

# APPENDIX A

## Recommendations

## Appendix A

1. Mobility Toolbox
2. Detail Maps
3. Roadway Recommendations
4. Intersection Recommendations
5. Active Transportation and Transit Recommendations
6. Corridor Summary Sheets
7. Intersection Summary Sheets



# 1. Mobility Toolbox

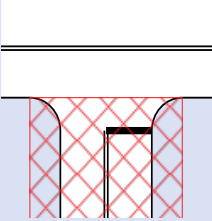
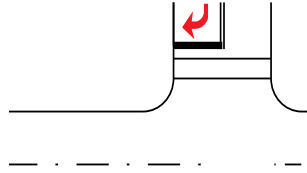

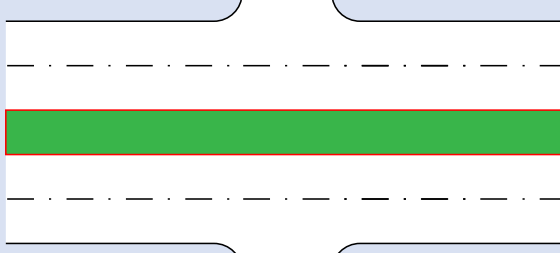
## Mobility Toolbox

The Mobility Toolbox is a list of potential solutions that can be used to address mobility, capacity, and safety concerns. The listed improvements can be applied throughout the region at individual intersections or along corridors. Multiple tools can be utilized at a single location. Traditional and innovative solutions can be blended together to meet regional needs and preferences.

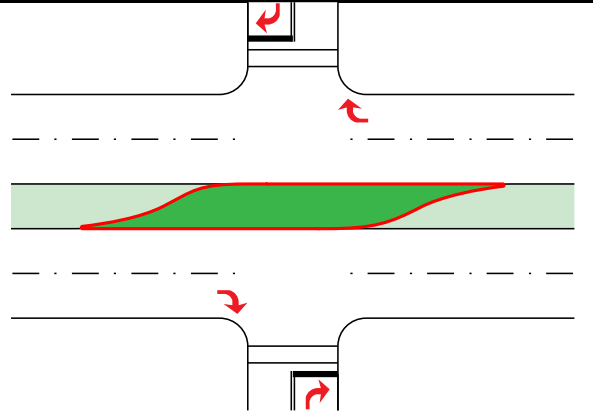
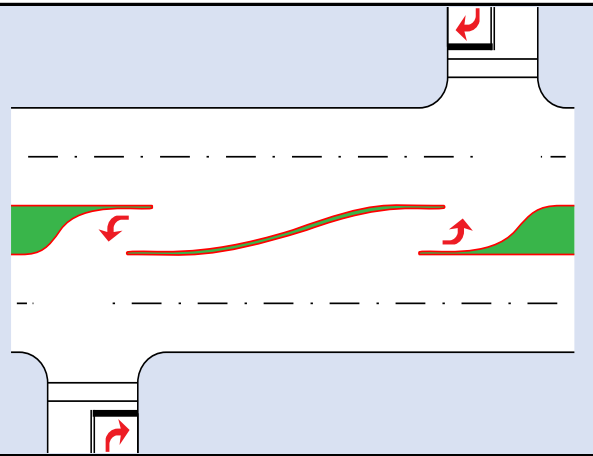
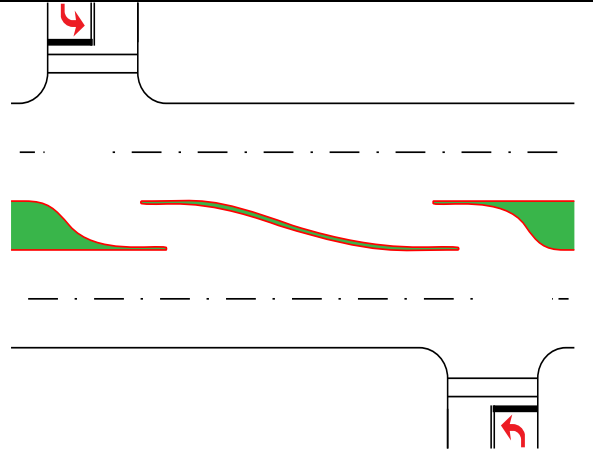
Improvements are grouped by category, subcategory, duration, and type.

The duration is a estimate of the typical amount of time it would take to design and implement a given solution. Some improvements may require more time due to site specific constraints, and some solution may be implemented more quickly if an accelerated design/build schedule is used. Near-Term improvements are estimated to take 0-5 years, Medium-Term improvements 5-10 years, and Long-Term improvements 10+ years.

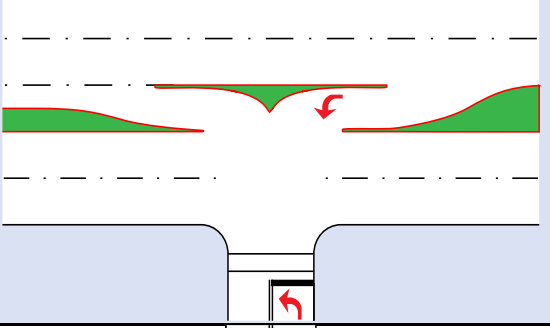
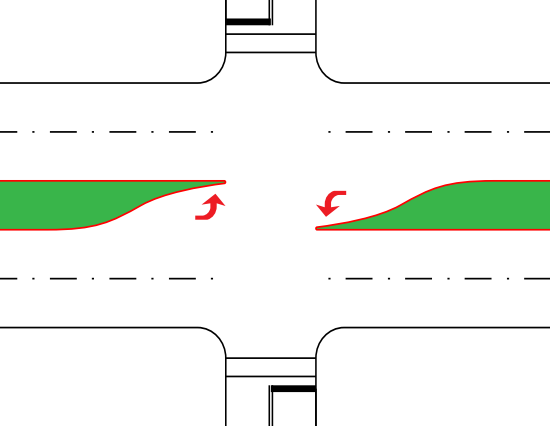
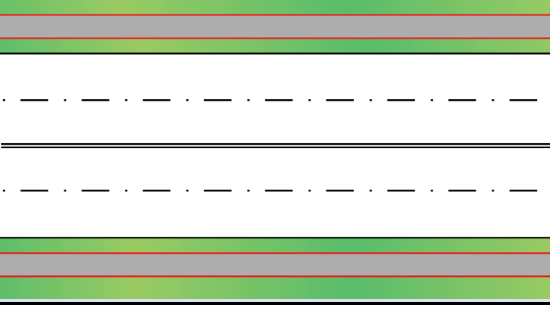
Traditional type improvements are commonly implemented solutions tools that have a long history of use, while innovative solutions are modern concepts that provide new ways of solving transportation and mobility problems.

Improvement	Category	Subcategory	Duration	Type	Notes/Details
Close Driveway	Access Management	Driveway	Near-Term	Traditional	
Driveway Modification (RO Only Access)	Access Management	Driveway	Near-Term	Traditional	
Standardize Driveway Width	Access Management	Driveway	Near-Term	Traditional	
Proved Shared Access (Consolidate Driveways)	Access Management	Driveway	Near-Term	Traditional	
Construct Raised Median	Access Management	Median	Near-Term	Traditional	

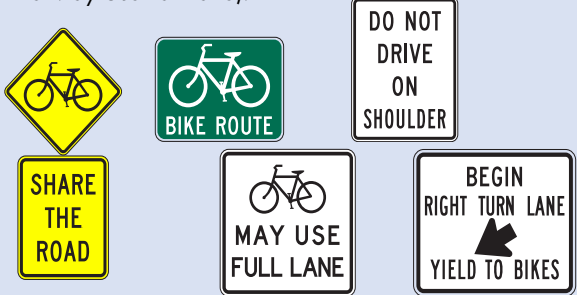
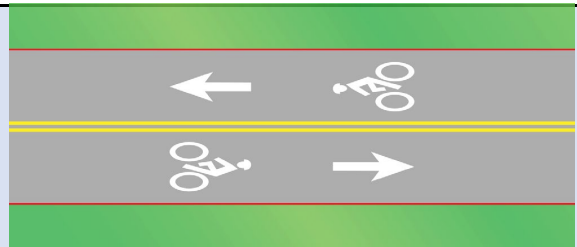
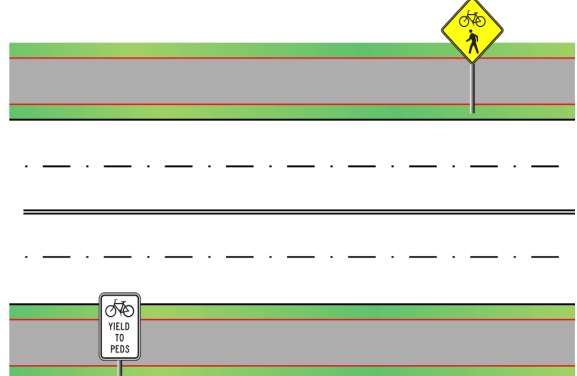
## Mobility Toolbox

Improvement	Category	Subcategory	Duration	Type	Notes/Details
Construct Raised Median (RIRO Access)	Access Management	Median	Near-Term	Traditional	
Construct S-Median (LI Access)	Access Management	Median	Near-Term	Traditional	
Construct Reverse S-Median (LO Access)	Access Management	Median	Near-Term	Traditional	

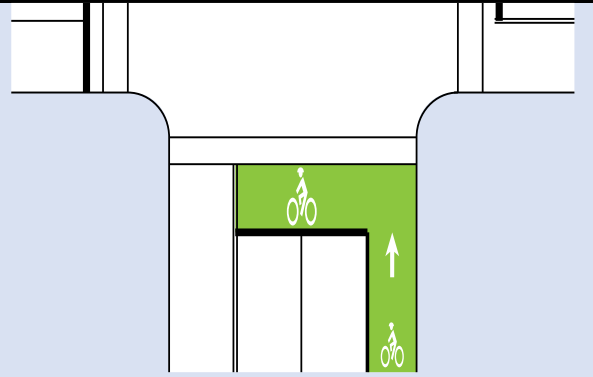
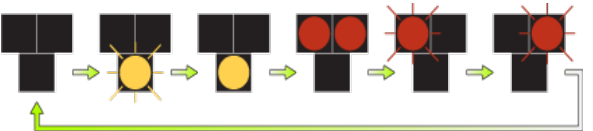
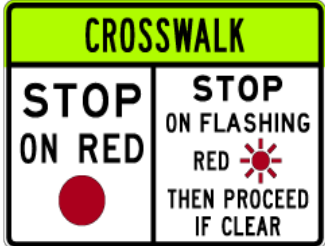
## Mobility Toolbox

Improvement	Category	Subcategory	Duration	Type	Notes/Details
Construct Turbo-T (LILO Access)	Access Management	Median	Near-Term	Traditional	
Construct Median Opening (Full Access)	Access Management	Median	Near-Term	Traditional	
Construct Sidewalk	Alternative Mode	Bike/Ped	Near-Term	Traditional	
Widen Sidewalk	Alternative Mode	Bike/Ped	Near-Term	Traditional	

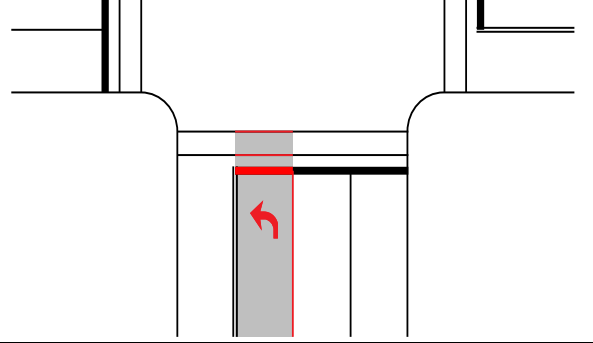
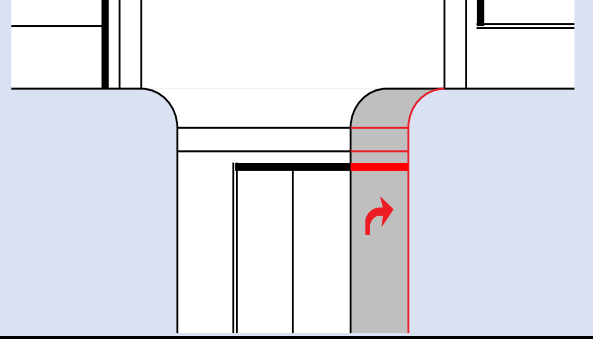
## Mobility Toolbox

Improvement	Category	Subcategory	Duration	Type	Notes/Details
Install Share The Road Signing (Bicycles)	Alternative Mode	Bike/Ped	Near-Term	Traditional	<p>Bicycle signing for shoulders or shared routes. May include W11-1 (Bicycle Warning), W16-1P (Share the Road), R4-4 (Begin Right Turn Lane Yield to Bikes), D11-1 (Bike Route), and R4-17 (Do Not Drive on Shoulder), and R4-11 (Bike May Use Full Lane).</p> 
Construct On-Street Bike Lane	Alternative Mode	Bike/Ped	Near-Term	Traditional	
Construct On-Street Bike Lane (Protected)	Alternative Mode	Bike/Ped	Near-Term	Innovative	
Construct Off-Street Bike Lane (One-Way)	Alternative Mode	Bike/Ped	Near-Term	Innovative	
Construct Off-Street Bike Lane (Two-Way)	Alternative Mode	Bike/Ped	Near-Term	Innovative	
Construct Shared-Use Path (Adjacent to Road)	Alternative Mode	Bike/Ped	Near-Term	Innovative	
Construct Shared-Use Path (Apart from Road)	Alternative Mode	Bike/Ped	Near-Term	Innovative	
Construct On-Street Shared Lane	Alternative Mode	Bike/Ped	Near-Term	Traditional	Wider shared lane for motorists and cyclists.

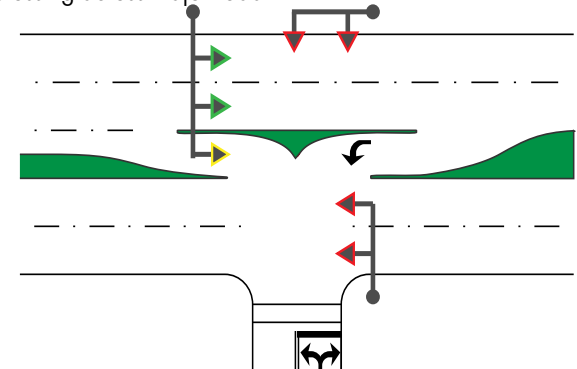
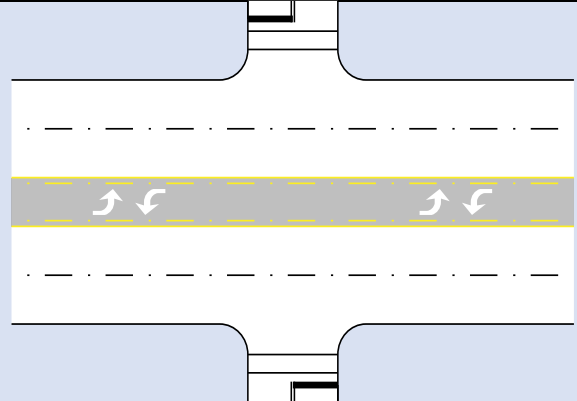
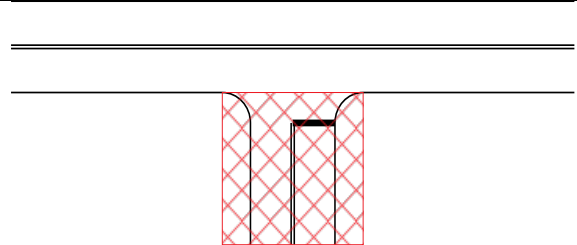
## Mobility Toolbox

Improvement	Category	Subcategory	Duration	Type	Notes/Details
Install Bike Box	Alternative Mode	Bike/Ped	Near-Term	Innovative	
Provide Exclusive Bus Lane	Alternative Mode	Transit	Near-Term	Innovative	
Install Priority Signals for Transit	Alternative Mode	Transit	Near-Term	Innovative	
Install ADA Compliant Curb Ramps	Alternative Mode	Bike/Ped	Near-Term	Traditional	
Install Mid-Block Pedestrian Crossing (Unsignalized)	Alternative Mode	Bike/Ped	Near-Term	Traditional	
Construct Shared-Use Path Bridge	Alternative Mode	Bike/Ped	Medium-Term	Innovative	Typically adjacent to roadway bridge
Construct Shared-Use Path Grade Separation	Alternative Mode	Bike/Ped	Medium-Term	Innovative	Under- or over-crossing to separate pedestrians and bicycles from vehicular traffic. For locations with heavy bicycle/pedestrian activity.
Install Mid-Block Pedestrian Crossing (HAWK Signal)	Alternative Mode	Bike/Ped	Near-Term	Innovative	 
Implement Bike Share Program	Alternative Mode	Bike/Ped	Near-Term	Innovative	
Install Side Boarding Island Stop for Transit	Alternative Mode	Transit	Near-Term	Innovative	
Implement Local Transit System (Bus)	Alternative Mode	Transit	Medium-Term	Traditional	
Construct Park & Ride Facility	Alternative Mode	Transit	Medium-Term	Traditional	
Construct Bus Rapid Transit Lanes	Alternative Mode	Transit	Long-Term	Innovative	
Construct Light Rail Transit	Alternative Mode	Transit	Long-Term	Innovative	
Construct Loop Rail System	Alternative Mode	Transit	Long-Term	Innovative	Traditional rail or Hyperloop

## Mobility Toolbox

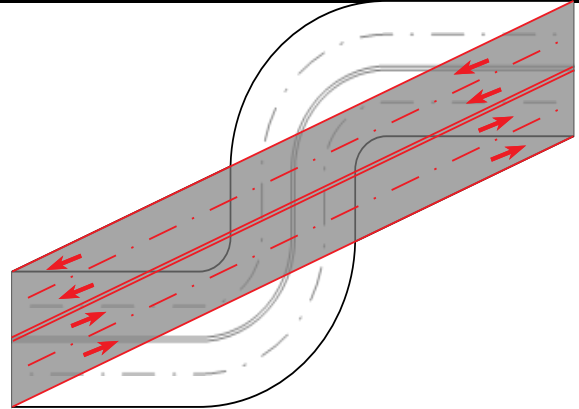
Improvement	Category	Subcategory	Duration	Type	Notes/Details
Construct Bus/Monorail Transit Loop	Alternative Mode	Transit	Long-Term	Innovative	Could connect Conroe, The Woodlands, and Magnolia
Construct Diverging Diamond Interchange (DDI)	Interchange		Long-Term	Innovative	aka Double Crossover Diamond (DCD); Example in College Station (FM 2818 at Raymond Stotzer Pkwy); good when high left and through
Construct Single Point Urban Interchange	Interchange		Long-Term	Innovative	
Construct Acceleration Lane	Intersection		Near-Term	Traditional	
Align Curve (Reduce Angle)	Intersection		Near-Term	Traditional	
Align Travelway (Reduce Offset)	Intersection		Near-Term	Traditional	
Construct Left-Turn Lane	Intersection		Near-Term	Traditional	
Construct Right-Turn Lane	Intersection		Near-Term	Traditional	
Install Roundabout	Intersection		Near-Term	Innovative	
Install Mini Roundabout	Intersection		Near-Term	Innovative	
Install Flashing Beacon Signals	Intersection		Near-Term	Traditional	Safety improvement at unsignalized intersection
Extend Existing Turn Lanes	Intersection		Near-Term	Traditional	
Construct Channelized Right Turn	Intersection		Near-Term	Traditional	
Alter Intersection Curve Radius	Intersection	Heavy Vehicles	Near-Term	Traditional	To accommodate right turns for large trucks and buses
Install Truck Apron	Intersection	Heavy Vehicles	Near-Term	Innovative	Compensates for off-tracking of large vehicles, especially within roundabout
Install Grade Separated Through Lanes	Intersection		Medium-Term	Traditional	
Install Center Turn Overpass Interchange	Intersection		Medium-Term	Innovative	

## Mobility Toolbox

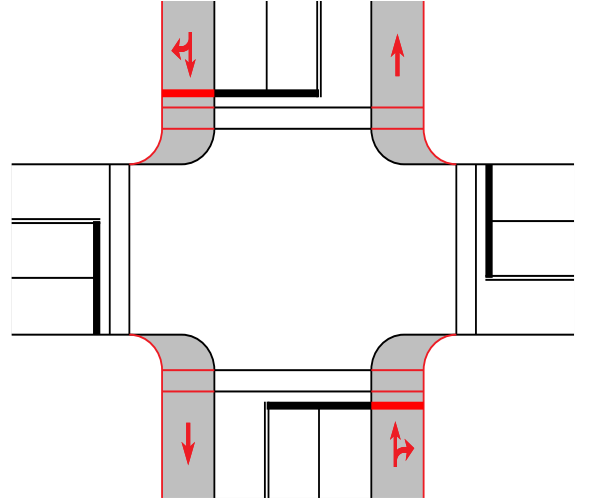
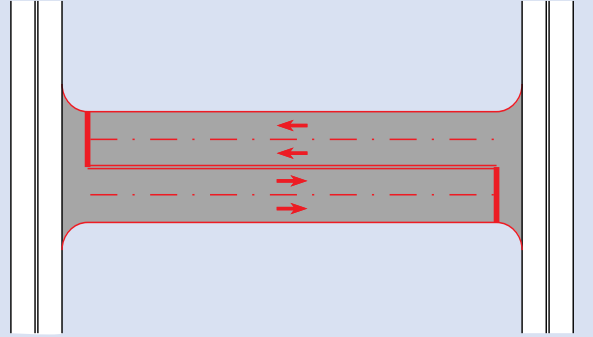
Improvement	Category	Subcategory	Duration	Type	Notes/Details
Install Echelon Interchange	Intersection		Medium-Term	Innovative	
Install Displaced Left-Turn Intersection (DLT)	Intersection		Medium-Term	Innovative	DLT/CFI/XDL intersection
Install Median U-Turn Intersection (MUT)	Intersection		Medium-Term	Innovative	
Install Restricted Crossing U-Turn Intersection (RCUT)	Intersection		Medium-Term	Innovative	aka Super Street
Install Quadrant Roadway Intersection (QR)	Intersection		Medium-Term	Innovative	
Install Continuous Green T-Intersection	Intersection		Medium-Term	Innovative	Good for T intersections in MP2. Limitation: no pedestrian crossing across major road 
Install Two Way Left Turn Lane	Roadway		Near-Term	Traditional	
Close Roadway	Roadway		Near-Term	Traditional	
Provide Island	Roadway		Near-Term	Traditional	Including left/right turn channelization



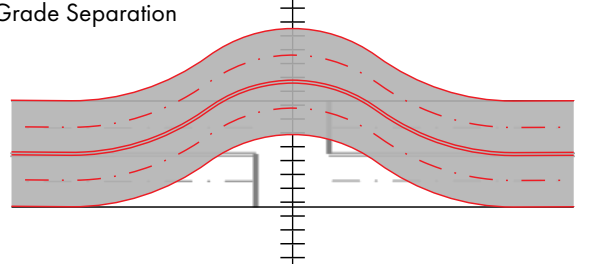
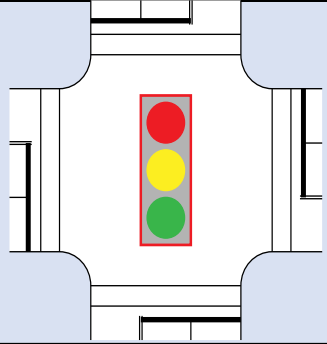


## Mobility Toolbox

Improvement	Category	Subcategory	Duration	Type	Notes/Details
Realign Roadway	Roadway		Near-Term	Traditional	
Resurface Roadway	Roadway		Near-Term	Traditional	
Reconstruct Roadway	Roadway		Near-Term	Traditional	
Close Roadway to Vehicular Traffic	Roadway		Near-Term	Innovative	
Install Ramp Meters	Roadway		Near-Term	Traditional	
Construct Truck Bulb-Out/Loon	Roadway	Heavy Vehicles	Near-Term	Innovative	
Install Shoulder for Bicycle Usage	Roadway	Bike/Ped	Near-Term	Traditional	
Install Rumble Strips (Longitudinal)	Roadway	Safety	Near-Term	Traditional	Center line or shoulder safety improvement. Recommend narrow design with bicycle gaps for shoulders.
Install Rumble Strips (Transverse)	Roadway	Safety	Near-Term	Traditional	Warns driver of unusual condition such as unexpected intersection, railroad crossing, or horizontal curve
Install Drainage Improvements	Roadway		Near-Term	Traditional	
Conduct Speed Zone Study	Roadway		Near-Term	Traditional	Evaluate 85th percentile speed for section of roadway and change speed limits, if required.
Install Attenuators (Crash Cushions)	Roadway	Safety	Near-Term	Traditional	Protective devices for fixed objects
Construct Roadside Barrier	Roadway	Safety	Near-Term	Traditional	To shield from obstacles such as terrain features (e.g. steep slopes) or roadside obstacles (e.g. trees, wood poles)
Construct Left Turn Bypass Lane	Roadway		Near-Term	Traditional	For unsignalized 3-legged intersection on two-lane highway with moderate through and turning volumes (to side street or driveway), especially where there is a history of crashes involving vehicles waiting to turn left.


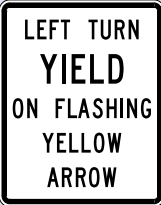

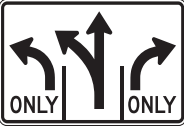
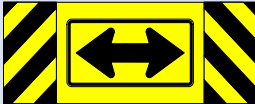

## Mobility Toolbox

Improvement	Category	Subcategory	Duration	Type	Notes/Details
Widen Roadway	Roadway		Medium-Term	Traditional	Add additional through lanes, shoulders, and/or medians 
Install HOV Lanes	Roadway		Medium-Term	Traditional	High Occupancy Vehicle
Install HOT Lanes	Roadway		Medium-Term	Traditional	High Occupancy Toll
Freeway Ramp Reversal	Roadway		Medium-Term	Traditional	Reverses location of entrance and exit ramps, often from traditional diamond pattern to X-ramp pattern. Moves weaving area to frontage road; better access to frontage road developments; increased storage for cross street
Install Braided Freeway Ramps	Roadway		Medium-Term	Innovative	For locations with safety or operational issues related to weaving movements (eliminates weaving)
Align Offset Intersections	Roadway		Medium-Term	Traditional	
Install Passing Lane	Roadway		Medium-Term	Traditional	For rural 2-lane highways. "Super 2 Highway".
Construct New Roadway	Roadway		Long-Term	Traditional	Including routes parallel to existing roadways, especially east-west corridors. 









## Mobility Toolbox

Improvement	Category	Subcategory	Duration	Type	Notes/Details
Install Railroad Overpass	Roadway		Long-Term	Traditional	Grade Separation 
Construct Direct Connectors	Roadway		Long-Term	Traditional	Typically connects major road to controlled access freeway
Increase Sight Distance (Clear Obstructions)	Roadway	Safety	Near-Term	Traditional	
Increase Sight Distance (Obtain ROW)	Roadway	Safety	Near-Term	Traditional	
Add Roadway Lighting	Roadway	Safety	Near-Term	Traditional	Street lights/luminaires
Remove Traffic Signal	Signal		Near-Term	Traditional	
Install Stop Sign Control (Or Conduct Warrant	Signal	Signing	Near-Term	Traditional	Change from Two Way Stop Control to All Way Stop
Revise Signal Phasing	Signal		Near-Term	Traditional	
Modify Traffic Signal	Signal		Near-Term	Traditional	
Install Traffic Signal (Or Conduct Warrant Study)	Signal		Near-Term	Traditional	
Add Pedestrian Crossing & Signals to Existing Traffic Signal	Signal	Bike/Ped	Near-Term	Traditional	
Add Bicycle Crossing & Signals to Existing Traffic Signal	Signal	Bike/Ped	Near-Term	Traditional	

## Mobility Toolbox

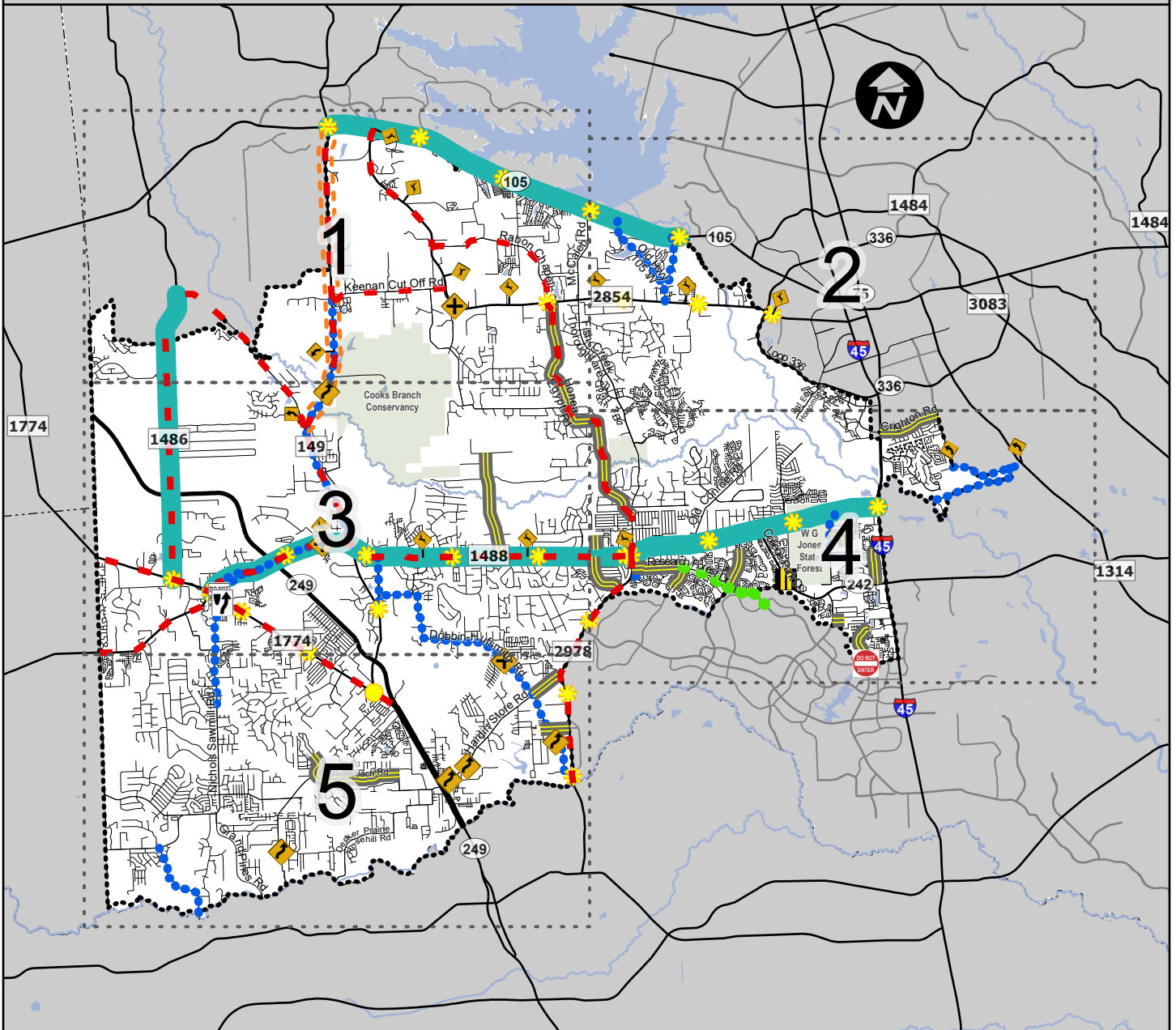
Improvement	Category	Subcategory	Duration	Type	Notes/Details
Add Reflective Backplates	Signal	Safety	Near-Term	Traditional	Add retroreflective border to back plates to improve both daytime and nighttime visibility
Signal Coordination	Signal		Near-Term	Traditional	
Re-time Traffic Signal	Signal		Near-Term	Traditional	
Install ITS Infrastructure	Signal		Near-Term	Innovative	
Install Emergency Vehicle Signal	Signal		Near-Term	Traditional	
Install Emergency Vehicle Preemption at Intersection	Signal		Near-Term	Traditional	At signalized intersection
Install Emergency Vehicle Preemption (GPS)	Signal		Near-Term	Traditional	At signalized intersection
Install Flashing Yellow Arrows for Protective-Permissive Turns	Signal		Near-Term	Innovative	Both existing locations with protective-permissive left turns, and locations currently unsignalized or with protected only left that meet TXDOT guidelines for FYA.   
Replace Roadway Signage	Signing & Pav. Marking	Signing	Near-Term	Traditional	Replace out-of-date signs, difficult to read signs, or signs that do not meet retroreflectivity requirements
Install Advanced Street Name Signs	Signing & Pav. Marking	Signing	Near-Term	Traditional	
Install Advance Lane Assignment signs	Signing & Pav. Marking	Signing	Near-Term	Traditional	R3-8 signs 
Install T-Intersection Chevron Warning Signs	Signing & Pav. Marking	Signing	Near-Term	Traditional	W1-7T (Chevron/Two-Direction Large Arrow) 
Install School Bus Warning Signs	Signing & Pav. Marking	Signing	Near-Term	Traditional	S3-1 (School Bus Stop Ahead) 

## Mobility Toolbox

Improvement	Category	Subcategory	Duration	Type	Notes/Details
Install Railroad Warning/Regulatory Signs	Signing & Pav. Marking	Signing	Near-Term	Traditional	<p>Including R8-8 (Do Not Stop on Tracks), W10-1 (Grade Crossing Advance Warning), and W10-3 (Grade Crossing and Intersection Advance Warning)</p>   
Install Curve Warning Signs	Signing & Pav. Marking	Signing	Near-Term	Traditional	<p>Advanced warning signs, advisory speeds, chevrons, and/or delineators</p>     
Restripe Pavement	Signing & Pav. Marking	Pavement Marking	Near-Term	Traditional	Refresh faded pavement markings or replace incorrect pavement markings
Add pavement markings	Signing & Pav. Marking	Pavement Marking	Near-Term	Traditional	Add pavement markings to roadway that does not have any striping.

## 2. Detail Maps

# Montgomery County Precinct 2 Mobility Study Safety & Maintenance Recommendations Key Map

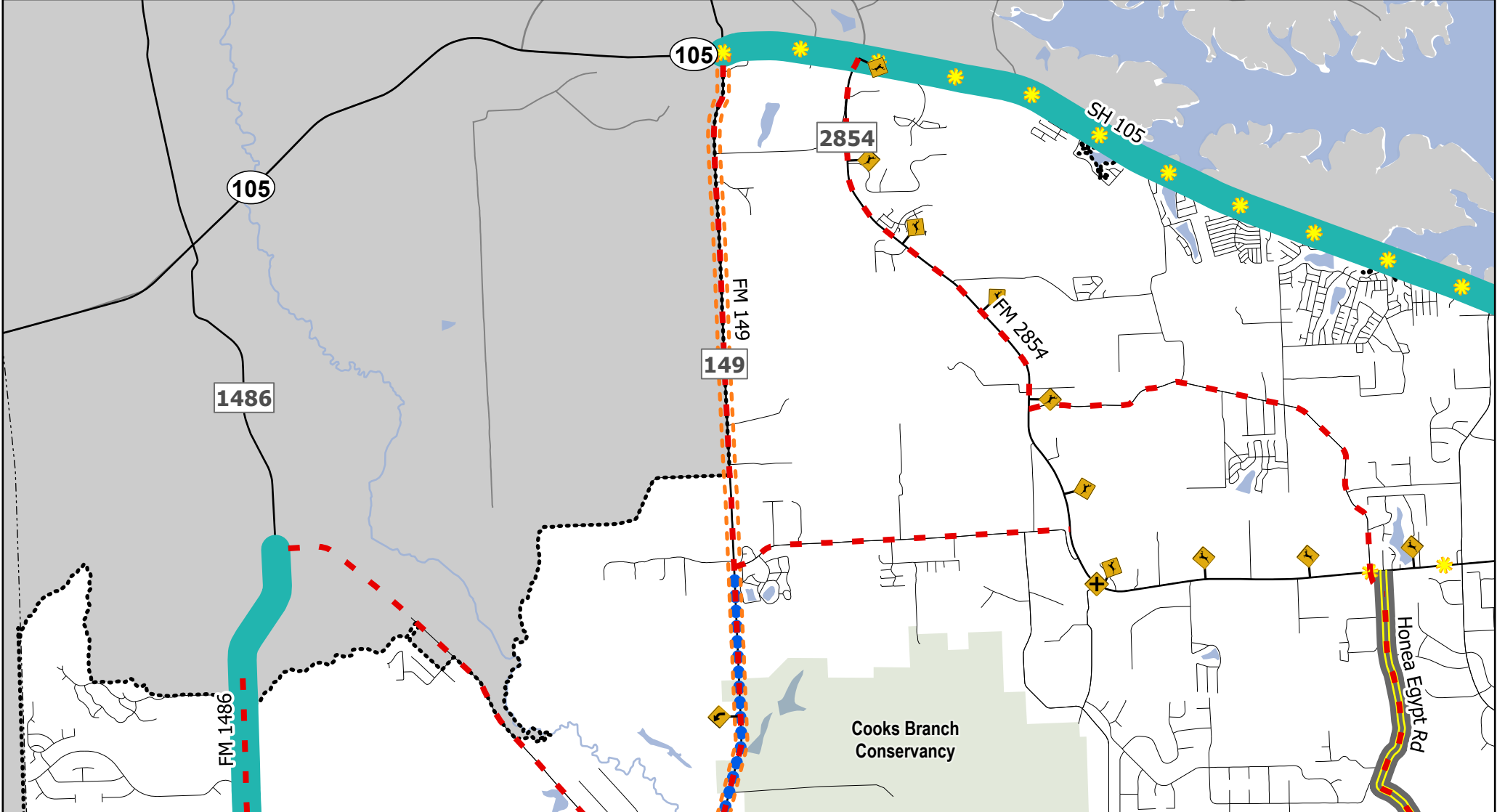


## Roadway

- Add Wildlife Warning Signs
- Add Curve Warning Signs
- Install Street Lighting
- Add Rumble Strips
- Restriping
- Resurface Roadway
- Install Raised Medians

## Intersection

- Align Curve (Reduce Angle)
- Improve Intersection Warning Signs
- Install Median
- Install Signing & Pavement Markings
- Intersection Restriping
- Intersection Improvements



**Roadway**

-   Add Wildlife Warning Signs
-   Add Curve Warning Signs

-   Install Street Lighting
-   Add Rumble Strips
-   Restriping
-   Resurface Roadway

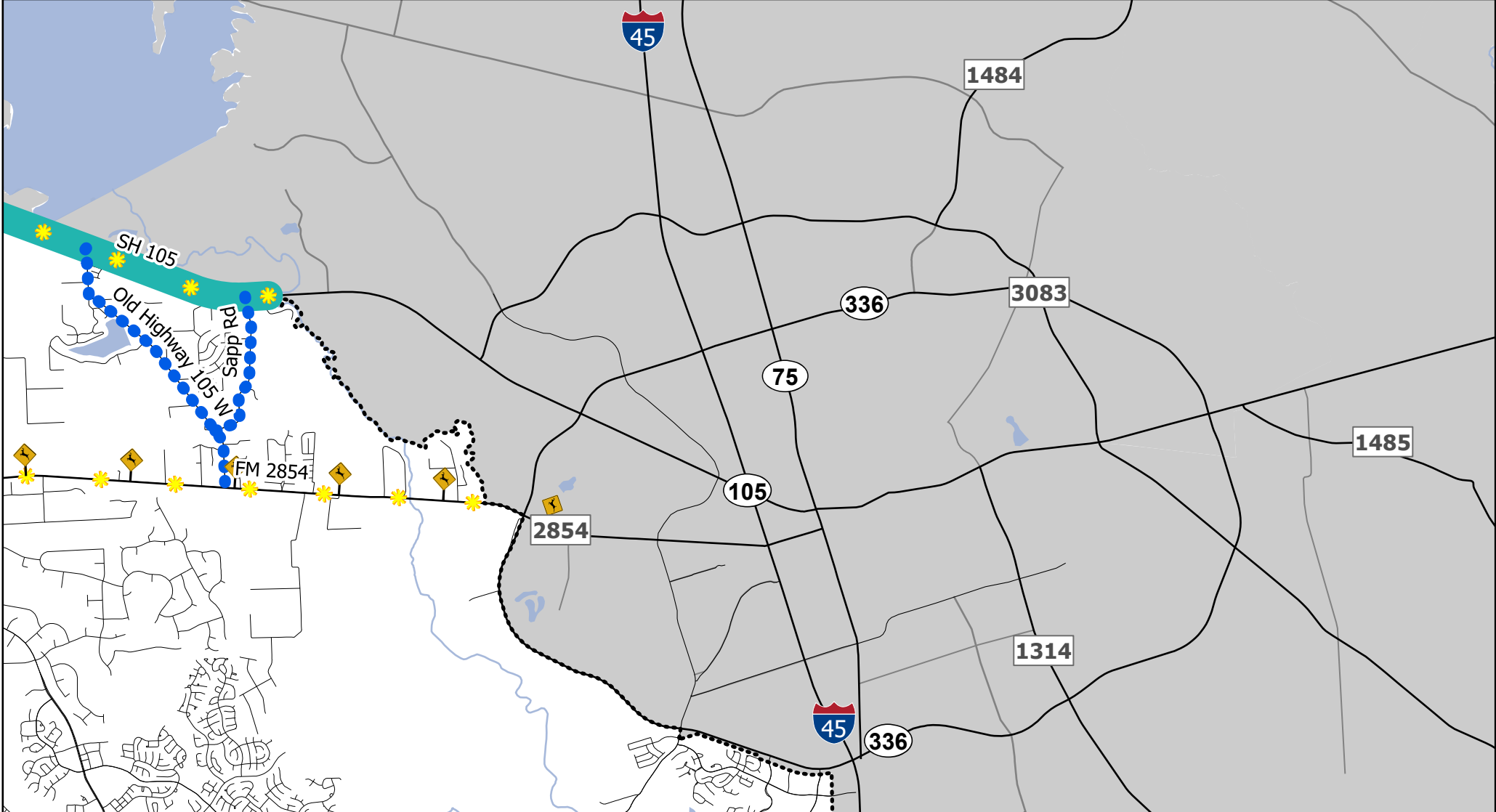
**Intersection**

-  Improve Intersection Warning Signs

 Install Raised Medians



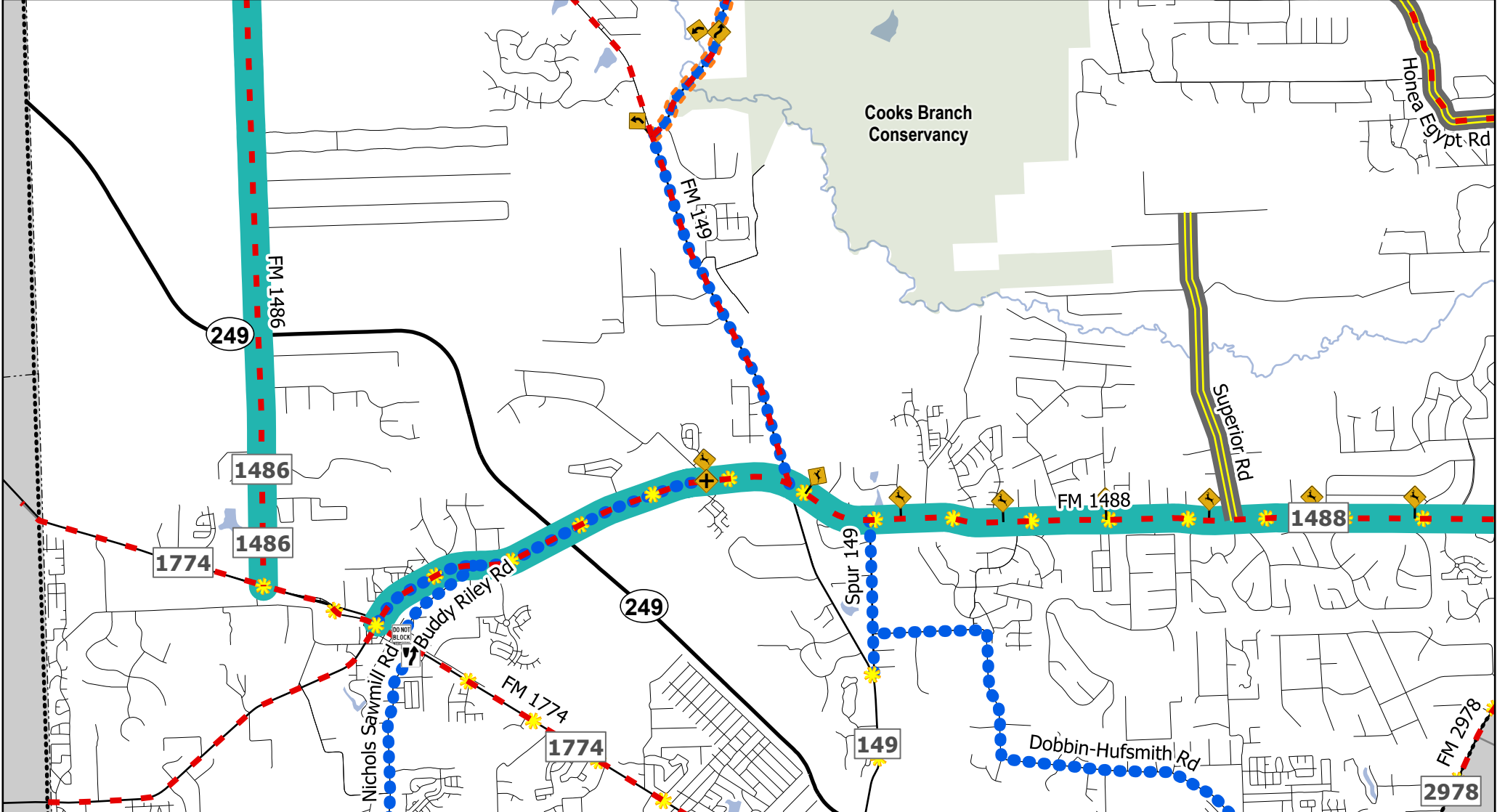




**Roadway**

-   Add Wildlife Warning Signs
-   Install Street Lighting
-  Restriping
-  Resurface Roadway
-  Install Raised Medians





