

Comments Received at Public Meetings

Transcript of Public Comments
Recorded at 2013-2016 TIP Call for Projects Public Meetings
March 19, 2013

Noon Meeting:

1. **Miles McKinney**, Manager of Intergovernmental Relations and Transportation Services for the Woodlands Township - Asking for support for one project included in the non-ITS projects, bottom of page 3 of 10 of the TIP projects list, designated as the Woodlands Roadway Utility District Research Forest Grade Separation at Grogan's Mill Road. There is some opposition to that project that will hopefully be worked out before the close of TIP Call for Projects. He submitted a copy of a Resolution passed by the Woodlands Township in support of this project and approved by the TPC.
2. **Larry Toepper**, a resident of The Woodlands – Expressed his opposition to the Woodlands Roadway Utility District project (proposed overpass). Noted opposition by the City of Shenandoah and is a bad idea for a number of reasons because of the financial effect it will have on the residential neighborhood and businesses in the area without resolving the real problem of traffic flow in the area. The overpass is not going to resolve the traffic congestion area and the idea of funding with taxpayer money is ludicrous. There are air quality, noise, and property value issues. He will do everything he can to work with the City of Shenandoah to stop this project from happening.

Public Comments Recorded at March 19, 2013 6:00 P.M. Meeting:

1. **David Keffere**, Woodlands resident – He and his wife are opposed to the proposed overpass at Research Forest and Grogan's Mill Road. He is concerned about the noise the overpass would produce, and resident's homes are too near where the overpass is proposed. He does not want to see the trees destroyed since so many were already destroyed by the drought. He does not believe that the traffic at that intersection is bad enough to warrant an overpass. An alternative would be to time the lights better or insert a left-turn lane at that intersection. The overpass would also detract from businesses being developed at that intersection. He intends to generate interest among his neighbors about this proposed project.

Email Comments Received

Proposed Overpass at Grogan's Mill Road at Research Forest (The Woodlands)

I would like to voice my concern with the proposed overpass at Research Forest Drive and Grogan's Mill road in The Woodlands. I have used this intersection every day for over 5 years and do not see any need for the changes. Further, I feel that the roadwork would negatively impact the feel of the surrounding community.

Colin Pickle

Getting more involved as an elected official in village and other community organizations and as a retired transportation consultant, there appears to be considerable merit to the construction of an overpass at Research Forest and Grogan's Mill. Claude Hunter presents a good case for this overpass, per attached prepared by Mr. Hunter. I have not seen preliminary designs for this overpass. I hope that the design includes the use of a clover leaf, unlike the ramp design of the Woodlands Parkway bridge over Grogan's Mill. This bridge mostly benefits Woodlands Parkway, and the necessary traffic signals at the end of each ramp to Grogan's Mill remain a major traffic impediment to through traffic on Grogan's Mill and traffic that has to cross the opposing lane on Grogan's Mill to access Woodlands Parkway. A simple bridge at the intersection of Research Forest and Grogan's Mill, with only ramps gets only half the bang for the buck. Even if a clover leaf design requires tight radii, it will be far superior to a ramp design and incur relatively little additional cost. I understand that improvements at this intersection are supported by The Woodlands Area Chamber of Commerce, The Chamber Mobility Committee, The Woodlands Township, Commissioner Noack and others. Add my name to the list of supporters.

Bob Leilich

We would like to lodge our objection to the proposed overpass, it is not required ESP when you have three lights before and three lights after in Research road. The overpass will generate increased noise levels for the properties on Grogan Mill and provide a speed way for cars racing over the pass just to be held up at the next light. Since the entire area to the west of GM road is an active flood drain area the over pass can not be dug down hence it must go upwards with a height in excess of 20ft when you apply the new rules for truck height add the road thickness in addition the cars on GM will have to enter a dangerous section of RF road when coming onto RF road and by the time they are in RF road will encounter a traffic light in either direction. Surely there are more important roads requiring an over pass or just improvement and up keep. It makes no common sense to spend millions of dollars in an over pass not requested or needed by the woodlands residents.

Kenneth Duell

I am strongly in favor of the proposed overpass on Research Forest Drive at Grogan's Mill Road for the following reasons:

* It was part of the early plan for mobility within the extremely successful planned community of The Woodlands, now a true governmental entity called The Woodlands Township. This has been indicated by recorded plats and resultant construction of roads and maps defining those roads. It appears that sufficient right-of-way was reserved for a future overpass at this location, similar to the one on Woodlands Parkway and Grogan's Mill Rd. Thus, anyone objecting on the basis they did not know it was planned, should have had easy access to these plats and resultant maps.

* This overpass is needed due to existing traffic and will be especially critical within just a few years due to construction of major buildings and properties in and around The Woodlands Town

Center Area. Those in process or announced include an approximately 32 story building which will reportedly bring 1700 new jobs to our area, a 20 story office building, The Hughes Landing Project (which will include at least seven major office buildings), restaurants and other commercial development along The Woodlands Waterway, a Hyatt Hotel (directly south of the intersection) and possibly others. Projections by the Woodlands Development Company have been publicly announced that approximately half the remaining number of residents towards build-out of The Woodlands will likely be in The Town Center area near this intersection. To put the effect of new jobs in perspective, each of the 1700 new jobs in one new Woodlands building alone, would equate to roughly 5100 new residents to the Greater Woodlands Area (assuming roughly three persons per household). Along with only a very few ancillary additional persons and jobs, the new construction now in process or planned can far exceed the combined population of our two eastern neighbor communities (Shenandoah and Oak Ridge North). Yet their economy, as well as the economy of The Woodlands Township, will directly benefit from this mobility improvement.

* The Exxon planned community project and The Woodlands Township will have considerable commercial and other interaction - which will increase traffic to many of the new buildings planned or in process in the area near and south west from this intersection.

* This overpass is necessary to minimize emergency vehicle access to the Shenandoah, Texas community as well as within The Woodlands. Minutes saved in emergency vehicle access can readily mean loss of life or property that otherwise could be saved.

* It would appear that projects for approval and construction should be based primarily upon payout in terms of jobs added, state and local tax income and quality of life aspects. It appears that this project should be near the top of the 2013-2016 TIP project list, since it is believe there are few projects that have better potential payout in jobs added and in sales and hotel tax income and in real estate tax value.

* it appears that this overpass will actually lower sound levels for those few resident who chose properties as close as they could to this busy intersection in which three quadrants are platted as commercial properties (NE, SE and SW), with only the NW quadrant having any residential properties with direct sight or significant level of hearing from traffic at this intersection. Personal observation as well as comments from those living nearby indicate currently sirens and certain noisy vehicles accelerating after stopping at the intersection are the primary concern. Steady state through traffic on Research would have two less traffic signals east bound and two less west bound and traffic at remaining signalized intersections would likely have less intersecting traffic than now even with increased overall through traffic on Research Forest Dr. And, use of sirens should be reduced, since sirens are generally much less necessary on through traffic lanes than at congested intersecting roads.

* It is clearly stated in reports by the City of Shenandoah's consultant that this overpass will not adversely impact residents or businesses in Shenandoah and it is understood that the overpass can be built such that it does not directly involve any City of Shenandoah controlled right-of-way.

* It is understood that this project had been supported by The Woodlands Area Chamber of Commerce, The Woodlands Township (representing over 105,000 residents) and by The Alden Bridge Village Association (representing over 21,000 Woodlands residents in The Village of Alden Bridge).

* This project is clearly needed now, will be needed much worse as residential and commercial development continues over the next 10 or so years.

* It is understood that local funding at no cost to those outside The Woodlands has been offered by the Woodlands RUD No. 1. It will bring continued and increased taxes and jobs especially beneficial to local entities including Shenandoah, The Woodlands, Oak Ridge North and others. And, the mobility and commerce and taxation effects will also measurably benefit to other areas of our state and nation. Bear in mind that roughly 10 to 15 million visitors from almost all US States and many foreign countries visit The Woodlands each year for business and pleasure. And, they spend money here and contribute to our local and state taxes. Benefits of this overpass will certainly help that maintain and improve that aspect, as well.

Claude Hunter

I would like to register my opposition to the funding of the above named project listed in the 2013-2016 TIP Call For Projects. Please share my concerns with the Transportation Policy Council. Further, I respectfully request the project Funding Recommendation be changed from a 2nd Tier Project to a 3rd Tier Project. Please share my request with the Technical Advisory Committee and the TPC. As you are aware, the community residents, the City of Shenandoah, and local business owners have spoken loudly and clearly in opposition of this project. You have seen the petition, including over 100 local resident signatures, showing the very real concern and opposition to this project. You have heard the opposition from local business owners. You are aware the City of Shenandoah still opposes this project. The "Woodlands Research Forest Corridor and Town Center Traffic Analysis" completed by Atkins Engineering has proven to be incomplete and misleading after being reviewed and analyzed by a Licensed Professional Engineer from Bleyl & Associates. It is obvious this project is NOT the best use of taxpayer's money. The Woodlands Villager newspaper, Thursday, February 28, 2013, Page 6A, reported on this proposed project and the Shenandoah City Administrator, Greg Smith, was quoted as saying "it (the overpass) could create more traffic congestion on Research Forest Drive between Grogan's Mill Road and Interstate 45, where there are three traffic signals – one each at Six Pines Drive, Holly Hill Drive and Pine Croft Drive." In addition, there are traffic signals at Research Forest and the Southbound I-45 Feeder Road and the Northbound I-45 Feeder Road, which effect east-west traffic flow. Mr. Smith further stated "spending almost \$5 million to have the overpass dead-end into the three intersections with signals doesn't make sense." I agree. The project is supposed to relieve westbound and eastbound traffic on Research Forest Drive. There are 22 traffic signals and 2 stop signs on Research Forest Drive in each direction between Interstate 45 and the west end of The Woodlands. This project would eliminate two traffic signals, less than 10%! If building a \$5 million overpass is the solution to possible future bottlenecks (still unproven), then we should build 20 more overpasses on Research Forest to eliminate all the intersections controlled by traffic signals! As a local resident, I go through the Research Forest - Grogan's Mill intersection multiple times daily in each of the four directions and have the opportunity to do my own novice research. My conclusion so far is that traffic is not bad, but could be improved with better traffic light timing, especially the eastbound Research Forest and southbound Grogan's Mill traffic light which requires eastbound traffic to stop longer than necessary. As stated, I am only a novice, but I think a simple traffic light timing adjustment could solve the bulk of the problem and would probably cost less than \$5 million. As a Certified Safety Professional, I do have additional concerns regarding traffic safety associated with this proposed project. The greater distance between traffic lights will likely result in increased speeding and potential accidents. In addition, bridges freeze before roads thus creating higher than normal slippery road conditions during inclement weather. One suggestion of bringing the northbound and southbound lanes together on Grogan's Mill would result in the median being eliminated and creating head-on accident

exposures. In conclusion, I believe there have been a wide range of very valid reasons presented to H-GAC to justify the elimination of funding this project. Thank you for your anticipated support on this issue.

Larry Toepper

I wish to register my opposition to the proposed overpass at Research Forest and Grogan's Mill, The Woodlands, as I feel it is not needed and will severely impact our safety and noise level living here in Research Forest. If you think it will save time for people driving to the back of the Woodlands, it probably will by 2 minutes, eliminating the light at that corner. But most people have already driven one hour in the evening coming from Houston, and there will be 20 min. more to the back of The Woodlands, I really don't think eliminating 2 minutes will be worth it. Not worth the loss of the beautiful green space and bronze statue. We recently moved to the Grogan's Forest area and selected that area because of the beautiful green space at the entrance. I was shocked to hear you want to destroy one of the very few green spaces left along Research Forest. Don't forget it is called The Woodlands, let's keep the few wooded areas we have along the Avenues.

Helen Romine

Living in Cochran's Crossing, Research Forest is my primary route to doctor's offices and Memorial Herman hospital. Moreover, Grogan's Mill is my return route via Vision Park or by I-45 service road and Research Forest from St. Luke's hospital to home. With the new hotel and the Hughes Landing developments in the vicinity, that intersection will become extremely congested delaying access to both St. Luke's and Memorial Herman in case of an emergency. The need for the proposed Research Forest overpass is urgent!

Russell Schutt

I live in Grogan's Forest, The Woodlands and wish to register our opposition to the proposed overpass at Research Forest and Grogan's Mill, The Woodlands, as it is not needed, and will negatively impact our safety, lifestyle and our investment. On this later point, I want to stress the adverse effect that this overpass will create in new developments like mine (Mason Pond), which will make us a highway community instead of the secluded neighborhood we are now. The magnitude of the construction, combined with the vehicle traffic volume that it will generate, would make the area look like a sub-prime community. The noise is going to be city-like. Also, with such ease of access/escape, crime will certainly follow, raising the cost of living, taking away our peace of mind and denying us from "The Woodlands" experience.

Alejandro Anteri, MBA

I am in favor of the Research Forest Overpass and feel it would be a failure to the all the area communities to not build it.

Sandra McFadyen

I live in Tapestry Park-Grogan's Forest in The Woodlands. I completely oppose the proposed overpass. I bought my home in this neighborhood for a reason: The Location. I chose The Location NOT for huge cement pillars that will hold up a huge cement overpass right at the entrance of my neighborhood. I bought in this location for the beauty, safety, home value and investment. This proposed entrance will compromise the Welcoming Entrance of The Woodlands, as well as my neighborhood entrance; my neighbors and my safety; and will compromise our home values/ investment. I've lived here for 5 years, and have not been "inconvenienced". There are adjoining roads that people can utilize when traveling towards I-45.

