

WHEREAS, The Wharton City Council wishes to authorize the Mayor of the City of Wharton to submit the proposed improvement layout plan to the Texas Department of Transportation Segment 3 Committee.

NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF WHARTON, TEXAS THAT:

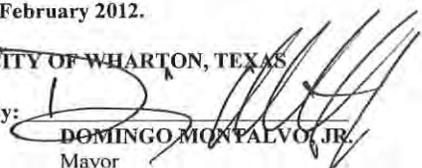
Section I: The Wharton City Council hereby authorizes the Mayor of the City of Wharton to submit the City of Wharton proposed Segment 3 - IH 69 Transportation Layout Plan to the Texas Transportation Commission.

Section II: This resolution will become effective immediately upon its passage.

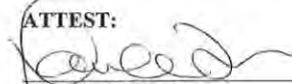
Passed, Approved and Adopted this 13th day of February 2012.

CITY OF WHARTON, TEXAS

By:


DOMINGO MONTALVO, JR.
Mayor

ATTEST:


PAULA FAVORS
City Secretary

City of Wharton Resolution No. 2012-09, Continued



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City of Wharton Resolution No. 2012 09, Continued



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City of Wharton Resolution No. 2012-09, Continued



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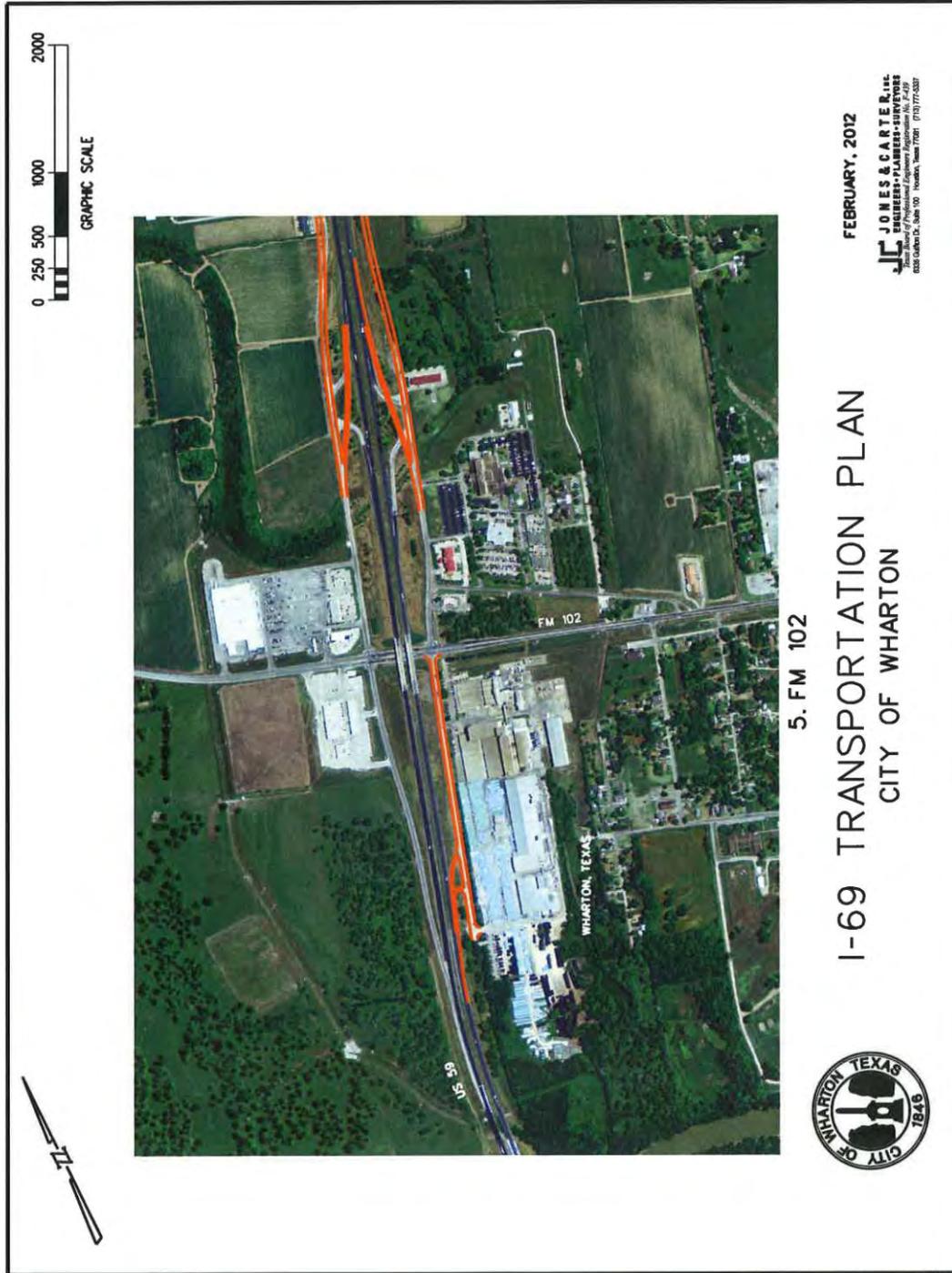