**Roadway**

- Add Wildlife Warning Signs
- Add Curve Warning Signs
- Install Street Lighting
- Add Rumble Strips

**Intersection**

- Align Curve (Reduce Angle)

**Restriping**

- Restriping

**Resurface Roadway**

- Resurface Roadway

**Install Raised Medians**

- Install Raised Medians

**Improve Intersection Warning Signs**

- Improve Intersection Warning Signs

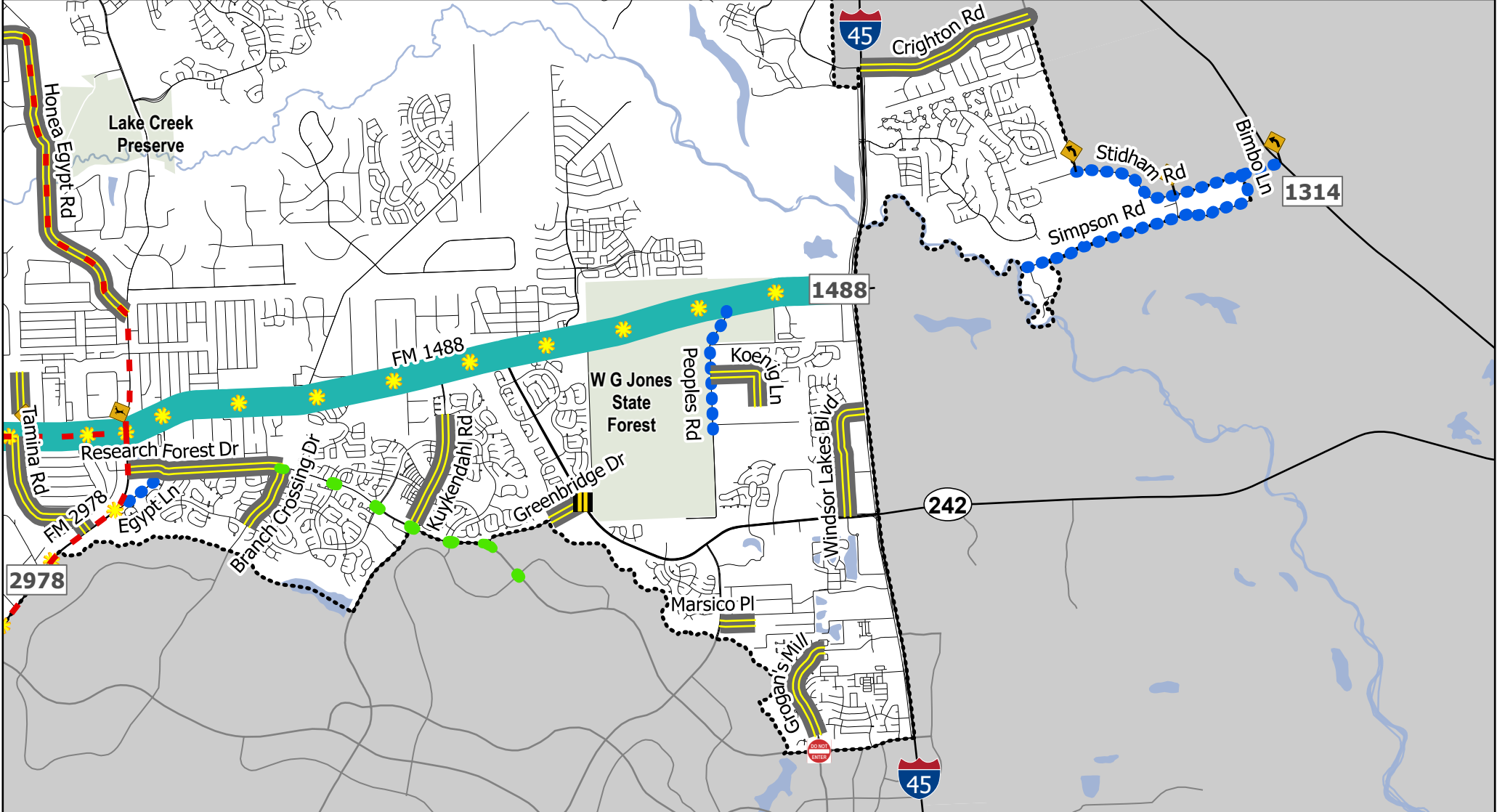
**Install Median**

- Install Median

**Install Signing & Pavement Markings**

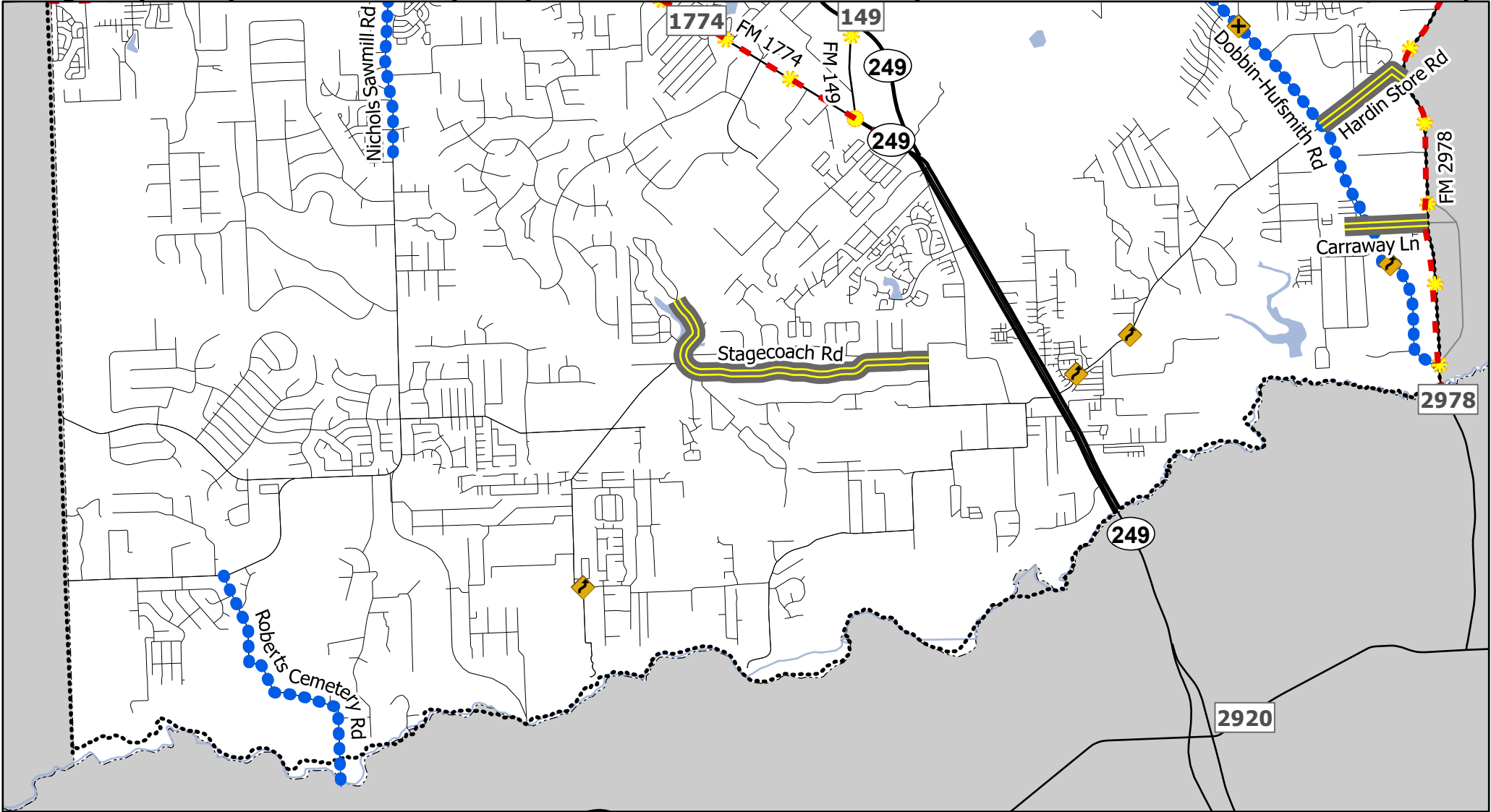
- Install Signing & Pavement Markings





<b>Roadway</b>		Install Street Lighting Restriping Resurface Roadway Install Raised Medians	<b>Intersection</b> Intersection Restriping Intersection Improvements
Add Wildlife Warning Signs Add Curve Warning Signs			

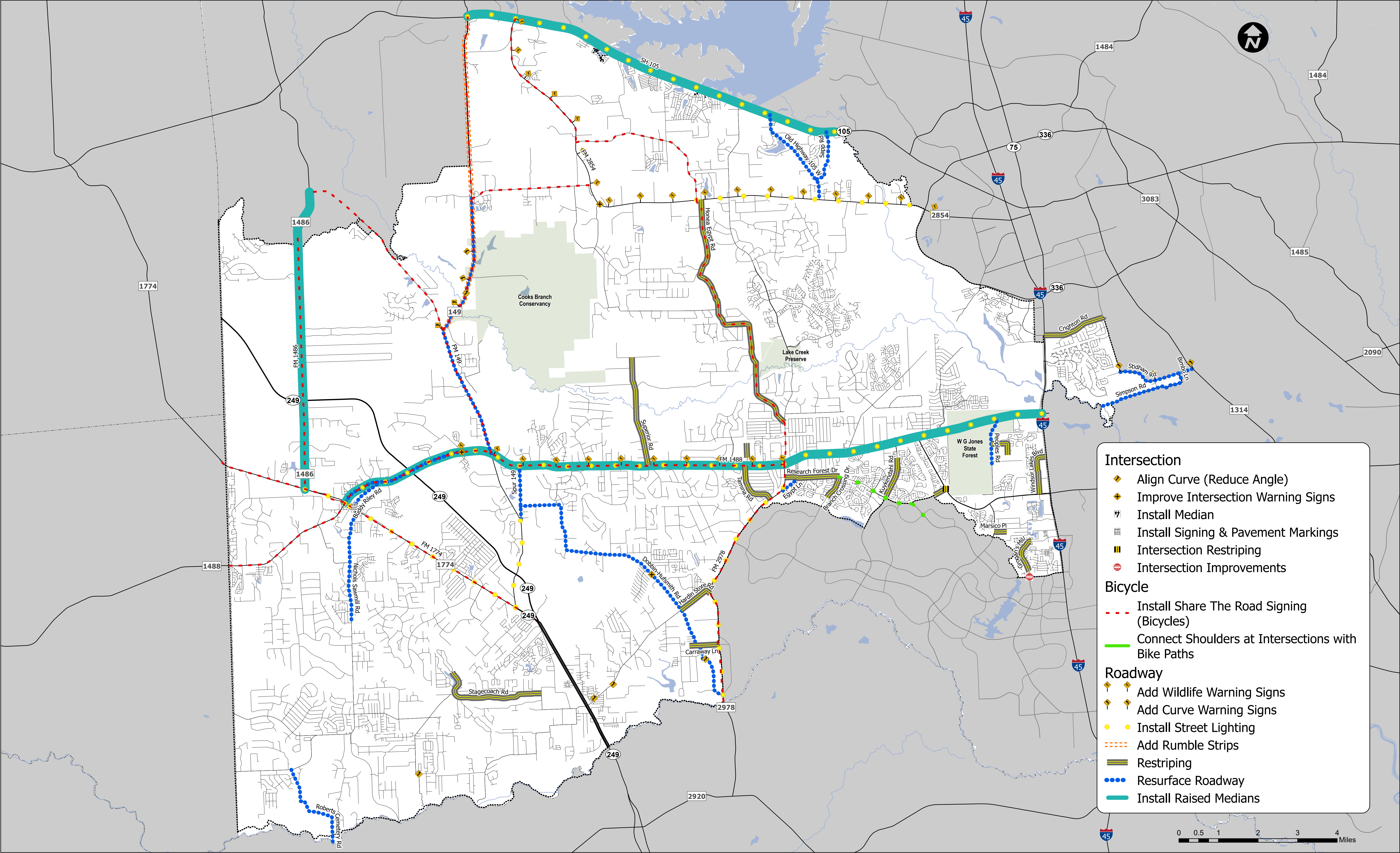




Roadway	Intersection
<ul style="list-style-type: none"> <li>Install Street Lighting</li> </ul>	<ul style="list-style-type: none"> <li>Align Curve (Reduce Angle)</li> </ul>
<ul style="list-style-type: none"> <li>Restriping</li> </ul>	<ul style="list-style-type: none"> <li>Improve Intersection Warning Signs</li> </ul>
<ul style="list-style-type: none"> <li>Resurface Roadway</li> </ul>	

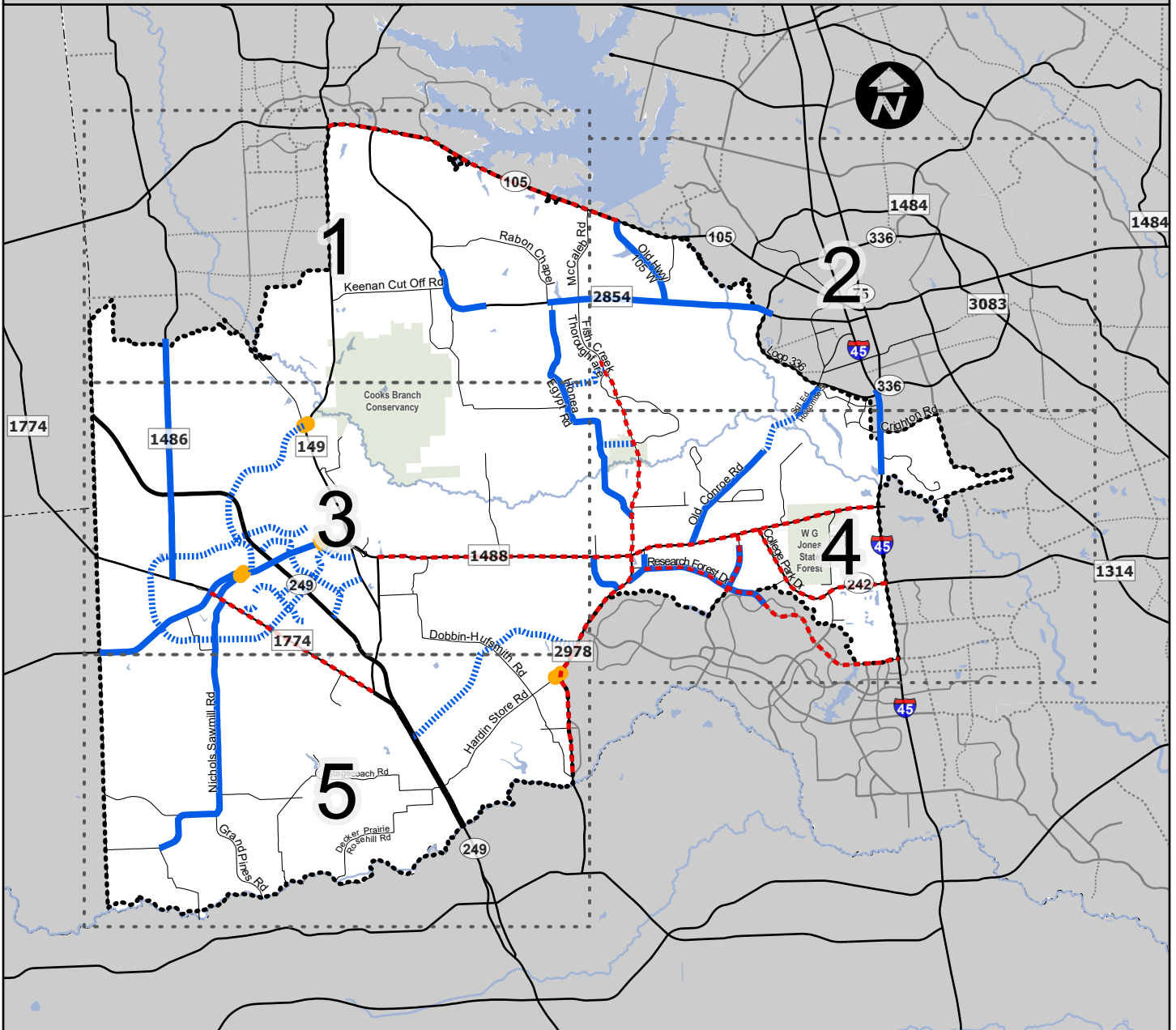






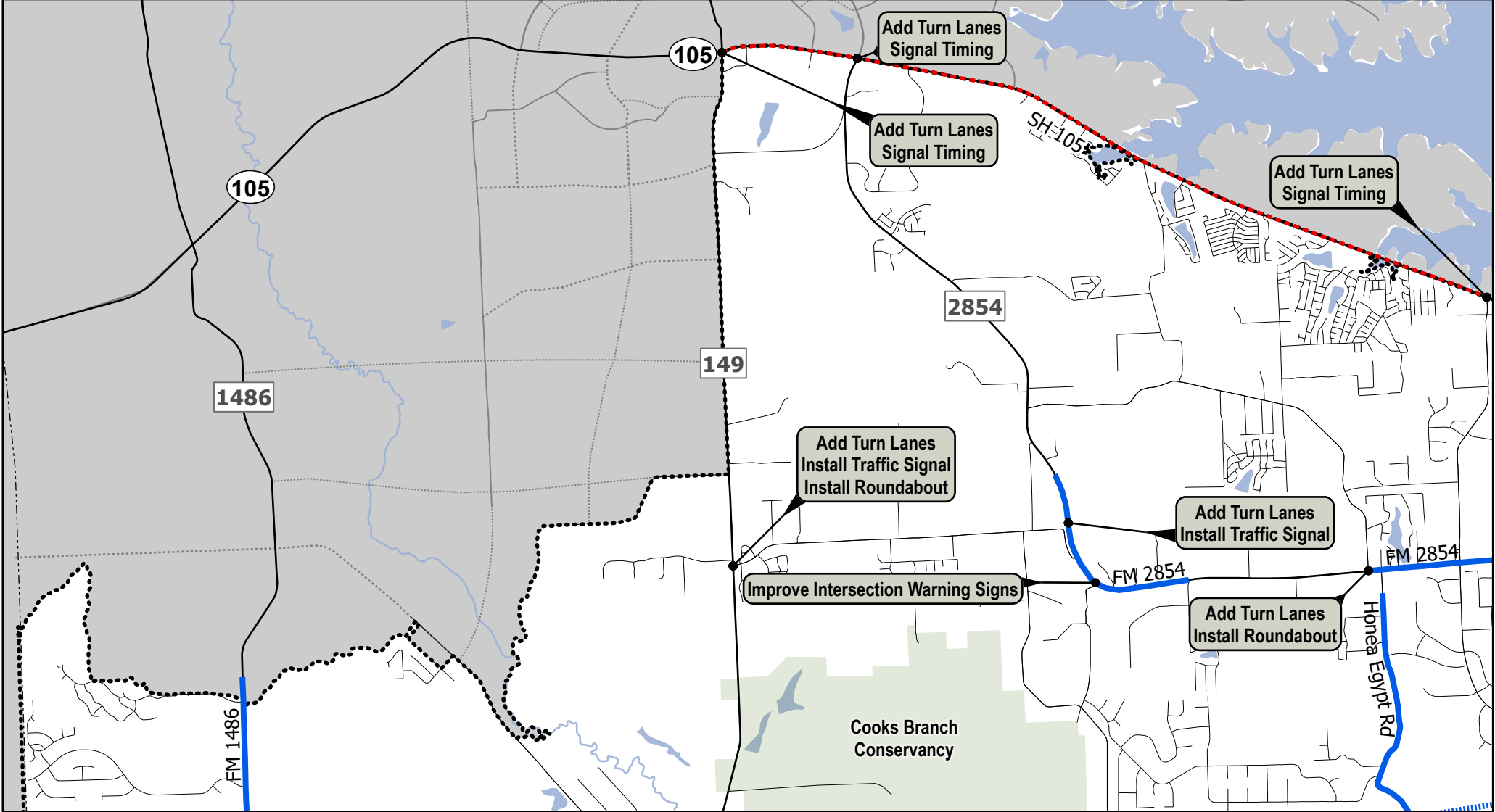


# Montgomery County Precinct 2 Mobility Study Short Term Recommendations Key Map



## Short Term Road Recommendations

- Extension/New Road
- Realignment
- Widening
- - - - - Corridor Signal Timing



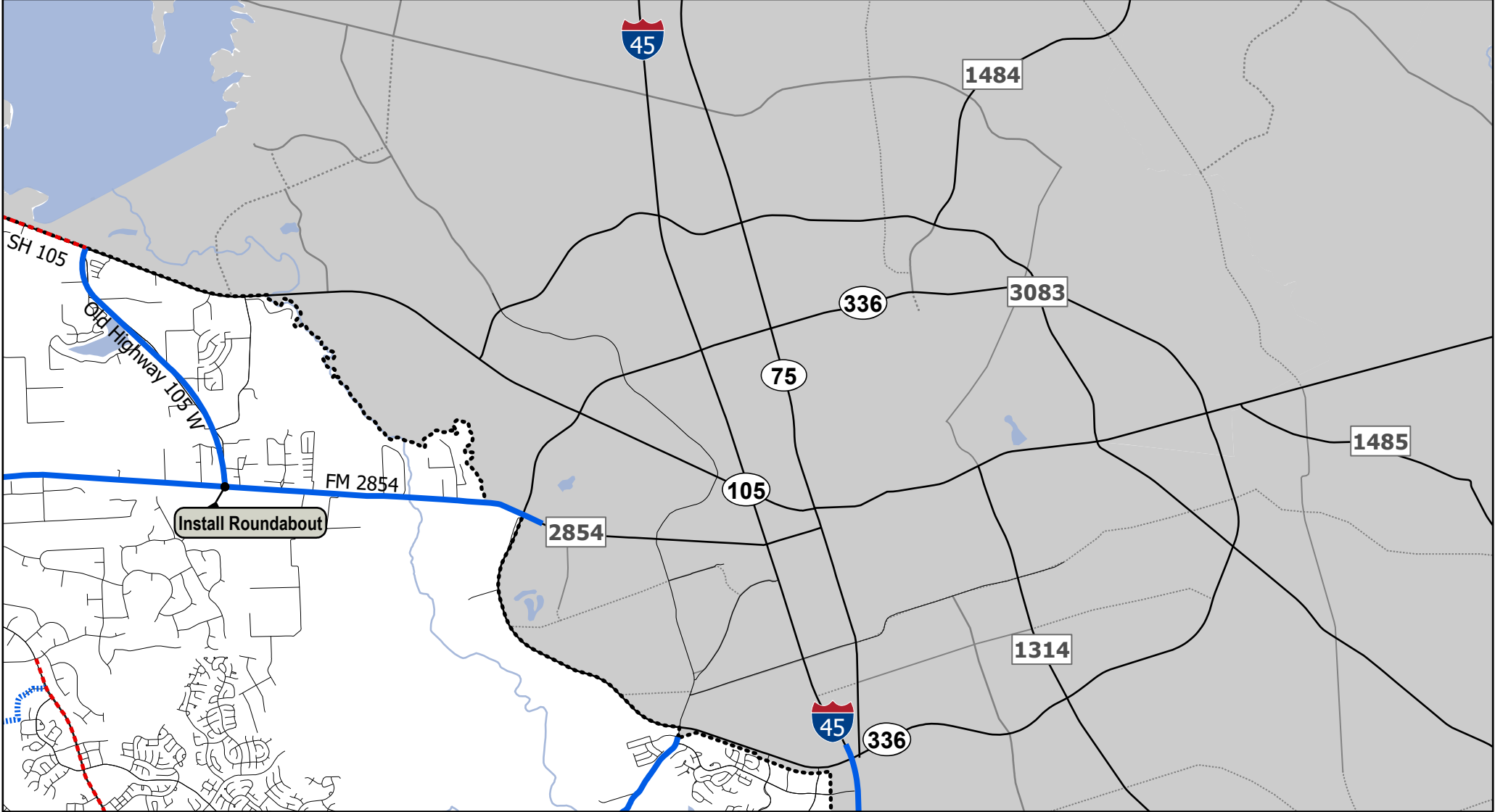
Short Term Road Recommendations

Extension/New Road

Widening

Corridor Signal Timing





Short Term Road Recommendations

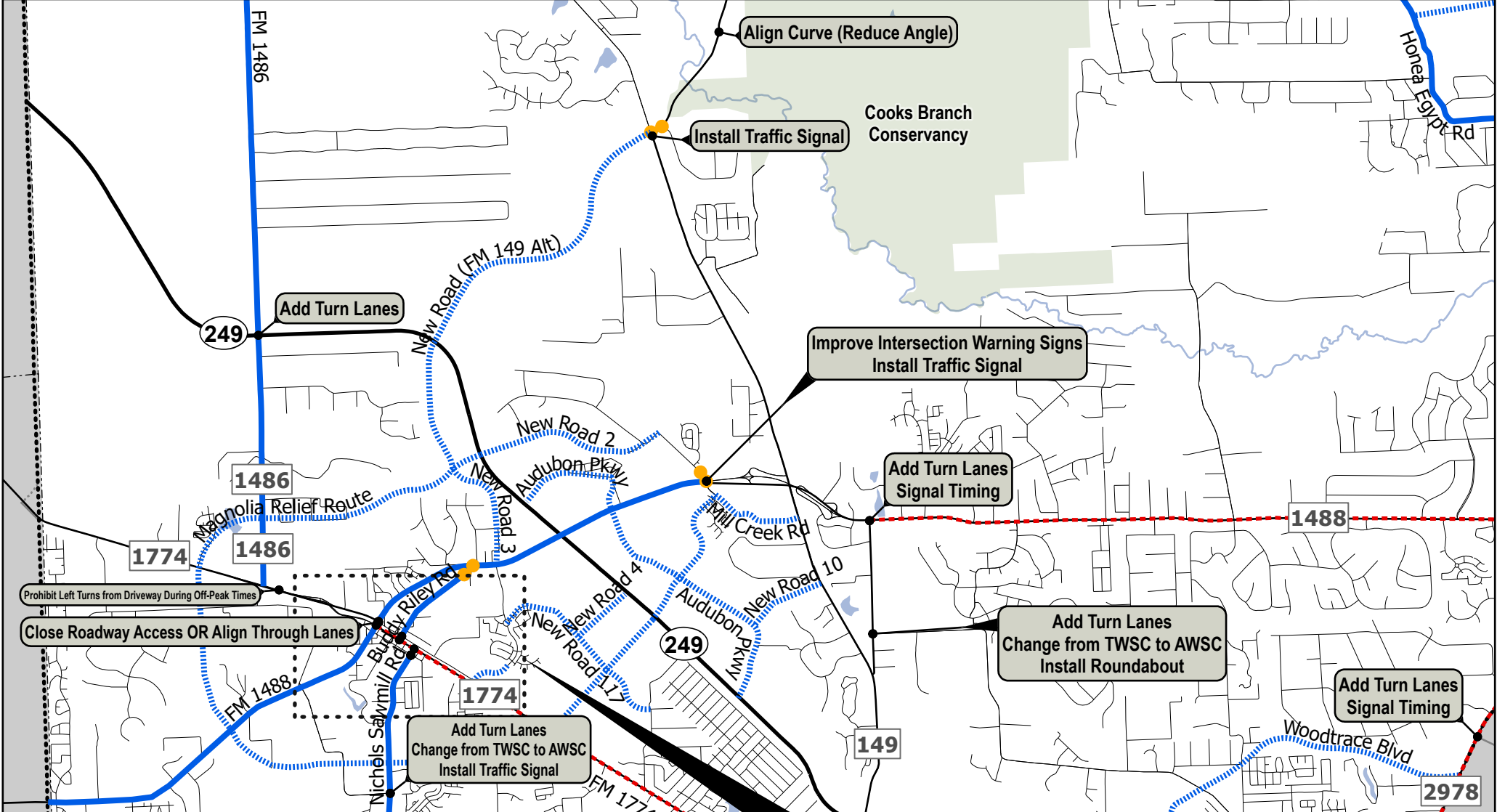
Extension/New Road

Widening

Corridor Signal Timing

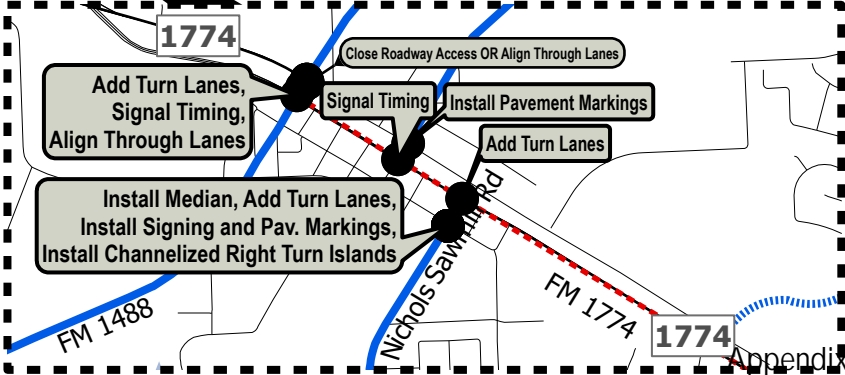






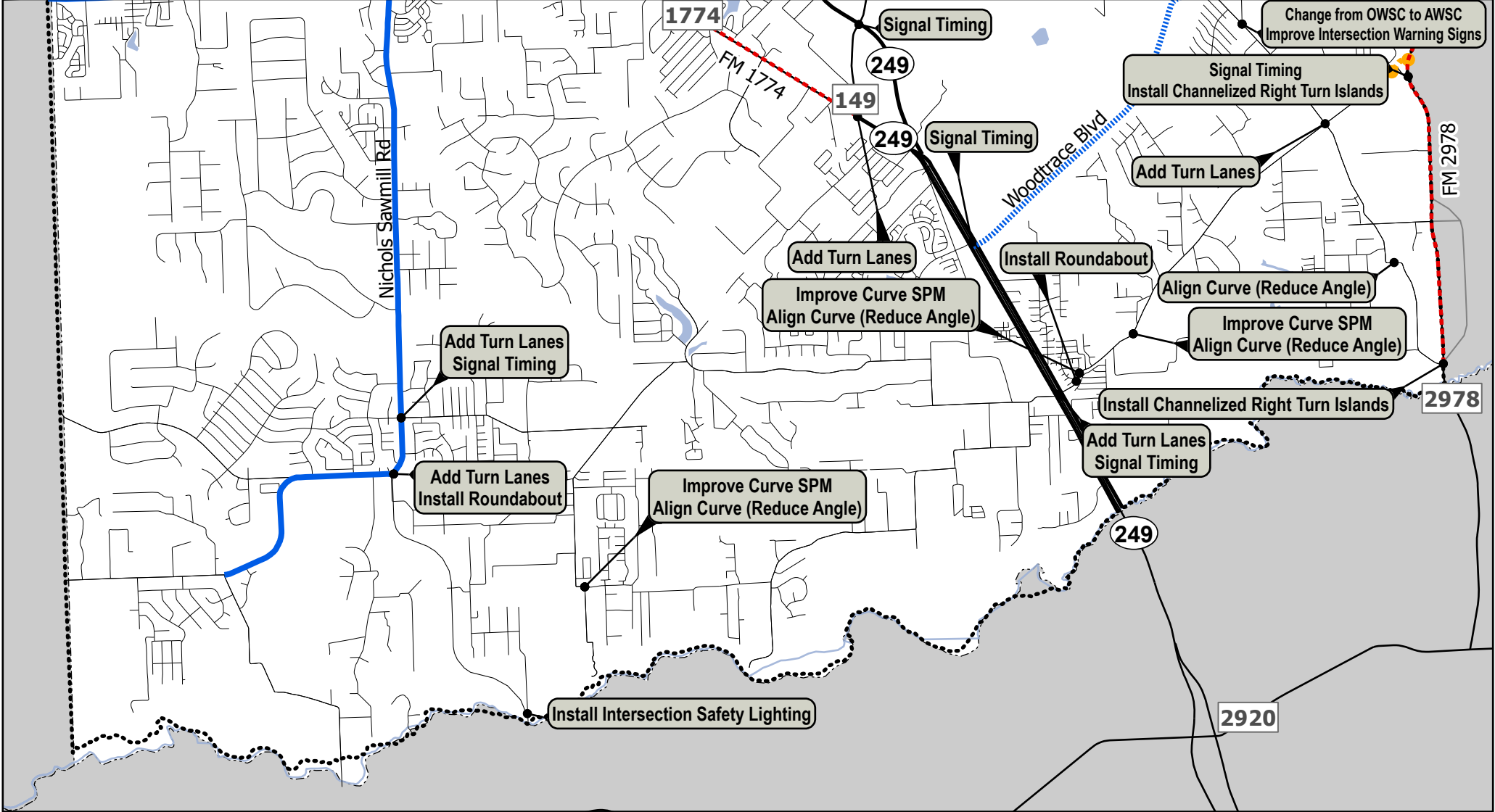
**Short Term Road Recommendations**

- Extension/New Road
- Realignment
- Widening
- Corridor Signal Timing





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**Short Term Road Recommendations**

- Extension/New Road
- Realignment
- Widening
- Corridor Signal Timing





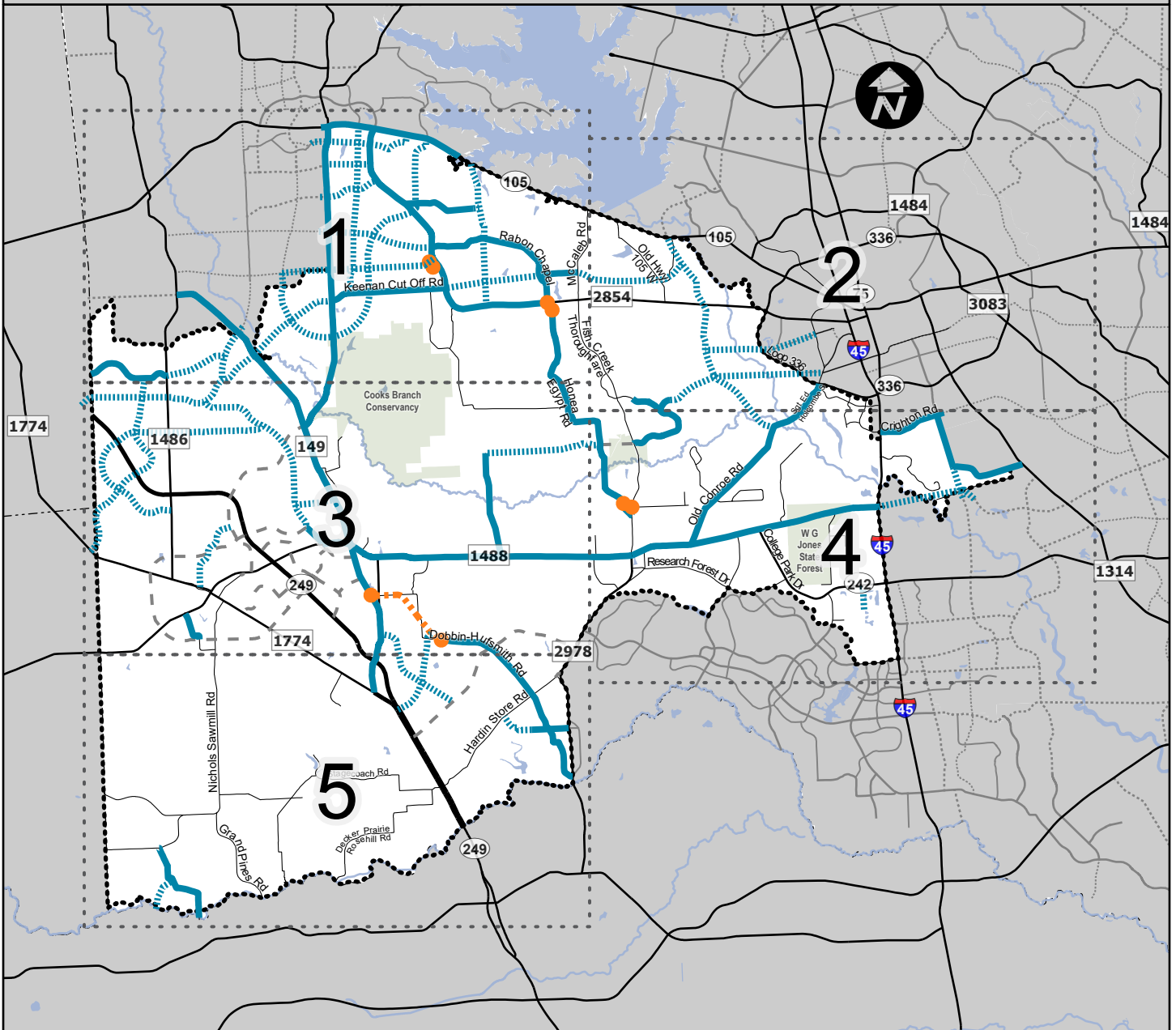




# Montgomery County Precinct 2 Mobility Study

## Long Term Recommendations

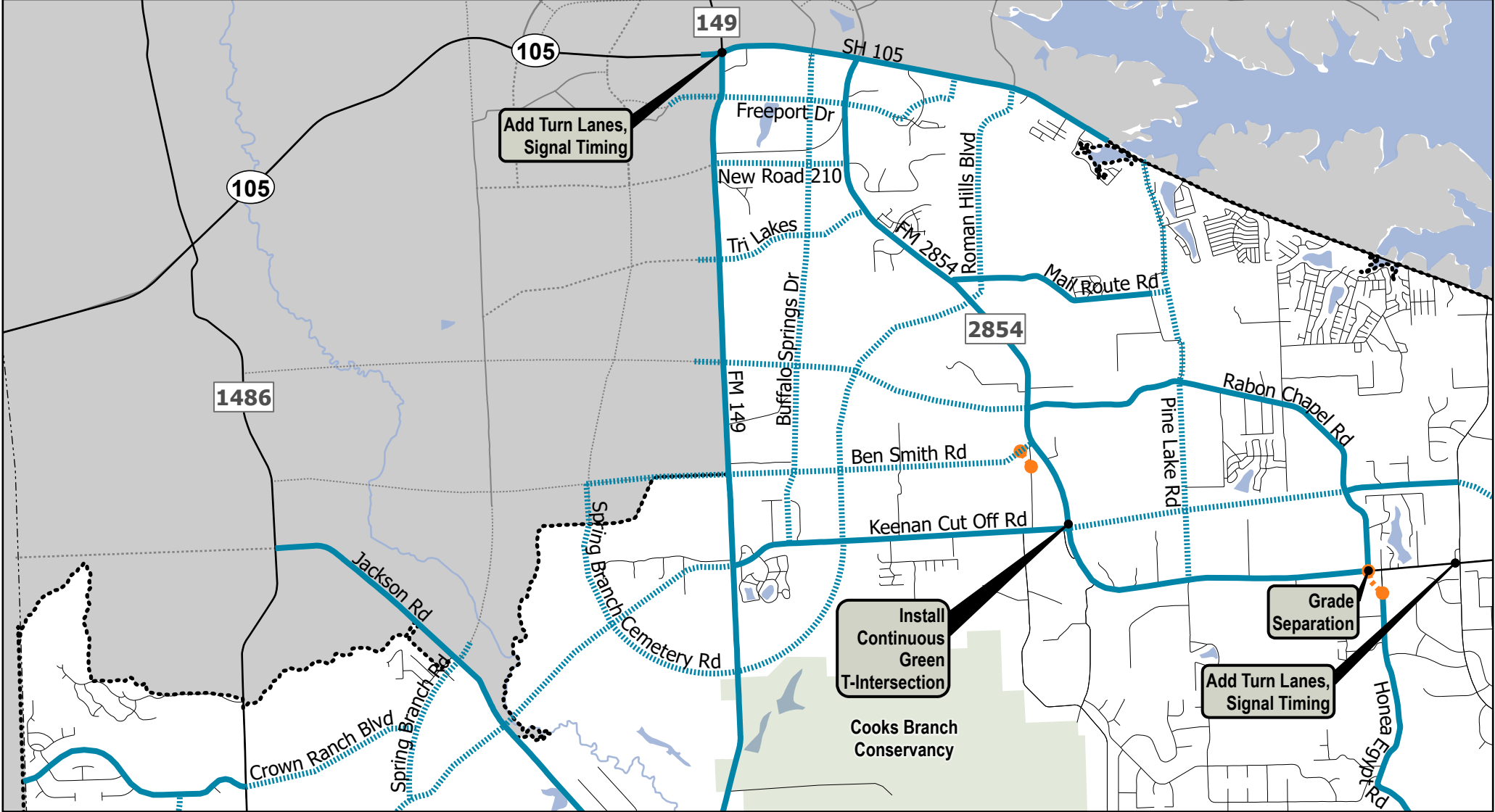
### Key Map



## Long Term Road Recommendations

### Improvement

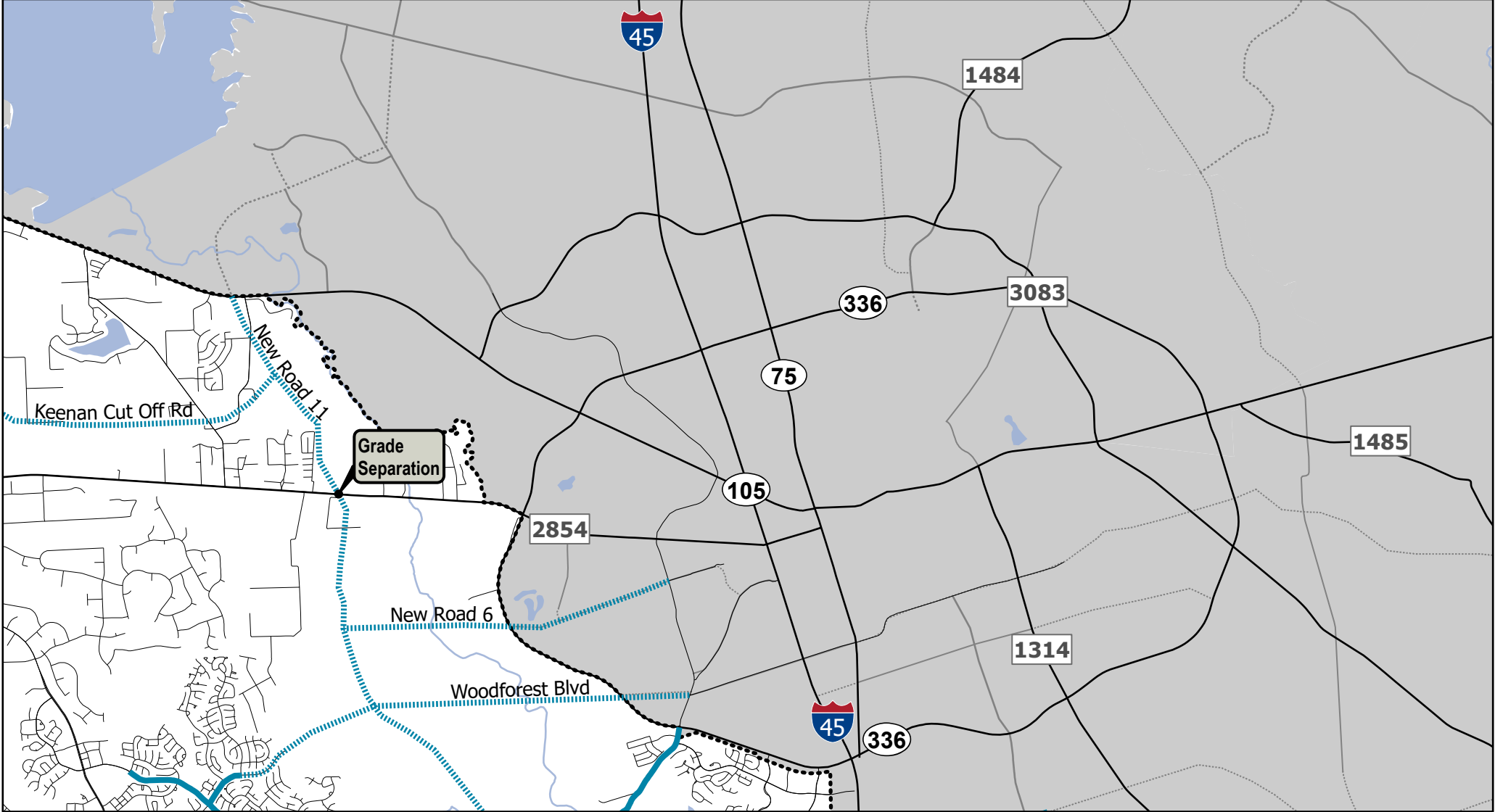
- Extension/New Road
- Realignment
- Widening



