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Meeting Summary

The open house-style public meeting was held from 6:00 p.m. to 8:00 p.m., and citizens were encouraged to attend at any point during this scheduled timeframe. Displays were available for public viewing including two 40-foot long displays of FM 529 with proposed improvements to the project area. Representatives from the Texas Department of Transportation (TxDOT) and their consultants were available throughout the open house to answer questions and further explain project details. Attendees were provided with bilingual project information handouts and comment forms to submit written comments. Comments could be returned at the meeting or submitted by mail or email to addresses listed on the comment forms. Written comments were accepted ten (10) business days following the public meeting (on or before November 2, 2011).

Comment Summary

A total of 44 people attended the October 19, 2011 public meeting, and a total of 36 comments were received. A majority of comments requested revisions to the proposed project design. Attendees were concerned with access and egress to adjacent businesses and neighborhoods, increased traffic on FM 529, and overall roadway safety. A complete listing of public comments can be found on page 17. The following is a tabulation of the comments received as a result of the public meeting.

- Requests for revised median cuts to improve access and egress to businesses and neighborhoods (18)
- Safety concerns including speed limits, traffic signals, and accidents (8)
- Requests for revised median cuts to serve 18-wheeler traffic (7)
- Requests for more information about the project (2)
- Overall satisfaction with the project (1)
Public Meeting Attendees

Staff Attendee Database
Staff Sign-in Sheet
Elected Official Attendee Database
Elected Official Sign-in Sheet
Public Attendee Database
Public Sign-in Sheet
<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Organization/Company</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pat Henry, P.E.</td>
<td>7600 Washington Avenue, Houston, TX 77007</td>
<td>TxDOT</td>
</tr>
<tr>
<td>Stanley Cooper</td>
<td>7600 Washington Avenue, Houston, TX 77007</td>
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</tr>
<tr>
<td>Stella Brooks</td>
<td>7600 Washington Avenue, Houston, TX 77007</td>
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<tr>
<td>Mohammed Zubair</td>
<td>7600 Washington Avenue, Houston, TX 77007</td>
<td>TxDOT</td>
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<tr>
<td>Sue Theiss</td>
<td>7600 Washington Avenue, Houston, TX 77007</td>
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<tr>
<td>Samuel Ainabe</td>
<td>7600 Washington Avenue, Houston, TX 77007</td>
<td>TxDOT</td>
</tr>
<tr>
<td>Brock Miller, P.E.</td>
<td>17510 Huffmeister Road, Suite 101, Cypress, TX 77429</td>
<td>RTG</td>
</tr>
<tr>
<td>Trey Janek, P.E.</td>
<td>17510 Huffmeister Road, Suite 101, Cypress, TX 77429</td>
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<tr>
<td>Nikole Cao, E.I.T.</td>
<td>17510 Huffmeister Road, Suite 101, Cypress, TX 77429</td>
<td>RTG</td>
</tr>
<tr>
<td>Leslie H. Pompa</td>
<td>402 Teetshorn Street, Houston, TX 77009</td>
<td>CESI</td>
</tr>
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<td>Max Trautner</td>
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<td>Patrick Forrest</td>
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## Elected Official Attendee Database

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<td>Pamela Rocchi (behalf of Commissioner Cagle)</td>
<td>1731 Hugh Rd, Houston, TX 77068</td>
<td>Commissioner</td>
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<tr>
<td>NO.</td>
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<td>ADDRESS</td>
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<tr>
<td>1.</td>
<td>Pamela Rogers / Commissioner Angle</td>
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# Public Attendee Database

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<tbody>
<tr>
<td>Adam Khordaji</td>
<td>17515 FM 529</td>
<td>Houston</td>
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<tr>
<td>Mary Ann Grand</td>
<td>7126 River Garden Dr.</td>
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<tr>
<td>Carlos Tristan</td>
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<tr>
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</tr>
<tr>
<td>Ron Kimball</td>
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<tr>
<td>Robert Northrop</td>
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<tr>
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<tr>
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<tr>
<td>Reagan Swark</td>
<td>520 Post Oak Blvd. 380</td>
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<td>TX</td>
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<td>Agent</td>
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</tr>
<tr>
<td>Rick Scialdone</td>
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<tr>
<td>Gary Henderson</td>
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<tr>
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<td>Greg Parrent</td>
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<tr>
<td>Anna Schinas</td>
<td>11242 FM 1960 Rd. W, Ste 108</td>
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<tr>
<td>Tom Linnenkugel</td>
<td>19430 Glenway Falls</td>
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<td>Tom Meyer</td>
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<td>TX</td>
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<td>Harris County Pct. 4</td>
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<tr>
<td>C. Vandivn</td>
<td>PO Box 460649</td>
<td>Houston</td>
<td>TX</td>
<td>77056</td>
<td>Weekley Properties Inc.</td>
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</tr>
<tr>
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<tr>
<td>David Andrews</td>
<td>14814 Bluffbridge Cir.</td>
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<td>Hearthstone</td>
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<tr>
<td>Nick Harris</td>
<td>7210 Hazel Cove</td>
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<td>Melvin Roland, Jr.</td>
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<tr>
<td>Dan Grosz</td>
<td>11430 Perry Rd., B</td>
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<td>TX</td>
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<td>Cypress Fairbanks ISD</td>
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<tr>
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<td>Steve Stoltz</td>
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<td>Bruce Pike</td>
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<td>Maryellen Grund</td>
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<td>MARTY GOULD</td>
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<td>GREG FORD</td>
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<td>Sugarland Coordinators</td>
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<td>ANNA SCHERER</td>
<td>1340 FM 1940 RD W, 5TH FLOOR</td>
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<td>TAN LIEBENHUGEL</td>
<td>9430 Glenwycke Fells</td>
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<td>TOM MEYER</td>
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<td>MUHAMMAD JUNAID</td>
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<td>JOE E. EVANS</td>
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<td>31.</td>
<td>Mark Dietz</td>
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<td>Fox Metals &amp; Alloy</td>
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<td>Jacob Young</td>
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<td>Copperfield Bible Church</td>
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<td>Pamela Rocchi</td>
<td>1731 Hugh Rd, Texas</td>
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<td>34.</td>
<td>C. Vandiver</td>
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<td>WEEKLY Programs Inc</td>
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<td>35.</td>
<td>T. Allen</td>
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<td>36.</td>
<td>David Andrews</td>
<td>14814 Crossfield Rd</td>
<td>HEARTHSTONE Letter</td>
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<td>37.</td>
<td>Nick Harris</td>
<td>5210 Haze Rd Cove</td>
<td>Resident</td>
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<td>38.</td>
<td>Mary Rose Phillips</td>
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<td>39.</td>
<td>Dan Gross</td>
<td>11400 Perry Rd &quot;D&quot;</td>
<td>CYPRESS FAIRBANKS ISD</td>
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<td>STEVE SMITH</td>
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<td>Bruce Pike</td>
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<td>Marie Leonard</td>
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<td>Nargo Schinas</td>
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<td>Gerone Zamora</td>
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<td>Steve Henne</td>
<td>2110 Woodfield Valley</td>
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<td>Robin Ellisor</td>
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<td>Syed Ahmed</td>
<td>19410 FM 529</td>
<td>Business Manager</td>
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<td>Lynn Hummel</td>
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Public Comments and Responses

Comment and Response Database

Scanned Comments
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<td>1</td>
<td>Muhammad Junaid</td>
<td>19140 FM 529</td>
<td>Houston</td>
<td>TX</td>
<td>77449</td>
<td><a href="mailto:mjunaid4u@hotmail.com">mjunaid4u@hotmail.com</a></td>
<td>832-858-4925</td>
<td>Residential property owner/ renter</td>
<td>Email</td>
<td>The median is long overdue. Try to eliminate some of the unnecessary traffic signals. Don’t allowing medians anywhere along this corridor. Trucks use the left turn lane to park and create a visibility obstruction down from 290 to Fairview. Traffic uses the left turn lane as an acceleration lane when they turn left out of driveways. Please evaluate increasing left turn capacity at cross streets that turn on to FM 529.</td>
<td>Thank you for your comments. Removal of existing traffic signals is beyond the scope of the current project. With the exception of SH 6, side street improvements are the responsibility of other entities, primarily Harris County. Improvements to SH 6 left turn storage capacity are being considered as part of a separate project.</td>
</tr>
<tr>
<td>2</td>
<td>Eli Sasson</td>
<td>14115 529</td>
<td>Cypress</td>
<td>TX</td>
<td>77098</td>
<td><a href="mailto:elias@knight-management.com">elias@knight-management.com</a></td>
<td>281-855-8505</td>
<td>Residential property owner/lessee</td>
<td>Mail</td>
<td>I am the owner of a Chevron located at 19140 FM 529 Rd. Cypress at the intersection of Greenhouse Rd &amp; FM 529. I am trying to get a median opening at the FM 529 side of my property which is on the northeast corner, or anything that would help the customers to get out to go towards FM 529 east. Plus it’s a gas station so we get 18 wheelers to drop gas loads but if we don’t have a median cut it will be really hard for the big trucks to get out so please give us or grant us a median cut so I won’t have problems. Plus we have customers driving 18 wheelers so it would hurt our business.</td>
<td>We appreciate your comments and input. The proposed median has been eliminated from the following sections of the project: Greenhouse Rd. to Barker Cypress, and from just east of Horsepen Creek to US 290. This was based on comments received, and a more thorough review of impacts to existing access points as well as impacts to traffic operations.</td>
</tr>
<tr>
<td>3</td>
<td>Leslie A. Weiman</td>
<td>14403 FM 529</td>
<td>Houston</td>
<td>TX</td>
<td>77985</td>
<td><a href="mailto:LWeiman@shbglobal.net">LWeiman@shbglobal.net</a></td>
<td>713-819-6305</td>
<td>Residential property owner/renter, &amp; Business property owner/lessee</td>
<td>Mail</td>
<td>I, Leslie A. Weiman, own Bayou Boat &amp; RV Storage; located at 14403 FM 529. My residence is also at the same address. There are over 80 units, RVs, motorhomes, travel trailers, and semi trucks that are stored at Bayou Boat &amp; RV Storage. These units range in length from 15 ft to 75 ft. The FM 529 plot shows no way to enter or exit the lot if headed westbound on FM 529. Many of these units are too long in length to make a U turn on FM 529. There needs to be a center turn lane at this entrance, or should I say a left turn lane for units coming westbound on FM 529. This left hand turn lane needs to be long enough for a 75 foot tractor trailer to make this turn. My phone is 281-463-0624 cell 713-819-6305.</td>
<td>We appreciate your comments and input. The median design has been revised to provide an opening allowing access to and egress from your property. It will accommodate westbound left turning vehicles and trailers.</td>
</tr>
<tr>
<td>4</td>
<td>Luis Alvarez</td>
<td>14910 Fairway Square Drive</td>
<td>Houston</td>
<td>TX</td>
<td>77985</td>
<td><a href="mailto:lswardboy@yahoo.com">lswardboy@yahoo.com</a></td>
<td>281-855-8505</td>
<td>Residential property owner/ renter</td>
<td>Mail</td>
<td>Good idea with the channelized turn islands, so will be less accidents.</td>
<td>Thank you for your comment.</td>
</tr>
<tr>
<td>5</td>
<td>Eli Sasson</td>
<td>14115 FM 529</td>
<td>Houston</td>
<td>TX</td>
<td>77041</td>
<td><a href="mailto:elias@knight-management.com">elias@knight-management.com</a></td>
<td>713-974-3000</td>
<td>Business property owner/lessee</td>
<td>Mail</td>
<td>I am the owner of West Houston Mobile home located in 14115 FM 529. We have in that location about 230 lots residing families in their mobile homes. A few years ago when the FM 529 was scheduled for construction for wide the paving I raised already my concern that any planned on the road must be in consideration TWO existing accesses to the mobile home park allowing big mobile homes 16x80 feet coming and going out from the park. I am not objecting to any other areas of the FM 529, but having a rising median in front of the two entries of the mobile home will cause traffic problems for the big trailers towing the homes from being able to manipulate entering the mobile home and its proper lot. Please have this email in your consideration on behalf of me and the other more than 200 residents that live in the park. I appreciate very much taking my comment into consideration, and please let me know your decision.</td>
<td>We appreciate your comments and input. The proposed median has been eliminated from the following sections of the project: Greenhouse Rd. to Barker Cypress, and from just east of Horsepen Creek to US 290. Hence, the section of FM 529 adjacent to your property will not have raised medians. This was based on comments received, and a more thorough review of impacts to existing access points as well as impacts to traffic operations.</td>
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<tr>
<td>6</td>
<td>Anna Mercedes</td>
<td>11242 FM 9060 Road West, Ste 108</td>
<td>Houston</td>
<td>TX</td>
<td>77065</td>
<td><a href="mailto:anna@enosisrealtygroup.com">anna@enosisrealtygroup.com</a></td>
<td>832-237-5555</td>
<td>Business property owner/lessee</td>
<td>Mail</td>
<td>I am with the partnership that owns the retail center located at 13110 FM 529 Rd. Attached is a file with photos of the three curb-openings referred to within this request. We request that the curb-opening at Log Cradle Dr be redesigned to all west-bound traffic on FM 529 to make left turns. There are two types of curb-opening designs used at several other intersections within this FM 529 project which would accomplish this. One type of curb-opening design is located at Signal Dr, and the second type of curb-opening design is located at Blenheim Place Ln. Ideally we prefer the type of curb-opening at Signal Dr because in addition to allowing west-bound traffic on FM 529 to be able to make left turns, it will also allow the south-bound traffic on Signal Dr to make left turns to travel east-bound on FM 529. The type of curb-opening at Blenheim Place Ln is also a viable option since it allows westbound traffic on FM 529 to make left turns, and the left turn curb-capping can be lined up with one of the entrances of Seatrax parking lot. Allowing westbound traffic on FM 529 to make left turns at or before the Log Cradle Dr intersection is necessary to better accommodate the westbound traffic so as to alleviate traffic at the next curb-opening or intersection west of Log Cradle Dr and avoid it from becoming overwhelmed and less safe. Feel free to contact me any time.</td>
<td>We appreciate your comments and input. The proposed median has been eliminated from the following sections of the project: Greenhouse Rd. to Barker Cypress, and from just east of Horsepen Creek to US 290. Hence, the section of FM 529 adjacent to your area of concern will not have raised medians. The removal of the proposed median in these sections of FM 529 was based on comments received, and a more thorough review of impacts to existing access points as well as impacts to traffic operations.</td>
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My name is Nargo Schinas, and I am with the partnership that owns the retail center located at 13110 FM 529 Rd. Attached is a file with photos of the three curb-openings referred to within this request. We request that the curb-opening at Log Cradle Dr be redesigned to allow west-bound traffic on FM 529 to make left turns. There are two types of curb-opening designs used at several other intersections within this FM 529 project which would accomplish this. One type of curb-opening design is located at Signat Dr, and the second type of curb-opening design is located at Bleneim Place Ln. Ideally we prefer the type of curb-opening at Signat Dr because in addition to allowing west-bound traffic on FM 529 to be able to make left turns, it will also allow the south-bound traffic on Signat Dr to make left turns to travel east-bound on FM 529. The type of curb-opening at Bleneim Place Ln is also a viable option since it allows westbound traffic on FM 529 to make left turns, and the left turn curb-opening can be lined up with one of the entrances of Seatrax’s parking lot. Allowing westbound traffic on FM 529 to make left turns at or before the Log Cradle Dr intersection is necessary to better accommodate the westbound traffic so as to alleviate traffic at the next curv-opening or intersection west of Log Cradle Dr and avoid it from becoming overwhelmed and less safe. Feel free to contact me any time.

Please advise if you have any diagram of proposed raised medians and channelized turn lanes for the FM 529 project from Greenhouse Rd to Hwy 290. Public meeting is scheduled for Oct. 19 and I would like to see some of the items beforehand. Perhaps you have in electronic format for sending.

The worked planned for FM 529 is overall very good, and will improve safety along the corridor. There are a few items I would like to raise for your consideration: Upon further review, and in consultation with HGAC, it was determined that the proposed 2035 traffic volume reported at the public meeting was not reasonable. The revised projected 2035 volume for the corridor, based on HGAC’s current travel demand model, is 48,300 vpd. This is a weighted average of the discrete projections provided by HGAC which are: Greenhouse to Queenston - 38,000 vpd; Queenston to SH 6 - 48,000 vpd; SH 6 to Eldridge - 51,000 vpd; Eldridge to Jones - 54,200 vpd, and Jones to US 290 - 56,900 vpd.

1. The traffic flow projections for FM 529 appear to be grossly overstated. I spoke with Mohammed Zaban and Pat Henry about this and was informed that the projections are provided by HGAC. The projection from 38,200 (2010) to 80,312 (2035) VPD appears very exaggerated. I wanted to try and better understand the seemingly impossible increase, especially given that current traffic volumes on FM 529 at Hwy 6 have appeared relatively flat over the past five years. I asked if the completion of the Grand Parkway between Hwy 290 and I-10 was included in the assumptions for the projection. Since it is only six miles west of Hwy 6 it is reasonable to forecast that the Grand Parkway once completed will unload traffic on FM 529. I recognize the vast open space west of Barker Cypress will likely be developed during this time frame, but feel that drivers will utilize the Grand Parkway as a more direct route. For example, Queenston has already unloaded FM 529 since the extension to Kieth Harrow was completed. Maybe Rosalin with HGAC can prove some insight on the assumptions behind the traffic projections so we can better understand what is driving the 100% increase.

2. I applaud efforts to improve safety on FM 529 at Langham Creek High School. While the plans to close access across FM 529 will improve safety, I feel there is even a better solution available. I am concerned with all of the traffic that will be turning west on 529 and then making U-turns to go east on 529. I am concerned about the vehicles crossing multiple lanes to get into the left-u-turn lane. I am concerned that the u-turn lane will overflow and impede traffic in the main lanes going westbound. How about installing another light at the far west driveway leaving the Langham Creek parking lot? This will allow traffic to safely cross 529 and turn left. The traffic exiting the school parking lots is very significant. Having the vast majority of these vehicles turning west and then making a u-turn is not a good situation. Please take another look at this segment in front of Langham Creek and see what can be done to enhance safety and the traffic flow. I feel there is a better solution.

The design team has further reviewed the proposed median design in front of Langham Creek High School in coordination with Cy-Fair ISD’s facilities group to determine an appropriate layout. The final proposed revised design provides for removal of the median opening and traffic signal at Glen Polar, across from the east entrance to the Langham Creek High School (LCHS) loop drive, and modification of the existing median opening at the LCHS west far west driveway to provide channelized eastbound and westbound turn lanes on FM 529. A future signal installation at the LCHS west drive way location has been discussed with CFISD as part of a potential future solution.
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<th>Meeting Info Source</th>
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<td>9</td>
<td>Gregory</td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>Source</td>
<td>3. Near the Hwy 290 end of the project is an example of creative traffic engineering. The cones used to protect westbound turning traffic from Golden Gate onto FM 529 are very effective. The design helps move traffic on Golden Gate without impacting flow on FM 529. Lane changes are prohibited until past the railroad tracks. On the project map it appears there is some type of modification planned just west of Golden Gate, possibly a left turn lane. I am not sure what this would be for. If modifications are planned, please preserve the current setup with the cones to move traffic from Golden Gate. Another consideration with any modifications is to leave space for vehicles to make a u-turn, even a train is stuck blocking the roadway. I want to also thank Nicole Cao with RTG for taking the time to walk me through the project and answer my many questions. I do feel this project will enhance safety along the corridor. I have lived in Copperfield since 1989 and would ask that you keep the character of the community in mind as you design the raised median segments. FM 529 is a concrete jungle west of Hwy 6, especially with the noise barriers at the apartments. Anything you can do to green-up the corridor will certainly be appreciated by the area residents and businesses. I have recently seen this beautification trend on other projects, including on 1960, and hope that this will continue with the raised medians on FM 529. I appreciate the opportunity to provide comments for your consideration.</td>
</tr>
<tr>
<td>10</td>
<td>Gustave</td>
<td>14802 Bluffridge</td>
<td>Houston</td>
<td>TX</td>
<td>77095</td>
<td><a href="mailto:gpbekker@comcast.net">gpbekker@comcast.net</a></td>
<td>281-550-6032</td>
<td>Resident</td>
<td>Source</td>
<td>TXDot has proposed constructing a raised concrete median along FM529 from Greenhouse Rd. east to US290, with construction starting fall of 2012. Once completed, all streets accessing FM529 will be BLOCKED FROM MAKING LEFT TURNS ONTO 529 (unless you enter at a traffic light). Vehicles will be forced to turn right onto 529, then make a u-turn at a traffic light to proceed in the other direction. This will directly effect traffic exiting Hearthstone subdivision via Blenheim Palace, Winding Walk, and Halfpenny. The 67 homes and 5 businesses that are located off Winding Walk have an even greater problem because this is the ONLY OUTLET we have. Winding walk enters 529 between 2 traffic lights at Addicks Satsuma and Huffmeister...a distance of only 2/10's of a mile. Adding a raised median in this short distance will only exacerbate the traffic flow that already exists here during peak traffic hours. Those of us in the “Winding Walk” section that are concerned are asking that TXDot does not erect the median between Addicks Satsuma and Huffmeister; or alternatively, at least create an opening in the median which will allow vehicles to crossover and turn left from Winding Walk. We are of the opinion that the whole project is not a good idea, as it will cause problems with many vehicles (not just cars... all the commercial vehicles including 18-wheelers) using FM529 every day) having to make u-turns...this would create a tremendous traffic hazard, if not a traffic congestion, worse than we already have at peak hours. Please review your proposed changes to this thorough fare, or delete the proposed raised median for the section from Addicks Satsuma and Huffmeister.</td>
</tr>
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</table>

We appreciate your comments and input. The intent is for the layout at FM 529 and Golden Gate (near US 290) to remain as-is. We apologize if the exhibits at the 10/19/11 public meeting were not clear in this regard. With respect to your reference to the westbound left turn bay just east of the railroad tracks, the intent there was to provide safer left turn access to Centerpoint's easement/facilities. However, based on comments received, and a more thorough review of impacts to existing access points as well as impacts to traffic operations, the proposed raised median has been eliminated from the following sections of the project: Greenhouse Rd. to Barker Cypress, and from just east of Horsepen Creek to US 290. Hence, this section of FM 529 will remain as-is, with no additional raised medians proposed.