Dana Baca

I wish to register my opposition to the proposed overpass at Research Forest and Grogan's Mill, The Woodlands, as it is not needed, and will severely impact our safety and lifestyle. I moved here for the quiet and serenity of the area. An overpass would destroy the attractiveness of the Woodlands! Please leave our neighborhood in its present state. It's safe and quiet and we wish to keep it that way.

Cathy Fontenot-Hughes

We wish to register our opposition to the proposed overpass @ Research Forest & Grogan's Mill, The Woodlands. We feel it is not needed and will severely impact our safety and lifestyle. As a homeowners living in Grogan's Forest, we travel through this area MANY times every day and do not see why there needs to be an overpass at this area. Even with the anticipated additional homes being built in this area, we see no reason for this overpass. There are so many other areas that need traffic attention that I am shocked and amazed that this would be addressed before so many other area traffic problems.

Brenda Marceau Chadbourne

I wish to register my opposition to the proposed overpass at Research Forest and Grogan's Mill. This will bring about many negative consequences including loss of property value, traffic noise, removal of trees, safety and lifestyle. I bought in this area for a reason and having an overpass was not it!

Carrie Davies

Please find attached a resolution of the Board of Directors of The Woodlands Township supporting the proposed Research Forest Grade Separation at Grogan's Mill Road project under consideration for funding in the Houston-Galveston Area Council (H-GAC) 2013-2016 Transportation Improvement Program (TIP) Call For Projects. The Woodlands Township strongly supports funding and inclusion of this project located within the boundary of the Township and asks that the H-GAC include the project in the 2013-2016 TIP.

Miles McKinney

I am a resident at 15 Cairn Oaks Place in The Woodlands. My residence backs up to Research Forest. I believe the fly over proposal of Grogan's Mill may have an impact on my property. I would like to obtain details regarding the flyover. I have several questions, such as: Will the new flyover be visible from my backyard? Will a sound wall be installed to offset increased road noise? Can you recommend how I obtain answers to these questions and get more details regarding the actual construction of this expanded roadway?

David R. Bethel

We oppose the flyover on Research and Grogan's Mill Rd. It's not needed. What is needed is a sound barrier on Research for Grogan's Forest. We wish to register our opposition to the proposed overpass; this is not needed. The big problem is the loss of the trees and foliage in the median as well as the construction and road noise. Go put an overpass on lake Robbins if you think one is needed. This will ruin Grogan's Forest. We already need a sound barrier along Research Forest.

Mary Armstrong

It has been brought to my attention that some people in public service are proposing a flyover on the corner of research and Grogan's Mill. I vehemently oppose this. The argument for such a move is that it will help accommodate growth, etc. Most of the homebuilding on this side of town is complete. Very few opportunities for growth in this area exist. Secondly, this flyover would

continue to erode the beauty of the woodlands. Next, I live in a neighborhood where one could throw a stone and hit a house from that intersection. A flyover would bring with it excess noise from traffic, pollution, and the biggest eye sore I could imagine, and during the construction phase hazards from the construction traffic and equipment. Finally it is my opinion that a flyover would bring with it a level of noise and detriment to our area that would affect the value of our property and the ability to resell our property if we chose to move at sometime in the future. Someone argued that the traffic from sawdust to research was among worst he has seen. I live here and drive in and out of our neighborhood daily. This assertion is ridiculous. Traffic is rarely bad. It is not a an issue. I live here. I know. The bottom line is that the traffic in this area is not bad, and investment in a flyover would be a waste of my tax payer dollars. I will pursue legal action if this is approved. This is a bad idea and has been borne by people who do not live in the neighborhood that would receive the biggest negative impact.

Joe Halsey

I would like to express my opposition to the Woodlands Roadway Utility District #1 Research Forest, Grade Separation @ Grogan's Mill Rd. The City of Shenandoah could not garner the support to even bring to vote to remove their opposition to the project. The City of Shenandoah and Montgomery County should FIRST work towards better signal synchronization at Holly Hill, Pinecroft, Six Pines and then all the way down to Gosling. Regardless of what elusive traffic studies might say the residents who drive this route daily know more of the situation. This project would be a colossal waste of money that not only brings NO value to the community and its mobility but will devalue the properties along its proposed corridor. Your consideration to NOT fund this project is appreciated.

Michele Gremillion

I support the Research Forest overpass at Grogan's Mill Road overpass.

Brian Creighton

I am a resident in the Grogan's Mill subdivision and I am opposed to the Grade Separation of Research Forest at Grogan's Mill Road. I am opposed to this project because of the following:

- 1) It will not, overall, improve traffic flow between I-45 and Gosling Road. It will only move traffic congestion up one light and back one traffic light.
- 2) The overall traffic issues along the west bound side of Research Forest Drive are nearly non-existent. The problem is more on the east bound side of Research Forest Drive at I-45. This area has near constant traffic congestion. This is an area where we could utilize our tax dollars more efficiently and this project will not improve this situation at all.
- 3) There is much more traffic congestion around the Town Center and Medical Center areas in The Woodlands. Again, it would seem that the dollars would be more beneficially spent in these areas.
- 4) There are countless 4-way stop signs in the Town Center and Medical Center areas, as well as, other areas within The Woodlands that need traffic lights. The dollars would be much more efficiently used on these projects.
- 5) The project just simply does not make sense in light of the incremental noise, pollution, and construction delays that the Grogan's Forest neighborhoods will have to contend with.

Stacey Cude

I am a resident of the area and do not believe that this project is needed. The traffic in the Research Forest and Grogan's Mill Road intersection is not a concern for our area and definitely does not require a flyover at the moment and in the upcoming years. The overpass is only going to hurt the local businesses of the area and the residential areas around this intersection. It is also going to make this area more dangerous as cars are just going to go faster down this area making the nearby areas in Research Forest more dangerous. My office is in the next intersection and I already see cars driving too fast by it already. I can only imagine the speeds with the flyover. In addition to that the traffic is just going to end up having to stop in those next intersections (if they do due to their speed after being on the flyover) that are not that far away so the proposed benefit of the flyover is then nullified. I am a resident of The Woodlands, but fully support the City of Shenandoah's opposition to this project as I know that the majority of the residents of the nearby neighborhoods do too regardless if they live in a Shenandoah or The Woodlands neighborhood. I have even mentioned this potential project to residents of The Woodlands in other neighborhoods and they also agree that this is not needed. I believe this money can be much better utilized in another area of Houston. Unfortunately I will not be able to attend the public meetings on March 19 as I will be out of town on business, but if I was here I would attend the evening meeting so I could share my concerns and support my neighbors who have the same concerns as me. Please feel free to contact me with any questions and/or comments.

Alex Del Valle

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Enrique Del Valle

The Woodlands has seen increased growth and the new construction is sure to bring additional residents. New corporate and retail establishments will bring increased revenue and take some of the taxes away from residents. The potential for increased residential or commercial build-outs is diminishing and population in The Woodlands will eventually plateau. There has never been an issue with the flow of traffic at the Research Forest/Grogan's Mill intersection. Being a resident of Grogan's Forest, the neighborhood which is accessed from this intersection, I have personal knowledge that the traffic at the intersection flows smoothly, especially after the expansion to six lanes. There are two lights in close proximity to this intersection at Lakeside Drive and Six Pines which make the construction of this overpass useless. Building this overpass would push the presumed bottleneck one light further down Research Forest and won't make a lasting difference on the perceived traffic congestion. There isn't an abundance of residents travelling north or southbound on Grogan's Mill Road at the intersection of Research

Forest Drive. It is an area that will not see significant new construction. This “improvement” will not benefit any of the areas that are currently having new construction, all south of Research Forest. The overpass will get traffic faster to Research Forest and Six Pines/Pinecroft, where cars will continue to sit stagnant. Based on the civil engineering report by Bleyl & Associates, the level of service at the affected intersection is currently measured at an F north-bound on Grogan’s Mill at Research Forest, but only PM rush hour traffic was considered. The report states that AM traffic is 30% lighter and logically, PM rush hour traffic is 30 – 45 minutes in length, where individuals are mostly on their way home, not necessarily to the corporate or retail locations that some of this project aims to help. The report also states that intersections at Six Pines, as well as at Frontage Road & I-45 were operating at a LOS D or worse. This further underscores my comment regarding the improvement at the Grogan’s Mill intersection and how it will only push congestion faster to the next light; by improving one, the next 2 – 3 intersections will suddenly drop a grade, or more. The report suggests investigating alternatives, such as dual turning lanes and possible solutions and also implies that this improvement may cause additional problems, rather than solving them. Adding turning lanes on Research Forest is an easier and less expensive option. Renovating the flyover from I-45 at Woodlands Parkway to two lanes would also ease congestion to residents. Lastly, improvements in traffic light synchronization / timing would have an immediate impact. Hughes Landing will be south of Research Forest and the addition of a single, dedicated turning lane should allow for those residents to easily access their area; also, some of those residents will also access it from Woodlands Parkway, further splitting the traffic to one of the areas this project is meant to improve. Bleyl & Associates also comments on the limited projects being considered, and those that are on the table have little to no chance of approval. This project should not see fruition simply because the limited alternatives have little to no chance for approval. Overall, the report by Bleyl & Associates indicates, to me at least, that it was incomplete and the area of focus for this improvement fails to consider all options and a holistic resolution. For your convenience, I have attached a copy of the Bleyl & Associates report. In addition to the lack of necessity, this project fails to address the impact of the construction and existence of the overpass on the residents that border Research Forest. Unlike other intersections where there aren’t any homes nearby, this intersection has subdivisions in very close proximity to the project. There haven’t been any proposals for noise solutions for the The Woodlands and Shenandoah residents that reside in these nearby areas. The Woodlands touts a community based on tranquil surroundings and lots of natural settings; I believe the mantra is ‘a beautiful place to live, work and play’. The continuous removal of the natural beauty of The Woodlands goes against its original vision and certainly the vision the current residents were sold. This project has a detrimental impact on the community and will not improve on congestion, as intended. It will not ease congestion, only shift it to the next light in either direction. The Woodlands should perform additional due diligence and look at viable alternatives that will help both short and long term. I urge you to decline funding due to lack of evidence justifying the need for such overpass. There are many other options that can improve the Level of Service without building an unnecessary structure. The quickest and likely the most effective option would be proper light synchronization which would allow a steady flow of traffic east and west according to the greatest need, without merely shifting the congestion to the next light. Please feel free to contact me for additional information, or if you have any questions.

Zoltan Karl, Elizabeth Karl

As a resident of Grogan's Forest, I cannot understand a need for an overpass on Research Forest at Grogan's Mill Road. The overpass would dump people off where there are 3 stoplights and this area is where all the congestion is anyway. The traffic around 5:00 is backed up solid on Research Forest from I-45 feeder back to Grogan's Mill Road. It's the lights between Grogan's Mill Road and the highway that back up the traffic. An overpass will not help

that situation. Everyone is going the same way that time of day and there are no more lanes for them to go to and the same stoplights will be there. This would be a HUGE waste of time and money.

Lyn Langenberg

I live in the Shenandoah section of Park Gate Reserve that intersects with Grogan's Mill Rd. and both my wife and I are in opposition to this proposal. It would be a complete waste of money and a detriment to our area. We have enough construction planned with the new Hyatt hotel and the water line installation that is in the works.

Jack and Anne Sellers

I drive through the intersection of Research Forest and Grogan's Mill every day and have never experienced any kind of problem because of the traffic lights there. My travels through that intersection are from all directions as I leave and re-enter the Woodlands as well as visit family and friends who live in Shenandoah and Grogan's Forest. This planned overpass will not solve any traffic problems; to the contrary, it will likely aggravate the current east bound traffic congestion on Research Forest. It will also turn yet another major intersection in the Woodlands into a concrete nightmare. The traffic that flows east bound through that intersection will only end up being backed up at the stop lights on Research Forest in-between Grogan's Mill and I-45. The problem is not the Research Forest intersection; rather, the problem is the congestion at the intersection of Research Forest and I-45. The proposed overpass is a waste of taxpayer money.

Henry B. Holmes

I understand that there is a proposal to build an overpass at Research Forest & Grogan's Mill in The Woodlands. The overpass would divide the eastbound and westbound lanes on Research Forest to avoid congestion at the Grogan's Mill traffic light. There is a 30-day public comment period which began on March 6th and lasts until April 5th. I am very much against this proposal and many of my neighbors are also very concerned as well. This intersection is at the entrance to Grogan's Forest subdivision which includes homes in both The Woodlands and Shenandoah. The value of these homes range from \$200K to more than \$2M. The proposed roadwork will have a direct impact to our neighborhood, although no one has taken ANY regard for the residents of our neighborhood & the surrounding businesses. Here are some of my complaints: Not only will there be considerable vehicular traffic during the construction, it will cause noise & dust pollution during & after the construction for the neighborhood, when there hasn't been any mention of building a sound wall. There are only 2 *main* entrances to this area - Grogan's Mill from the Research Forest entrance and Vision Park from I-45 South, which turns into Grogan's Mill. There could be delays or detours in getting to our home - and this may include emergency vehicles. If one end is closed to vehicular traffic, for example Research Forest, traffic would have to detour to SH242 to return on the southbound feeder to enter at Vision Park.

- It would directly impact the prosperity of the restaurants and businesses surrounding this location, most of which are in Shenandoah. The Oakridge North proprietors suffered great losses or had to permanently close their businesses during The Woodlands flyover construction. That was horrible.
- CB&I entrance would also border this overpass and I ask, have they been consulted?
- There is a Hyatt hotel being constructed on the SE corner of this intersection. The construction would greatly impact their business. The hotel patrons will not put up with construction, noise, blocked entrances/exits, etc.