**Long Term Road Recommendations**

- Extension/New Road
- Realignment
- Widening

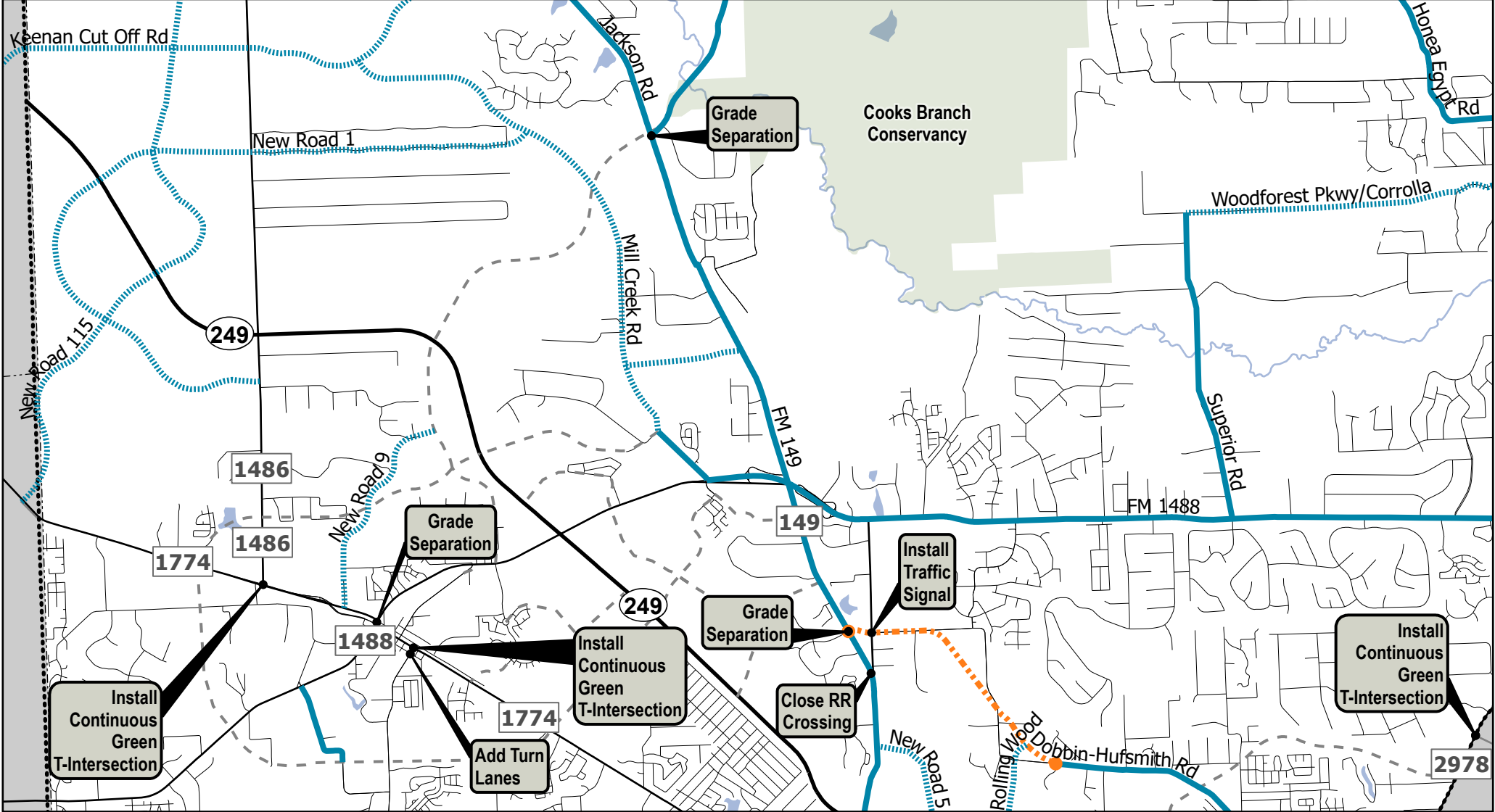




**Long Term Road Recommendations**

- Extension/New Road
- Widening



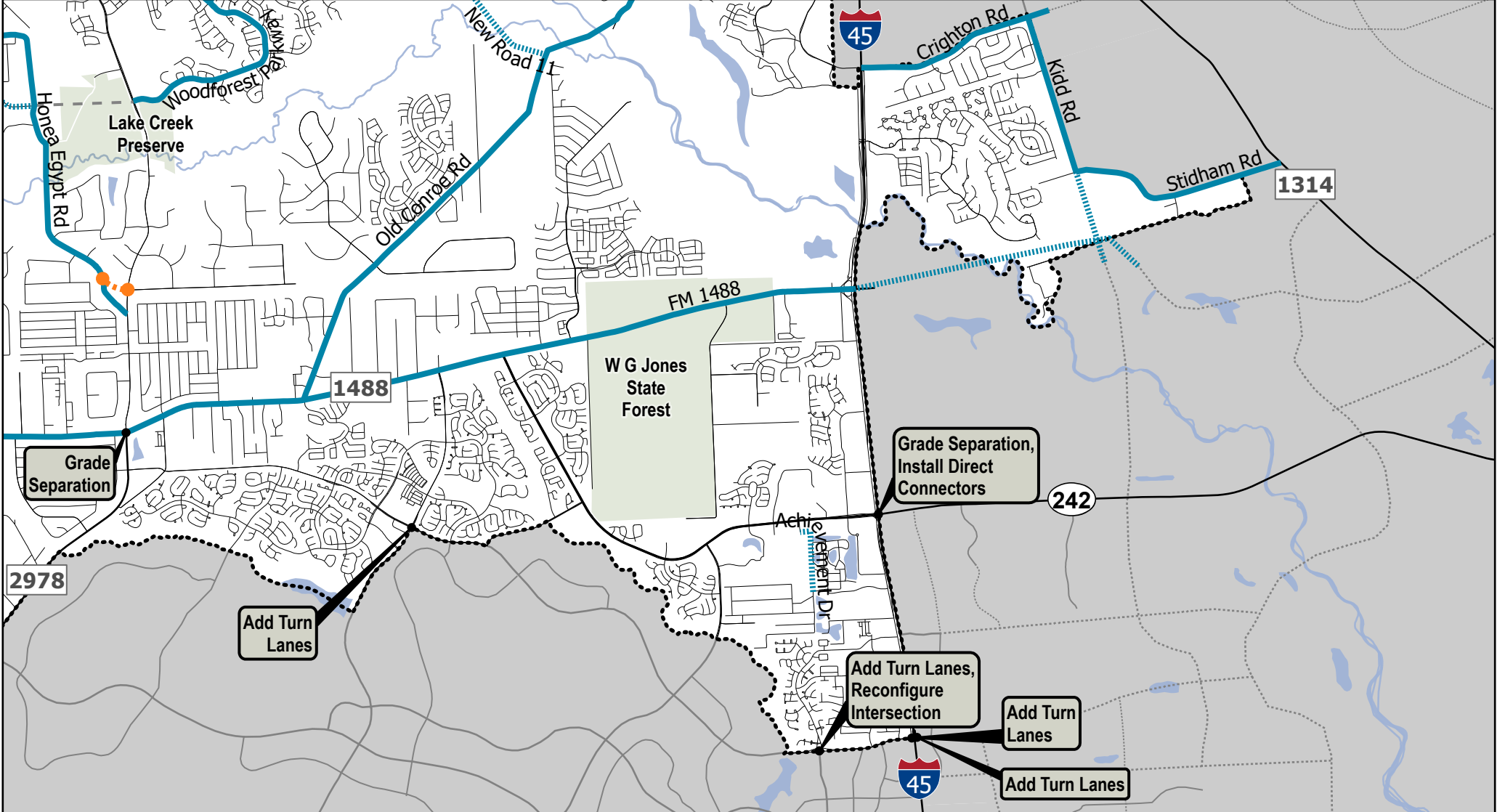


**Long Term Road Recommendations**

- Extension/New Road
- Realignment
- Widening



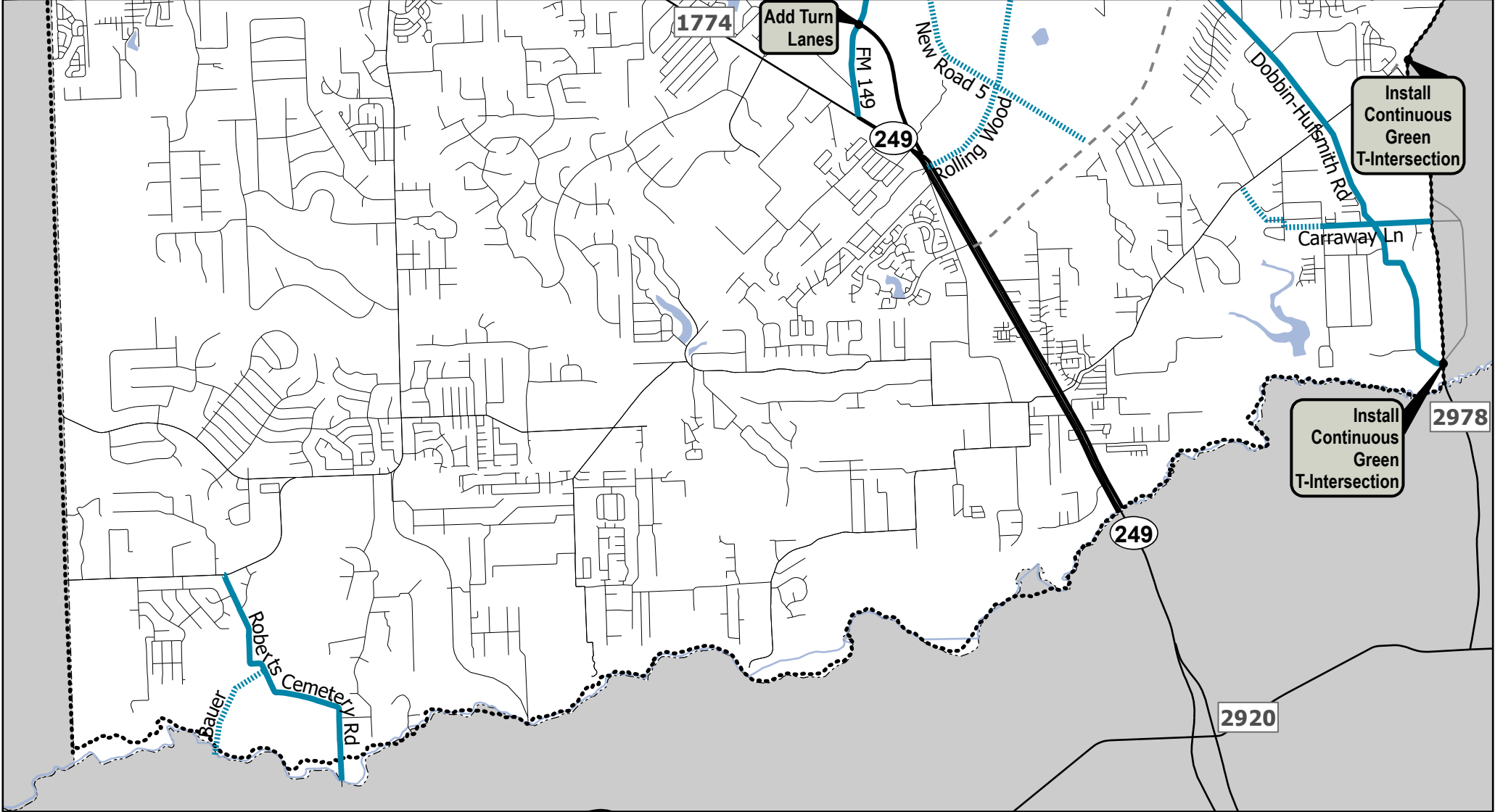




**Long Term Road Recommendations**

- Extension/New Road
- Realignment
- Widening





**Long Term Road Recommendations**

- Extension/New Road
- Widening

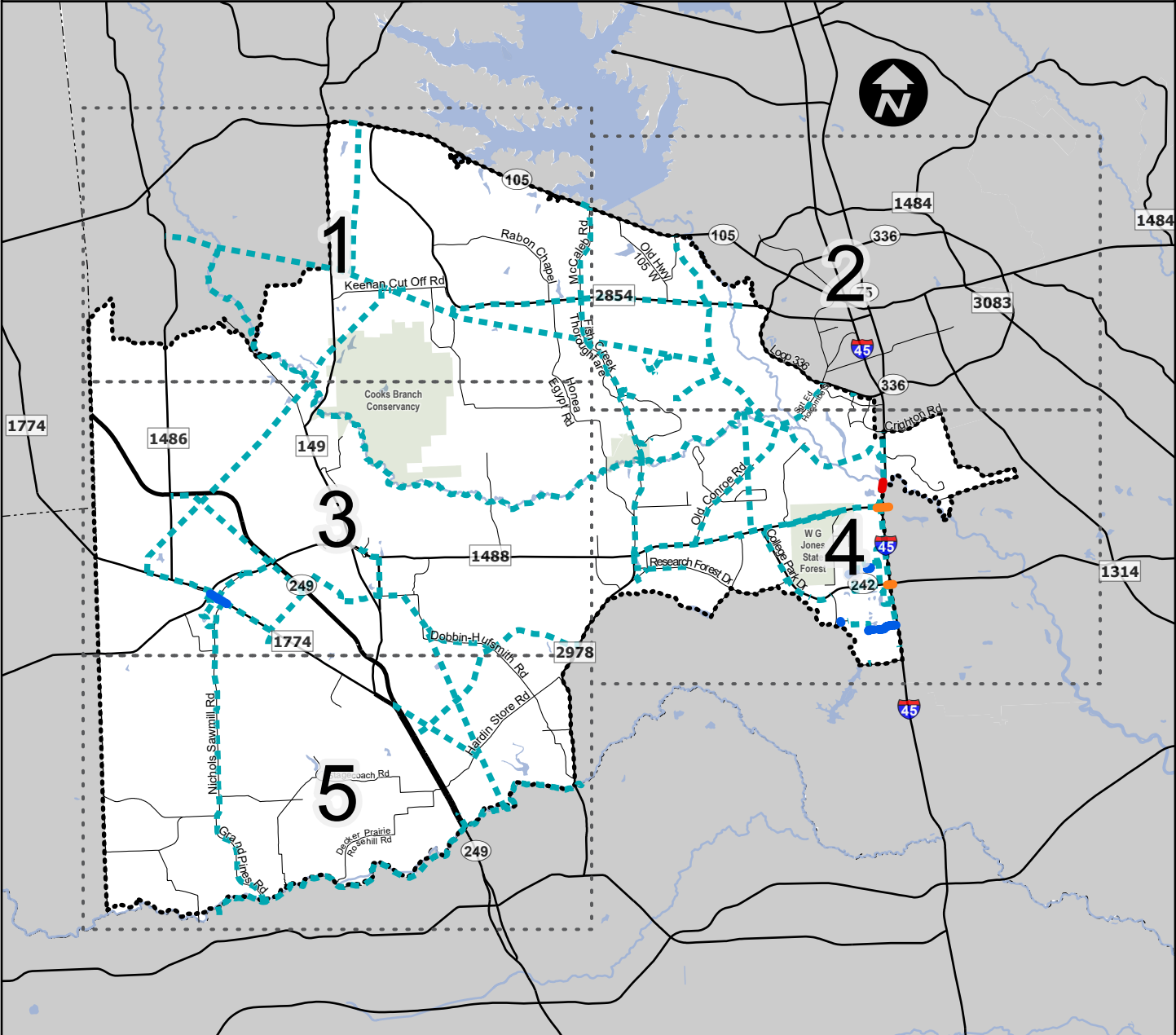






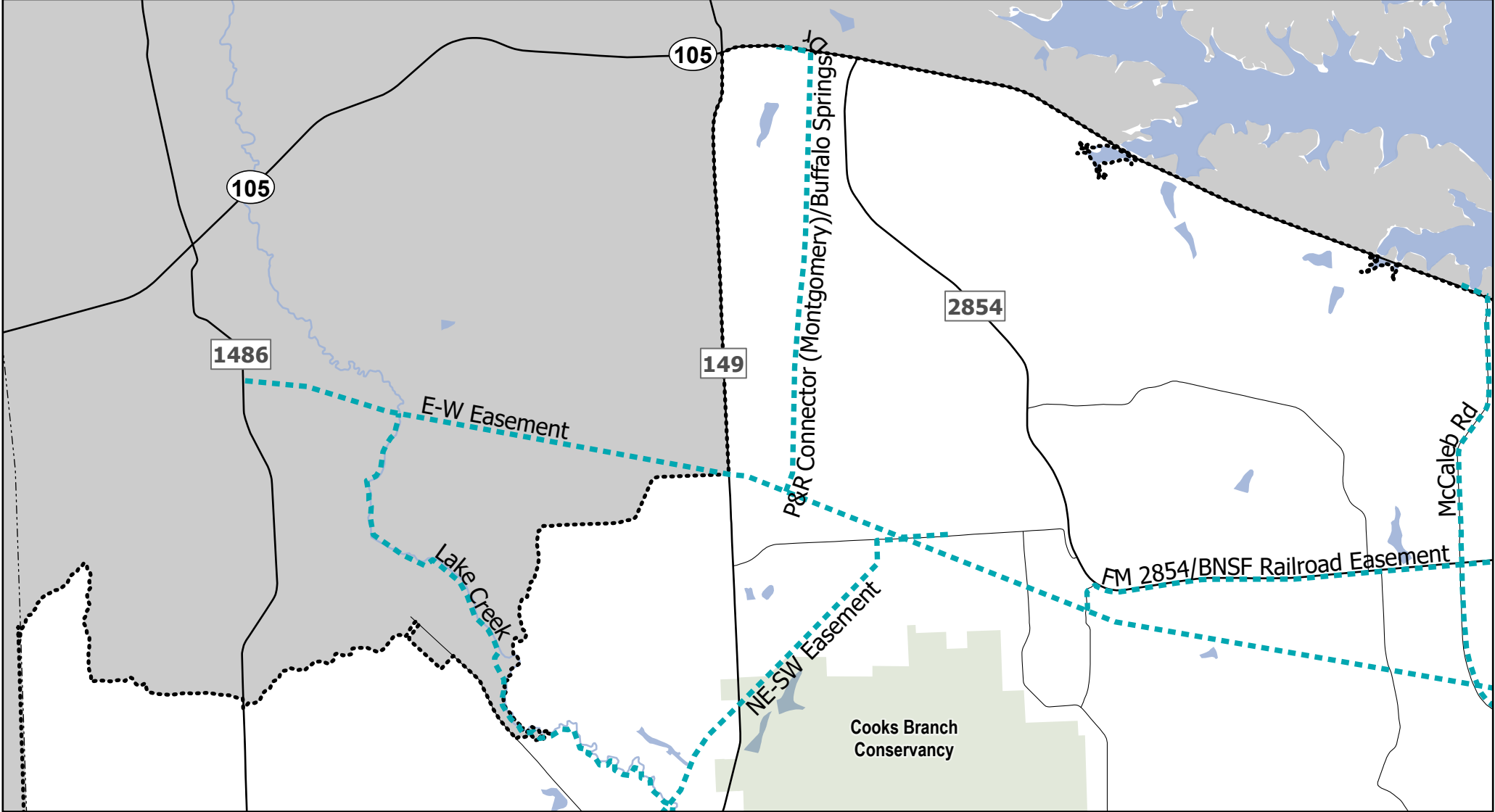


# **Montgomery County Precinct 2 Mobility Study** **Active Transportation Recommendations** **Key Map**



## Active Transportation Recommendations

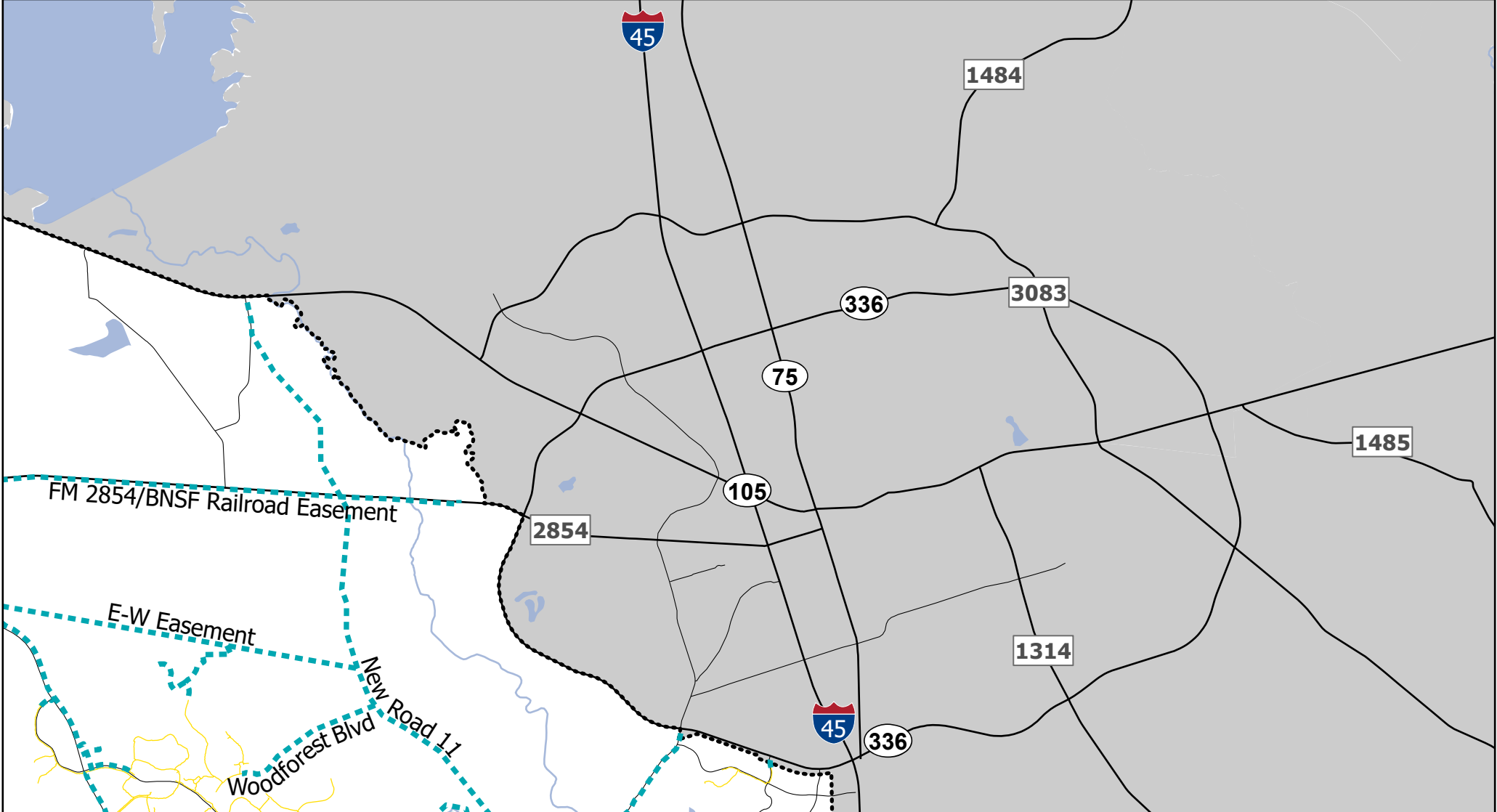
- ■ ■ ■ Install Separated Shared Use Path
- Bike/Shared Use Interchange Crossing
- Install Shared Use Path Bridge
- Widen Existing Sidewalk to Shared Use Path



Active Transportation Recommendations

Install Separated Shared Use Path

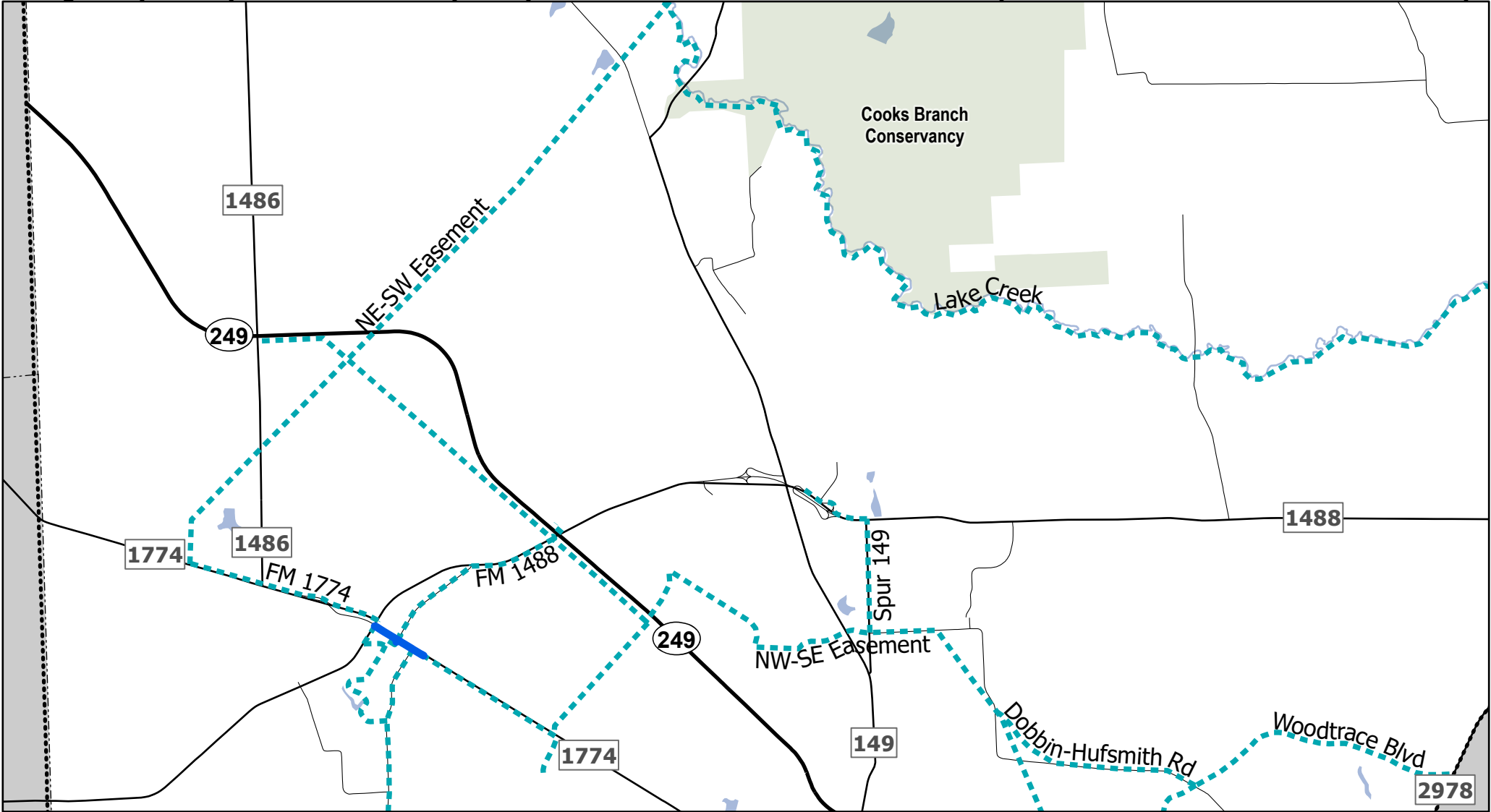




### Active Transportation Recommendations

- Install Separated Shared Use Path
- Existing Shared Use Path/Trail

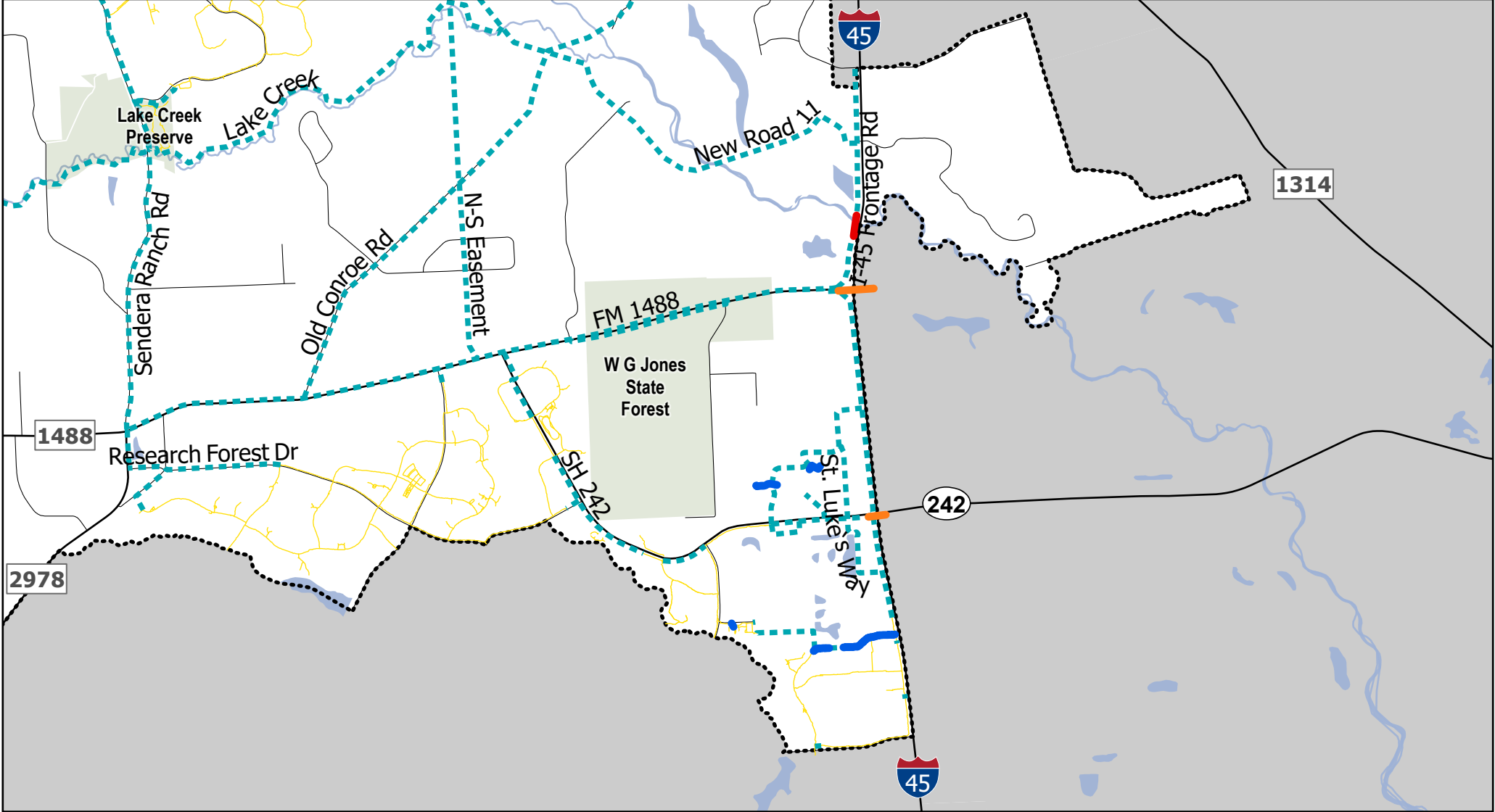




**Active Transportation Recommendations**

- Install Separated Shared Use Path
- Widen Existing Sidewalk to Shared Use Path



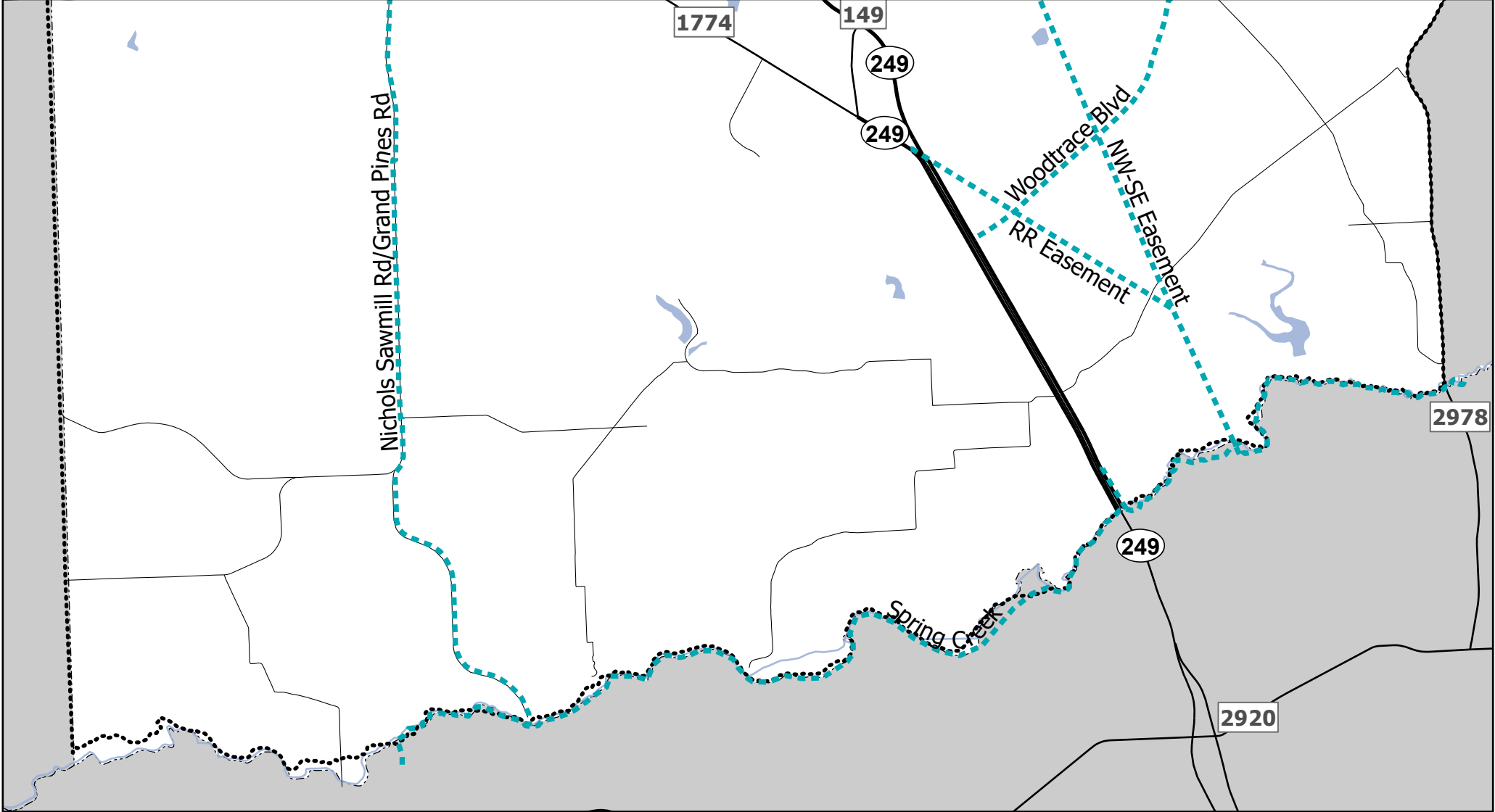


### Active Transportation Recommendations

- Install Separated Shared Use Path
- Bike/Shared Use Interchange Crossing
- Install Shared Use Path Bridge
- Widen Existing Sidewalk to Shared Use Path
- Existing Shared Use Path/Trail