We appreciate your comments and input. The design team has evaluated your concerns, and reviewed potential alternative designs. However, the proposed eastbound “hooded” left layout at Winding Walk as presented at the 10/19/11 public meeting is confirmed as the recommended layout for the following reasons:

1. Insufficient median width to provide “shadow” protection for vehicle staging in full median opening.
2. Adjacent median opening at Addicks-Satsuma provides reasonable opportunity to U-turn and head east on FM 529.
3. Impacts to 60-70 property owners must be weighed against the positive safety benefits to the traveling public (40,000 veh/ day who use FM 529); and
4. Similar applications (e.g., Westheimer) have proven successful over time.
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<th>Interested As:</th>
<th>Meeting Info Source</th>
<th>Comments</th>
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</thead>
<tbody>
<tr>
<td>11</td>
<td>George &amp; Irene Blohm</td>
<td>14907 Heflin Ln</td>
<td>Houston</td>
<td>TX</td>
<td>77095</td>
<td><a href="mailto:gbeau_61@yahoo.com">gbeau_61@yahoo.com</a></td>
<td>281-788-1349</td>
<td>Resident</td>
<td></td>
<td>Me and my wife are homeowners in Hearthstone subdivision. Our section has ONLY 1 way out to FM 529 and leaving to go to work at 6-7:15 am is tough as it is now, this proposed median construction will make it virtually impossible to reach our destination on time. I would hope you reconsider this construction in this small section between Huffmeister &amp; Addicks-Satsuma or allow the LEFT (east) turn from Winding Walk to FM 529 median leaving the subdivision.</td>
</tr>
<tr>
<td>12</td>
<td>Jean Brotemarkle</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>resident</td>
<td></td>
<td>I live off Halfpenny St in the Hearthstone subdivision. 529 traffic is terrible. Trying to exit our subdivision is difficult enough with the median. Why spend taxpayers money on a median that is not necessary and will stifle the flow of traffic which is already a mess.</td>
</tr>
<tr>
<td>13</td>
<td>Michael Meagher</td>
<td>15995 N Barkers Landing Ste 162</td>
<td>Houston</td>
<td>TX</td>
<td>77079</td>
<td><a href="mailto:mhmeagher@pcmi-us.com">mhmeagher@pcmi-us.com</a></td>
<td>281-504-1358</td>
<td></td>
<td></td>
<td>I am interested in seeing the materials presented at the meeting on October 19th regarding the improvements being considered for FM 529. (I was not able to attend.) Is there something you can email to me? If not, is there somewhere I can come to see what I missed?</td>
</tr>
<tr>
<td>14</td>
<td>Robin &amp; Robert Ellisor</td>
<td>14806 Bluffridge Circle</td>
<td>Houston</td>
<td>TX</td>
<td>77095</td>
<td><a href="mailto:rellisor1@sbcglobal.net">rellisor1@sbcglobal.net</a></td>
<td>281-345-6464</td>
<td>Resident</td>
<td></td>
<td>I am a homeowner in the Hearthstone subdivision off FM 529 near Huffmeister. My section of the neighborhood has ONLY ONE OUTLET… directly to FM 529 via Winding Walk….we are uniquely land-locked from the rest of the neighborhood, with no other roadway available. The new proposed median construction on FM 529 will have an extreme negative impact to the 67 homes and 5 businesses in my section which access 529 at Winding Walk. Further, Winding Walk is the only street entering 529 between the traffic lights at Addicks-Satsuma and Huffmeister which are located a mere 2/10's of a mile from each other. Because of this I am requesting that you consider one of the following as an alternative to the raised median between Addicks Satsuma and Huffmeister. 1) Leave this 2/10's of a mile as is (no raised median in this very short distance); or 2) Re-design the median in this 2/10's of a mile to allow for the ability to turn left (east) from Winding Walk onto FM 529. During peak traffic hours in the AM and PM, traffic already backs up between the 2 traffic lights. If a raised median is added, requiring additional vehicles to make left turns and/or u-turns, this will only exacerbate the problem of traffic flow between the 2 lights. There is also a very real concern about access for emergency vehicles to the Winding Walk group of homes &amp; businesses during peak traffic times, should this median be constructed in the short 2/10's of a mile on this section of 529.</td>
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We appreciate your comments and input. The design team has evaluated your concerns, and reviewed potential alternative designs. However, the proposed layout as presented at the 10/19/11 public meeting is confirmed as the recommended layout for the following reasons:
1. Reasonable access to signalized intersection at FM 529 and Huffmeister with a protected left turn phase is provided via internal street circulation in Hearthstone.
2. Insufficient median width to provide “shadow” protection for vehicle staging in full median opening.
3. Adjacent median opening at Shining Sumac provides reasonable opportunity to U-turn and head east on FM 529.
4. Similar applications (e.g., Westheimer) have proven successful over time.
After attending the public meeting on October 19, 2011, we respectfully request that you redesign the median construction between Huffmeister Rd and Addicks-Satsuma Dr for the following reasons: 1) Access to FM 529 from Winding Walk Dr should not be restricted to just right turns because the residences (67 homes) and businesses (5 at corner) do not have any other access upon leaving from this section. Attached are pictures of this street sign and also the NO OUTLET sign that is in place for this section of the Hearthstone subdivision. 2) Unique situation with the stop lights at the intersection of Huffmeister/FM 529 and Addicks-Satsuma/FM 529. The distance between these two stop lights is approximately 2/10’s of a mile. There is no control of vehicle traffic for this portion of FM 529 by the stop lights to allow vehicles from Winding Walk to safely turn left unto FM 529. Winding Walk is the only street between these two stop lights on FM 529. 3) Congestion generated by the U-turns that will need to be done at the stop light (Addicks-Satsuma and FM 529) by the vehicles leaving Winding Walk Dr that need to head east on FM 529. We understand the safety issue that is being addressed for this project. However, the residences/businesses vehicles that access FM 529 from Winding Walk are land-locked (see pictures attached). Based upon the circumstances, we would respectfully request that TxDot consider eliminating the proposed median structure for the stretch of road from Huffmeister Rd to Addicks-Satsuma Dr. ALTERNATIVES: 1- Leave this stretch alone (status quo) Length 2/10’s of a mile. Will save construction costs. 2- Redesign the median project to have an opening allowing the vehicles the ability to turn left onto FM 529. We own 14011 FM 529, Jackrabbit Rd is directly across from our drive. There is a light on the north side that can be used by our business and businesses to the east. We had a common drive, but they put up a fence to the street. It makes it difficult to use the light as now there are cars trying to use a lane on each side of the fence. (see diagram)
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<th>Meeting Info Source</th>
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<tr>
<td>18</td>
<td>Van L. Davidson</td>
<td><a href="mailto:van.davidson@abcsupply.com">van.davidson@abcsupply.com</a></td>
<td>713-466-1505</td>
<td>Business property owner/lessee</td>
<td>Friend</td>
<td>I am responding as a business property lessee. I was not notified about the meeting until yesterday from a private citizen. He was spreading the word because evidently not too many people knew about the meeting. My business address is at 11155 FM 529 Houston, TX. 77041. We are located at the SE corner of the intersection of FM 529 and Hanson Parkway. We have dozens of 18 wheelers entering and exiting our business every day and to put a barrier in front of our entry and exit gates in the middle of the turn lane would not allow any large trucks to enter our business. Currently trucks have to enter from going East to West on FM 529. They have to cross three lanes of traffic to be able to make the turn. They are unable to come in from the West to the East and make a right hand turn into our business due to no lanes to utilize to make a wide turn and cause a very dangerous situation. We have had many close calls due to truckers not being able to make the right hand turn coming from the West. If we had an opening at both East and West gates in the turn lane this might allow our drivers to safely exit out and leave in either direction. Please send a response as to how we could work this out. Please fill free to drop by and evaluate our situation. The proposal as of now would create a huge traffic jam and trucks entering our property would have to move over two more lanes of traffic to make a right hand turn if they had to come in from the West.</td>
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<td>We appreciate your comments and input. The proposed raised median has been eliminated from the following sections of the project Greenhouse Rd. to Barker Cypress, and from just east of Horsepen Creek to US 290. Hence, the section of FM 529 adjacent to your property will not have raised medians. This was based on comments received, and a more thorough review of impacts to existing access points as well as impacts to traffic operations.</td>
<td></td>
</tr>
<tr>
<td>19</td>
<td>Chris Rice</td>
<td>14911 Indian Quail Circle</td>
<td>Houston</td>
<td>TX</td>
<td>77095</td>
<td><a href="mailto:chris@thericeman.com">chris@thericeman.com</a></td>
<td>281-858-0494</td>
<td>Resident</td>
<td>I am a homeowner in the Hearthstone subdivision off FM 529. I oppose the median construction project, as there is only one way in or out of the section of the neighborhood we live in. Winding Walk is the street we use to access 529. If we wanted to turn left, during high traffic times, we would have to turn right, and likely would not be able to cross three lanes of traffic to make the U turn at Addicks Satsuma. This project would add significant travel time to residents of this section of the neighborhood. Please revise the design, allowing for the ability to turn left out of Winding Walk, or alternatively, leave the median as is with no changes.</td>
<td></td>
<td>We appreciate your comments and input. The design team has evaluated your concerns, and reviewed potential alternative designs. However, the proposed eastbound &quot;hooded&quot; left layout at Winding Walk as presented at the 10/19/11 public meeting is confirmed as the recommended layout for the following reasons: 1. Insufficient median width to provide &quot;shadow&quot; protection for vehicle staging in full median opening; 2. Adjacent median opening at Addicks-Satsuma provides reasonable opportunity to U-turn and head east on FM 529; 3. Impacts to 60-70 property owners must be weighed against the positive safety benefits to the traveling public (40,000 veh/day who use FM 529); and 4. Similar applications (e.g., Westheimer) have proven successful over time.</td>
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Dear Mr. Alford:

Seatrax, Inc. recently learned of the access management changes currently being proposed by TxDOT on FM 529. Although we understand the intent of the access management project is to increase safety and improve traffic flow along FM 529, we are very concerned that these proposed changes will significantly and negatively impact our ability to move people and material to and from our headquarters located at 13223 FM 529, Houston, Texas.

Seatrax, Inc. is a global offshore crane fabricator for semi-submersibles, jack-ups, tension leg platforms, SPAR facilities, drill ships, and fixed platforms for the offshore oil and gas industry. Part of our fabrication process includes frequent movement of very large pieces of equipment to and from our site via FM 529. This equipment is moved on large trucks and low-boy trailers, which typically have higher turning radius requirements that are now accommodated with the two-way left turn lane geometry on FM 529.

We have reviewed the proposed changes to FM 529 at http://www.sh6mobility.com/sh6n.docs.htm and have concluded that if these modifications are implemented they will have serious and irreparable impacts to operations at our headquarters facility. The modification to include construction of a continuous raised median on FM 529 (including along our site frontage), would prevent left turns to and from our site entirely, but particularly for larger trucks.

The proposed changes would require that heavy hauling vehicles, visitors, employees, deliveries, and most important, first responders travel an additional 1.2 miles (about 6100 feet) to access the site via a U-turn at Jackrabbit Road (if a U-turn at that location is even physically possible for large trucks).

Seatrax, Inc. has approximately 300 employees that currently work at our facility at FM 529 and has numerous visitors and deliveries each day. We are in the process of expanding operations at this site, and the expansion plan includes additional facilities and a corresponding increase in employment of about 150 persons. Thus, the concerns set forth herein will be compounded as our operations increase.

In 2008, we collaborated with Mr. Greg Ranft, P.E. at TxDOT’s West Harris Area Office as we developed our site expansion plans, particularly regarding placement of our new access driveway (located about 420 feet west of North Eldridge Road). Although only providing access to employee parking at this time, this access driveway was placed strategically to provide access to a new manufacturing facility, which is due to be completed in a 2012-2013 timeframe. If the raised median is placed as proposed, we will lose the intended function of this driveway – which is primarily to accommodate large trucks (with their increased turning radii) coming to and leaving from the site to US 290 to the east.

In addition, we have the following concerns regarding the proposed roadway improvements to FM 529:

- Seatrax is especially concerned with the lack of direct access and increased response time to the facility for emergency responders under the proposed raised median conditions. The safety of our workers is of utmost concern and first responder ability to access the site in a timely manner is vital.
- The placement of the proposed median and resulting need for additional travel to make a U-turn at Jackrabbit Road would deleteriously affect left turn access entering and exiting the Seatrax facility, particularly for large trucks having higher turning radius requirements.

We appreciate your comments and input.

The proposed raised median has been eliminated from the following sections of the project: Greenhouse Rd. to Barker Cypress, and from just east of Horsepen Creek to US 290. Hence, the section of FM 529 adjacent to your property will not have raised medians. This was based on the review of your comments by our design team, subsequent coordination meeting held with Seatrax on 12/12/2011, and further review of impacts to existing access points as well as impacts to traffic operations.
There is likely very little safety improvement by restricting access to westbound to eastbound U-turns farther west at Jackrabbit Road in comparison to westbound left turn access along our frontage (via a hooded left turn configuration as proposed at other locations in the corridor). From our perspective, U-turns may be problematic, especially for visitors who are not familiar with the area. In addition, U-turns will still require crossing three lanes of traffic and merging right to access our site. Thus, by compromising accessibility, the turn and merge issue is simply being shifted to the west on FM 529.

Because the majority of access by employees is to and from the east, the lack of a westbound left-turn lane and the new requirements to make a U-turn at Jackrabbit Road will likely cause increased travel time and fuel consumption for Seatrax employees and visitors.

It appears from the Recommended Improvements document at http://www.sh6mobility.com/sh6/docs.htm that driveway consolidation (based on both functional and density reasons) is proposed at the Seatrax facility. We note that Seatrax worked with TxDOT in good faith for the approval of the existing driveways in 2008 and have since planned for considerable costs in site improvements based on the location of these driveways.

Seatrax has a significant investment in the Seatrax facility driveway located 420 feet west of North Eldridge Road, particularly for heavy load access. The lack of a westbound left turn lane at this driveway will substantially impact movement of heavy hauling equipment (including tractors and lowboy trailers) that are vital to Seatrax's operations. It is unlikely that heavy hauling equipment will be able to make U-turns at other access points in the vicinity. There are no feasible alternative ingress/egress routes for the Seatrax facility other than FM 529. The lack of a left-turn lane and the proposed removal of driveways will greatly impact ingress/egress of Seatrax employees and products at the site.

During peak period traffic conditions, it is not only the additional travel distance that will have negative impacts, but by our estimates this will add additional travel time of about 10-15 minutes coming to our site as well. With about 200-250 employees entering the site in the morning peak period, this additional travel caused by having to pass the site and U-turn at Jackrabbit road will only add to congestion, delay and emissions along FM 529 in the morning.

To be clear, Seatrax, Inc. is not asking that access management improvements be abandoned in the FM 529 corridor. We are, however, asking TxDOT to work with us collaboratively to find a solution to a critical issue facing our facility at a time when multi-million dollar investments to the site are being planned and executed. At a minimum we would ask that TxDOT consider a "hooded" westbound turn lane to the Seatrax facility at the existing driveway located 420 feet west of North Eldridge. At this point in time we are still flexible with the location of this driveway and want to explore feasibility of a hooded left turn at this location or alternatively at a location along our frontage that is mutually beneficial to TxDOT, Seatrax and the traveling public. We would also like to discuss the timing and intent of driveway consolidation as shown in planning documents.

We would respectfully request further discussions with TxDOT regarding these proposed improvements, how they may impact our site, and how we can find a mutually beneficial solution to safety concerns along the corridor. Timely discussions are requested as we are moving forward daily on plans for expansion. Kindly contact Jill Czapla at (713) 896-6500, ext. 211 or jczapla@seatrax.com to arrange a meeting time.

If you should have any questions in regard to the foregoing, please do not hesitate to contact us.
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<th>Phone</th>
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<th>Meeting Info Source</th>
<th>Comments</th>
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<tbody>
<tr>
<td>Charles Demirbas</td>
<td>11250 FM 529</td>
<td>Houston</td>
<td>TX</td>
<td>77041</td>
<td><a href="mailto:kaanahan4@gmail.com">kaanahan4@gmail.com</a></td>
<td>713-849-5778</td>
<td>Business property owner/lessee</td>
<td></td>
<td>I am the business owner of 11250 FM 529 &quot;Charles Conoco.&quot; I have operated my gas station/convenience store from 1998-present. I would like to make a formal complaint regarding the so-called &quot;FM529 project&quot; - this projected construction will be completely detrimental to business on FM 529, as we depend on the road traffic for economic survival. Despite the disastrous effect this project will have on my business, I was not even invited to the open house held on October 19, 2011, nor was I asked for an opinion regarding this matter. Five years ago, OUR BUSINESS DEPRECIATED 70 PERCENT DUE TO THE FM 529 ROAD CONSTRUCTION IN OUR AREA. We almost faced bankruptcy as a result of huge loss in our business revenue. NEEDLESS to say, we have been suffering for a long time...in this time of economic chaos and struggle, small business owners like me are already struggling to survive - this project will kill my business very soon. THIS PROJECT DOES NOT MAKE COHERENT SENSE. Why is the Texas Department of Transportation targeting FM529? What is the difference between FM529 and Hwy6? What is the difference between FM529 and Little York or Clay Rd? What makes FM529 suddenly so important and on the construction agenda? I strongly disagree with this project, and urge your administration to reconsider, as it is a $5 or $7 million waste of hard earned US taxpayers money. I look forward to receiving a written explanation from your office to my address, including why I was not invited to voice my opinion in a public meeting, as well as why this projected has been erected in the first place.</td>
</tr>
<tr>
<td>Christopher &amp; Jennifer Fleck</td>
<td>14907 Indian Quail Circle</td>
<td>Houston</td>
<td>TX</td>
<td>77095</td>
<td><a href="mailto:c-jfleck@att.net">c-jfleck@att.net</a></td>
<td>281-550-9170</td>
<td>Resident</td>
<td></td>
<td>I am a homeowner in the Hearthstone subdivision off FM 529 near Huffmeister. My section of the neighborhood has ONLY ONE OUTLET, which is directly on to FM 529 via Winding Walk. We are uniquely land locked from the rest of the neighborhood, with no other roadway available. The new proposed median construction on FM 529 will have an extreme negative impact to the 67 homes and 5 businesses located in my section that access FM 529 via Winding Walk. Further, Winding Walk is the only street entering FM 529 between the traffic lights at Addicks-Satsuma and Huffmeister, which are located a mere 2/10's of a mile from one another. Due to the aforementioned, I am requesting that you consider one of the following as an alternative to the raised median between Addicks-Satsuma and Huffmeister: 1. Leave this 2/10's of a mile &quot;as is&quot; (no raised median in this very short distance); or 2. Re-design the median in this 2/10's of a mile to allow for the ability to turn left (east) from Winding Walk on to FM 529. During peak traffic hours in the AM and PM, traffic already backs up between the two traffic lights. If a raised median is added, requiring additional vehicles to make left turns and/or u-turns, this will only exacerbate the problem of traffic flow between the two lights. There is also a very real concern about access for emergency vehicles to the Winding Walk group of homes and businesses during peak traffic times, should this median be constructed in the short 2/10's of a mile on this section of FM 529. In addition, I think the FM 529 median is a terrible idea and will further hamper the flow of traffic, which is already extremely frustrating to navigate during peak traffic times. The deletion of an extended turn lane at lights and intersections will add to the already extremely slow traffic flow. Many commuters use FM 529 to reach Highway 290 and return home. The turn lane allows those who live between or go between Highway 290 and Highway 6 an easier access and exit to FM 529. We appreciate your comments and input. The design team has evaluated your concerns, and reviewed potential alternative designs. However, the proposed eastbound &quot;hooded&quot; left layout at Winding Walk as presented at the 10/19/11 public meeting is confirmed as the recommended layout for the following reasons: 1. Insufficient median width to provide &quot;shadow&quot; protection for vehicle staging in full median opening. 2. Adjacent median opening at Addicks-Satsuma provides reasonable opportunity to U-turn and head east on FM 529. 3. Impacts to 60-70 property owners must be weighed against the positive safety benefits to the traveling public (40,000 veh/day who use FM 529) and 4. Similar applications (e.g., Westheimer) have proven successful over time.</td>
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<tr>
<td>Cristina Apollo</td>
<td><a href="mailto:capollo@swbell.net">capollo@swbell.net</a></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Resident</td>
<td></td>
<td>I live in the Hearthstone Subdivision at 529 and Jackrabbit road. I am writing to ask that you reconsider putting medians on our part of 529 (from Jackrabbit to Hwy 6) because it inhibits the entrance and exits to our neighborhood. I also believe having medians will cause more accidents with cars needing to make u turns to get to streets and shopping centers in the area. We appreciate your comments and input. The proposed raised median has been eliminated from the following sections of the project: Greenhouse Rd. to Barker Cypress, and from just east of Horsepen Creek to US 290. Hence, a portion of the section of FM 529 noted in your comment will not have raised medians. Specifically, from just east of Horsepen Creek to US 290, will not have raised medians. With respect to benefits of raised medians, the application of raised medians in similar corridors have resulted in documented improvements to safety and traffic operations.</td>
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<tr>
<td>24</td>
<td>David &amp; Sharon Davidson</td>
<td>14915 Indian Qual Circle</td>
<td>Houston</td>
<td>TX</td>
<td>77095</td>
<td></td>
<td>281-463-4269</td>
<td></td>
<td>Resident</td>
</tr>
<tr>
<td>25</td>
<td>Mark Dietz (emailed by Debbie Lewing)</td>
<td>12660 FM 529</td>
<td>Houston</td>
<td>TX</td>
<td>77041</td>
<td><a href="mailto:markd@foxmetals.com">markd@foxmetals.com</a></td>
<td>281-890-6666</td>
<td>Business property owner/lessee</td>
<td>Mail</td>
</tr>
<tr>
<td>26</td>
<td>Kim &amp; Ken Lieberman</td>
<td>149187 Indian Qual Circle</td>
<td>Houston</td>
<td>TX</td>
<td>77095</td>
<td><a href="mailto:kimberly.lieberman@cfisd.net">kimberly.lieberman@cfisd.net</a></td>
<td>713-303-7273</td>
<td>Resident</td>
<td></td>
</tr>
</tbody>
</table>
I am a homeowner in the Hearthstone subdivision off FM 529 near Huffman. My section of the neighborhood has ONLY ONE OUTLET, which is directly on to FM 529 via Winding Walk. We are uniquely land locked from the rest of the neighborhood, with no other roadway available. The new proposed median construction on FM 529 will have an extreme negative impact to the 67 homes and 5 businesses located in my section that access FM 529 via Winding Walk. Further, Winding Walk is the only street entering FM 529 between the traffic lights at Addicks-Satsuma and Huffman, which are located a mere 2/10's of a mile from one another. Due to the aforementioned, I am requesting that you consider one of the following as an alternative to the raised median between Addicks-Satsuma and Huffman: 1. Leave this 2/10's of a mile "as is" (no raised median in this very short distance); or 2. Re-design the median in this 2/10's of a mile to allow for the ability to turn left (east) from Winding Walk on to FM 529. During peak traffic hours in the AM and PM, traffic already backs up between the two traffic lights. If a raised median is added, requiring additional vehicles to make left turns and/or U-turns, this will only exacerbate the problem of traffic flow between the two lights.

There is also a very real concern about access for emergency vehicles to the Winding Walk group of homes and businesses during peak traffic times, should this median be constructed in the short 2/10's of a mile on this section of FM 529. In addition, I think the FM 529 median is a terrible idea and will further hamper the flow of traffic, which is already extremely frustrating to navigate during peak traffic times. The deletion of an extended turn lane at lights and intersections will add to the extremely slow traffic flow. Many commuters use FM 529 to reach Highway 290 and return home. The turn lane affords those who live between or go between Highway 290 and Highway 6 an easier access and exit to FM 529.

We appreciate your comments and input. We have a large volume of HD trucks coming into our business and also to the shop next door. We need an option for the business so east bound traffic can enter.

I think that the proposed project for FM529 is a big waste of tax payers money. If you want to solve the problem of people driving in the left hand turn lane you need to get the police to do the job that we the taxpayers are paying for by patrolling the road during peak traffic hours the same people drive in that lane all the time when the traffic is stopped if they get a ticket maybe they will abide the law if not take away their license after two times. If you decide to put this in anyway all you will do is make it harder for the rest of us that abide the law also you will make traffic worse than better the left lanes will be too small and the cars that go left will back up in the left lane forcing drivers that want to go straight to move over causing more congestion at the intersection. If that money is burning a hole in your pocket so bad why not use it to fix roads that need repair like Brinnimore between Clay and Hamlerley. That road is in bad shape but FM529 is not in need of anything, but having a few cops patrolling it you never see any of them when this behavior is going on. It's like they hide when traffic is bad and thats when the idiots start driving in the left lane. I have been living in the area for 23 years and I have to use this road daily and we don't need more construction on this road making my commute worse than it is. The light at Eldridge is part of the problem, they did not work on it a while back and changed the time at the light. Your consideration on not going forward on this project will be appreciated. Thank you.

We appreciate your comments and input. The proposed raised median has been eliminated from the following sections of the project: Greenhouse Rd. to Barker Cypress, and from just east of Horsepen Creek to US 290. Hence, the section of FM 529 adjacent to your property will not have raised medians. This was based on comments received, and a more thorough review of impacts to existing access points as well as impacts to traffic operations.