City of Wharton Resolution No. 2012-09, Continued



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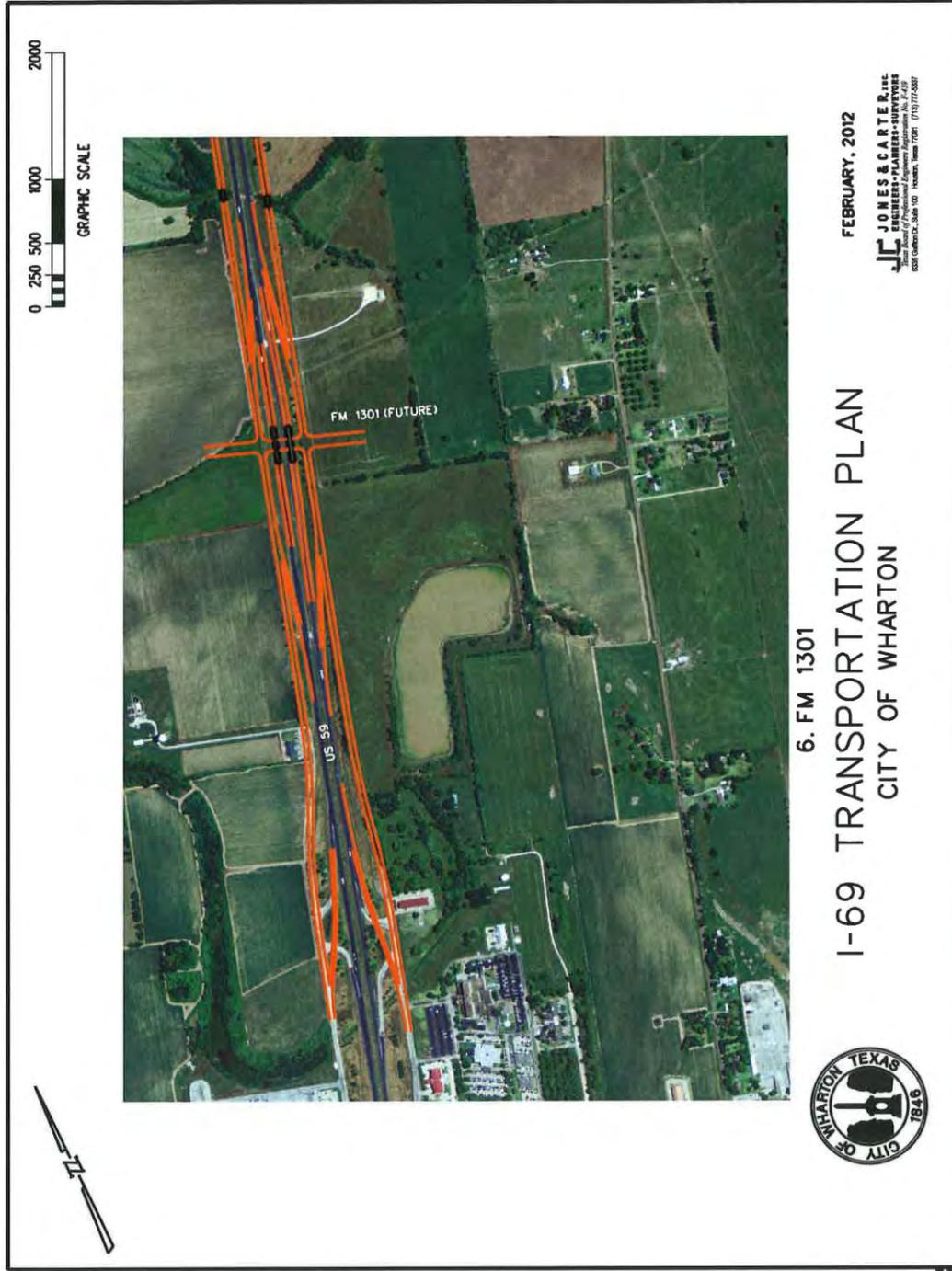
City of Wharton Resolution No. 2012-09, Continued



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City of Wharton Resolution No. 2012-09, Continued



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City of Wharton Resolution No. 2012-09, Continued



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City of Wharton Resolution No. 2012-09, Continued



...\\Exhibits\ExhibitHWY60.dgn 2/22/2012 3:29:46 PM

City of Wharton Resolution No. 2012-09, Continued



...\\Exhibits\ExhibitPONDEROSA.dgn 2/22/2012 3:33:07 PM



City of Wharton Resolution No. 2012-09, Continued



...I\Exhibits\ExhibitFM1161.dgn 2/22/2012 3:26:35 PM

City of Wharton Resolution No. 2012-09, Continued



...\\Exhibits\ExhibitBUS59N.dgn 2/22/2012 3:24:10 PM



Central Ford Bend Chamber Alliance Resolution



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 Joe Freudenberger
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 Com. Richard Morrison, FBC Pct. 1
 Dick Phillips, UH System-Sugar Land
 Dr. Thomas Randle, LCISD
 Mayor Tommy Kuykendall, Fulshear
 Mike O'Connell, Fort Bend County

MUNICIPAL STAKEHOLDERS
 City of Rosenberg
 City of Richmond
 City of Fulshear
CHAIRMAN'S CABINET
 Aliana Development Company
 Caldwell Companies
 Cross Creek Ranch
 Del Webb
 Greater Fort Bend EDC
 Group 1 Automotive
 Houston Landscapes Unlimited
 Memorial Hermann Sugar Land Hospital
 Methodist Sugar Land Hospital
 MHC DataComm
 OakBend Medical Center
 S & B Infrastructure
 SouthWest Water Company
 Sugar Land Marriott
 Van De Wiele & Vogler Engineering

PRESIDENT'S CABINET
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 CenterPoint Properties
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 The Fort Bend Herald
 Gurecky Manufacturing Service, Inc.
 The Hunton Group
 JE Dunn Construction
 Lamar CISD
 Legacy Ford
 McCall Gibson Swedlund Barfoot PLLC
 Newland Communities
 NewQuest Properties
 Null-Lairson, P.C.
 Prosperity Bank
 Republic Services, Inc.
 Severn Trent Environmental Svcs. Group
 Silver Eagle Distributors, Inc.
 St. Luke's Sugar Land Hospital
 Wal-Mart Store #546
 Wal-Mart Store #3827

**Resolution of the CENTRAL FORT BEND CHAMBER ALLIANCE
 Supporting the Designation of Eligible Segments of US 59
 Through the Greater Houston Region as Interstate 69**

WHEREAS, the United States Congress designated US 59 through the Greater Houston Region as a future part of the Interstate System in the National Highway System Designation Act of 1995, and specified that sections of the route can be added as parts of the Interstate Highway System when they meet all Interstate design standards and connect to "an existing Interstate Highway segment"; and,

WHEREAS, the Texas Department of Transportation (TxDOT) and the Federal Highway Administration (FHWA) are completing an assessment of existing design features and operational conditions for the portion of US 59 from the Liberty/Montgomery County Line through Houston and Harris County, to just west of SH 36 (1st Street) in Rosenberg (Fort Bend County) to confirm compliance with current Interstate standards; and,

WHEREAS, upon confirmation that segments of the aforementioned portion of US 59 complies with Interstate standards, this portion of US 59 will fully meet the Interstate Highway designation requirements of the National Highway System Designation Act of 1995 and will be eligible to be included as a portion of the Interstate Highway System; and,

WHEREAS, the Central Fort Bend Chamber Alliance asks that the Texas Department of Transportation recognize that the designation of this section as an Interstate Highway will cause new maximum axle weight rules for Ready Mix Concrete Trucks to be effective on what is now US 59; and because of this, in order to allow these trucks an opportunity to make the changes necessary to operate on an Interstate Highway, the Corporation requests delayed enforcement of the weight rules on this section for eighteen months from date of Interstate 69 designation, and,

NOW, THEREFORE, BE IT RESOLVED THAT THE CENTRAL FORT BEND CHAMBER ALLIANCE does hereby support the designation of those eligible segments of US 59 from the Liberty/Montgomery County Line through Houston and Harris County, to just west of SH 36 (1st Street) in Rosenberg (Fort Bend County), Texas as part of the Interstate Highway System and further designated as Interstate 69 (I-69).