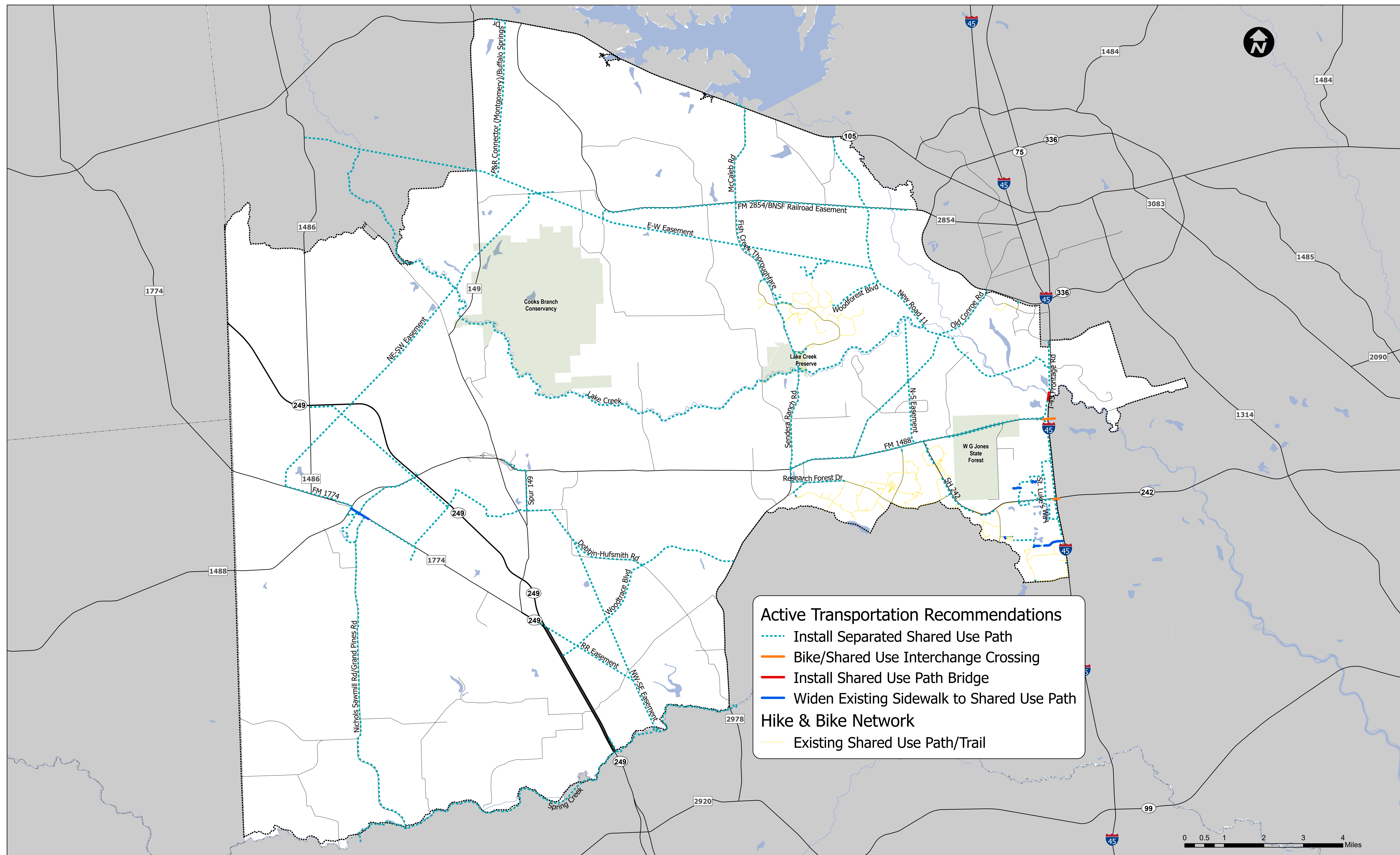




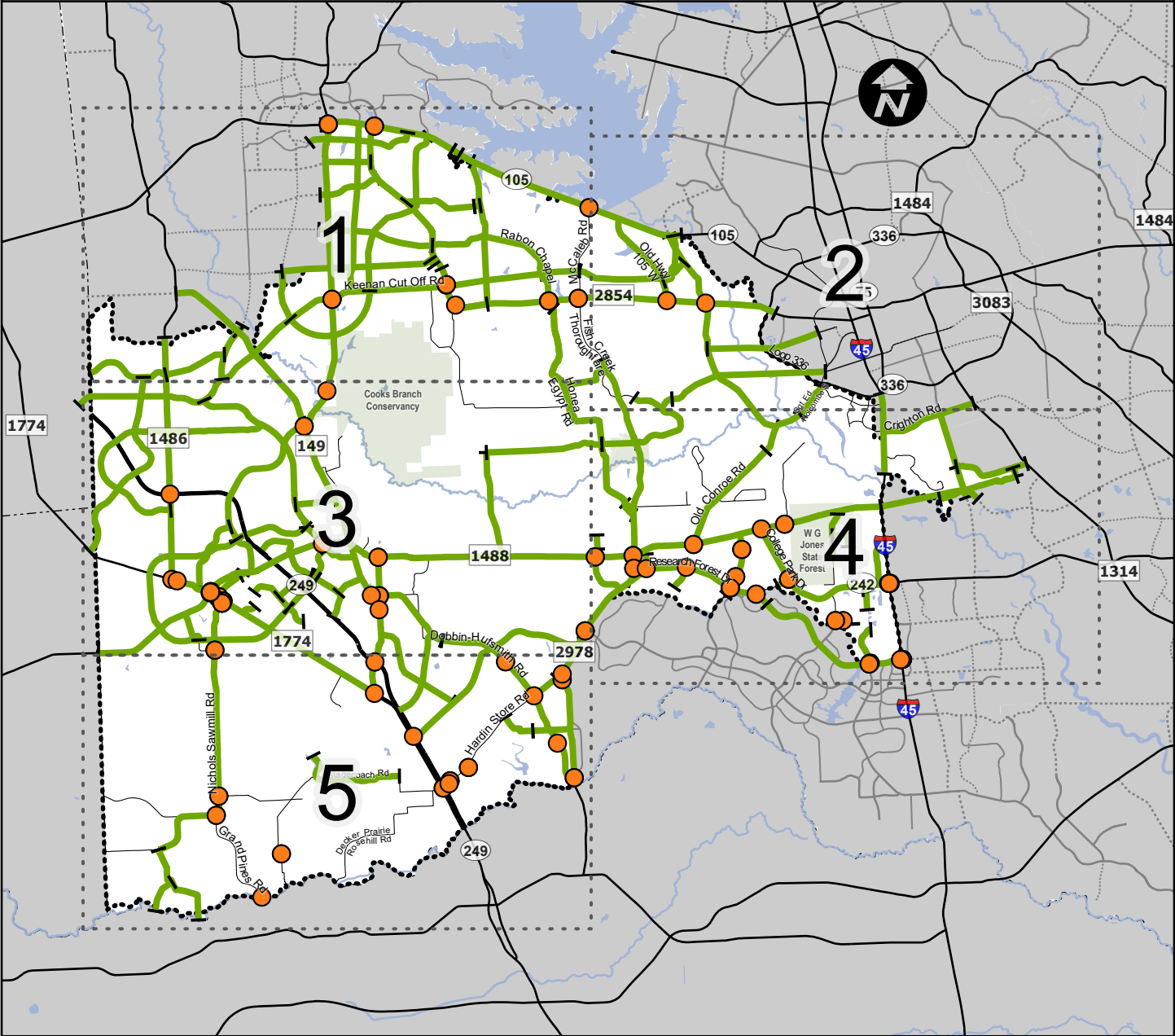
Active Transportation Recommendations

----- Install Separated Shared Use Path






Montgomery County Precinct 2 Mobility Study  
Recommendation ID  
Key Map





- Recommendation Intersection
- Recommendation Corridor






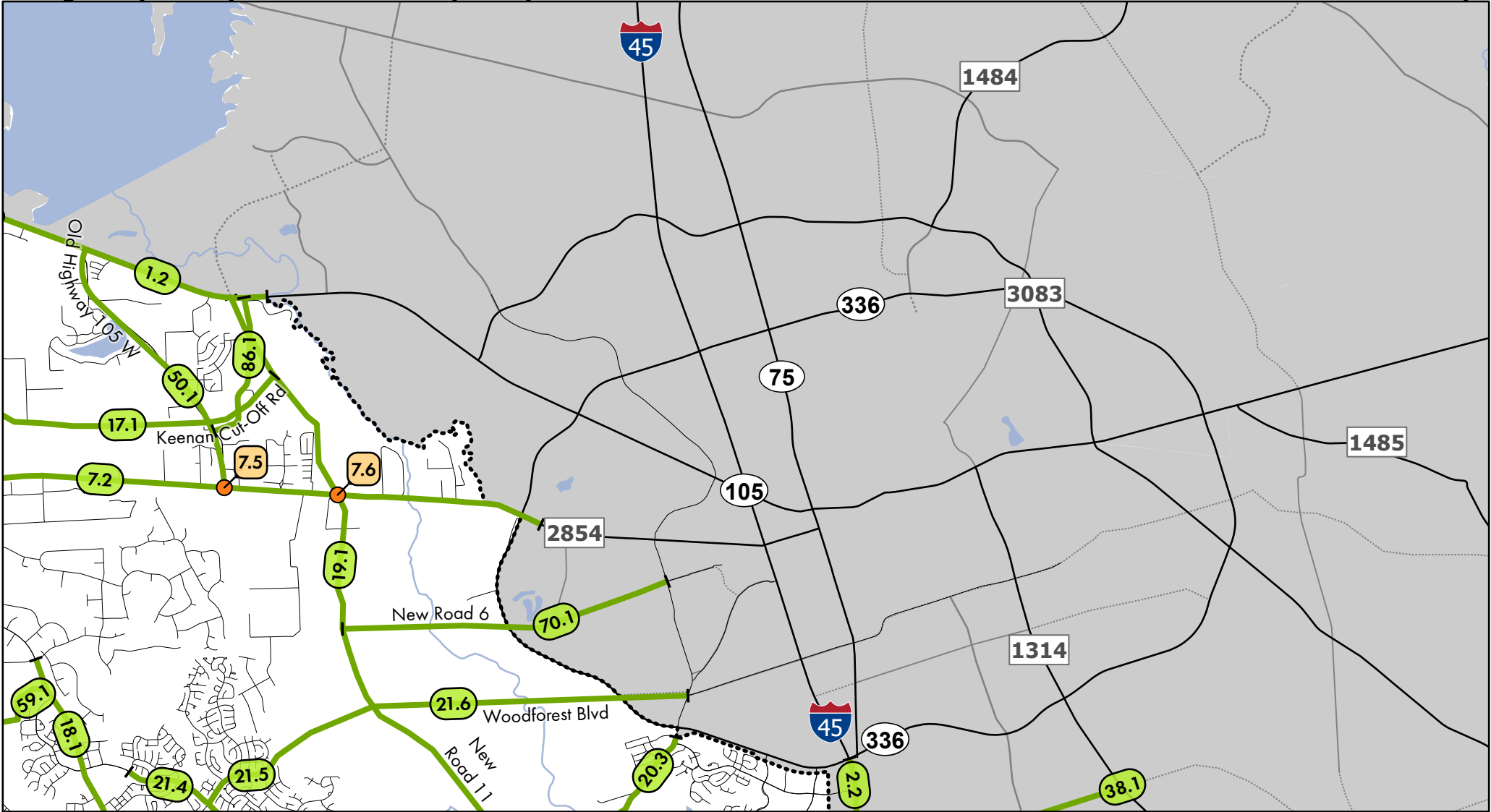
 Recommendation Intersection


 Recommendation Corridor

 Intersection ID


 Corridor-Segment ID









Recommendation Intersection



Recommendation Corridor

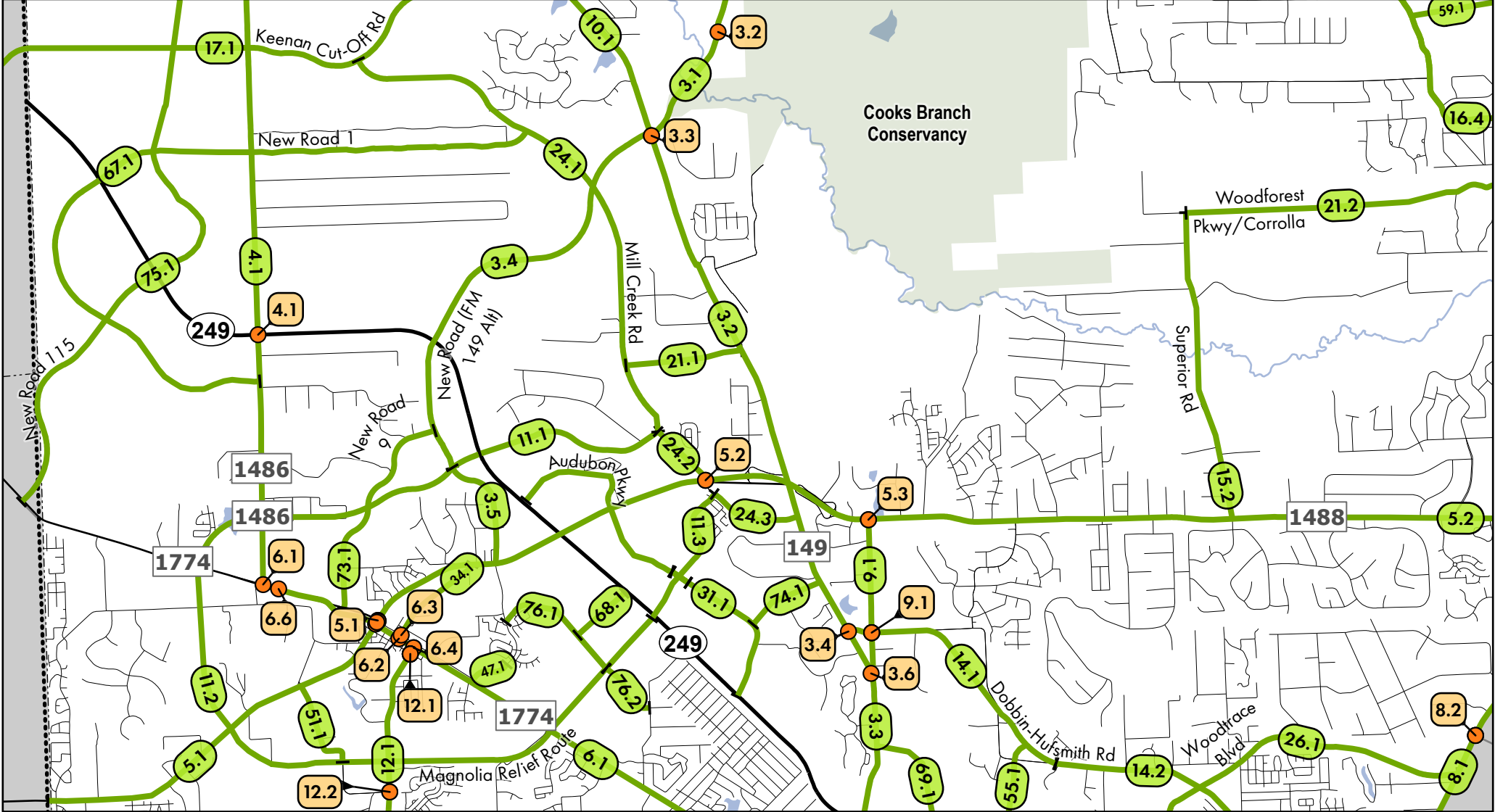



Intersection ID




Corridor-Segment ID









Recommendation Intersection



Recommendation Corridor

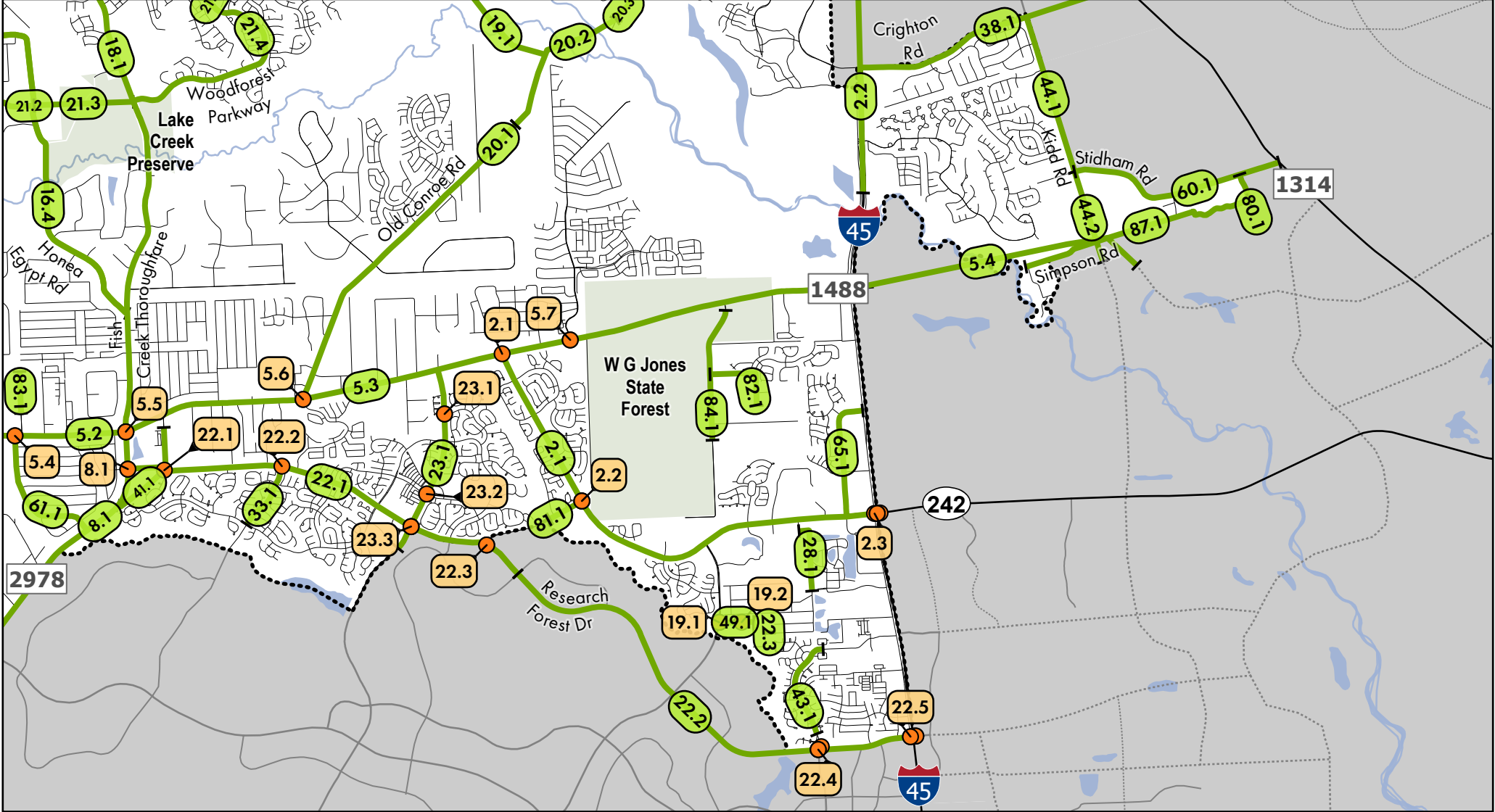



Intersection ID




Corridor-Segment ID







Recommendation Intersection



Recommendation Corridor

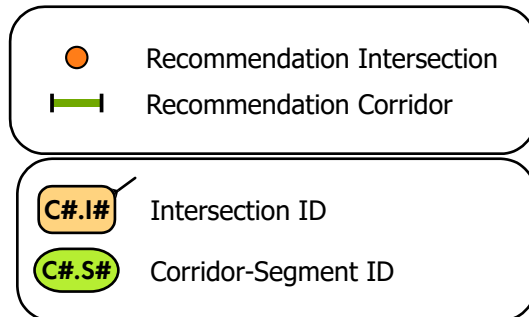


Intersection ID

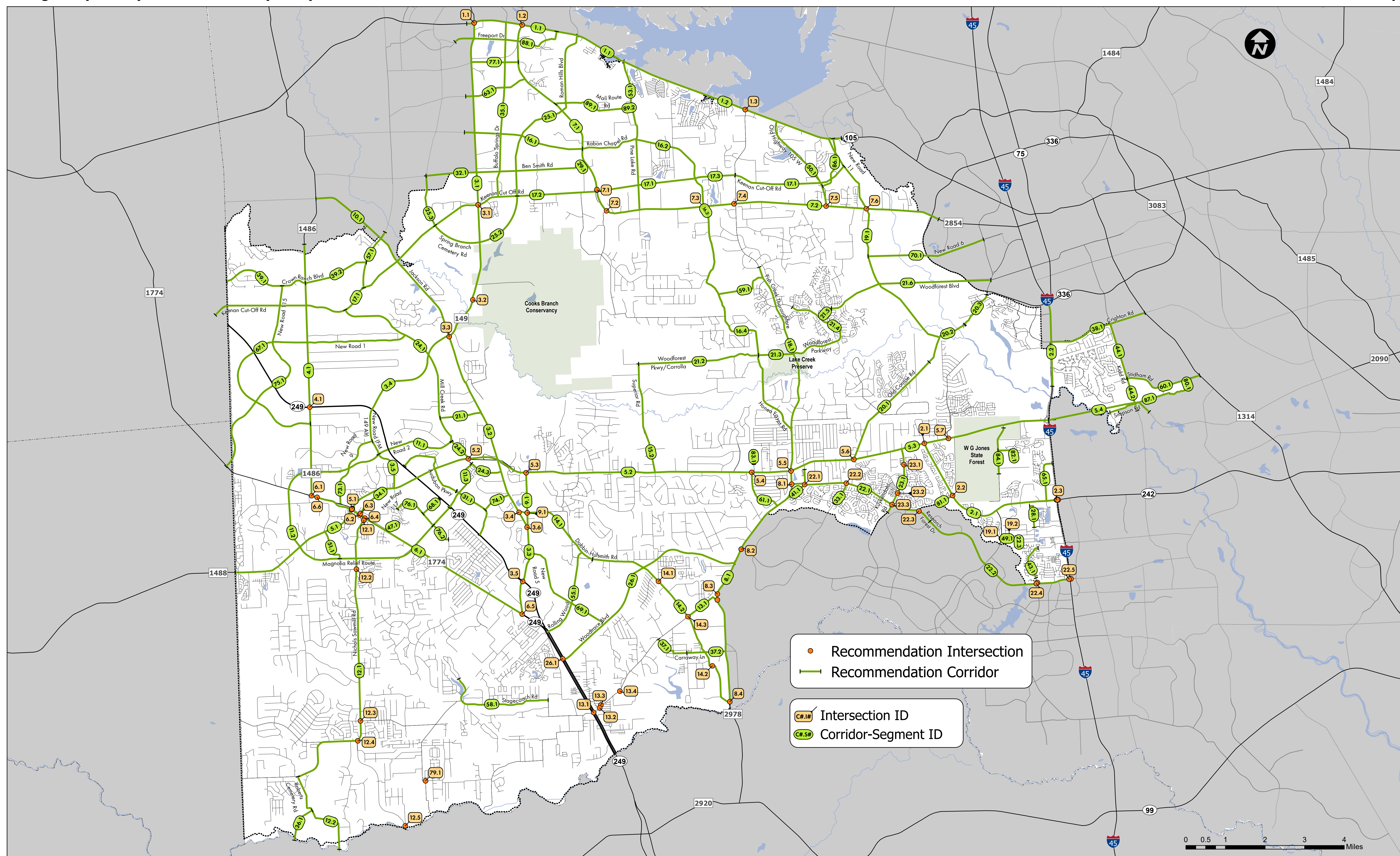


Corridor-Segment ID











## 3. Roadway Recommendations

Recommended projects are separated into Roadway, Intersection, and Active Transportation and Transit categories. This section covers **Roadway** recommendations.

Each roadway recommendation has an assigned Corridor-Segment ID which corresponds with a segment from the Corridor Summary Sheets (found in Appendix A Section 6). Some recommendations may cover multiple segments of the same corridor (e.g., the ID “1.1,2” indicates that the improvement is recommended on Corridor 1 Segments 1 and 2). Multiple recommendations can also be made for the same segment.

Recommendation ID maps found under Appendix A Section 2 can be used to locate Corridor-Segment IDs in green. Corridor Summary Sheets also contain a key map for the applicable segment.

Each recommendation has the improvement, the corridor name, where the improvement starts and ends, a category, time range, number of existing and future lanes, and improvement length. Also included for each recommendation is the roadway facility type, a comparison with the 2016 and 2021 Montgomery County Thoroughfare Plans (see the end of the roadway list for abbreviation definitions), notes and detailed descriptions when needed, and an estimated project cost.

Corridor/ Segment ID	Improvement	Corridor	From	To	Map Category	Roadway Recommendations														Notes	Quantity	Unit	Unit Cost*	Est. Project Cost
						Time Range	Existing Lanes	Future Lanes	Length (mi)	Facility Type	2016 MTFP	2021 MTFP	MTFP Proposed Lanes	Description										
1.1	Widening	SH 105	FM 149	Snug Harbor Dr	Capacity	Long	4	6	3.8	Principal Arterial - Divided	Y	Y	6		Existing lanes shown in MTFP does not match actual conditions. Proposed lanes shown as 6.	3.8	MI	\$ 15,000,000	\$ 57,216,843					
1.1,2	Corridor Signal Timing	SH 105	FM 149	Old Highway 105 W	Capacity	Short	4 to 6		8.2	Principal Arterial - Divided	N/A	N/A		Signal Timing Coordination	13 Signals	13	EA (SIG)	\$ 10,000	\$ 130,000					
1.1,2	Install Raised Medians	SH 105	FM 149	West Fork San Jacinto River	Safety	Short	4 to 6		9.9	Principal Arterial - Divided	N/A	N/A		Recommend using grass filled raised medians to reduce the amount of impermeable surfaces added		9.9	MI	\$ 500,000	\$ 4,927,044					
1.1,2	Access Management	SH 105	FM 149	West Fork San Jacinto River	Safety	Short	4 to 6		8.2	Principal Arterial - Divided	N/A	N/A		Consolidate driveways along corridor		8.2	MI	\$ 15,000	\$ 122,266					
1.1,2	Install Street Lighting	SH 105	FM 149	West Fork San Jacinto River	Safety	Short	4 to 6		9.9	Principal Arterial - Divided	N/A	N/A				9.9	MI	\$ 125,000	\$ 1,231,761					
2.1	Corridor Signal Timing	SH 242	FM 1488	I-45	Capacity	Short	4		4.4	Principal Arterial - Divided	N/A	N/A		Signal Timing Coordination	14 Signals	14	EA (SIG)	\$ 10,000	\$ 140,000					
2.2	Widening	IH 45 Northbound HOV	SL 336 South	Just N of FM 1488	Capacity	Short	0	1	2.3	Freeway	N/A	N/A		Add Northbound HOV Lane for IH 45. FY 2024 (09/2023) CSJ: 0110-04-209 TxDOT Description: Managed Lane System Technology	Estimated cost is from TxDOT project tracker	1.0	LS	\$ 251,973	\$ 251,973					
3.1	Realignment	FM 149	Stillwater Blvd	Jackson Rd	Capacity	Short		4	0.1	Principal Arterial - Divided	N	N		Realign so intersection meets at 90 degree angle. Recommend to be done in conjunction with RR overpass.		0.1	MI	\$ 10,000,000	\$ 1,116,180					
3.1	Improve Curve SPM	FM 149	2.1 Miles N of Jackson Rd	Jackson Rd	Safety	Short	2		2.2	Principal Arterial - Divided	N/A	N/A		Add additional warning signs/chevrons and improve pavement markings/delineators around curves.	There are a large number of crashes along this section of road, most (approx. 73%) related to unsafe/uncontrolled speed.	1	LS	\$ 25,000	\$ 25,000					
3.1	Install Rumble Strips	FM 149	SH 105	Jackson Rd	Safety	Short	2		8.2	Principal Arterial - Divided	N/A	N/A	6	Add centerline and shoulder rumble strips. Add transverse rumble strips in advance of curves, especially area adjacent to Cooks Branch Conservancy.	Some locations have centerline rumble strips, but not consistent. There are a large number of crashes along this section of road, most (approx. 53%) related to unsafe/uncontrolled speed.	8.2	MI	\$ 10,000	\$ 81,670					
3.3	Install Street Lighting	FM 149	Spur 149	FM 1774	Safety	Short	2		2.2	Principal Arterial - Divided	N/A	N/A	6			2.2	MI	\$ 125,000	\$ 280,686					
3.4	Extension/New Road	New Road (FM 149 Alt)	FM 149/ Jackson Rd	Magnolia Loop	Capacity	Short	0	6	4.1	Principal Arterial - Divided	N	Y-alt	6			4.1	MI	\$ 15,000,000	\$ 61,936,884					
3.5	Extension/New Road	New Road 3	Magnolia Loop	FM 1488	Capacity	Short	0	4	1.1	Major Collector	N	Y-alt			MTFP - Altered due to other changes for existing SH 249 overpass location and to change two T-intersections into one 4-way intersection.	1.1	MI	\$ 10,000,000	\$ 10,653,250					
3.1,2	Resurface Roadway	FM 149	Keenan Cut Off Rd	FM 1488	Safety	Short	2		6.9	Principal Arterial - Divided	N/A	N/A	6			6.9	MI	\$ 650,000	\$ 4,502,090					
3.1,2,3	Widening	FM 149	SH 105	FM 1774	Capacity	Long	2	4	15.7	Principal Arterial - Divided	Y-alt	Y-alt	6		Should also consider shorter term widening to include shoulders - there have been comments on safety along the corridor.  MTFP shows proposed 6 lanes. No timeframe for widening in MTFP.	15.7	MI	\$ 10,000,000	\$ 156,564,169					

Corridor/ Segment ID	Improvement	Corridor	From	To	Map Category	Roadway Recommendations										Notes	Quantity	Unit	Unit Cost*	Est. Project Cost
						Time Range	Existing Lanes	Future Lanes	Length (mi)	Facility Type	2016 MTFP	2021 MTFP	MTFP Proposed Lanes	Description						
4.1	Widening	FM 1486	SH 105	FM 1774	Capacity	Short	2	4	10.6	Other Arterial - Divided	Y-alt	Y-alt	6		Greatest number of crashes related to failing to yield ROW for left turns. Recommend TWLTL. Changed to medium based on development schedule.  MTFP shows proposed 6 lanes. No timeframe for widening in MTFP.	10.6	MI	\$ 10,000,000	\$ 106,000,000	
4.1	Install Raised Medians	FM 1486	Jackson Rd	FM 1774	Safety	Short	2		7.6	Other Arterial - Divided	N/A	N/A	6	Recommend using grass filled raised medians to reduce the amount of impermeable surfaces added	Construct at same time as widening	7.6	MI	\$ 500,000	\$ 3,801,360	
5.1	Widening	FM 1488	Waller/ Montgomery County Boundary	Mill Creek Rd	Capacity	Short	2	4	6.8	Principal Arterial - Divided	Y-alt	Y-alt	6		Joseph Rd starting point from TxDOT schematics.  MTFP shows proposed 6 lanes. No timeframe for widening in MTFP.	6.8	MI	\$ 10,000,000	\$ 68,189,311	
5.1	Resurface Roadway	FM 1488	FM 1774	Mill Creek Rd	Safety	Short	2		3.2	Principal Arterial - Divided						3.2	MI	\$ 650,000	\$ 2,101,223	
5.1	Install Raised Medians	FM 1488	FM 1774	Mill Creek Rd	Safety	Short	4		3.3	Principal Arterial - Divided	N/A	N/A	6	Recommend using grass filled raised medians to reduce the amount of impermeable surfaces added		3.3	MI	\$ 500,000	\$ 1,642,838	
5.2	Widening	FM 1488	Mill Creek Rd	FM 2978	Capacity	Long	4	6	8.3	Principal Arterial - Divided	Y	Y	6	**at least from FM 149 to FM 2978, but planned developments between FM 1774 and FM 149 will likely increase traffic, so widening to 6 lanes may be needed from FM 1774 to FM 149 as well	No timeframe for widening in MTFP.	8.3	MI	\$ 15,000,000	\$ 124,025,259	
5.2	Install Wildlife Warning Signs	FM 1488	Mill Creek Rd	FM 2978	Safety	Short	4		8.3	Principal Arterial - Divided	N/A	N/A	6	Add W11-3 warning signs along corridor.	Multiple (20) wild animal related crashes on segment over 5 year period. No existing W11-3 signs on segment. (There is one west of segment near I-45 that says "Next 15 Miles", but no others were documented in roadway inventory for FM 1488).	8.3	MI	\$ 5,000	\$ 41,396	
5.3	Widening	FM 1488	FM 2978	I-45	Capacity	Long	4	6	6.7	Principal Arterial - Divided	Y	Y	6		No timeframe for widening in MTFP.	6.7	MI	\$ 15,000,000	\$ 99,754,028	
5.4	Extension/New Road	FM 1488	I-45	FM 1314	Capacity	Long	0	6	2.7	Principal Arterial - Divided	Y-alt	Y	6			2.7	MI	\$ 15,000,000	\$ 40,216,491	
5.1,2,3	Install Street Lighting	FM 1488	FM 1774	I-45	Safety	Short	4		18.2	Principal Arterial - Divided	N/A	N/A	6			18.2	MI	\$ 125,000	\$ 2,279,112	
5.2,3	Corridor Signal Timing	FM 1488	Spur 149	I-45	Capacity	Short	4		13.4	Principal Arterial - Divided	N/A	N/A	6	Signal Timing Coordination	17 Signals	17	EA (SIG)	\$ 10,000	\$ 170,000	
5.2,3	Install Raised Medians	FM 1488	Mill Creek Rd	I-45	Safety	Short	4		14.9	Principal Arterial - Divided	N/A	N/A	6	Recommend using grass filled raised medians to reduce the amount of impermeable surfaces added		14.9	MI	\$ 500,000	\$ 7,464,955	
5.2,3	Access Management	FM 1488	Mill Creek Rd	I-45	Safety	Short	4		14.9	Principal Arterial - Divided	N/A	N/A		Consolidate driveways along corridor		14.9	MI	\$ 15,000	\$ 223,949	
6.1	Corridor Signal Timing	FM 1774	FM 1488	FM 149	Capacity	Short	4		5.1	Other Arterial - Divided	N/A	N/A		Signal Timing Coordination	7 Signals	7	EA (SIG)	\$ 10,000	\$ 70,000	
6.1	Install Street Lighting	FM 1774	FM 1486	FM 149	Safety	Short	4		6.1	Other Arterial - Divided	N/A	N/A				6.1	MI	\$ 125,000	\$ 767,436	
7.1	Widening	FM 2854	SH 105	Honea Egypt Rd	Capacity	Long	2	4	8.0	Principal Arterial - Divided	Y-alt	Y-alt	6		MTFP shows proposed 6 lanes. No timeframe for widening in MTFP.	8.0	MI	\$ 10,000,000	\$ 80,100,670	

Corridor/ Segment ID	Improvement	Corridor	From	To	Map Category	Roadway Recommendations										Description	Notes	Quantity	Unit	Unit Cost*	Est. Project Cost
						Time Range	Existing Lanes	Future Lanes	Length (mi)	Facility Type	2016 MTFP	2021 MTFP	MTFP Proposed Lanes								
7.2	Widening	FM 2854	Honea Egypt Rd	Loop 336	Capacity	Short	2	4	6.0	Other Arterial - Divided	Y-alt	Y-alt	6		MTFP shows proposed 6 lanes. No timeframe for widening in MTFP.	6.0	MI	\$ 10,000,000	\$ 59,967,070		
7.2	Install Street Lighting	FM 2854	Rabon Chapel Rd	Loop 336	Safety	Short	2		6.0	Other Arterial - Divided	N/A	N/A	6			6.0	MI	\$ 125,000	\$ 749,638		
7.1,2	Install Wildlife Warning Signs	FM 2854	SH 105	Loop 336	Safety	Short	2		14.0	Other Arterial - Divided	N/A	N/A	6	Add W11-3 warning signs along corridor.	Multiple (19) wild animal related crashes on segment over 5 year period. No existing W11-3 signs on segment.	14.0	MI	\$ 5,000	\$ 70,034		
7.1a	Widening - Add Two Way Left Turn Lane	FM 2854	0.5 Miles N of Keenan Cut Off Rd	Deer Lake Lodge	Capacity	Short	2	3	1.9	Other Arterial - Divided	N	N	6		Add TWLTL. Safety improvement along curve.	1.9	MI	\$ 4,500,000	\$ 8,597,747		
8.1	Corridor Signal Timing	FM 2978	FM 1488	Dobbin-Hufsmith Rd	Capacity	Short	4		6.5	Other Arterial - Divided	N/A	N/A		Signal Timing Coordination	12 Signals	12	EA (SIG)	\$ 10,000	\$ 120,000		
8.1	Install Street Lighting	FM 2978	FM 1488	Dobbin-Hufsmith Rd	Safety	Short	4		6.5	Other Arterial - Divided	N/A	N/A				6.5	MI	\$ 125,000	\$ 817,157		
9.1	Resurface Roadway	Spur 149	FM 1488	FM 149	Safety	Short	2		1.4	Major Collector						1.4	MI	\$ 650,000	\$ 903,760		
10.1	Widening	Jackson Rd	FM 1486	FM 149	Capacity	Long	2	4	5.1	Other Arterial - Divided	Y	Y	4		No timeframe for widening in MTFP.	5.1	MI	\$ 10,000,000	\$ 50,913,253		
11.1	Extension/New Road	New Road 2	SH 249/ Magnolia Loop	Mill Creek Rd	Capacity	Short	0	4	1.7	Principal Arterial - Divided	N	Y-alt			MTFP - Changed west side of alignment to match up with existing SH 249 overpass location.	1.7	MI	\$ 10,000,000	\$ 17,147,833		
11.2	Extension/New Road	Magnolia Relief Route	SH 249	SH 249	Capacity	Short	0	6	8.8	Principal Arterial - Divided	Y-alt	Y-alt	6		MTFP - Changed alignment for northeast section to align with SH 249 overpass that has already been constructed.	8.8	MI	\$ 15,000,000	\$ 132,701,397		
11.3	Extension/New Road	N Heron Heights Way	Mill Creek Rd	SH 249/Magnolia Loop	Capacity	Short	0	4	1.4	Principal Arterial - Divided	Y-alt	Y-part	6		MTFP - Changed based on existing and planned developments.	1.4	MI	\$ 10,000,000	\$ 13,567,674		
12.1	Widening	Nichols Sawmill Rd	FM 1774	Roberts Cemetery Rd	Capacity	Short	2	4	7.8	Other Arterial - Divided	Y-alt	Y-alt	6		MTFP shows proposed 6 lanes for section between FM 1774 and Grand Pines. West of Grand Pines shows proposed 4 lanes. No timeframe for widening in MTFP.	7.8	MI	\$ 10,000,000	\$ 78,337,703		
12.2	Widening	Roberts Cemetery Rd	Nichols Sawmill Rd	Spring Creek	Capacity	Long	2	4	2.5	Other Arterial - Undivided	Y-alt	Y	4		2016 MTFP shows alternate path.	2.5	MI	\$ 10,000,000	\$ 24,668,450		
12.2	Resurface Roadway	Roberts Cemetery Rd	Nichols Sawmill Rd	Spring Creek	Safety	Short	2		2.5	Other Arterial - Undivided	N/A	N/A	4			2.5	MI	\$ 650,000	\$ 1,603,449		
12.1a	Resurface Roadway	Nichols Sawmill Rd	FM 1774	Forest Ridge Dr	Safety	Short	2		2.8	Other Arterial - Undivided						2.8	MI	\$ 650,000	\$ 1,818,198		
13.1	Restriping	Hardin Store Rd	Dobbin-Hufsmith Rd	FM 2978	Safety	Short	2		0.9	Other Arterial - Undivided	N/A	N/A	4	Restripe Pavement Markings		0.9	MI	\$ 25,000	\$ 23,125		
13.1a	Realignment	Hardin Store Rd	Just W of FM 2978	FM 2978	Capacity	Short		4	0.2	Other Arterial - Divided	N	N		Realign so intersection meets at 90 degree angle. Soften curves where Hardin Store intersects with FM 2978.		0.2	MI	\$ 10,000,000	\$ 1,955,627		
14.1	Realignment	Dobbin-Hufsmith Rd	FM 149	Robbie Lee Rd	Capacity	Long		4	2.4	Other Arterial - Divided	Y-alt	Y-alt	4		MTFP has different realignment path. Change so that intersects with Spur 149 at 90 degrees.	2.4	MI	\$ 10,000,000	\$ 24,006,066		
14.2	Widening	Dobbin-Hufsmith Rd	Robbie Lee Rd	FM 2978	Capacity	Long	2	4	5.6	Other Arterial - Divided	Y	Y	4	From Spur 149 if no realignment	No timeframe for widening in MTFP.	5.6	MI	\$ 10,000,000	\$ 55,978,899		
14.1,2	Resurface Roadway	Dobbin-Hufsmith Rd	Spur 149	FM 2978	Safety	Short	2		8.3	Other Arterial - Undivided	N/A	N/A	4			8.3	MI	\$ 650,000	\$ 5,369,644		



Corridor/ Segment ID	Improvement	Corridor	From	To	Map Category	Roadway Recommendations														Notes	Quantity	Unit	Unit Cost*	Est. Project Cost
						Time Range	Existing Lanes	Future Lanes	Length (mi)	Facility Type	2016 MTFP	2021 MTFP	MTFP Proposed Lanes	Description										
15.2	Widening	Superior Rd	Corrolla	FM 1488	Capacity	Long	2	4	2.8	Other Arterial - Divided	Y	Y	4		No timeframe for widening in MTFP.	2.8	MI	\$ 10,000,000	\$ 27,949,600					
15.2	Add Pavement Markings	Superior Rd	Corrolla	FM 1488	Safety	Short	2		2.8	Major Collector	N/A	N/A	4	Note: if road is widened, pavement markings would be included in that project		2.8	MI	\$ 25,000	\$ 69,874					
16.1	Extension/New Road	Rabon Chapel Rd	FM 149	FM 2854	Capacity	Long	0	4	3.0	Other Arterial - Undivided	Y-alt	Y	4	Unit cost has been increased to allow for grade separated railroad crossing about 3500' west of FM 2854.		3.0	MI	\$ 13,500,000	\$ 41,078,070					
16.2	Widening	Rabon Chapel Rd	FM 2854	FM 2854	Capacity	Long	2	4	4.2	Other Arterial - Undivided	Y-alt	Y			2016 MTFP shows alternate path. 2021 MTFP does not have proposed lane information.	4.2	MI	\$ 10,000,000	\$ 42,245,665					
16.3	Realignment	Honea Egypt Rd	FM 2854	Just S. of FM 2854	Capacity	Long		4	0.2	Major Collector	N	Y		Align Honea Egypt Rd with Rabon Chapel Rd at FM 2854	2021 MTFP changed from 2016 MTFP to connect with Rabon Chapel at FM 2854 intersection	0.2	MI	\$ 10,000,000	\$ 2,430,462					
16.4	Widening (Install Shoulder for Bicycle Usage)	Honea Egypt Rd	FM 2854	Sendera Ranch Rd	Capacity	Short	2	2 w/ shoulders	6.7	Major Collector	N	N	4	Install Shoulder for Bicycle Usage		6.7	MI	\$ 4,000,000	\$ 26,722,202					
16.4	Widening	Honea Egypt Rd	FM 2854	Sendera Ranch Rd	Capacity	Long	2	4	6.7	Major Collector	Y	Y	4		No timeframe for widening in MTFP.	6.7	MI	\$ 10,000,000	\$ 66,805,506					
16.4	Restriping	Honea Egypt Rd	FM 2854	Sendera Ranch Rd	Safety	Short	2		6.9	Major Collector	N/A	N/A	2	Note: if road is widened, pavement markings would be included in that project		6.9	MI	\$ 25,000	\$ 172,249					
16.4a	Realignment	Honea Egypt Rd	W of Sendera Ranch Rd	Sendera Ranch Rd	Capacity	Long		4	0.3	Major Collector	Y-alt	Y-alt		Remove skew from intersection at Sendera Ranch Dr (change to 90°). Align Honea Egypt Rd with Ranch Lake Dr.	Changed from long to medium per comment from Pct. 2. Slightly altered from MTFP realignment to show more realistic path. Changed to long term per comment from Pct. 2 - 6/2022.	0.3	MI	\$ 10,000,000	\$ 2,532,929					
17.1	Extension/New Road	Keenan Cut Off Rd	SH 249	New Road 11 (Proposed)	Capacity	Long	0	4	13.3	Other Arterial - Divided	Y-alt	Y	6			13.3	MI	\$ 10,000,000	\$ 132,652,979					
17.2	Widening	Keenan Cut Off Rd	FM 149	FM 2854	Capacity	Long	2	4	3.1	Other Arterial - Divided	Y-alt	Y-alt	6		MTFP shows proposed 6 lanes. No timeframe for widening in MTFP. 2016 MTFP shows alternate route west of proposed Roman Hills.	3.1	MI	\$ 10,000,000	\$ 30,597,937					
17.3	Widening	Capitol Hill Rd (Future Keenan Cut Off Rd)	Rabon Chapel Rd	McCaleb Rd	Capacity	Long	2	4	1.0	Other Arterial - Undivided	Y-alt	Y-alt	6		MTFP shows proposed 6 lanes. No timeframe for widening in MTFP.	1.0	MI	\$ 10,000,000	\$ 10,197,893					
18.1	Corridor Signal Timing	Fish Creek Thoroughfare	Forest Wind Cir/ Ridge Lake Dr	FM 1488	Capacity	Short	4		5.4	Other Arterial - Divided	N/A	N/A		Signal Timing Coordination	6 Signals		EA (SIG)	\$ 10,000	\$ 60,000					
19.1	Extension/New Road	New Road 11	SH 105	Old Conroe Rd	Capacity	Long	0	4	6.1	Other Arterial - Divided	Y-alt	Y-alt	6		Changed name from Gosling Rd to New Road 11 because proposed no longer connects to existing Gosling Rd.	6.1	MI	\$ 10,000,000	\$ 61,486,931					
20.1	Widening	Old Conroe Rd	End of Ex. Old Conroe Rd	FM 1488	Capacity	Short	2	4	3.2	Principal Arterial - Divided	Y-alt	Y-alt	6		MTFP shows proposed 6 lanes. No timeframe for widening in MTFP.	3.2	MI	\$ 10,000,000	\$ 31,753,871					
20.2	Extension/New Road	Old Conroe Rd	Old Conroe Rd	Sgt. Ed Holcomb Rd	Capacity	Short	0	4	1.4	Principal Arterial - Divided	Y	Y	6			1.4	MI	\$ 10,000,000	\$ 14,205,713					
20.3	Widening	Sgt. Ed Holcomb Rd	Loop 336	End of Ex. Sgt. Ed Holcomb Rd	Capacity	Short	2	4	0.9	Principal Arterial - Divided	Y-alt	Y-alt	6		Existing road needs resurfacing  MTFP shows proposed 6 lanes. No timeframe for widening in MTFP.	0.9	MI	\$ 10,000,000	\$ 9,490,651					

Corridor/ Segment ID	Improvement	Corridor	From	To	Map Category	Roadway Recommendations										Description	Notes	Quantity	Unit	Unit Cost*	Est. Project Cost
						Time Range	Existing Lanes	Future Lanes	Length (mi)	Facility Type	2016 MTFP	2021 MTFP	MTFP Proposed Lanes								
20.1,2,3	Widening	Old Conroe Rd	Loop 336	FM 1488	Capacity	Long	4	6	5.6	Principal Arterial - Divided	Y	Y	6			5.6	MI	\$ 15,000,000	\$ 84,488,483		
21.1	Extension/New Road	Woodforest Pkwy/ Corrolla	Mill Creek Rd	FM 149	Capacity	Long	0	4	1.0	Other Arterial - Undivided	Y-alt	Y-alt	6	Revised	Comment from Cm. Riley to remove west of Superior Rd. 2021 MTFP takes alternate path east of FM 149 and ends at proposed Spur 149. 2016 MTFP takes alternate path that goes through Cooks Branch Conservancy.	1.0	MI	\$ 10,000,000	\$ 10,447,954		
21.2	Extension/New Road	Woodforest Pkwy/ Corrolla	Superior Rd	Honea Egypt Rd	Capacity	Long	0	4	3.1	Other Arterial - Undivided	Y-alt	Y-alt	6	Revised	*Edited after removing segment between Mill Creek and Superior - closer to MTFP, but adjustments made to avoid existing houses. (Old: Both 2016 and 2021 MTFP have slightly altered path. Changes made to follow more of existing roadway alignments and to avoid Cooks Branch Conservancy west of Superior Rd.)	3.1	MI	\$ 10,000,000	\$ 30,767,820		
21.3	Extension/New Road	Woodforest Pkwy/ Corrolla	Honea Egypt Rd	Fish Creek Thoroughfare/ Woodforest Pkwy S	Capacity	Short	0	4	0.9	Other Arterial - Undivided	Y	Y				0.9	MI	\$ 10,000,000	\$ 8,879,046		
21.4	Widening	Woodforest Parkway	Overland Trace Dr (W)	Fish Creek Thoroughfare	Capacity	Long	2	4	2.9	Other Arterial - Divided	Y	Y	4		No timeframe for widening in MTFP. Wrong alignment shown on south side.	2.9	MI	\$ 10,000,000	\$ 29,155,893		
21.5	Widening	Woodforest Blvd	Woodforest Parkway N	Bonterra Blvd	Capacity	Long	2	4	0.4	Other Arterial - Divided	Y-alt	Y-alt	6		MTFP shows proposed 6 lanes. No timeframe for widening in MTFP.	0.4	MI	\$ 10,000,000	\$ 3,977,315		
21.6	Extension/New Road	Woodforest Blvd	Bonterra Blvd	Gladstell St	Capacity	Long	0	4	4.2	Other Arterial - Divided	Y	Y-alt	6		2021 MTFP takes out section between New Road 11 (formerly Gosling Rd extension) and Loop 336.	4.2	MI	\$ 10,000,000	\$ 42,125,387		
22.1	Widening	Research Forest Dr	FM 2978	Cochrans Crossing Dr	Capacity	Short	4	6	3.4	Principal Arterial - Divided	Y	Y	6		Widening needed for 2040 for Kuykendahl and Greenbridge intersections. Not needed at FM 2978. Egypt not modeled.	3.4	MI	\$ 15,000,000	\$ 51,493,256		
22.3	Extension/New Road	Research Forest P&R Access	Research Forest P&R	Bill Smith Rd	Capacity	Short	0	2	0.0	Collector	N	N		Provide alternate access to Research Forest Park & Ride		0.0	MI	\$ 6,000,000	\$ 83,215		
22.1,2	Corridor Signal Timing	Research Forest Dr	FM 2978	I-45	Capacity	Short	4		7.8	Other Arterial - Divided	N/A	N/A	6	Signal Timing Coordination	25 Signals (15 in PCT 2 and 10 outside PCT 2)	25	EA (SIG)	\$ 10,000	\$ 250,000		
22.1a	Restriping	Research Forest Dr	FM 2978	Branch Crossing Dr	Safety	Short	4		1.4	Other Arterial - Divided						1.4	MI	\$ 40,000	\$ 55,437		
23.1	Corridor Signal Timing	Kuykendahl Rd	FM 1488	Bay Branch Dr	Capacity	Short	2		1.7	Other Arterial - Undivided	N/A	N/A	4	Coordinate if additional signals are installed on Kuykendahl (see Intersection Recommendations)	6 Signals (4 Existing)	6	EA (SIG)	\$ 10,000	\$ 60,000		
23.1	Widening	Kuykendahl Rd	Kendall Green	Just N. of Research Forest	Capacity	Short	2	4	1.1	Other Arterial - Divided	Y-alt	Y-alt	4	If road widened, do not need restriping project	MTFP shows proposed 6 lanes. No timeframe for widening in MTFP.	1.1	MI	\$ 10,000,000	\$ 11,324,773		
23.1	Restriping	Kuykendahl Rd	Kendall Green	Just N. of Research Forest	Safety	Short	2		1.0	Other Arterial - Undivided	N/A	N/A	4	Note: if road is widened, pavement markings would be included in that project		1.0	MI	\$ 25,000	\$ 25,361		

Corridor/ Segment ID	Improvement	Corridor	From	To	Map Category	Roadway Recommendations										Description	Notes	Quantity	Unit	Unit Cost*	Est. Project Cost
						Time Range	Existing Lanes	Future Lanes	Length (mi)	Facility Type	2016 MTFP	2021 MTFP	MTFP Proposed Lanes								
24.1	Extension/New Road	Mill Creek Rd	Keenan Cut Off Rd (Proposed)	End of Existing Mill Creek Rd/New Road 2	Capacity	Long	0	4	4.9	Other Arterial - Undivided	Y-alt	Y-alt			MTFP - Altered south end to align with existing Mill Creek Rd. Proposed alignment from MTFP runs through existing housing development and does not connect with Mill Creek on south side of FM 1488.	4.9	MI	\$ 10,000,000	\$ 48,714,170		
24.2	Widening	Mill Creek Rd	1st Curve N of FM 1488	FM 1488	Capacity	Long	2	4	0.6	Other Arterial - Undivided	N	N			Existing section of Mill Creek Rd not shown on MTFP. Alternate road shown about 700' to east.	0.6	MI	\$ 10,000,000	\$ 6,204,965		
24.3	Extension/New Road	Mill Creek Rd	N Heron Heights Way	FM 149	Capacity	Short	0	4	0.8	Other Arterial - Undivided	N	Y-alt			MTFP - Changed alignment to match with developer road that has already been cleared.	0.8	MI	\$ 10,000,000	\$ 8,369,164		
24.2a	Realignment	Mill Creek Rd	Just N of FM 1488	FM 1488	Capacity	Short		4	0.1	Other Arterial - Undivided	N	N	Align Mill Creek Rd on both sides of FM 1488. Align so north leg of Mill Creek Rd intersects with FM 1488 at angle closer to 90 degrees.		See Intersection Recommendations.	0.1	MI	\$ 10,000,000	\$ 975,293		
25.1	Extension/New Road	Roman Hills Blvd/ Spur 149	SH 105	Keenan Cut Off Rd	Capacity	Long	0	4	4.9	Other Arterial - Undivided	Y-alt	Y-alt	6		Altered from MTFP at SH 105 to intersect with Walden Rd, follow part of original Roman Hills alignment on north portion, and straighten out corridor (also moved alignment so more of proposed road going through already cleared areas from defunct subdivision and to avoid existing ponds).	4.9	MI	\$ 10,000,000	\$ 48,984,694		
25.2	Extension/New Road	Spring Branch Cemetery Rd	Keenan Cut Off Rd (Proposed)	Keenan Cut Off Rd (Proposed)/Roman Hills Blvd (Proposed)	Capacity	Long	0	4	2.9	Other Arterial - Undivided	N	N		Loop to connect Spring Branch Cemetery Rd to Roman Hills			2.9	MI	\$ 10,000,000	\$ 28,976,693	
25.3	Extension/New Road	Spring Branch Cemetery Rd	Rabon Chapel Rd (Proposed)	Keenan Cut Off Rd (Proposed)	Capacity	Long	0	4	1.3	Other Arterial - Undivided	Y-alt	Y-alt	4		Altered from MTFP north of Spring Branch Rd to follow existing road alignment.	1.3	MI	\$ 10,000,000	\$ 13,126,771		
26.1	Extension/New Road	Woodtrace Blvd	SH 249	FM 2978	Capacity	Short	0	4	5.7	Principal Arterial - Divided	Y-alt	Y	6		Changed from medium to short per comment from Pct. 2. Clearing ROW as of Oct. 2021. 2016 MTFP has slightly different alignment along entire road and connects directly to Woodlands Pkwy am FM 2978.	5.7	MI	\$ 10,000,000	\$ 56,975,946		
28.1	Extension/New Road	Achievement Dr	End of Achievement Dr	Mail Route Rd	Capacity	Long	0	2	0.6	Collector	N	N				0.6	MI	\$ 6,000,000	\$ 3,792,728		
29.1	Realignment	Adoue Rd	Ben Smith Rd	S of FM 2854	Capacity	Long		2	0.2	Collector	N	N		Realign so intersection meets at 90 degree angle. Recommend to be done in conjunction with road widening.		0.2	MI	\$ 6,000,000	\$ 1,012,821		
31.1	Extension/New Road	Audubon Pkwy	SH 249	SH 249	Capacity	Short	0	4	3.7	Collector	Y-part	Y-alt				3.7	MI	\$ 10,000,000	\$ 37,417,514		
32.1	Extension/New Road	Ben Smith Rd	Spring Branch Cemetery Rd	FM 2854	Capacity	Long	0	4	4.1	Other Arterial - Undivided	Y-alt	Y-alt	4			4.1	MI	\$ 10,000,000	\$ 40,550,890		
33.1	Restriping	Branch Crossing Dr	Research Forest Dr	S Alden Bridge Dr	Safety	Short	2		0.6	Major Collector	N/A	N/A		Incorrect existing pavement markings. Change single yellow line to double yellow for center marking.		0.6	MI	\$ 25,000	\$ 15,624		