We appreciate your comments and input. The design team has evaluated your concerns, and reviewed potential alternative designs. However, the proposed eastbound "hooded" left layout at Winding Walk as presented at the 10/19/11 public meeting is confirmed as the recommended layout for the following reasons:

1. Insufficient median width to provide "shadow" protection for vehicle staging in full median opening.
2. Adjacent median opening at Addicks-Satsuma provides reasonable opportunity to U-turn and head east on FM 529.
3. Impacts to 60-70 property owners must be weighed against the positive safety benefits to the traveling public (40,000 veh/day who use FM 529), and
4. Similar applications (e.g., Westheimer) have proven successful over time.
The proposed construction in front of my property would be devastating to my business. We are a 252 unit apartment community at 95% occupancy, which means I average 500-600 residents at that occupancy. We are currently leased at 98% which means I could easily go over 800 residents. I am certain I will lose many residents as their leases expire. What logical person would volunteer to fight with a u-turn coming and going from their home every day? We deserve special consideration due to the fact that we are inconveniencing people from their homes and we are a 24 hour a day operation unlike most of the businesses that will be affected if the medians are installed as currently proposed my residents will be forced to turn around in parking lots coming and going. It is a two way inconvenience for them because we do not have an access bay that allows them to turn in, so no matter what direction they are traveling in the course of coming home and leaving they will be forced to travel past their home and u-turn through already thick traffic. I drive a small SUV and have driven the proposed route and it is quite difficult to make a u-turn across the three lanes of traffic. I need to cross to make a right turn into the property. The on-coming drivers are, if it’s traveling at the speed limit, are traveling quite fast. Once you have clearance the angle of the u-turn and the acceleration needed to move out of the way of the oncoming traffic is difficult even more small car drivers. Our school buses, which are 5 in the morning and 5 in the afternoon, would be forced to change routes or use Lower parking lot which I am not sure they are allowed to do. Also, we are bordered by a one way street that would need to be stripped and opened to allow for a left turn into the property coming from HWY 290. Does the state pay for this? Even with the street opened for two way access, we will be required to spend $6000 - $8000 to install a entrance gate. Does the state give an allowance to property owners for the changes required to allow people to enjoy the same ease of egress and ingress that they had prior to the changes? While it many be easy to lay out plans from surveys and pictures. I am asking that one of your representatives tours our apartments community and get a firsthand look at the huge negative impact it will cause on our residents.

Employees of Seatrax were recently made aware of TXDOT’s proposed improvements to FM 529 between Greenhouse Road and US 290. We understand that a raised median could be constructed with curb openings designed to decrease accidents and increase safety. In review of photos provided by TXDOT, we were dismayed to see that curb openings will not be made available to drivers traveling west and turning left into our facility. We are all well aware of the dangers the current center lane poses. Many drivers traveling east on FM 529 choose to utilize this lane as a shortcut to the left turn light at Eldridge Parkway. While construction a median would eliminate that danger, removing access to Seatrax would not only cause an inconvenient to employees and visitors but also create other traffic issues and safety concerns. Drivers traveling west would now be required to make u-turns that are often problematic, unsafe and can cause accidents that are trying to be avoided. While we agree a median could make FM 529 safer near Eldridge Parkway, we ask that TXDOT consider maintaining a curb opening to Seatrax for drivers traveling west and turning left into the facility. This proposal would eliminate much inconvenience and achieve the goal of safety. Seatrax employees appreciate your consideration. Thank you.

Under the current proposal there is not a channelized left turn lane at our business. This creates a danger due to the high volume of customers and supplies making pick ups and deliveries. We receive several 18 wheelers everyday and they will be required to do a u-turn under the current proposal! This creates an unsafe condition. We have large bob tail trucks and three 1-ton trucks with gooseneck trailers that will have to do a u-turn many times a day. Please put a left turn lane going into our business so all of these vehicles will not be required to do a u-turn into our business which creates an unsafe condition. Please contact me at 832-367-0963 if I can help answer any questions. Thank you.

We appreciate your comments and input. The proposed median has been eliminated from the following sections of the project: Greenhouse Rd. to Barker Cypress, and from just east of Horseshoe Creek to US 290. Hence, the section of FM 529 adjacent to Seatrax will not have raised medians. This was based on the review of your comments by our design team, subsequent coordination meeting held with Seatrax on 12/12/2011, and further review of impacts to existing access points as well as impacts to traffic operations.

We appreciate your comments and input. The proposed median has been eliminated from the following sections of the project: Greenhouse Rd. to Barker Cypress, and from just east of Horseshoe Creek to US 290. Hence, the section of FM 529 adjacent to your property will not have raised medians. This was based on comments received, and a more thorough review of impacts to existing access points as well as impacts to traffic operations.
We are writing in regards to the project CSJ 1006-01-068. We feel this project will create more problems than we already have on FM 529. This road is travelled by all types of vehicles, including 18 wheelers. It would be impossible for an 18 wheeler to make a u-turn. Our understanding is all streets accessing FM 529 will be blocked from making left turns onto FM 529. This will directly affect our subdivision, Hearthstone, that have exit streets (Winding Walk, Blenheim Palace and Halfpenny) onto FM 529. Please take the time to re-evaluate this project, as it will cause major traffic issues on FM 529. Thank you.

We appreciate your comments and input. The proposed raised median has been eliminated from the following sections of the project: Greenhouse Rd. to Barker Cypress, and from just east of Horsepen Creek to US 290. However, the proposed raised median configurations at Winding Walk and Halfpenny are recommended to move forward as presented in the exhibits at the 10/19/2011 public meeting. The application of raised medians in similar corridors have resulted in documented improvements to safety and traffic operations.

Dan Grosz here with CFISD Facilities Planning & Construction writing on behalf of our district’s Transportation Department and our Langham Creek High School located at 17610 South Highway 6 Access Management Study related to traffic data for this median location. We in part agree with the changes at the Hudson Oaks/FM 529 intersection, Glen Polar/FM 529 intersection and the median closure directly across from our across-street neighbor “The Dance Factory.” Referring to Exhibit 2, it is requested that the existing median opening (our westernmost campus entry/exit on FM 529) remain open across from “World Tech Auto.” This westernmost drive is the only entry/exit that serves a significant portion of our athletics groups on this west side of our campus. Some of these vehicles include buses. Closeout of this median will force vehicles and buses to travel westbound on FM 529 seeking an alternate detour route, or worse U-turn at the Barker Cypress intersection, to travel eastbound on FM 529. Referring to Exhibit 3, a portion of HCAG’s Study denotes much traffic data within the Highway 6 and FM 529 corridors. Specifically, a portion of this report is provided to indicate crash data at the median we are requesting to remain open. At our westernmost FM 529 median access (across from “World Tech Auto”), one incident of a vehicular crash has occurred. A review of adjacent intersections shows that numerous crash incidents have occurred at the Hudson Oaks/FM 529 intersection and Glen Polar/FM 529 intersections and other intersections. We hope these requests, suggestions and information provided will help TxDOT to consider leaving the existing westernmost FM 529 median cut in front of Langham Creek High School open for our campus’ use. Thank you for your consideration.

We appreciate your comments and input. Based on the review of your comments by our design team, and subsequent coordination meeting held with CFISD on 12/14/2011, the design will be modified as requested by CFISD. The final proposed revised design provides for removal of the median opening and traffic signal at Glen Polar, across from the east entrance to the Langham Creek High School (LCHS) loop drive. In addition, the existing median opening at the LCHS far west driveway will remain, but will be modified to provide channelized eastbound and westbound turn lanes on FM 529. A future signal installation at the LCHS west driveway location has been discussed with CFISD as part of a potential future solution.

CenterPoint received a notice for TxDot’s planned FM-529 construction through a Public Meeting Notice. Can you please provide me with the Project Managers name and contact information so we can address our access concerns now before plans are fully developed. Let’s try to work together to take care of this issue early.

The TxDOT Project Manager for PS&E Development is: Mohammed Zubair, P. E. Phone (713)-802-5616 e-mail: Mohammed.Zubair@txdot.gov

Please consider providing the maximum length (or storage capacity) in all turning lanes at major intersections. Design for 80K cars (future). In conjunction with this project, please look at signalization synchronization for the signals along the corridor. Additional loop detectors and sensors. Currently there are many signals that restrict flow of traffic. Signal programming should be adjusted for different days of the week/different times, etc. Where permitted and with available funding, install right turn lanes at intersections. This will free up the traffic that is proceeding straight through the intersection.

The left turn bay storage lengths were calculated based on projected design year 2015 volumes. The current scope and funding for this project does not include signal improvements (e.g., signal synchronization, additional loops, etc.) nor right turn bays.

Mohammed Zubair, P.E.
PUBLIC MEETING SUMMARY REPORT

Proposed Improvements to FM 529: Greenhouse Road to US 290

October 19, 2011

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

Scanned Comments

Please make additional comments on the back. (Por favor de hacer sus comentarios adicionales en la parte posterior.)

This comment form may be turned in tonight, mailed, or emailed by November 2, 2011 to the address below:

Director of Project Development
Texas Department of Transportation – Houston District
P.O. Box 1386
Houston, Texas 77251-1386
Email: hou-plowemail@txdot.gov

Please check the appropriate items below. (Por favor compreble los artículos apropiados abajo)

I am primarily interested in the project from the standpoint of: (Estoy interesado en el proyecto del punto de vista de)

[ ] Residential property owner or renter (Propietario o inquilino residencial)
[ ] Commercial property owner or lessee (Propietario o inquilino del negocio)
[ ] Other (Please explain) (Otro [por favor de explicar])

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

[ ] Newspaper (Periódico)
[ ] Notice in the Mail (Aviso por correo)
[ ] Yard Sign (Letreros en jardines)
[ ] Other (Please explain) (Otro [por favor de explicar])

COMMENTS (COMENTARIOS):

[ ] The median is being reduced. This is eliminating some of the unnecessary traffic signals. I don’t allow my children any
ing the yellow traffic signal. I try to emphasize some of the disadvantages of driving down FM 529 to Downtown Houston. Also, I left them from an acceleration lane off the left-hand side of the state highway. These increases are

[ ] Not turn capacity at cross street that turn on to FM 529.
COMMENT FORM
(FORMA DE COMENTARIO)

Public Open House – FM 529: Greenhouse Road to US 290
(Reunión Pública – FM 529: Desde el Greenhouse Road hasta la US 290)
CSJ 1006-01-068
October 19, 2011
(19 de octubre del 2011)
Director of Project Development
Texas Department of Transportation – Houston District
P.O. Box 1386
Houston, Texas 77251-1386

___I am an Elected Official (Soy Funcionario/a)___ Position (Posición):

Name and Mailing Address (Optional) (Nombre y dirección [opcional]):
Name (Nombre) Muhammad Junaid
Address (Dirección) 19140 FM 529 Rd
Email Address (Correo electrónico) muhammad.junaid@txdot.com
Telephone (Teléfono) 832-858-4925

PLEASE CHECK THE APPROPRIATE ITEMS BELOW: (POR FAVOR COMPARECE LOS ARTÍCULOS APROPIADOS ABAJO)

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

___Other (Please explain) (Otro (por favor de explicar))

How did you learn about this meeting? (¿Cómo se enteró usted de esta reunión?)
___Newspaper (Periódico) ___ Notice in the Mail (Aviso por Correo) ___ Yard Signs (Letreros en jardines)
___Other (Please explain) (Otro (por favor de explicar))

COMMENTS (COMENTARIOS):

I am the owner of a Chevron located at 19140 FM 529 Rd
in Cypress at the intersection of Greenhouse Rd & FM 529.
I am trying to get a median opening at FM 529 side of my property
which is on my Northwest Corner (for anything that would help
the customers to get out go towards FM 529 east).

Plus its a gas station so we get 18 wheelers to drop gas loads
but if we dont have a median cut it will be really hard
for them big trucks to get out so please giv us

or grant us a median cut so i wont have problems.

Also we have customers driving 18 wheelers would hurt our business.

Please make additional comments on the back. (Por favor de hacer sus comentarios adicionales en la parte posterior.)

This comment form may be turned in tonight, mailed, or emailed by November 2, 2011 to the address below:
(Esta forma de comentario se podrá devolver esta noche, por correo o electrónicamente antes del 2 de Noviembre del 2011 a)

Director of Project Development
Texas Department of Transportation – Houston District
P.O. Box 1386
Houston, Texas 77251-1386
Email: hou-plowemail@txdot.gov
COMMENT FORM
(FORMA DE COMENTARIO)

Public Open House – FM 529: Greenhouse Road to US 290
(Reunión Pública – FM 529: Desde el Greenhouse Road hasta la US 290)
CSJ 1006-01-068
October 19, 2011
(19 de octubre del 2011)
Director of Project Development
Texas Department of Transportation – Houston District
P.O. Box 1386
Houston, Texas 77251-1386

___I am an Elected Official (Soy Funcionario/a)

Name and Mailing Address (Optional) (Nombre y dirección [opcional]):
Name (Nombre): Leslie A. Beeman
Address (Dirección): 14403 FM 529, Houston, TX 77083-3923
Email Address (Correo electrónico): LBeeman@charter.net
Telephone (Teléfono): 713-819-6305; Fax: 713-813-0624

Position (Posición):

PLEASE CHECK THE APPROPRIATE ITEMS BELOW: (POR FAVOR COMPREBE LOS ARTÍCULOS APROPIADOS ABAJO)

___Residential property owner or renter (Propietario o inquilino residencial)

___Business property owner or lessee (Propietario o inquilino del negocio)

___Other (Please explain) (Otro [por favor de explicar])

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

___Newspaper (Periódico)

___Notice in the Mail (Aviso por Correo)

___Yard Signs (Letreros en jardines)

___Other (Please explain) (Otro [por favor de explicar])

COMMENTS (COMENTARIOS):

Leslie A. Beeman owns the corner house (FM 529, 14403 FM 529). The house is also at the same address.
There are over 80 units in the vicinity. The homes on FM 529 are not very far.
Gas prices are to blame. People are not willing to drive long distances.

I am a very long way to enter, so I take the left if houses in westbound on FM 529. These houses in westbound are to long in length to make a U-turn on FM 529. They need to be

Please make additional comments on the back. (Por favor de hacer sus comentarios adicionales en la parte posterior.)

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Texas Department of Transportation – Houston District
P.O. Box 1386
Houston, Texas 77251-1386
Email: hou-piowebmail@txdot.gov
COMMENT FORM
(FORMA DE COMENTARIO)

Public Open House – FM 529: Greenhouse Road to US 290
(Reunión Pública – FM 529: Desde el Greenhouse Road hasta la US 290)
CSJ 1006-01-068
October 19, 2011
(19 de octubre del 2011)
Director of Project Development
Texas Department of Transportation – Houston District
P.O. Box 1386
Houston, Texas 77251-1386

___I am an elected Official (Soy Funcionario/a)                Position (Posición):

Name and Mailing Address (Optional) (Nombre y dirección [opcional]):
Name (Nombre) LUIZ ALVAREZ
Address (Dirección)  14910 FAIRWAY SQUARE DRIVE
Email Address (Correo electrónico) laizs50@yahoo.com
Telephone (Teléfono)  281-855-8503

PLEASE CHECK THE APPROPRIATE ITEMS BELOW: (POR FAVOR COMPRENDRE LOS ARTÍCULOS APROPIADOS ABAJO)

I am primarily interested in the project from the standpoint of a: (Estoy interesado en el proyecto del punto de vista de):
☐ Residential property owner or renter (Propietario o inquilino residencial)
☐ Business property owner or lessee (Propietario o inquilino del negocio)
☐ Other (Please explain) (Otro [por favor de explicar])

How did you learn about this meeting? (¿Cómo se enteró usted de esta reunión?)
☐ Newspaper (Periódico)
☐ Notice in the Mail (Aviso por Correo)
☐ Yard Signs (Letreros en jardines)
☐ Other (Please explain) (Otro [por favor de explicar])

COMMENTS (COMENTARIOS):
Good idea with the channelized turn. I think so will be less accidents.

Please make additional comments on the back. (Por favor de hacer sus comentarios adicionales en la parte posterior.)

This comment form may be turned in tonight, mailed, or emailed by November 2, 2011 to the address below:
(Esta forma de comentario se podrá devolver esta noche, por correo, o electrónicamente antes del 2 de Noviembre del 2011 a):

Director of Project Development
Texas Department of Transportation – Houston District
P.O. Box 1386
Houston, Texas 77251-1386
Email: hou-plowebmail@txdot.gov
From: HOU-PIOWebMail HOU-PIOWebMail <HOU-PIOWebMail@txdot.gov>
To: Pat Henry <Pat.Henry@txdot.gov>
Subject: Fwd: Raised median in FM 529 - Objection from blocking Mobile Home entering the Mobile Home park Located 14115 FM 529
Content-Type: multipart/alternative; boundary="_Part99B65030.5_
MIME-Version: 1.0

--- Part99B65030.5_
Content-Type: text/plain; charset="US-ASCII"
Content-Transfer-Encoding: quoted-printable

Forwarded for your handling. Thanks.

=20
Danny Perez=20

>>> Eli Sasson <Eli@knight-management.com> 10/1/2011 1:03 PM >>>

Dear Ms. Kay Crouch

=20
=20
This email is In responding to your letter dated 9-19-2011.
=20
I am the owner of West Houston Mobile home located in 14115 FM 529. We have in that location about 230 Lots residing Families in their mobile Homes.

Few years ago when the FM 529 was scheduled for construction to widen the - paving I raised already my concern that any planning of the Road Must take in considerations the TWO existing accesses to the Mobile Home park = allowing big Mobile Homes 16X 80 feet coming and going out form the park.

I am not objecting to any other areas of the FM 529, but having a rising median in front of the two entries of the mobile home will cause traffic problem for the big trailers towing the homes from being able to manipulate= entering the Mobile home to its proper lot.=20

On October 19 2011 I will be out of US attending my Son Wedding 4 days = after.

Please have this email in your consideration on behalf of me and the other = more than 200 residents live in the park.

I appreciate very much taking my comment in consideration, and please let me know your decision.

Thank you
Eli Sasson
West Houston Mobile home park
Owner
713-974-3000

=20
Request Regarding the Transportation Study of FM 529 from US 290 to Greenhouse Road

Stanley Cooper <Stanley.Cooper@txdot.gov>  
To: leslie@crouchenvironmental.com

Another comment,

--------------------------------
Texas Transportation Forum
For more information on registration and program details visit
www.texastransportationforum.com

----- Forwarded message ------
From: "HOU-PIOWebMail HOU-PIOWebMail" <HOU-PIOWebMail@txdot.gov>
To: "Stanley Cooper" <Stanley.Cooper@txdot.gov>
Date: Fri, 28 Oct 2011 15:27:41 -0500
Subject: Fwd: Request Regarding the Transportation Study of FM 529 from US 290 to Greenhouse Road

>>> "Anna Goodman" <anna@enosisrealtvgroup.com> 10/27/2011 4:09 PM >>>

Texas Department of Transportation,

I am with the partnership that owns the retail center located at 13110 FM 529 Rd, Houston, TX 77041.

Attached is a file with photos of the three curb-openings referred to within this request.

We request that the curb-opening at Log Cradle Dr be redesigned to allow west-bound traffic on FM 529 to make left turns. There are two types of curb-opening designs used at several other intersections within this FM 529 project which would accomplish this. One type of curb-opening design is located at Signat Dr, and the second type of curb-opening design is located at Bleneim Place Ln.

Ideally we prefer the type of curb-opening at Signat Dr because, in addition to allowing west-bound traffic on FM 529 to be able to make left turns, it will also allow the south-bound traffic on Signat Dr to make left turns to travel east-bound on FM 529.

The type of curb-opening at Bleneim Place Ln is also a viable option since it allows west-bound traffic on FM 529 to make left turns, and the left turn curb-opening can be lined up with one of the entrances of SeaTrax's parking lot.

Allowing west-bound traffic on FM 529 to make left turns at or before the Log Cradle Dr intersection is necessary to better accommodate the west-bound traffic so as to alleviate traffic at the next curb-opening or intersection west of Log Cradle Dr and avoid it from becoming overwhelmed and less safe.

Feel free to contact me any time.

If you could please confirm receipt of this email I would appreciate it.

Thanks,

Anna Mercedes Goodman
Enosis Realty Group
11242 FM 1960 Rd West, Suite 108
Houston, TX 77065

http://www.281-887-5585 E: 281-887-5582
https://mail.google.com/mail/u/0/?ui=2&ik=7c3840355a&view=pt&searchin...
PHOTOS OF CURB-OPENINGS

Log Cradle Dr

Signat Dr

Bleneim Place Ln
Re: Fwd: Request Regarding the Transportation Study of FM 529 from US 290 to Greenhouse Road

Mohammed Zubair <Mohammed.Zubair@txdot.gov>
Fri, Oct 28, 2011 at 10:03 AM

To: Brian Jones <BJONES@cpyi.com>, kneshyba@cpyi.com, Leslie Hollaway-Pompa <leslie@crouchenvironmental.com>, Brock Miller <bmiller@tf-Texas.com>
Cc: Alan Wang <Alan.Wang@txdot.gov>, Bill Brudnick <Bill.Brudnick@txdot.gov>, HOU-PIOWebMail HOU-PIOWebMail <HOU-PIOWebMail@txdot.gov>, Mark Patterson <Mark.Patterson@txdot.gov>, Pat Henry <Pat.Henry@txdot.gov>, Stanley Cooper <Stanley.Coooper@txdot.gov>, Stuart Corder <Stuart.Corder@txdot.gov>

Brock/Leesie:

Please address this inquiry as a comment received at the Public Meeting.

Keith/Brian:

Please coordinate

--- Forwarded message ---

From: "Alan Wang" <Alan.Wang@txdot.gov>
To: "Bill Brudnick" <Bill.Brudnick@txdot.gov>
Date: Fri, 28 Oct 2011 09:24:13 -0500
Subject: Re: Fwd: Request Regarding the Transportation Study of FM 529 from US 290 to Greenhouse Road

Bill,

This project was originally done by our group back around 1998. At that time, the road was designed with a flash median. The raised median are being added to FM 529 (US 290 to Greenhouse) a few years late after the construction was completed. The raised median project is being done by consulting contract group. I believe Mohammed Zubair x 5616 was the project manager.

Please advise if anything you would like me to do.

Alan

>>> Bill.Brudnick 10/28/2011 8:16 AM >>>
Alan, I believe this is your project. Would you please review this information and coordinate with the appropriate parties.

Thanks

>>> HOU-PIOWebMail HOU-PIOWebMail 10/27/2011 5:52 PM >>>
Forwarded for your respective consideration and handling. Thanks.
Raquelle

>>>
From: "Enosis Realty Group" <nargo@enosisrealtygroup.com>
To: <houpcipwebmail@bxdol.gov>
Date: 10/25/2011 1:19 PM
Subject: Request Regarding the Transportation Study of FM 529 from US 290 to Greenhouse Road
Texas Department of Transportation,

My name is Nargo Schinas, and I am with the partnership that owns the retail center located at 13110 FM 529 Rd, Houston, TX 77041.

Attached is a file with photos of the three curb-openings referred to within this request.

We request that the curb-opening at Log Cradle Dr be redesigned to allow west-bound traffic on FM 529 to make left turns. There are two types of curb-opening designs used at several other intersections within this FM 529 project which would accomplish this. One type of curb-opening design is located at Signat Dr, and the second type of curb-opening design is located at Bleneim Place Ln.

Ideally we prefer the type of curb-opening at Signat Dr because, in addition to allowing west-bound traffic on FM 529 to be able to make left turns, it will also allow the south-bound traffic on Signat Dr to make left turns to travel east-bound on FM 529.