Approved this 16 day of Feb., 2012, by the Board of Directors of the Central Fort Bend Chamber Alliance.

Shanta Kuhl
 President

Thomas Crayton
 Chairman of the Board

2-21-2012
 Date



Driven by Texans

Houston-Galveston Area Council Resolution 2012-04



Resolution

2012-04

SUPPORTING CO-DESIGNATION OF THE US 59/I-69 CORRIDOR IN THE HOUSTON-GALVESTON REGION.

WHEREAS, the Transportation Policy Council has proactively supported the improvement of US 59 to interstate design standards throughout the Houston Galveston region for over 30 years; and

WHEREAS, the United States Congress identified U.S. 59 through the Greater Houston-Galveston region as a future part of the Interstate System in the National Highway System Designation Act of 1995 and specified that sections of the route may be added as parts of the Interstate Highway System when they meet all Interstate Highway design and designation criteria; and

WHEREAS, the Texas Department of Transportation (TxDOT) and the Federal Highway Administration (FHWA) are completing an assessment of existing design features and operational conditions for the portion of U.S. 59 from the Liberty/Montgomery County Line through Houston and Harris County, to just west of SH 36 (1st Street) in Rosenberg (Fort Bend County) to confirm compliance with current Interstate standards; and

WHEREAS, upon confirmation that the aforementioned segment of U.S. 59 complies with Interstate standards, this portion of U.S. 59 will be eligible to be included in of the Interstate Highway System; and

WHEREAS, the second and tenth most congested roadway sections in the State of Texas are located on US 59 inside Loop 610; and

WHEREAS, providing for the safe and efficient movement of goods throughout the Houston-Galveston region supports the economic sustainability of our region, the state and the nation; and

WHEREAS, TPC is working closely with TxDOT to address issues currently impacting the safe and efficient movement of goods through the Houston-Galveston region that may also impact the fully developed I-69 corridor.

NOW, THEREFORE, BE IT RESOLVED BY THE TRANSPORTATION POLICY COUNCIL FOR THE HOUSTON – GALVESTON TRANSPORTATION MANAGEMENT AREA THAT THE COUNCIL SUPPORTS THE CO-DESIGNATION AS US 59/INTERSTATE 69 THOSE ELIGIBLE SEGMENTS OF US 59 WITHIN THE HOUSTON-GALVESTON REGION. THE COUNCIL ALSO SUPPORTS:



Houston-Galveston Area Council Resolution 2012-04, Continued

1. IMPROVEMENT OF US 59 AND OTHER CANDIDATE I-69 ROUTES TO INTERSTATE STANDARDS THROUGH THE STATE OF TEXAS CONSISTENT WITH RECOMMENDATIONS DEVELOPED BY THE I-69 CORRIDOR AND SEGMENT ADVISORY COMMITTEES;
2. TEXAS DEPARTMENT OF TRANSPORTATION TECHNICAL AND FINANCIAL PARTICIPATION IN:
 - a. THE EVALUATION OF ACCESS TO/FROM US 59/I-69 AND THE PORTS ALONG THE SOUTHERN AND EASTERN AREAS OF THE HOUSTON-GALVESTON TRANSPORTATION MANAGEMENT AREA, INCLUDING THE NEED FOR DEVELOPMENT OF AN I-69 RELIEF ROUTE;
 - b. THE EVALUATION OF FREIGHT AND PASSENGER RAIL IMPROVEMENTS THAT MAY MITIGATE CONGESTION FROM TRUCK TRAFFIC ON US 59/I-69; AND
3. A STRONG, COOPERATIVE PARTNERSHIP BETWEEN THE TEXAS DEPARTMENT OF TRANSPORTATION, THE TRANSPORTATION POLICY COUNCIL AND LOCAL GOVERNMENTS IN THE HOUSTON-GALVESTON TRANSPORTATION MANAGEMENT AREA NEEDED TO ADDRESS THE EXISTING CONGESTION BOTTLENECKS ON US 59.

BE IT FURTHER RESOLVED THAT A FINAL AND ADOPTED COPY OF THIS RESOLUTION BE TRANSMITTED TO THE TEXAS TRANSPORTATION COMMISSION.

PASSED AND ADOPTED this 24th day of February 2012 at a regularly called meeting of the Transportation Policy Council.

APPROVED:

Ed Emmett, Chairman
Transportation Policy Council

ATTEST:

Tom Reid, Secretary
Transportation Policy Council



Driven by Texans

Houston-Galveston Area Council Resolution 2012-04, Continued

CRAIG McNAIR
COUNTY JUDGE



1923 SAM HOUSTON
LIBERTY, TEXAS 77575

THE COUNTY OF LIBERTY
Est. 1836

November 21, 2011

Mr. Alan Clark
Houston-Galveston Area Council
P.O. Box 22777
Houston, TX 77227-2777

Re: Redesignation of US 59 to Interstate (IH) 69

Dear Mr. Clark:

Liberty County is aware of the benefits that US 59 provides to the mobility of people and goods in our region on a daily basis. We are also aware that commuting and freight traffic in our region are projected to substantially increase in the next 20 years.

The redesignation of US 59 to IH 69 will help the region cope with the expected traffic increases as an interstate designation will enable the Texas Department of Transportation to use certain categories of federal funds to operate and maintain the facility that are currently ineligible activities because US 59 is currently not an interstate.

Liberty County supports the redesignation of US 59 to IH 69 because of its benefits to economic development to communities along the route, the safety improvements that will be implemented as part of the construction of the project, and the improvements to emergency evacuation.

Sincerely,

Craig McNair
County Judge



936/336-4665

craig.mcnair@co.liberty.tx.us

FAX: 936/336-4518



Houston-Galveston Area Council Resolution 2012-04, Continued

DEC 08 2011



COUNTY JUDGE
Fort Bend County, Texas

Robert E. Hebert
County Judge

(281) 341-8608
Fax (281) 341-8609

December 6, 2011

Mr. Alan Clark
Houston-Galveston Area Council
P.O. Box 22777
Houston, TX 77227-2777

Re: Re-designation of US 59 to Interstate (IH) 69

Dear Mr. Clark:

Fort Bend County is aware of the benefits that US 59 provides to the mobility of people and goods in our region on a daily basis. We are also aware that commuting and freight traffic in our region are projected to substantially increase in the next 20 years.

The re-designation of US 59 to IH 69 will help the region cope with the expected traffic increases as a interstate designation will enable the Texas Department of Transportation to use certain categories of federal funds to operate and maintain the facility that are currently ineligible activities because US 59 is currently not an interstate.

Fort Bend County supports the re-designation of US 59 to IH 69 because of its benefits to economic development to communities along the route, the safety improvements that will be implemented as part of the construction of the project, and the improvements to emergency evacuation.