Corridor/ Segment ID	Improvement	Corridor	From	To	Map Category	Roadway Recommendations										Description	Notes	Quantity	Unit	Unit Cost*	Est. Project Cost
						Time Range	Existing Lanes	Future Lanes	Length (mi)	Facility Type	2016 MTFP	2021 MTFP	MTFP Proposed Lanes								
34.1	Widening	Buddy Riley Rd	FM 1774	FM 1488	Capacity	Short	2	4	0.9	Major Collector	Y	Y	4		No timeframe for widening in MTFP.	0.9	MI	\$ 10,000,000	\$ 9,494,388		
34.1	Resurface Roadway	Buddy Riley Rd	FM 1488	FM 1774	Safety	Short	2		1.0	Major Collector						1.0	MI	\$ 650,000	\$ 618,420		
											N	N		Realign so intersection meets at 90 degree angle. Recommend to be done in conjunction with road widening.							
34.1a	Realignment	Buddy Riley Rd	FM 1488	S of FM 1488	Capacity	Short	0	4	0.1	Major Collector						0.1	MI	\$ 10,000,000	\$ 1,294,445		
35.1	Extension/New Road	Buffalo Springs Dr	SH 105	Keenan Cut Off Rd	Capacity	Long	0	4	4.4	Collector	Y-alt	Y-part	4			4.4	MI	\$ 10,000,000	\$ 44,286,351		
36.1	Extension/New Road	Bauer Rd	Roberts Cemetery Rd	Spring Creek	Capacity	Long	0	4	0.9	Other Arterial - Divided	Y	Y	4			0.9	MI	\$ 10,000,000	\$ 9,360,541		
37.1	Extension/New Road	Carraway Ln	Hardin Store Rd	North Creek Dr	Capacity	Long	0	4	0.9	Major Collector	Y-alt	Y-alt	4			0.9	MI	\$ 10,000,000	\$ 9,333,023		
37.2	Widening	Carraway Ln	North Creek Dr	FM 2978	Capacity	Long	2	4	1.0	Major Collector	Y	Y	4		No timeframe for widening in MTFP.	1.0	MI	\$ 10,000,000	\$ 9,787,638		
37.2a	Restriping	Carraway Ln	W of Dobbin Hufsmith Rd	FM 2978	Safety	Short	2		0.7	Major Collector	N/A	N/A	4	Restripe Pavement Markings		0.7	MI	\$ 25,000	\$ 18,625		
38.1	Widening	Crighton Rd	I-45	FM 1314	Capacity	Long	2	4	1.8	Other Arterial - Divided	Y	Y	4		No timeframe for widening in MTFP.	1.8	MI	\$ 10,000,000	\$ 17,943,565		
38.1	Restriping	Crighton Rd	I-45	FM 1314	Safety	Short	2		1.8	Other Arterial - Divided	N/A	N/A	4	Restripe Pavement Markings		1.8	MI	\$ 25,000	\$ 44,859		
39.1	Widening	Crown Ranch Blvd	Grimes County Line	FM 1486	Capacity	Long	2	4	2.3	Collector	Y	Y	4		No timeframe for widening in MTFP.	2.3	MI	\$ 10,000,000	\$ 22,899,616		
39.2	Extension/New Road	Crown Ranch Blvd	FM 1486	New Rd	Capacity	Long	0	4	1.7	Collector	Y	Y	4			1.7	MI	\$ 10,000,000	\$ 16,532,828		
											Y	Y	4		Existing road needs resurfacing between Research Forest and FM 2978 No timeframe for widening in MTFP.	0.9	MI	\$ 10,000,000	\$ 9,171,984		
41.1	Widening	Egypt Ln	FM 1488	FM 2978	Capacity	Short	2	4	0.9	Major Collector						0.5	MI	\$ 650,000	\$ 348,434		
41.1a	Resurface Roadway	Egypt Ln	Research Forest Dr	FM 2978	Safety	Short	2		0.5	Major Collector											
43.1	Restriping	Grogan's Mill Rd	Vision Park Blvd	Research Forest Dr	Safety	Short	2	2	0.9	Other Arterial - Undivided	N/A	N/A	6	Restripe Pavement Markings		0.9	MI	\$ 25,000	\$ 23,126		
44.1	Widening	Kidd Rd	Crighton Rd	Stidham Rd	Capacity	Long	2	4	1.5	Other Arterial - Divided	Y	Y	4		No timeframe for widening in MTFP.	1.5	MI	\$ 10,000,000	\$ 14,500,239		
44.2	Extension/New Road	Kidd Rd	Stidham Rd	SH 242	Capacity	Long	0	4	0.8	Other Arterial - Divided	Y	Y	4			0.8	MI	\$ 10,000,000	\$ 8,458,359		
											Y-alt	Y-alt	4		MTFP - Altered to align with road on other side of FM 1774.	0.4	MI	\$ 10,000,000	\$ 3,873,647		
47.1	Extension/New Road	Magnolia Ridge Blvd	End of Magnolia Ridge Blvd	FM 1774	Capacity	Short	0	4	0.4	Major Collector											
49.1	Restriping	Marsico Pl	Gosling Rd	Research Forest P&R	Safety	Short	2		0.3	Collector	N/A	N/A		Restripe Pavement Markings		0.3	MI	\$ 25,000	\$ 7,757		
50.1	Widening	Old Highway 105 W	SH 105	FM 2854	Capacity	Short	2	4	2.6	Other Arterial - Undivided	Y	Y	4		Existing road needs resurfacing	2.6	MI	\$ 10,000,000	\$ 26,250,536		
50.1	Resurface Roadway	Old Highway 105 W	SH 105	FM 2854	Safety	Short	2		2.6	Other Arterial - Undivided						2.6	MI	\$ 650,000	\$ 1,717,834		
											Y-alt	Y-alt	6		MTFP shows proposed 6 lanes. No timeframe for widening in MTFP. 2016 MTFP shows alternate route.	0.9	MI	\$ 10,000,000	\$ 8,641,156		
51.1	Widening	Old Hockley Rd	FM 1488	Magnolia Loop	Capacity	Long	2	4	0.9	Major Collector											
53.1	Extension/New Road	Pine Lake Rd	SH 105	FM 2854	Capacity	Long	0	4	3.8	Other Arterial - Undivided	Y	Y	4			3.8	MI	\$ 10,000,000	\$ 38,121,126		
55.1	Extension/New Road	Rolling Wood	Dobbin- Hufsmith Rd	SH 249	Capacity	Long	0	4	2.4	Other Arterial - Divided	Y	Y	4			2.4	MI	\$ 10,000,000	\$ 23,637,090		

Corridor/ Segment ID	Improvement	Corridor	From	To	Map Category	Roadway Recommendations										Description	Notes	Quantity	Unit	Unit Cost*	Est. Project Cost
						Time Range	Existing Lanes	Future Lanes	Length (mi)	Facility Type	2016 MTFP	2021 MTFP	MTFP Proposed Lanes								
57.1	Extension/New Road	Spring Branch Rd	Jackson Rd	Keenan Cut Off Rd (Proposed)	Capacity	Long	0	4	1.6	Other Arterial - Undivided	Y-alt	Y	6			1.6	MI	\$ 10,000,000	\$ 15,596,045		
58.1	Restriping	Stagecoach Rd	Cimmaron/ Surrey	Decker Prairie Rd	Safety	Short	2		2.9	Other Arterial - Undivided	N/A	N/A		Restripe Pavement Markings		2.9	MI	\$ 25,000	\$ 72,422		
59.1	Extension/New Road	Stewart Heights	Honea Egypt Rd	Fish Creek Thoroughfare/Stewart Heights	Capacity	Short	0	2	1.3	Collector	N	N				1.3	MI	\$ 6,000,000	\$ 8,037,126		
60.1	Widening	Stidham Rd	Kidd Rd	FM 1314	Capacity	Long	2	4	2.0	Major Collector	Y	Y	4		No timeframe for widening in MTFP.	2.0	MI	\$ 10,000,000	\$ 19,715,568		
60.1	Install Signing	Stidham Rd	Kidd Rd	FM 1314	Safety	Short	2		2.0	Major Collector	N/A	N/A	4	Add warning signs for curves and bridge. No existing signs.		1	LS	\$ 20,000	\$ 20,000		
60.1	Resurface Roadway	Stidham Rd	Kidd Rd	FM 1314	Safety	Short	2		2.0	Collector						2.0	MI	\$ 650,000	\$ 1,281,512		
61.1	Widening	Tamina Rd	FM 1488	FM 2978	Capacity	Short	2	4	1.3	Major Collector	Y	Y	4		No timeframe for widening in MTFP.	1.3	MI	\$ 10,000,000	\$ 12,567,173		
61.1	Add Pavement Markings	Tamina Rd	FM 1488	FM 2978	Safety	Short	2		1.3	Major Collector	N/A	N/A	4	Note: if road is widened, pavement markings would be included in that project		1.3	MI	\$ 25,000	\$ 31,418		
63.1	Extension/New Road	Tri Lakes	FM 149	FM 2854	Capacity	Long	0	4	1.6	Other Arterial - Undivided	Y	Y	4			1.6	MI	\$ 10,000,000	\$ 16,133,555		
65.1	Restriping	Windsor Lakes Blvd	IH 45 SBFR	SH 242	Safety	Short	4		1.1	Major Collector	N/A	N/A		Restripe Pavement Markings		1.1	MI	\$ 40,000	\$ 44,360		
67.1	Extension/New Road	New Road 1	FM 1486	Mill Creek Rd (Proposed)	Capacity	Long	0	4	7.2	Other Arterial - Undivided	N	Y				7.2	MI	\$ 10,000,000	\$ 72,000,389		
68.1	Extension/New Road	New Road 4	SH 249	New Rd 117	Capacity	Short	0	4	0.6	Major Collector	N	Y				0.6	MI	\$ 10,000,000	\$ 5,624,716		
69.1	Extension/New Road	New Road 5	FM 149	Woodtrace Blvd (Proposed)	Capacity	Long	0	4	2.8	Major Collector	Y	Y	4			2.8	MI	\$ 10,000,000	\$ 27,781,911		
70.1	Extension/New Road	New Road 6	New Road 11 (Proposed)	Sgt. Ed Holcomb Rd	Capacity	Long	0	4	3.0	Other Arterial - Undivided	Y	Y-part				3.0	MI	\$ 10,000,000	\$ 29,910,400		
73.1	Extension/New Road	New Road 9	New Road (FM 149 Alt)	FM 1774	Capacity	Long	0	4	2.0	Other Arterial - Divided	Y-alt	N				2.0	MI	\$ 10,000,000	\$ 19,911,385		
74.1	Extension/New Road	New Road 10	Audubon Pkwy	FM 149	Capacity	Short	0	4	0.7	Major Collector	N	N				0.7	MI	\$ 10,000,000	\$ 7,278,022		
75.1	Extension/New Road	New Road 115	Crown Ranch Blvd	FM 1774	Capacity	Long	0	4	5.5	Other Arterial - Undivided	N	Y				5.5	MI	\$ 10,000,000	\$ 55,048,404		
76.1	Extension/New Road	New Road 117	Magnolia Ridge	Magnolia Loop	Capacity	Short	0	4	1.2	Collector	Y-alt	Y	4			1.2	MI	\$ 10,000,000	\$ 12,081,175		
76.2	Extension/New Road	New Road 117	Magnolia Loop	N Cripple Creek Dr	Capacity	Short	0	2	0.6	Collector	Y-alt	N		Connection would add alternate/emergency access for houses with single entrance.		0.6	MI	\$ 6,000,000	\$ 3,429,447		
77.1	Extension/New Road	New Road 210	FM 149	FM 2854	Capacity	Long	0	4	1.2	Other Arterial - Divided	N	Y		S Montgomery Loop		1.2	MI	\$ 10,000,000	\$ 11,924,498		
80.1	Resurface Roadway	Bimbo Ln	Stidham Rd	Simpson Rd	Safety	Short	2		0.2	Collector						0.2	MI	\$ 650,000	\$ 157,454		
81.1	Restriping	Greenbridge Dr	W. of Northway Dr	College Park Dr	Safety	Short	4		0.3	Other Arterial - Divided						0.3	MI	\$ 40,000	\$ 13,160		
82.1	Restriping	Koenig Ln	Peoples Rd	End of Koenig Ln	Safety	Short	2		0.7	Collector						0.7	MI	\$ 25,000	\$ 17,454		



Corridor/ Segment ID	Improvement	Corridor	From	To	Map Category	Roadway Recommendations										Description	Notes	Quantity	Unit	Unit Cost*	Est. Project Cost
						Time Range	Existing Lanes	Future Lanes	Length (mi)	Facility Type	2016 MTFP	2021 MTFP	MTFP Proposed Lanes								
83.1	Restriping	Magnolia Circle	End of Magnolia Circle	Selman Ln	Safety	Short	2		0.4	Collector						0.4	MI	\$ 25,000	\$ 9,334		
84.1	Resurface Roadway	Peoples Rd	FM 1488	S. of Pine Acres Dr	Safety	Short	2		1.2	Collector						1.2	MI	\$ 650,000	\$ 781,365		
86.1	Resurface Roadway	Sapp Rd	SH 105	Old Highway 105 W	Safety	Short	2		1.4	Collector						1.4	MI	\$ 650,000	\$ 893,916		
87.1	Resurface Roadway	Simpson Rd	End of Simpson Rd	Bimbo Ln	Safety	Short	2		2.1	Collector						2.1	MI	\$ 650,000	\$ 1,388,835		
88.1	Extension/New Road	Freeport Dr	FM 149	SH 105	Capacity	Long	0	2	2.8	Collector	N	Y-alt			Previously had removed. Brought back in to show where it ties into Freeport Dr extension at FM 2854. Changed name from New Road 211 (name came from MTFP) to Freeport Dr.	2.8	MI	\$ 6,000,000	\$ 17,033,037		
89.1	Widening	Mail Route Rd	FM 2854	Pine Lake Rd (Existing)	Capacity	Long	2	2	1.9	Collector	N	N		Widen & repave existing narrow road (currently total width about 18-20').		1.9	MI	\$ 5,000,000	\$ 9,305,970		
89.2	Extension/New Road	Mail Route Rd	Pine Lake Rd (Existing)	Pine Lake Rd (Proposed)	Capacity	Long	0	2	0.2	Collector	N	N		Extend Mail Route Rd to meet proposed realignment of Pine Lake Rd (from MTFP).		0.2	MI	\$ 6,000,000	\$ 944,687		

\* Unit Costs have been estimated from similar TxDOT project costs and TxDOT Average Low Bid Prices

MTFP Comparison:

- N Not included in MTFP
- Y Included in MTFP, no change
- Y-alt Included in MTFP, alterations made
- Y-part Partially included in MTFP

### Removed Roadway Projects

*Note: Items in red have been removed from recommended projects.*

*Note: Items in orange were relocated to another section or merged with another item and were not fully removed.*

N/A	Realignment	FM 149	N of Lake Creek	N of Lake Creek		Short			0.4					Straighten/reduce sharp curves near Cooks Branch Conservancy	Several crashes in that area. Moved to Intersection Recommendations				
N/A	Extension/New Road	New Road 116	FM 1488	Audubon Pkwy		Short	0	4	1.1						Remove				
N/A	Restriping	Old Conroe Rd	End of Ex. Old Conroe Rd	FM 1488		Short								Removed because widening project on Old Conroe Rd moved to short term. Road widening project will include pavement markings.	Removed because moved widening to short term				
N/A	Extension/New Road	Gosling Rd	FM 1488	SH 242		Long	0	4			Y-alt			Due to law passed regarding Jones State Forest, road cannot be constructed between FM 1488 and SH 242.	Removed between SH 242 and Old Conroe Rd (Commr. R.)				
N/A	Extension/New Road	Spur 149	Woodforest Pkwy/ Corrolla (Proposed)	FM 1488		Long	0	4	1.4	Other Arterial - Undivided	Y-alt	Y-alt			Remove - planned development on north side of FM 1488 will prevent extension. (Commr. R.)				
N/A	Resurface Roadway	Sgt. Ed Holcomb Rd	Loop 336	End of Sgt. Ed Holcomb Rd		Short	2		1.1	Major Collector				Removed because widening project on Sgt. Ed Holcomb Rd moved to short term. Road widening project should include resurfacing or replacing existing pavement.	Removed because moved widening to short term				

Corridor/ Segment ID	Improvement	Corridor	From	To	Map Category	Roadway Recommendations										Description	Notes	Quantity	Unit	Unit Cost*	Est. Project Cost
						Time Range	Existing Lanes	Future Lanes	Length (mi)	Facility Type	2016 MTFP	2021 MTFP	MTFP Proposed Lanes								
21.1	Extension/New Road	Woodforest Pkwy/ Corrolla	Mill Creek Rd	Superior Rd	Capacity	Long	0	4	5.3	Other Arterial - Undivided	Y-alt	Y-alt	6	Removed based on comments from steering committee.	Comment from Cm. Riley to remove west of Superior Rd. 2021 MTFP takes alternate path east of FM 149 and ends at proposed Spur 149. 2016 MTFP takes alternate path that goes through Cooks Branch Conservancy.	5.3	MI	\$ 10,000,000	\$ 53,077,745		
19.2	Extension/New Road	New Road 11	New Road 8	FM 1488	Capacity	Long	0	4	1.3	Other Arterial - Divided	Y-alt	N		Removed based on comments from steering committee.	Removed based on comments from Steering Committee. Pct. 2 wants removed	1.3	MI	\$ 10,000,000	\$ 13,048,558		
15.1	Extension/New Road	Superior Rd	FM 2854	Corrolla	Capacity	Long	0	4	4.8	Other Arterial - Divided	Y	N		Removed based on comments from steering committee.	Pct. 2 wants removed because of proximity to Cooks Branch Conservancy	4.8	MI	\$ 10,000,000	\$ 47,579,937		
30.1	Extension/New Road	Pine Forest Dr	St. Luke's Way	Vision Park Blvd	Capacity	Short	0	4	0.6	Collector	Y	N	4	Previously Revised. Removed per Shenandoah 4-2022.	Removed per Shenandoah 4-2022. Route altered to avoid development at 134 Vision Park Blvd. Now connects on south end to Pine Forest. Opposition from City of Shenandoah. Removed from 2021 MTFP. Changed named from Atkinson Lane.	0.6	MI	\$ 10,000,000	\$ 6,208,007		
30.2	Extension/New Road	Pine Forest Dr	S. of Vision Park Blvd	Wellman Rd	Capacity	Short	0	2	0.2	Collector	N	N		Removed per Shenandoah 4-2022	Removed per Shenandoah 4-2022.	0.2	MI	\$ 6,000,000	\$ 1,143,942		
48.1	Extension/New Road	Mail Route Rd	Bill Smith Rd	Grogan's Mill/Vision Park	Capacity	Short	0	2	0.2	Collector	N	N		Connect to existing roundabout Removed based on comments from stakeholder meetings. Insufficient ROW.	Removed because of insufficient ROW. Information provided by stakeholder meetings.	0.2	MI	\$ 6,000,000	\$ 1,049,518		
64.1	Extension/New Road	Vision Park Blvd/ Shenandoah Park Dr	I-45	I-45	Capacity	Long	0	4	0.4	Other Arterial - Divided	Y	Y	6	Removed per Shenandoah 4-2022 Add I-45 intersection overpass to connect Vision Park Blvd with Shenandoah Park Dr	Removed per Shenandoah 4-2022. Shown as existing thoroughfare in 2021 MTFP, but currently does not connect across.	0.4	MI	\$ 10,000,000	\$ 3,615,985		
71.1	Extension/New Road	New Road 7	Ranch Hill Dr	Lake Forest Dr	Capacity	Short	0	2	0.5	Collector	N	N		Removed per Commissioner Riley 6-2022	Removed per Commissioner Riley 6-2022	0.5	MI	\$ 6,000,000	\$ 3,072,432		
66.1	Extension/New Road	Woodlane Blvd	Ling Rd	End of Woodlane Blvd	Capacity	Short	0	2	0.1	Collector	N	N		Removed per H-GAC 6-2022. Connection would add alternate/emergency access for a large number of houses with limited access.	Removed per H-GAC 6-2022	0.1	MI	\$ 6,000,000	\$ 762,888		
27.1	Extension/New Road	Aberdeen Dr	End of Aberdeen Dr	Elm Ln	Capacity	Short	0	2	0.2	Collector	N	N		Removed per H-GAC 6-2022. Connection would add alternate/emergency access for a large number of houses with limited access.	Removed per H-GAC 6-2022	0.2	MI	\$ 6,000,000	\$ 1,443,818		
63.1	Extension/New Road	Tri Lakes	FM 2854	Pine Lake	Capacity	Long	0	4	4.3	Other Arterial - Undivided	Y	Y	4	Removed due to conflicting development.		4.3	MI	\$ 10,000,000	\$ 42,770,181		
13.4	Widening	Hardin Store Rd	SH 249	Z	Capacity	Short	2	4	4.4	Other Arterial - Divided	Y	Y	4	Removed per Commissioner Riley 6-2022: Additional ROW would be needed to widen the road and the precinct does not want to field phone calls from the public on ROW acquisition. The precinct is hoping that Woodtrace will eliminate the need to widen Harden Store road.	No timeframe for widening in MTFP.	4.4	MI	\$ 10,000,000	\$ 44,181,466		
9.1	Widening	Spur 149	FM 1488	FM 149	Capacity	Short	2	4	1.4	Other Arterial - Undivided	Y-alt	Y-alt	6	Removed per Commissioner Riley 6-2022.	MTFP shows proposed 6 lanes. No timeframe for widening in MTFP.	1.4	MI	\$ 10,000,000	\$ 13,912,014		
9.1	Install Street Lighting	Spur 149	FM 1488	FM 149	Safety	Short	2		1.4	Major Collector	N/A	N/A	6	Removed per Commissioner Riley 6-2022.		1.4	MI	\$ 125,000	\$ 173,900		
46.1	Extension/New Road	Magnolia Hills Rd	New Rd near SH 249	New Rd near FM 149 Alt	Capacity	Long	0	4	2.5	Other Arterial - Undivided	Y-alt	Y	6	Removed per Commissioner Riley 6-2022.	Removed per Commissioner Riley 6-2022.	2.5	MI	\$ 10,000,000	\$ 25,284,140		

Corridor/ Segment ID	Improvement	Corridor	From	To	Map Category	Roadway Recommendations																Notes	Quantity	Unit	Unit Cost*	Est. Project Cost
						Time Range	Existing Lanes		Future Lanes	Length (mi)	Facility Type	2016 MTFP		2021 MTFP	MTFP Proposed Lanes		Description									
42.1	Extension/New Road	Garland Rd	S of Country Forest Dr	N Curve of Garland Rd	Capacity	Short	0	2	0.1	Collector	N	N		Removed per H-GAC 6-2022	Removed per H-GAC 6-2022	0.1	MI	\$ 6,000,000	\$ 510,747							
15.1	Extension/New Road	Superior Rd	Grand Lake Estates Dr	Corrolla	Capacity	Long	0	4	1.2	Other Arterial - Divided	Y-alt	N		Removed per Commissioner Riley 6-2022. Previously revised.	Pct. 2 wants removed because of proximity to Cooks Branch Conservancy. Revised to connect only to Grand Lakes Estates Dr and does not come close to Conservancy. No overlap with previous alignment around golf course.	1.2	MI	\$ 10,000,000	\$ 11,881,413							
13.2	Extension/New Road	Butera/ Decker Prairie Rd	End of Ex. Butera Rd	Pinehurst Loop	Capacity	Long	0	4	2.4	Other Arterial - Undivided	Y	Y	4	Removed per Commissioner Riley 6-2022.		2.4	MI	\$ 10,000,000	\$ 24,218,669							
13.1	Widening	Butera Rd	Nichols Sawmill Rd	End of Ex. Butera Rd	Capacity	Long	2	4	2.2	Other Arterial - Undivided	Y	Y	4	Removed per Commissioner Riley 6-2022.	No timeframe for widening in MTFP.	2.2	MI	\$ 10,000,000	\$ 21,859,453							
13.3	Widening	Decker Prairie Rd	Pinehurst Loop	SH 249	Capacity	Long	2	4	1.3	Other Arterial - Undivided	Y	Y	4	Removed per Commissioner Riley 6-2022.	No timeframe for widening in MTFP.	1.3	MI	\$ 10,000,000	\$ 13,142,246							
40.1	Extension/New Road	Cypress Rosehill	Decker Prairie	Harris County Line/Decker Prairie Rosehill Rd	Capacity	Long	0	4	2.6	Other Arterial - Undivided	Y	Y	4	Removed per Commissioner Riley 6-2022.		2.6	MI	\$ 10,000,000	\$ 25,912,161							
13.5	Install Street Lighting	Hardin Store Rd	SH 249	FM 2978	Safety	Short	2		4.4	Other Arterial - Undivided	N/A	N/A	4	Removed because Precinct 2 does not install or maintain street lighting.	Pct. 2 said county not currently installing any street lights. May be a financial strain on county.	4.4	MI	\$ 125,000	\$ 552,268							
12.1	Install Street Lighting	Nichols Sawmill Rd	FM 1774	Roberts Cemetery Rd	Safety	Short	2		7.8	Other Arterial - Undivided	N/A	N/A	6	Removed because Precinct 2 does not install or maintain street lighting.	Pct. 2 said county not currently installing any street lights. May be a financial strain on county.	7.8	MI	\$ 125,000	\$ 979,221							
18.1	Install Street Lighting	Fish Creek Thoroughfare/ Sendera Ranch Rd	FM 2854	FM 1488	Safety	Short	2		7.2	Principal Arterial - Divided	N/A	N/A		Removed because Precinct 2 does not install or maintain street lighting.	Pct. 2 said county not currently installing any street lights. May be a financial strain on county.	7.2	MI	\$ 125,000	\$ 902,846							
45.1	Extension/New Road	Little Thorn Ln	Green Tree Rd	End of Little Thorn Ln	Capacity	Short	0	2	0.1	Collector	N	N		Removed per H-GAC 7-2022 (residential street). Provide emergency vehicle access connector. (Could be 1 lane wide enough for emergency vehicle.)		0.1	MI	\$ 6,000,000	\$ 480,901							
47.2	Extension/New Road	Magnolia Ridge	FM 1774	Magnolia Loop	Capacity	Long	0	4	0.4	Major Collector	Y-alt	Y-alt	4	Removed 8/2022 per Public Meeting 2 comment and response from Commissioner Riley.	Removed 8/2022 per Public Meeting 2 comment and response from Commissioner Riley.	0.4	MI	\$ 10,000,000	\$ 3,873,647							
85.1	Restriping	Peoples Rd	S. of Pine Acres Dr	End Peoples Rd	Safety	Short	2		1.0	Collector				Removed 8/2022 per Public Meeting 2 comment. This section of road is protected by SB 345 related to Jones Forest.	Removed 8/2022 per Public Meeting 2 comment and response from Commissioner Riley.	1.0	MI	\$ 25,000	\$ 23,755							
43.1	Widening	Grogan's Mill Rd	McGoey Cir	Research Forest Dr	Capacity	Long	2	4	0.9	Other Arterial - Divided	Y-alt	Y-alt	6	Removed 8/2022 per Public Meeting 2 comment and response from Commissioner Riley.	Removed 8/2022 per Public Meeting 2 comment and response from Commissioner Riley. MTFP shows proposed 6 lanes. No timeframe for widening in MTFP.	0.9	MI	\$ 10,000,000	\$ 9,250,239							

Corridor/ Segment ID	Improvement	Corridor	From	To	Map Category	Roadway Recommendations										Description	Notes	Quantity	Unit	Unit Cost*	Est. Project Cost
						Time Range	Existing Lanes	Future Lanes	Length (mi)	Facility Type	2016 MTFP	2021 MTFP	MTFP Proposed Lanes								
62.1	Extension/New Road	Tree Farm Rd	End of Tree Farm Rd	Bulldog Blvd	Capacity	Short	0	2	1.9	Collector	N	N		Removed 8/2022 per Public Meeting 2 comment and response from Commissioner Riley.  Connection would add alternate/emergency access for a large number of houses in expanding development with one current access point that has at grade rail crossing. Extension would provide route that does not require rail crossing and would provide secondary access to development.	Removed 8/2022 per Public Meeting 2 comment and response from Commissioner Riley.	1.9	MI	\$ 6,000,000	\$ 11,414,780		
56.1	Extension/New Road	S Alden Bridge Dr	Egypt Ln	Shimmerwood Dr	Capacity	Short	0	2	0.1	Major Collector	Y-alt	N		Remove due to board and public opposition.	Removed 8/2022. Was altered from 2016 MTFP to have 90 degree intersection with Egypt Ln. Not in 2021 MTFP.	0.1	MI	\$ 6,000,000	\$ 791,014		
37.2b	Restriping	Carraway Ln	Dobbin-Hufsmith Rd	FM 2978	Safety	Short	2			Major Collector	N/A	N/A	4	Restripe Pavement Markings	Merged with 37.2a	0.0	MI	\$ 25,000	\$ -		
19.2	Extension/New Road	New Road 11	Old Conroe Rd	New Road 8	Capacity	Long	0	4	1.9	Other Arterial - Divided	Y-alt	N			Removed November 2022 per Commissioner Riley based on complaints from public. Revised based on comments from Steering Committee. Now ends at New Road 8 (previously connected to FM 1488). Pct. 2 wants removed	1.9	MI	\$ 10,000,000	\$ 18,886,681		
72.1	Extension/New Road	New Road 8	New Road 11 (Proposed)	Grand Central Pkwy	Capacity	Long	0	4	1.658	Major Collector	N	N		Revised	Removed November 2022 per Commissioner Riley based on complaints from public. Revised based on comments from Steering Committee. Pct. 2 wants section of New Road 11 (Gosling) removed. If section removed, no connection to be made and New Road 8 should be removed.	1.7	MI	\$ 10,000,000	\$ 16,578,887		
54.1	Extension/New Road	River Plantation Dr	New Road 8	I-45	Capacity	Long	0	4	0.5	Collector	N	N			Removed November 2022 because New Road 8 removed per Commissioner Riley based on complaints from public. Extension would not connect to anything without New Road 8.  Revised based on comments from Steering Committee and existing development near I-45. Pct. 2 wants section of New Road 11 (Gosling) removed, which would mean New Road 8 should be removed. If New Road 8 removed, no connection to be made.	0.5	MI	\$ 10,000,000	\$ 4,676,999		

## 4. Intersection Recommendations

Recommended projects are separated into Roadway, Intersection, and Active Transportation and Transit categories. This section covers **Intersection** recommendations.

Each intersection has an assigned ID based on the corridor number and a unique identifier which corresponds with an Intersection Summary Sheet (found in Appendix A Section 7). For example, Intersection 1.2 is on Corridor 1 and is the second intersection on the corridor with a recommendation. The intersection recommendations list is broken out by individual recommendations. A single intersection may have multiple recommendations at the same location.

Recommendation ID maps found under Appendix A Section 2 can be used to locate Intersection IDs in orange. Intersection Summary Sheets also contain a key map for the applicable segment.

Each recommendation has the intersection ID, intersection name, recommendation category, category type (lower vs higher cost), improvement name, map category (safety vs capacity), the alternative and option, and time range. Recommendations also have a detailed description, when applicable, and an estimated project cost.

While map categories are specified as either safety or capacity, many recommendations improve both.



Intersection Recommendations														
Int. ID	Intersection	Category	Cat. Num.	Cat. Type	Improvement	Map Category	Alternative			Description	Quantity	Unit	Unit Cost*	Est. Project Cost
									Option					
0.0	Multiple @ Multiple	Install GPS Emergency Preemption Equipment	0	Lower Cost	Install GPS Emergency Preemption Equipment	Safety	1		Short	Install GPS preemption equipment in traffic signal cabinets for emergency vehicles, particularly near hospitals along SH 242	120	EA	\$ 2,000	\$ 240,000
0.0	Multiple @ Multiple	Install Retroreflective Backplates	0	Lower Cost	Install Retroreflective Backplates	Safety	1		Short	Install back plates with retroreflective border at signalized intersections, especially east-west corridors.	1440	EA	\$ 250	\$ 360,000
0.0	Multiple @ Multiple	Install Flashing Yellow Arrow Left Turn Signals	0	Lower Cost	Install Flashing Yellow Arrow Left Turn Signals	Safety	1		Short	Install Flashing Yellow Arrow (FYA) left turn signal heads at signalized intersections for existing protected+permissive (green arrow and green ball) signals. Evaluate protected only (green arrow) left turns to see if FYA is acceptable.	240	EA	\$ 1,000	\$ 240,000
0.0	Multiple @ Multiple	Install "All Way" Sign Plaques	0	Lower Cost	Install "All Way" Sign Plaques	Safety	1		Short	Install "All Way" sign plaques below stop signs where missing. These are required by TMUTCD at any stop controlled intersection where all approaches have a stop sign, including 4-way stops.	120	EA	\$ 800	\$ 96,000
0.0	Multiple @ Multiple	Install Speed Limit Signs	0	Lower Cost	Install Speed Limit Signs	Safety	1		Short	Add additional speed limit signs throughout Precinct 2, especially on major corridors and after major intersections.	120	EA	\$ 800	\$ 96,000
1.1	SH 105 @ FM 149	Signal Timing	8	Lower Cost	Signal Timing	Capacity	1		Short		1	EA	\$ 10,000	\$ 10,000
1.1	SH 105 @ FM 149	Add Turn Lanes	1	Lower Cost	Add Turn Lanes	Capacity	2		Short	NB: Add left turn bay (100'), add right turn bay (100') and change left-thru-right to thru only SB: Add left turn bay (100') and change thru-left-right to thru-right	300	LF	\$ 750	\$ 225,000
1.1	SH 105 @ FM 149	Signal Timing	8	Lower Cost	Signal Timing	Capacity	5		Long		1	EA	\$ 10,000	\$ 10,000
1.1	SH 105 @ FM 149	Add Turn Lanes	1	Lower Cost	Add Turn Lanes	Capacity	5		Long	EB/WB: Add right turn bay (100') and change thru-right to thru only	200	LF	\$ 750	\$ 150,000
1.2	SH 105 @ FM 2854/Lone Star Pkwy	Signal Timing	8	Lower Cost	Signal Timing	Capacity	1		Short		1	EA	\$ 10,000	\$ 10,000
1.2	SH 105 @ FM 2854/Lone Star Pkwy	Add Turn Lanes	1	Lower Cost	Add Turn Lanes	Capacity	2		Short	WB: Add right turn bay (300') and change thru-right to thru only. NB: Add right turn bay (100') and change thru-right to thru only. SB: Add right turn bay (100') and change thru-right to thru only.	500	LF	\$ 750	\$ 375,000
1.2	SH 105 @ FM 2854/Lone Star Pkwy	Add Turn Lanes	1	Lower Cost	Add Turn Lanes	Capacity	2		Short	EB: Add right turn bay (200') and change thru-right to thru only.	200	LF	\$ 750	\$ 150,000
1.3	SH 105 @ McCaleb Rd	Signal Timing	8	Lower Cost	Signal Timing	Capacity	1		Short		1	EA	\$ 10,000	\$ 10,000
1.3	SH 105 @ McCaleb Rd	Add Turn Lanes	1	Lower Cost	Add Turn Lanes	Capacity	2		Short	EB: Add right turn bay (250') and change thru-right to thru only. SB: Add second through lane (change from left-thru-right to left-thru and thru-right)	450	LF	\$ 750	\$ 337,500
2.1	SH 242 @ FM 1488	Add Turn Lanes	1	Lower Cost	Add Turn Lanes	Capacity	2		Short	NB: Add second right turn lane (100')	100	LF	\$ 750	\$ 75,000
2.2	SH 242 (College Park Dr) @ Greenbridge Dr	Signal Timing	8	Lower Cost	Signal Timing	Capacity	1		Short		1	EA	\$ 10,000	\$ 10,000
2.2	SH 242 (College Park Dr) @ Greenbridge Dr	Add Turn Lanes	1	Lower Cost	Add Turn Lanes	Capacity	2		Short	SB: Add right turn bay (250')and change thru-right to thru EB: Add second right turn bay (150')	400	LF	\$ 750	\$ 300,000
2.2	SH 242 @ Greenbridge Dr	Install Pavement Markings	8	Lower Cost	Restriping	Safety	1		Short		0.5	MI	\$ 40,000	\$ 20,000
2.3	IH 45 @ SH 242	Signal Timing	8	Lower Cost	Signal Timing	Capacity	1		Short		1	EA	\$ 10,000	\$ 10,000
2.3	IH 45 NBFR @ SH 242	Add Turn Lanes	1	Lower Cost	Add Turn Lanes	Capacity	2		Short	NB: Add additional right turn bay **not needed if direct connector is built for movement	150	LF	\$ 750	\$ 112,500
2.3	IH 45 SBFR @ SH 242	Add Turn Lanes	1	Lower Cost	Add Turn Lanes	Capacity	2		Short	EB: Add 2 right turn bays (200') and change thru-right to thru only **only one right turn bay needed if direct connector is built for movement	200	LF	\$ 750	\$ 150,000

Intersection Recommendations														
Int. ID	Intersection	Category	Cat. Num.	Cat. Type	Improvement	Map Category	Alternative			Description	Quantity	Unit	Unit Cost*	Est. Project Cost
									Option					
2.3	IH 45 @ SH 242	Install Direct Connectors	5	Higher Cost	Install Direct Connectors	Capacity	4		Short	Direct connectors for NB to EB and EB to SB	2	EA	\$ 12,000,000	\$ 24,000,000
2.3	IH 45 @ SH 242	Install Direct Connectors	5	Higher Cost	Install Direct Connectors	Capacity	5		Long	Direct connectors for EB to NB	1	EA	\$ 12,000,000	\$ 12,000,000
2.3	IH 45 @ SH 242	Grade Separation	6	Higher Cost	Grade Separation	Capacity	5		Long	Add overpass for SH 242 through movements, over IH45.	1	LS	\$ 25,000,000	\$ 25,000,000
3.1	FM 149 @ Keenan Cut Off Rd	Add Turn Lanes	1	Lower Cost	Add Turn Lanes	Capacity	2		Short	NB: Add right turn bay (100')	100	LF	\$ 750	\$ 75,000
										Higher cost option, but has more significant improvement in delay vs. AWSC. High speeds on FM 149 would require careful design to reduce speeds on approach.				
3.1	FM 149 @ Keenan Cut Off Rd	Install Roundabout	4	Higher Cost	Install Roundabout	Capacity	4	A	Short	Roundabout works into long term with acceptable LOS as long as NB right turn lane added. Added 100' SB left turn lane would provided additional improvement for SB approach (approach LOS goes from C to B). Overall intersection LOS stays at B, but delay reduced from 13.9 to 11.7.	1	EA	\$ 650,000	\$ 650,000
3.1	FM 149 @ Keenan Cut Off Rd	Install Traffic Signal	3	Higher Cost	Install Traffic Signal	Capacity	4	B	Short	Seeing LOS F for AWSC in mid and long term. Recommend conducting signal warrant analysis in future.	1	EA	\$ 400,000	\$ 400,000
3.2	FM 149 @ N of Lake Creek (waterway)	Adjust Alignment	8	Higher Cost	Align Curve (Reduce Angle)	Safety	3		Short	Straighten/reduce sharp curves near Cooks Branch Conservancy. Several crashes in that area.	1	LS	\$ 2,000,000	\$ 2,000,000
3.3	FM 149 @ Jackson Rd	Grade Separation	6	Higher Cost	Grade Separation	Capacity	5		Long	RR overpass	1	LS	\$ 16,000,000	\$ 16,000,000
3.3	FM 149 @ Jackson Rd	Install Traffic Signal	3	Higher Cost	Install Traffic Signal	Capacity	4		Short	Note: do not have volumes for this intersection, but may warrant with future growth in region	1	EA	\$ 400,000	\$ 400,000
3.4	FM 149 @ Dobbin Hufsmith Rd	Grade Separation	6	Higher Cost	Grade Separation	Capacity	5		Long	RR overpass	1	EA	\$ 16,000,000	\$ 16,000,000
3.5	SH 249 @ FM 149	Signal Timing	8	Lower Cost	Signal Timing	Capacity	1		Short		1	EA	\$ 10,000	\$ 10,000
3.5	SH 249 @ FM 149	Add Turn Lanes	1	Lower Cost	Add Turn Lanes	Capacity	5		Long	Add NBFR right turn capacity (convert existing through to shared through-right OR add second right turn lane).	200	LF	\$ 750	\$ 150,000
3.6	FM 149 @ Spur 149	Access Management	8	Lower Cost	Close RR Crossing	Safety	5		Long		1	EA	\$ 8,500	\$ 8,500
4.1	SH 249 @ FM 1486	Add Turn Lanes	1	Lower Cost	Add Turn Lanes	Capacity	2		Short	Will need to be assessed. Do not have volumes or current lane configuration for intersection. Received comment that changes needed.	200	LF	\$ 750	\$ 150,000
5.1	FM 1488 @ FM 1774	Add Turn Lanes	1	Lower Cost	Add Turn Lanes	Capacity	2		Short	WB: Add right turn bay (100')	100	LF	\$ 750	\$ 75,000

Intersection Recommendations														
Int. ID	Intersection	Category	Cat. Num.	Cat. Type	Improvement	Map Category	Alternative	Option	Time Range	Description	Quantity	Unit	Unit Cost*	Est. Project Cost
5.1	FM 1488 @ FM 1774	Grade Separation	6	Higher Cost	Grade Separation	Capacity	5		Long	To remain per Carlene for now.  Removed 8/2022 per multiple Public Meeting 2 comments and response from Commissioner Riley.  Install overpass for FM 1488 through movements over RR and FM 1774. If not feasible at intersection, consider nearby alternate location for RR overpass.	1	LS	\$ 18,000,000	\$ 18,000,000
5.1	FM 1488 @ FM 1774/Melton St	Signal Timing	8	Lower Cost	Signal Timing	Capacity	1		Short		1	EA	\$ 10,000	\$ 10,000
5.1	FM 1488 @ Melton St	Add Turn Lanes	1	Lower Cost	Add Turn Lanes	Capacity	2		Short	Add left turn bay to WB approach	100	LF	\$ 750	\$ 75,000
5.1	FM 1488 @ Melton St	Adjust Alignment	8	Higher Cost	Align Through Lanes	Capacity	4	B	Short	Align lanes for WB through movement on Melton. WB through lane currently aligns with EB left turn lane.	1	LS	\$ 400,000	\$ 400,000
5.1	FM 1488 @ Melton St	Access Management	8	Lower Cost	Close Roadway Access	Capacity	4	A	Short	Close access to Melton Rd on south side of FM 1488. Remove signal.	1	EA	\$ 8,500	\$ 8,500
5.2	FM 1488 @ Mill Creek Rd	Install Traffic Signal	3	Higher Cost	Install Traffic Signal	Capacity	4	(A)	Short	Note: Do not have traffic volumes, but increase in development near intersection will likely warrant traffic signal. Approaches should be realigned so north and south side of intersection line up (see realignment on Roadway Recommendations) before traffic signal is installed.	1	EA	\$ 400,000	\$ 400,000
5.2	FM 1488 @ Mill Creek Rd	Install Signing	8	Lower Cost	Improve Intersection Warning Signs	Safety	1		Short	Add advanced intersection warning signs, especially for WB approach from overpass on FM 1488.	1	LS	\$ 60,000	\$ 60,000
5.3	FM 1488 @ Spur 149	Signal Timing	8	Lower Cost	Signal Timing	Capacity	1		Short		1	EA	\$ 10,000	\$ 10,000
5.3	FM 1488 @ Spur 149	Add Turn Lanes	1	Lower Cost	Add Turn Lanes	Capacity	2		Short	EB: Add right turn bay (100') Additional turn lanes may be needed for NB after development near intersection complete.	100	LF	\$ 750	\$ 75,000
5.4	FM 1488 @ Tamina Rd	Signal Timing	8	Lower Cost	Signal Timing	Capacity	1		Short		1	EA	\$ 10,000	\$ 10,000
5.4	FM 1488 @ Tamina Rd	Add Turn Lanes	1	Lower Cost	Add Turn Lanes	Capacity	2		Short	NB: Add right turn bay (100')	100	LF	\$ 750	\$ 75,000
5.5	FM 1488 @ FM 2978	Signal Timing	8	Lower Cost	Signal Timing	Capacity	1		Short		1	EA	\$ 10,000	\$ 10,000
5.5	FM 1488 @ FM 2978	Add Turn Lanes	1	Lower Cost	Add Turn Lanes	Capacity	2		Short	EB: Add second left turn lane WB: Add second left turn lane	600	LF	\$ 750	\$ 450,000
5.5	FM 1488 @ FM 2978	Grade Separation	6	Higher Cost	Grade Separation	Capacity	5		Long	Multiple grade separation alternatives exist: Center Turn Overpass (CTO) Interchange (All left turn movements are relocated to an elevated structure using ramps within the median area. At grade and elevated intersections controlled by simple two-phase signals. Pedestrians at grade & have mid crossing refuge opportunity. Bike friendly. Smaller footprint than traditional overpass.); Traditional overpass for FM 1488 through movements; Echelon Interchange (Creates two separated two-phase intersections, one elevated above the other, with each intersection operating with all turn and through movements (e.g. NB & EB elevated and SB & WB at-grade). Downsides include impaired access to adjacent properties & not pedestrian/bicycle friendly.)	1	LS	\$ 36,000,000	\$ 36,000,000