The type of curb-opening at Bleneim Place Ln is also a viable option since it allows west-bound traffic on FM 529 to make left turns, and the left turn curb-opening can be lined up with one of the entrances of Seatrax’s parking lot.

Allowing west-bound traffic on FM 529 to make left turns at or before the Log Cradle Dr intersection is necessary to better accommodate the west-bound traffic so as to alleviate traffic at the next curb-opening or intersection west of Log Cradle Dr and avoid it from becoming overwhelmed and less safe.

Feel free to contact me any time.

Nargo Schinas
Enosis Realty Group
Leasing Associate
Mobile: 832-879-4371
Office: 832-237-5555
Fax: 832-237-5566
nargo@enosisrealtygroup.com
www.enosisrealtygroup.com
Re: Fwd: FM 529 Access management ; Request for information by MUD 162

Mohammed Zubair <Mohammed.Zubair@txdot.gov>
To: knsbyba@cpyi.com, Leslie Hollaway-Pompa <leslie@crouchenvironmental.com>, Patrick Forrest <patrick@crouchenvironmental.com>, Brock Miller <bmiller@rtq-texas.com>

Wed, Oct 12, 2011 at 11:33 AM

Dear All,
The information request by MUD 162 came to our PIO, and it has been delivered to Mr. Danny Perez of our PIO office to forward it to the MUD. Thanks!

Regards,
Mohammed Zubair, P.E.
Phone (713) 802-5616
Fax (713) 802-5350

Buckle up! Safety belts and child safety seats saves lives, prevent injuries, and can also keep you from getting a ticket. Learn more at http://www.texasclickorticket.com/

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Texas Transportation Forum
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---------- Forwarded message -----------
From: "Mohammed Zubair" <Mohammed.Zubair@txdot.gov>
To: "Danny Perez" <Danny.Perez@txdot.gov>
Date: Wed, 12 Oct 2011 11:26:46 -0500
Subject: Re: Fwd: TxDOT Internet E-Mail

Danny,
Kindly forward the requested information to Mr. Odell. Thanks!

Regards,
Mohammed Zubair, P.E.
Phone (713) 802-5616
Fax (713) 802-5350

Buckle up! Safety belts and child safety seats saves lives, prevent injuries, and can also keep you from getting a ticket. Learn more at http://www.texasclickorticket.com/

>>> HOU-PIDOWebMail HOU-PIDOWebMail 10/12/2011 9:18 AM >>>
Forwarded for your handling. Thanks.

Danny Perez

>>> <mwodell@sbcglobal.net> 10/11/2011 12:13 PM >>>
Name: Mr. Michael Odell <mwodell@sbcglobal.net>
Address:
7646 Club Lake Dr
Houston, TX 77095

Phone: (281) 559-1429
Requested Contact Method: E-Mail
Reason for Contact: Customer Service
Complaint: No

Comment: Please advise if you have any diagram of proposed raised medians and channelized turn lanes for the FM 529 project from Greenhouse Rd to Hwy 290. Public meeting is scheduled for Oct 19 and I would like to see some of the items beforehand. Perhaps you have in electronic format for sending.

Thanks,
Michael Odell
President, MUD 162, Copperfield

DC-260-D2CDA034[1]_1.pdf
560K
Fwd: FW: FM 529: Greenhouse Road to US 290 - Greg Ford

Stanley Cooper <Stanley.Cooper@txdot.gov>
To: leslie@crouchenvironmental.com

More comments.

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Texas Transportation Forum
For more information on registration and program details visit
www.texastransportationforum.com

----- Forwarded message -----
From: "Sanjay Upadhayay" <Sanjay.Upadhayay@txdot.gov>
To: "Stanley Cooper" <Stanley.Cooper@txdot.gov>
Date: Mon, 31 Oct 2011 08:55:13 -0600
Subject: Fwd: FW: FM 529: Greenhouse Road to US 290 - Greg Ford

Standy,

As discussed this morning, please find below the comments on FM 529 project for your further handling.

Thanks,
Sanjay

>>> "Emshoff, Cristin" <Cristin.Emshoff@h-gac.com> 10/31/2011 7:55 AM >>>

Sanjay,

Can you forward this to the appropriate staff working on FM 529. I believe you guys have had public meetings from the comments this person is providing.

Thanks,

Cristin Emshoff
Houston-Galveston Area Council
Direct: 713-993-2462
Fax: 713-993-4508

3555 Timmons Lane, Suite 120
Houston, Texas 77027

From: Hebert, Rosalind
Sent: Monday, October 31, 2011 7:48 AM
To: PublicComments; 'greg.t.ford@williams.com'
Cc: Emshoff, Cristin; Bondzie, Chandra; Bracamontes, Marco
Subject: FW: FM 529: Greenhouse Road to US 290 - Greg Ford

https://mail.google.com/mail/u/0/?ui=2&ik=7c3840358a&view=pt&searchin...
Dear Mr. Ford,

Thank you for your email regarding FM 529. Your comments will be forwarded to the appropriate staff for review.

Public Comments

Prom: Ford, Greg R [mailto:Greg.R.Ford@Williams.com]
Sent: Sunday, October 30, 2011 10:51 PM
To: Hebert, Rosalind; brock.miller@dot.state.tx.us; ncao@nrg-texas.com
Cc: Anthony Cecala
Subject: FM 529: Greenhouse Road to US 290

As a resident in Copperfield I attended the October 19th open house for this project at Kahlo Middle School. The open house was informative, organized, well staffed. My personal information is as follows:

Gregory Ford
7414 Manor Bridge Court
Houston, TX 77095

The work planned for FM 529 is overall very good, and will improve safety along the corridor. There are a few items I would like to raise for your consideration:

1. The traffic flow projections for FM 529 appear to be grossly overstated. I spoke with Mohammed Zuban and Pat Henry about this and was informed that the projections are provided by HGAC. The projection from 38,200 (2010) to 80,312 (2035) VPD appears very exaggerated. I wanted to try and better understand the seemingly impossible increase, especially given that current traffic volumes on FM 529 at Hwy 6 have appeared relatively flat over the past five years. I asked if the completion of the Grand Parkway between Hwy 290 and I-10 was included in the assumptions for the projection. Since it is only six miles west of Hwy 6 it is reasonable to forecast that the Grand Parkway once completed will unload traffic on FM 529. I recognize the vast open space west of Barker Cypress will likely be developed during this time frame, but feel that drivers will utilize the Grand Parkway as a more direct route. For example, Queenston has already unloaded FM 529 since the extension to Kleth Harrow was completed. Maybe Rosalind with HGAC can provide some insight on the assumptions behind the traffic projections so we can better understand what is driving the 100% increase.

2. I applaud efforts to improve safety on FM 529 at Langham Creek High School. While the plans to close access across FM 529 will improve safety, I feel there is even a better solution available. I am concerned with all of the traffic that will be turning west on 529 and then making U-turns to go east on 529. I am concerned about the vehicles crossing multiple lanes to get into the left U-turn lane. I am concerned that the U-turn lane will overflow and impede traffic in the main lanes going westbound. How about installing another light at the far west driveway leaving the Langham Creek parking lot? This will allow traffic to safely cross 529 and turn left. The traffic exiting the school parking lots is very significant. Having the vast majority of these vehicles turning west and then making a U-turn is not a good situation. Please take another look at this segment in front of Langham Creek and see what can be done to enhance safety and the traffic flow. I feel there is a better solution.

3. Near the Hwy 290 end of the project is an example of creative traffic engineering. The cones used to protect westbound turning traffic from Golden Gate onto FM 529 are very effective. The design helps move traffic on Golden Gate without impacting flow on FM 529. Lane changes are prohibited until past the railroad tracks. On the project map it appears there is some type of modification planned just west of Golden Gate, possibly a left turn lane. I am not sure what this would be for. If modifications are planned, please preserve the current setup with the cones to move traffic from Golden Gate. Another consideration with any modifications is to leave space for vehicles to make a U-turn in the even a train is stuck blocking the roadway.

https://mail.google.com/mail/u/0?ui=2&ik=7c3840355a&view=pt&searchin...
I want to also thank Nicole Cao with RTG for taking the time walk me through the project and answer my many questions.

I do feel this project will enhance safety along the corridor. I have lived in Copperfield since 1989 and would ask that you keep the character of the community in mind as you design the raised median segments. FM 529 is a concrete jungle west of Hwy 6, especially with the noise barriers at the apartments. Anything you can do to green-up the corridor will certainly be appreciated by the area residents and businesses. I have recently seen this beautification trend on other projects, including on 1960, and hope that this will continue with the raised medians on FM 529.

I appreciate the opportunity to provide comments for your consideration.

Thanks,

Greg Ford
Greg.r.ford@williams.com
As a resident in Copperfield I attended the October 19th open house for this project at Kahla Middle School. The open house was informative, organized, well staffed. My personal information is as follows:

Gregory Ford
7414 Manor Bridge Court
Houston, TX 77095

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Fwd: Raised concede median along FM 529

Mon, Oct 31, 2011 at 2:07 PM

Stanley Cooper <Stanley.Cooper@txdot.gov>
To: Gregory Sevcik <gregory@crouchenvironmental.com>

More comments on FM 529 Access Management.

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----- Forwarded message -----
From: "HOU-PIOWebMail HOU-PIOWebMail" <HOU-PIOWebMail@txdot.gov>
To: "Pat Henry" <Pat.Henry@txdot.gov>, "Stanley Cooper" <Stanley.Cooper@txdot.gov>
Date: Mon, 31 Oct 2011 13:27:34 -0500
Subject: Fwd: Raised concede median along FM 529

Forwarded for your handling. Thanks.

Danny Perez

>>> "Gustave P. Bekker" <gpbekker@comcast.net> 10/30/2011 11:40 AM >>>

Gentlemen:

TXDot has proposed constructing a raised concrete median along FM 529 from Greenhouse Rd. east to US 290, with construction starting fall of 2012. Once completed, all streets accessing FM 529 will be BLOCKED FROM MAKING LEFT TURNS ONTO 529 (unless you enter at a traffic light). Vehicles will be forced to turn right onto 529, then make a u-turn at a traffic light to proceed in the other direction.

This will directly effect traffic exiting Hearthstone sub-division via Blenheim Palace, Winding Walk, and Halfpenny.

The 67 homes and 5 businesses that are located off Winding Walk have an even greater problem because this is the ONLY OUTLET we have. Winding Walk enters 529 between the 2 traffic lights at Addicks Satsuma and Huffmeister....a distance of only 2/10's of a mile. Adding a raised median in this short distance will only exacerbate the traffic flow that already exists here during peak traffic hours.

Those of us in the "Winding Walk" section that are concerned are asking that TXDot does not erect the median between Addicks Satsuma and Huffmeister; or, alternatively, at least create an opening in the median which will allow vehicles to crossover and turn left from Winding Walk.

We are of the opinion that the whole project is not a good idea, as it will cause problems with many vehicles (not just cars....all the commercial vehicles (including 18-wheelers) using FM 529 everyday) having to make u-turns..... this would create a tremendous traffic hazard, if not a traffic congestion, worse than we already have at peak hours.

Please review your proposed changes to this thorough fare, or delete the proposed raised median for the section from Addicks Satsuma and Huffmeister.

Thank you for your consideration.

Sincerely,

Gustave P. Bekker
14802 Bluffridge Circle
Houston, TX 77095

E-mail: gpbekker@comcast.net
Tel: (281) 550-6032

https://mail.google.com/mail/?ui=2&ik=893b6bc73d&view=pt&search=inbox...
Fwd: CSJ 1006-01-068
1 message

Stanley Cooper <Stanley.Cooper@txdot.gov> Mon, Oct 31, 2011 at 2:08 PM
To: Gregory Sevcik <gregory@crouchenvironmental.com>

More comments on FM 529 Access Management.

===============
Texas Transportation Forum
For more information on registration and program details visit
www.texastransportationforum.com

---------- Forwarded message ----------
From: "HOU-PIOWebMail HOU-PIOWebMail" <HOU-PIOWebMail@txdot.gov>
To: "Pat Henry" <Pat.Henry@txdot.gov>, "Stanley Cooper" <Stanley.Cooper@txdot.gov>
Date: Mon, 31 Oct 2011 13:28:26 -0500
Subject: Fwd: CSJ 1006-01-068

Forwarded for your handling. Thanks.

Danny Perez

>>> george blohm <gbeau_61@yahoo.com> 10/29/2011 12:23 PM >>>
Attn: Project Development

Me and my wife are homeowners in Hearthstone subdivision. Our section has ONLY 1 way out to FM 529 and leaving to go to work at 6-7:15 am. is tough as it is now, this proposed median construction will make virtually impossible to reach our destination on time. I would hope you reconsider this construction in this small section between Huffmeister & Addicks-Satsuma or allow the LEFT (east) turn from Winding Walk to FM 529 median leaving the subdivision.

Thank you,

George & Irene Blohm
14907 Heflin Lane
Houston, TX 77095
281-788-1349
gbeau_61@yahoo.com
Fwd: 529 median
1 message

Stanley Cooper <Stanley.Cooper@txdot.gov>  
To: Gregory Sevcik <gregory@crouchenvironmental.com>  

More comments on FM 529 Access Management.

==========================================
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---------- Forwarded message ----------
From: "HOU-PIOWebMail HOU-PIOWebMail" <HOU-PIOWebMail@txdot.gov>  
To: "Pat Henry" <Pat.Henry@txdot.gov>, "Stanley Cooper" <Stanley.Cooper@txdot.gov>  
Date: Mon, 31 Oct 2011 13:26:29 -0500  
Subject: Fwd: 529 median
Forwarded for your handling. Thanks.

Danny Perez

>>> Jean Brotemarkle <jeanbrote@sbcglobal.net> 10/30/2011 3:46 PM >>>
I live off Halfpenny St. in the Hearthstone subdivision. 529 traffic is terrible. Trying to exit our subdivision is difficult enough without the median. Why spend taxpayers money on a median that is not necessary and will stiffle the flow of traffic which is all ready a mess.
Fwd: TxDOT Internet E-Mail

Stanley Cooper <Stanley.Cooper@txdot.gov>  
To: leslie@crouchenvironmental.com  
 Mon, Oct 31, 2011 at 7:50 AM

Another comment. We have already been in contact with him and sent him the information.

==================================
Texas Transportation Forum
For more information on registration and program details visit
www.texastransportationforum.com

----- Forwarded message ----- 
From: "HOU-PIOWebMail HOU-PIOWebMail" <HOU-PIOWebMail@txdot.gov>
To: "Stanley Cooper" <Stanley.Cooper@txdot.gov>
Date: Fri, 28 Oct 2011 15:33:45 -0500
Subject: Fwd: TxDOT Internet E-Mail

Forwarded for your handling. Thanks.

Danny Perez

>>> <mimeqher@pcm-i-us.com> 10/26/2011 11:32 AM >>>
Name: Mr. Michael Meagher <mimeagher@pcm-i-us.com>
Address:
PCM
15995 N. Barkers Landing, Suite 162
Houston, TX 77079

Phone:
(281) 504-1358

Requested Contact Method: E-Mail

Reason for Contact: Customer Service
Complaint: No

Comment: I am interested in seeing the materials presented at the meeting on October 19th regarding the improvements being considered for FM 529. (I was not able to attend.) Is there something you can email to me? If not, is there somewhere I can come to see what we missed?
Fwd: proposed FM 529 median construction

Stanley Cooper <Stanley.Cooper@txdot.gov>  
To: leslie@crouchenvironmental.com

Mon, Oct 31, 2011 at 7:47 AM

Another comment.

----------------------------------------
Texas Transportation Forum
For more information on registration and program details visit
www.texastransportationforum.com

-------- Forwarded message --------
From: "HOUPIOWebMail HOUPIOWebMail" <HOUPIOWebMail@txdot.gov>
To: "Stanley Cooper" <Stanley.Cooper@txdot.gov>
Date: Fri, 28 Oct 2011 15:27:50 -0500
Subject: Fwd: proposed FM 529 median construction

>>> Robin Ellisor <rellisor@ebglobal.net> 10/27/2011 11:37 AM >>>
re: CSJ 1006-01-068
 attn: director of Project Development

I am a homeowner in the Heathstone subdivision off FM 529 near Huffmeister. My section of the neighborhood has ONLY ONE OUTLET...directly to FM 529 via Winding Walk...we are uniquely land-locked from the rest of the neighborhood, with no other roadway available.

The new proposed median construction on FM 529 will have an extreme negative impact to the 67 homes and 5 businesses located in my section which access 529 at Winding Walk. Further, Winding Walk is the only street entering 529 between the traffic lights at Addicks-Satsuma and Huffmeister which are located a mere 2/10's of a mile from each other.

Because of this I am requesting that you consider one of the following as an alternative to the raised median between Addicks Satsuma and Huffmeister:

1) Leave this 2/10's of a mile as is (no raised median in this very short distance); or
2) Re-design the median in this 2/10's of a mile to allow for the ability to turn left (east) from Winding Walk onto FM 529.

During peak traffic hours in the AM and PM, traffic already backs up between the 2 traffic lights. If a raised median is added, requiring additional vehicles to make left turns and/or u-turns, this will only exacerbate the problem of traffic flow between the 2 lights. There is also a very real concern about access for emergency vehicles to the Winding Walk group of homes & businesses during peak traffic times, should this median be constructed in the short 2/10's of mile on this section of 529.

Regards,

Robin & Robert Ellisor
14806 Bluffridge Circle (residence in the Winding Walk section)
Houston, TX 77095
(281)560-7740
rellisor@ebglobal.net

Robin Ellisor
P.O.Box 842038
Houston, TX 77284-2038
281/345-6464 ph
281/345-6466 fax
Fwd: Comments on FM 529 Median Project - Greenhouse Road to US 290 - Winding Walk Dr access to FM 529

Stanley Cooper <Stanley.Cooper@txdot.gov>
To: leslie@crouchenvironmental.com

---

Another comment,

Texas Transportation Forum
For more information on registration and program details visit
www.texastransportationforum.com

--- Forwarded message ---

From: "HOUSTONWebMail HOU10WebMail" <HOUSTONWebMail@txdot.gov>
To: "Stanley Cooper" <Stanley.Cooper@txdot.gov>
Date: Fri, 28 Oct 2011 15:28:02 -0500
Subject: Fwd: Comments on FM 529 Median Project - Greenhouse Road to US 290 - Winding Walk Dr access to FM 529

>>> Mom <sbailey@yahoo.com> 10/27/2011 11:32 AM >>>

Please see below. This is very important since we have no other outlet.

Thank you,

Roger and Tina Bailey

---

Director of Project Development

After attending the public meeting on October 19, 2011, we respectfully request that you redesign the median construction between Huffmeister Rd. and Addicks-Satsuma Dr. for the following reasons:

1) Access to FM 529 from Winding Walk Dr. should not be restricted to just right turns because the residences (67 Homes) and businesses (5 at corner) do not have any other access upon leaving from this section.
   a. Attached are pictures of this Street sign and also the "NO OUTLET" sign that is in place for this Section of the Hearthstone subdivision

2) Unique Situation with the Stop Lights at the Intersection of Huffmeister/FM 529 and Addicks-Satsuma/FM 529
   a. The distance between these two Stop Lights is approximately 2 tenths of a mile
   b. There is control of vehicle traffic for this portion of FM 529 by the stop lights to allow vehicles from Winding Walk to safely turn left unto FM 529
   c. Winding Walk is the only street between these two stop lights on FM 529

3) Congestion generated by the U-turns that will need to be done at the stop light (Addicks/Satsuma and FM 529) by the vehicles leaving Winding Walk Dr that need to head East on FM 529

We understand the safety issue that is being addressed for this project, however the residences/businesses’ vehicles that access FM 529 from Winding Walk are land-locked (see pictures attached),

Based upon the circumstances, we would respectfully request that TxDOT consider eliminating the proposed median structure for the stretch of road from Huffmeister Rd to Addicks Satsuma Dr.

https://mail.google.com/mail/u/0?ui=2&ik=7c3840355a&view=p&search=in...
Alternatives:

1) Leave this stretch alone (status quo)-Length 2 lengths of a mile
   a. Save Construction Costs

2) Redesign the Median project to have an opening allowing the vehicles the ability to turn left onto FM 529

Regards,
David V. and Carol Andrews
Dhencent48@yahoo.com
14814 Bluffridge Cir (residence in the Winding Walk section)
Houston, TX 77095
(713) 854-1487

P.S. CC people, please distribute to other Winding Walk section residents and/or send in a similar e-mail to the
TXDOT address!!!!!! DEADLINE is NOVEMBER 2nd.
Gregory Sevcik <gregory@crouchenvironmental.com>

Fwd: Construction of median on 529
1 message

Stanley Cooper <Stanley.Coopertxdot.gov>  
To: Gregory Sevcik <gregory@crouchenvironmental.com>  

More comments on FM 529 Access Management.

==============================================
Texas Transportation Forum
For more information on registration and program details visit
www.texastransportationforum.com

---------- Forwarded message ----------
From: "HOU-PIOWebMail HOU-PIOWebMail" <HOU-PIOWebMail@txdot.gov>
To: "Pat Henry" <Pat.Henry@txdot.gov>, "Stanley Cooper" <Stanley.Coopertxdot.gov>
Date: Mon, 31 Oct 2011 13:25:11 -0500
Subject: Fwd: Construction of median on 529

TxDOT no longer handles issues pertaining to vehicle titles and/or registration. Effective November 1, 2009 a new agency, the Texas Department of Motor Vehicles (TxDMV) was established to focus solely on motor vehicle services. Some of the services that will be provided by TxDMV include: vehicle titling and registration, license plates, disabled placards, vehicle dealer licensing and enforcement, motor carrier operating authority and Texas Lemon Law assistance. If your email is regarding one of these issues please visit the www.txdmv.gov website or email them directly at hou_vtr@txdmv.gov

Neither TxDOT nor TxDMV issue driver licenses. To obtain a driver license, please contact the Texas Department of Public Safety (DPS).

Public Information Office
Houston District
Texas Department of Transportation

>>> Ron and Judy Biffle <biffle@sbcglobal.net> 10/31/2011 10:55 AM >>>
We are asking you to please reconsider the plans to build medians along 529 -- especially the region between Hiway 6 and 290. Currently there is already backed up traffic trying to turn in any direction along this stretch of road. Medians will only INCREASE this backup and create a much more dangerous situation than the present. Additionally, 18-wheeler traffic is increasing by the day as is oversize load trucks carrying equipment into and out of the industrial plants along this stretch. There is absolutely no way they can make U-turns anywhere.

While we can empathize with the planners of this construction wishing to somehow reduce the number of accidents along 529, we must respectfully say, THIS IS NOT THE WAY. Indeed, this will only INCREASE the number of roadblocks, accidents, frustration and road rage.

Please go back to the drawing board and reconsider this plan. It will not work.

