

Summary of Public Comments Regarding SH 99 and IH-10 Intersection (Received Between November 5-November 11, 2009)

A ramp is long overdue. The long lines both on the Grand Parkway and feeder roads are testimony to the woeful inadequateness of the current setup. Ramps should have been installed when the old overpass was removed several years ago. What a waste of money. Use the funds allocated to our area to install connector ramps.

Every morning and evening I sit in long waits and watch as accidents almost occur as the traffic from 99 makes a mad dash to get turn onto I-10. This traffic route is a safety hazard as well as a waste of time. When will the bottle-neck be corrected?

This interchange is a typical mess created by TxDOT. I agree with Kay Bailey Hutchinson who commented to the effect that TxDOT is the most unaccountable organization in Texas. I would make that on earth. You appear to me to have no plan, to not care about the effectiveness of the money that you spend, and to be unwilling to learn basic lessons from past mistakes or from others outside of Texas or even the USA. *Just throw the money around and feel big and powerful.* Yes this intersection needs connecting ramps. DUH! Must you get complaints before you can recognize that there is a problem? The people of Texas are so numb to your incompetence that most feel that complaints would only fall on deaf ears, and would serve no purpose, and therefore haven't bothered. *Look at the congestion!!* FYI, I am a registered professional civil engineer with a masters degree in Engineering Management and hold certification from the PMI as a Project Management Professional. When I was in college 30+ years ago taking my basic undergrad Transportation Engineering Class, I learned about the evils of "weaving situations" that were designed into the original interstate system clover-leaf interchanges. Where the rest of the country has actively worked to eliminate weaving situations, TxDOT has made them a major feature of the I-10 Expansion project. The results are exactly what I would have expected - gridlock. Good job guys. *Do you even care??* BTW, the only way to fix I-10 west of HWY 6 now is to close every other on and off ramp to eliminate the weave. So, please take some of that money which is mine and NOT YOURS and fix the I-10 and Grand Parkway interchange. Peer review your solution with California or Florida before executing the project. Make sure that it fits into any long term plans that you have for the corridor (LOL, if any). KBH can't get here fast enough!

I would first like to commend you all on the construction of I-10 over the past few years. I live in Cinco Ranch and drive to Spring Valley every morning. I have travelled back and forth since 1992, and can assure you that I-10 has never been smoother. However, after recent discussion in the neighborhood, it was conveyed to me that the ramps joining I-10 to the Grand Parkway are not proceeding as planned. I sit in the light on the west bound feeder road at grand parkway every night. many times I have almost been rear-ended due to the traffic that actually backs up onto I-10 exit ramp. I strongly encourage you all to bid out minimally the southbound and eastbound ramps so that afternoon travelers can go south on grand parkway from downtown and morning travelers can go east on I-10 from northbound grand parkway so as to deter the onslaught of traffic and potential vehicular accidents on the service roads. Personally, I have

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witnessed numerous occurrences of road rage due to drivers cutting over last minute into the only two turning lanes of the feeder that actually turn southbound. Every evening, this occurs. Should a highway patrolman sit at this intersection, he should be able to see within 10 minutes, the continual repetition of unsafe driving habits and actions.....

I am a homeowner in Cinco Ranch (see below) and would like to see these two connectors (northbound traffic on Texas 99 going east to Houston and westbound traffic from downtown on I-10 going to southbound Texas 99) built as soon as feasible. My only concern is the question of why these connectors are not already constructed and operating? In addition, planning a connector (northbound traffic on Texas 99 going west to San Antonio) would also be a good idea as Houston is growing in that direction. I am writing in regards to the Grand Parkway and I-10 intersection. I had seen in the Houston Chronicle that public comments were needed as to whether or not to put a ramp at this intersection. I drive this intersection regularly and it can only be described as poorly designed, if not a public safety hazard. A ramp would reduce the congestion, keep traffic flowing, and make conditions much safer. The section of Grand Parkway where a driver must get over across multiple lanes in a short distance to make a right hand turn onto the I-10 feeder as an absolute disaster. If there is any potential for a ramp to be constructed at this intersection, I am in full support of the project.