- Traffic moves steadily during rush hour when I travel and I have never found any congestion except maybe during an accident. If this improvement (which is the opposite of what I would call it) is for future conjecture, the slight congestion could be improved with proper traffic light timing.
- Property values would probably decline even further during the construction phase, something we all don't want.
- The beautiful wooded median would be replaced with concrete. I vote for the trees.

I could continue with many reasons against this proposal, but please note that I am STRONGLY opposed to this overpass.

Colleen Redmond

Please take this e-mail as our objection to HGAC providing any funding for a highway overpass in The Woodlands at the intersection of Grogan's Mill and Research Forest. This proposed project would irreparably harm the residents of the subdivisions in Grogan's Forest within The Woodlands. Construction of the overpass would require the clear cutting of many trees - an act that is antithetical to the very name "The Woodlands" and to the principles that this community was founded upon. The added noise that an overpass would bring to neighborhoods near that intersection would be a nuisance that no amount of countermeasures could overcome. Let me point out that the "other" overpass in The Woodlands at Woodlands Parkway and Grogan's Mill Drive had a golf course bordering two corners, commercial buildings on a third corner, and an undeveloped NW corner when it was built. There is no comparison to the proposed overpass that will affect Grogan's Forest. Further, there is no need for the proposed overpass. All it would do is create a longer stack of traffic at the three traffic signals on Research Forest in Shenandoah between I-45 and Grogan's Mill Drive. Surely there are more worthy projects for HGAC funding than further reducing the tree population of The Woodlands to introduce constant noise to residential neighborhoods. Please do not fund the proposed overpass at Research Forest and Grogan's Mill.

Harold and Karen Lee

I did not have an opportunity to sign the petition opposing the proposed overpass at Grogan's Mill and Research Forest but I would like to voice my opposition here. There is no need for an overpass at that location. The construction, noise, dust, loss of trees and additional traffic would be detrimental to Shenandoah and the surrounding Woodlands neighborhoods and businesses. Lake Woodlands, Woodlands Parkway and 242 all provide access to the back of the Woodlands already.

Barbara Sager

As a Woodlands resident who lives off Grogan's Mill right by Research we just heard about the proposed overpass! It absolutely makes no sense at all and is so unnecessary. This is all a residential area. We don't have the congested traffic now, why on earth build an overpass here? Not to mention we walk, bike, and the safety of our children are at stake. If you want to build overpasses, do it at Rayford and Sawdust, or at least at the front of Research but I am sure Shenandoah residents will not want that either. Why not synchronize all of the traffic lights, now that is a problem that needs to be addressed!!! If this overpass is built, then traffic will cut through Vision Park and Wellman which routes them onto Grogan's Mill residential area; then we will have extreme congestion not to mention safety issues, as families bike, walk, and catch the school buses on our planned biking and walking path and many have to cross the streets to get to the proper paths on Grogan's Mill. In addition with this proposed overpass our property value will go down. We don't want or need any more traffic noise, all trees in islands will be moved (which is why we moved here after living in the desert), lanes expanded, traffic at our

back door, we also don't want the runoffs, nor the eyesore detracting from Woodlands ambience, surrounding businesses will suffer and we don't want people speeding downhill and most of all it is not congested now, why are you causing congestion and more problems when we seem to have none now? Concentrate on other areas, but not here. Again, this is totally uncalled for and certainly not good planning at all. There just is no need for an overpass at Research and Grogan's Mill.

John and Toni Bowen

I never write these letters from public point of view because they never do any good. When I heard you all were planning on putting an overpass on Research Forest Drive over Gosling road in The Woodlands, I had to say something. I have lived here for over 15 years and have driven this section of road every day. I am certain you have engineers on this problem, and they should have told you that the issue is NOT Gosling road, the issue is Highway 45 interchange. The issue is getting people out of The Woodlands, it is not getting people past Gosling Road. So for the money, put it onto getting the real issue resolved. I see the traffic backing up every morning and every evening from people trying to get out of the Woodlands. I never seen cars piled up at Gosling. Put the money into getting in and out of The Woodlands. Look at the Research Forest Drive - 45 interchange. That is where the traffic backs up both in the morning and in the afternoon and in the weekends. Keep the Gosling interchange as it is, not worth the money investment. That is where I want my tax dollars applied.

Dr. Ronald Prehn

I was just informed by one of my neighbors that The Woodlands Township board members voted unanimously to back the overpass on Research Forest Drive and Grogan's Mill Road. I am shocked and angered by this proposal and plan. The noise, dust, the loss of trees and the habitat that resides in them along with the additional traffic is wrong for The Woodlands. If we wanted to live next to a highway we would have not have moved to The Woodlands. That overpass would destroy the uniqueness of The Woodlands. That overpass would destroy the hometown feel of The Woodlands. And that overpass would destroy the privacy that The Woodlands' residents enjoy and cherish and pay big taxes to enjoy. This overpass is wrong for The Woodlands!

Linda R Prehn

I hereby want to voice my objection against the overpass on Research Forest and Grogan's Mill.

1. The junction does not need an overpass because traffic is running smoothly. An overpass only would make sense directly on I-45 and Research Forest or on I-45 and 242.
2. An overpass would ruin the entry into The Woodlands. Now a beautiful statue and lots of trees are welcoming the people who drive on Research Forest and pass Grogan's Mill. An overpass at that junction would violate the standards of beauty and preserving nature in the Woodlands.
3. An overpass would cause an unacceptable annoyance and disturbance to the many Woodlands Families, who live in Grogan's Forest. When we bought our houses, which were built by Darling Homes only a decade ago, we were told by the Woodlands homeowner association that this development of new homes would be a quiet and convenient location close to town. An overpass would be an ugly and intimidating structure right next to our houses which would totally change the private and peaceful character of our neighborhood. Please do not build this overpass because it will ruin the welcoming entrance into the Woodlands, it is not necessary because traffic is running smoothly at that junction and because it would be an

unacceptable annoyance and disturbance to the Woodlands families who live in the neighborhood.

P. Uhrenbacher

As residents of Grogan's Forest, just a block from Research Forest Drive, we do not want an overpass built. If someone would just time the traffic lights, that would help a lot!!!

Stephen C. and Evelyn S. Richter

I wish to voice my strong opposition to the proposed overpass (flyover) at the intersection of Research Forest and Grogan's Mill. I live in the Prosewood neighborhood which is a literal stone's throw from this intersection. I chose to live in this neighborhood 8 years ago and have enjoyed every day I have lived in our community and our home. The proposed flyover would result in the removal of all the trees in this intersection island which today, together with the statue on the island, contributes greatly to the beauty and the appeal of the neighborhoods in the near and surrounding areas. This proposed flyover would decimate the physical beauty and appeal of this area, which could negatively impact property values in this area, including mine.

In addition, the flyover would likely result in higher speed traffic and noise in and around this area, add greater levels of emissions into the air, and produce higher water run-off issues. As a father of two small kids, this is very problematic for me as we enjoy taking walks and bicycle rides in our neighborhood and the surrounding area including exactly where this overpass would run. At a recent City of Shenandoah City Council meeting I attended this week, Commissioner Noack, who is a big proponent of this project, indicated that future traffic "may" be problematic and therefore the need was there to build this now. I do not think it is a good idea to spend tax payer dollars on a project based on a future problem that "may" exist. Commissioner Noack also stated that he lives in the back of the Woodlands and a similar project was proposed, passed and built near his neighborhood. I believe he opposed it back then and stated at this week's council meeting that the need to build that road is still questioned even today. If they had to do it all over again, I would question whether Commissioner Noack would support the measure. It seems to me that this type of thought process has been exercised before based more on speculation than anything else. Finally, I have driven in and out of my neighborhood for 8 years. Traffic is not a problem. Sure there are peak times when a few more cars are on the road, but there are rarely if ever traffic problems at this intersection. In fact, one of the Shenandoah city council members questioned Commissioner Noack about the traffic volume that currently occurs on Lake Woodlands, as if to question whether the priorities were where they needed to be. In my opinion, having driven in this area for 8 years, the traffic on Lake Woodlands is worse than that on Research Forest. I think The Woodlands would be better served looking at solutions to solve this, or other traffic problems before considering an overpass on Research Forest. A couple years ago, we added a third lane on Research. It is time to spend tax payer dollars more wisely and improve traffic flow in other areas. Thank you for your time in reading my opposition to the flyover. If I can provide additional information, please let me know.

Joe Halsey

I wish to register my opposition to the proposed overpass at Research Forest and Grogan's Mill, The Woodlands, TX. This overpass is not necessary; I take this path every day at rush hour and do not have any delays. I enter at the intersection of I-45 and Research/Tamina and exit at Grogan's Mill. This is the exact proposed length of the overpass and I do not experience any issues with traffic. With the demand on transportation funding, I'm sure there are other projects which are fully supported by the community which would be a better use of transportation funding. I've located in the community for many reasons, one of which is the zoning and beautification efforts of the area. I do not want to see the areas lose upscale businesses, medians with trees and the current ambience of the entrance to Grogan's Forest subdivision. I

absolutely do not want increased road noise. Additionally, I do not wish to encourage faster vehicle traffic in a residential area for safety reasons. Again, I believe that with the demand for transportation funds, there must be other projects which all parties support and for which clear need can be demonstrated; I do not believe this project meets either of these criteria.

Gail Snodgrass

I would like to register my opposition to the proposed overpass at Research Forest and Grogan's Mill Rd. The Woodlands. Traffic is fine at that intersection and the overpass is an unneeded and ridiculous idea. We just built a new custom home down the street off Grogan's Mill and this overpass will severely affect our safety, lifestyle, and PROPERTY VALUE !

E. Thomas Maguire

I am completely opposed to this overpass proposal. I moved to this area a few months ago because I fell in love with the beautiful trees, the quiet ambience, and the safety of the area. My neighborhood is right at this intersection. Constructing this overpass will destroy my home that I've been working so hard for the past couple of years.

Thao Nguyen

I wish to register a formal opposition to the proposed overpass at Research Forest and Grogan's Mill, The Woodlands, TX. It is NOT needed and will severely impact the safety and lifestyle in which I was drawn to this location. The negative consequences include loss of property value, significantly increased traffic and noise, removal of all trees in the "island", destroying the ambience at the entrance, additional speeding vehicles and added runoff. It is NOT congested now. Alternative traffic modifications i.e widening Lake Woodlands or overpass at 242 along with sequencing the traffic lights during key high volume times too would be more effective. Proper traffic engineering control is most appropriate.

Michael Molek

Unfortunately I was not able to attend the city council meeting. Nevertheless, I am opposed to the overpass.

Fabio Arenas

This makes absolutely no sense. The real problem is I-45 and HWY 242. Get your priorities straight.

Timothy Roesler

We object to the proposed overpass. Due to construction noise, dust, loss of median trees and additional traffic we feel the overpass will be horrible for homeowners in Grogan's forest. The surrounding businesses will also suffer.

Mr. and Mrs. Clennan Moore

My HOA asked me to contact you to tell you I support these changes. I don't! The last thing we need is more concrete. And, on top of that I saw the projected increase in traffic on the road. The traffic has been fairly steady, but you project a huge increase. I guess that increase would not happen if there wasn't more concrete added to the area. I love this area because it is NOT a thoroughfare. Please don't ruin it.

Melanie Ianniello

I am contacting you regarding the proposed overpass at Research Forest and Grogan's Mill in The Woodlands. I live in the Village of Grogan's Forest and personally, I do not understand the need for the overpass and additional lanes to bypass the Grogan's Mill traffic light. The lights at

that intersection are seldom backed up and traffic is moving steadily, at least when I drive through at rush hour. With the traffic lights at either end of this overpass, on Lakeside and Six Pines, the overpass will serve no purpose. The slight congestion that may occur should be easily dissolved with proper traffic light configurations. If the purpose of this overpass is an anticipation to a traffic increase due to Hughes Landing, an alternative and effective solution would be to expand Lake Woodlands Drive to 6 lines. Also Hughes Landing being south of Research Forest, the addition of a single, dedicated turning lane should allow for those workers/residents to easily access their area. I am opposed to this proposed overpass that will severely impact our safety and lifestyle, and which is not in the spirit of The Woodlands. Replacing the existing beautiful wooded area with an overpass will add considerable vehicular traffic and noise pollution for the residents nearby. It is going to be terrible for the residents of the Village of Grogan's Forest, and the prosperity of the restaurants and business surrounding it.

Helene

We are adamantly opposed to the proposed overpass at Research Forest and Grogan's Mill in The Woodlands. We live very close to that intersection and walk our dog and our grandkids through the intersection nearly every day. The intersection is 3 lights in from I-45 yet it is nicely wooded and is the entrance to a residential area. The area is not that congested and doesn't take more than one cycle of a light to get the waiting traffic through. Losing our island of trees would change the whole look of our neighborhood, lower our property values, increase the visibility of our homes to both roads and will severely impact our safety and lifestyle. Please reject this overpass at the entrance to our neighborhood.

Jane and Charlie Kelso Winter

I would like to state my opposition to the proposed overpass at Research Forest and Grogan's Mill. This is not needed and will impact our way of life and will be a huge safety concern. This is merely a way for the Woodlands to force their traffic concerns on to the city of Shenandoah. The proposed intersection has no traffic concerns. If the idea is to alleviate traffic issues then the intersection of 45 and 242 should receive attention instead. This is truly needed. Research Forest and 45 is functioning as it should and no attention is needed.