Thank you
Ron and Judy Biffle
Hearthstone resident

https://mail.google.com/mail/?ui=2&ik=893b6bc73d&view=pt&search=inbox...
Proposal Improvements to FM 529: Greenhouse Road to US 290

Full Open House - FM 529: Greenhouse Road to US 290
Reunión Pública - FM 529: Desde el Greenhouse Road hasta la US 290
CSJ: 1006-01-068
October 19, 2011
(19 de octubre del 2011)
Director of Project Development
Texas Department of Transportation - Houston District
P.O. Box 1386
Houston, Texas 77251-1386

Comment Form (Forma de Comentario)

I am an elected official (Soy Funcionario/a)

Position (Posición):

Name and Mailing Address (Optional) (Nombre y dirección [opcional]):
Name (Nombre): STEVE STOLTZ
Address (Dirección): 14319 SANDALFOOT HAV 77095
Email Address (Correo electrónico): STEVESTOLTZ@VTECHMFG.COM
Telephone (Teléfono): 281-447-7610

Please check the appropriate items below: (Por favor comprende los artículos apropiados abajo)

I am primarily interested in the project from the standpoint of: (Estoy interesado en el proyecto desde el punto de vista de):

☐ Residential property owner or renter (Propietario o inquilino residencial)
☐ Business property owner or lessee (Propietario o inquilino del negocio)
☐ Other (Please explain) (Otro [por favor explicar])

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

☐ Newspaper (Periódico)
☐ Notice in the Mail (Aviso por correo)
☐ Yard Signs (Letreros en jardines)
☐ Other (Please explain) (Otro [por favor explicar])

Comments (Comentarios): WE OWE 14011 FM 529 JACK RABBIT RD IS DIRECTLY ACROSS FROM OUR DRIVE. THERE IS A LIGHT DIRECTLY ACROSS THE NORTH SIDE THAT CAN BE USED BY OUR BUSINESS. A BUSINESS TO THE EAST. WE HAD A COMMON DRIVE, BUT THEY PUT UP FENCE TO THE STREET. MAKES IT DIFFICULT TO USE THE LIGHT AS NOW THEIR ARE CARS TRYING TO USE A LANE ON EACH SIDE OF THE FENCE.

Diagram on back

Please make additional comments on the back. (Por favor de hacer sus comentarios adicionales en la parte posterior.)

This comment form may be turned in tonight, mailed, or emailed by November 2, 2011 to the address below:
(Esta forma de comentario se podrá devolver esta noche, por correo, o electrónicamente antes del 2 de noviembre del 2011 a:)

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

S.C. (CSJ 1006-01-088)
Proposed Improvements to FM 529: Greenhouse Road to US 290 • CSJ: 1006-01-068

Public Meeting Summary Report 57

Fwd: FW: Emailing: traffic.pdf

Stanley Cooper <Stanley.Coopertxdot.gov>  
To: leslie@crouchenvironmental.com
Mon, Oct 31, 2011 at 7:49 AM

Another comment.

=================================
Texas Transportation Forum
For more information on registration and program details visit
www.texastransportationforum.com

----- Forwarded message -----  
From: "HOU-PIOWebMail HOU-PIOWebMail" <HOU-PIOWebMail@txdot.gov>
To: "Stanley Cooper" <Stanley.Coopertxdot.gov>
Date: Fri, 28 Oct 2011 15:31:13 -0600
Subject: Fwd: FW: Emailing: traffic.pdf

>>> "Van Davidson" <Van.Davidson@abcsupply.com> 10/27/2011 2:03 PM >>>
<<traffic.pdf>>

Van Davidson
ABC Supply Co.
Houston #173
(713)466-1595

2 attachments

Oct 27.doc
61K

traffic.pdf
219K
Oct 27, 2011

Director of project Development

Ref. Comment form

I am responding as a business property lessee. I was not notified about the meeting until yesterday from a private citizen. He was spreading the word because evidently not too many people knew about the meeting.

Comments: My business address is at 11155 FM 529 Houston, TX 77041. We are located at the SE corner of the intersection of FM 529 and Hanson Parkway. We have dozens of 18 wheelers entering and exiting our business every day and to put a barrier in front of our entry and exit gates in the middle of the turn lane would not allow any large trucks to enter our business. Currently trucks have to enter from going East to West on FM 529. They have to cross three lanes of traffic to be able to make the turn. They are unable to come in from the West to the East and make a right hand turn into our business due to no lanes to utilize to make a wide turn and causes a very dangerous situation. We have had many close calls due to truckers not being able to make the right hand turn coming from the West.

If we had an opening at both East and West gates in the turn lane this might allow our drivers to safely exit out and leave in either direction. Please send a response as to how we could work this out. Please free to drop by and evaluate our situation. The proposal as of now would create a huge traffic jam and trucks entering our property would have to move over two more lanes of traffic to make a right hand turn if they had to come in from the West.

Sincerely,

Van L Davidson
ABC Supply Co
713-466-1505
Keithy/Brian:

More Comments

FYI. Once the comments period is over (i.e. November 2, 2011), we’ll have a meeting at TxDOT (with all involved) to discuss all the comments received and decide on the course of action. In the meantime, please review and have your recommendation ready to present at that meeting. Thanks!

Regards,
Mohammed Zubair, P.E.
Phone (713) 802-5616
Fax (713) 802-5350

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Texas Transportation Forum
For more information on registration and program details visit
www.texastransportationforum.com

--- Forwarded message ---
From: "Stanley Cooper" <Stanley.Cooper@txdot.gov>
To: "Gregory Sevcik" <gregory@crouchenvironmental.com>, "Manny Francisco" <Manny.Francisco@txdot.gov>, "Mohammed Zubair"<Mohammed.Zubair@txdot.gov>, "Samuel Aliaibe" <Samuel.Aliaibe@txdot.gov>
Date: Tue, 01 Nov 2011 13:12:17 -0500
Subject: Fwd: Emailing: Oct 27.doc

Another comment on FM 529 for your consideration.

--- Forwarded message ---
From: "HOU-PIOWebMail HOU-PIOWebMail" <HOU-PIOWebMail@txdot.gov>
To: "Pat Henry" <Pat.Henry@txdot.gov>, "Stanley Cooper" <Stanley.Cooper@txdot.gov>
Date: Tue, 01 Nov 2011 13:08:18 -0500
Subject: Fwd: Emailing: Oct 27.doc

Forwarded for your handling. Thanks.

Danny Perez

>>> "Van Davidson" <Van.Davidson@abc-supply.com> 10/31/2011 2:15 PM >>>
<<Oct 27.doc>> Have seen no response yet. Will this come at a later date?

Van Davidson
ABC Supply Co. Inc.
713-466-1505

The message is ready to be sent with the following file or link attachments:

Oct 27.doc

Note: To protect against computer viruses, email programs may prevent
sending or receiving certain types of file attachments. Check your
e-mail security settings to determine how attachments are handled.

——— Forwarded message ————
From: "Stanley Cooper" <Stanley.Cooper@txdot.gov>
To: "Gregory Svecik" <gregory@crouchenvironmental.com>, "Manny Francisco" <Manny.Francisco@txdot.gov>, "Mohammed Zubair" <Mohammed.Zubair@txdot.gov>, "Samuel Ainable" <Samuel.Ainable@txdot.gov>
Date: Tue, 01 Nov 2011 13:10:50 -0500
Subject: Fwd: Northwest Houston FM 529 8 mile median construction

Another comment for FM 529 for your consideration.

——— Forwarded message ————
From: "HOU-PIOWebMail HOU-PIOWebMail" <HOU-PIOWebMail@txdot.gov>
To: "Pat Henry" <Pat.Henry@txdot.gov>, "Stanley Cooper" <Stanley.Cooper@txdot.gov>
Date: Tue, 01 Nov 2011 13:07:42 -0500
Subject: Fwd: Northwest Houston FM 529 8 mile median construction

>>> "Chris Rice" <chris@thericeman.com> 11/1/2011 9:18 AM >>>

I am a homeowner in the Hearthstone subdivision off FM 529. I oppose the median construction project, as there is only one way in or out of the section of the neighborhood we live in. Winding Walk is the street we use to access 529. If we wanted to turn left, during high traffic times, we would have to turn right, and likely would not be able to cross three lanes of traffic to make the U turn at Addicks Satsuma. This project would add significant travel time to residents of this section of the neighborhood.

Please revise the design, allowing for the ability to turn left out of Winding Walk, or alternatively, leave the median as is with no changes.

Thank you,

Chris Rice
14911 Indian Quail Circle
Houston, TX 77095
281-858-2494

——— Forwarded message ————
From: "Stanley Cooper" <Stanley.Cooper@txdot.gov>
To: "Gregory Svecik" <gregory@crouchenvironmental.com>, "Manny Francisco" <Manny.Francisco@txdot.gov>, "Mohammed Zubair" <Mohammed.Zubair@txdot.gov>, "Samuel Ainable" <Samuel.Ainable@txdot.gov>
Date: Tue, 01 Nov 2011 13:09:49 -0500
Subject: Fwd: Seatrax, Inc.'s comments to proposed access changes to FM 529

More comments on FM 529 for your consideration.

——— Forwarded message ————
From: "HOU-PIOWebMail HOU-PIOWebMail" <HOU-PIOWebMail@txdot.gov>
To: "Pat Henry" <Pat.Henry@txdot.gov>, "Stanley Cooper" <Stanley.Cooper@txdot.gov>
Date: Tue, 01 Nov 2011 13:08:29 -0500
Subject: Fwd: Seatrax, Inc.'s comments to proposed access changes to FM 529

Forwarded for your handling. Thanks.

Danny Perez

>>> "Jill Czapala" <jczapala@seatrax.com> 11/1/2011 11:51 AM >>>

Please see the attached letter that sets forth Seatrax, Inc.'s comments to the proposed roadway improvements to FM 529. Please feel free to contact us if you have any questions.
Many thanks.

Jill

Jill A. Czapla
In-House Counsel
Seatrax, Inc.
13223 FM 529 Road
Houston, Texas 77041
Phone: 713.896.6500
Fax: 713.896.6611
www.seatrax.com

2 attachments

Oct 27.doc
61K

Letter to TxDOT re Comments to Proposed Roadway Improvement.pdf
1607K
November 1, 2011

VIA E-MAIL AND HAND DELIVERY
Mr. Michael W. Alford, P.E.
District Engineer
Texas Department of Transportation, Houston District
7600 Washington Avenue
Houston, Texas 77007

Re: Proposed Access Changes to FM 529, West of North Eldridge Road

Dear Mr. Alford:

Seatrax, Inc. recently learned of the access management changes currently being proposed by TxDOT on FM 529. Although we understand the intent of the access management project is to increase safety and improve traffic flow along FM 529, we are very concerned that these proposed changes will significantly and negatively impact our ability to move people and material to and from our headquarters located at 13223 FM 529, Houston, Texas.

Seatrax, Inc. is a global offshore crane fabricator for semi-submersibles, jack-ups, tension leg platforms, SPAR facilities, drill ships, and fixed platforms for the offshore oil and gas industry. Part of our fabrication process includes frequent movement of very large pieces of equipment to and from our site via FM 529. This equipment is moved on large trucks and low-boy trailers, which typically have higher turning radius requirements that are now accommodated with the two-way left turn lane geometry on FM 529.

We have reviewed the proposed changes to FM 529 at http://www.sh6mobility.com/sh6n.decs.htm and have concluded that if these modifications are implemented they will have serious and irreparable impacts to operations at our headquarters facility. The modification to include construction of a continuous raised median on FM 529 (including along our site frontage), would prevent left turns to and from our site entirely, but particularly for larger trucks.

The proposed changes would require that heavy hauling vehicles, visitors, employees, deliveries, and most important, first responders travel an additional 1.2 miles (about 6100 feet) to access the site via a U-turn at Jackrabbit Road (if a U-turn at that location is even physically possible for large trucks).

Seatrax, Inc. has approximately 300 employees that currently work at our facility at FM 529 and has numerous visitors and deliveries each day. We are in the process of expanding operations at this site, and the expansion plan includes additional facilities and a corresponding increase in employment of about 150 persons. Thus, the concerns set forth herein will be compounded as our operations increase.
In 2008, we collaborated with Mr. Greg Ranft, P.E. at TxDOT’s West Harris Area Office as we developed our site expansion plans, particularly regarding placement of our new access driveway (located about 420 feet west of North Eldridge Road). Although only providing access to employee parking at this time, this access driveway was placed strategically to provide access to a new manufacturing facility, which is due to be completed in a 2012-2013 timeframe. If the raised median is placed as proposed, we will lose the intended function of this driveway – which is primarily to accommodate large trucks (with their increased turning radii) coming to and leaving from the site to US 290 to the east.

In addition, we have the following concerns regarding the proposed roadway improvements to FM 529:

- **Seatrax is especially concerned with the lack of direct access and increased response time to the facility for emergency responders under the proposed raised median conditions. The safety of our workers is of utmost concern and first responder ability to access the site in a timely manner is vital.**

- **The placement of the proposed median and resulting need for additional travel to make a U-turn at Jackrabbit Road would deleteriously affect left turn access entering and exiting the Seatrax facility, particularly for large trucks having higher turning radius requirements.**

- **There is likely very little safety improvement by restricting access to westbound to eastbound U-turns farther west at Jackrabbit Road in comparison to westbound left-turn access along our frontage (via a hooded left turn configuration as proposed at other locations in the corridor). From our perspective, U-turns may be problematic, especially for visitors who are not familiar with the area. In addition, U-turns will still require crossing three lanes of traffic and merging right to access our site. Thus, by compromising accessibility, the turn and merge issue is simply being shifted to the west on FM 529.**

- **Because the majority of access by employees is to and from the east, the lack of a westbound left-turn lane and the new requirements to make a U-turn at Jackrabbit Road will likely cause increased travel time and fuel consumption for Seatrax employees and visitors.**

- **It appears from the Recommended Improvements document at [http://www.sh6mobility.com/sh6n_docs.htm](http://www.sh6mobility.com/sh6n_docs.htm) that driveway consolidation (based on both functional and density reasons) is proposed at the Seatrax facility. We note that Seatrax worked with TxDOT in good faith for the approval of the existing driveways in 2008 and have since planned for considerable costs in site improvements based on the location of those driveways.**
Seatrax has a significant investment in the Seatrax facility driveway located 420 feet west of North Eldridge Road, particularly for heavy load access. The lack of a westbound left turn lane at this driveway will substantially impact movement of heavy hauling equipment (including tractors and lowboy trailers) that are vital to Seatrax’s operations. It is unlikely that heavy hauling equipment will be able to make U-turns at other access points in the vicinity. There are no feasible alternative ingress/egress routes for the Seatrax facility other than FM 529. The lack of a left-turn lane and the proposed removal of driveways will greatly impact ingress/egress of Seatrax employees and products at the site.

During peak period traffic conditions, it is not only the additional travel distance that will have negative impacts, but by our estimates this will add additional travel time of about 10-15 minutes coming to our site as well. With about 200-250 employees entering the site in the morning peak period, this additional travel caused by having to pass the site and U-turn at Jackrabbit road will only add to congestion, delay and emissions along FM 529 in the morning.

To move away from the existing two-way left turn lane to a continuous raised median configuration does not appear to be a holistic solution for more effective traffic flow in this portion FM 529 corridor. When considering the large vehicle movements to the Seatrax facility on FM 529 and the impacts to the corridor if those movements are forced to be made at other locations, it may make sense to take a revised look at access configuration in the vicinity of the Seatrax facility.

To be clear, Seatrax, Inc. is not asking that access management improvements be abandoned in the FM 529 corridor. We are, however, asking TxDOT to work with us collaboratively to find a solution to a critical issue facing our facility at a time when multi-million dollar investments to the site are being planned and executed. At a minimum we would ask that TxDOT consider a “hooded” westbound turn lane to the Seatrax facility at the existing driveway located 420 feet west of North Eldridge. At this point in time we are still flexible with the location of this driveway and want to explore feasibility of a hooded left turn at this location or alternatively at a location along our frontage that is mutually beneficial to TxDOT, Seatrax and the traveling public. We would also like to discuss the timing and intent of driveway consolidation as shown in planning documents.

We would respectfully request further discussions with TxDOT regarding these proposed improvements, how they may impact our site, and how we can find a mutually beneficial solution to safety concerns along the corridor. Timely discussions are requested as we are moving forward daily on plans for expansion. Kindly contact Jill Czapla at (713) 896-6500, ext. 211 or jczapla@seatrax.com to arrange a meeting time.
If you should have any questions in regard to the foregoing, please do not hesitate to contact us.

Sincerely,

[Signature]

Doug Morrow
President

[Signature]

Jill A. Czapla
In-House Counsel
Fwd: idid notinvited public house---- big problem for business owners. fm529road to us 290

Stanley Cooper <Stanley.Cooper@txdot.gov>  Tue, Nov 1, 2011 at 3:41 PM

To: Gregory Sevcik <gregory@crouchenvironmental.com>, Manny Francisco <Manny.Francisco@txdot.gov>, Mohammed Zubair <Mohammed.Zubair@txdot.gov>, Samuel Ainabe <Samuel.Ainabe@txdot.gov>

More comments on FM 529 for your consideration.

=================================
Texas Transportation Forum
For more information on registration and program details visit
 www.texastransportationforum.com

-------- Forwarded message --------
From: "HOU-PIOWebMail HOU-PIOWebMail" <HOU-PIOWebMail@txdot.gov>
To: "Pat Henry" <Pat.Henry@txdot.gov>, "Stanley Cooper" <Stanley.Cooper@txdot.gov>
Date: Tue, 01 Nov 2011 15:36:04 -0500
Subject: Fwd: idid notinvited public house---- big problem for business owners. fm529road to us 290

>>> charles conoco <kaanhan4@gmail.com> 11/1/2011 3:34 PM >>>
TO WHOM IT MAY CONCERN,

I am the business owner of 11250 fm 529 "Charles Conoco". I have operated my gas station/convenience store from 1998-- present..

I would like to make formal complaint regarding the so-called "fm 529 project" this projected construction will be completely detrimental to my business on fm 529, as we depend on the road traffic for economic survival.

Despite the disastrous effect this project will have on my business, I was not even invited to open house, you held on oct.19th 2011. nor was I asked for an opinion regarding this matter.

Five years ago, OUR BUSINESS DEPRECIATED 70 PERCENT DUE TO THE fm529 FARM ROAD CONSTRUCTION IN OUR AREA. We almost faced bankruptcy as a resuly of huge loss in our business revenue...

NEEDLESS to say, we have been suffering for a long time. in this time of economic chaos and struggle, small business owners like me are already struggling to survive- this project will kill my business very soon...

THIS CONSTRUCTION DOES NOT MAKE COHERENT SENSE:

Why is the TEXAS DEPARTMENT OF TRANSPORTATION targeting fm-529? WHAT IS THE DIFFERENCE BETWEEN FM-529 AND HWY -6? WHAT IS THE DIFFERENCE BETWEEN FM-529 AND LITTLE YORK OR CLAY ROAD??? WHAT MAKES THIS FM-529 SUDDENLY SO IMPORTANT AND ON THE CONSTRUCTION AGENDA???

I strongly disagree with this project, and urge your administration to reconsider, as it is a $5 or 7 million waste of hard earned us tax-payers money.

I look forward to receiving a written explanation from your
https://mail.google.com/mail/?ui=2&ik=893b6bc73d&view=pt&search=inbox...
11/2/11

Charles Conoco
11250 FM 529
Houston, Texas 77041

Tel 713 849 5778
Fax 713 849 5811

Office to my address including why I was not invited to voice my opinion in a public meeting, as well as why this project has been erected in this the first place.

Charles Conoco
Owner
11250 FM 529
Houston, Texas 77041

Tel 713 849 5778
Fax 713 849 5811
November 2, 2011

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

Re: CSJ 1006-01-068
Attn: Director of Project Development

To Whom It May Concern:

I am a homeowner in the Hearthstone subdivision off FM 529 near Huffmeister. My section of the neighborhood has ONLY ONE OUTLET, which is directly on to FM 529 via Winding Walk. We are uniquely land locked from the rest of the neighborhood, with no other roadway available.

The new proposed median construction on FM 529 will have an extreme negative impact to the 67 homes and 5 businesses located in my section that access FM 529 via Winding Walk. Further, Winding Walk is the only street entering FM 529 between the traffic lights at Addicks-Satsuma and Huffmeister, which are located a mere 2/10’s of a mile from one another.

Due to the aforementioned, I am requesting that you consider one of the following as an alternative to the raised median between Addicks-Satsuma and Huffmeister:

1. Leave this 2/10’s of a mile “as is” (no raised median in this very short distance); or
2. Re-design the median in this 2/10’s of a mile to allow for the ability to turn left (east) from Winding Walk on to FM 529.

During peak traffic hours in the AM and PM, traffic already backs up between the two traffic lights. If a raised median is added, requiring additional vehicles to make left turns and/or u-turns, this will only exacerbate the problem of traffic flow between the two lights. There is also a very real concern about access for emergency vehicles to the Winding Walk group of homes and businesses during peak traffic times, should this median be constructed in the short 2/10’s of a mile on this section of FM 529.

In addition, I think the FM 529 median is a terrible idea and will further hamper the flow of traffic, which is already extremely frustrating to navigate during peak traffic times. The deletion of an extended turn lane at lights and intersections will add to the extremely slow traffic flow. Many commuters use FM 529 to reach Highway 290 and return home. The turn lane affords those who live between or go between Highway 290 and Highway 6 an easier access and exit to FM 529.

Regards,
Christopher & Jennifer Fleck
14907 Indian Quail Circle (residence in Winding Walk section)
Houston, Texas 77095
281-550-9170
c-jfleck@att.net
Fwd: Re: Median on 529

Stanley Cooper <Stanley.Cooper@txdot.gov>  
Wed, Nov 2, 2011 at 2:22 PM

To: Gregory Sevcik <gregory@crouchenvironmental.com>, Manny Francisco <Manny.Francisco@txdot.gov>, Mohammed Zubair <Mohammed.Zubair@txdot.gov>, Samuel Ainabe <Samuel.Ainabe@txdot.gov>

Another comment on FM 529 for your consideration.

=================================
Texas Transportation Forum
For more information on registration and program details visit
www.texastransportationforum.com

---------- Forwarded message ----------
From: "HOU-PIOWebMail HOU-PIOWebMail" <HOU-PIOWebMail@txdot.gov>
To: "Pat Henry" <Pat.Henry@txdot.gov>, "Stanley Cooper" <Stanley.Cooper@txdot.gov>
Date: Wed, 02 Nov 2011 14:13:57 -0500
Subject: Fwd: Re: Median on 529

Forwarded for your handling. Thanks.

Danny Perez

>>> Cristina Apollo <capollo@swbell.net> 11/2/2011 2:04 PM >>>
I live in the Hearthstone Subdivision at 529 and Jackrabbit road. I am writing to ask that you reconsider putting medians on our part of 529 (from Jackrabbit to Hwy 6) because it inhibits the entrance and exits to our neighborhood. I also believe having medians will cause more accidents with cars needing to make uturns to get to streets and shopping centers in the area.

Thanks,
Cristina Apollo
Hearthstone Resident - 77095
November 2, 2011

Director of Project Development                        via email hou-piowebmail@txdot.gov
Texas Department of Transp. Houston Dist.
P.O. Box 1386
Houston, Texas    77251-1386

Re: CSJ 1006-01-068
    Attn: Director of Project Development

To Whom It May Concern:

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1. Leave this 2/10’s of a mile “as is” (no raised median in this very short distance); or
2. Re-design the median in this 2/10’s of a mile to allow for the ability to turn left (east) from Winding Walk on to FM 529.

During peak traffic hours in the AM and PM, traffic already backs up between the two traffic lights. If a raised median is added, requiring additional vehicles to make left turns and/or u-turns, this will only exacerbate the problem of traffic flow between the two lights. There is also a very real concern about access for emergency vehicles to the Winding Walk group of homes and businesses during peak traffic times, should this median be constructed in the short 2/10’s of a mile on this section of FM 529.

In addition, I think the FM 529 median is a terrible idea and will further hamper the flow of traffic, which is already externally frustrating to navigate during peak traffic times. The deletion of an extended turn lane at lights and intersections will add to the externally slow traffic flow. Many commuters use FM 529 to reach Highway 290 and return home. The turn lane affords those who live between or go between Highway 290 and Highway 6 an easier access and exit to FM 529.