Sincerely,

Robert E. Hebert



Driven by Texans

Resolutions Adopted by Local Communities in Support of I-69 Development

Houston-Galveston Area Council Resolution 2012-04, Continued



Executive Committee

Gary Gardner, Chair
Angela Allen, Chair Elect
Liz Segrest, Secretary
Gary Southard, Treasurer
Jody Binnion, Past-Chair

Board Members

Scott Brady
Rob Burgess
Barbara Egan
Mike Harris
Rowdy Hayden
Gary Hayes
Susanne Kite
Teri Kropik

Megan Marietta
Juanita Popowitz
Leonard Rogers

Distinguished Investors

EMC Improvement District (EMCID)
Yellow Rose Reception Hall
Hallett Materials
Hearst Media Services
Walmart - Supercenter
Backyard Paradise Pools
Commissioner Ed Rinehart
Kingwood Medical Center
Memorial Hermann Northeast
The Signorelli Company
Alamo Hydraulics of Houston, Inc.
Conroe/Nacogdoches Coca Cola Sales Center
Entergy Texas Inc
Friendswood Development Co.
Rosewood Funeral Home
Allied Power Mart Inc.
Amegy Bank of Texas
American Fixtures Cabinet Co., Inc.
ATC Home Health, LLC
Buster Brown Propane
CenturyLink
Costello, Inc.
EGA Printing
Flagship Car Wash & Lube Center
Fred Haas Toyota World
FWM Tubular & Equipment Corporation
Harley Davidson - Kingwood
Hydra Tan
Joiner Partnership, Inc.
Joslin Texas
Kwik Kar Lube & Tune
Living Earth
LIA Engineering, Inc
Lone Star College-Kingwood
MARKS RICHARDSON PC, Attorneys at Law
Miller Homes and Land
My Fit Foods - Kingwood
Observer Newspapers
Pace Stencil Funeral Home
Plains State Bank
Republic Waste
RICOH Americas Corporation
Riverside Waste Service
Spirit Exposition Service, LLC
Starplex Cinemas
State Farm Agent Tim O'Neill
Sterling Bank
Thomas Tractor Works
Wells Fargo Bank of Texas

DEC 27 2011

December 20, 2011

Mr. Alan Clark
Houston-Galveston Area Council
P O Box 22777
Houston, Texas 77227-2777

Dear Mr. Clark:

The Community Chamber of Commerce of East Montgomery County is aware of the benefits that US 59 provides to the mobility of people and goods in our region on a daily basis. We are also aware that commuting and freight traffic in our region are projected to substantially increase in the next twenty years.

The redesignation of US 59 to IH 69 will help the region cope with the expected traffic increases as a interstate designation will enable the Texas Department of Transportation to use certain categories of federal funds to operate and maintain the facility that are currently ineligible activities because US 59 is currently not an interstate.

The Community Chamber of Commerce of East Montgomery County supports the redesignation of US 59 to IH 69 because of its benefits to economic development to communities along the route, the safety improvements that will be implemented as part of the construction of the project, and the improvements to emergency evacuation.

Sincerely,

Gary Gardner
Chairman of the Board of Directors



Houston-Galveston Area Council Resolution 2012-04, Continued

**COMMUNITY CHAMBER OF COMMERCE OF EAST MONTGOMERY COUNTY
RESOLUTION SUPPORTING THE REDESIGNATION OF US 59 TO IH 69**

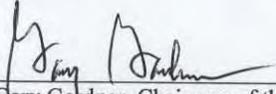
WHEREAS, US 59 provides access and mobility in the Houston-Galveston region from Cleveland in Liberty County to Kendleton in Fort Bend County; and

WHEREAS, at the urging of many communities along the US 59 corridor in Texas, the Texas Department of Transportation is exploring Federal designation of those portions of US 59 meeting interstate highway design criteria as Interstate Highway 69; and

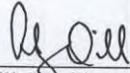
WHEREAS, existing segments of US 59 within the eight-county metropolitan region, totaling 84 centerline miles from the Montgomery County/Liberty County line to the San Bernard River in Fort Bend County, currently or soon will be constructed to Interstate standards; and

NOW, THEREFORE, BE IT RESOLVED that the Community Chamber of Commerce of East Montgomery County supports the redesignation of US 59 (where currently built to or under construction and designed to Interstate standards) to Interstate Highway 69.

ADOPTED this 20th day of December, 2011 by the Board of Directors of the Community Chamber of Commerce of East Montgomery County as evidenced by the signatures of its Chairman and President.



Gary Gardner, Chairman of the Board



Andy Dill, President



Driven by Texans

Houston-Galveston Area Council Resolution 2012-04, Continued



City of
Corpus
Christi

CITY COUNCIL

Nelda Martinez
COUNCIL MEMBER
AT LARGE

nelda@neldamartinez.com

1201 Leopard

Corpus Christi

Texas 78401

Phone 361-826-3105

Fax 361-883-1403

www.cctexas.com

January 25, 2012

Mr. Alan Clark
Director, Metropolitan Planning Organization
Houston-Galveston Area Council
P.O. Box 22777
Houston, Texas 77227-2777

Re: Support for co-designation of US 59/I-69

Dear Mr. Clark:

Thank you for your leadership in transportation. I am writing in strong support of the co-designation of US 59 and I-69 through Montgomery, Harris and Fort Bend counties. Such action is the culmination of long-term efforts to complete I-69 in Texas as a series of upgrades to existing US 59, 77 and 281. I-69 will enhance the movement of people and goods across Texas, expand the reach of the Texas Gulf Coast ports, spur economic development and improve safety.

Signing of US 59 in the greater Houston region will be a visible sign of the significant progress that is being made on I-69 and will further galvanize efforts to complete the project. The City of Corpus Christi is committed to the full development of I-69 as a seamless interstate from Texarkana to Laredo and the Lower Rio Grande Valley.

It is in the spirit of cooperation where our citizens benefit most from transportation connectivity.

Best,

Nelda Martinez
City Council Member At Large

cc: Mr. Ron Olson, City Manager
Mr. Rudy Garza, Assistant City Manager
Mr. Oscar Martinez, Assistant City Manager
1201 Leopard
Corpus Christi, TX 78401



Houston-Galveston Area Council Resolution 2012-04, Continued



The Alliance for I-69 Texas

Encouraging Cooperation and Seeking Solutions Since 1994

January 25, 2012

Mr. Alan Clark
Director, Metropolitan Planning Organization
Houston-Galveston Area Council
P.O. Box 22777
Houston, Texas 77227-2777

Re: Support for co-designation of US 59/I-69

Dear Alan:

On behalf of the Alliance for I-69 Texas, I am writing in strong support of the co-designation of US 59 and I-69. Such action is the culmination of long-term efforts to complete I-69 in Texas as a series of upgrades to existing US 59, 77 and 281. I-69 will enhance the movement of people and goods across Texas, expand the reach of the Texas Gulf Coast ports, spur economic development and improve safety.