Intersection Recommendations														
Int. ID	Intersection	Category	Cat. Num.	Cat. Type	Improvement	Map Category	Alternative			Description	Quantity	Unit	Unit Cost*	Est. Project Cost
									Option					
5.6	FM 1488 @ Old Conroe Rd	Signal Timing	8	Lower Cost	Signal Timing	Capacity	1		Short	In conjunction with extension and widening projects for Old Conroe Rd.	1	EA	\$ 10,000	\$ 10,000
5.6	FM 1488 @ Old Conroe Rd	Add Turn Lanes	1	Lower Cost	Add Turn Lanes	Capacity	2		Short	In conjunction with extension and widening projects for Old Conroe Rd. Turn lane quantity and length should be evaluated for additional traffic on Old Conroe Rd.	200	LF	\$ 750	\$ 150,000
5.7	FM 1488 @ Carriage Hills Blvd	Add Turn Lanes	1	Lower Cost	Add Turn Lanes	Capacity	2		Short	EB: Add second left turn lane	100	LF	\$ 750	\$ 75,000
5.7	FM 1488 @ Carriage Hills Blvd	Push Button Improvement	8	Lower Cost	Pedestrian Push Button ADA Compliance	Safety	2		Short	Relocate pedestrian push button currently on signal pole in southeast corner so that it can be reached from landing (requires adding a new pedestrian pole), or modify ramp/landing area so existing push button can be reached. Current location does not meet ADA or TMUTCD requirements.	1	EA	\$ 3,000	\$ 3,000
6.1	FM 1774 @ FM 1486	Install Continuous Green T-Intersection	8	Higher Cost	Install Continuous Green T-Intersection	Capacity	5		Long		1	LS	\$ 1,200,000	\$ 1,200,000
6.2	FM 1774 @ Buddy Riley	Signal Timing	8	Lower Cost	Signal Timing	Capacity	1		Short	Revise traffic signal timing, particularly after RR preemption.	1	EA	\$ 10,000	\$ 10,000
6.6	FM 1774 @ Magnolia West High School Driveway	Access Management	8	Lower Cost	Prohibit Left Turns from Driveway During Off-Peak Times	Safety	1		Short	Perform study and coordinate with school to consider options to improve safety. High speed vehicles travelling westbound from the FM 1774 overpass make it difficult for left turning vehicles to safely cross the westbound path. Due to proximity of FM 1774 at FM 1486 intersection, it would not be practical to install a signal. While prohibiting all left turns to and from the driveway would increase safety the most, this is not practical due to expected school traffic. The largest percentage of crashes related to driveway movements at this location comes from left turns exiting the driveway. One potential option is to prohibit SB left turns out of driveway during off-peak times (such as when there is not a police officer directing traffic). SB would be right turn only during these times. Signing could be added with left turn prohibition during specified hours (to be coordinated with school). To encourage compliance, a U-Turn only lane with a protected signal phase could be added at FM 1486 and FM 1774 intersection on the westbound approach.	1	LS	\$ 250,000	\$ 250,000
6.3	Melton @ Buddy Riley	Install Pavement Markings	8	Lower Cost	Install Pavement Markings	Safety	1		Short	Add Do Not Block Intersection markings to pavement on Buddy Riley at intersection with Melton. See TMUCTD Section 3B.17. There are existing signs for this location.	1	LS	\$ 5,000	\$ 5,000
6.4	FM 1774 @ Nichols Sawmill Rd	Add Turn Lanes	1	Lower Cost	Add Turn Lanes	Capacity	2		Short	NB: Add left turn bay (100') (Nichols Sawmill) EB: Add right turn bay (200')	300	LF	\$ 750	\$ 225,000
6.4	FM 1774 @ Nichols Sawmill Rd	Install Continuous Green T-Intersection	8	Higher Cost	Install Continuous Green T-Intersection	Capacity	5		Long		1	LS	\$ 1,200,000	\$ 1,200,000
6.5	FM 1774 @ FM 149	Add Turn Lanes	1	Lower Cost	Add Turn Lanes	Capacity	2		Short	SB: Add left turn bay (100')	100	LF	\$ 750	\$ 75,000
7.1	FM 2854 @ Keenan Cut Off Rd	Install Continuous Green T-Intersection	8	Higher Cost	Install Continuous Green T-Intersection	Capacity	5		Long		1	LS	\$ 1,200,000	\$ 1,200,000
7.1	FM 2854 @ Keenan Cut Off Rd	Add Turn Lanes	1	Lower Cost	Add Turn Lanes	Capacity	2		Short	WB: Add right turn bay (Add WB right turn lane for Keenan Cut Off Rd onto FM 2854)	100	LF	\$ 750	\$ 75,000
7.1	FM 2854 @ Keenan Cut Off Rd	Install Traffic Signal	3	Higher Cost	Install Traffic Signal	Capacity	4		Short	Perform traffic signal warrant analysis. Install signal if warranted. Note: do not have volumes at this intersection; based on field observations.	1	EA	\$ 400,000	\$ 400,000

Intersection Recommendations														
Int. ID	Intersection	Category	Cat. Num.	Cat. Type	Improvement	Map Category	Alternative			Description	Quantity	Unit	Unit Cost*	Est. Project Cost
									Option					
7.2	FM 2854 @ Collier Cemetery Rd	Install Signing	8	Lower Cost	Improve Intersection Warning Signs	Safety	1		Short	Add advanced intersection warning signs on FM 2854, especially for WB approach. Intersection is in curve, and left turn traffic can back up with no warning of approaching intersection.	1	LS	\$ 60,000	\$ 60,000
7.3	FM 2854 @ Rabon Chapel Rd (E)	Add Turn Lanes	1	Lower Cost	Add Turn Lanes	Capacity	2		Short	WB: Add right turn bay (100')	100	LF	\$ 750	\$ 75,000
7.3	FM 2854 @ Rabon Chapel Rd (E)	Install Roundabout	4	Higher Cost	Install Roundabout	Capacity	4	A	Short	****If Honea Egypt Rd is <b>NOT</b> aligned with Rabon Chapel	1	EA	\$ 650,000	\$ 650,000
7.3	FM 2854 @ Honea Egypt Rd/Rabon Chapel Rd (E)	Grade Separation	6	Higher Cost	Grade Separation	Capacity	5		Long	RR overpass	1	LS	\$ 16,000,000	\$ 16,000,000
7.4	FM 2854 @ Fish Creek Thoroughfare	Signal Timing	8	Lower Cost	Signal Timing	Capacity	5		Long		1	EA	\$ 10,000	\$ 10,000
7.4	FM 2854 @ Fish Creek Thoroughfare	Add Turn Lanes	1	Lower Cost	Add Turn Lanes	Capacity	5		Long	Based on 1/27/22 HGAC field visit - add SB right turn bay for both east and west access roads (100' each)	200	LF	\$ 750	\$ 150,000
7.5	FM 2854 @ Old Hwy 105 W	Install Roundabout	4	Higher Cost	Install Roundabout	Capacity	4	(A)	Short		1	EA	\$ 800,000	\$ 800,000
7.6	FM 2854 @ New Road 11 (Proposed)	Grade Separation	6	Higher Cost	Grade Separation	Capacity	5		Long	RR overpass	1	LS	\$ 16,000,000	\$ 16,000,000
8.1	FM 2978 @ Research Forest Dr	Signal Timing	8	Lower Cost	Signal Timing	Capacity	1		Short		1	EA	\$ 10,000	\$ 10,000
8.1	FM 2978 @ Research Forest Dr	Add Turn Lanes	1	Lower Cost	Add Turn Lanes	Capacity	2		Short	Add dual left turn for SB approach	100	LF	\$ 750	\$ 75,000
8.2	FM 2978 @ Woodlands Pkwy	Signal Timing	8	Lower Cost	Signal Timing	Capacity	1		Short		1	EA	\$ 10,000	\$ 10,000
8.2	FM 2978 @ Woodlands Pkwy	Add Turn Lanes	1	Lower Cost	Add Turn Lanes	Capacity	5		Long	Add second left turn lane on WB approach (200 ft Storage Length). Clearly mark existing exclusive left and right turn lanes (existing has no signing or markings indicating configuration at T). Add second left turn lane on SB approach (200 ft Storage Length).	400	LF	\$ 750	\$ 300,000
8.2	FM 2978 @ Woodlands Pkwy	Install Continuous Green T-Intersection	8	Higher Cost	Install Continuous Green T-Intersection	Capacity	5		Long		1	LS	\$ 1,200,000	\$ 1,200,000
8.3	FM 2978 @ Hardin Store Rd	Signal Timing	8	Lower Cost	Signal Timing	Capacity	1		Short		1	EA	\$ 10,000	\$ 10,000
8.3	FM 2978 @ Hardin Store Rd	Intersection Design	8	Lower Cost	Install Channelized Right Turn Islands	Capacity	5		Long	For SB RT	1	EA	\$ 100,000	\$ 100,000
8.3	FM 2978 @ Hardin Store Rd	Install Continuous Green T-Intersection	8	Higher Cost	Install Continuous Green T-Intersection	Capacity	5		Long		1	LS	\$ 1,200,000	\$ 1,200,000
8.4	FM 2978 @ Dobbin Hufsmith Rd	Intersection Design	8	Lower Cost	Install Channelized Right Turn Islands	Capacity	2		Short	For EB RT	1	EA	\$ 100,000	\$ 100,000
8.4	FM 2978 @ Dobbin Hufsmith Rd	Install Continuous Green T-Intersection	8	Higher Cost	Install Continuous Green T-Intersection	Capacity	5		Long		1	LS	\$ 1,200,000	\$ 1,200,000
9.1	Spur 149 @ Dobbin Hufsmith Rd	Add Turn Lanes	1	Lower Cost	Add Turn Lanes	Capacity	2		Short	WB: Add left turn bay (100') SB: Add left turn bay (100') NB: Add right turn bay (100')	300	LF	\$ 750	\$ 225,000
9.1	Spur 149 @ Dobbin Hufsmith Rd	Change Traffic Control to AWSC	2	Lower Cost	Change from TWSC to AWSC	Capacity	4	A	Short		1	EA	\$ 2,500	\$ 2,500
9.1	Spur 149 @ Dobbin Hufsmith Rd	Install Roundabout	4	Higher Cost	Install Roundabout	Capacity	4	B	Short	Higher cost option, but has more significant improvement in delay vs. AWSC	1	EA	\$ 650,000	\$ 650,000
9.1	Spur 149 @ Dobbin Hufsmith Rd	Install Traffic Signal	3	Higher Cost	Install Traffic Signal	Capacity	5		Long	Traffic signal likely needed with future realignment/widening (see Roadway Recommendations)	1	EA	\$ 400,000	\$ 400,000
12.1	Nichols Sawmill Rd @ Commerce St	Install Signing	8	Lower Cost	Install Signing	Safety	1	A	Short	Add "Do Not Block Intersection" (R10-7) signs on Nichols Sawmill at intersection with Commerce.	1	LS	\$ 2,500	\$ 2,500



Intersection Recommendations														
Int. ID	Intersection	Category	Cat. Num.	Cat. Type	Improvement	Map Category	Alternative			Description	Quantity	Unit	Unit Cost*	Est. Project Cost
							Option	Time Range						
12.1	Nichols Sawmill Rd @ Commerce St	Install Pavement Markings	8	Lower Cost	Install Pavement Markings	Safety	1	A	Short	Add Do Not Block Intersection markings to pavement on Nichols Sawmill at intersection with Commerce. See TMUCTD Section 3B.17.	1	LS	\$ 5,000	\$ 5,000
12.1	Nichols Sawmill Rd @ Commerce St	Add Turn Lanes	1	Lower Cost	Add Turn Lanes	Capacity	2	A	Short	NB: Add right turn bay (100')	100	LF	\$ 750	\$ 75,000
12.1	Nichols Sawmill Rd @ Commerce St	Intersection Design	8	Lower Cost	Install Channelized Right Turn Islands	Capacity	2	A	Short	For EB, WB, and NB right turns.	3	EA	\$ 100,000	\$ 300,000
12.1	Nichols Sawmill Rd @ Commerce St	Intersection Design	8	Lower Cost	Install Median	Safety	2	A	Short	Install median on Nichols Sawmill Rd near intersection. Provides refuge for minor street vehicles to make two-stage crossing.	1	LS	\$ 250,000	\$ 250,000
12.1	Nichols Sawmill Rd @ Commerce St	Install Traffic Signal	3	Higher Cost	Install Traffic Signal	Capacity	4	B	Short	***Would need to be coordinated with FM 1774 at Nichols Sawmill Rd signal due to very close spacing (less than 400').	1	EA	\$ 400,000	\$ 400,000
12.1	Nichols Sawmill Rd @ Commerce St	Add Turn Lanes	1	Lower Cost	Add Turn Lanes	Capacity	5	A	Long	NB: Add left turn bay (100') WB: Add left turn bay (100') EB: Add right turn bay (100')	300	LF	\$ 750	\$ 225,000
12.2	Nichols Sawmill Rd @ Old Hockley Rd	Add Turn Lanes	1	Lower Cost	Add Turn Lanes	Capacity	2		Short	EB: Add right turn bay (100') NB: Add left turn bay (100')	200	LF	\$ 750	\$ 150,000
12.2	Nichols Sawmill Rd @ Old Hockley Rd	Install Traffic Signal	3	Higher Cost	Install Traffic Signal	Capacity	4	(A)	Short	Perform traffic signal warrant analysis. Install signal if warranted. Note: stakeholder comments mentions left turn delay for EB approach, and safety concerns at intersection.	1	EA	\$ 400,000	\$ 400,000
12.3	Nichols Sawmill Rd @ Butera Rd/Meadowsweet Dr	Signal Timing	8	Lower Cost	Signal Timing	Capacity	1		Short		1	EA	\$ 10,000	\$ 10,000
12.3	Nichols Sawmill Rd @ Butera Rd/Meadowsweet Dr	Add Turn Lanes	1	Lower Cost	Add Turn Lanes	Capacity	2		Short	WB/NB/SB: Add right turn bay (100') EB: Add left turn bay (100')	200	LF	\$ 750	\$ 150,000
12.4	Nichols Sawmill Rd @ Grand Pines Rd	Add Turn Lanes	1	Lower Cost	Add Turn Lanes	Capacity	2		Short	SB: Add right turn bay (100')	100	LF	\$ 750	\$ 75,000
12.4	Nichols Sawmill Rd @ Grand Pines Rd	Install Roundabout	4	Higher Cost	Install Roundabout	Capacity	4	(A)	Short		1	EA	\$ 650,000	\$ 650,000
12.5	Grand Pines Rd @ Mueschke Rd/Sanders Cemetery Rd	Intersection Design	8	Lower Cost	Install Intersection Safety Lighting	Safety	1		Short	Add safety lighting at intersection. Roads meet at skewed angle, and there is unconventional traffic control. Lighting recommended to improve visibility of other vehicles, stops and yield signs, and pavement markings at night.	1	EA	\$ 15,000	\$ 15,000
13.1	SH 249 @ Decker Prairie Rd/Hardin Store Rd	Signal Timing	8	Lower Cost	Signal Timing	Capacity	1		Short		1	EA	\$ 10,000	\$ 10,000
13.1	SH 249 @ Decker Prairie Rd/Hardin Store Rd	Add Turn Lanes	1	Lower Cost	Add Turn Lanes	Capacity	2		Short	NB/SB: Add left bays (250') NB: convert through to right EB: Add right turn bay (100') WB: Add through lane (250') EB/WB (internal movements): Add second left turn lane (250')	1350	LF	\$ 750	\$ 1,012,500
13.2	Hardin Store Rd @ Decker Oaks Dr	Install Roundabout	4	Higher Cost	Install Roundabout	Capacity	4		Short	Currently AWSC. Do not have TMC volumes, but high AADT on Hardin Store Rd suggests intersection heavy through movements are impacted by stop control. Roundabout would allow most through movements to pass through without stopping, while still reducing delay for minor street movements. Intersection is very close to SH 249 intersection (<1000ft), so traffic signal is undesirable. Would continue to encourage reduced speeds near adjacent sharp curves.	1	EA	\$ 650,000	\$ 650,000
13.3	Hardin Store Rd @ Near Decker Creek Dr	Install Signing & Pavement Markings	8	Lower Cost	Improve Curve SPM	Safety	1	A	Short	Add additional warning signs, chevrons and improve pavement markings/delineators around multiple curve.	1	LS	\$ 70,000	\$ 70,000
13.3	Hardin Store Rd @ Near Decker Creek Dr	Adjust Alignment	8	Higher Cost	Align Curve (Reduce Angle)	Safety	3	B	Short	Realign multiple curves to improve safety. Dense single family housing close to road may prove barrier to curve realignment.	1	LS	\$ 2,000,000	\$ 2,000,000

Intersection Recommendations														
Int. ID	Intersection	Category	Cat. Num.	Cat. Type	Improvement	Map Category	Alternative			Description	Quantity	Unit	Unit Cost*	Est. Project Cost
									Option					
13.4	Hardin Store Rd @ S of Decker Branch (waterway)	Install Signing & Pavement Markings	8	Lower Cost	Improve Curve SPM	Safety	1	A	Short	Add curve warning signs, chevrons and improve pavement markings/delineators. Several crashes related to unsafe speed.	1	LS	\$ 70,000	\$ 70,000
13.4	Hardin Store Rd @ S of Decker Branch (waterway)	Adjust Alignment	8	Higher Cost	Align Curve (Reduce Angle)	Safety	3	B	Short	Soften curve. Several crashes related to unsafe speed.	1	LS	\$ 2,000,000	\$ 2,000,000
14.1	Dobbin-Hufsmith Rd @ Highland Blvd	Install Signing	8	Lower Cost	Improve Intersection Warning Signs	Safety	1		Short	Add advanced intersection warning signs on Dobbin-Hufsmith Rd. Several intersection related crashes at this location.	1	LS	\$ 60,000	\$ 60,000
14.1	Dobbin-Hufsmith Rd @ Highland Blvd	Change Traffic Control to AWSC	2	Lower Cost	Change from OWSC to AWSC	Capacity	4		Short	May warrant based on volumes and crash history. Several intersection related crashes at this location.	1	EA	\$ 2,500	\$ 2,500
14.2	Dobbin-Hufsmith Rd @ S of Navajo Rd	Adjust Alignment	8	Higher Cost	Align Curve (Reduce Angle)	Safety	3		Short	Realign double curve to improve safety.	1	LS	\$ 2,000,000	\$ 2,000,000
14.3	Dobbin-Hufsmith Rd @ Hardin Store Rd	Add Turn Lanes	1	Lower Cost	Add Turn Lanes	Capacity	2		Short	EB: Add right turn bay (150') SB: Add right turn bay (250')	400	LF	\$ 750	\$ 300,000
19.1	Gosling Rd @ Marsico Pl	Signal Timing	8	Lower Cost	Signal Timing	Capacity	1		Short		1	EA	\$ 10,000	\$ 10,000
19.1	Gosling Rd @ Marsico Pl	Intersection Design	8	Lower Cost	Redesign Corner Radius	Capacity	2		Short	Adjust SE corner radius to accommodate NB right turning buses.	1	LS	\$ 50,000	\$ 50,000
19.2	Marsico Pl @ Hidden Trail Pl	Change Traffic Control to AWSC	2	Lower Cost	Change from TWSC to AWSC	Capacity	4		Short		1	EA	\$ 2,500	\$ 2,500
22.1	Research Forest Dr @ Egypt Ln	Add Turn Lanes	1	Lower Cost	Add Turn Lanes	Capacity	2		Short	NB: Add right turn bay Note: do not have volumes at this intersection; stakeholder comment recommends adding these turn lanes	100	LF	\$ 750	\$ 75,000
22.2	Research Forest Dr @ Branch Crossing Dr	Add Turn Lanes	1	Lower Cost	Add Turn Lanes	Capacity	2		Short	EB: Add right turn bay (100')	100	LF	\$ 750	\$ 75,000
22.3	Research Forest Dr @ Greenbridge Dr	Signal Timing	8	Lower Cost	Signal Timing	Capacity	1		Short		1	EA	\$ 10,000	\$ 10,000
22.3	Research Forest Dr @ Greenbridge Dr	Add Turn Lanes	1	Lower Cost	Add Turn Lanes	Capacity	2		Short	SB: Add right turn bay (200') (keep center lane as left-right); modified channelized radius to 100' for appearance; OR add right turn bay (200') and acceleration lane for SB right turn + change left-right to left only. WB: Add right turn bay (200') and change thru-right to thru	400	LF	\$ 750	\$ 300,000
22.4	Research Forest Dr @ Grogans Mill Rd	Install Signing & Pavement Markings	8	Lower Cost	Short Term	Safety	1		Short	Add required Do Not Enter signing at all appropriate locations. Increased lane configuration signs (overhead and ground mounted) & pavement markings for turns. Louvered signal heads for internal movements. Complete sidewalk connections. Signal coordination. Improved lighting, especially near pedestrian crossings. Add W11-15 (bike/ped warning) sign in advance of SB channelized RT. Clear vegetation to improve visibility near intersections. Add/extend turn bays.	1	LS	\$ 472,200	\$ 472,200
22.4	Research Forest Dr @ Grogans Mill Rd	Add Turn Lanes	1	Lower Cost	Add Turn Lanes	Capacity	2		Short	For NE node, change NB configuration from [Left, Shared Left-Through] to [Left, Shared Left-Through, Through] (Add NB left turn bay); WB (NE Corner): Add right turn bay NW node: Add acceleration lane for SB right turn	700	LF	\$ 750	\$ 525,000
22.4	Research Forest Dr @ Grogans Mill Rd	Add Turn Lanes	1	Lower Cost	Add Turn Lanes	Capacity	5	A	Long	Add acceleration lanes for NB right turn. Make NB right turn channelized. Add NB through bay (100') in SE node (connecting to NB left turn bay for NE node).	450	LF	\$ 750	\$ 337,500

Intersection Recommendations														
Int. ID	Intersection	Category	Cat. Num.	Cat. Type	Improvement	Map Category	Alternative Option			Description	Quantity	Unit	Unit Cost*	Est. Project Cost
									Time Range					
22.4	Research Forest Dr @ Grogans Mill Rd	Interchange Redesign	7	Higher Cost	Reconfigure Intersection	Capacity	5	B	Long	OR study to assess alternate intersection designs such as consolidation of intersection to 1 or 2 nodes (existing is 4) or innovative intersection design.	1	LS	\$ 2,500,000	\$ 2,500,000
22.5	IH 45 @ Research Forest Dr	Signal Timing	8	Lower Cost	Signal Timing	Capacity	1		Short		1	EA	\$ 10,000	\$ 10,000
22.5	IH 45 NBFR @ Research Forest Dr	Add Turn Lanes	1	Lower Cost	Add Turn Lanes	Capacity	2		Short	NB: Add right turn bay and change thru-right to thru only EB: Add 2nd left turn bay and change shared left-thru to thru only	400	LF	\$ 750	\$ 300,000
22.5	IH 45 SBFR @ Research Forest Dr	Add Turn Lanes	1	Lower Cost	Add Turn Lanes	Capacity	2		Short	EB: Add acceleration lane for right turn bay and change control to free. Add additional (4th) thru lane.	400	LF	\$ 750	\$ 300,000
22.5	IH 45 NBFR @ Research Forest Dr	Add Turn Lanes	1	Lower Cost	Add Turn Lanes	Capacity	5		Long	NB: Add 3rd left turn bay; add 3rd through lane EB: Convert thru to left-thru WB: Add right turn bay and change thru-right to thru only; Add additional (4th) thru lane.	705	LF	\$ 750	\$ 528,750
22.5	IH 45 SBFR @ Research Forest Dr	Add Turn Lanes	1	Lower Cost	Add Turn Lanes	Capacity	5		Long	SB: Add 2nd left turn bay and change shared left-thru to thru only WB: Add 3rd thru lane	400	LF	\$ 750	\$ 300,000
23.1	Kuykendahl Rd @ Kendall Green Dr/S Villa Oaks Dr	Install Traffic Signal	3	Higher Cost	Install Traffic Signal	Capacity	4	B	Short	Installing traffic signal would improve flow on Kuykendahl as a part of a coordinated signal system; Perform warrant analysis for traffic signal; install if warranted	1	EA	\$ 400,000	\$ 400,000
23.1	Kuykendahl Rd @ Kendall Green Dr/S Villa Oaks Dr	Install Signing	8	Lower Cost	Install Signing	Safety	1	A	Short	If signal is not warranted at intersection, or if signal implementation is expected to take a while, add R1-3P "ALL WAY" plaque sings below existing stop signs. The All Way plaques are required by the TMUTCD when all approaches at an intersection have stop control, and the intersection currently has no plaques.	1	EA	\$ 1,800	\$ 1,800
23.2	Kuykendahl Rd @ Crownridge Dr	Install Traffic Signal	3	Higher Cost	Install Traffic Signal	Capacity	4	B	Short	Installing traffic signal would improve flow on Kuykendahl as a part of a coordinated signal system; Perform warrant analysis for traffic signal; install if warranted	1	EA	\$ 400,000	\$ 400,000
23.2	Kuykendahl Rd @ Crownridge Dr	Install Signing	8	Lower Cost	Install Signing	Safety	1	A	Short	If signal is not warranted at intersection, or if signal implementation is expected to take a while, add R1-3P "ALL WAY" plaque sings below existing stop signs. The All Way plaques are required by the TMUTCD when all approaches at an intersection have stop control, and the intersection currently has no plaques.	1	EA	\$ 1,800	\$ 1,800
23.3	Kuykendahl Rd @ Research Forest Dr	Signal Timing	8	Lower Cost	Signal Timing	Capacity	1		Short	Add flashing yellow for NB/SB left	1	EA	\$ 10,000	\$ 10,000
23.3	Kuykendahl Rd @ Research Forest Dr	Add Turn Lanes	1	Lower Cost	Add Turn Lanes	Capacity	2		Short	NB: Extend left turn bay (to 200': +120'), add additional left turn bay (long range), add right turn bay (200') SB: Add left turn bay; (Long range add dual left) EB: Add right turn bay (150') WB: Extend left turn bay (to 250': +115'), add right turn bay (150'); (Long range add dual left)	885	LF	\$ 750	\$ 663,750

Intersection Recommendations																
Int. ID	Intersection	Category	Cat. Num.	Cat. Type	Improvement	Map Category	Alternative			Option	Time Range	Description	Quantity	Unit	Unit Cost*	Est. Project Cost
23.3	Kuykendahl Rd @ Research Forest Dr	Add Turn Lanes	1	Lower Cost	Add Turn Lanes	Capacity	5			Long		NB: 2nd left turn bay	200	LF	\$ 750	\$ 150,000
26.1	SH 249 @ Woodtrace Blvd	Signal Timing	8	Lower Cost	Signal Timing	Capacity	1			Short		Update signal timing/improve actuation. Comment that red time for Woodtrace Blvd is very long when there are no vehicles on frontage road. (Added 9/2022)	1	EA	\$ 10,000	\$ 10,000
79.1	Walnut Creek Rd @ Lonesome Pine St	Install Signing & Pavement Markings	8	Lower Cost	Improve Curve SPM	Safety	1	A		Short		Add additional warning signs, chevrons and improve pavement markings/delineators around double curve.	1	LS	\$ 70,000	\$ 70,000
79.1	Walnut Creek Rd @ Lonesome Pine St	Adjust Alignment	8	Higher Cost	Align Curve (Reduce Angle)	Safety	2	B		Short		Realign double curve to improve safety.	1	LS	\$ 2,000,000	\$ 2,000,000

\* Unit Costs have been estimated from similar TxDOT project costs and TxDOT Average Low Bid Prices

### Removed Intersection Projects

*Note: Items in red have been removed from recommended projects.*

*Note: Items in orange have already constructed/completed or they were combined with another recommendation. Items in green were previously listed with removed recommendation and remain in the list.*

N/A	Research Forest Dr @ Grogans Mill Rd				Grade Separation		5		Long	Not wanted by City of Shenandoah. Install overpass for Research Forest Dr through movements over Grogans Mill Rd				
5.8	IH 45 @ FM 1488	Interchange Redesign	7		Interchange Improvements	Capacity	3		Short	Removed - project already completed	1	LS	\$ 1,618,993	\$ 1,618,993
22.5	IH 45 @ Research Forest Dr	Install Direct Connectors	5	Higher Cost	Install Direct Connectors	Capacity	5		Long	Build direct connectors for NB/SB 45 to WB RF, EB RF to NB/SB 45. Removed because of political opposition??? 4/2022	2	EA	\$ 12,000,000	\$ 24,000,000
78.1	IH 45 @ Vision Park Blvd/Shenandoah Park Dr	Grade Separation	6	Higher Cost	Grade Separation	Capacity	5		Long	Removed per Shenandoah 4-2022. Install freeway overpass for I-45 and connect Vision Park Blvd & Shenandoah Park Dr	1	LS	\$ 20,000,000	\$ 20,000,000
3.4	FM 149 @ Spur 149	Install Traffic Signal	3	Higher Cost	Install Traffic Signal	Capacity	3		Short	Removed per Commissioner Riley 6-2022.	1	EA	\$ 400,000	\$ 400,000
3.4	FM 149 @ Spur 149	Add Turn Lanes	1	Lower Cost	Add Turn Lanes	Capacity	4		Short	Removed per Commissioner Riley 6-2022. NB: Add right turn bay (250')	250	LF	\$ 750	\$ 187,500
3.1	FM 149 @ Keenan Cut Off Rd	Change Traffic Control to AWSC	2	Lower Cost	Change from TWSC to AWSC	Capacity	3	A	Short	Removed because of combination of short and medium term projects. AWSC is only effective for original short term period (1-5 years), but alternative changes need for revised short term (1-10 years) to have acceptable LOS.  **field observations confirm would be beneficial. Recommend adding flashers and advanced warning signs due to high speed on FM 149.	1	EA	\$ 2,500	\$ 2,500
1.1	SH 105 @ FM 149	Add Turn Lanes	1	Lower Cost	Add Turn Lanes	Capacity	4		Short	Combined with other short term add term lane recommendation for this intersection (one was originally medium term)  NB: Add right turn bay (100') and change thru-right to thru only	100	LF	\$ 750	\$ 75,000
7.3	FM 2854 @ Superior Rd (Prop)/Collier Cemetery Rd (Exist)	Grade Separation	6	Higher Cost	Grade Separation	Capacity	5		Long	RR overpass Removed because proposed roadway that would connect at this intersection has been removed. The cost of building RR overpass is not justified if just a neighborhood entrance instead of major thoroughfare.	1	LS	\$ 16,000,000	\$ 16,000,000

Intersection Recommendations														
Int. ID	Intersection	Category	Cat. Num.	Cat. Type	Improvement	Map Category	Alternative			Description	Quantity	Unit	Unit Cost*	Est. Project Cost
									Option					
										Removed 8/2022 because SB right turn lane (150 ft) has already been added at intersection with FM 2978 construction.				
8.3	FM 2978 @ Hardin Store Rd	Add Turn Lanes	1	Lower Cost	Add Turn Lanes	Capacity	2		Short	Add right-turn bay on SB approach (200 ft Storage Length) and make thru-right shared lane to thru-only lane	200	LF	\$ 750	\$ 150,000
2.2	SH 242 (College Park Dr) @ Greenbridge Dr	Add Turn Lanes	1	Lower Cost	Add Turn Lanes	Capacity	4		Short	Combined with ID 87 (Combined 9/2022) EB: Add second right turn bay (150')	150	LF	\$ 750	\$ 112,500
5.4	FM 1488 @ Tamina Rd	Add Turn Lanes	1	Lower Cost	Add Turn Lanes	Capacity	2		Short	SB: Add right turn bay (100') - Removed SB right turn bay recommendation because one has already been added. NB right turn bay recommendation remains.	100	LF	\$ 750	\$ 75,000
7.1	FM 2854 @ Rabon Chapel Rd (W)	Grade Separation	6	Higher Cost	Grade Separation	Capacity	5		Long	RR overpass Removed - There is no existing at grade RR crossing at this location, and while the proposed extension of Rabon Chapel will cross the railroad about 3500' west of the intersection, so an overpass can be incorporated into that roadway project. Have increased the cost of Rabon Chapel extension to account for railroad overpass.	1	LS	\$ 16,000,000	\$ 16,000,000
7.5	FM 2854 @ Old Hwy 105 W	Add Turn Lanes	1	Lower Cost	Add Turn Lanes	Capacity	2		Short	WB: Add right turn bay (100')  Removed because not needed with Short-Term Widening of FM 2854. See Roadway Recommendation for segment 7.2.	100	LF	\$ 750	\$ 75,000
8.2	FM 2978 @ Woodlands Pkwy	Add Turn Lanes	1	Lower Cost	Add Turn Lanes	Capacity	2		Short	Removed: Add right turn bay on NB approach (100 ft Storage Length) and make thru-right shared lane to thru-only lane.  Removed because NB right turn lane already added as a part of FM 2978 widening project. Instead have changed to add shared left/right lane for WB approach for long term.	100	LF	\$ 750	\$ 75,000
12.2	Nichols Sawmill Rd @ Old Hockley Rd	Change Traffic Control to AWSC	2	Lower Cost	Change from TWSC to AWSC	Capacity	3	A	Short	Removed after reviewing all way stop in Synchro. Existing condition (one-way stop) is LOS F for 2030 peak, but if right turn bay added, delay reduced and LOS goes to E. Further reduced with widening of Nichols Sawmill, which is proposed for short term. Checked with All-Way stop control, and intersection has LOS F even with 2021 volumes with added turn lanes. LOS F for all-way stop control in 2030 with widening and added turn bays. Not recommended.  Intersection should have traffic signal warrants checked. If signal not warranted, perform all way stop control warrant analysis. Install stop signs on Nichols Sawmill if warranted. Note: stakeholder comments mentions left turn delay for EB approach, and safety concerns at intersection.	1	EA	\$ 2,500	\$ 2,500
22.1	Research Forest Dr @ Egypt Ln	Add Turn Lanes	1	Lower Cost	Add Turn Lanes	Capacity	2		Short	Removed: WB: Add right turn bay - This item has already been added to the intersection Recommendation remains - NB: Add right turn bay Note: do not have volumes at this intersection; stakeholder comment recommends adding these turn lanes	100	LF	\$ 750	\$ 75,000



## 5. Active Transportation and Transit Recommendations

Recommended projects are separated into Roadway, Intersection, and Active Transportation and Transit categories. This section covers **Active Transportation and Transit** recommendations.

Active Transportation and Transit recommendations have a unique ID, and also provide the corresponding corridor and corridor-segment IDs from the roadway recommendations, when applicable. "N/A" is specified when there is no roadway recommendation adjacent to the active transportation recommendation.

Each recommendation has an improvement and improvement type, the corridor name, where the improvement starts and ends, the improvement intersection (when applicable), a category, time range, and improvement length. Recommendations also have a detailed description, when applicable, and an estimated project cost.

Active Transportation and Transit Recommendations																
ID	Corrid or ID	Corridor/ Segment ID	Improvement	Type	Corridor	From	To	Intersection	Map Category	Time Range	Length (mi)	Description	Quantity	Unit	Unit Cost*	Est. Project Cost
1	5	5.3	Bike/Shared Use Interchange Crossing	Proposed Bike Path - Adjacent to Road	FM 1488	@ I-45	.	I-45 @ FM 1488	Active Transportation	Short		Add bike lanes or designated shared use crossing at interchange. This could include a separated pedestrian bridge over IH 45.	1	EA	\$ 5,500,000	\$ 5,500,000
2	2	2.1	Bike/Shared Use Interchange Crossing	Proposed Bike Path - Adjacent to Road	SH 242	@ I-45	.	I-45 @ SH 242	Active Transportation	Short		Add bike lanes or designated shared use crossing at interchange	1	EA	\$ 2,500,000	\$ 2,500,000
3	22	22.1	Connect Shoulders at Intersections with Bike Paths		Research Forest Dr	Egypt Ln	Cochran's Crossing Dr		Safety	Short		Provide bike path behind curb that connects to existing shoulders. Path could connect to existing pedestrian/shared use crosswalks, or provide separate protected lanes for bicycles on either side of road. Provide bike path or extended shoulder at locations where right turn lanes are present.	0.91	MI	\$ 800,000	\$ 727,273
4	N/A	N/A.N/A	Install Separated Shared Use Path	Proposed Bike Path - Adjacent to Road	6th St/ Unity Park Dr	End of Existing Sidewalk (RL Butler St)	Nichols Sawmill Rd		Active Transportation	Short	1.30		1.30	MI	\$ 1,500,000	\$ 1,955,735
5	19	19.N/A	Install Separated Shared Use Path	Proposed Bike Path - Adjacent to Road	Bill Smith Rd (P&R Connector)	Gosling Sports Fields/Research Forest Park & Ride	Vision Park Blvd		Active Transportation	Short	0.68		0.68	MI	\$ 1,500,000	\$ 1,014,982
6	34	34.1	Install Separated Shared Use Path	Proposed Bike Path - Adjacent to Road	Buddy Riley Blvd	FM 1488	FM 1774		Active Transportation	Short	0.98		0.98	MI	\$ 1,500,000	\$ 1,472,788
7	N/A	N/A.N/A	Install Separated Shared Use Path	Proposed Bike Path - Adjacent to Road	Central Pine St	E-W Easement (Proposed)	Existing Trail		Active Transportation	Long	0.84		0.84	MI	\$ 1,500,000	\$ 1,252,596
8	28	28.N/A	Install Separated Shared Use Path	Proposed Bike Path - Adjacent to Road	College Park HS Access	SH 242/Honor Roll Dr	SH 242/Achievement Dr		Active Transportation	Short	0.43		0.43	MI	\$ 1,500,000	\$ 640,969
9	14	14.1,2	Install Separated Shared Use Path	Proposed Bike Path - Adjacent to Road	Dobbin-Hufsmith Rd	NW-SE Easement	Woodtrace Blvd		Active Transportation	Long	2.00		2.00	MI	\$ 1,500,000	\$ 2,999,034
10	N/A	N/A.N/A	Install Separated Shared Use Path	Proposed Bike Path - Adjacent to Road	E Cascade Heights Dr	End of road	Central Pine St		Active Transportation	Long	0.48	Included in Woodforest developer trail plan	0.48	MI	\$ 1,500,000	\$ 723,707
11	41	41.1	Install Separated Shared Use Path	Proposed Bike Path - Adjacent to Road	Egypt Ln/Alden Bridge	Research Forest Dr	Existing Trail (Alden Bridge Dr)		Active Transportation	Short	0.50	Turns off Egypt and connects to existing trail next to Alden Bridge Dr	0.50	MI	\$ 1,500,000	\$ 757,255
12	N/A	N/A.N/A	Install Separated Shared Use Path	Proposed Bike Path - Adjacent to Road	Elk Trace Pkwy	Fish Creek Thoroughfare	Existing Trail		Active Transportation	Long	0.02		0.02	MI	\$ 1,500,000	\$ 34,397
13	18	18.1	Install Separated Shared Use Path	Proposed Bike Path - Adjacent to Road	Fish Creek Thoroughfare	FM 2854	Lake Creek		Active Transportation	Long	4.64		4.64	MI	\$ 1,500,000	\$ 6,961,810
14	5	5.3	Install Separated Shared Use Path	Proposed Bike Path - Adjacent to Road	FM 1488	FM 2978	I-45		Active Transportation	Short	6.51		6.51	MI	\$ 1,500,000	\$ 9,764,615
15	5	5.2	Install Separated Shared Use Path	Proposed Bike Path - Adjacent to Road	FM 1488	Magnolia High School	Spur 149		Active Transportation	Short	0.69		0.69	MI	\$ 1,500,000	\$ 1,028,488
16	5	5.1	Install Separated Shared Use Path	Proposed Bike Path - Adjacent to Road	FM 1488	Melton St	Goodson Rd		Active Transportation	Short	0.25		0.25	MI	\$ 1,500,000	\$ 369,034
17	5	5.1	Install Separated Shared Use Path	Proposed Bike Path - Adjacent to Road	FM 1488	Buddy Riley Blvd	SH 249		Active Transportation	Short	0.80		0.80	MI	\$ 1,500,000	\$ 1,193,252
18	5	5.2	Install Separated Shared Use Path	Proposed Bike Path - Adjacent to Road	FM 1488 (South Side - Forest Connection)	Carriage Hills	People's Rd		Active Transportation	Short	1.48		1.48	MI	\$ 1,500,000	\$ 2,218,311
19	6	6.1	Install Separated Shared Use Path	Proposed Bike Path - Adjacent to Road	FM 1774	End of Existing Sidewalk	Friendship Dr		Active Transportation	Short	1.75		1.75	MI	\$ 1,500,000	\$ 2,619,068
20	6	6.1	Install Separated Shared Use Path	Proposed Bike Path - Adjacent to Road	FM 1774	FM 1486	FM 1488		Active Transportation	Short	1.77		1.77	MI	\$ 1,500,000	\$ 2,658,336
21	8	8.1	Install Separated Shared Use Path	Proposed Bike Path - Adjacent to Road	FM 2978	FM 1488	Research Forest Dr		Active Transportation	Short	0.34		0.34	MI	\$ 1,500,000	\$ 515,891

Active Transportation and Transit Recommendations																
ID	Corrid or ID	Corridor/ Segment ID	Improvement	Type	Corridor	From	To	Intersection	Map Category	Time Range	Length (mi)	Description	Quantity	Unit	Unit Cost*	Est. Project Cost
22	N/A	N/A.N/A	Install Separated Shared Use Path	Proposed Bike Path - Adjacent to Road	Goodson Rd	FM 1488	6th St		Active Transportation	Short	0.20		0.20	MI	\$ 1,500,000	\$ 294,975
23	81	81.1	Install Separated Shared Use Path	Proposed Bike Path - Adjacent to Road	Greenbridge Dr	Existing Trail	SH 242		Active Transportation	Short	0.13	Connect proposed trail on SH 242 to existing trail on Greenbridge.	0.13	MI	\$ 1,500,000	\$ 192,680
24	2	2.N/A	Install Separated Shared Use Path	Proposed Bike Path - Adjacent to Road	Houston-Dallas Spur (TxDOT Bicycle Tourism Trail)	FM 1488	Vision Park Blvd		Active Transportation	Short	3.17		3.17	MI	\$ 1,500,000	\$ 4,756,913
25	2	2.2	Install Separated Shared Use Path	Proposed Bike Path - Adjacent to Road	I-45 Frontage Rd	River Plantation Dr	FM 1488		Active Transportation	Short	2.00		2.00	MI	\$ 1,500,000	\$ 3,005,009
26	2	2.N/A	Install Separated Shared Use Path	Proposed Bike Path - Adjacent to Road	IH 45 SBFR	Existing Trail	Existing Trail		Active Transportation	Short	0.03		0.03	MI	\$ 1,500,000	\$ 39,341
27	2	2.N/A	Install Separated Shared Use Path	Proposed Bike Path - Adjacent to Road	IH 45 SBFR	Existing Trail	Existing Trail		Active Transportation	Short	0.04		0.04	MI	\$ 1,500,000	\$ 59,070
28	23	23.1	Install Separated Shared Use Path	Proposed Bike Path - Adjacent to Road	Kuykendahl Rd	FM 1488	Existing Trail		Active Transportation	Short	0.13		0.13	MI	\$ 1,500,000	\$ 193,008
29	N/A	N/A.N/A	Install Separated Shared Use Path	Proposed Bike Path - Adjacent to Road	Lone Star College Montgomery Access	Lone Star College	SH 242		Active Transportation	Short	0.29		0.29	MI	\$ 1,500,000	\$ 439,244
30	11	11.2	Install Separated Shared Use Path	Proposed Bike Path - Adjacent to Road	Magnolia Loop Trail	FM 1774	SH 249		Active Transportation	Short	1.33		1.33	MI	\$ 1,500,000	\$ 1,992,769
31	18	18.N/A	Install Separated Shared Use Path	Proposed Bike Path - Adjacent to Road	McCaleb Rd	SH 105	FM 2854		Active Transportation	Long	2.49		2.49	MI	\$ 1,500,000	\$ 3,728,149
32	19	19.1,2	Install Separated Shared Use Path	Proposed Bike Path - Adjacent to Road	New Road 11	SH 105	I-45 Frontage Rd		Active Transportation	Long	9.59	Connect WG Jones State Forest to planned City of Conroe trails. Altered based on revisions to roadway recommendations.	9.59	MI	\$ 1,500,000	\$ 14,386,569
33	12	12.1	Install Separated Shared Use Path	Proposed Bike Path - Adjacent to Road	Nichols Sawmill Rd/Grand Pines Rd	FM 1774	Spring Creek		Active Transportation	Short	8.59		8.59	MI	\$ 1,500,000	\$ 12,891,728
34	20	20.1,2,3	Install Separated Shared Use Path	Proposed Bike Path - Adjacent to Road	Old Conroe Rd	Loop 336	FM 1488		Active Transportation	Short	5.62	Connect FM 1488 to planned Longmire trail (City of Conroe), which ends at S Loop 336 and Sgt. Holcomb	5.62	MI	\$ 1,500,000	\$ 8,425,032
35	N/A	N/A.N/A	Install Separated Shared Use Path	Proposed Bike Path - Adjacent to Road	P&R Connector	SH 249 P&R (South)	Spring Creek		Active Transportation	Short	0.44		0.44	MI	\$ 1,500,000	\$ 654,535
36	N/A	N/A.N/A	Install Separated Shared Use Path	Proposed Bike Path - Adjacent to Road	P&R Connector (Magnolia)	SH 249 P&R (North)	FM 1488		Active Transportation	Short	0.12		0.12	MI	\$ 1,500,000	\$ 185,326
37	49	49.N/A	Install Separated Shared Use Path	Proposed Bike Path - Adjacent to Road	P&R Connector (Marsico Pl)	Gosling Sports Fields	Research Forest Park & Ride		Active Transportation	Short	0.02		0.02	MI	\$ 1,500,000	\$ 33,263
38	35	35.1	Install Separated Shared Use Path	Proposed Bike Path - Adjacent to Road	P&R Connector (Montgomery)/Buffalo Springs Dr	SH 105 P&R	E-W Easement		Active Transportation	Long	4.26		4.26	MI	\$ 1,500,000	\$ 6,393,099
40	N/A	N/A.N/A	Install Separated Shared Use Path	Proposed Bike Path - Adjacent to Road	Pine Isle Blvd (Crosswalk)	Existing Trail	Fish Creek Thoroughfare		Active Transportation	Long	0.03		0.03	MI	\$ 1,500,000	\$ 43,679
41	22	22.1	Install Separated Shared Use Path	Proposed Bike Path - Adjacent to Road	Research Forest Dr	FM 2978	Branch Crossing Dr		Active Transportation	Short	1.38	Connect from FM 2978 to existing path on Research Forest east of Branch Crossing Dr	1.38	MI	\$ 1,500,000	\$ 2,063,138
42	22	22.2	Install Separated Shared Use Path	Proposed Bike Path - Adjacent to Road	Research Forest Dr	Existing Trail	Existing Trail		Active Transportation	Short	0.06		0.06	MI	\$ 1,500,000	\$ 82,901
43	17	17.2	Install Separated Shared Use Path	Proposed Bike Path - Adjacent to Road	School Connector	E-W Easement	Keenan ES/Oak Hills JHS		Active Transportation	Long	0.41	North side of Keenan Cut Off Rd	0.41	MI	\$ 1,500,000	\$ 621,456
44	18	18.1	Install Separated Shared Use Path	Proposed Bike Path - Adjacent to Road	Sendera Ranch Rd	Honea Egypt Rd	FM 1488		Active Transportation	Short	2.56		2.56	MI	\$ 1,500,000	\$ 3,833,577
45	1	1.2	Install Separated Shared Use Path	Proposed Bike Path - Adjacent to Road	SH 105/Park Connector	Lake Conroe Park	McCaleb Rd		Active Transportation	Long	0.26		0.26	MI	\$ 1,500,000	\$ 384,459