Regards,

David & Sharon Davidson
14915 Indian Quail Circle (residence in Winding Walk section)
Houston, Texas    77095
281-463-4269
COMMENT FORM
(FORMA DE COMENTARIO)

Public Open House – FM 529: Greenhouse Road to US 290
(Reunión Pública – FM 529: Desde el Greenhouse Road hasta la US 290)
CSJ 1006-01-068
October 19, 2011
(19 de octubre del 2011)
Director of Project Development
Texas Department of Transportation – Houston District
P.O. Box 1386
Houston, Texas 77251-1386

__ I am an Elected Official (Soy Funcionario/a) Position (Posición):

Name and Mailing Address (Optional) (Nombre y dirección [opcional]):
Name (Nombre) __ Fox Metals & Alloys
Address (Dirección) 12660 FM 529
Email Address (Correo electrónico) markd@foxmetals.com
Telephone (Teléfono) 281-890-6666

PLEASE CHECK THE APPROPRIATE ITEMS BELOW: (POR FAVOR COMPREBRE LOS ARTÍCULOS APROPIADOSABAJO)

I am primarily interested in the project from the standpoint of a: (Estoy interesado en el proyecto del punto de vista de:)
__ Residential property owner or renter __ Business property owner or lessee
(Propietario o inquilino residencial) (Propietario o inquilino del negocio)
__ Other (Please explain) (Otro [por favor de explicar])

How did you learn about this meeting? (¿Cómo se enteró usted de esta reunión?)
__ Newspaper (Periódico) __ Notice in the Mail (Aviso por Correo) __ Yard Signs (Letreros en jardines)
__ Other (Please explain) (Otro [por favor de explicar])

COMMENTS (COMENTARIOS): Please be advised of the need for both east and west-bound access and egress from the main driveway of Fox Metals & Alloys at 12714 FM 529 (our mailing address is 12660 FM 529). With over 50 employees, most live west of Fox, and between 25 and 40 large 18-wheel trucks per day, most all traveling between Fox and U.S. Hwy. 290, the proposed lack of east-bound access and egress will generate a phenomenal number of dangerous U-turns and will cause heavy trucks to use the narrow side streets (Mayor, Sotsurna, Emmett, and Signor) which are not designed for large truck traffic. We strongly believe these safety issues, along with side street maintenance issues, and the potential financial burden to our company, warrant another look at the proposed median to be constructed in front of our main driveway. We will gladly provide any additional information deemed necessary to justify changing the proposal.

Mark Dietz Operations Manager

Please make additional comments on the back. (Por favor de hacer sus comentarios adicionales en la parte posterior.)

This comment form may be turned in tonight, mailed, or emailed by November 2, 2011 to the address below:
(Esta forma de comentario se podrá devolver esta noche, por correo, o electrónicamente antes del 2 de Noviembre del 2011 a:

Director of Project Development
Texas Department of Transportation – Houston District
P.O. Box 1386
Houston, Texas 77251-1386
Email: hou-plowemail@txdot.gov
November 2, 2011

Director of Project Development via email hou-piowebmail@txdot.gov
Texas Department of Transp. Houston Dist.
P.O. Box 1386
Houston, Texas  77251-1386

Re: CSJ 1006-01-068
Attn: Director of Project Development

To Whom It May Concern:

I am a homeowner in the Hearthstone subdivision off FM 529 near Hiffmiester. My section of the neighborhood has ONLY ONE OUTLET, which is directly on to FM 529 via Winding Walk. We are uniquely land locked from the rest of the neighborhood, with no other roadway available.

The new proposed median construction on FM 529 will have an extreme negative impact to the 67 homes and 5 businesses located in my section that access FM 529 via Winding Walk. Further, Winding Walk is the only street entering FM 529 between the traffoc lights at Addicks-Satsuma and Huffmeister, which are located a mere 2/10’s of a mile from one another.

Due to the aforementioned, I am requesting that you consider one of the following as an alternative to the raised median between Addicks-Satsuma and Huffmeister:

1. Leave this 2/10’s of a mile “as is” (no raised median in this very short distance); or
2. Re-design the median in this 2/10’s of a mile to allow for the ability to turn left (east) from Winding Walk on to FM 529.

During peak traffic hours in the AM and PM, traffic already backs up between the two traffic lights. If a raised median is added, requiring additional vehicles to make left turns and/or u-turns, this will only exacerbate the problem of traffic flow between the two lights. There is also a very real concern about access for emergency vehicles to the Winding Walk group of homes and businesses during peak traffic times, should this median be constructed in the short 2/10’s of a mile on this section of FM 529.

In addition, I think the FM 529 median is a terrible idea and will further hamper the flow of traffic, which is already extremely frustrating to navigate during peak traffic times. The deletion of an extended turn lane at lights and intersections will add to the externally slow traffic flow. Many commuters use FM 529 to reach Highway 290 and return home. The turn lane affords those who live between or go between Highway 290 and Highway 6 an easier access and exit to FM 529.

Regards,
Kim and Ken Lieberman
149187 Indian Quail Circle (residence in Winding Walk section)
Houston, Texas  77095
713-303-7273
Kimberly.lieberman@cfisd.net
November 2, 2011

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

Re:   CSJ 1006-01-068
Attn: Director of Project Development

To Whom It May Concern:

I am a homeowner in the Hearthstone subdivision off FM 529 near Huffmeister. My section of the neighborhood has ONLY ONE OUTLET, which is directly on to FM 529 via Winding Walk. We are uniquely land locked from the rest of the neighborhood, with no other roadway available.

The new proposed median construction on FM 529 will have an extreme negative impact to the 67 homes and 5 businesses located in my section that access FM 529 via Winding Walk. Further, Winding Walk is the only street entering FM 529 between the traffic lights at Addicks-Satsuma and Huffmeister, which are located a mere 2/10’s of a mile from one another.

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Regards,
Sid & Sandra Greer/ John Stulb
14903 Indian Quail Circle (residence in Winding Walk section)
Houston, Texas 77095
281-345-8811

snsgreer@sbcglobal.net
I am primarily interested in the project from the standpoint of a: (Estoy interesado en el proyecto del punto de vista de:)

- Residential property owner or renter
- Business property owner or lessee
- Other (Please explain)

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

- Newspaper
- Notice in the Mail
- Yard Signs
- Other (Please explain)

COMMENTS: We have a large volume of heavy trucks coming into our business and also to the shop next door. We need an opening for the business to ease traffic.

Please make additional comments on the back.

This comment form may be turned in tonight, mailed, or emailed by November 2, 2011 to the address below:

Texas Department of Transportation – Houston District
P.O. Box 1386
Houston, Texas 77251-1386
Email: hou-plowedmail@txdot.gov
CRAFT - Correspondence Tracking System

Issue: 11-11171

DDOR: HOUSTON  Status: IN PROGRESS  Blocked: NO

Received: 11/1/2011 10:39 PM  Created: 11/1/2011 10:39 PM

Acknowledgment Due: 11/8/2011  Due Date: 11/23/2011

Main

Summary: Concern about FM 529 project.

Description: I think that the proposed project for fm 529 is a big waste of tax payers money. If you want to solve the problem of people driving in the left hand turn lane you need to get the police to do the job that we the tax payers are paying for by patrolling the road during peak traffic hours the same people drive in that lane all the time when the traffic is stopped if they get a ticket maybe they will abide the law if not take away there license after two times .If you decide to put this in anyway all you will do is make it harder for the rest of us that abide the law also you will make traffic worst than better the left lanes will be to small and the cars that go left will back up in the left lane forcing drivers that want to go straight to move over causing more conjetion at the intersection if that money is burning a hole in your pocket so bad why not use it to fix roads that need reprise like brintmoore between clay and hammerley that road is in bad shape .but 529 is not in need of anything but having a few cops petroling it you never see any of them when this behaver is going on its like the hide when the traffic is bad and thats when the idiots start driving in the left lane. I have been living in the area for 23 years and I have to use this road dailey and we dont need more constrution on this road making my commute worse then it is the light at elderidge is part of the problem they did work on it awhile back and changed the time at the light.your consideration on not going foward on this project will be appreciated. thank you RLMcLemore

Complaint?: YES  Issue Type: CUSTOMER SERVICE

Resolving DDOR: HOUSTON

Received From: CITIZEN  Contact Method: WEB

Name: McLemore Richard

E-mail: rlmclemore1958@att.net

Phones: HOME (281) 772-7946

Address: 16726

Rockstone

City: houston

State: TEXAS  Zip: 77084

Country: USA

**COMMENT FORM**

**FORMA DE COMENTARIO**

Public Open House – FM 529: Greenhouse Road to US 290  
(Reunión Pública – FM 529: Desde el Greenhouse Road hasta la US 290)

CSJ 1006-01-068  
October 19, 2011  
(19 de octubre del 2011)

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

---

**I am an Elected Official** (Soy Funcionario/a)  
**Position** (Posición):

**Name and Mailing Address (Optional)** (Nombre y dirección [opcional]):

Name (Nombre):  
Address (Dirección):  
Email Address (Correo electrónico):  
Telephone (Teléfono):

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**PLEASE CHECK THE APPROPRIATE ITEMS BELOW:** (POR FAVOR COMPREnda LOS ARTÍCULOS APROPIADOS ABAJO)

- [ ] Residential property owner or renter  
- [x] Business property owner or lessee  
- [ ] Other (Please explain) (Otro [por favor de explicar])

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

- [ ] Newspaper (Periódico)  
- [x] Notice in the Mail (Aviso por Correo)  
- [ ] Yard Signs (Letreros en jardines)  
- [ ] Other (Please explain) (Otro [por favor de explicar])

**COMMENTS (COMENTARIOS):**

Please see the back of the form.

---

Please make **additional comments on the back**. (Por favor de hacer sus comentarios adicionales en la parte posterior.)

**This comment form may be turned in tonight, mailed, or emailed by November 2, 2011 to the address below:**  
(Esta forma de comentario se podrá devolver esta noche, por correo, o electrónicamente antes del 2 de Noviembre del 2011 a:)

**Director of Project Development**  
Texas Department of Transportation – Houston District  
P.O. Box 1386  
Houston, Texas 77251-1386  
Email: hou-piowebmail@txdot.gov
November 1, 2011

Dear Sirs,

The proposed construction in front of my property would be devastating to my business. We are a 252 unit apartment community at 95% occupancy, which means I average 500-600 residents at that occupancy. We are currently leased at 98% which means I could easily go over 800 residents. I am certain I will lost many residents as their leases expire. What logical person would volunteer to fight with a u-turn coming and going from their home every day?

We deserve special consideration due to that fact that we are inconveniencing people from their homes and we are a 24 hour a day operation unlike most of the businesses that will be affected. If the medians are installed as currently proposed my residents will be forced to turn around in parking lots coming and going. It is a two way inconvenience for them because we do not have an access bay that allows them to turn in, so no matter what direction they are traveling in the course of coming home and leaving they will be forced to travel past their home and u-turn through already thick traffic.

I drive a small SUV and have driven the proposed route and it is quite difficult to make a u-turn across the three lanes of traffic I need to cross to make a right turn into the property. The on-coming drivers are, even if traveling at the speed limit, are traveling quite fast. Once you have clearance the angle of the u-turn and the acceleration needed to move out of the way of the oncoming traffic is difficult even for most small car drivers. Our school buses, which are 5 in the morning and 5 in the afternoon, would be forced to change routes or use Lowes parking lot which I am not sure they are allowed to do.

Also, we are bordered by a one way street that would need to be stripped and opened to allow for a left turn into the property coming from HWY 290. Does the state pay for this? Even with the street opened for two way access, we will be required to spend $6000-$8000 to install an entrance gate. Does the state give an allowance to property owners for the changes required to allow people to enjoy the same ease of egress and ingress that they had prior to the changes? While it may be easy to lay out plans from surveys and pictures.

I am asking that one of your representatives tours our apartment community and get a firsthand look at the huge negative impact it will cause on our residents.
October 27, 2011

To Whom It May Concern:

Employees of Seatrax were recently made aware of TXDOT’s proposed improvements to FM 529 between Greenhouse Road and US 290. We understand that a raised median could be constructed with curb openings designed to decrease accidents and increase safety.

In review of photos provided by TXDOT, we were dismayed to see that curb opening will not be made available to drivers traveling west and turning left into our facility.

We are well aware of the dangers the current center lane poses. Many drivers traveling east on FM 529 choose to utilize this lane as a shortcut to the left turn light at Eldridge Parkway. While constructing a median would eliminate that danger, removing access to Seatrax would not only cause an inconvenience to employees and visitors but also create other traffic issues and safety concerns.

Drivers traveling west would now be required to make u-turns that are often problematic, unsafe and can cause accidents that are trying to be avoided.

While we agree a median could make FM 529 safer near Eldridge Parkway, we ask that TXDOT consider maintaining a curb opening to Seatrax for drivers traveling west and turning left into the facility. This proposal would eliminate much inconvenience and achieve the goal of safety.

Seatrax employees appreciate your consideration.

Thank you.
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Proposed Improvements to FM 529: Greenhouse Road to US 290

COMMENT FORM
(FORMA DE COMENTARIO)

Public Open House – FM 529: Greenhouse Road to US 290
(Reunión Pública – FM 529: Desde el Greenhouse Road hasta la US 290)
CSJ 1006-01-068
October 19, 2011
Director of Project Development
Texas Department of Transportation – Houston District
P.O. Box 1386
Houston, Texas 77251-1386

__I am an Elected Official (Soy Funcionario/a) __Position (Posición):

Name and Mailing Address (Optional) (Nombre y dirección [opcional]):
Name (Nombre) ____________________________
Address (Dirección) ________________________
Email Address (Correo electrónico) ________________________
Telephone (Teléfono) ________________________

PLEASE CHECK THE APPROPRIATE ITEMS BELOW: (POR FAVOR COMPRENDIÉ LOS ARTÍCULOS APROPIADOS ABAJO)

I am primarily interested in the project from the standpoint of a: (Estoy interesado en el proyecto del punto de vista de:)
__ Residential property owner or renter __ Business property owner or lessee
(Propietario o inquilino residencial) (Propietario o inquilino del negocio)
__ Other (Please explain) (Otro [por favor explicar])

How did you learn about this meeting? (¿Cómo se entero usted de esta reunión?)
__ Newspaper (Periódico) __ Notice in the Mail (Aviso por Correo) __ Yard Signs (Letreros en jardines)
__ Other (Please explain) (Otro [por favor explicar])

COMMENTS (COMENTARIOS): Under the current proposal there is not a channelized left turn lane at our business. This creates a danger due to the high volume of customers and suppliers making pick up and deliveries.

We receive several 18 wheelers everyday and they will be required to do a U-turn under the current proposal. This creates an unsafe condition.

We have many customers with large trucks and trailers that come in and out of our business everyday and they will be required to do a U-turn under the current proposal. This creates an unsafe condition.

We have large bob tail trucks and 3 1 ton trucks w/goose neck trailers. It will have to do a U-turn many times a day. Please put a left turn.

Please make additional comments on the back. (Por favor hacer sus comentarios adicionales en la parte posterior.)

This comment form may be turned in tonight, mailed, or emailed by November 2, 2011 to the address below:
(Esta forma de comentario se podra devolver esta noche, por correo, o electronicamente antes del 2 de Noviembre del 2011 a:)

Director of Project Development
Texas Department of Transportation – Houston District
P.O. Box 1386
Houston, Texas 77251-1386
Email: hou-plowemail@txdot.gov
going into our business so all of these vehicles will not have to be required to do a U-turn in to our business which creates an unsafe condition. Please contact me at 832.367-0963 if I can help answer any questions. Thank you. Glenn Fuller
October 31, 2011

Director of Project Development
TXDot – Houston District
P. O. Box 1386
Houston, TX 77251-1386

To Whom It May Concern:

We are writing in regards to the project CSJ 1006-01-068. We feel this project will create more problems than we already have on FM 529. This road is travelled by all types of vehicles, including 18 wheelers. It would be impossible for an 18 wheeler to make a u-turn. Our understanding is all streets accessing FM 529 will be blocked from making left turns onto FM 529. This will directly affect our subdivision, Hearthstone, that have exit streets (Winding Walk, Blenheim Palace and Halfpenny) onto FM 529.

Please take the time to re-evaluate this project, as it will cause major traffic issues on FM 529.

Thank you,

Freddie Yaggi and Debra Yaggi

Debra & Freddie Yaggi
7919 Alamar Dr.
Houston, TX 77095-2840
COMMENT FORM
(FORMA DE COMENTARIO)

Public Open House - FM 529: Greenhouse Road to US 290
(Reunión Pública – FM 529: Desde el Greenhouse Road hasta la US 290)
CSJ 1006-01-068
October 19, 2011
(19 de octubre del 2011)
Director of Project Development
Texas Department of Transportation – Houston District
P.O. Box 1386
Houston, Texas 77251-1386

_I am an Elected Official (Soy Funcionario/a) Position (Posición):

Name and Mailing Address (Optional) (Nombre y dirección [opcional]):
Name (Nombre) ____________________________
Address (Dirección) ____________________________
Email Address (Correo electrónico) ____________________________
Telephone (Teléfono) ____________________________

PLEASE CHECK THE APPROPRIATE ITEMS BELOW: (POR FAVOR COMPRENDE LOS ARTÍCULOS APROPIADOS ABAJO)

I am primarily interested in the project from the standpoint of: (Estoy interesado en el proyecto desde el punto de vista de:)

_ Residential property owner or renter (Propietario o inquilino residencial) Business property owner or lessee (Propietario o inquilino del negocio)
_ Other (Please explain) (Otro [por favor explicar])

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

_ Newspaper (Periódico) Notice in the Mail (Aviso por Correo) Yard Signs (Letreros en jardines)
_ Other (Please explain) (Otro [por favor explicar])

COMMENTS (COMENTARIOS): See additional comments in attached Exhibit I.

________________________________________________________
________________________________________________________
________________________________________________________
________________________________________________________
________________________________________________________

Please make additional comments on the back. (Por favor de hacer sus comentarios adicionales en la parte posterior.)

This comment form may be turned in tonight, mailed, or emailed by November 2, 2011 to the address below:
(Esta forma de comentario se devolverá esta noche, por correo, o electrónicamente antes del 2 de Noviembre del 2011 a)

Director of Project Development
Texas Department of Transportation – Houston District
P.O. Box 1386
Houston, Texas 77251-1386
Email: hou-pio@txdot.gov
Proposed Improvements to FM 529: Greenhouse Road to US 290 • CSJ: 1006-01-068 Public Meeting Summary Report 89

Cypress-Fairbanks Independent School District
Facilities Planning and Construction

1 November 2011

Director of Project Development
Texas Department of Transportation – Houston District
P.O. Box 1386
Houston, Texas 77251-1386
CSJ #1006-01-068

RE: Comments to Public Open House – FM 529: Greenhouse Road to US 290
“Exhibit 1”

To Whom It May Concern:

Dan Grosz here with CFISD Facilities Planning & Construction writing on behalf of our district’s Transportation Department and our Langham Creek High School located at 17610 FM 529. Proposed FM 529 median changes in front of our High School will impact traffic access to and from our property. Please refer to attached scanned file comment form and Exhibits 1, 2 and 3. Exhibit one includes these written comments. Exhibit two includes comments to portions of TxDOT drawings presented at the October 19 Open House. Exhibit three includes partial information documented in a past Houston Galveston Area Council’s South Highway 6 Access Management Study related to traffic data for this median location.

We in part agree with the changes at the Hudson Oaks/FM 529 intersection, Glen Polar/FM 529 intersection and the median closure directly across from our across-street neighbor “The Dance Factory.”

Referring to Exhibit 2, it is requested the existing median opening (our westernmost campus entry/exit on FM 529) remain open across from “World Tech Auto”. This westernmost drive is the only entry/exit that serves a significant portion of our athletics groups on this west side of our campus. Some of these vehicles include buses. Closure of this median will force vehicles and buses to travel westbound on FM 529 seeking an alternate detour route, or worse U-turn at the Barker Cypress intersection, to travel eastbound on FM 529.

Referring to Exhibit 3, a portion of HGAC’s Study denotes much traffic data within the Highway 6 and FM 529 corridors. Specifically, a portion of this report is provided to indicate crash data at the median we are requesting to remain open. At our westernmost FM 529 median access (across from “World Tech Auto”), one incident of a vehicular crash has occurred. A review of adjacent intersections shows that numerous crash incidents have occurred at the Hudson Oaks/FM 529 intersection and Glen Polar/FM 529 intersections and other intersections.

281/897-4057
FAX 281/897-3806

P. O. Box 692003
Houston, Texas 77269-2003
We hope these requests, suggestions and information provided will help TxDOT to consider leaving the existing westernmost FM 529 median cut in front of Langham Creek High School open for our campus’ use.

Thank you for your consideration.

Sincerely,

Dan G. Grosz,
*Building Program Coordinator*
Cypress-Fairbanks I.S.D.
Facilities, Planning & Construction

Cc: Roy Sprague, CFISD Assistant Superintendent Facilities and Construction (via email)
    Claude Yoas, CFISD Director Facilities Planning and Energy Management (via email)
    Jim Vangorder, CFISD Director of Construction (via email)
    Rick Terrell, CFISD Director of Transportation (via email)
Project File: County_TxDOT_COH / FM 529 Median Improvements
Attachment: Comment Form, Exhibits 1, 2 & 3 (7 pages total)
SH 6 Access Management Study

SH 6 Access Management Study - North

Stakeholders Advisory Group Meeting

October 1, 2009
Stan:

I left a screen shot of the CPE Satsuma Substation on your chair then promptly came back to my chair and deleted it. I'll blame this on today being a Monday. CPE will need a cut in the proposed median, to access their Satsuma substation with heavy equipment. We need to discuss with them to determine the cut dimensions they need. I spoke with Mohammed and he recommended I discuss with you also, since the public meeting date is close by. Consider the forwarded email below the official request from CPE Electric. Thanks

>>> "Meals, Kevin A." <kevin.meals@centerpointenergy.com> 10/14/2011 5:30 PM >>>
David, Sam and Micheal,

CenterPoint received a notice for TxDot’s planned FM-529 construction through a Public Meeting Notice. Can you please provide me with the Project Managers name and contact information so we can address our access concerns now before plans are fully developed. Let’s try to work together to take care of this issue early.

Thanks
Kevin Meals

From: Comfort, Reginald W.
Sent: Friday, October 14, 2011 8:18 AM
To: Meals, Kevin A.; Low, Stephanie
Subject: FW: F.M. 529 Widening (Satsuma Substation)

Kevin,

Please see our comments on FM529! This is the heaviest loaded substation in our system, maybe in Texas. We need ease of access here.

Thanks
reggie

From: Jones, Kenneth C.
Sent: Thursday, October 13, 2011 4:47 PM
To: Hicks, Kenneth B.; Comfort, Reginald W.
Cc: Kobersky, John E.; Orem, Benjamin M.; Kristek, Michael W.; Chatman Jr, Billy
Subject: RE: F.M. 529 Widening (Satsuma Substation)

I agree with Ken, a median cut would be very beneficial for transporting heavy equipment, transformers, etc into the sub.

K. C. Jones
Crew Leader - Transformer Service and Repair
CenterPoint Energy
Off- 713-945-6313
Mr. Comfort,

Upon review of the attached notice of public hearing for proposed raising of median on F.M. 529 from Greenhouse Road to US - 290, I have traced the locations of CNP substations within the reference area and submit that Satsuma Substation will be impacted.

I have attached an aerial of the substation, and recommend with requested K.C. Jones' agreement, that CNP should request a median cut at the substation driveway for transporting transformers in-out of the substation.

K.C.,

Please respond with your comments and concurrence for the median cut.

Respectfully,

Ken Hicks,
Staff Engineering Technologist
Pager 713-687-6858

-----Original Message-----
From: Comfort, Reginald W.
Sent: Tuesday, October 11, 2011 1:28 PM
To: Hicks, Kenneth B.; Chatman Jr, Billy; Kristek, Michael W.; Kobersky, John E.
Subject: FW:

Please look at this and let me know how it affects substation facilities. This was received by me weeks ago. It was buried in my e-mails.

-----Original Message-----
From: Low, Stephanie
Sent: Tuesday, September 27, 2011 2:33 PM
To: Comfort, Reginald W.; Oliver, Christopher W.; Whited, Charles W.
Subject: FW:

Hello Reggie, Chris, and Charles,

Kevin asked me to forward the attachment letter for your review, FYI.