Official designation and posting of I-69 signs in the greater Houston region will be a visible indicator of the significant progress that is being made on I-69 and will further galvanize efforts to complete the project. The Alliance for I-69 Texas, which is comprised of public officials and business leaders from more than thirty counties along the I-69 route, applauds efforts by local officials, the I-69 Segment Committees, H-GAC and TxDOT to officially co-designate US 59 and I-69. Furthermore, our organization stands ready to actively work to complete the entire I-69 route in Texas.

Sincerely,



Judge John P. Thompson
Chairman

Encl. 2012 Alliance for I-69 Texas Board of Directors roster



Driven by Texans

Resolutions Adopted by Local Communities in Support of I-69 Development

Houston-Galveston Area Council Resolution 2012-04, Continued

2012 Alliance for I-69 Texas Board of Directors Roster

In accordance with the Articles of Incorporation, and the by-laws of the Alliance for I-69 Texas, the following individuals are appointed to the Board of Directors for the Alliance for a term of one year, terminating at the 2012 annual meeting.

Northeast	East	North Central	Central
Charles Thomas* President Carthage Economic Development	John Thompson* County Judge Polk County	Jim Edmonds* Chairman Port of Houston Authority	Billie Jones* Director of Special Programs/Projects Wharton Chamber of Commerce
Brenda Samford City Manager City of Carthage	Jack Gorden, Jr.* Mayor City of Lufkin	Jeff Moseley President & CEO Greater Houston Partnership	Perri D'Armond VP, Infrastructure/Special Projects Greater Fort Bend Economic Development Council
Representative City of Marshall	Jim Jeffers City Manager City of Nacogdoches	Norman Brown County Commissioner Liberty County	Buck Boettcher Mayor City of East Bernard
James Carlow* Texarkana Chamber of Commerce	Brad Browder Cleveland Economic Development Corporation	Doug Pitcock Chairman & CEO Williams Brothers Construction Company, Inc.	David Schroeder Executive Director Wharton Economic Development Council
James Greer County Commissioner Harrison County	Rick Campbell County Judge Shelby County		Jim Gonzales Principal IDC, Inc.
David Anderson County Judge Panola County	Joe English County Judge Nacogdoches County		Domingo Montalvo Mayor City of Wharton
West Spur	East Spur	Coastal Bend	
J. Jorge Verduzco* Executive Vice President International Bank of Commerce	Julian Alvarez* President Rio Grande Valley Partnership	Judy Hawley* Commissioner Port of Corpus Christi	
Danny Valdez County Judge Webb County	Pete Sepulveda Executive Director International Bridge System	Loyd Neal* County Judge Nueces County	
David Bowman County Judge Goliad County	Alan Johnson Chairman Port of Harlingen Authority	Terry Simpson County Judge San Patricio County	
Raul Salinas Mayor City of Laredo	Ben Medina, Director Planning & Community Dev. City of Brownsville	Tom Niskala Corpus Christi MPO	
David Silva County Judge Bee County	Ramon Garcia County Judge Hidalgo County	Nelda Martinez Member, City Council City of Corpus Christi	
Jennifer Stastny Executive Director Port of Victoria	Teclo Garcia Representative City of McAllen	Stanley Laskowski Commissioner City of Kingsville	
	Alex Meade CEO Mission Economic Development Corp.		

Ex-Officio Members of the Board

*The Honorable Louis Bronaugh, Former Mayor, City of Lufkin and Chairman Emeritus, Alliance for I-69 Texas
The Honorable Helen R. Walker, Former County Judge, Victoria County and Former Chairman, Alliance for I-69 Texas
The Honorable Robert Eckels, Former County Judge, Harris County, Former Chairman, Alliance for I-69 Texas
Michael Behrens, Former Executive Director, Texas Department of Transportation*

**Executive Committee Member*



Houston-Galveston Area Council Resolution 2012-04, Continued



GREAT FORT BEND
ECONOMIC DEVELOPMENT
COUNCIL
January 23, 2012

Mr. Alan Clark
Director, Metropolitan Planning Organization
Houston-Galveston Area Council
P.O. Box 22777
Houston, Texas 77227-2777

Re: Support for co-designation of US 59/I-69

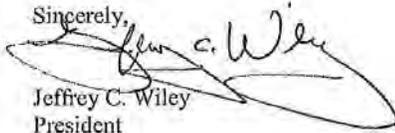
Dear Mr. Clark:

On behalf of the Greater Fort Bend Economic Development Council, I am writing in strong support of the co-designation of US 59 and I-69 through Fort Bend, Harris and Montgomery counties. Such action is the culmination of long-term efforts to complete I-69 in Texas as a series of upgrades to the existing US 59, US 77 and US 281. I-69 will enhance the movement of people and goods across Texas, expand the reach of the Texas Gulf Coast ports, spur economic development and improve safety.

In preparing for this opportunity, we have become aware of an issue that affects a specific industry in Fort Bend County. Under current state law, fully loaded ready mix concrete trucks can use local and state roads if the operator has purchased a surety bond. Federal law does not include this same flexibility. If federal truck weight limits cannot be revised to make them more consistent with existing state law, we would ask that TxDOT give the local ready mix concrete industry as much advance notice as possible to allow sufficient time for the necessary adjustments to the affected operations.

The co-designation of US 59/I69 in the greater Houston region will be a visible sign of the significant progress that is being made on I-69 and will further galvanize efforts to complete the project. The Greater Fort Bend Economic Development Council is committed to the full development of I-69 as a seamless interstate from Texarkana to Laredo and the Lower Rio Grande Valley.

Sincerely,



Jeffrey C. Wiley
President



Houston-Galveston Area Council Resolution 2012-04, Continued

CITY OF RICHMOND, TEXAS
RESOLUTION NO. 11-2011
TO REDESIGNATE A PORTION OF U. S. 59 AS INTERSTATE 69 (I-69)

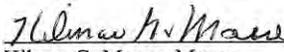
WHEREAS, the United States Congress designated U.S. 59 through the Greater Houston Region as a future part of the Interstate System in the National Highway System Designation Act of 1995, and specified that sections of the route can be added as parts of the Interstate Highway System when they meet all Interstate design standards and connect to "an existing Interstate Highway segment"; and,

WHEREAS, the Texas Department of Transportation (TxDOT) and the Federal Highway Administration (FHWA) are completing an assessment of existing design features and operational conditions for the portion of U.S. 59 from the Liberty/Montgomery County Line through Houston and Harris County, to just west of SH 36 (1st Street) in Rosenberg (Fort Bend County) to confirm compliance with current Interstate standards; and,

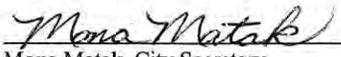
WHEREAS, upon confirmation that segments of the aforementioned portion of U.S. 59 complies with Interstate standards, this portion of U.S. 59 will fully meet the Interstate Highway designation requirements of the National Highway System Designation Act of 1995 and will be eligible to be included as a portion of the Interstate Highway System.