Ritch Wheeler

I emphatically oppose the construction of an overpass at Research Forest and Grogan's Mill. It is a completely unnecessary use of money, the traffic at the intersection does not warrant such a project. The lanes on Research Forest were recently expanded from 2 to 3, no more roadway is needed. I live in the area and use the intersection multiple times daily and do not see the reasoning behind such a project. It will severely impact the beauty of the area - The Woodlands - will soon have no trees! It will create an unsightly conglomeration of needless roadway. It will cause unwarranted havoc, devastation, and hardship to residents during construction.

Cynthia Graham

I do not agree that the proposed changes at the intersection at Grogan's Mill and Research Forest Drive serve the best interest of the residents in the Woodlands area. It is not clear to the public, the weighted value of improvements either in the short term (1-3 yrs) or even in a longer long term (3-5). The disruption during construction, the impact on residential property in the area, the change (increase) in traffic on Grogan's Mill, the increase noise from elevated traffic are factors that are important to all residents. I am opposed to the idea.

Bob & Dunneah Ogletree

I must voice my opinion about the projected overpass planned for Research Forest Drive and Grogan's Mill in The Woodlands. I live in Tiffany Green, where my husband and I bought our

home because we loved the serene setting, quietness and close proximity to I 45. Imagine our surprise and disbelief of learning of an overpass planned for the intersection in such close proximity to our residence! It is so unnecessary! Have you been here to study the traffic flow? It is not that congested. This overpass is being planned to alleviate only 1 traffic signal! There are 3 traffic lights from I 45 immediately before Grogan's Mill, and 2 shortly after Grogan's Mill. To think of the noise, removal of the forest which we dearly love, and the traffic nightmare to follow is unbelievable to me! I have seen and heard of accidents where people speed towards traffic lights and hit the car stopped at the red light! I feel certain this will happen here, especially traveling eastbound on Research Forest towards Six Pines. I remember one specifically in Bakersfield, California where a young man was killed after his car exploded after hitting a car with a young mother and her 7 year old daughter and hurling them into the middle of the intersection. I will never forget that! There are many examples of timed lights throughout Houston-FM 1960 and Westheimer. I plead with you to please keep that system. I do realize that The Woodlands is growing, but surely there are other roadways-such as Lake Woodlands, as well as other pass-throughs that can be developed without funding millions for one light! Please do not build this overpass! It will ruin our beautiful "wooded" entrance into "The Woodlands," and be dangerous as well.

Valerie Keffer

My wife and I are very much opposed to having an overpass at the subject junction for several reasons already discussed. However, with the large amount of road available at this junction, a roundabout could be a fair compromise. It would slow traffic down but, for most conditions, not cause it to stop. I'm sure some of you may cringe at this idea, but they are used extensively throughout the world as well as in this country.

Roger Samways

We would like to let you know that we are very opposed to the proposed overpass at Research Forest and Grogan's Mill in The Woodlands. We live in the adjoining neighborhood and I go through that intersection daily during morning and evening rush hours. There is absolutely no need for an overpass. The traffic at that point is not bad at all. Actually it is less than many other places in The Woodlands, such as IH 45 and Rayford/Sawdust which has been a frequent site for accidents for years. Please help us keep our trees, our home values and our quiet community of Grogan Forest.

Sue Berry

As a resident of the Village of Grogan's Forest and the City of Shenandoah, we are very concerned with the discussion taking place on the proposed overpass. This location would lead to the removal of more trees and increased traffic noise in our neighborhood. We kindly request that this location be removed from the discussion table and alternatives considered.

Dale Brunswick

I'm sending you this note regarding the public comment requested for the construction of an overpass at Grogan's Mill and Research Forest. This is to let you know, that I strongly oppose such a construction. The overpass is not necessary, there are no back-ups at this junction. The delays are at the intersection of I-45 and Research Forest. An overpass is an intimidating structure that is in stark contrast to The Woodlands character. Many trees will have to be removed in the median and the entrance to the Grogan's Forest neighborhood will lose its design. The overpass will elevate traffic and the noise will travel further into the neighborhood. Together with the damage to the entrance of Grogan's Forest the property values in the neighborhood will suffer. I strongly oppose the construction of an overpass at Grogan's Mill and Research Forest!

Rainer Uhrenbacher

I wish to register my opposition to the proposed overpass at Research Forest and Grogan's Mill in The Woodlands. This overpass is not needed and will severely impact the lifestyle and safety of our community. Further, I recommend a deeper level of engagement with individuals from our communities and suggest the use of much more robust public consultation tools in matters such as the overpass to ensure that the rights of the individuals resident in our communities can be better protected and tacit knowledge from a broader cross-section of these same individuals can be emerged and incorporated into the decision-making process. In that regard, I invite you to review and consider "Place Speak" as one such tool for this purpose and provide you with a link to their website below:

James Schwinn

I wish to register my OPPOSITION to the proposed overpass at Research Forest & and Grogan's Mill, The Woodlands. Traffic is not a problem at that intersection and overpass unneeded and an over reaching idea! We live in Park Gate Reserve in a brand new home and this overpass will severely affect our safety, lifestyle and PROPERTY VALUE.

Grace Wei-Maguire

It is a gross misuse of taxpayer money to even spend time considering an overpass on Research Forest over Grogan's Mill. There are MANY more opportunities for spending taxpayer funds for the improvement of public roadways. Please consider spending your time (and money) asking all Woodlands residents for their opinions.

Philip J. Palese

As a resident of Shenandoah, Texas in Grogan's Forest, I support our City Council members who have voted to continue their opposition to this proposed subject overpass. One very important matter that has not been addressed, in addition to the other many negative impacts listed below, is the negative impact on the nesting grounds of The Woodlands' American Bald Eagles. The Bald Eagles have been in the immediate area of the proposed project for over a dozen years. One of the eagles was sighted by a local resident just one week ago at Grogan's Mill Rd. near the project site. The presence of the The Woodlands' eagles is well documented over many years, with newspaper articles, TV coverage and wildlife activists and observers. There is currently a Facebook site called "**Save The Woodlands Eagles.**" See attached site: <https://www.facebook.com/SaveTheWoodlandsEagles>. Even on The Woodlands website has the following statement on its page about Nature, "Over 200 species of birds have been spotted in The Woodlands, **including American Bald Eagles who have nested and fledged their young near Lake Woodlands since 1999**". Additional documentation of The Woodlands' eagles can be found at: <http://thewoodlandsforest.blogspot.com/2011/01/eagles-in-sky-for-year-2011.html>, and at: <http://www.slideshare.net/JeanDrummond/the-woodlands-texas-eagles-2010>. The American Bald Eagle is the National Symbol for our country and our freedom! We need to do everything to save The Woodlands' eagles' nesting area from further disturbance. We in The Woodlands will do anything and everything we can to stop this project and its negative impact on our eagles and the natural environment. We are all united together to stop this overpass from negatively impacting our community. The groundswell is growing and will be joined by the local and national media and nature organizations to protect our eagles. In addition to the critical protection of The Woodlands' eagles, the following negative impacts must also be avoided. The negative consequences of this proposed plan include:

1. **Decrease** in property values
2. **Increase** in traffic noise
3. **Loss** of tress in the area of the project
4. **Destroy** the "Entrance" to our peaceful, quality community

5. **Increase** in safety and security concerns
6. **Increase** in rain water runoff and possible flooding

Also, the owner of the new Hyatt Hotel being built at the corner of Research Forest and Grogan's Mill was not even aware of this overpass plan. He has a \$24 million investment in this area. He has joined with us to stop this project. We are committed to protect our investments, our community, our eagles, our forests, and our quality of life.

Richard Somerville

I am a resident of Shenandoah, TX and want to voice my SUPPORT of this proposed overpass. I have received communication from other residents that are opposed to it, but I believe that the overall benefits are likely to be greater than the disadvantages. I believe that this decision should be based on the "overall long-term good for the community" as opposed to the individual interests or concerns of the minority. In my opinion, the construction of more efficient transportation structures, while resulting in some negative impact for certain businesses and neighborhoods, will be a long-lasting benefit to a much larger portion of the population in this area. If there is some way to provide some remedy or remuneration to any negatively- affected residences/businesses to help offset their concerns, that would be ideal. Even though I live in the affected area, I personally view the benefits as outweighing the possible negative implications.

Rob Chappell

I am a long time resident of Shenandoah, TX. I wish to register my opposition to the proposed overpass at Research Forest & Grogan's Mill, The Woodlands. It is not needed and would have negative consequences which include loss of property value; significantly increased traffic noise, removal of all trees in the island on Research Forest, destroying the ambience at the entrance to our Forest; safety aspects of speeding vehicles; and added runoff. Most importantly it will have a negative impact on the businesses that are on both sides of Research Forest from Hwy 45 to Grogan's Mill. I lived in another area where they did an overpass and all established businesses that were there before the overpass, went out of business and only left vacant strip centers, hotels and gas stations. They lost their business and had to close. It looked like a ghost town and looked very low class. I would think that this is not what The Woodlands would want to portray as their image. Please do not build this overpass.

Debbie Lyons

I wish to register my opposition to the proposed overpass at Research Forest and Grogan's Mill, The Woodlands, as it is not needed and will severely impact our safety and lifestyle. I travel that road everyday between 5:00p and 6:00p and have never had a traffic problem, I never sit at a light waiting in traffic. They can't even compare Research to Woodlands Pkwy., there isn't near the traffic on Woodlands Pkwy and you are always waiting at lights due to all the traffic. It is not needed at this time.

Brenda Johnson

I (we) wish to take the time to register my (our) opposition to the proposed overpass at Research Forest and Grogan's Mill in the Woodlands, as it is not needed and will severely impact our safety and lifestyle.

Mary Armstrong, Fabio Arenas, Steve Harris, Adrian Rubli, Mr. & Mrs. Clennan Moore, Stephan and Evelyn Richter, James and Claire Xu, Chris & Michele Wright, Courtney West, Ramiro Cruz, Dan Spain, Brian Reese, Diane Gunn, Puente Paloma, George & Chardelle Adelson, Cathy Fontenot-Hughes, Paula & Bill Parrish, Patti Toepper

I would like to voice my concern and opposition to the proposed overpass on Grogan's Mill @ Research Forest. First I am astounded by the lack of awareness by the public either working or

living near the affected area. We have chosen to live in a community called the Woodlands, if we wanted to live next to an overpass we would live off I-45. Look at how the Woodlands is sold and promoted? How many 8 lanes Road and overpasses and flyovers are shown on the Woodlands adds? What is the point of destroying a forested intersection and a unique art piece just to remove one set of lights simply to halt the traffic a few hundred yards before and after the overpass? Have you monitored the speed of the traffic near this intersection? Rather than further speed up the traffic, we need to fluidify, homogenize it and render it less harmful and dangerous for the residents, an overpass is not the way. It is time to stop the madness, the Woodlands is for people, not cars.

Pascal Hythier

I would like to voice my opposition to the proposed overpass at Grogan's Mill and Research Forest in The Woodlands, Texas. The proposed overpass would severely impact the safety of my family (including small children) as we commonly cross that intersection to access parks and Market Street. Imposing an overpass in that area would bring noise, more traffic than currently exists, and get rid of the beautiful tall trees that have been in that median since I moved to The Woodlands over 20 years ago. Our family has lived in that subdivision for about 8 years now, and it has always been a quiet and peaceful place, surrounded by trees despite its placement so close to Town Center (why we chose to live there). We frequently walk to Market Street for dinner and concerts, and crossing under an overpass each time would negatively impact the lifestyle we thought we were choosing by living in a pedestrian and child friendly area. We also feel that this overpass would negatively impact the home value of the houses in our subdivision, and that it's not even necessary. We are in that intersection from a minimum of 4 times a day, to a maximum of over 12 at various times, but always including "rush hour." The traffic isn't nearly bad enough to warrant such a project, and I would propose the money be spent more wisely in other areas of The Woodlands that I know are much more congested. This is obviously a topic close to us as it affects our home, a place we have chosen to raise our family, so a project we must voice our intense opposition.

Tasha Proske

Please DO NOT build this proposed overpass! This will totally degrade all the area around this overpass during construction and forever afterwards. This will ruin property values as well as the aesthetics that the Woodlands is known for. I have personal experience with this because this happened in my prior neighborhood resulting in strip shopping centers becoming vacant and businesses failing. The residential property values suffered as well. Please do not do this to the people and businesses in this area!

Larry Lyons

I am a resident of Grogan's Forest subdivision in The Woodlands, and more specifically Prosewood. Our house is within a matter of yards of Research Forest Blvd, and I'm opposed to the proposed overpass that would be situated way too close to our homes and neighborhood. I do not feel that there is a traffic congestion problem. Research Forest Blvd was widened by both an eastbound and westbound lane about 2 years ago, which did open up traffic flow (though it unfortunately created increased road noise to our neighborhood). This proposed overpass would add a significant amount of additional traffic noise to our adjacent homes, decrease property value, add pollution, destruct the natural median trees, and pose safety issues with speeding vehicles. For those people concerned about potential future traffic on Research Forest: adding this overpass would simply push any congestion back and forward a stoplight. I believe there are other road and intersection projects that would be much more effective. Our tax dollars, as well as the federal funding that you are attempting to secure for this project could be much more efficiently used for them. For example, install traffic lights at the

many 4-way intersections that currently have only stop signs and create dangerous driving situations. Another example would be to widen Lake Woodlands Drive from I-45 to Grogan's Mill Road, which would take additional traffic load off of Research Forest as development projects such as Hughes Landing are constructed. There have been comparisons made between this Research Forest proposed overpass and the Woodlands Parkway/Grogan's Mill Road overpass. However, the latter does not have homes, neighborhoods, and businesses directly adjacent or nearby. Because our area does, I am in strong opposition to this project.