Thank you,
Stephanie Low
Administrative Assistant
Surveying & Right of Way
713-207-6816
COMMENT FORM  
(FORMA DE COMENTARIO) 

Public Open House – FM 529: Greenhouse Road to US 290  
(Reunión Pública – FM 529: Desde el Greenhouse Road hasta la US 290)  
CSJ 1006-01-068  
October 19, 2011  
(19 de octubre del 2011)  
Director of Project Development  
Texas Department of Transportation – Houston District  
P.O. Box 1386  
Houston, Texas 77251-1386

I am an Elected Official (Soy Funcionario/a)  
Position (Posición): __________________________________________

Name and Mailing Address (Optional) (Nombre y dirección [opcional]):
Name (Nombre) _________________________________________________
Address (Dirección): _____________________________________________
Email Address (Correo electrónico) __________________________________
Telephone (Teléfono): 832-795-7195

PLEASE CHECK THE APPROPRIATE ITEMS BELOW: (POR FAVOR COMPRENDE LOS ARTÍCULOS APROPIADOS ABAJO)

☐ Residential property owner or renter (Propietario o inquilino residencial)  
☐ Business property owner or lessee (Propietario o inquilino del negocio)  
☐ Other (Please explain) (Otro [por favor de explicar]) ___________________________________________

How did you learn about this meeting? (¿Cómo se enteró usted de esta reunión?)
☐ Newspaper (Periódico)  
☐ Notice in the Mail (Aviso por Correo)  
☐ Yard Signs (Letreros en jardines)  
☐ Other (Please explain) (Otro [por favor de explicar]) ___________________________________________

COMMENTS (COMENTARIOS):

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

☐ Residential property owner or renter (Propietario o inquilino residencial)  
☐ Business property owner or lessee (Propietario o inquilino del negocio)  
☐ Other (Please explain) (Otro [por favor de explicar]) ___________________________________________

☐ Newspaper (Periódico)  
☐ Notice in the Mail (Aviso por Correo)  
☐ Yard Signs (Letreros en jardines)  
☐ Other (Please explain) (Otro [por favor de explicar]) ___________________________________________

Comments (Comentarios):

- Please consider providing the maximum length or storage capacity in all turning lanes at major intersections. Design for 90k cars/year.

- In conjunction with this project, please consider signalization synchronization for the signals along the corridor. Add additional loop detectors and sensors. Currently, there are many signals that restrict flow of traffic. Signal programming should be adjusted for different days of the week, different times, et cetera.

- Where permitted and with available funding, install right turn lanes at intersections. This will free up the traffic that is proceeding straight through the intersection.

Please make additional comments on the back. (Por favor de hacer sus comentarios adicionales en la parte posterior.)

This comment form may be turned in tonight, mailed, or emailed by November 2, 2011 to the address below:  
(Esta forma de comentario se podría devolver esta noche, por correo, o electrónicamente antes del 2 de noviembre del 2011 a):

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

98 Public Meeting Summary Report  
Proposed Improvements to FM 529: Greenhouse Road to US 290 - CSJ: 1006-01-068
Public Meeting Noticing

- Elected Official Mailing Database
- Letter to Elected Officials
- Adjacent Property Owner Mailing Database
- Proof of Mailout
- Letter to Adjacent Property Owners
- Legal Notice Publication Database
- Newspaper Affidavits and Legal Notices
- Yard Signs and Location Photographs
- Yard Sign Location Database
- Yard Sign Location Map
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September 12, 2011

CERTIFIED MAIL <<Certified>>

Harris County
FM 529: Greenhouse Road to US 290
Control 1006-01-068

<<Title>> <<First_Name>> <<Last_Name>>
<<Position>>
<<Organization>>
<<Address_1>>
<<City>>, <<State>> <<Zip>>

Dear <<Salutation>> <<Last_Name>>:

This letter is to notify you of the upcoming public meeting for the proposed improvements to Farm to Market Road (FM 529) from Greenhouse Road to US Highway (US) 290, Harris County, Texas. The purpose of the public meeting is to present proposed roadway improvements of FM 529 for local official and citizen comment. Proposed improvements include the conversion of the center left-turn lane to a raised median with the addition of turn lanes and channelized turn islands at select locations. You, or your representative, are cordially invited to attend this meeting, which will be held as follows:

Wednesday, October 19, 2011
6:00 – 8:00 p.m.
Kahlia Middle School
16212 West Little York Road
Houston, Texas 77084

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

Sincerely,

Mike Alford, P.E.
District Engineer
Houston District

Cc: Mr. Pat Henry, P.E.
The Texas Department of Transportation (TxDOT) will conduct a public meeting for proposed improvements to Farm to Market Road (FM) 529 from Greenhouse Road to US Highway (US) 290 in Houston, Harris County, Texas. The meeting will be conducted on October 19, 2011, at the Kahla Middle School campus, which is located at 16212 West Little York Road, Houston, Texas, 77084. The meeting format will be an open house from 6:00 p.m. to 8:00 p.m. Displays of the proposed project will be available for public viewing, and TxDOT representatives will be available to provide project information and answer questions. Please note that the same information will be presented throughout the open house and will be repeated. No formal, oral presentation will be provided.

The purpose of the meeting is to discuss the social, economic, and environmental effects of the proposed improvements. Proposed improvements include the conversion of the center left-turn lane to a raised median with the addition of turn lanes and channelized turn islands at select locations. The limits of construction for the proposed project are from Greenhouse Road to US 290, and the proposed project length is approximately 8.1 miles. The proposed project would not require additional Right-of-Way (ROW).

The purpose of the project is to improve the safety, mobility and quality of life for the people traveling along FM 529. The installation of raised medians throughout most of the FM 529 corridor would reduce conflicting traffic movements that contribute to a high number of automobile accidents in the corridor.

All interested persons are invited to attend, to express their views, and to discuss the project with TxDOT representatives. Those interested in attending who have special communication or accommodation needs are encouraged to contact the TxDOT District Public Information Officer at (713) 802-5072 at least two working days prior to the date of the meeting. TxDOT offices are open Monday through Friday, from 8:00 a.m. to 5:00 p.m., excluding state holidays. The public meeting will be conducted in English. Requests for language interpreters or other special communication needs should also be made at least two days prior to the date of the public meeting. TxDOT will make every reasonable effort to accommodate these needs.

Written comments relevant to the proposed project may be mailed to: Director of Project Development, Texas Department of Transportation Houston District, P.O. Box 1386, Houston, Texas 77251-1386. Comments may also be submitted electronically to hou-piwemail@txdot.gov. A meeting summary, as well as responses to comments received, will be made available online at the TxDOT website in early 2012. Comments submitted by mail must be postmarked by November 2, 2011, and comments submitted by email must be received by November 2, 2011.
## Adjacent Property Owner Mailing Database

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### Mailing Group Summary Information
- **Mailing Group ID:** 99335620
- **Preparer:** 600-PI
- **Description:** INTERNATIONAL MAIL PLEASE USE PC 7127 FOR BILLING
- **Finance No:** 484145
- **Open Date:** 09-19-11
- **Close Date:**

### Permit Holder
- **Permit Imprint:** 600
- **Price Eligibility:** Regular
- **Processing Category:** Letters

### Mailing Agent
- **Name:** MARGE SANCHEZ
- **Telephone:** (713) 222-8871
- **Email:** margie@mailplex.com

### Permit Holder's Permit
- **Permit Imprint:** 600
- **Price Eligibility:** Regular

### Post Office Of Mailing
- **Address Matching Date - Automation:** 09/15/2011
- **Address Matching Date - Carrier Route:**
- **Weight of Single Piece:** 0.0244 lbs.
- **Total Weight:** 8.7352 lbs.
- **Total Postage:** $83.74

### Customer Reference ID
- **TxDOT NOTICING MAILOUT

### Statement Sequence No
- **CROUCH ENVIRONMENTAL SERVICES

### Move Update Method
- **NCOALink

### Mailpiece is a Product Sample
- **NO

### Mailpieces contain a DVD/CD or other Disk
- **NO

### Incentive Claimed
- **N/A

### Mail Arrival Date and Time
- **09/19/2011 13:58

### Payment Date and Time
- **09/19/2011 14:00

### Caps Transaction Number
- **2011091914002400M1

### Comments
- **Part A:** Automation Letters

<table>
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<tr>
<th>Line Number</th>
<th>Entry Discount</th>
<th>Title</th>
<th>Description</th>
<th>Price</th>
<th>Quantity</th>
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<tbody>
<tr>
<td>A4</td>
<td>None</td>
<td>Mixed AADC</td>
<td>Letters 3.3 oz (0.2063 lbs) or less</td>
<td>0.273</td>
<td>121 pcs.</td>
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<td>Letters 3.3 oz (0.2063 lbs) or less</td>
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**Part A Postage:** $81,430

### Part B: Nonautomation Letters

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<td>B2</td>
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<td>Mixed AADC</td>
<td>Machinable Letters 3.3 oz (0.2063 lbs) or less</td>
<td>0.276</td>
<td>6 pcs.</td>
<td>$1,656</td>
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<td>B5</td>
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<td>AADC</td>
<td>Machinable Letters 3.3 oz (0.2063 lbs) or less</td>
<td>0.217</td>
<td>3 pcs.</td>
<td>$0,651</td>
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**Part B Postage:** $2,307

### Total Postage From All Parts
- **$83,740

### Affixed Postage
- **$0.00

---

**Total Postage:** $83,740
The mailer's signature certifies acceptance of liability for and agreement to pay any revenue deficiencies assessed on this mailing, subject to appeal. If an agent signs this form, the agent certifies that he or she is authorized to sign on behalf of the mailer, and that the mailer is bound by the certification and agrees to pay any deficiencies. In addition, agents may be liable for any deficiencies resulting from matters within their responsibility, knowledge, or control.

I hereby certify that all information furnished on this form is accurate, truthful, and complete; that the mail and the supporting documentation comply with all postal standards and that the mailing qualifies for the prices and fees claimed; and that the mailing does not contain any matter prohibited by law or postal regulation. I understand that anyone who furnishes false or misleading information on this form or who omits information requested on the form may be subject to criminal and/or civil penalties, including fines and imprisonment.

**Certification**

**Weight of a Single Piece**

<table>
<thead>
<tr>
<th>Total Pieces</th>
<th>Total Weight</th>
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<tbody>
<tr>
<td>358 pos.</td>
<td>8.7352 lbs.</td>
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**Total Postage**

| 83.74 |

**Presort Verification: Check One (If Applicable)**

- [ ] Not Scheduled
- [x] Performed

- [ ] By (Initials)

I CERTIFY that this mailing has been inspected concerning: (1) eligibility for postage price claimed; (2) proper preparation (and presort where required); and (3) proper completion of postage statement; and (4) payment of annual fee (if required).

**No signature or round stamp required statement has been submitted electronically through the PostalOne! System.**

<table>
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<th>Verification</th>
<th>Request Source</th>
<th>Performance Status</th>
<th>Disposition</th>
<th>Performance Type</th>
<th>Performance Percentage</th>
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<tbody>
<tr>
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<tr>
<td>Weigh Entire Mailing</td>
<td>Verification not requested by system</td>
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**Total:** $0.00

This mailing has been inspected concerning:

1. eligibility for postage prices claimed;
2. proper preparation (and presort where required);
3. proper completion of postage statement; and
4. payment of annual fee (if required).

This postage statement was verified and accepted under the PostalOne! program. No postal signature or round stamp is required.
September 19, 2011

PUBLIC MEETING NOTICE
Roadway Improvements
FM 529: Greenhouse Road to US 290
Harris County, Texas

Dear <<Addressee>>:

SUBJECT: Farm to Market Road (FM) 529, Construction of a Raised Median with Construction Limits from Greenhouse Road to US Highway (US) 290, Control 1006-01-068

This letter is to notify you of an upcoming public meeting to present proposed improvements to Farm to Market Road (FM) 529, including the construction of a raised median, turn lanes, and channelized turn islands.

The Texas Department of Transportation (TxDOT) will conduct a public meeting for proposed improvements to Farm to Market Road (FM) 529 from Greenhouse Road to US Highway (US) 290 in Houston, Harris County, Texas. The meeting will be conducted on October 19, 2011, at the Kahle Middle School campus, which is located at 16212 West Little York Road, Houston, Texas, 77084. The meeting format will be an open house from 6:00 p.m. to 8:00 p.m. Displays of the proposed project will be available for public viewing, and TxDOT representatives will be available to provide project information and answer questions. Please note that the same information will be presented throughout the open house and will be repeated. No formal, oral presentation will be provided.

The purpose of the meeting is to discuss the social, economic, and environmental effects of the proposed improvements. Proposed improvements include the conversion of the center left-turn lane to a raised median with the addition of turn lanes and channelized turn islands at select locations. The limits of construction for the proposed project are from Greenhouse Road to US 290, and the proposed project length is approximately 8.1 miles. The proposed project would not require additional Right-of-Way (ROW).

The purpose of the project is to improve the safety, mobility and quality of life for the people traveling along FM 529. The installation of raised medians throughout most of the FM 529 corridor would reduce conflicting traffic movements that contribute to a high number of automobile accidents in the corridor.

All interested persons are invited to attend, to express their views, and to discuss the project with TxDOT representatives. Those interested in attending who have special communication or accommodation needs are encouraged to contact the TxDOT District Public Information Officer at (713) 802-5072 at least two working days prior to the date of the meeting. TxDOT offices are open Monday through Friday, from 8:00 a.m. to 5:00 p.m., excluding state holidays. The public meeting will be conducted in English. Requests for language interpreters or other special communication needs should also be made at least two days prior to the date of the public meeting. TxDOT will make every reasonable effort to accommodate these needs.

Written comments relevant to the proposed project may be mailed to: Director of Project Development, Texas Department of Transportation Houston District, P.O. Box 1386, Houston, Texas 77251-1386. Comments may also be submitted electronically to hou-piowebmail@txdot.gov. A meeting summary, as well as responses to comments received, will be made available online at the TxDOT website in early 2012. Comments submitted by mail must be postmarked by November 2, 2011, and comments submitted by email must be received by November 2, 2011.

Sincerely,

Kay Crouch
Crouch Environmental Services, Inc.
Estimado <<Addressee>>:

TEMA: FM 529, Construcción de una Mediana Elevada con límites desde la avenida Greenhouse Road hasta la carretera US Highway (US) 290, Condado de Harris, Texas

Esta carta es notificar de una próxima reunión pública para presentar las mejoras propuestas a la carretera FM 529, incluyendo la construcción de una mediana elevada, carriles de vuelta y islas canalizadas para dar vueltas.

El Departamento de Transporte de Texas (TxDOT) conducirá una reunión pública para las mejoras propuestas a la carretera FM 529 desde la avenida Greenhouse Road hasta la carretera US 290 en Houston, condado de Harris, Texas. La reunión se llevará a cabo el 19 de octubre de 2011, en la escuela secundaria Kahla Middle School, localizada en 16212 West Little York Road, Houston, Texas, 77084. El formato de la reunión será de un foro abierto (open house) desde las 6:00 p.m. a 8:00 p.m. Muestras del proyecto propuesto estarán disponibles al público para revisar y los representantes de TxDOT estarán disponibles para proporcionar información y contestar preguntas con respecto al proyecto propuesto. Tenga en cuenta que la misma información se presentará a lo largo de la reunión y se repetirá. No se proporcionará ninguna presentación formal.

El propósito de la reunión es discutir los sociales, económicos y los efectos medioambientales de las mejoras propuestas. Las mejoras propuestas incluyen la conversión del carril de centro turno izquierda a una mediana elevada con la adición de carriles de turno y islas de turnos en lugares seleccionados. Los límites de la construcción para el proyecto propuesto son de la avenida Greenhouse Road hasta la carretera US 290. La distancia total del proyecto propuesto es aproximadamente 8.1 millas. El proyecto propuesto no requeriría derecho de vía adicional (ROW).

El propósito del proyecto es mejorar la seguridad, la movilidad y la calidad de vida de las personas que viajan a lo largo de FM 529. La instalación de medianas elevadas durante la mayor parte del corredor FM 529 reduciría conflictivos movimientos de tráfico que contribuyen a muchos accidentes automoviles en el corredor.

Se invita a todos los personas interesados que atiendan, para que expresen a sus opiniones, y discuten el proyecto con los representantes de TxDOT. Las personas interesadas en asistir a la junta que tienen necesidades especiales de comunicación o alojamiento son incentivadas a contactar al District Public Information Officer en (713) 802-5072 por lo menos dos días laborables antes de la fecha de la reunión. Las oficina de TxDOT esta abierto lunes a viernes, de 8:00 de la mañana a 5:00 de la tarde, excepto días feriados. La reunión pública será conducida en inglés. Los pedidos intérpretes de la lengua o otras necesidades de comunicación especiales se deben también hacer por lo menos dos días antes de la fecha de la reunión pública. TxDOT hará cada esfuerzo razonable de acomodar estas necesidades.

Los comentarios escritos relacionado al proyecto propuesto se pueden enviar a: Director of Project Development, Texas Department of Transportation Houston District, P.O. Box 1386, Houston, Texas 77251-1386. Los comentarios se pueden también someter electrónicamente a hou-piowebmail@txdot.gov. Un resumen de la reunión, tan bien como respuestas a los comentarios recibidos, será hecho accesible en línea en el sitio Web de TxDOT en el principio de año del 2012. Los comentarios mandados por correo postal se deben matasee el 2 de noviembre, 2011 y los comentarios enviados por correo electrónico también se deben recibir el 2 de noviembre, 2011.

Sinceramente,

[Signature]

Kay Crouch
Crouch Environmental Services, Inc.
## Legal Notice Publication Database

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<th>Language</th>
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</tr>
</tbody>
</table>
STATE OF TEXAS
COUNTY OF HARRIS

Personally appeared before the undersigned, a Notary Public within and for said County and State, Karin Coleman, Representative for James Hopson, Publisher of the Cy Fair/Cypress Sun, a newspaper of general circulation in the County of Harris, State of Texas. Who being duly sworn, states under oath that the report of Legal Notices, a true copy of which is hereto annexed was published in said newspapers in its issue(s) of the

15th day of September, 2011

15th day of September, 2011

15th day of September, 2011

15th day of September, 2011

Karin Coleman
Publisher’s Representative

Sworn to and subscribed before me this 15th day of September, 2011.

SUSAN MARIE CURR
Notary Public, State of Texas
My Commission Expires November 08, 2014

My commission expires on (stamp)
Before me, the undersigned authority, a Notary Public in and for the State of Texas, on this day personally appeared, the Newspaper Representative at the HOUSTON CHRONICLE, a daily newspaper published in Harris County, Texas, and generally circulated in the Counties of: HARRIS, TRINITY, WALKER, GRimes, POLK, SAN JACINTO, WASHINGTON, MONTGOMERY, LIBERTY, AUSTIN, WALLER, CHAMBERS, COLORADO, Brazoria, Fort Bend, Galveston, Wharton, Jackson, and Matagorda and that the publication, of which the annexed herein, or attached to, is a true and correct copy, was published to wit:

Sworn and subscribed to before me, this the 18th Day of September A.D. 2011

notary public in and for the State of Texas
AFFIDAVIT OF PUBLICATION

STATE OF TEXAS:

COUNTY OF HARRIS:

Before me, the undersigned authority, a Notary Public in and for the State of Texas, on this day personally appeared, the Newspaper Representative at the HOUSTON CHRONICLE, a daily newspaper published in Harris County, Texas, and generally circulated in the Counties of: HARRIS, TRINITY, WALES, GRIMES, POLK, SAN JACINTO, WASHINGTON, MONTGOMERY, LIBERTY, AUDEN, WALLER, CHAMBERS, COLBERT, KAŁVIST, WOOD, BAY, CLEVELAND, WEXLEY, JACKSON, and BAYSHORE and that the publication, of which the annexed herein, or attached to,

is a true and correct copy, was published to-wit:

CROUCH ENVIRONMENTAL SERVICE

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Page B_monly_A

Pat Nellett
NEWSPAPER REPRESENTATIVE

Sworn and subscribed to before me, this the 19th Day of September A.D. 2011

Penny Stow
NOTARY PUBLIC STATE OF TEXAS
MY COMMISSION EXPIRES
FEB 4, 2014

Notary Public is bond for the State of Texas
Leaders to stick with tax plan

ATHENS — Under pressure from supporters in both chambers of Congress, Senate Majority Leader Harry Reid has decided to allow a vote this week on a strategy that would prevent many states and local governments from raising sales taxes to meet the spending shortfall they face.

An inner Cabinet meeting Thursday delayed a move to push a tax increase plan that would have been introduced by Sen. John Kerry, D-Mass., and others.

The strategy would allow states and local governments to keep raising sales taxes to meet the spending shortfall they face.

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STATE OF TEXAS  
COUNTY OF HARRIS

Personally appeared before the undersigned, a Notary Public within and for said County and State:  ____________, Representative for ____________, Publisher of the Cypress Creek Mirror - La Fair/Cypress, a newspaper of general circulation in the County of Harris, State of Texas.  Who being duly sworn, states under oath that the report of Legal Notices, a true copy of which is hereto annexed was published in said newspaper in the County of the

________________ day of __________, 2011

________________ day of __________, 2011

________________ day of __________, 2011

________________ day of __________, 2011

Karin Lampe
Publisher’s Representative

Sworn to and subscribed before me this __________ day of __________, 2011.

Sue carp
Notary Public

My commission expires on (stamp)
**Water District**

Notice of Public Hearing on Tax Rate

The HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 179 will hold a public hearing on a proposed tax rate for the tax year 2021 on October 25, 2021 at 12:00 p.m. at 600 Travis Street, Suite 400, Houston, TX 77002. Your tax and/or rental taxes may increase or decrease, depending on the change in the taxable value of your property in relation to the change in taxable value of all other property and the tax rate that is adopted.

**FOR the proposal:**

CHARLES “CHUCKIE” HADLEY, MARK S. KISHBAUGH, KEITH ENZOR, WES ROBERTSON AND DENNIS D. MALCOLM

**AGAINST the proposal:**

NONE

**PRESENT and not voting:**

NONE

**ABSENT:**

NONE

The following table compares taxes on an average residence homestead in this taxing unit last year to taxes proposed on the average residence homestead this year:

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<th>Last Year</th>
<th>This Year</th>
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<td>Total tax rate</td>
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<td>Difference in rates per $100 of value</td>
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<td>Percentage increase/decrease in rates (+/-)</td>
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<tr>
<td>Average taxable value</td>
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<tr>
<td>Tax on average residence homestead</td>
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<tr>
<td>Annual increase/decrease in taxes if proposed tax rate is adopted (+/-)</td>
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**NOTICE OF TAXPAYERS’ RIGHT TO ROLLBACK ELECTION**

If taxes on the average residence homestead increase by more than eight percent, the qualified voters of the district by petition may require that an election be held to determine whether to reduce the public maintenance tax rate to the rollback tax rate under Section 49.236(d), Water Code.
AFFIDAVIT OF PUBLICATION

STATE OF TEXAS:
COUNTY OF HARRIS:

Before me, the undersigned authority, a Notary Public in and for the State of Texas, on this day personally appeared, the Newspaper Representative at the HOUSTON CHRONICLE, a daily newspaper published in Harris County, Texas and generally circulated in the Counties of: HARRIS, TRINITY, WALKER, GRAYSON, POLK, SAN JACINTO, WASHINGTON, MONTGOMERY, LIBERTY, KINSEY, WALKER, CHAMBERS, COLEMAN, BRADY, MONTGOMERY, Quitman, KRISTON, JACKSON, and NODY and that the publication, of which the annexed herein, or attached to, is a true and correct copy, was published to-wit:

CROUCH ENVIRONMENTAL SERVICE 25078467 10446225

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product date class page
iv Oct 9 2011 1245.0 R_laver_1

Edward Lino
NEWSPAPER REPRESENTATIVE

Sworn and subscribed to before me, this the 15th Day of November, 2011

Notary Public in and for the State of Texas
AFFIDAVIT OF PUBLICATION
STATE OF TEXAS:
COUNTY OF HARRIS:

Before me, the undersigned authority, a Notary Public in and for the State of Texas, on this day personally appeared, the Newspaper Representative at the HOUSTON CHRONICLE, a daily newspaper published in Harris County, Texas and generally circulated in the Counties of: HARRIS, TRINITY, WALKER, GRAYSON, POlk, SAN JACINTO, WASHINGTON, MONTGOMERY, LIBERTY, JUStin, WALLEr, CHAMBERS, COLORADO, BAYLORS, FORT BEND, GALVESTON, WARRON, JACKSON, and NAVARRO and that the publication, of which the annexed herein, or attached to, is a true and correct copy, was published to-wit:

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Sworn and subscribed to before me, this the 15th Day of November, 2011

Notary Public in and for the State of Texas
Consumers slash their borrowing

By MARTIN QUINN

WASHINGTON — Consumers cut their borrowing in August by the most in 16 months. The drop suggests many consumers are feeling pinched, and cut back on their use of credit cards, home equity lines of credit and auto loans.