NOW, THEREFORE, BE IT RESOLVED THAT THE CITY OF RICHMOND does hereby support the designation of those eligible segments of U.S. 59 from the Liberty/Montgomery County Line through Houston and Harris County, to just west of SH 36 (1st Street) in Rosenberg (Fort Bend County), Texas as part of the Interstate Highway System and further designated as Interstate 69 (I-69).

Passed and Approved by the City Commission of the City of Richmond, Texas on this
17th day of October, 2011


Hilmar G. Moore, Mayor

Attest:


Mona Matak, City Secretary

City Seal

Houston-Galveston Area Council Resolution 2012-04, Continued



CITY OF SUGAR LAND

February 13, 2012

Alan Clark
Metropolitan Planning Organization Director
Houston-Galveston Area Council
3555 Timmons Lane, Suite 120
Houston, TX 77027

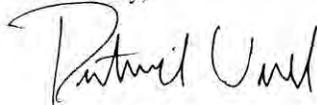
Re: Resolution of Support
Co-designation of U.S. 59 as U.S. 59/Interstate 69

Dear Mr. Clark:

Thank you for our recent discussions on the subject issue. I've attached for your use a City of Sugar Land resolution supporting this proposal.

Please let me know how I may be of further service.

Sincerely,



Patrick Walsh, P.E.
Director of Transportation & Long-Range Planning

cc: Jacquie Chaumette, Sugar Land Council Member, TPC Representative (via email)
Harish Jajoo, Sugar Land Council Member, TPC Alternate (via email)

Attachment



Driven by Texans

Houston-Galveston Area Council Resolution 2012-04, Continued



CITY OF SUGAR LAND
OFFICE OF THE CITY SECRETARY

THE STATE OF TEXAS §
COUNTY OF FORT BEND §
CITY OF SUGAR LAND §

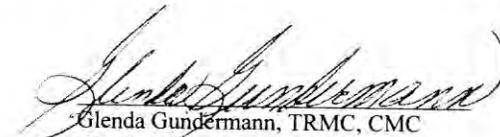
I, Glenda Gundermann, duly appointed City Secretary of the City of Sugar Land, Fort Bend County, Texas, do hereby certify and attest that on February 07, 2012 the City Council of the City of Sugar Land, Texas took action on and unanimously approved the following:

CITY OF SUGAR LAND RESOLUTION NO. 12-03

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SUGAR LAND, TEXAS, EXPRESSING SUPPORT FOR THE TEXAS DEPARTMENT OF TRANSPORTATION'S PROPOSAL TO DESIGNATE A PORTION OF U.S. HIGHWAY 59 FROM THE CITY OF ROSENBERG TO THE MONTGOMERY/LIBERTY COUNTY LINE AS U.S.59/INTERSTATE 69.

Said City of Sugar Land Resolution, passed and approved on February 07, 2012, has been duly filed in the official records of said City of Sugar Land, Texas.

WITNESS MY HAND AND SEAL of the City of Sugar Land, Texas, this 09th day of February 2012.


Glenda Gundermann, TRMC, CMC
City Secretary
City of Sugar Land, Texas

(SEAL)

Certified Resolution 12-03 02.07.12



Houston-Galveston Area Council Resolution 2012-04, Continued

RESOLUTION NO. 12-03

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SUGAR LAND, TEXAS, EXPRESSING SUPPORT FOR THE TEXAS DEPARTMENT OF TRANSPORTATION'S PROPOSAL TO DESIGNATE A PORTION OF U.S. HIGHWAY 59 FROM THE CITY OF ROSENBERG TO THE MONTGOMERY/LIBERTY COUNTY LINE AS U.S.59/INTERSTATE 69.

WHEREAS, the Texas Department of Transportation (TxDOT) has proposed to designate the portion of U.S. Highway 59 from the City of Rosenberg to the Montgomery/Liberty County line as U.S. 59/Interstate 69; and

WHEREAS, TxDOT's proposal will further the development of Interstate 69 through the State of Texas and the United States; and

WHEREAS, development of Interstate 69 may provide benefits to the City of Sugar Land and the Houston region through improved economic development opportunities, increased funding for transportation projects, improved emergency evacuation, and improved traffic safety; and

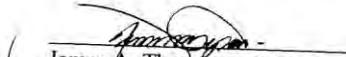
WHEREAS, the potential for increased truck traffic along the proposed Interstate 69 corridor remains a concern to the City of Sugar Land; **NOW, THEREFORE,**

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SUGAR LAND, TEXAS:

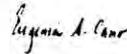
Section 1. That it supports TxDOT's proposal to designate U.S. Highway 59 from the City of Rosenberg to the Montgomery/Liberty County line as U.S. 59/Interstate 69.

Section 2. That the City urges TxDOT, the Houston-Galveston Area Council, and other regional partners to continue pursuing solutions to freight and truck traffic congestion problems in the Houston region.

APPROVED on February 07, 2012.


James A. Thompson, Mayor

Reviewed for Legal Compliance:


Eugenia A. Carr

ATTEST:


Glenda Gundermann, City Secretary



Driven by Texans

Resolutions Adopted by Local Communities in Support of I-69 Development

Houston-Galveston Area Council Resolution 2012-04, Continued

RESOLUTION OF THE WEST FORT BEND MANAGEMENT DISTRICT TO REDESIGNATE A PORTION OF U. S. 59 AS INTERSTATE 69 (I-69)

WHEREAS, the United States Congress designated U.S. 59 through the Greater Houston Region as a future part of the Interstate System in the National Highway System Designation Act of 1995, and specified that sections of the route can be added as parts of the Interstate Highway System when they meet all Interstate design standards and connect to "an existing Interstate Highway segment"; and,

WHEREAS, the Texas Department of Transportation (TxDOT) and the Federal Highway Administration (FHWA) are completing an assessment of existing design features and operational conditions for the portion of U.S. 59 from the Liberty/Montgomery County Line through Houston and Harris County, to just west of SH 36 (1st Street) in Rosenberg (Fort Bend County) to confirm compliance with current Interstate standards; and,

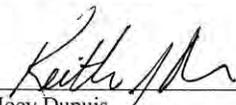
WHEREAS, upon confirmation that segments of the aforementioned portion of U.S. 59 complies with Interstate standards, this portion of U.S. 59 will fully meet the Interstate Highway designation requirements of the National Highway System Designation Act of 1995 and will be eligible to be included as a portion of the Interstate Highway System.