Melissa Cude

Please reject any proposed overpass at this intersection. Lake Woodlands is a viable alternative for widening or better signal light synchronization. Please do not kill any more trees or make this area unsafe.

Peggy Carr

I am a concerned resident in the Grogan's Forest neighborhood that the proposed overpass at Research Forest and Grogan's Mill will negatively affect our safety and lifestyle. The intersection is not congested and the money a can be better spent elsewhere to alleviation traffic congestion, including widening Lake Woodlands and building additional overpasses on Woodlands Parkway and Lake Woods.

John Calder

We are very opposed to the proposed overpass at Research Forest and Grogan's Mill, the Woodlands. Please consider the problems of our safety and lifestyle and the overall problems of such an undertaking. We would like to go on record that we are against this.

James and Monta Dunn

I am opposed to the proposed overpass at the intersection Research Forest and Grogan's Mill in The Woodlands. I travel this intersection multiple times each day and have not noticed any mobility issues. The visual and audible impacts of the overpass will have a detrimental effect on property values and quality of life in the area. If others perceive that there is a mobility issue at this intersection, there are certainly less expensive and more effective ways to deal with the problem. Please do not proceed with this project.

Gary Breig

My wife and myself are oppose to the OVERPASS close to our property, first is not needed and secondly we moved here because we love the WOODS LOOK, not a mass of concrete and invisible noise surrounding our area.

Gene & Dania Aspuru

I am writing in regards to the proposed overpass at Research Forest and Grogan's Mill. I am currently residing in the neighborhood of Tapestry Forest. My wife and I moved to The Woodlands last summer. We were attracted to the area for many reasons, not least of which is the natural beauty which has been preserved throughout the area. I can honestly say that every day when I near the mentioned intersection, I feel a sense of wonder when I see the beautiful trees. The pines that surround the entrance to Grogan's Forest stand like sentinels, reminders of the abundance of life the forest provides. Sometimes I actually hope that I will be caught waiting at the light (though this has happened a few times in 9 months) I cannot imagine how destroying this property for an unnecessary overpass serves the people of this area. I can imagine how regretful I would feel if I did not make my feelings known. I ask that you be mindful of the health and well-being of this community as you consider your course of action.

Courtney Mills

There is widespread support for the project from The Woodlands Area Chamber of Commerce, The Chamber Mobility Committee, The Woodlands Township, Commissioner Noack and others. However, without our citizen's input, Shenandoah's present City Council's objections may kill this important mobility project. Their primary objection seems to be their claim that they were not consulted. The facts appear otherwise. They missed important Chamber Mobility Committee meetings and Chamber meetings where this project and others were discussed and unanimously approved in mid 2012 prior to submission to HGAC - or they weren't paying attention.

Franklin

I am an elected member of the Woodlands Township Board of Directors. I also serve as a member of the Township's Transportation Committee as well as the South Montgomery County Mobility Committee. I wish to speak personally to the proposed grade separation or overpass at the intersection of Grogan's Mill and Research Forest. This project is currently being considered as part of the 2013-2016 TIP Call for Projects. Research Forest is one of the three major arterial access roads into The Woodlands from I 45. The proposed overpass at Grogan's Mill has been part of The Woodlands mobility plan for the past 30 years. As always intended, the proposed overpass will be located in a heavily wooded median area between the existing lanes of Research Forest. The existing lanes of Research Forest Drive will remain as feeder roads. This proposed improvement is only one of several that will ultimately be needed to alleviate the growing congestion on Research Forest Drive. Today, there are approximately 35,000 vehicles using Research Forest every day. This road serves approximately 41,000 thousand residents living within the Town Center, East Shore and the Villages of Cochran Crossing and Alden Bridge. In the next five years, it is forecasted the office space around Grogan's Mill/Research Forest will grow from 10 million square feet to 18 million square feet. Today, there is only .4 % vacancy in Class A office space. This growth in office space is needed to support a forecasted increase of approximately 300 employers who will add over 13,000 jobs during the next five years. During this same period, it is expected the number of residents living within this "downtown area" will increase to almost 7,000 people. These changes will result in a vibrant, economically robust urban area, but also an area where mobility will be a major constraint unless roadway and transit improvements are forthcoming in the coming years. Based on February 2012 and 2013 Traffic Studies, the intersection at Grogan's Mill and Research Forest is now rated an "F" and is forecasted to only become worse with this coming growth. Every engineering firm that has reviewed this project agrees the proposed overpass will help reduce congestion in the area. This project's next step will be to complete the environmental assessment. Many of the concerns expressed to date will be more fully addressed during this phase. However, many of the recent objections to the proposed overpass by a small number of residents and business have already been mitigated by the proposed design. Residents in the City of Shenandoah should not be affected by the overpass. The proposed overpass is not within their city limits--the closest lot within their city is approximately 400 feet from the northern right-of-way of Research Forest Drive. As always intended, the proposed overpass will be located within the current wooded median between the existing lanes of Research Forest Drive. As such, the expanded overpass lanes will be located further away from existing residents than the current road. The forested area between the existing road and the adjacent residential neighborhood of Prosewood is 70 feet and will be preserved. Access to the businesses adjacent to the proposed overpass will be actually be improved and made safer though the feeder road design and incorporation of U- Turn Lane allowing any west bound traffic to reverse course to the east. In summary, I strongly believe the residents and businesses of The Woodlands will benefit, now and in the future, from a significant reduction in congestion

that this improvement will bring. The Woodlands Township Board of Directors, Montgomery County Commissioners Court, Commissioner James Noack (Precinct 3), the South Montgomery County Chamber of Commerce and the Village of Alden Bridge have all passed resolutions in support of the overpass. I urge that you support this project.

Mike Bass

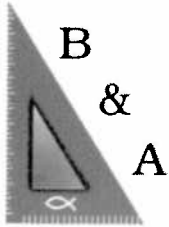
We wanted to share our opposition to The Woodlands Roadway Utility District #1, Research Forest, Grade Separation @Grogan's Mill Road. We are residents of the area and do not believe that this project is needed. The traffic in the Research Forest and Grogan's Mill Road intersection is not a concern for our area and definitely does not require a flyover at the moment and in the upcoming years. The overpass is only going to hurt the local businesses of the area and the residential areas around this intersection. It is also going to make this area more dangerous as cars are just going to go faster down this area making the nearby areas in Research Forest more dangerous. In addition to that the traffic is just going to end up having to stop in those next intersections (if they do due to their speed after being on the flyover) that are not that far away so the proposed benefit of the flyover is then nullified. We are residents of The Woodlands, but fully support the City of Shenandoah's opposition to this project as do the majority of the residents of the nearby neighborhoods regardless if they live in a Shenandoah or The Woodlands neighborhood. We believe this money can be much better utilized in another area of Houston. Please feel free to contact us with any questions and/or comments.

Enrique and Maria Elena Del Valle

We wish to register our strong opposition to the proposed overpass at Research Forest and Grogan's Mill, The Woodlands, as it is not needed and will severely impact our environment, safety and lifestyle. We drive this every day from our home to work. It is not congested!! Even if it was to become busier with more traffic, we would not sacrifice the loss in property value, increased traffic noise and destruction of our Woodlands forest nature and environment in order to accommodate an overpass.

Jane & Jim Frenchik, Jane M. Maselli

Letters & Other Correspondence



Bleyl & Associates

Planning • Engineering • Management

1722 Broadmoor
Suite 210
Bryan, Texas 77802
Tex. Reg. No. F-678

February 28, 2013

Greg Smith,
City Administrator
City of Shenandoah
29955 IH 45 North
Shenandoah, TX 77381

Re: The Woodlands Research Forest Corridor and Town Center Traffic Analysis

Mr. Smith,

I received an electronic copy of "The Woodlands Research Forest Corridor and Town Center Traffic Analysis" dated February 25, 2013 by Rene Garza of Atkins's Austin office. While the table of contents indicates there are three appendices containing calculations of LOS, Turning Movements, and Intersection Level of Service, the appendices with the report only include summary graphics that repeat the information found in the report with no indication of the calculations or data used to generate the results.

The report provides an analysis of current traffic conditions, a projection of traffic volumes to 2035, based on anticipated development patterns and an analysis of recommendations to mitigate the increasing traffic demand. It appears from the report that the consultant was provided a single group of improvements to analyze, as there is no mention of alternatives

After reviewing the portion of the report available to me, I have the following comments

- The report analysis only deals with PM Peak hour traffic. While our own traffic counts along Research Forest indicate that the PM peak hour traffic along Research Forest is approximately 30% higher than the AM peak hour traffic, it is prudent to analyze intersection improvement for both periods as well as the off peak hour to avoid un-intended consequences.
- Although the report covers the entire Woodlands Town Center area, it treats the Research Forest corridor separately from the Woodlands Town Center. I agree with this choice of analysis as the Research Forest Corridor is primarily an east west traffic corridor with relative low north-south volumes except at Grogan's Mill Rd. I will concern myself only with the Research Forest portion of the report from this point on.
- The Woodlands Annual traffic count numbers and the 2012 turning movement volumes shown in the report for the Research Forest corridor are consistent with the traffic counts that Bleyl and Associates has collected along Research Forest

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(979) 268-1125
(979) 260-3849 Fax

Austin
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(512) 328-7884 Fax

Conroe
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for the City of Shenandoah. Both the Atkins and Bleyl counts were conducted after the County completed the widening of Research Forest to six lanes.

- The future development forecasted in the report seems reasonable for the type of development that has been occurring in the area for the last decade. I would need a map of the Traffic Analysis Zones (TAZ) referenced in the trip generation table in order to be able to assess the trip generation impact on Research Forest. I would also like to know if Atkins used a macro traffic model to assign the traffic and if so which model? In addition it would be helpful to know if a growth multiplier was used, or if the 2035 traffic is strictly based on existing traffic plus the generated trips. Also, what level of pass-by, diverted link, and internal capture was used in the study to adjust the raw trip generation numbers?
- The report presents analysis of three different scenarios:
 - 2012 traffic on existing roadway
 - 2035 traffic on existing roadway
 - 2035 traffic with 4 improvement projects
- The four proposed improvements consist of:
 - An overpass of Grogan's Mill Rd to remove through traffic on Research Forest from the signalized intersections
 - A direct connection from I-45 NB to WB Research Forest to reduce traffic at the I-45 Frontage Road intersections
 - Extend the EB Research forest right turn lane from I-45 SB Frontage Rd to Six Pines Rd
 - Add a second left turn lane from EB Research Forest to NB I-45 Frontage Rd.
- The LOS summary table states that in 2012 Research Forest at NB Grogan's Mill Rd is operating at LOS F, while the intersections at Six Pines and the I-45 Frontage Rd are operating at LOS D or worse.
- Based on the information in the report only a single time period (PM Peak hour) and a single set of improvements were analyzed.
- The first suggestion is an overpass structure at Grogan's Mill Road which removes 80% of the Research Forest volume from the signalized intersections resulting in a dramatic improvement in traffic (F to B for the heaviest traffic WB Research Forest at NB Grogan's Mill Rd) which is what I would expect of a project of this type. The current spread layout of the intersection would make this a relatively easy project to build, although it will probably require Grogan's Mill Rd to be rebuilt as a typical urban arterial in the center of the current intersection to allow enough room for Research Forest to go over Grogan's Mill. The approach length could be improved by dropping Grogan's Mill Rd two to three feet vertically as part of the rebuild. It does not appear that the traffic study looked at the effect of consolidating the current four intersections into a single intersection under the

overpass. The analysis also does not appear to consider increasing capacity at the current intersections by increasing the number of through movement lanes, by providing dual turning lanes, or by using channelizing and auxiliary lanes to provide free movement turns, all of which would be fairly easy to accomplish given the current ROW at the intersection.

- At I-45 three projects were analyzed as a group, we do not know the relative impact of each project on the intersections, this is particularly critical as the costs of the three projects are orders of magnitude apart, and each could feasibly be built without the other two and have some beneficial impact. A proper analysis should provide cost and benefits for each project separately and in combination.
- The extension of the existing EB right turn lane from Six Pines to I-45 improves the Pinecroft intersection from D to C and has an undefined impact on the I-45 SB Frontage Rd intersection. This project would be a simple pavement widening, but would require signal modifications at the intervening intersections, as well as the purchase of ROW and the modification of the lake between Pinecroft and I-45. The recent Montgomery County project widened as much as physically possible without a ROW purchase in this area.
- The addition of a second EB left turn lane at the I-45 NB Frontage Rd intersection was probably modeled as 2 left turn lanes and 2 through lanes. This configuration would separate the through and left turning traffic, allowing for greater flexibility in overlapping the traffic signal phases. However the same effect could be obtained by restriping the approach from a left turn, left thru, thru three lane configuration to a dual left single through lane configuration. This would match with the analysis period traffic volume which shows in 2035 that left turns are 75% of the EB traffic and the through movement is 25%. Even as proposed, this project is the smallest of the proposed projects as it would only require removing 12' of the island between the EB lanes and the NB to SB U-turn. This would leave $\pm 5'$ from the face of curb to the face of the 30" columns for the freeway. The rest of the work would consist of stripping and realigning the signal heads at the intersection with the I-45 NB Frontage Rd. A potential problem with this project would be that the lanes under the I-45 overpass would be offset laterally from the lanes on Tamina Rd, requiring traffic to shift as it proceeds through the I-45 NB intersection. This is not a fatal flaw, but will need to be addressed in the plan review phase.
- The final project analyzed is a direct connection ramp from I-45 NB to WB Research Forest that would connect at a location between Savannah Dr. and Pinecroft Dr. This would probably take out the east driveway of the shopping center at Pinecroft. As it will take $\pm 700'$ to drop the ramp to grade after overpassing Savannah. This project likely has the largest impact on the I-45 intersections as it removes 85% of the traffic project to turn left from the I-45 NB Frontage Rd to WB Research Forest and 70% of the WB thru traffic at the intersection with the I-45 SB Frontage Rd. This project will also be the most expensive of the projects listed.