Please fix the intersection of Grand Parkway and Katy Freeway! Also, the Grand Parkway and FM 1093 intersection has a lot to be desired. I avoid this route at any time of the day because the road is so congested and I end up waiting at the stop light for 30 min both times! Thank you for your time and any help you can give in the future.

Please consider this my formal complaint regarding the intersection of Grand Parkway and I-10. I could not imagine a more ill-conceived intersection if I tried. I challenge you to come and see for yourself the nightmare that ensues every morning and afternoon on Northbound Grand Parkway at this intersection. This design is so inherently dangerous that I would have to consider you "grossly negligent" in allowing it to continue. What is it going to take to correct this problem, a death or serious injury? I am keeping this letter on file as evidence that you have been fairly warned of the dangerous conditions that exists. Please correct this terrible intersection before it is too late.

In response to your article in Houston Chronicle's Thursday paper, I want to let you know that we need ramps on Grand Parkway and it's only going to get worse with time. Traffic on Grand Parkway near I-10 intersection is a problem especially during rush hour in the A.M. as well as rush hour in P.M. Many cars are bull-doing into the right lane at 55 mph regardless of local traffic. I see this only getting worse as time goes on & more development occurs with the hospitals & other commercial buildings going up in this location. Also TXDOT has ignored the fact that everywhere else they have added a high wall to lower the sound volume and give some privacy to the homeowners except for Cinco Ranch & Heritage Square. Has anyone checked the noise level at 60 mph? Last week I was waiting at the traffic light on I-10 & Grand Parkway going West only to be hit from behind on Friday afternoon, 10/30/09, by a large truck that smashed my trunk. Most of the traffic coming off I-10 heading South on Grand Parkway would flow if there was a ramp to carry the flow of traffic & it would be safer. It's obvious there has not been enough information or awareness to inform the public that there is money out there to correct this situation on Grand Parkway. I vote we add the ramps connecting Grand Parkway to I-10 for the safety of all.

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We are very much in favor of TXDOT spending stimulus funds to build overpasses at I-10 and Texas 99. Please amend the 2035 Regional Transportation Plan to accommodate the construction of north (99) and east (I-10) bound flow and west (I-10) and south (99) flow. Traffic in this spot is a huge problem. If you cannot approve overpasses, then please consider funding a lane restructuring project that would make more sense than the lane structure in place currently. A recent fix on southbound TX 99, after you cross under I-10 in this area, has made a positive difference.

I live in the Grand Lakes Sub-Division located at Fry and Grand Parkway (Texas 99) .I use the inter-change at TX 99 and I-10 every day and it is becoming a nightmare. A proper interchange with direct connector ramps is needed ASAP. It would be wonderful to think Stimulus money could be used to actually help the public whose money it is anyway.

TX 99 between FM1093 and I10 is becoming increasingly congested as more and more new home construction continues in the area. Another lane in each direction is needed, at least, and soon. And don't think about toll lanes.

I am most definitely in favor of amending the regional traffic plan at the above-referenced intersection. This is a major bottleneck coming from any direction, especially at rush hours. I have spent my share of time waiting through light after light to get through this intersection from several directions. Traffic heading from downtown south toward Hwy. 59 is particularly sluggish, although the intersection that encompasses heading north from south of I-10 to Franz Road can be time-consuming too. Thanks for the opportunity to express my opinion in this planning process.

The traffic is horrible at the I-10 Grand Parkway intersection. I cannot believe that this has not been completed yet. Where is our tax dollars at work?