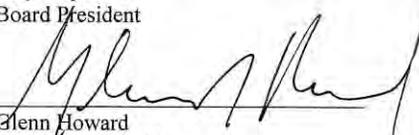
NOW, THEREFORE, BE IT RESOLVED THAT THE West Fort Bend Management District does hereby support the designation of those eligible segments of U.S. 59 from the Liberty/Montgomery County Line through Houston and Harris County, to just west of SH 36 (1st Street) in Rosenberg (Fort Bend County), Texas as part of the Interstate Highway System and further designated as Interstate 69 (I-69).

DULY adopted by West Fort Bend Management District on this 11th day of October, 2011



District Seal


Joey Dupuis
Board President


Glenn Howard
Board Vice President

City of Garrison Resolution

A RESOLUTION BY THE GARRISON CITY COUNCIL FOR THE RECOMMENDATION OF THE GARRISON I-69 SUBCOMMITTEE TO DETERMINE ALTERNATE ROUTES FOR I-69 THROUGH THE GARRISON COMMUNITY.

WHEREAS, The I-69 Corridor is a proposed multi-use, statewide network of transportation routes that will incorporate both existing and new highways, railways, and utility right-of-ways;

WHEREAS, The I-69 Corridor starts on the Texas-Mexico border. The Corridor proceeds north and east along U.S. 59, U.S. 281, and U.S. 77 to near Victoria, Texas, where they join and follow U.S. 59 northeast to the Houston area. From the Houston area, I-69 will continue to follow U.S. 59 north through Nacogdoches and will continue to the northeast;

WHEREAS, Nacogdoches County Judge Joe English thought it was important to serve on the I-69 Segment One Subcommittee so that local communities would have the opportunity to have input into the project;

WHEREAS, Nacogdoches County Judge Joe English asked the Garrison City Council to consider forming a subcommittee so that members of the community would have the opportunity to have input into the project;

WHEREAS, The Garrison City Council met to discuss the establishment of a subcommittee to make recommendations for alternate routes for I-69 through the Garrison community;

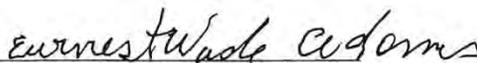
WHEREAS, on February 18, 2012 at a Special Meeting of the Garrison City Council, a subcommittee of local residents in the Garrison community was appointed to meet and make recommendations to the Garrison City Council of alternative routes for I-69 through the Garrison community;

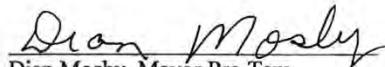
WHEREAS, on March 8, 2012 the Garrison I-69 Subcommittee met with the Garrison City Council to make recommendations for alternate routes for I-69 through the Garrison community;

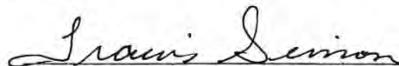
NOW, THEREFORE, BE IT RESOLVED that on March 8, 2012 the Garrison City Council called a Special Meeting to consider and act on recommendations of the Garrison I-69 subcommittee for alternate route suggestions for I-69 through the Garrison community.

Dated this 8th day of March, 2012.

GARRISON CITY COUNCIL


Ernest Wade Adams, Mayor


Dian Mosby, Mayor Pro Tem


Travis Simon


Robert Cook


Lena Todd



Driven by Texans

Nacogdoches County Resolution

A RESOLUTION OF SUPPORT BY THE NACOGDOCHES COUNTY COMMISSIONERS COURT FOR THE EFFORTS OF THE GARRISON CITY COUNCIL TO DETERMINE ALTERNATE ROUTES FOR I-69 THROUGH THE GARRISON COMMUNITY.

WHEREAS, The I-69 Corridor is a proposed multi-use, statewide network of transportation routes that will incorporate both existing and new highways, railways, and utility right-of-ways;

WHEREAS, The I-69 Corridor starts on the Texas-Mexico border. The Corridor proceeds north and east along U.S. 59, U.S. 281, and U.S. 77 to near Victoria, Texas, where they join and follow U.S. 59 northeast to the Houston area. From the Houston area, I-69 will continue to follow U.S. 59 north through Nacogdoches and will continue to the northeast;

WHEREAS, The Garrison City Council met to discuss the establishment of a subcommittee to make recommendations for alternate routes for I-69 through the Garrison community;

WHEREAS, on February 18, 2012 at a Special Meeting of the Garrison City Council, a subcommittee of local residents in the Garrison community was appointed to meet and make recommendations to the Garrison City Council of alternative routes for I-69 through the Garrison community;

WHEREAS, on March 6, 2012 the Garrison I-69 Subcommittee met to determine alternate routes for I-69 through the Garrison community to make recommendations to the Garrison City Council;

WHEREAS, on March 8, 2012 the Garrison City Council met in a Special Meeting to accept recommendations of the Garrison I-69 subcommittee for alternate route suggestions for I-69 through the Garrison community.

NOW, THEREFORE, BE IT RESOLVED that on March 9, 2012, the Nacogdoches County Commissioner Court adopted this resolution in support of the Garrison City Council's efforts to determine alternate routes for I-69 through the Garrison community.

Dated this 9th day of March, 2012.