It is impossible to evaluate the recommendations in the report without access to the underlying traffic counts, traffic projections and intersection analysis. The limited scope of the analysis and the limited details provided in the report make it difficult to determine if the improvements analyzed actually have the impacts listed, or whether there are additional negative impacts that have been left out of the analysis.

One issue with a traffic study of this large an area is that improvements made within the study area will simply push traffic bottlenecks to the next intersection outside of the study area, there does not appear to be any analysis of what the effect of improved traffic flow on Research Forest will be on the intersections east and west of the study area. I thought that Montgomery County Traffic (or HGAC as the MPO) maintained a travel demand model for the south Montgomery County area that could be used to address the traffic impacts of improvements to specific bottlenecks within the system.

There also is no mention of alternatives to the limited projects proposed, no discussion of impacts or improvements to the intervening intersections, and no data relating to side street approach LOS, which in the case of the Research Forest corridor, would not be captured by the average intersection LOS due to the disparity in the volumes on Research Forest in relation to the various side streets studied. The LOS rating system of letter grades are a useful tool, however, access to the delay by lane and approach for each intersection under each scenario would help to determine if the improvements are dramatic or simply a 1 or 2 second gain to get into the better category, as well as reassuring that the gains on Research Forest are not coming at the expense of the side street approaches.

A fourth concern is the limited slate of projects being analyzed, as well as the inclusion of projects such as the direct connect that have little chance of gaining approval or funding. Without analysis of these projects independent of more feasible measures it is impossible to determine if the expected benefits would be cost effective.

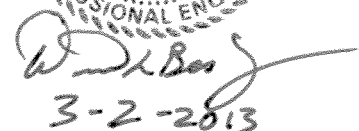
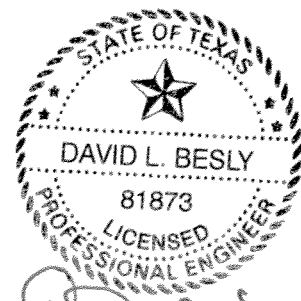
Some of these issues could be resolved with the provision of the detailed data and calculations that should have been in the appendices. Others would require additional analysis beyond the scope provided by Woodlands Development Corporation to Atkins.

Should you have any questions, comments or concerns, please do not hesitate to contact me anytime at 979-268-1125.

Sincerely,



David L. Besly, P.E
Project Manager
Bleyl & Associates
Cc: file



3-2-2013

Al & Sheila Mariande
7 Markham Grove Place
Shenandoah, TX 77381
Tel: 936 321 9614

Email: talk2al270@gmail.com

March 18, 2013

Transportation Public Information
Houston-Galveston Area Council
P.O. Box 22777, Houston, TX 77227-2777

Dear Township Board Members,

We are writing this letter to protest the "proposed overpass on Research Forest Drive and Grogan's Mill Road" that The Woodlands Township Board Members have unanimously approved.

The number of trees and green areas that would be destroyed are not in keeping with Mr. Mitchell's community plan to prevent the lost of trees and green areas by new construction. In addition, the damage to local business' should be of a major concern to Board Members.

Please reconsider your decision and the effects it will have on our local community and population.

Respectfully,

Al & Sheila Mariande

Al & Sheila Mariande
Concerned Citizens

FAX: 713-993-4508

RESOLUTION NO. 006-13

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE WOODLANDS TOWNSHIP SUPPORTING A MOBILITY PROJECT IN THE WOODLANDS TOWNSHIP IN MONTGOMERY COUNTY; PROVIDING FOR IMMEDIATE EFFECT UPON PASSAGE; AND, AUTHORIZING THE PRESIDENT/GENERAL MANAGER TO SUBMIT THIS RESOLUTION TO THE HOUSTON-GALVESTON AREA COUNCIL (H-GAC) ASKING THAT THE MOBILITY PROJECT BE ADDED TO THE 2013-2016 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) CALL FOR PROJECTS.

WHEREAS, Mobility is very important to the residents and businesses in The Woodlands Township and south Montgomery County; and

WHEREAS, the Woodlands Road Utility District No. 1 has committed funding for engineering design, environmental assessment and a 20% local share cost match, and will act as the local sponsor, for construction of a roadway project in The Woodlands Township; and

WHEREAS, mobility improvements are necessary at the Research Forest Drive and the Grogan's Mill Road intersection to reduce existing traffic congestion; and

WHEREAS, traffic congestion in this area will continue to grow as additional traffic is added to this intersection by new commercial and residential growth and changes in traffic patterns as a result of extending and connecting Research Forest Drive to FM 2978; and

WHEREAS, the Woodlands Township supports funding and moving forward with a proposed traffic mitigation project identified in the proposed H-GAC 2013-2016 Call For Projects as Research Forest Grade Separation at Grogan's Mill Road as proposed by the Woodlands Road Utility District No. 1; and

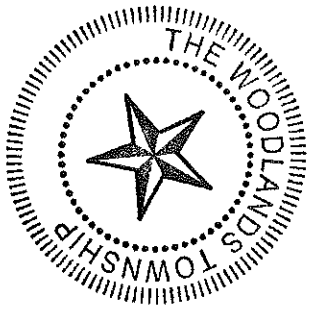
WHEREAS, the H-GAC TIP project process will seek public input regarding the proposed projects; and

WHEREAS, The Woodlands Township supports approval and funding by the Houston-Galveston Area Council in the 2013-2016 Transportation Improvement Plan for the project as described above;

NOW, THEREFORE BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE WOODLANDS TOWNSHIP THAT THE PRESIDENT/GENERAL MANAGER IS AUTHORIZED TO TRANSMIT THIS RESOLUTION TO THE HOUSTON-GALVESTON AREA COUNCIL TRANSPORTATION POLICY COUNCIL REQUESTING THAT THE RESEARCH FOREST GRADE SEPARATION AT GROGAN'S MILL ROAD PROJECT AS SPONSORED BY THE WOODLANDS ROAD UTILITY DISTRICT NO. 1 BE ADDED TO, AND APPROVED, FOR FUNDING IN THE H-GAC 2013-2016 TRANSPORTATION IMPROVEMENT PROGRAM.

PASSED AND ADOPTED this 21st day of February, 2013.

THE WOODLANDS TOWNSHIP



Chairman, Board of Directors

ATTEST:

Secretary

To: PublicComments@h-gac.com & Fax. 713-993-4508





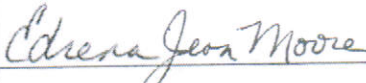
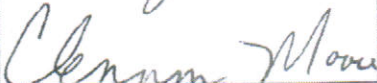
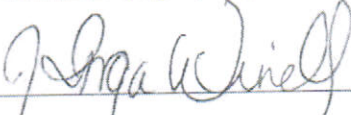
Copy to: Wes Stephens, Mayor, Shenandoah Tx, wstephens@shenandoahtx.us
 Gary Henson, City Council, " " ghenson@shenandoahtx.us
 Ron Hyde, City Council, " " rhyde@shenandoahtx.us
 Darrell Frazier, City Council, " " dfrazier@shenandoahtx.us
 Jean Teague, City Council, " " jteague@shenandoahtx.us
 Jason Frazer, City Council, " " jfrazer@shenandoahtx.us
 Jason Gregorek, Director of Development,
 Hyatt Development, Jason.gregorek@hyatt.com

Re: Residents Opposition to Proposed Overpass at Grogan's Mill / The Woodlands

The below persons are hereby registering their opposition to the construction of an overpass at Grogan's Mill & Research Forest.

The reasons include:

- 1) LOSS OF PROPERTY VALUE;
- 2) DO NOT WANT CREATED TRAFFIC NOISE;
- 3) DO NOT WANT TREES IN ISLAND REMOVED;
- 4) DO NOT WANT ADDED RUNOFF;
- 5) DO NOT WANT EYESORE DETRACTING FROM WOODLANDS AMBIENCE.
- 6) SAFETY CONCERN: SPEEDING DOWNHILL On Eastbound Direction, towards stop light
- 7) IT IS NOT CONGESTED NOW; VERY ARGUABLE VALUE.

Signature	Printed Name	Address & Telephone
	Larry Toepper	2 Overlyn Place Woodlands 469-951-9069
	Patti Toepper	2 Overlyn Place Woodlands 469-951-1505
	HAROLD LEE	6 OVERLYN PLACE THE WOODLANDS 281-419-2278
	Karen Lee	6 Overlyn Pl. The Woodlands, TX 281-419-2278
	Edrena JEAN MOORE	15 OVERLYN PL. THE WOODLANDS, TX (281) 298-4370
	CLENNAN MOORE	15 OVERLYN PL. THE WOODLANDS TX 281-298 4370
	INGA WINDLEY	10 Overlyn PL The Woodlands TX 281-367-2224

To: PublicComments@h-gac.com & Fax. 713-993-4508

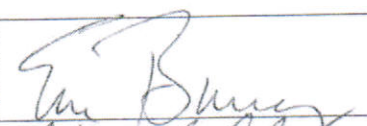
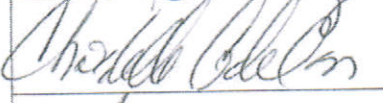
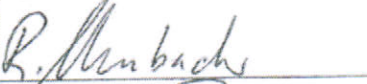
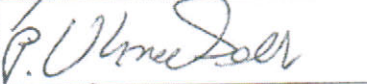


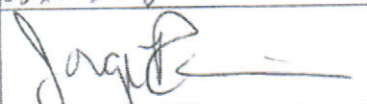
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Signature	Printed Name	Address & Telephone
	Eric Bunsey	281-300-9486 30 Overlyn Ct.
	Chardele Pickett	281-367-0391 34 Overlyn Ct
	Rainer Uhrenbach	832 813 5603 62 N. Overlyn Pl
	PETRA UHRENBACHER	832-813-5603 62 N. Overlyn Place
	R. Prehn	63 N. Overlyn Place 281 246 6797
	Linda Prehn	63 N. Overlyn Pl 281 246 6797
	Jorge Ramirez	2 Prosewood Ct. 832-326-8295

To: PublicComments@h-gac.com & Fax. 713-993-4508

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Signature	Printed Name	Address & Telephone
<i>Denise Ramirez</i>	Denise Ramirez	281 298 2605
<i>E. V. Alk</i>	Enrique Delvalle	281 298 8767
* <i>E. Karl</i>	Elizabeth Karl	281-451-1200
<i>Gladys Rio Madden</i>	Gladys Rios Madden	281-419-6233
<i>Ron Dever</i>	Ron Dever	281-513 2790
<i>Linda Dever</i>	Linda Dever	281-787-4457
<i>Jinke Xu</i>	Jinke Xu	281-221-6953

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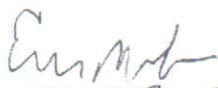

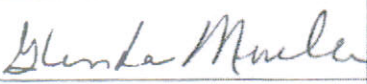
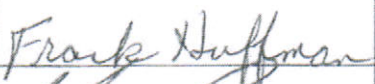


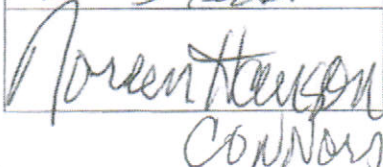
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Signature	Printed Name	Address & Telephone
	Erica Graef	55 PROSEWOOD Dr The woodlands, TX 77381
	Zoltan Karl	18 Linn Oaks Pl. The woodlands, TX 77381
	Glenda Mueller	28901 Cherrywood Shenandoah TX 77381
	FRANK HUFFMAN	729 Blue Ridge Dr Shenandoah TX 77581
	TERRY CONNORS	28718 CEDARWOOD SHENANDOAH, TX 77381
	Bob Geiss	28714 Cedarwood Dr Shenandoah, TX 77381
	NOREEN HANSON CONNORS	Same as ABAU



To: PublicComments@h-gac.com & Fax. 713-993-4508

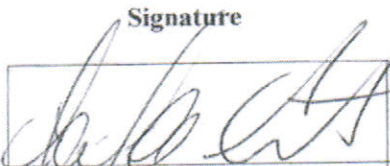


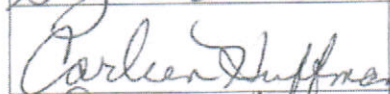
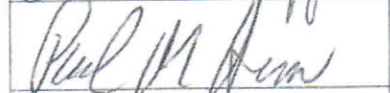
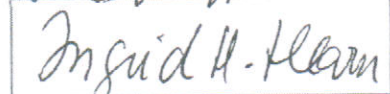
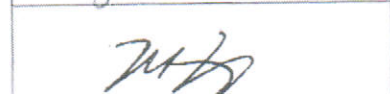
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- 7) IT IS NOT CONGESTED NOW; VERY ARGUABLE VALUE.