Please consider making changes to the Grand parkway and I-10 intersection. During the after work rush, the I-10 west to 99 south line is very long, usually taking me 5+ minutes to get through the light. Coming off of I-10 west to the feeder road is very dangerous - sometimes coming to a complete stop in the I-10 traffic lanes while cars try to get into the exit lane. The other dangerous place is north bound on 99, coming to the light at I-10. The design forces cars to merge 2 lanes to the right in a very short distance in order to make a right onto the I-10 feeder, while cars on the right try to merge to the left. It is a mess and very dangerous. The problem is very apparent in the after work rush, as cars coming north are backed up for at least a mile before that intersection. I would like to add that the modifications to the 99 southbound entrance ramp south of I-10 has been a great improvement. The 2 entrance lanes have made it safer and also allows better flow through the I-10 and 99 traffic lights. I have not seen an accident there since the change, and I travel that way every day.

I am writing to acknowledge my full support of the proposed connectors at the I-10 / Texas 99 intersection. I have lived in Cinco Ranch for the past eight years and traverse this intersection every weekday. I travel 14 miles to my job every weekday. The first three miles are on Texas 99 until I get on Interstate 10. My average commute time is currently 27 minutes. Seventeen minutes to travel the first three miles (north on Texas 99 and east on feeder to get to I-10) and ten minutes for the remaining 11 miles on Interstate 10. The time required to traverse this intersection has increased exponentially over the time that I have lived in the area. I appreciate your strong consideration in beginning the project to construct connectors.

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Except for the unfortunate traffic headache that construction would bring while being built, I think the ramps are an excellent idea. I travel this stretch of road daily and have to keep an eye out for traffic backups and drivers who feel the need to change lanes suddenly to avoid those backups. I use 99 to get to the North side of I-10 and the lanes just at the end of the ramp of northbound 99....where it connects with I-10 are a safety hazard...too many times people are breaking suddenly so they can change lanes to get on eastbound I-10....others who speed by in the far left lane only to try to cross three lanes of traffic to do the same thing. If it hasn't happened already, someone is going to get seriously hurt, or killed at this intersection. I say build ramps like they are at Hwy 6 and I-10....if you are traveling on 99 you can stay where you are on the lower level and I-10 traffic would raise up and flow east or west on an elevated...people are already driving like a bat out of hell on 99 anyway...Build the ramps.

I commute 99 Northbound to I-10 Eastbound on a daily basis. I have seen many near accidents and frustrated motorists trying to negotiate the turn from 99 to 10 every morning and from I-10 to 99 South every afternoon. I can only say that the connecting ramps will probably save lives and will hopefully be built as soon as possible.

I support the proposal to construct two ramps: Texas 99 Northbound to I-10 Eastbound and I-10 Westbound to Texas 99 Southbound. These are both heavily congested with traffic. Having said this, why has it taken this long to get around to building the ramps? It's an important project and I don't think that it should have waited on stimulus funding and subsequent deferral of Texas 99 extension engineering. I have to believe that the ramps have been on the drawing board for some time. It has been almost 15 years since the opening of Texas 99 between I-10 and 59. From a construction standpoint, this project appears to be straight-forward and should be expedited!

I wanted to voice my concerns over the intersection of Highway 99 and I-10 in the Katy area. As a long-time homeowner in the Katy area, I have watched Highway 99 grow from a brand new thoroughfare that rarely anyone used (those were the good-old-days) to heavy traffic periods that surround the main commuter time-frames...and then some. The intersection I discuss has become one that should only be attempted by someone of the "aggressive" driver classification. The heaviest traffic occurs on the West bound feeder of I-10 driving through the 99 intersection. It is not uncommon to wait 3 to 4 light cycles before making it through the intersection during Monday through Friday evening commute times simply because of the amount of cars. Aggressive drivers already annoyed at the long wait will come from the third lane over...drive down until almost at the light and then squeeze in at the last moment or make an illegal turn by squeezing into the 2nd lane over. I see this every day and the whole time that I am in line. If I am driving north on the feeder of 99 towards I-10 it can be very gut-wrenching. SH 99 has two lanes that combine with the 2 lanes of the feeder, creating a 4 lane road near the intersection. The scary part is that two-thirds of the 99 traffic is trying to get into the Peek side and 1/3 of the Peek side is attempting to slide into the 99 side. As you can imagine, you must have nerves of steel to get through the intersection. As in the paragraph above, it can take several light cycles to get through the intersection, but this is due solely to the changing of lanes and not due to amount of cars. Presently, it doesn't appear that driving east on the I-10 feeder towards 99 is much of an issue. I don't drive south on 99 towards I-10 in the morning, so I am not aware of how that runs in the morning. I can assume that it is long experience.