Active Transportation and Transit Recommendations																
ID	Corrid or ID	Corridor/ Segment ID	Improvement	Type	Corridor	From	To	Intersection	Map Category	Time Range	Length (mi)	Description	Quantity	Unit	Unit Cost*	Est. Project Cost
46	2	2.1	Install Separated Shared Use Path	Proposed Bike Path - Adjacent to Road	SH 242	FM 1488	I-45		Active Transportation	Short	3.35	Connect between existing paths along corridor.	3.35	MI	\$ 1,500,000	\$ 5,024,505
48	9	9.1	Install Separated Shared Use Path	Proposed Bike Path - Adjacent to Road	Spur 149	FM 1488	Dobbin-Hufsmith Rd		Active Transportation	Short	1.02		1.02	MI	\$ 1,500,000	\$ 1,531,638
49	65	65.1	Install Separated Shared Use Path	Proposed Bike Path - Adjacent to Road	St. Luke's Way	College Park Ditch Trail	IH 45 SBFR		Active Transportation	Short	1.44		1.44	MI	\$ 1,500,000	\$ 2,163,832
50	N/A	N/A.N/A	Install Separated Shared Use Path	Proposed Bike Path - Adjacent to Road	Sundown Stroll Dr	Fish Creek Thoroughfare	Central Pine St		Active Transportation	Long	0.24		0.24	MI	\$ 1,500,000	\$ 360,719
51	N/A	N/A.N/A	Install Separated Shared Use Path	Proposed Bike Path - Adjacent to Road	Town Park Dr	Loop 336	Existing Trail		Active Transportation	Short	0.09		0.09	MI	\$ 1,500,000	\$ 138,155
53	43	43.N/A	Install Separated Shared Use Path	Proposed Bike Path - Adjacent to Road	Vision Park Blvd	End of Existing Sidewalk	End of Existing Sidewalk		Active Transportation	Short	0.13		0.13	MI	\$ 1,500,000	\$ 189,341
54	21	21.6	Install Separated Shared Use Path	Proposed Bike Path - Adjacent to Road	Woodforest Blvd	Existing Trail	New Road 11		Active Transportation	Long	1.38		1.38	MI	\$ 1,500,000	\$ 2,073,330
55	21	21.N/A	Install Separated Shared Use Path	Proposed Bike Path - Adjacent to Road	Woodforest Pkwy N	Regal Row	Overland Trace Dr		Active Transportation	Long	0.35		0.35	MI	\$ 1,500,000	\$ 531,763
56	N/A	N/A.N/A	Install Separated Shared Use Path	Proposed Bike Path - Adjacent to Road	Woodforest Pkwy N	Existing Trail	Fish Creek Thoroughfare		Active Transportation	Long	0.17		0.17	MI	\$ 1,500,000	\$ 251,478
57	21	21.4	Install Separated Shared Use Path	Proposed Bike Path - Adjacent to Road	Woodforest Pkwy S	Fish Creek Thoroughfare	Existing Trail		Active Transportation	Long	0.42		0.42	MI	\$ 1,500,000	\$ 629,116
58	26	26.1	Install Separated Shared Use Path	Proposed Bike Path - Adjacent to Road	Woodtrace Blvd	Dobbin-Hufsmith Rd	FM 2978		Active Transportation	Short	2.52		2.52	MI	\$ 1,500,000	\$ 3,777,002
59	26	26.1	Install Separated Shared Use Path	Proposed Bike Path - Adjacent to Road	Woodtrace Blvd	Dobbin-Hufsmith Rd	FM 249		Active Transportation	Short	3.17		3.17	MI	\$ 1,500,000	\$ 4,759,380
60	N/A	N/A.N/A	Install Separated Shared Use Path	Proposed Bike Path - Easement	E-W Easement	FM 1486	New Road 11		Active Transportation	Long	14.78		14.78	MI	\$ 1,500,000	\$ 22,170,919
61	7	7.1,2	Install Separated Shared Use Path	Proposed Bike Path - Easement	FM 2854/BNSF Railroad Easement	Collier Cemetery Rd	McDade Park		Active Transportation	Short	7.98	Connect to planned BNSF Railroad Trail (City of Conroe), which ends at McDade Park	7.98	MI	\$ 1,500,000	\$ 11,963,887
62	N/A	N/A.N/A	Install Separated Shared Use Path	Proposed Bike Path - Easement	NE-SW Easement	FM 1774	Keenan Cut-Off Rd		Active Transportation	Long	10.04		10.04	MI	\$ 1,500,000	\$ 15,061,203
63	N/A	N/A.N/A	Install Separated Shared Use Path	Proposed Bike Path - Easement	N-S Easement	Lake Creek	FM 1488		Active Transportation	Long	3.17		3.17	MI	\$ 1,500,000	\$ 4,756,968
64	Multi	Multi.N/A	Install Separated Shared Use Path	Proposed Bike Path - Easement	NW-SE Easement	FM 1486	Spring Creek		Active Transportation	Long	14.02		14.02	MI	\$ 1,500,000	\$ 21,028,437
65	N/A	N/A.N/A	Install Separated Shared Use Path	Proposed Bike Path - Easement	RR Easement	FM 1774	NW-SE Easement		Active Transportation	Long	2.75		2.75	MI	\$ 1,500,000	\$ 4,123,272
66	N/A	N/A.N/A	Install Separated Shared Use Path	Proposed Bike Path - Park	Lake Creek Preserve Connector	Woodforest Pkwy S	Existing Trail		Active Transportation	Long	0.04		0.04	MI	\$ 1,800,000	\$ 80,610
67	N/A	N/A.N/A	Install Separated Shared Use Path	Proposed Bike Path - Park	Lake Creek Preserve Connector	Fish Creek Thoroughfare	Existing Trail		Active Transportation	Long	0.03		0.03	MI	\$ 1,800,000	\$ 58,789
68	N/A	N/A.N/A	Install Separated Shared Use Path	Proposed Bike Path - Waterway	Lake Creek	E-W Easement	New Road 11		Active Transportation	Long	22.98		22.98	MI	\$ 1,800,000	\$ 41,362,176
69	N/A	N/A.N/A	Install Separated Shared Use Path	Proposed Bike Path - Waterway	Spring Creek	Near Roberts Cemetery Rd	FM 2978		Active Transportation	Short	12.96		12.96	MI	\$ 1,800,000	\$ 23,319,779
70	N/A	N/A.N/A	Install Separated Shared Use Path	Proposed Bike Path - Waterway/Ditch	College Park Ditch Trail	I-45 SBFR	SH 242		Active Transportation	Short	1.88		1.88	MI	\$ 1,800,000	\$ 3,381,654
71	2	2.N/A	Install Shared Use Path Bridge	Proposed Bike Path - Adjacent to Road	I-45 Frontage Rd	@ West Fork San Jacinto River	.	I-45 FR @ West Fork San Jacinto River	Active Transportation	Short			1	EA	\$ 7,600,000	\$ 7,600,000

Active Transportation and Transit Recommendations																
ID	Corrid or ID	Corridor/ Segment ID	Improvement	Type	Corridor	From	To	Intersection	Map Category	Time Range	Length (mi)	Description	Quantity	Unit	Unit Cost*	Est. Project Cost
91	N/A	N/A.N/A	Install Sidewalks/Shared Use Paths		Multiple				Active Transportation	Short		Provide sidewalks near schools in Magnolia ISD. Connect sidewalks to nearby residential areas. Provide safe pedestrian crossing over RR near FM 1774.	24	MI	\$ 600,000	\$ 14,400,000
72	6	6.1	Widen Existing Sidewalk to Shared Use Path	Proposed Bike Path - Adjacent to Road	FM 1774	FM 1488	End of Existing Sidewalk		Active Transportation	Short	0.51		0.51	MI	\$ 500,000	\$ 256,862
73	N/A	N/A.N/A	Widen Existing Sidewalk to Shared Use Path	Proposed Bike Path - Adjacent to Road	RL Butler St	FM 1774	End of Existing Sidewalk		Active Transportation	Short	0.02		0.02	MI	\$ 500,000	\$ 11,408
74	43	43.N/A	Widen Existing Sidewalk to Shared Use Path	Proposed Bike Path - Adjacent to Road	Vision Park Blvd	End of Existing Sidewalk	IH 45 SBFR		Active Transportation	Short	0.50		0.50	MI	\$ 500,000	\$ 250,883
75	43	43.1	Widen Existing Sidewalk to Shared Use Path	Proposed Bike Path - Adjacent to Road	Vision Park Blvd	East of Columbia Ct	End of Existing Sidewalk		Active Transportation	Short	0.15		0.15	MI	\$ 500,000	\$ 75,596
76	49	49.N/A	Widen Existing Sidewalk to Shared Use Path	Proposed Bike Path - Park	Gosling Sports Fields	Marsico Pl	Gosling Sports Fields		Active Transportation	Short	0.04		0.04	MI	\$ 500,000	\$ 17,804
77	N/A	N/A.N/A	Widen Existing Sidewalk to Shared Use Path	Proposed Bike Path - Waterway/Ditch	Lone Star College Montgomery Access/College Park Ditch Crossing	E Windsor Hills Cir	Lone Star College		Active Transportation	Short	0.20		0.20	MI	\$ 500,000	\$ 97,675
78	N/A	N/A.N/A	Widen Existing Sidewalk to Shared Use Path	Proposed Bike Path - Waterway/Ditch	Lone Star College Montgomery Access/College Park Ditch Crossing	Lone Star College	W Kentwick Pl		Active Transportation	Short	0.14		0.14	MI	\$ 500,000	\$ 69,218
79	16	16.4	Install Share The Road Signing (Bicycles)	Existing Collector	Honea Egypt Rd	FM 2854	Sendera Ranch Rd		Safety	Short	6.92		6.92	MI	\$ 10,000	\$ 69,235
80	16	16.2	Install Share The Road Signing (Bicycles)	Existing Collector	Rabon Chapel Rd	FM 2854	FM 2854		Safety	Short	4.22		4.22	MI	\$ 10,000	\$ 42,246
81	3	3.1	Install Share The Road Signing (Bicycles)	Existing Road - Narrow Shoulder	FM 149	SH 105	Jackson Rd		Safety	Short	8.17		8.17	MI	\$ 10,000	\$ 81,670
82	3	3.2	Install Share The Road Signing (Bicycles)	Existing Road - Narrow Shoulder	FM 149	Jackson Rd	FM 1488		Safety	Short	3.37		3.37	MI	\$ 10,000	\$ 33,734
83	8	8.1	Install Share The Road Signing (Bicycles)	Existing Road - Narrow Shoulder	FM 2978	FM 1488	Spring Creek (Just S of Dobbin-Hufsmith Rd)		Safety	Short	6.72		6.72	MI	\$ 10,000	\$ 67,173
84	10	10.1	Install Share The Road Signing (Bicycles)	Existing Road - Narrow Shoulder	Jackson Rd	FM 1486	FM 149		Safety	Short	5.09		5.09	MI	\$ 10,000	\$ 50,924
85	18	18.1	Install Share The Road Signing (Bicycles)	Existing Road - Narrow Shoulder	Sendera Ranch Rd	Honea Egypt Rd	FM 1488		Safety	Short	1.06		1.06	MI	\$ 10,000	\$ 10,649
86	4	4.1	Install Share The Road Signing (Bicycles)	Existing Thoroughfare	FM 1486	SH 105	FM 1774		Safety	Short	10.60		10.60	MI	\$ 10,000	\$ 106,000
87	5	5.1,2	Install Share The Road Signing (Bicycles)	Existing Thoroughfare	FM 1488	Waller County Line	FM 2978		Safety	Short	15.09		15.09	MI	\$ 10,000	\$ 150,873
88	6	6.1	Install Share The Road Signing (Bicycles)	Existing Thoroughfare	FM 1774	Waller County Line	SH 249		Safety	Short	9.01		9.01	MI	\$ 10,000	\$ 90,096
89	7	7.1	Install Share The Road Signing (Bicycles)	Existing Thoroughfare	FM 2854	SH 105	Rabon Chapel Rd (W)		Safety	Short	3.82		3.82	MI	\$ 10,000	\$ 38,192
90	17	17.2	Install Share The Road Signing (Bicycles)	Existing Thoroughfare	Keenan Cut Off Rd	FM 149	FM 2854		Safety	Short	3.06		3.06	MI	\$ 10,000	\$ 30,598
92	N/A	N/A.N/A	Add Park-n-Ride - Magnolia						Transit			Add Park-n-Ride locations near Magnolia	1	EA	\$ 4,000,000	\$ 4,000,000
93	N/A	N/A.N/A	Add Park-n-Ride - Montgomery						Transit			Add Park-n-Ride locations near the city of Montgomery	1	EA	\$ 4,000,000	\$ 4,000,000
94	N/A	N/A.N/A	Facilitate Car Share Program						Carpool				1	LS	\$ 20,000	\$ 20,000



Active Transportation and Transit Recommendations																
ID	Corrid or ID	Corridor/ Segment ID	Improvement	Type	Corridor	From	To	Intersection	Map Category	Time Range	Length (mi)	Description	Quantity	Unit	Unit Cost*	Est. Project Cost
95	N/A	N/A.N/A	Magnolia-Montgomery-Conroe-The Woodlands Transit Loop		Multiple				Transit				1	LS	\$ 18,000,000	\$ 18,000,000
96	N/A	N/A.N/A	Facilitate Employer Carpool Programs						Carpool			Encourage and provide tools for employers to implement a carpool program	1	LS	\$ 20,000	\$ 20,000

\* Unit Costs have been estimated from similar TxDOT project costs and TxDOT Average Low Bid Prices

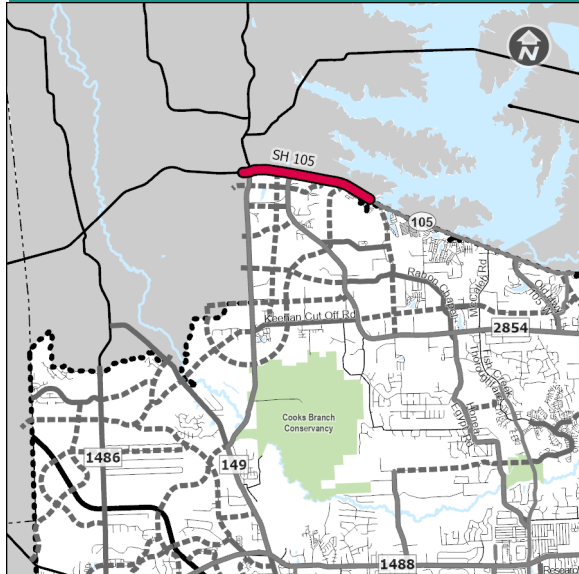
Removed Alternative Mode Projects

Note: Items in red have been removed from recommended projects.

			Install Separated Shared Use Path		Honea Egypt Rd	Lake Creek	Sendera Ranch Rd			Long		Removed - added SUP to Sendera Ranch, so becomes redundant				
47	9	9.	Install Separated Shared Use Path	Proposed Bike Path - Adjacent to Road	Spur 149	Lake Creek	FM 1488		Active Transportation	Long	2.07	Removed - Proposed roadway removed	2.07	MI	\$ 1,500,000	\$ 3,111,883
39	84	84.	Install Separated Shared Use Path	Proposed Bike Path - Adjacent to Road	People's Rd	FM 1488	SH 242		Active Transportation	Short	2.25	Removed 8/2022 due to restrictions on Jones State Forest.	2.25	MI	\$ 1,500,000	\$ 3,370,067
52	62	62.	Install Separated Shared Use Path	Proposed Bike Path - Adjacent to Road	Tree Farm Rd	Lake Creek	FM 1488		Active Transportation	Short	2.28	Removed 8/2022 due to removal of proposed roadway extension per public comment.	2.28	MI	\$ 1,500,000	\$ 3,420,436

## 6. Corridor Summary Sheets

### Segment Key Map



### Recommended Improvements

#### Short-Term Recommendations

Total Short-Term Estimated Costs: \$ 2,502,088

- Corridor Signal Timing (\$60,836)
- Install Raised Medians (\$1,907,228)
- Access Management (\$57,217)
- Install Street Lighting (\$476,807)

#### Long-Term Recommendations

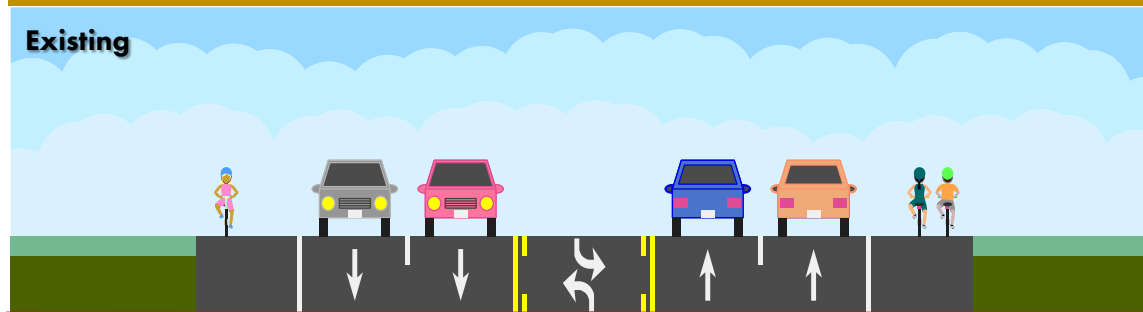
Total Long-Term Estimated Costs: \$ 57,216,843

- Widening (\$57,216,843)

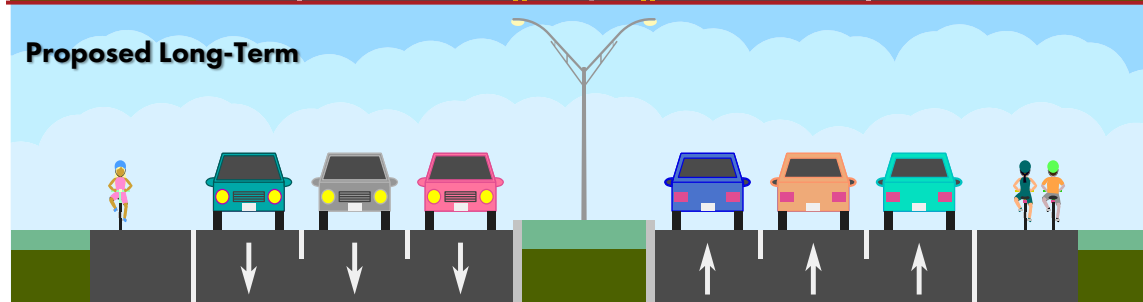
Overall Estimated Cost: \$ 59,718,931

### Cross Sections

#### Existing



#### Proposed Long-Term



### Segment Characteristics

Segment Length (mi)	3.8	Existing Shoulder	Yes (6'-9')
Posted Speed Limit	60	Proposed Shoulder	Yes
Existing Number of Lanes	4	Existing Sidewalk	No
Proposed Number of Lanes	6	Proposed Sidewalk	No
Existing Center Type	Two-Way Left Turn Lane	Existing Bike Facility	Shared Use Shoulder
Proposed Center Type	Raised Median	Proposed Bike Facility	Shared Use Shoulder

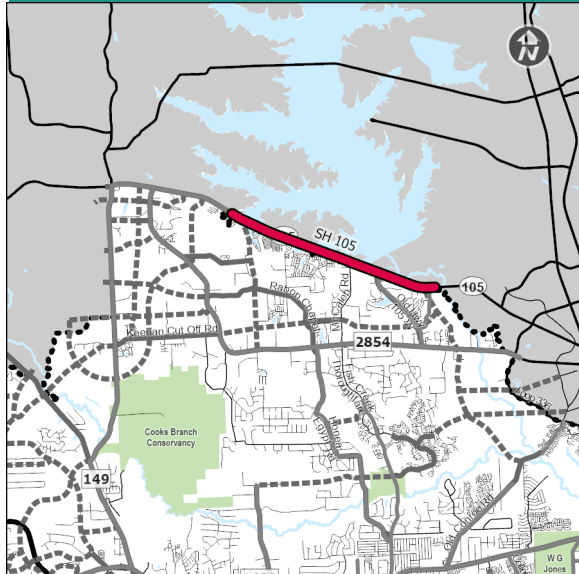
Corridor Segment 1.1

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

# SH 105 FROM SNUG HARBOR DR TO WEST FORK SAN JACINTO RIVER

1.2

## Segment Key Map



## Recommended Improvements

### Short-Term Recommendations

Total Short-Term Estimated Costs: \$ 3,908,984

- Corridor Signal Timing (\$69,164)
- Install Raised Medians (\$3,019,816)
- Access Management (\$65,050)
- Install Street Lighting (\$754,954)

### Long-Term Recommendations

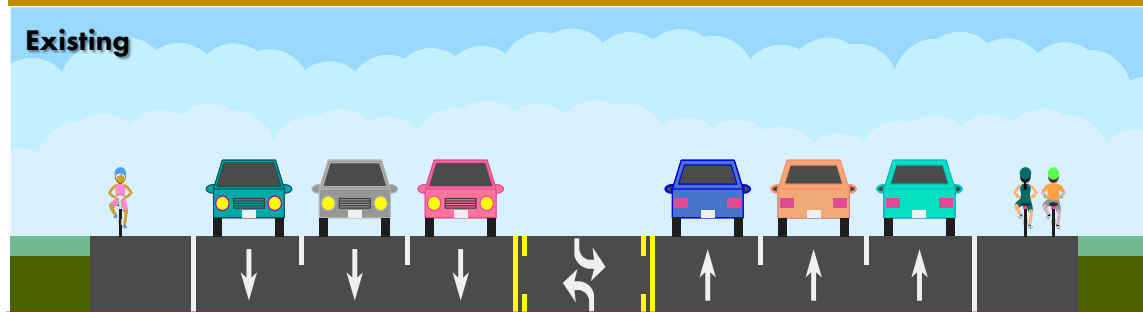
Total Long-Term Estimated Costs: \$ 384,459

- Install Separated Shared Use Path - Adjacent to Road [Lake Conroe Park - McCaleb Rd] (\$384,459)

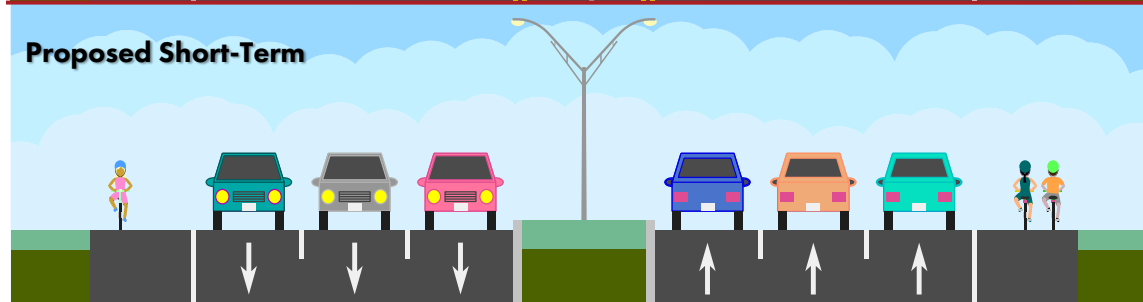
Overall Estimated Cost: \$ 4,293,443

## Cross Sections

### Existing



### Proposed Short-Term



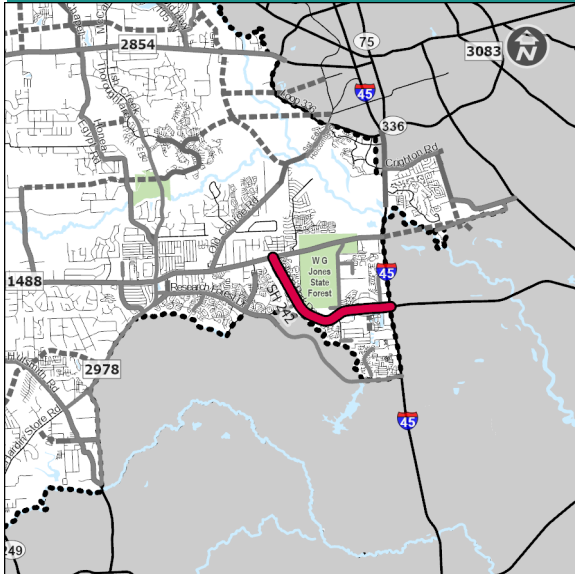
## Segment Characteristics

Segment Length (mi)	6.2	Existing Shoulder	Yes (10')
Posted Speed Limit	55	Proposed Shoulder	Yes
Existing Number of Lanes	6	Existing Sidewalk	No
Proposed Number of Lanes	6	Proposed Sidewalk	No
Existing Center Type	Two-Way Left Turn Lane	Existing Bike Facility	Shared Use Shoulder
Proposed Center Type	Raised Median	Proposed Bike Facility	Shared Use Shoulder

Corridor Segment 1.2

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

#### Segment Key Map



#### Recommended Improvements

<b>Short-Term Recommendations</b>		Total Short-Term Estimated Costs: \$	5,164,505
Corridor Signal Timing (\$140,000)			
Install Separated Shared Use Path - Adjacent to Road (\$5,024,505)			
<b>Long-Term Recommendations</b>		Total Long-Term Estimated Costs: \$	-
None			
		Overall Estimated Cost: \$	5,164,505

#### Cross Sections

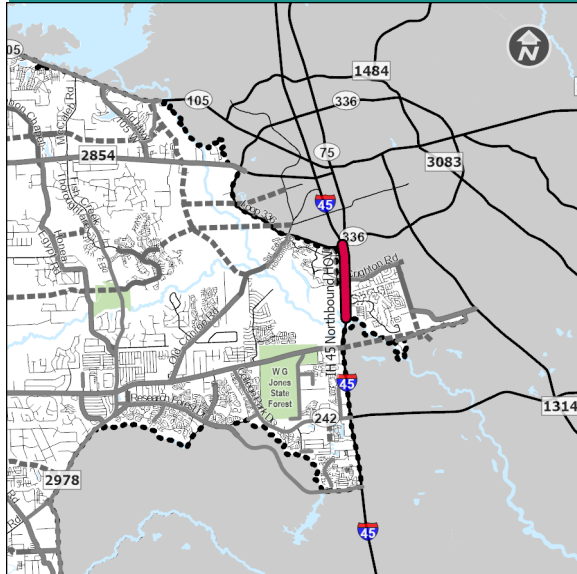


#### Segment Characteristics

Segment Length (mi)	4.4	Existing Shoulder	Yes (8')
Posted Speed Limit	50	Proposed Shoulder	Yes
Existing Number of Lanes	4	Existing Sidewalk	Disconnected Shared Use Path
Proposed Number of Lanes	4	Proposed Sidewalk	Connected Shared Use Path
Existing Center Type	Raised Median	Existing Bike Facility	Disconnected Shared Use Path
Proposed Center Type	Raised Median	Proposed Bike Facility	Connected Shared Use Path



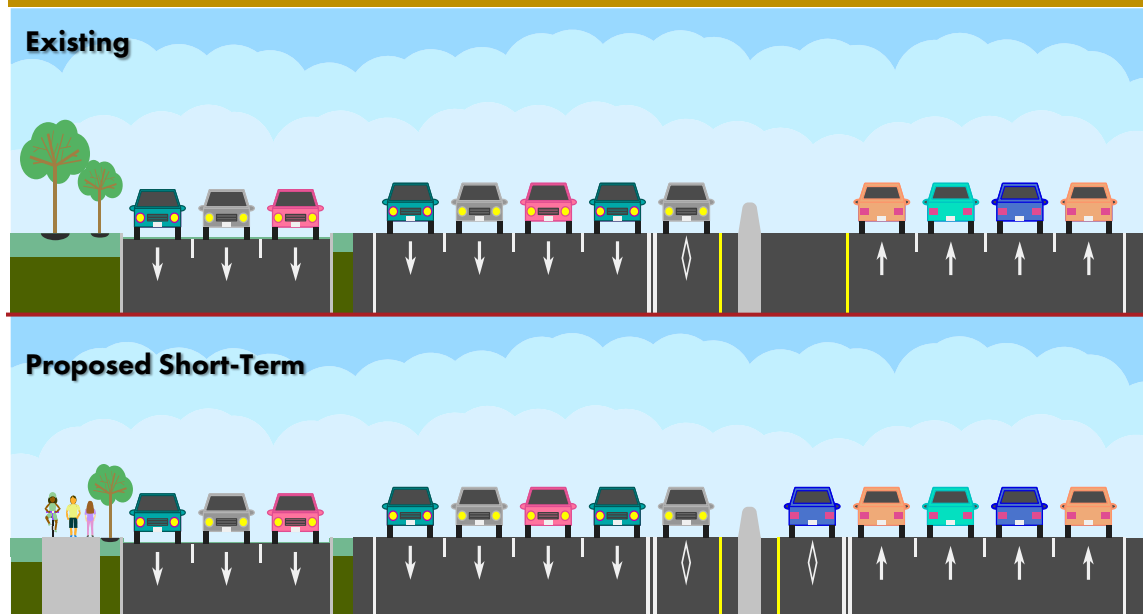
### Segment Key Map



### Recommended Improvements

Short-Term Recommendations		Total Short-Term Estimated Costs: \$	3,256,982
Widening (\$251,973)			
Install Separated Shared Use Path - Adjacent to Road [River Plantation Dr - FM 1488] (\$3,005,009)			
Long-Term Recommendations		Total Long-Term Estimated Costs: \$	-
None			
		Overall Estimated Cost: \$	3,256,982

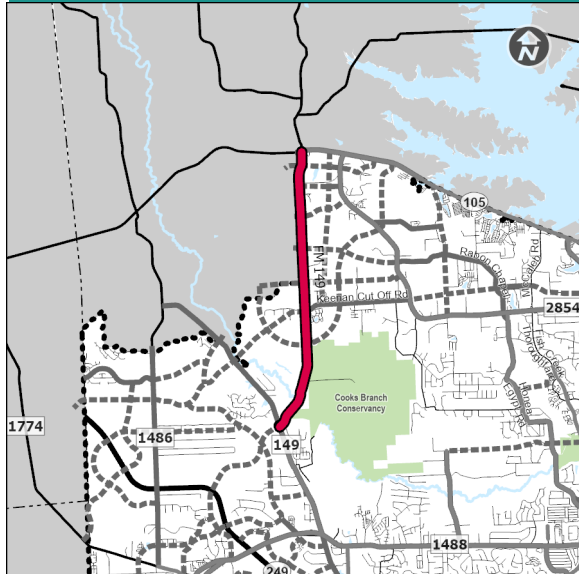
### Cross Sections



### Segment Characteristics

Segment Length (mi)	2.3	Existing Shoulder	Yes (11'-22')
Posted Speed Limit	65	Proposed Shoulder	Yes
Existing Number of Lanes	0	Existing Sidewalk	No
Proposed Number of Lanes	1	Proposed Sidewalk	Shared Use Path
Existing Center Type	Concrete Barrier	Existing Bike Facility	None
Proposed Center Type	Concrete Barrier	Proposed Bike Facility	Shared Use Path

**Segment Key Map**



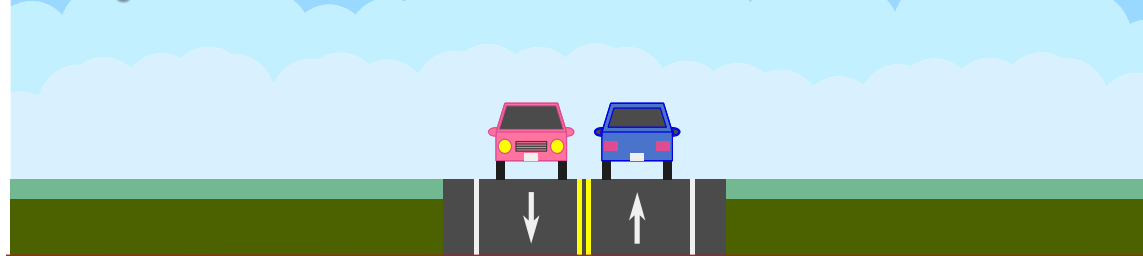
**Recommended Improvements**

Short-Term Recommendations		Total Short-Term Estimated Costs: \$	3,618,521
Improve Curve SPM [2.1 Miles N of Jackson Rd - Jackson Rd] (\$25,000)			
Install Rumble Strips (\$81,670)			
Resurface Roadway [Keenan Cut Off Rd - Jackson Rd] (\$2,314,000)			
Realignment [Stillwater Blvd - Jackson Rd] (\$1,116,180)			
Install Share The Road Signing (Bicycles) - Existing Road - Narrow Shoulder (\$81,670)			
Long-Term Recommendations		Total Long-Term Estimated Costs: \$	81,670,351
Widening (\$81,670,351)			

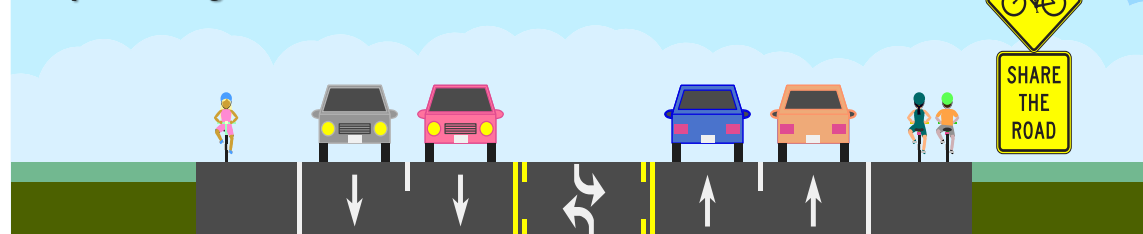
Overall Estimated Cost: \$ 85,288,872

**Cross Sections**

**Existing**



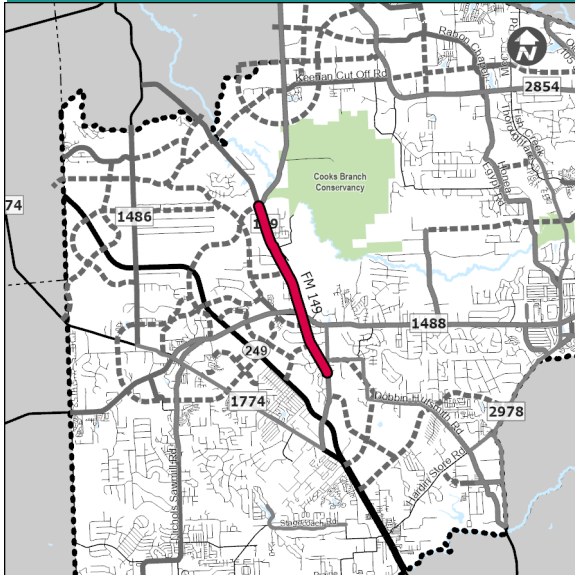
**Proposed Long-Term**



**Segment Characteristics**

Segment Length (mi)	8.2	Existing Shoulder	Yes(4')
Posted Speed Limit	60	Proposed Shoulder	Yes
Existing Number of Lanes	2	Existing Sidewalk	No
Proposed Number of Lanes	4	Proposed Sidewalk	No
Existing Center Type	Undivided	Existing Bike Facility	No
Proposed Center Type	Two-Way Left Turn Lane	Proposed Bike Facility	Shared Use Shoulder

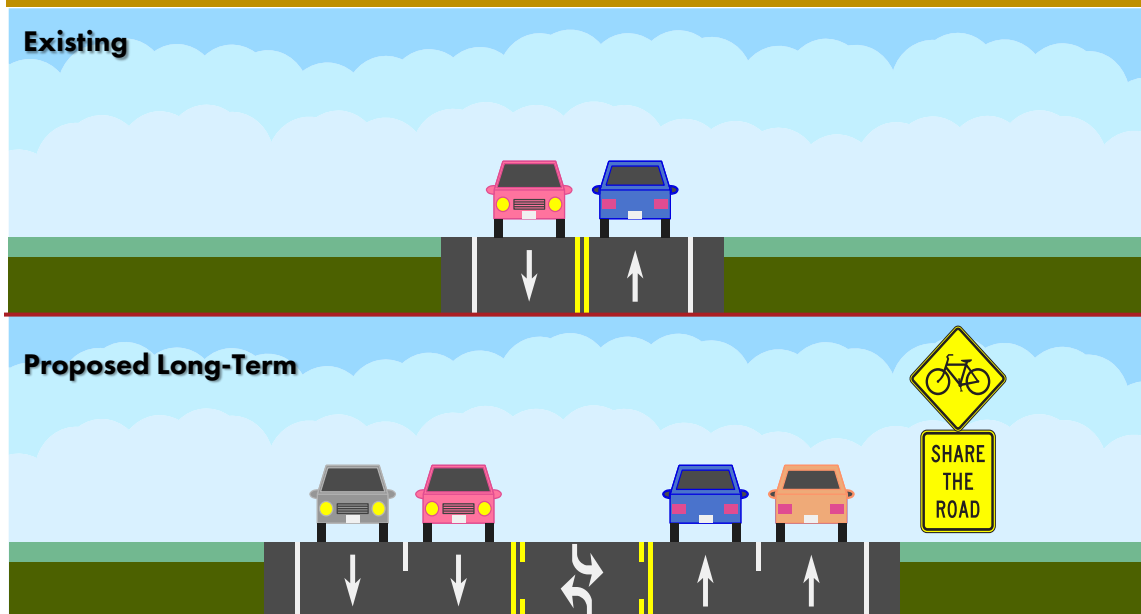
**Segment Key Map**



**Recommended Improvements**

<b>Short-Term Recommendations</b>		Total Short-Term Estimated Costs: \$	2,221,823
Resurface Roadway [Jackson Rd - FM 1488] (\$2,188,090)			
Install Share The Road Signing (Bicycles) - Existing Road - Narrow Shoulder [Jackson Rd - FM 1488] (\$33,734)			
<b>Long-Term Recommendations</b>		Total Long-Term Estimated Costs: \$	52,438,968
Widening (\$52,438,968)			
		Overall Estimated Cost: \$	54,660,791

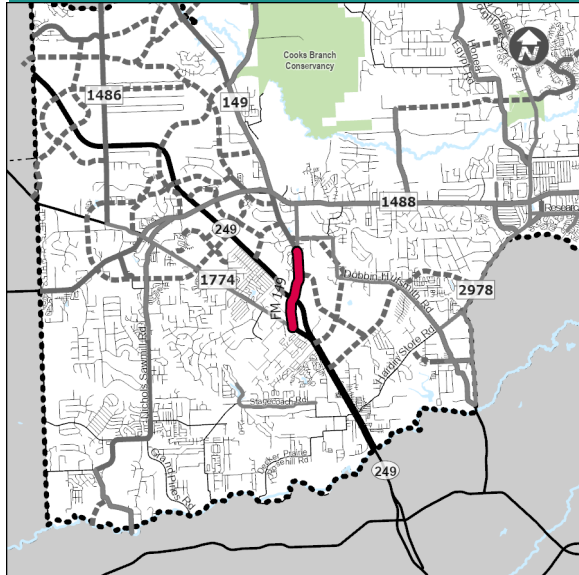
**Cross Sections**



**Segment Characteristics**

Segment Length (mi)	5.2	Existing Shoulder	Yes(4')
Posted Speed Limit	60	Proposed Shoulder	Yes
Existing Number of Lanes	2	Existing Sidewalk	No
Proposed Number of Lanes	4	Proposed Sidewalk	No
Existing Center Type	Undivided	Existing Bike Facility	No
Proposed Center Type	Two-Way Left Turn Lane	Proposed Bike Facility	No

**Segment Key Map**



**Recommended Improvements**

**Short-Term Recommendations**

Total Short-Term Estimated Costs: \$ 280,686

Install Street Lighting (\$280,686)

**Long-Term Recommendations**

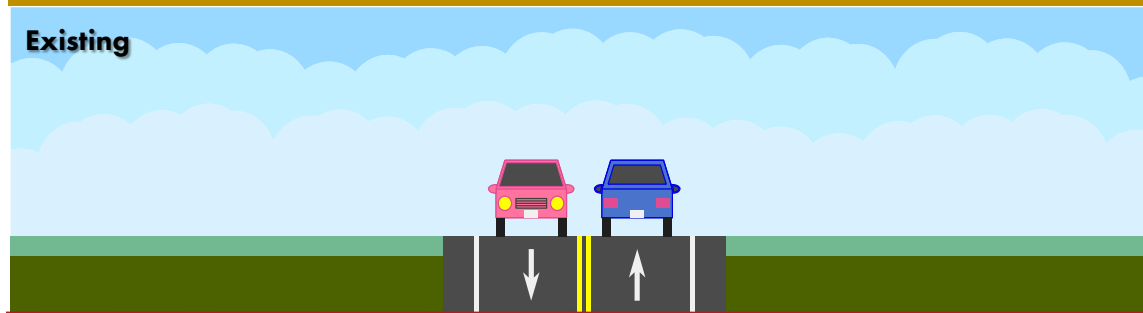
Total Long-Term Estimated Costs: \$ 22,454,850

Widening (\$22,454,850)

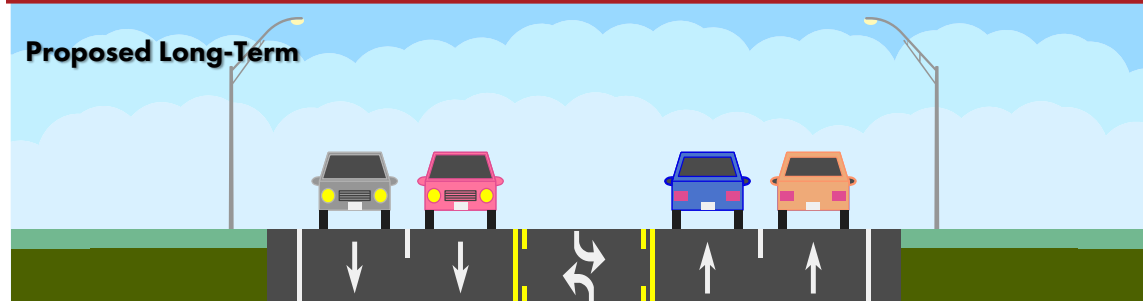
Overall Estimated Cost: \$ 22,735,536

**Cross Sections**

**Existing**



**Proposed Long-Term**



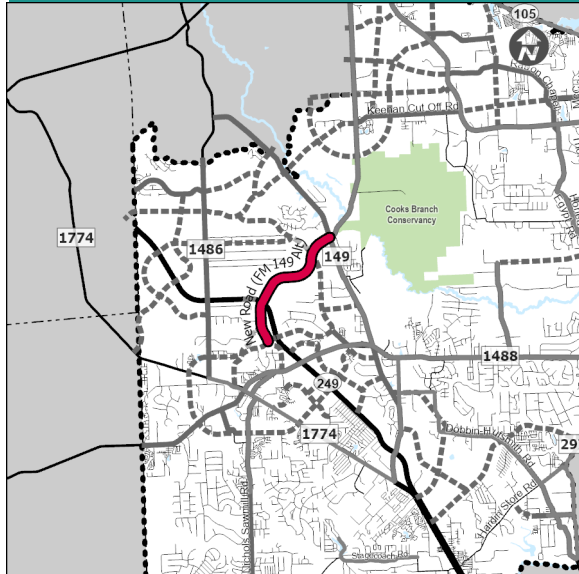
**Segment Characteristics**

Segment Length (mi)	2.2	Existing Shoulder	Yes(4')
Posted Speed Limit	40	Proposed Shoulder	Yes
Existing Number of Lanes	2	Existing Sidewalk	No
Proposed Number of Lanes	4	Proposed Sidewalk	No
Existing Center Type	Undivided	Existing Bike Facility	No
Proposed Center Type	Two-Way Left Turn Lane	Proposed Bike Facility	No

## NEW ROAD (FM 149 ALT) FROM FM 149/JACKSON RD TO MAGNOLIA LOOP

3.4

### Segment Key Map

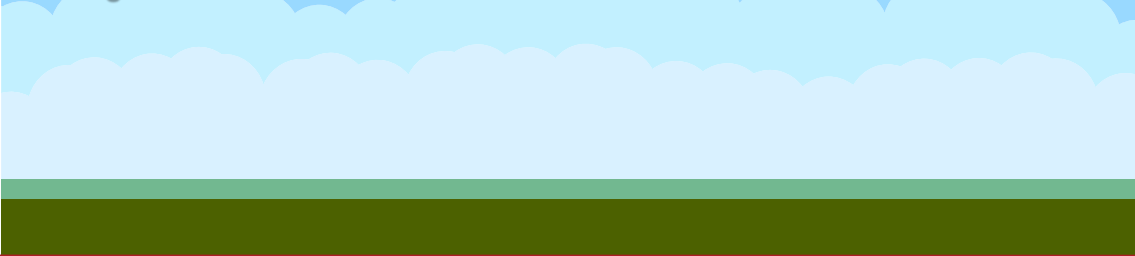


### Recommended Improvements

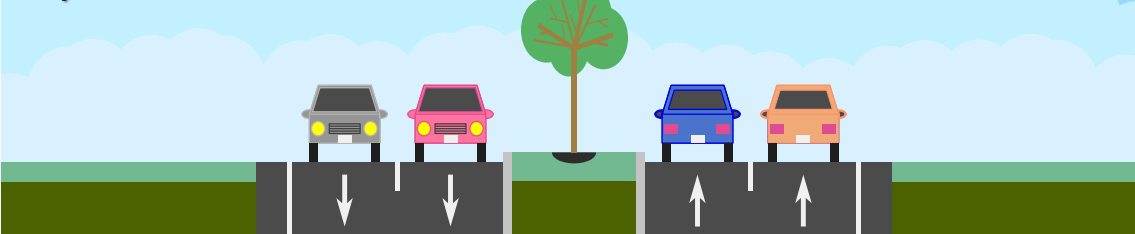
<b>Short-Term Recommendations</b>	<b>Total Short-Term Estimated Costs: \$ 61,936,884</b>
Extension/New Road (\$61,936,884)	
<b>Long-Term Recommendations</b>	<b>Total Long-Term Estimated Costs: \$ -</b>
None	
<b>Overall Estimated Cost: \$ 61,936,884</b>	

### Cross Sections

#### Existing



#### Proposed Short-Term



### Segment Characteristics

Segment Length (mi)	4.1	Existing Shoulder	N/A
Posted Speed Limit	TBD	Proposed Shoulder	Yes
Existing Number of Lanes	0	Existing Sidewalk	N/A
Proposed Number of Lanes	4	Proposed Sidewalk	No
Existing Center Type	N/A	Existing Bike Facility	N/A
Proposed Center Type	Raised Median	Proposed Bike Facility	No

Corridor Segment 3.4

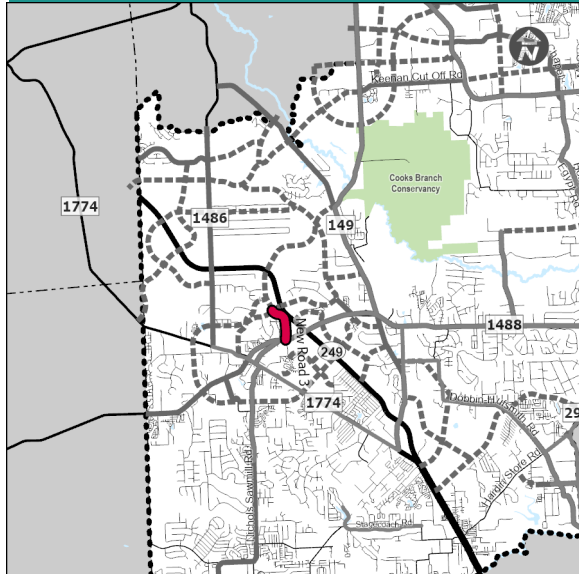
Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.