Signature	Printed Name	Address & Telephone
	Dean Gristy	18706 Cedarwood Dr 281-787-9968 336-596-5500
	DAVID ETMAN	706 BLUE RIDGE DR 336-596-0991
	Suzanne Etman	706 Blue Ridge Dr
	Carleen Huffman	729 Blue Ridge Dr Shenandoah TX 77381
	Paul Hearn	630 Hickory Ridge Spring TX 77351
	Ingrid Hearn	630 Hickory Ridge Shenandoah TX
	Mikhail Kozorovitskiy	126 Hickory Ridge Shenandoah, TX 77381

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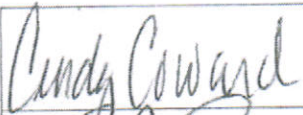
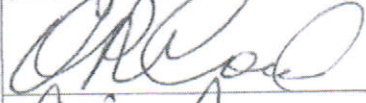
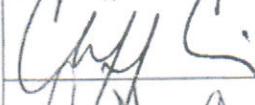
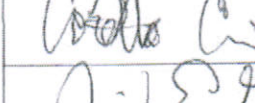
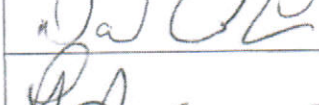
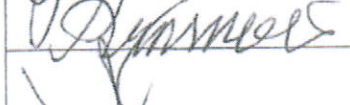

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Signature	Printed Name	Address & Telephone
	CINDY COWARD	618 Hickory Ridge Dr Shenandoah, TX
	OLIVER COWARD	" "
	Cliff Craig	615 Hickory Ridge Dr
	Corette Craig	" "
	Annas Ewales	524 Hickory Ridge Dr.
	PEGGY SIMMONS	5231-1/2 Kom, Ridge
	Jonathan Simmons	

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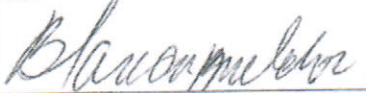
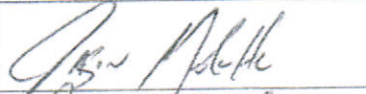

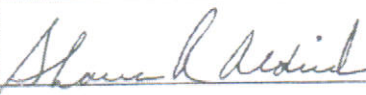

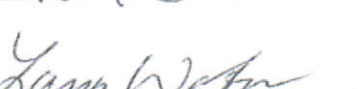
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	Robert Melton	281-250-6544 522 Hickory Ridge Dr.
	Blanca Melton	832-298-8610 522 Hickory Ridge Dr.
	Jason Melton	713-498-0012 522 Hickory Ridge Dr.
	Collin S. Aldrich	518 Hickory Ridge Dr. 832-545-6506
	Sharrokh Aldrich	518 Hickory Ridge 281-367-5831
	Peggy Rosales	514 Hickory Ridge Dr. (832) 250-6146 510 Hickory Ridge Dr.
	Larry Wafer	281-367-7467

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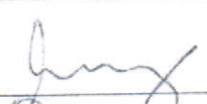
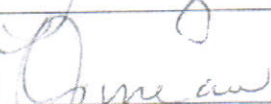
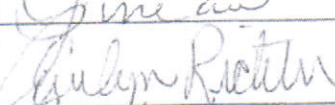
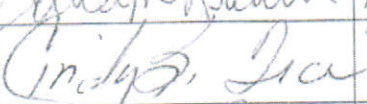
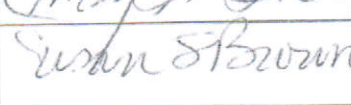
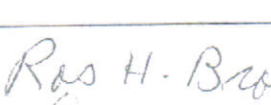
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	MARIBETH HOBBS	28 COBBLE CREEK 281 802 2054
	Linda June	14 Cobble Creek
	Evelyn Richter	22 Overlyn Ct
	Susan S. Brown	14 Overlyn Place 281 419 1684
	Ros H. Brown	14 Overlyn Place 281 419-1684
	DAN VANLANDINGHAM	281 302-8512 18 OVERLYN PLACE

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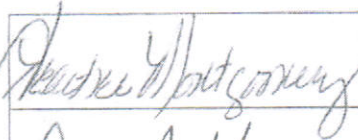
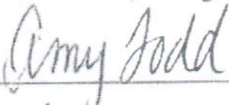
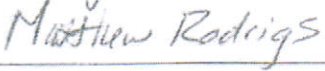

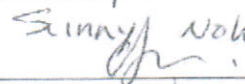
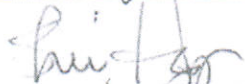
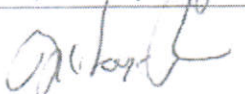
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	HEATHER Montzomey	10 Beverly Pl The Woodlands, TX 77381
	Amy Todd	1422 Hidden Terrace Dr. Sugar Land, TX 77479
	Matthew Rodriqs	3 Cobble Gate Pl. 77381
	Mary Rodriqs	3 Cobble Gate Place
	Sunny Noh	21 Cobble Gate Pl
	Sheri Hayes	51 Cobble Gate
	Billy Hayes	51 Cobble Gate

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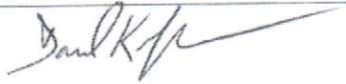
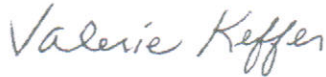
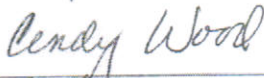
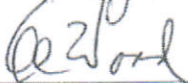
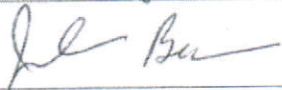


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	DAVID Keffer	66 N. Overlyn Pl. The Woodlands, TX 713-828-3995
	Valerie Keffer	66 N. Overlyn Pl. The Woodlands TX 281-386-9610
	Cindy Wood	71 N. Overlyn The Woodlands, TX 832-723-8554
	Al Wood	71 N. Overlyn The Woodlands TX 832-723-8554
	John Bowen	19 Overlyn P The Woodlands, TX 832-326-1700
	Toni Bowen	19 Overlyn P1 Woodlands, TX 832-326-3155 77381
	Roberta Tabb	35 Overlyn P Woodlands, TX 77381 832-636-6186

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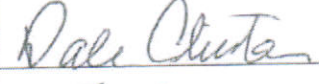
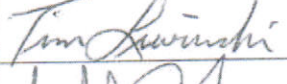
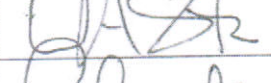
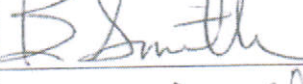
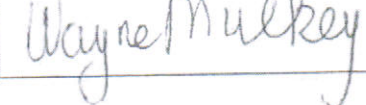
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	James A. Braden	63 Prosewood Dr THE WOODLANDS TX 77381 281 292 9642
	Karen Simpson	63 Prosewood Drive The Woodlands TX 281-292-9642/77381
	Dale Clinton	14 Prosewood Court The Woodlands, TX 77381
	Tim Lewinski	18 Rymwick Ct. The Woodlands TX 77381
	DAVID A SMITH	22 Rymwick Court THE WOODLANDS TX 77381
	Belynda Smith	22 Rymwick Ct The Woodlands, TX 77381
	WAYNE MULKEY	30 Rymwick Ct. THE WOODLANDS TX 77381

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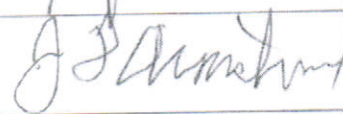
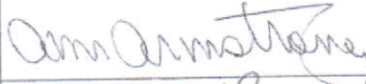
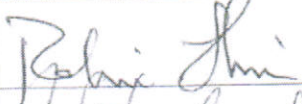
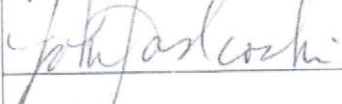
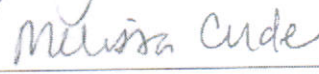
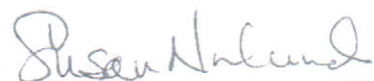
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	LYDIA R. RAMOS	42 PROSEWOOD DR. THE WOODLANDS, TX 713-703-5906
	I Armstrong	54 Prosewood Dr. The Woodlands TX, 77381
	Ann Armstrong	64 Prosewood Dr. Spring TX 77381
	ROBIN LASKOWSKI	81 Alden Green Dr The Woodlands, TX 713-398-1198
	John Laskowski	" "
	Melissa Cude	66 Prosewood Drive The Woodlands Tx 77381
	Susan Noland	57 Prosewood Dr. 77381

To: PublicComments@h-gac.com & Fax. 713-993-4508


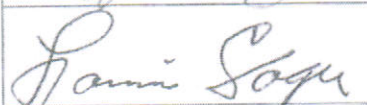
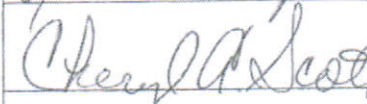
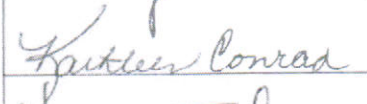

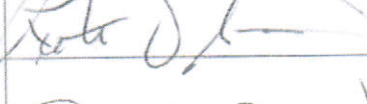

Copy to: Wes Stephens, Mayor, Shenandoah Tx, wstephens@shenandoahtx.us
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 Jason Frazer, City Council, " " jfrazer@shenandoahtx.us
 Jason Gregorek, Director of Development,
 Hyatt Development, Jason.gregorek@hyatt.com

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The reasons include:

- 1) LOSS OF PROPERTY VALUE;
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- 7) IT IS NOT CONGESTED NOW; VERY ARGUABLE VALUE.

Signature	Printed Name	Address & Telephone
	Mark Murphy	28702 Cedarwood 936-707-3697
	LADDIE SAGER	710 BLUERIDGE 281-298-2702
	Cheryl A. Scott	627 Hickory Ridge 281-292-4210
	Kathleen Conrad	631 Hickory Ridge 281-367-9137
	HARRY Ilfrey	823 Hickory Ridge 281-221-6789
	Robert Smith	251 1634291
	Debbie Baird	281-367-1552



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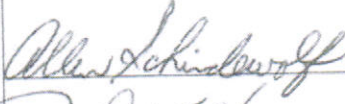
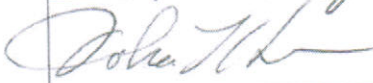
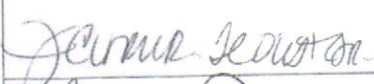
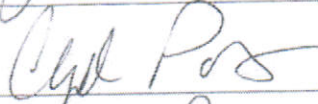
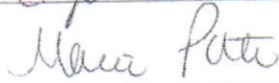

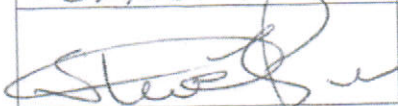
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Signature	Printed Name	Address & Telephone
	ALLEN SCHINDLEROFF	507 Hickory Ridge 281-367-2725
	JOHN HOUSA	502 Hickory Ridge 281-367-8811
	Tanea Housa	same
	CLYDE PATE	70 N. OVERLYN PL 281-825-6378
	MARIA PATE	70 N. OVERLYN 281-825-6380
	WA WESTCOTT	815 COBBLEGATE THE WOODLANDS 713-443-5244
	STAWAN L PIRK	11 Cobble Gate Pl The Woodlands TX 77381 832-506-9242

March 27 2013

To: PublicComments@h-gac.com & Fax. 713-993-4508

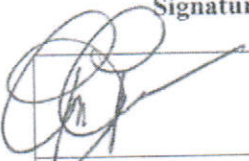

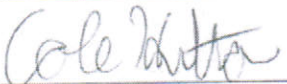


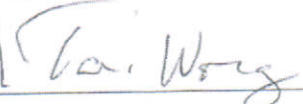
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Signature	Printed Name	Address & Telephone
	Eric Fredrickson	31 Cobble Gate Pl. The Woodlands, TX 77381
	Melanie Hutton	43 Cobble Gate Pl The Woodlands, TX 77381
	Cole Hutton	43 Cobble Gate Pl The Woodlands TX 77381
	M M ROMISE	63 COBBLE GATE PL SPRING TX 77381
	MARICAR MIRANDA	79 Cobble Gate Pl The Woodlands, TX 77381
	TAI WONG	79 Cobble Gate Pl The Woodlands, TX 77381

To: PublicComments@h-gac.com & Fax. 713-993-4508

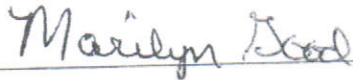

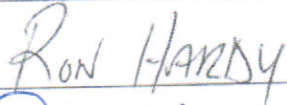
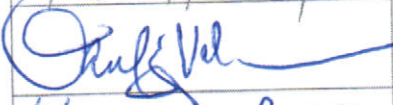

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Signature	Printed Name	Address & Telephone
	Marilyn Good	472 Overlyn Pl The Woodlands, TX same 77381
	Kevin Good	
	RON HARDY	51 Overlyn Pl, The Woodlands, TX. 77381
	TAUFIQ VALIANI	14909 RESEARCH FOREST DR # 77381 CELL# 713 449 7110
	HYATT PLACE HOTEL.	

Al & Sheila Mariande
7 Markham Grove Place
Shenandoah, TX 77381
Tel: 936 321 9614

Email: talk2al270@gmail.com

March 18, 2013

Transportation Public Information
Houston-Galveston Area Council
P.O. Box 22777, Houston, TX 77227-2777

Dear Township Board Members,

We are writing this letter to protest the "proposed overpass on Research Forest Drive and Grogan's Mill Road" that The Woodlands Township Board Members have unanimously approved.

The number of trees and green areas that would be destroyed are not in keeping with Mr. Mitchell's community plan to prevent the lost of trees and green areas by new construction. In addition, the damage to local business' should be of a major concern to Board Members.

Please reconsider your decision and the effects it will have on our local community and population.