NACOGDOCHES COUNTY COMMISSIONERS COURT

Signature of Joe English, County Judge

Signature of Jerry Williamson, Commissioner Pct 1

Signature of Charles Thomson, Commissioner Pct 2

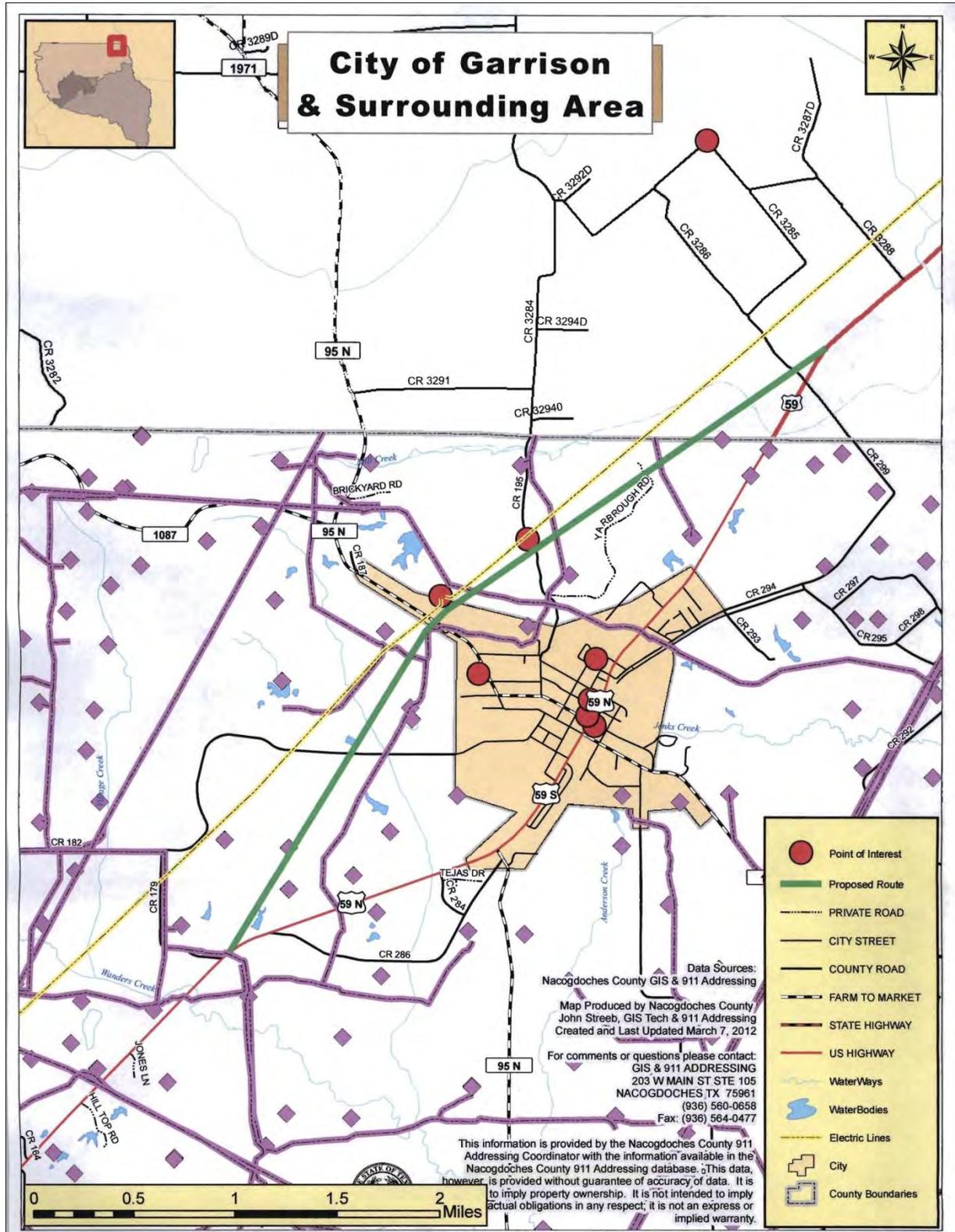
Signature of Jim Elder, Commissioner Pct 3

Signature of Elton Milstead, Commissioner Pct 4

ATTEST: Signature of Carol Wilson, County Clerk



Nacogdoches County Resolution, Continued





Driven by Texans

Texarkana Metropolitan Planning Organization Resolution #14-2012



**Texarkana Metropolitan Planning Organization
Resolution #14-2012**

Cities of Texarkana, AR ♦ Texarkana, TX ♦ Wake Village, TX ♦ Nash, TX
Miller County, AR ♦ Bowie County, TX

RESOLUTION

14-2012

SUPPORTING THE CO-DESIGNATION OF UNITED STATES HIGHWAY 59 (US 59) FROM INTERSTATE 30 (I-30) TO THE JUNCTION OF US 59 AND TEXAS LOOP 151 (LP 151) AS PART OF THE I-69 SYSTEM IN TEXAS AS RECOMMENDED BY THE I-69 SEGMENT ONE COMMITTEE.

WHEREAS, the Texarkana Metropolitan Planning Organization (MPO) has proactively supported the development of a north-south interstate class facility in Texarkana; and

WHEREAS, the United States Congress identified US 59 in the Texarkana region as a future part of the Interstate System in the National Highway System Designation Act of 1995 and specified that sections of the route may be added as parts of the Interstate Highway System when they meet all Interstate Highway design and designation criteria; and

WHEREAS, the Texas Department of Transportation (TxDOT) and the Federal Highway Administration (FHWA) are completing an assessment of existing design features and operational conditions for this section of US 59 in Texarkana to confirm compliance with current Interstate standards; and

WHEREAS, upon confirmation that the aforementioned section of US 59 complies with Interstate standards, this portion of US 59 will be eligible to be included as part of the Interstate Highway System; and

WHEREAS, providing for the safe and efficient movement of goods throughout the Texarkana region supports the economic sustainability of our region, the state and the nation; and

NOW, THEREFORE, BE IT RESOLVED BY THE POLICY BOARD OF THE TEXARKANA MPO, THAT THE BOARD SUPPORTS CO-DESIGNATION OF THE PORTION OF US 59 FROM I-30 TO THE JUNCTION OF LP 151 AS US 59/I-69. THE BOARD ALSO SUPPORTS:

SECTION 1: IMPROVEMENT OF US 59 TO INTERSTATE STANDARDS through the State of Texas consistent with recommendations developed by the I-69 Corridor and Segment Advisory Committees; and

SECTION 2: participation by the Texas Department of Transportation in the EVALUATION OF ACCESS TO/FROM US 59/I-69 and the TexAmericas Center, an Intermodal Freight Facility, along the west side of the Texarkana Study Area Boundary,



Texarkana Metropolitan Planning Organization Resolution #14-2012, Continued

including the need for DEVELOPMENT OF AN I-69 RELIEF ROUTE as described in Texarkana MPO Resolution #3-2011; and

SECTION 3: participation by the Texas Department of Transportation in the EVALUATION OF A FREIGHT SHUTTLE SYSTEM between the Port of Houston and TexAmericas Intermodal Freight Facility that may mitigate congestion, maintenance needs, and environmental impacts from truck traffic on US 59/I-69; and

SECTION 4: CONTINUING THE COOPERATIVE PARTNERSHIP between the Texas Department of Transportation, the Texarkana MPO Policy Board, and local governments in the Texarkana Study Area Boundary needed to develop I-69 corridor improvements within our region; and

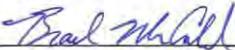
SECTION 5: the Study Director of the Texarkana MPO is hereby authorized to transmit Resolution #14-2012 to TxDOT, the Texas Transportation Commission and the I-69 Segment One Committee.

ADOPTED at a Special Meeting of the Texarkana MPO Policy Board during Regular Session on the 17th day of May, 2012.



Todd Lumpkin, Chairman
Policy Board
Texarkana MPO

I hereby certify that this resolution was adopted by the Texarkana MPO in Regular Session on May 17, 2012.



Brad McCaleb, P.E., A.V.S.
Study Director
Texarkana MPO