I understand that there are no plans to improve the I-10 & Grand Parkway entrances. I've noticed that the worst part of the intersection is when you are heading north on 99 and want to

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merge right so that you can turn and get to the I-10 onramp heading east. Folks that are already on the 99 feeder are getting squeezed by merging folks on 99. Obviously rush hour is the worst time. The vertical barrier posts make merging even more difficult and sometimes force folks to stay on 99, go under I-10, and circle around...although most don't do this. If there haven't been some accidents already, then there will be. Also, the backup at 99 on the I-10 feeder heading west is also getting pretty bad...sometimes more than a 1/2 mile during rush hour. Surely these problems indicate that a better on/off-ramp system should be put in place. Thanks for your time and consideration of this matter. While I am not arrogant enough to request my own special private lanes to drive on (wouldn't it be nice though), I am requesting that you alleviate the congestion by building ramps to have I-10 directly access 99 and 99 to directly access I-10. My conjecture is that at least 60% of traffic at these intersections would no longer be at the traffic lights, but would flow freely onto the other highway/freeway. Please let me know when construction is to start.

Voicing an opinion to the story in yesterday's Katy section of the Houston Chronicle (Nov. 5th, sec Z5 page 8) re: the Grand Parkway and I-10 intersection is a must. Daily I travel this route through the maze of cones to edging in one by one on a lane that is inadequate to hold the mass of cars before exiting 99 to make the light at I-10. After moving from the signal to once again yet another line to merge safely onto the freeway. Here you have a choice to make. Sit in the long line of stop and go traffic watching others cut in front of you so they do not have to wait in the non-moving lane to enter. Or, stay in the middle lane of traffic and cut in front of a slower car to enter the freeway faster. The second option is what causes the first option to back up. There are too many cars feeding onto the ramp for easy access. The afternoon process is no different. Several months ago, it was a big improvement when a second lane was added for commuters heading South onto 99 access. The Westside of Katy has had explosive growth in the last few years...lets not wait for more accidents or loss of life. We need immediate action and to be pro-active instead of re-active. With no plans to add any connector ramps and yet money available by the state, we all need to take action and insist we progress our roads as our community grows. If we get enough people complaining, they may take a look at the situation. Let's see what we can do to get the word out and use the allocated funds for our area and put our tax dollars to work for us!

The traffic at the Interstate 10 and Grand Parkway (SH 99) intersection is heavy. This intersection backs up a lot (sometimes for miles on the feeder) during morning and evening rush hours, also on weekends. Connector ramps are badly needed at this intersection. Has the amount of traffic been counted at this intersection to determine the need?

Please make the best attempt in starting a project to build feeder ramps connecting the I-10 to 99 intersection. It is a complete mess right now and it will just get worse. Traffic backs up from the east direction on I-10 very badly in the evening. I have even scene aggressive driving causing people to be pushed into the light pole trying to turn left onto 99. Coming from the south on 99 is down right frightening right now. Having to merge right is very dangerous and even the more skillful NASCAR drivers would have problems. The area is very congested and needs help. Please let me know what I can do to make this happen.