Respectfully,

Al & Sheila Mariande

Al & Sheila Mariande
Concerned Citizens

FAX: 713-993-4508

Alden Bridge Village Association Resolution No. 03122013

This is a resolution of the Board of Directors of the Alden Bridge Village Association, a civic organization that represents over 20,000 residents of The Woodlands Township Village of Alden Bridge, Montgomery County, Texas; submitted to the Houston-Galveston Area Council (H-GAC) asking that a mobility project be added to the 2013-2016 Transportation Improvement Program (TIP) call for projects.

WHEREAS, overall mobility is critical to the residents and businesses in the rapidly growing Woodlands Township and south Montgomery County area; and

WHEREAS, traffic congestion along Research Forest Drive, particularly at the intersection of Grogan's Mill Road, is an ever increasing problem as commercial development continues to progress at a rapid pace; and

WHEREAS, The Woodlands Township supports funding and moving forward with a proposed traffic mitigation project identified in the H-GAC 2012-2016 Call for Projects as Research Forest Grade Separation at Grogan's Mill Road as proposed by the Woodlands Road Utility District No. 1; and

WHEREAS, The Woodlands Township Resolution No. 006-13 states support for the project described above; and

WHEREAS, The Woodlands Road Utility District No. 1 has committed funding for engineering design, environmental assessment and a 20% local share cost match, and will act as a local sponsor for the project described herein; and

WHEREAS, the H-GAC TIP process will seek public input on the proposed project described above;

LET IT BE RESOLVED THAT THE ALDEN BRIDGE VILLAGE ASSOCIATION BOARD OF DIRECTORS SUBMITS TO THE HOUSTON-GALVESTON AREA COUNCIL TRANSPORTATION POLICY COUNCIL THIS REQUEST THAT THE RESEARCH FOREST DRIVE GRADE SEPARATION AT GROGAN'S MILL ROAD PROJECT BE APPROVED FOR FUNDING IN THE H-GAC 2013-2016 TRANSPORTATION IMPROVEMENT PROGRAM.

Passed and Adopted by Alden Bridge Village Association Board of Directors on this day March 12, 2013.



JAMES NOACK
COMMISSIONER PRECINCT 3
MONTGOMERY COUNTY

1130 Pruitt Road
Spring, Texas 77380
Email: commissionernoack@mctx.org

Conroe: (936) 539-7817
Houston: (281) 367-3977
Fax: (281) 298-7321

March 11, 2013

Houston-Galveston Area Council
P. O. Box 22777
Houston, Texas 77027

Re: Letter of Support for Research Forest – Grade Separation at Grogans Mill Road

Dear Council Members:

The above referenced project is currently listed in the 2013-2016 TIP Call for Projects and is being considered by the Transportation Policy Council. This project was submitted by The Woodlands Road Utility District No. 1 and proposes a grade separation on Research Forest Drive at Grogans Mill Road. Funding for the project has been committed for the costs of engineering, environmental and the 20% local cost share for construction.

I believe this project will significantly reduce existing and future congestion at this intersection and at other affected intersections in the area.

Please accept this letter as my formal endorsement of this project.

Respectfully submitted,

A handwritten signature in black ink that reads "James L. Noack".

James L. Noack
Commissioner Precinct 3
Montgomery County

APR 05 2013

April 2, 2013

To Whom It May Concern,

We wish to voice our opposition to the proposed overpass at Hogan's Mill and Kaseam Forest in The Woodlands, Texas. The proposed overpass would

severely impact the safety of my family and children as we commonly cross that road in strollers, etc to get to Market Street.

and we also feel that the eye sore of an overpass where there are now beautiful trees would impact our home values (negatively) as this is/would be right at the entrance to our subdivision. We are in that intersection going to and from the house at

→

least 4 times a day, if not more,
at "rush hour," and the traffic
is not bad at all to warrant
such a massive project. Please
consider our intense opposition
to the overpass which would
greatly (negatively) impact our
lifestyle and choice of living
here.

Thank you,
Curtis & Jascha Proshke
Homeowners for 8 years in
that subdivision.

APR 15 2013

MAILROOM

2013 APR 12 PM 1:49

**THE WOODLANDS ROAD UTILITY DISTRICT NO.1
C/O SCHWARTZ, PAGE & HARDING, L. L. P.
1300 POST OAK BLVD., SUITE 1400
HOUSTON, TEXAS 77056**

Mr. Bill A. Neill, Chairman

April 8, 2013

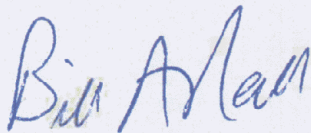
Taufig Valiani, President
New Horizons Hospitality Inc.
13110 Wortham Center Drive
Houston, TX 77065

Re: Overpass at Research Forest Drive/ Grogan's Mill Road

Dear Mr. Valiani:

In response to your request that an eastbound U-turn lane be provided under the proposed overpass at Research Forest Drive and Grogan's Mill Road, the Woodlands Road Utility District No. 1 will actively support the inclusion of this addition to the project in the event that it is approved for funding in the 2013-2016 Transportation Improvement Plan.

Sincerely,



Bill A. Neill
Chairman

cc. Judge Alan B. (Barb) Sadler, Montgomery County
James L. Noack, Commissioner Precinct 3
Mark Mooney, Montgomery County Engineer
Don Norrell, President/ General Manager, The Woodlands Township
Bruce Tough, Chairman, The Woodlands Township Board of Directors
Alan Clark, Director of Transportation Planning, HGAC
David Wurdlow, Transportation Program Manager, HGAC

**THE WOODLANDS ROAD UTILITY DISTRICT NO.1
C/O SCHWARTZ, PAGE & HARDING, L. L. P.
1300 POST OAK BLVD., SUITE 1400
HOUSTON, TEXAS 77056**

Mr. Bill A. Neill, Chairman

April 8, 2013

Mr. David Wurdlow
Houston-Galveston Area Council
P.O. Box 22777
Houston, TX 77027

Re: Overpass at Research Forest Drive/ Grogan's Mill Road

Dear Mr. Wurdlow:

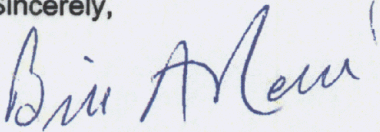
The Woodlands Roadway Utility District #1 (WRUD) has made application for transportation funding related to the proposed grade separation of Research Forest at Grogan's Mill in H-GAC's call-for-projects for the FY 2013-2016 TIP. As the WRUD and project partners (including The Woodlands Township and Montgomery County) continue to plan for future growth and development of the area, new data has been generated that provides substantive change from the original data included in the project submittal.

The latest measure of efficiency projects the proposed overpass to greatly reduce delay, emissions, and fuel consumption. These increases are attributed to larger build-out projects by The Woodlands Development Company for the Town Center and adjacent areas. The chart below depicts a summary of the attached measure of efficiency spreadsheet:

Existing Infrastructure - Research Forest from 2013 to 2035				2035 w/ Overpass Improvement	
PM Peak Hour	2013	2035	% Growth	2035	% Change from Unimproved 2035 Conditions
Total Delay (hr)	35.00	412.00	1077.14%	80	-80.58%
Total Emissions (kg)	6.04	46.20	664.90%	16.50	-64.29%
Fuel Consumed (gal)	63.00	463.00	634.92%	166	-64.15%

While it is understood that this new data cannot be included in WRUD's official submittal at this point in time, it is important for H-GAC staff, voting members of the TIP Subcommittee, Technical Advisory Committee and Transportation Policy Council to be aware of the new realities of the proposed project for the FY 2013-2016 TIP call-for-projects. Thank you for your consideration in this matter.

Sincerely,

A handwritten signature in blue ink that reads "Bill A. Neill". The signature is written in a cursive, flowing style.

Bill A. Neill
Chairman

cc. Alan Clark, Director of Transportation Planning, HGAC
James L. Noack, Commissioner Precinct 3
Don Norrell, President/ General Manager, The Woodlands Township
Bruce Tough, Chairman, The Woodlands Township Board of Directors

**Construct Overpass for EB & WB with Four Intersections N & S
Corsim MOEs using 2035 Volumes**

	MOEs for NB and SB Approachs @ EB Research Forest																
	Existing (4 Int N&S) 2013 Volumes				Without an Overpass (4 Int) 2035 Volumes				With an Overpass (4 Int) 2035 Volumes								
	SB @ EB		NB @ EB		SB @ EB		NB @ EB		SB @ EB		NB @ EB						
Volume (vph)	SB Left Turn	SB Straights	SB Right Turn	NB Left Turn	NB Straights	NB Right Turn	SB Left Turn	SB Straights	SB Right Turn	NB Left Turn	NB Straights	SB Left Turn	SB Straights	SB Right Turn	NB Left Turn	NB Straights	NB Right Turn
Delay Time (Sec/Veh)	48	347	0	0	1309	165	92	919	0	2535	928	92	919	0	2535	928	928
Average Control Delay (Sec/Veh)	7.6	6.8	N/A	N/A	103.1	94.6	11.4	11.0	N/A	97.9	77.5	20.8	15.1	N/A	13.3	18.5	11.4
Movement LOS	A	A	N/A	N/A	F	F	A	A	N/A	F	E	B	B	N/A	N/A	D	A

	MOEs for NB and SB Approachs @ WB Research Forest																
	Existing (4 Int N&S) 2013 Volumes				Without an Overpass (4 Int) 2035 Volumes				With an Overpass (4 Int) 2035 Volumes								
	SB @ WB		NB @ WB		SB @ WB		NB @ WB		SB @ WB		NB @ WB						
Volume (vph)	SB Left Turn	SB Straights	SB Right Turn	NB Left Turn	NB Straights	NB Right Turn	SB Left Turn	SB Straights	SB Right Turn	NB Left Turn	NB Straights	SB Left Turn	SB Straights	SB Right Turn	NB Left Turn	NB Straights	NB Right Turn
Delay Time (Sec/Veh)	0	312	76	414	1016	0	523	80	1202	1523	0	80	523	1202	1523	1523	0
Average Control Delay (Sec/Veh)	N/A	46.5	30.9	13.3	18.4	N/A	48.2	37.7	11.7	6.1	N/A	47.4	34.9	37.6	26.6	1.6	N/A
Movement LOS	N/A	N/A	E	D	A	B	D	D	A	A	N/A	D	C	A	A	N/A	N/A

	MOEs for EB Approachs @ NB and SB Gorgans Mills Rd.																	
	Existing (4 Int N&S) 2013 Volumes				Without an Overpass (4 Int) 2035 Volumes				With an Overpass (4 Int) 2035 Volumes									
	EB @ SB		EB @ NB		EB @ SB		EB @ NB		EB @ SB		EB @ NB							
Volume (vph)	EB Left Turn	EB Straights	EB Right Turn	EB Left Turn	EB Straights	EB Right Turn	EB Left Turn	EB Straights	EB Right Turn	EB Left Turn	EB Straights	EB Right Turn	EB Left Turn	EB Straights	EB Right Turn	EB Left Turn	EB Straights	EB Right Turn
Delay Time (Sec/Veh)	N/A	1471	287	121	1398	N/A	1761	677	190	1663	N/A	108	677	190	11	11	N/A	N/A
Average Control Delay (Sec/Veh)	N/A	28.9	28.5	5.4	4.9	N/A	35.0	30.4	8.2	6.6	N/A	42.9	16.9	32.7	34.8	31.0	N/A	N/A
Speed thru Intersection	N/A	23.5	21.7	2.4	2.9	N/A	28.4	22.9	4.6	4.4	N/A	40.4	14.3	29.1	31.0	4.4	N/A	N/A
Speed on Overpass	N/A	12.1	12.2	19.3	20.5	N/A	10.5	11.7	15.0	17.1	N/A	11.4	20.8	4.6	4.4	N/A	N/A	N/A
Movement LOS	N/A	N/A	C	A	A	N/A	C	C	A	A	N/A	D	B	C	C	N/A	N/A	N/A

	MOEs for WB Approachs @ NB and SB Gorgans Mills Rd.																	
	Existing (4 Int N&S) 2013 Volumes				Without an Overpass (4 Int) 2035 Volumes				With an Overpass (4 Int) 2035 Volumes									
	WB @ SB		WB @ NB		WB @ SB		WB @ NB		WB @ SB		WB @ NB							
Volume (vph)	WB Left Turn	WB Straights	WB Right Turn	WB Left Turn	WB Straights	WB Right Turn	WB Left Turn	WB Straights	WB Right Turn	WB Left Turn	WB Straights	WB Right Turn	WB Left Turn	WB Straights	WB Right Turn	WB Left Turn	WB Straights	WB Right Turn
Delay Time (Sec/Veh)	83	1695	N/A	N/A	1364	81	488	3599	N/A	N/A	2885	155	488	1140	N/A	541	155	155
Average Control Delay (Sec/Veh)	5.3	3.6	N/A	N/A	34.2	33.1	4.7	2.9	N/A	N/A	85.2	70.8	3.9	3.9	N/A	63.1	31.7	31.7
Speed thru Intersection	1.8	1.2	N/A	N/A	29.2	28.7	1.4	0.7	N/A	N/A	64.1	53.9	1.6	1.9	N/A	59.3	29.1	29.1
Speed on Overpass	N/A	23.9	N/A	N/A	9.6	9.9	20.7	26.1	N/A	N/A	4.4	5.2	18.0	27.0	N/A	5.7	9.6	9.6
Movement LOS	A	A	N/A	N/A	C	C	A	A	N/A	N/A	E	D	A	A	N/A	E	C	C