The Federal Reserve on Thursday said consumers pulled back on borrowing in August by $13.4 billion, the largest decline since May 2009. It was the biggest monthly drop since May 2009. The drop suggests that consumers are cutting back on discretionary spending, and that they are feeling the pinch of higher gas prices and more rigorous credit standards.

The report suggests that consumers are feeling the pinch of higher gas prices and more rigorous credit standards. It also points to the fact that consumers are cutting back on discretionary spending, and that they are feeling the pinch of higher gas prices and more rigorous credit standards.

In August, there was a $13.4 billion decline in consumer borrowing, the largest monthly drop since May 2009. The report suggests that consumers are feeling the pinch of higher gas prices and more rigorous credit standards.

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Yard Signs and Location Photographs

**FM 529: Greenhouse Rd. to US 290**

**Public Open House**

October 19, 2011
6:00-8:00 p.m.
Kahla Middle School Cafeteria
16212 West Little York Road
Houston, Texas 77084

**FM 529: desde el Greenhouse Road Hasta la US 290**

**Reunión Pública**

19 de Octubre del 2011
6:00-8:00 p.m.
Escuela Media Kahla de Cafetería
16212 West Little York Road
Houston, Texas 77084
Yard signs placed at FM 529 and N. Eldridge Parkway.

Yard signs placed at FM 529 and Huffmeister Road.

Yard signs placed at FM 529 and Jackrabbit Road.

Yard signs placed at the intersection of FM 529 and Highway 6.

Yard signs placed at FM 529 and Huffmeister Road at the entrance of the Hearthstone subdivision.
Proposed Improvements to FM 529: Greenhouse Road to US 290 • CSJ: 1006-01-068

Public Meeting Summary Report

Yard signs placed at the intersection of FM 529 and Paddock Bend Drive at the entrance of the Paddock subdivision.

Yard signs placed at the intersection of FM 529 and Spring Creek Street.

Yard signs placed at the intersection of FM 529 and Addicks Satsuma Road.

Yard signs placed at the intersection of FM 529 and Lakeview Haven Drive.
## Yard Sign Location Database

<table>
<thead>
<tr>
<th>Cross Street 1</th>
<th>Cross Street 2</th>
<th># of Signs</th>
</tr>
</thead>
<tbody>
<tr>
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</tr>
<tr>
<td>FM 529/Spencer Road</td>
<td>Fairview Street</td>
<td>2</td>
</tr>
<tr>
<td>FM 529/Spencer Road</td>
<td>N. Eldridge Parkway</td>
<td>4</td>
</tr>
<tr>
<td>FM 529/Spencer Road</td>
<td>Jackrabbit Road</td>
<td>3</td>
</tr>
<tr>
<td>FM 529/Spencer Road</td>
<td>Huffmeister Road</td>
<td>4</td>
</tr>
<tr>
<td>FM 529/Spencer Road</td>
<td>Addicks Satsuma Road</td>
<td>3</td>
</tr>
<tr>
<td>FM 529/Spencer Road</td>
<td>State Highway 6</td>
<td>6</td>
</tr>
<tr>
<td>FM 529/Spencer Road</td>
<td>Lakeview Haven Drive</td>
<td>3</td>
</tr>
<tr>
<td>FM 529/Spencer Road</td>
<td>Sommerall Drive</td>
<td>4</td>
</tr>
<tr>
<td>FM 529/Spencer Road</td>
<td>Spring Creek Street</td>
<td>1</td>
</tr>
<tr>
<td>FM 529/Spencer Road</td>
<td>Sonnet Glen Lane</td>
<td>1</td>
</tr>
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<td>FM 529/Spencer Road</td>
<td>Queenston Boulevard</td>
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</tr>
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<td>Hudson Oaks Drive</td>
<td>3</td>
</tr>
<tr>
<td>FM 529/Spencer Road</td>
<td>Barker Cypress Road</td>
<td>4</td>
</tr>
<tr>
<td>FM 529/Spencer Road</td>
<td>Paddock Bend Drive</td>
<td>2</td>
</tr>
<tr>
<td>FM 529/Spencer Road</td>
<td>Remington Grove Drive</td>
<td>2</td>
</tr>
<tr>
<td>FM 529/Spencer Road</td>
<td>Greenhouse Road</td>
<td>4</td>
</tr>
<tr>
<td><strong>TOTAL:</strong></td>
<td></td>
<td><strong>50</strong></td>
</tr>
</tbody>
</table>
Public Meeting Materials

Display Materials

Project Handout
**Project Need & Purpose**

The need for the proposed project is demonstrated by the following existing conditions:
- Traffic congestion
- High incidents of automobile accidents

The purpose of the project is to:
- Reduce traffic congestion
- Improve the area's mobility and safety

**Fast Facts**

Project location:
- Northwest Houston

Proposed project length:
- Approximately 3.4 miles

Proposed project boundaries:
- FM 529 from Greenhouse Road east to US 290

Proposed design:
- Improvements to the 6-lane roadway including the conversion of a two-way continuous left-turn lane to a raised median with turn lanes and channelized turn islands

**Proposed Median Additions and Improvements**

(Representational graphic of a channelized turn island highlighted in blue)

**Did you know?**

The average daily traffic (ADT) for FM 529 from Greenhouse Road to US 290 is projected to increase from 38,200 vehicles per day (vpd) to 85,312 vpd by 2035.

<table>
<thead>
<tr>
<th>Year</th>
<th>ADT 2011</th>
<th>ADT 2035</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>38,200 Veh</td>
<td>85,312 Veh</td>
</tr>
</tbody>
</table>

**Please Submit Comments To**

Director of Project Development
Texas Department of Transportation – Houston District
F.O. Box 1086
Houston, TX 77201-1086
http://www.dot.state.tx.us

All comments must be submitted within 10 working days after the public meeting.

---

**Display Materials**

**Welcome Display Station**

Please take a Project Newsletter

**Information Display Station**

Please take a Comment Card

PLEASE SIGN IN HERE

**Proposed Improvements to FM 529: Greenhouse Road to US 290 • CSJ: 1006-01-068 Public Meeting Summary Report 141**
Welcome

PROPOSED IMPROVEMENTS

FM 529 | Greenhouse Road to US Highway 290

Harris County, Texas

October 19, 2011
Kahla Middle School
6:00 p.m. - 8:00 p.m.

Texas Department of Transportation

(US: 1006-01-068)
PLEASE SIGN IN HERE

Please take a Project Newsletter

Please take a Comment Card
Project Need & Purpose

The need for the proposed project is demonstrated by the following existing conditions:

- Traffic congestion
- High incidents of automobile accidents

The purpose of the project is to:

- Reduce traffic congestion
- Improve the area’s mobility and safety

Fast Facts

Project location:
Northwest Houston

Proposed project length:
Approximately 8 miles

Proposed project boundaries:
FM 529 from Greenhouse Road east to US 290

Proposed design:
Improvements to the 6-lane roadway including the conversion of a two-way continuous left-turn lane to a raised median with turn lanes and channelized turn islands
Please Submit Comments To

Director of Project Development
Texas Department of Transportation Houston District
P.O. Box 1386
Houston, TX 772514-1386
hou-piowebmail@txdot.gov

All comments must be submitted within 10 working days after the public meeting.
Did you know? The projected average daily traffic (ADT) for FM 529 from Greenhouse Road to US 290 is projected to increase from 38,200 vehicles per day (vpd) to 80,312 vpd by 2035.

<table>
<thead>
<tr>
<th>ADT 2011</th>
<th>ADT 2035</th>
</tr>
</thead>
<tbody>
<tr>
<td>38,200 Vehicles</td>
<td>80,312 Vehicles</td>
</tr>
</tbody>
</table>

= Approx. 10,000 Vehicles
Welcome to the Public Meeting
The Texas Department of Transportation (TxDOT) welcomes you to the public meeting for the FM 529 Roadway Improvements project.

The Public Meeting is being conducted on Wednesday, October 19, 2011, at the Kahla Middle School, located at 16212 West Little York Road, Houston, Texas 77084. The meeting is being held in the school cafeteria.

Here are the details for the meeting:

   October 19, 2011
   6:00 p.m. to 8:00 p.m.
   Kahla Middle School
   School Cafeteria
   16212 West Little York Road
   Houston, Texas 77084

The meeting is structured as an “open house.” Stakeholders are encouraged to attend at any point between 6:00 p.m. and 8:00 p.m. Exhibits will be displayed and representatives from TxDOT will be available to answer individual questions at any time during the meeting.

The need for the proposed project is demonstrated by the following existing conditions:
- Traffic congestion
- High incidence of automobile accidents

The purpose of the project is to:
- Reduce traffic congestion
- Improve the area’s mobility and safety

About the Proposed Project...
The proposed project consists of improvements of Farm to Market Road (FM) 529 from Greenhouse Road east to US Highway (US) 290. Proposed improvements would include the conversion of the center, two-way continuous left-turn lane to a raised median with the addition of turn lanes and channelized turn islands at select locations. This project would also modify some existing raised medians within the project limits. The proposed project length is approximately 8.05 miles.

The existing roadway consists of a varying six-lane divided roadway with a center, two-way left-turn lane and a six-lane divided roadway with a raised median. The current width of the roadway Right-of-Way varies from 100 feet to 130 feet within the project limits, and no additional Right-of-Way would be required for the proposed project. There would be no displacements of residences or commercial structures.

Project Need and Purpose
The FM 529 corridor has experienced increasing traffic flow since construction, and as a result, automobile accident rates and delays associated with traffic congestion have increased. The FM 529 corridor is subject to high traffic volumes, automobile accidents, and continued regional growth and development. Projected traffic volumes indicate that the corridor will become increasingly congested in years to come. This anticipated growth in traffic will continue to exacerbate the demands on the current infrastructure if improvements are not made to address existing issues.

The purpose of the project is to improve the mobility, safety, and quality of life for the people traveling along FM 529. The installation of raised medians throughout most of the FM 529 corridor would reduce conflicting traffic movements that contribute to a high number of automobile accidents.
Proposed Median Additions and Improvements
(This diagram is purely representational – preliminary and subject to change)

FAST FACTS
Project location: Northwest Houston
Proposed project length: Approximately 8 miles
Proposed project boundaries: FM 529 from Greenhouse Road east to US 290
Proposed design: Improvements to the 6-lane roadway including the conversion of a center, two-way continuous left-turn lane to a raised median with turn lanes and channelized turn islands
How Can I Submit My Comments?
Comment cards will be available and can be turned in at the October 19, 2011 Public Open House. However, if you are unable to attend the meeting or would like to further consider your comments after the meeting and submit a comment card by mail, you can do so. Comments may be typed or handwritten and may be submitted in English or Spanish. You may also comment by writing a letter. Please provide your name and address on your comment card or comment letter.

Written comments may be submitted to the Director of Project Development, Texas Department of Transportation Houston District, P.O. Box 1386, Houston, Texas 77251-1386. Comments may also be submitted electronically to hou-piowebmail@txdot.gov. All comments, emailed or mailed, must be submitted within ten (10) working days after the public meeting (postmarked on or before November 2, 2011).
Frequently Asked Questions

What is the status of the project?
The proposed project is currently under design by TxDOT. Preliminary design figures are provided for your review on the previous page.

How would the proposed project be funded?
Preliminary engineering costs for the proposed project are 100 percent state-funded.

Would there be Right-of-Way impacts with the proposed project?
The proposed project would be built within the existing Right-of-Way and is not anticipated to result in any significant environmental impacts.

What is the total cost of the project?
The proposed project’s estimated construction cost would be $2.7 million.

What is the anticipated schedule for the proposed project?
The proposed project will be scheduled for letting in June 2012, and construction is scheduled to begin in fall 2012. Construction is expected to be 12 months in duration.

What is the current traffic count? What is the projected traffic count?
The current average daily traffic (ADT) for FM 529 from Greenhouse Road to US 290 is about 38,200 vehicles per day (vpd). The ADT is projected to increase to 80,312 vpd in the year 2035 on this thoroughfare.

How would the proposed project improve mobility and safety of FM 529?
The conversion of the center, two-way continuous left-turn lane to a raised median with turn lanes and channelized turn islands would reduce conflicting traffic movements that contribute to a high number of automobile accidents in the corridor. Additionally, the carrying capacity of the roadway would be increased by reducing the number of turning movement locations. The addition of center medians would also help pedestrians cross the roadway safely and prevent vehicles from driving in the center lane to avoid traffic queues.

Did you know?
Comments will be accepted through mail, email, or comment cards submitted at the Public Meeting. Please submit your comments on or before November 2, 2011.

What’s Next?

- The Public Meeting Summary Report would be available to the public in early 2012.
- The Categorical Exclusion will be completed by November 2011.
- Funding for the project would be secured from State funds.
- The proposed project will be scheduled for letting in June 2012, and construction is scheduled to begin in fall 2012.
- The project would be estimated for completion by fall 2013.

Written comments may be submitted to the Director of Project Development, Texas Department of Transportation Houston District, P.O. Box 1386, Houston, Texas 77251-1386. Comments may also be submitted electronically to hou-piowebmail@txdot.gov. All comments, emailed or mailed, must be submitted within ten (10) working days after the public meeting (postmarked on or before November 2, 2011).
**Bienvenido A La Junta Pública**

El Departamento de Transporte de Texas (TxDOT, por sus siglas en inglés) le da la más cordial bienvenida a la junta pública sobre el proyecto de mejoras de la Carretera FM 529.

La junta pública se llevará a cabo el miércoles 19 de octubre de 2011, en la Escuela Secundaria Kahla que se encuentra ubicada en el 16212 de West Little York Road, Houston, Texas 77084. La junta se realizará en la cafetería de la escuela.

A continuación aparecen los detalles de la junta:

19 de octubre de 2011  
6:00 p.m. a 8:00 p.m.  
Escuela Secundaria Kahla  
Cafetería de la Escuela  
16212 West Little York Road  
Houston, Texas 77084

La junta estará estructurada a manera de “casa abierta”. Se invita a todos los interesados a asistir en cualquier momento entre las 6:00 p.m. y las 8:00 p.m. Se mostrarán exhibiciones y los representantes del TxDOT estarán disponibles para responder preguntas individuales en cualquier momento durante el transcurso de la junta.

**La necesidad de realizar el proyecto propuesto se demuestra a través de las siguientes condiciones existentes:**

- Congestión de tráfico  
- Elevada incidencia de accidentes vehiculares

**El propósito del proyecto es:**

- Reducir la congestión de tráfico  
- Mejorar la movilidad de la zona así como su seguridad

---

**Acerca Del Proyecto Propuesto...**

El proyecto propuesto consiste en mejoras desde FM 529 desde la avenida Greenhouse Road hasta la Carretera US 290. Las mejoras propuestas incluirán la conversión del centro; un carril con vuelta continua en ambos sentidos hacia un camellón elevado y la adicción de carriles para dar vuelta y islas canalizadas para dar vuelta en lugares selectos. Este proyecto también modificará algunos de los camellones elevados que ya existen dentro de los límites del proyecto. La longitud del proyecto propuesto es de, aproximadamente, 8.05 millas.

La carretera existente abarca un camino variado de seis carriles divididos con un centro; un carril de dos sentidos para dar vuelta a la izquierda y una carretera de seis carriles divididos con un camellón elevado. El ancho actual del derecho de vía de la carretera es de 130 pies dentro de los límites del proyecto; y cabe destacar que el proyecto propuesto no requerirá otro derecho de vía adicional. No habrá desplazamientos de estructuras de residencias ni de comercios.

**Necesidad Y Propósito Del Proyecto**

El corredor FM 529 ha sufrido un incremento en el flujo de tránsito a partir de su construcción; por lo tanto, los índices de accidentes automovilísticos y las demoras relacionadas con la congestión de tráfico también han aumentado. El corredor FM 529 está sujeto a elevados volúmenes de tráfico, a accidentes vehiculares y a un crecimiento constante regional así como de desarrollos. Los volúmenes de tráfico calculados indican que el corredor sufrirá cada vez mayores congestiones vehiculares en los años venideros. Este crecimiento anticipado del tráfico continuará exacerbar las demandas sobre la infraestructura actual, si no se llevan a cabo mejoras para solucionar los problemas existentes.

El propósito del proyecto es mejorar el trasporte, la seguridad y calidad de vida de las personas que viajan en el FM 529. La instalación de camellones elevados a lo largo de casi todo el corredor FM 529 reducirá movimientos de tránsito conflictivos que contribuyen a un elevado número de accidentes automovilísticos.
Conversiones Y Mejoras Propuestas En Camellones

(Este diagrama es sólo representacional – es un proyecto preliminar y está sujeto a cambio)

DATOS BREVES
Ubicación del proyecto: Noroeste de Houston
Longitud del proyecto propuesto: Aproximadamente 8 millas
Límites del proyecto propuesto: FM 529 desde la avenida Greenhouse Road hasta la carretera US 290
Diseño propuesto: Mejoras a la carretera de seis carriles, incluyendo la conversión de un centro, un carril en ambos sentidos de vuelta continua a la izquierda hacia un camellón elevado con carriles de vuelta e islas canalizadas de vuelta.

Isla Canalizada Para Dar Vuelta A La Izquierda
Divisor Para Dar Vuelta A La Izquierda
Camellón
Nueva Construcción Propuesto
Camellón Existente Que Permanecerá
Camellón Existente Que Será Modificado
Negocios Calzada
Carretera Principal
¿Cómo Puedo Presentar Mis Comentarios?

Estarán disponibles tarjetas de comentarios que pueden presentarse en la Casa Abierta Pública a celebrarse el 19 de octubre de 2011. Sin embargo, si no le es posible asistir a la junta o si prefiere reflexionar más en vez de elaborar los comentarios después de la junta, puede enviar una tarjeta de comentarios por correo. Se reciben comentarios escritos a máquina o computadora o bien escritos a mano; asimismo, puede presentarlos en inglés o en español. Otro medio para presentar sus comentarios es por carta. Por favor, incluya su nombre y dirección en su tarjeta de comentarios o en su carta de comentarios.

Los comentarios escritos se pueden someter al Director of Project Development, Texas Department of Transportation Houston District, P.O. Box 1386, Houston, Texas 77251-1386. Además, puede presentar sus comentarios de manera electrónica, enviando un correo electrónico a hou-piowebmail@txdot.gov. Todos los comentarios, bien sean los enviados por correo electrónico o por correo postal, deben presentarse en el transcurso de diez (10) días hábiles después de la junta pública (con el matasellos del o antes del 2 de noviembre de 2011).

Gráfica representacional de una isla canalizada para dar vuelta (Destacada en azul)

Mapa de los alrededores del proyecto propuesto
Preguntas Frecuentes

¿Cuál es el estatus del proyecto?
A la sazón, el proyecto propuesto está siendo diseñado por el TxDOT. El diseño preliminar se proporcionan al público para su revisión en la página anterior.

¿Cómo se financiará el proyecto propuesto?
Los costos preliminares de construcción para el proyecto propuesto estarán financiados en su totalidad por el estado.

¿Habrá impactos de derecho de vía con el proyecto propuesto?
El proyecto propuesto se construirá dentro del derecho de vía existente y no se anticipa que cause impacto significativo alguno sobre el medio ambiente.

¿Cuál es el costo total del proyecto?
El costo estimado de la construcción calculada para el proyecto propuesto sería de $2.7 millones.

¿Cuál es el calendario de trabajo anticipado para el proyecto propuesto?
La contratación para el proyecto propuesto estará programada para comenzar en junio de 2012; a su vez, la construcción está programada para dar inicio en el otoño de 2012. Se espera que la construcción tenga una duración de doce meses.

¿Cuál es el índice actual de tráfico? ¿Cuál es el índice de tráfico que se calcula?
El promedio actual del tráfico diario (ADT, por sus siglas en inglés) en la FM 529 en el tramo comprendido desde Greenhouse Road hasta la US 290 es de alrededor de 38,200 vehículos al día (vpd, por sus siglas en inglés). Se calcula que el ADT se incrementará a 80,312 vpd en 2035, en esta vía vehicular.

¿De qué manera el proyecto propuesto mejorará la movilidad y seguridad de la FM 529?
La conversión del centro, el carril de dos sentidos para vuelta continua a la izquierda hacia un camellón elevado con carriles para dar vuelta y islas canalizadas para dar vuelta reducirán los movimientos de tráfico conflictivo que, en la actualidad, contribuyen a un elevado número de accidentes en el corredor. Además, la capacidad de transporte en esta carretera se incrementará al reducir el número de puntos de movimientos de vuelta. La conversión hacia camellones centrales creará un refugio para proteger la seguridad de los peatones al cruzar la carretera y para que los vehículos que avanzan en el carril central eviten las colas de tráfico.

¿Cuál Es El Paso Siguiente?

- El Informe del resumen de la junta pública se pondrá a disposición al público en el principio de 2012.
- La exclusión categórica se completará el noviembre de 2011.
- El financiamiento del proyecto se cubrirá mediante fondos del estado.
- El proyecto propuesto está programado para el junio de 2012, y la construcción iniciar en el otoño de 2012.
- Se estima que el proyecto se dará por terminado en el otoño de 2013.

Se puede enviar los comentarios por escrito al Director of Project Development, Texas Department of Transportation Houston District, P.O. Box 1386, Houston, Texas 77251-1386. Asimismo puede enviar comentarios por vía electrónica a hou-piowebmail@txdot.gov. Todos los comentarios, bien sean por correo electrónico o por correo postal, deberán enviarse en el transcurso de diez (10) días laborales después de la junta pública (con el matasellos del o antes del 2 de noviembre de 2011).
Public Meeting Photographs
A member of the public signs in at the meeting and is provided informational handouts and comment forms.

The proposed project is presented in an “open house” style meeting to allow attendees the opportunity to review various displays and discuss the project with TxDOT representatives.
Representatives from TxDOT and their consultants answer questions from the public about the proposed project.

Example of displays presented at the public meeting.
A meeting attendee provides written comments about the proposed project.

Members of the public review the proposed improvements to FM 529 on roll plot displays.
A TxDOT project representative speaks to members of the public about the proposed project.
Members of the public speak with TxDOT project representatives at the public meeting.

TxDOT project representatives answer questions about the proposed project on FM 529.
Meeting attendees review proposed improvements to FM 529.

Members of the public review the proposed roadway improvements with a TxDOT project representative.
Contact Information

For more information about this project, please submit your request to:

**Director of Project Development**  
**Texas Department of Transportation**  
**Houston District**  
**PO Box 1386**  
**Houston, Texas 77251-1386**

hou-piowebmail@txdot.gov