Please begin the process of constructing the On Ramps to I-10 from the Grand Parkway. My son attends school just North of I-10 and the Grand Parkway. The traffic trying to get onto the freeway from both the north and the south in the mornings and after school has been growing over the last six months. I am sure that many people also use this location to exit I-10 when trying to get home after work and the traffic backs up since they must wait for the light to get

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under I-10. I have seen many cars trying to travel East after exiting the Grand Parkway which create traffic problems and near miss accidents since they must get all the way over to the left in-order to get into the line of traffic trying to get onto I-10. The funds made available from the Obama administration to stimulate the economy should be used to kick-start the installation of these ramps. The Grand Parkway was planned with the ramps in mind and it would sure be helpful to have them installed to alleviate traffic problems in that area and avoid accidents. Your expeditious review of the situation and commitment to begin funding this project is appreciated.

I live in Fulshear and work in west Houston. I use the I-10 Freeway almost every work day coming and going to work. The intersection at I-10 and Grand Parkway would benefit from connector ramps to alleviate the heavy traffic and delays encounter at this intersection at rush hour.

I recently saw an article in the Houston Chronicle about the intersection at 99 and I-10. We desperately need relief from the traffic heading northbound from the south towards I-10. I live on the south side of I-10 east of 99 and have seen the traffic get worse and worse. Recently, my mom was rear ended due to the chaos that ensues on a daily basis at that location. The major issue is all of the traffic from Cinco Ranch that wants to go into Houston makes a mad rush to the right cutting across 2 lanes of traffic. I live in Governors Place and my neighborhood is one of many seriously affected by this chaotic situation. I would love to see new construction of on and off ramps to alleviate all of the mess. I would be more than happy to add any additional comments on the situation. Don't hesitate to contact me for additional comments (832) 276-8291.

We definitely need to do something about the 99 (Grand Parkway) and I-10 intersection. It is so dangerous and the traffic is backed up every time I try to go that way. I live closer to Grand Parkway, but have to go on Mason Road every morning and night because Mason is the lesser of the two evils. What does it take - a certain body count of deaths - to have this intersection repaired. It takes forever when going north on Grand Parkway to make a left turn at I-10 and then I feel like an accident is imminent.

I wanted to voice my opinion on the need of ramps at the Texas 99 and IH-10 interchange. The interchange in question is really dangerous because when you exit 99 and need to get to i-10 going east (towards downtown Houston) you have to cross 3 lanes of traffic and unfortunately traffic doesn't ever slow down for you. in the morning there are so many people trying to get that way as well as it doesn't ease anything up. A ramp would be ideal because it would make things so much easier and quicker. The situation going from IH-10 west to Texas 99 south is a little different. It isn't dangerous, it is just extremely congested. Most afternoons you have to wait at that light for 3 or 4 turns to get through. It is just ridiculous. The population of Katy (especially around Texas 99) is just increasing year by year. It is not going to slow at all as far as growth goes. Businesses are also coming in (St. Lukes, KBR possibly, etc,) with a major ramp there it would really ease things up for those business as well as the residents. I am in 1000% favor of making the proposed ramps; please feel free to email me if you need to contact me.

I wanted to comment on the proposed ramps at I-10 and 99. As a person who often hits the overwhelming traffic jams both going from 99 on to I-10 and the return I-10 to 99, I can testify to how much those ramps are need as soon as possible. The two proposed ones would alleviate things and I am sure have a positive environmental impact with all those cars not stacked up waiting to turn on to one or the other.

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I support amending the 2035 RTP such that there would be an acceleration of the planned construction of ramps at the I-10, Texas 99 intersection. The burgeoning community south, especially, of this intersection is subjected to routine back-ups at the intersection. The growth in this suburban area comes as no surprise; what is surprising is the failure of local and state planners to anticipate the need for ramps. Now we are in the position of waiting at least 2 years until relief from this routine traffic bottleneck is in place. Please amend the RTP and accelerate the bidding and construction of ramps for this congested intersection.