# NEW ROAD 3 FROM MAGNOLIA LOOP TO FM 1488

3.5

## Segment Key Map



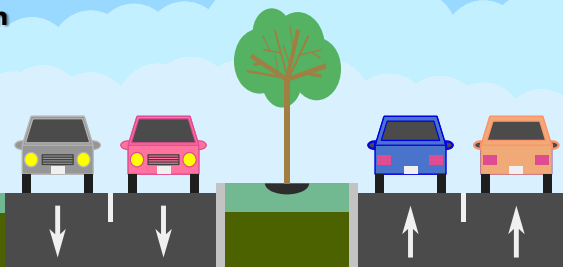
## Recommended Improvements

<b>Short-Term Recommendations</b>		Total Short-Term Estimated Costs: \$	10,653,250
Extension/New Road (\$10,653,250)			
<b>Long-Term Recommendations</b>		Total Long-Term Estimated Costs: \$	-
None			
		Overall Estimated Cost: \$	10,653,250

## Cross Sections

### Existing

### Proposed Short-Term



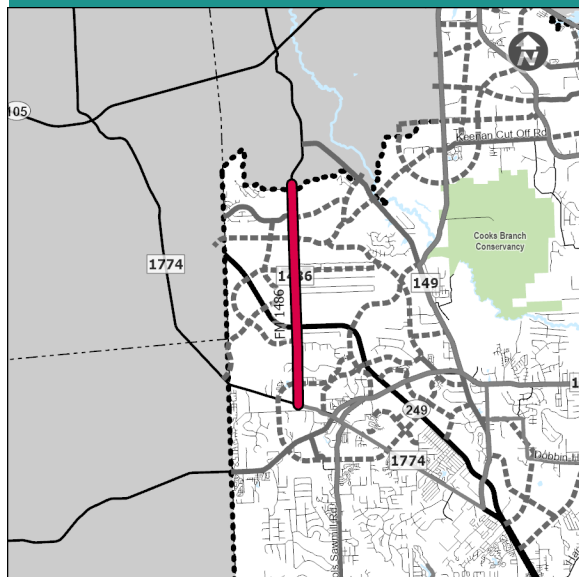
## Segment Characteristics

Segment Length (mi)	1.1	Existing Shoulder	N/A
Posted Speed Limit	TBD	Proposed Shoulder	No
Existing Number of Lanes	0	Existing Sidewalk	N/A
Proposed Number of Lanes	4	Proposed Sidewalk	No
Existing Center Type	N/A	Existing Bike Facility	N/A
Proposed Center Type	Raised Median	Proposed Bike Facility	No

Corridor Segment 3.5

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

#### Segment Key Map



#### Recommended Improvements

**Short-Term Recommendations** Total Short-Term Estimated Costs: \$ 109,907,360

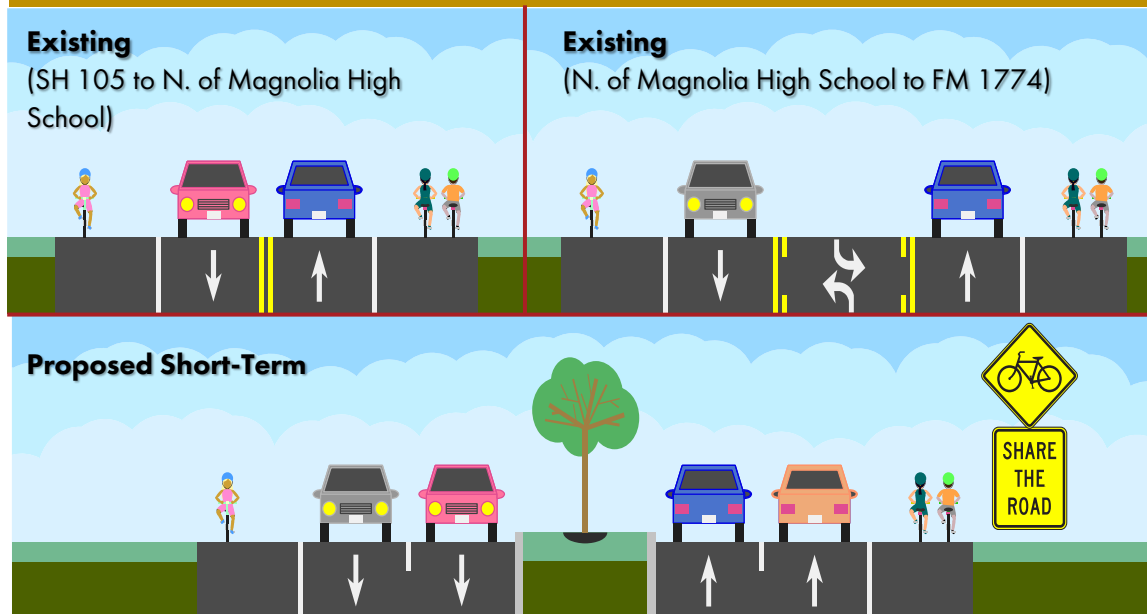
Widening (\$106,000,000)  
 Install Raised Medians [Jackson Rd - FM 1774] (\$3,801,360)  
 Install Share The Road Signing (Bicycles) - Existing Thoroughfare (\$106,000)

**Long-Term Recommendations** Total Long-Term Estimated Costs: \$ -

None

**Overall Estimated Cost: \$ 109,907,360**

#### Cross Sections



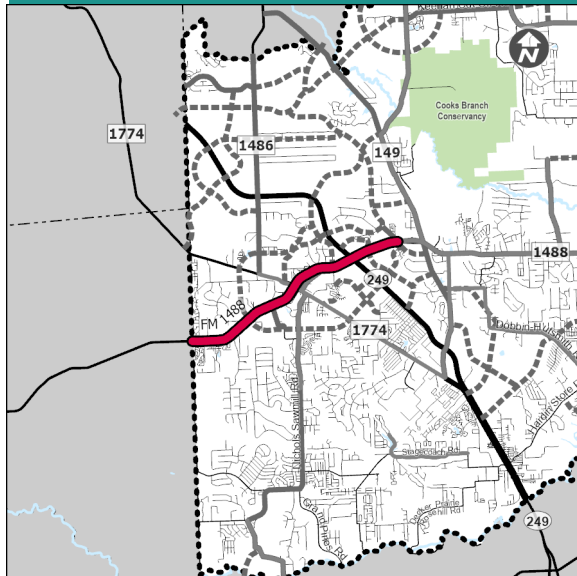
#### Segment Characteristics

Segment Length (mi)	10.6	Existing Shoulder	Yes
Posted Speed Limit	60MPH; 40 MPH	Proposed Shoulder	Yes
Existing Number of Lanes	2	Existing Sidewalk	No
Proposed Number of Lanes	4	Proposed Sidewalk	No
Existing Center Type	Undivided; Two-Way Left Turn Lane	Existing Bike Facility	Shared Use Shoulder
Proposed Center Type	Two-Way Left Turn Lane; Raised Median	Proposed Bike Facility	Shared Use Shoulder

Corridor Segment 4.1

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

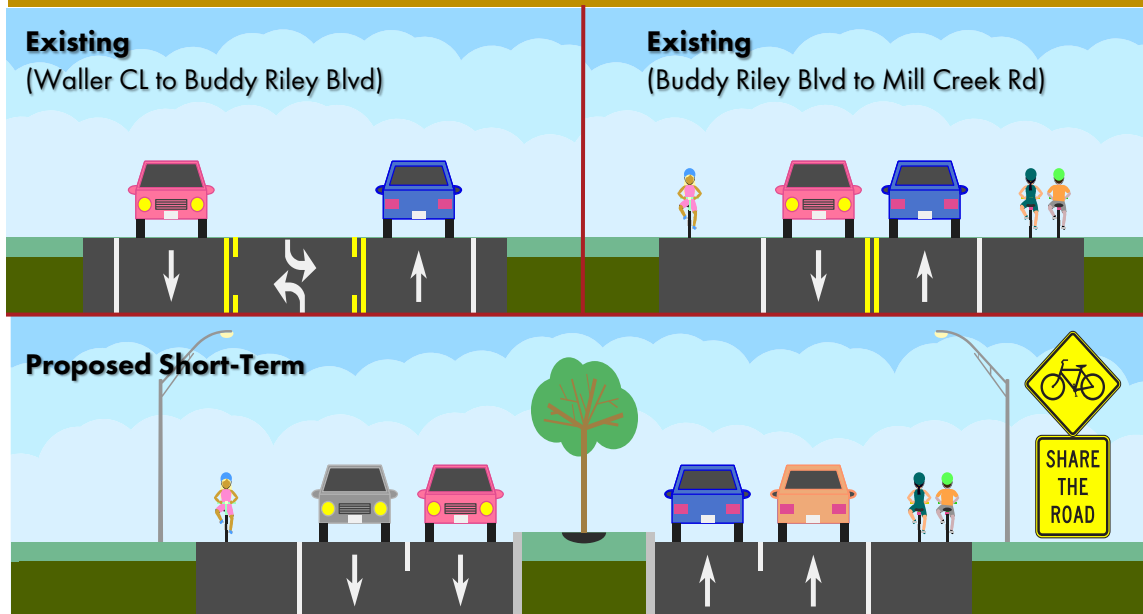
**Segment Key Map**



**Recommended Improvements**

Short-Term Recommendations		Total Short-Term Estimated Costs: \$	73,908,579
Resurface Roadway [FM 1774 - Mill Creek Rd] (\$2,101,223)			
Install Raised Medians [FM 1774 - Mill Creek Rd] (\$1,642,838)			
Install Street Lighting [FM 1774 - Mill Creek Rd] (\$412,922)			
Widening (\$68,189,311)			
Install Separated Shared Use Path - Adjacent to Road [Goodson Rd - Melton St] (\$369,034)			
Install Separated Shared Use Path - Adjacent to Road [Buddy Riley Blvd - SH 249] (\$1,193,252)			
Install Share The Road Signing (Bicycles) - Existing Thoroughfare (\$62,131)			
Long-Term Recommendations		Total Long-Term Estimated Costs: \$	-
None			
		Overall Estimated Cost: \$	
		73,908,579	

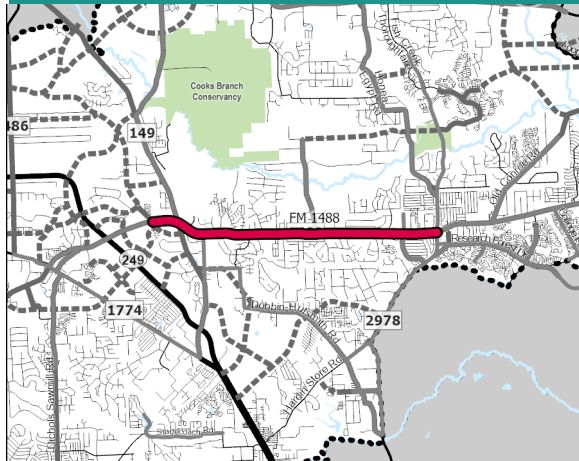
**Cross Sections**



**Segment Characteristics**

Segment Length (mi)	6.8	Existing Shoulder	Yes (2'-8')
Posted Speed Limit	Varies (35 MPH; 45 MPH; 55 MPH)	Proposed Shoulder	Yes
Existing Number of Lanes	2	Existing Sidewalk	No
Proposed Number of Lanes	4	Proposed Sidewalk	No; Limited Shared Use Path (1 mi Disconnected)
Existing Center Type	Two-Way Left Turn Lane; Undivided	Existing Bike Facility	None; Shared Use Shoulder
Proposed Center Type	Raised Median	Proposed Bike Facility	Shared Use Shoulder; Limited Shared Use Path

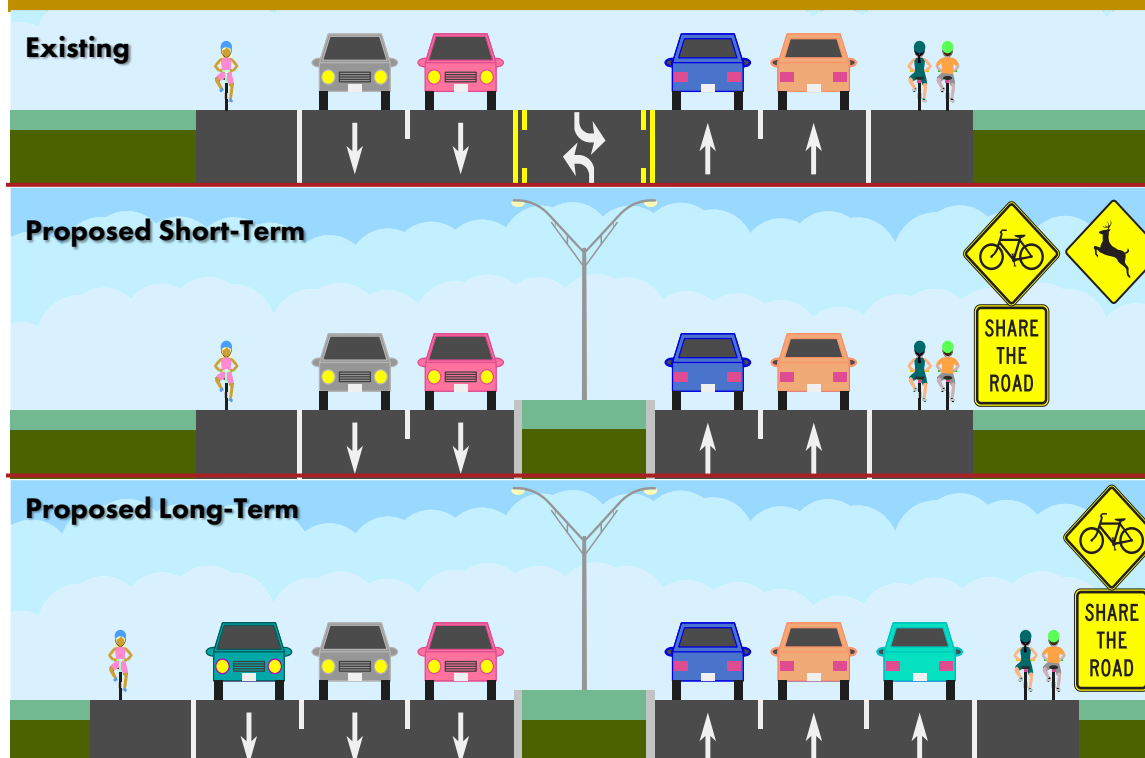
**Segment Key Map**



**Recommended Improvements**

Short-Term Recommendations	Total Short-Term Estimated Costs: \$ 6,454,065
Install Raised Medians (\$4,139,627)	
Access Management (\$124,189)	
Install Street Lighting (\$1,034,907)	
Corridor Signal Timing (\$85,459)	
Install Wildlife Warning Signs (\$41,396)	
Install Separated Shared Use Path - Adjacent to Road [Magnolia High School - Spur 149] (\$1,028,488)	
Install Separated Shared Use Path - Adjacent to Road [Carriage Hills - People's Rd] (\$2,218,311)	
Install Share The Road Signing (Bicycles) - Existing Thoroughfare (\$75,436)	
Long-Term Recommendations	Total Long-Term Estimated Costs: \$ 124,025,259
Widening (\$124,025,259)	
Overall Estimated Cost: \$ 130,479,324	

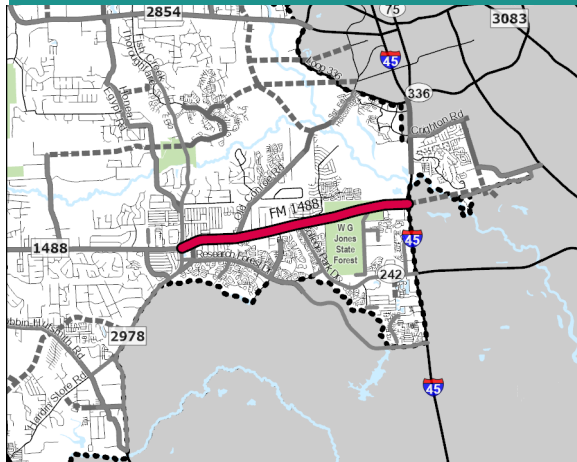
**Cross Sections**



**Segment Characteristics**

Segment Length (mi)	8.3	Existing Shoulder	Yes (8'-10')
Posted Speed Limit	50 MPH	Proposed Shoulder	Yes
Existing Number of Lanes	4	Existing Sidewalk	No
Proposed Number of Lanes	6	Proposed Sidewalk	No; Limited Shared Use Path (2.2 mi Disconnected)
Existing Center Type	Two-Way Left Turn Lane	Existing Bike Facility	Shared Use Shoulder
Proposed Center Type	Raised Median	Proposed Bike Facility	Shared Use Shoulder; Limited Shared Use Path

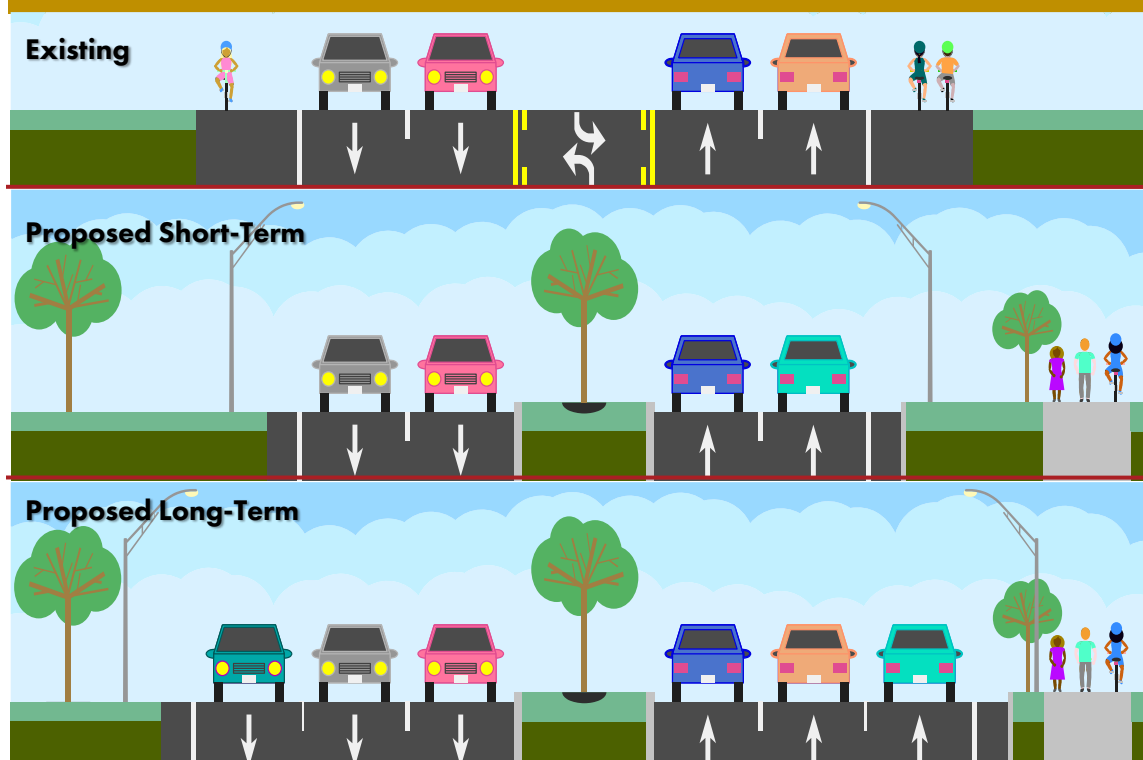
**Segment Key Map**



**Recommended Improvements**

Short-Term Recommendations		Total Short-Term Estimated Costs: \$	14,105,528
Install Raised Medians (\$3,325,329)			
Access Management (\$99,760)			
Install Street Lighting (\$831,284)			
Corridor Signal Timing (\$84,541)			
Install Separated Shared Use Path - Adjacent to Road (\$9,764,615)			
Long-Term Recommendations		Total Long-Term Estimated Costs: \$	99,754,028
Widening (\$99,754,028)			
		Overall Estimated Cost: \$	113,859,557

**Cross Sections**



**Segment Characteristics**

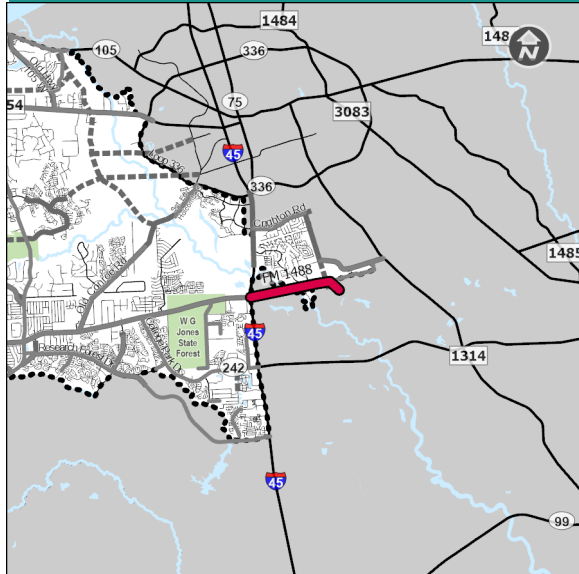
Segment Length (mi)	6.7	Existing Shoulder	Yes (12')
Posted Speed Limit	50 MPH	Proposed Shoulder	Yes
Existing Number of Lanes	4	Existing Sidewalk	No
Proposed Number of Lanes	6	Proposed Sidewalk	Shared Use Path
Existing Center Type	Two-Way Left Turn Lane	Existing Bike Facility	Shared Use Shoulder
Proposed Center Type	Raised Median	Proposed Bike Facility	Shared Use Path

Corridor Segment 5.3

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.



**Segment Key Map**



**Recommended Improvements**

**Short-Term Recommendations**

Total Short-Term Estimated Costs: \$ -

None

**Long-Term Recommendations**

Total Long-Term Estimated Costs: \$ 40,216,491

Extension/New Road (\$40,216,491)

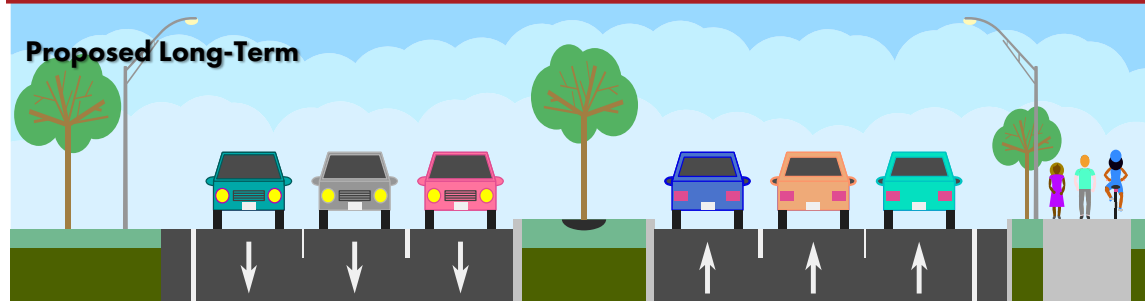
Overall Estimated Cost: \$ 40,216,491

**Cross Sections**

**Existing**



**Proposed Long-Term**



**Segment Characteristics**

Segment Length (mi)	2.7	Existing Shoulder	N/A
Posted Speed Limit	TBD	Proposed Shoulder	Yes
Existing Number of Lanes	0	Existing Sidewalk	N/A
Proposed Number of Lanes	6	Proposed Sidewalk	Shared Use Path
Existing Center Type	N/A	Existing Bike Facility	N/A
Proposed Center Type	Raised Median	Proposed Bike Facility	Shared Use Path

Corridor Segment 5.4

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

**Segment Key Map**



**Recommended Improvements**

**Short-Term Recommendations**

Total Short-Term Estimated Costs: \$ 6,433,097

Corridor Signal Timing [FM 1488 - FM 149] (\$70,000)

Install Street Lighting (\$767,436)

Install Separated Shared Use Path - Adjacent to Road [FM 1486 - FM 1488] (\$2,658,336)

Widen Existing Sidewalk to Shared Use Path - Adjacent to Road [FM 1488 - Existing Sidewalk (Sanders St)] (\$256,000)

Install Separated Shared Use Path - Adjacent to Road [Existing Sidewalk (Sanders St) - Friendship Dr] (\$2,619,068)

Install Share The Road Signing (Bicycles) - Existing Thoroughfare (\$61,395)

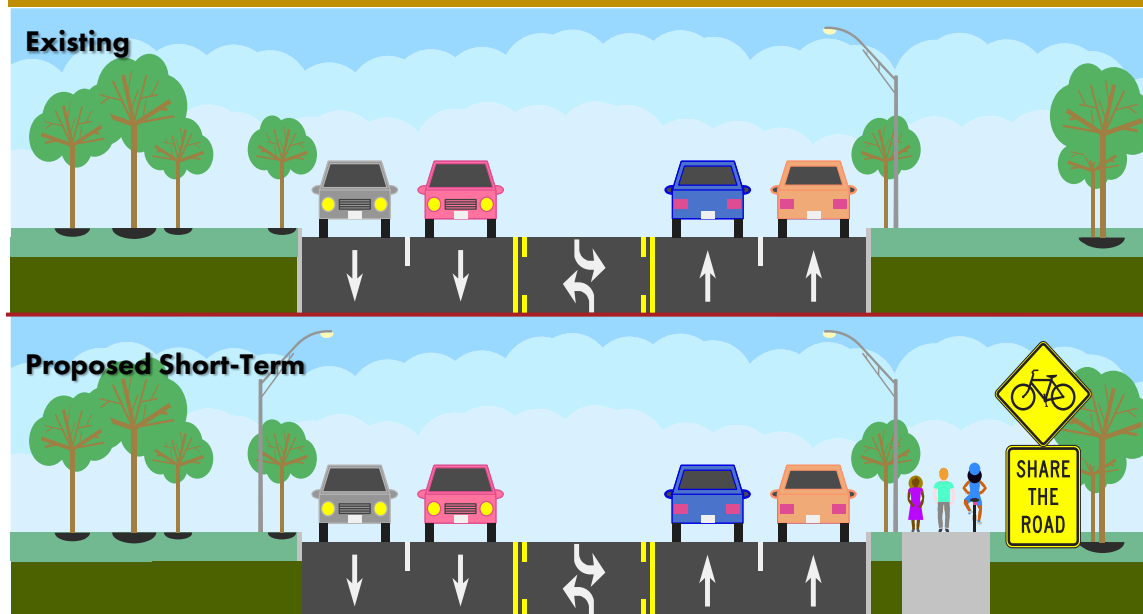
**Long-Term Recommendations**

Total Long-Term Estimated Costs: \$ -

None

Overall Estimated Cost: \$ 6,433,097

**Cross Sections**



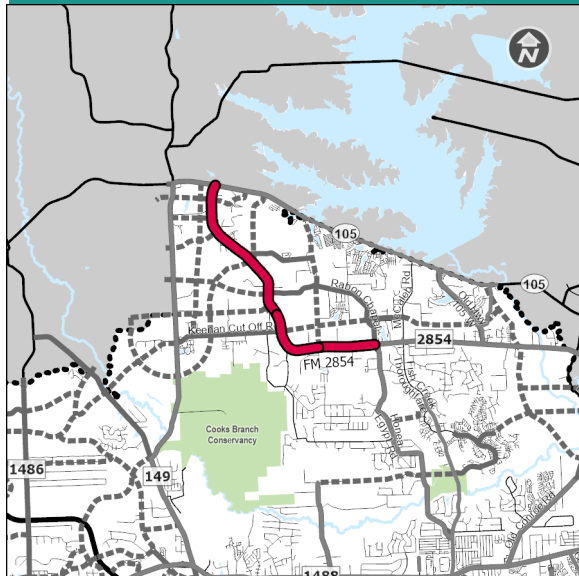
**Segment Characteristics**

Segment Length (mi)	6.1	Existing Shoulder	Yes (FM 1486 to FM 1488)
Posted Speed Limit	45	Proposed Shoulder	Yes (FM 1486 to FM 1488)
Existing Number of Lanes	4	Existing Sidewalk	Yes (Limited)
Proposed Number of Lanes	4	Proposed Sidewalk	Shared Use Path
Existing Center Type	Raised Median; Two-Way Left Turn Lane	Existing Bike Facility	No
Proposed Center Type	Raised Median; Two-Way Left Turn Lane	Proposed Bike Facility	Shared Use Path

Corridor Segment 6.1

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

**Segment Key Map**

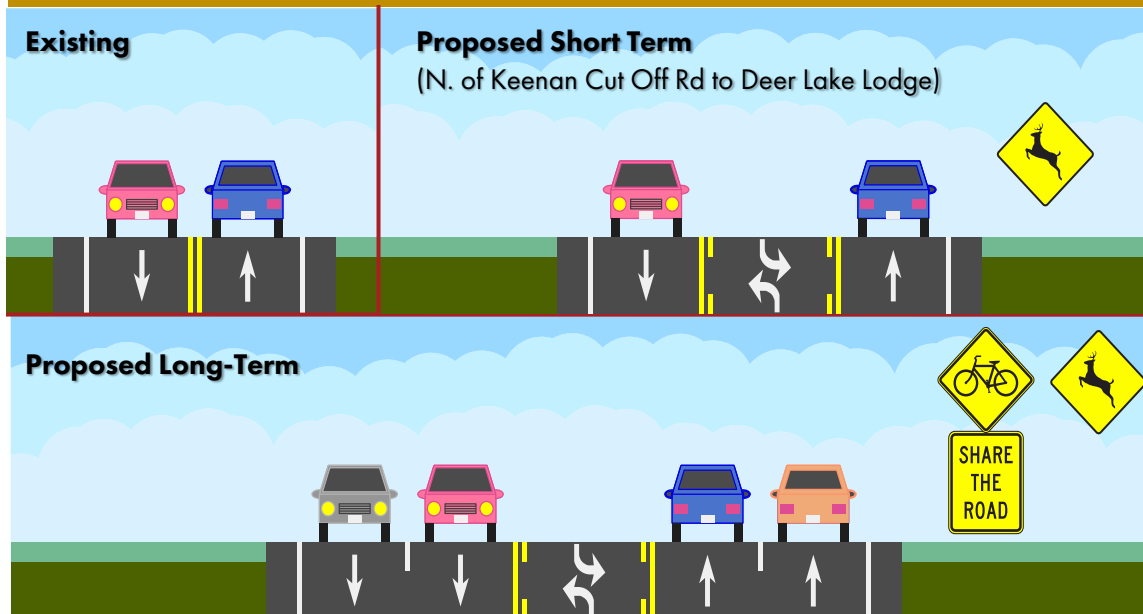


**Recommended Improvements**

Short-Term Recommendations		Total Short-Term Estimated Costs: \$	12,779,876
Widening - Add Two Way Left Turn Lane [0.5 Miles N of Keenan Cut Off Rd - Deer Lake Lodge] (\$8,597,747)			
Install Wildlife Warning Signs (\$40,050)			
Install Share The Road Signing (Bicycles) - Existing Thoroughfare [SH 105 - Rabon Chapel Rd (W)] (\$38,192)			
Install Separated Shared Use Path - Easement [Collier Cemetery Rd - Honea Egypt Rd/Rabon Chapel Rd] (\$4,103)			
Long-Term Recommendations		Total Long-Term Estimated Costs: \$	80,100,670
Widening (\$80,100,670)			

Overall Estimated Cost: \$ 92,880,546

**Cross Sections**



**Segment Characteristics**

Segment Length (mi)	8.0	Existing Shoulder	Yes (3'-5')
Posted Speed Limit	60	Proposed Shoulder	Yes
Existing Number of Lanes	2	Existing Sidewalk	No
Proposed Number of Lanes	4	Proposed Sidewalk	No
Existing Center Type	Undivided	Existing Bike Facility	No
Proposed Center Type	Two-Way Left Turn Lane (approx. 2 miles)	Proposed Bike Facility	No

**Segment Key Map**



**Recommended Improvements**

**Short-Term Recommendations**

Total Short-Term Estimated Costs: \$ 68,606,692

Install Street Lighting (\$749,638)

Install Wildlife Warning Signs (\$29,984)

Widening (\$59,967,070)

Install Separated Shared Use Path - Easement [Honea Egypt Rd/Rabon Chapel Rd - McDade Park] (\$7,860,000)

**Long-Term Recommendations**

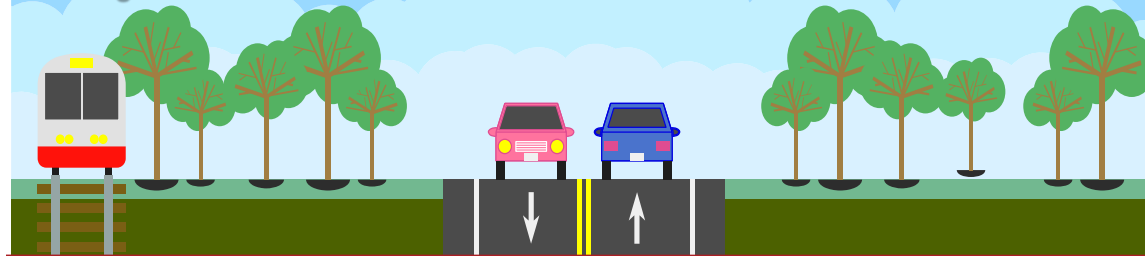
Total Long-Term Estimated Costs: \$ -

None

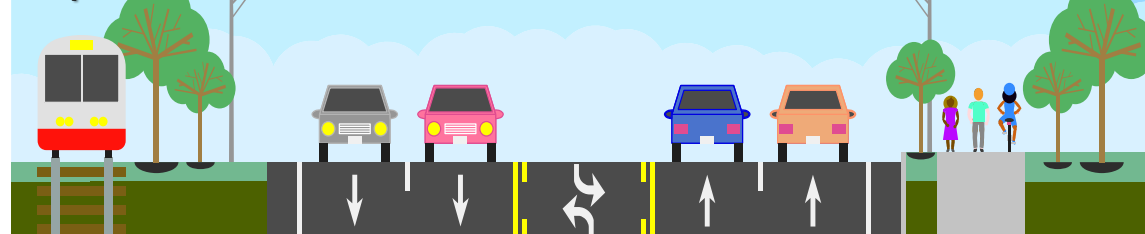
Overall Estimated Cost: \$ 68,606,692

**Cross Sections**

**Existing**



**Proposed Short-Term**



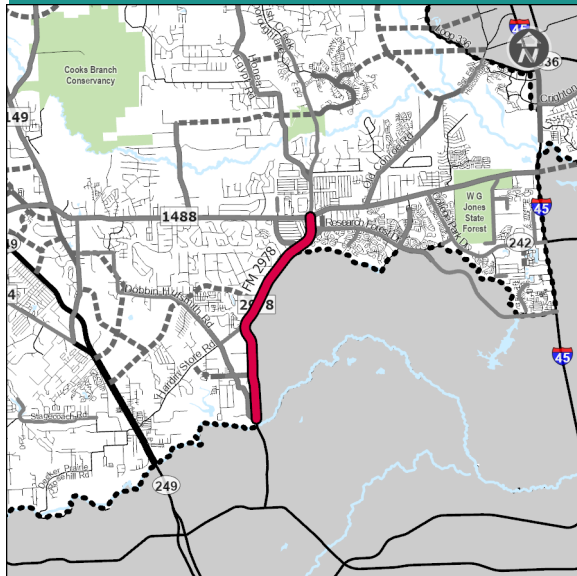
**Segment Characteristics**

Segment Length (mi)	6.0	Existing Shoulder	Yes (3'-6')
Posted Speed Limit	60	Proposed Shoulder	Yes
Existing Number of Lanes	2	Existing Sidewalk	No
Proposed Number of Lanes	4	Proposed Sidewalk	Shared Use Path
Existing Center Type	Undivided	Existing Bike Facility	No
Proposed Center Type	Two-Way Left Turn Lane	Proposed Bike Facility	Shared Use Path

Corridor Segment 7.2

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

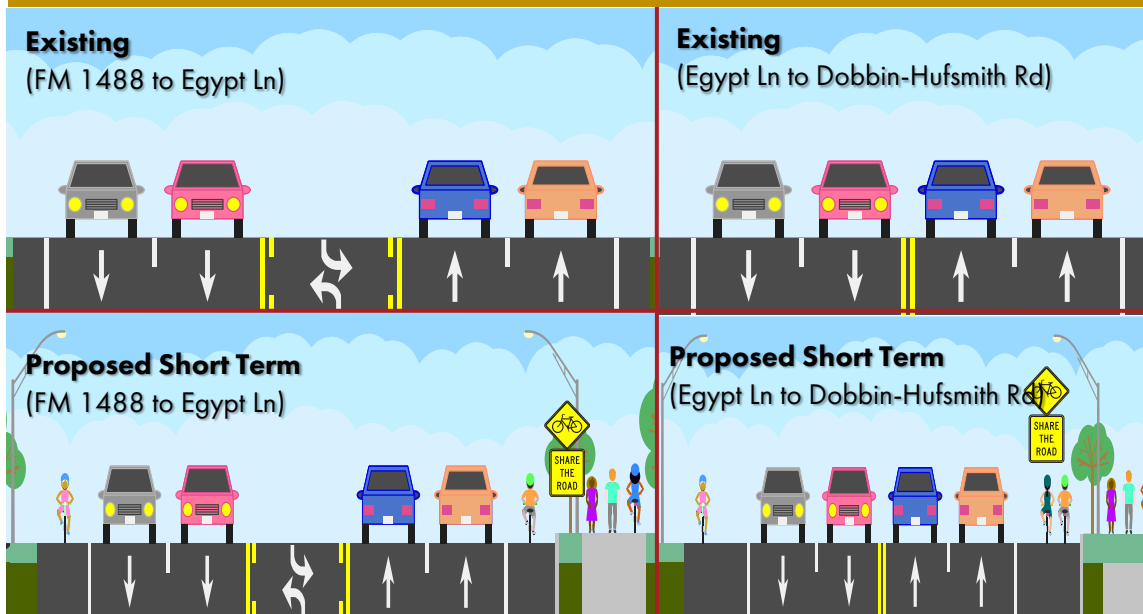
**Segment Key Map**



**Recommended Improvements**

<b>Short-Term Recommendations</b>	<b>Total Short-Term Estimated Costs: \$</b>	<b>1,518,420</b>
Corridor Signal Timing (\$120,000)		
Install Street Lighting (\$817,157)		
Install Separated Shared Use Path - Adjacent to Road [FM 1488 - Research Forest Dr] (\$515,891)		
Install Share The Road Signing (Bicycles) - Existing Road - Narrow Shoulder (\$65,373)		
<b>Long-Term Recommendations</b>	<b>Total Long-Term Estimated Costs: \$</b>	<b>-</b>
None		
<b>Overall Estimated Cost: \$</b>		<b>1,518,420</b>

**Cross Sections**



**Segment Characteristics**

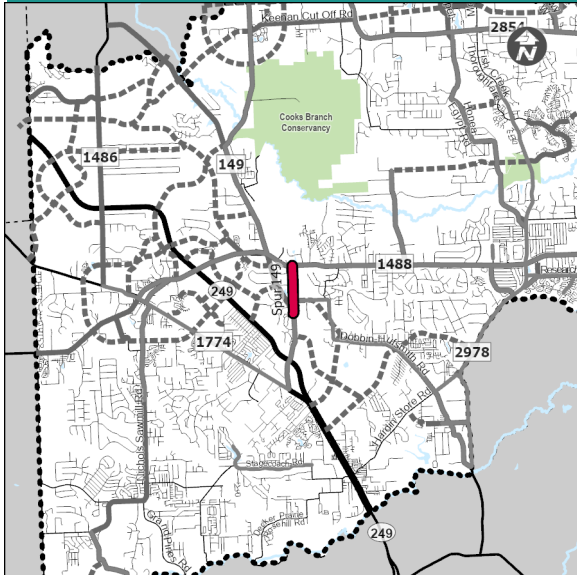
Segment Length (mi)	6.5	Existing Shoulder	Yes (5')
Posted Speed Limit	50	Proposed Shoulder	Yes
Existing Number of Lanes	4	Existing Sidewalk	No
Proposed Number of Lanes	4	Proposed Sidewalk	None; Shared Use Path
Existing Center Type	Two-Way Left Turn Lane; Undivided	Existing Bike Facility	No
Proposed Center Type	Two-Way Left Turn Lane; Undivided	Proposed Bike Facility	Shared Use Shoulder; Shared Use Path

Corridor Segment 8.1

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.



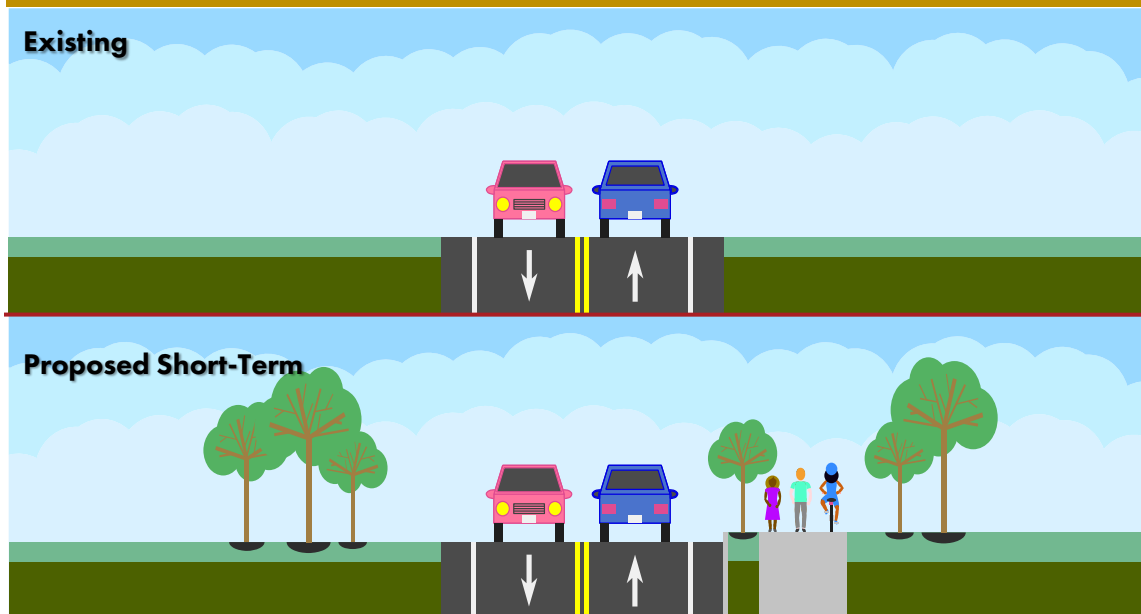
#### Segment Key Map



#### Recommended Improvements

Short-Term Recommendations		Total Short-Term Estimated Costs: \$	2,435,398
Resurface Roadway (\$903,760)			
Install Separated Shared Use Path - Adjacent to Road [FM 1488 - Dobbin-Hufsmith Rd] (\$1,531,638)			
Long-Term Recommendations		Total Long-Term Estimated Costs: \$	-
None			
		Overall Estimated Cost: \$	2,435,398

#### Cross Sections



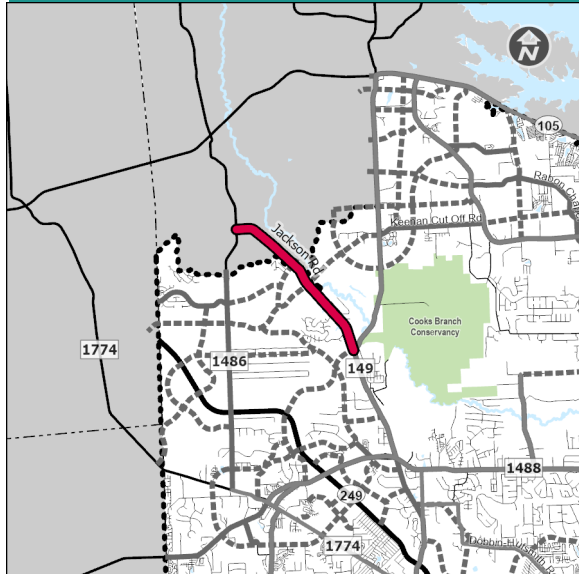
#### Segment Characteristics

Segment Length (mi)	1.4	Existing Shoulder	Yes (1')
Posted Speed Limit	55	Proposed Shoulder	Yes
Existing Number of Lanes	2	Existing Sidewalk	No
Proposed Number of Lanes	2	Proposed Sidewalk	Shared Use Path
Existing Center Type	Undivided	Existing Bike Facility	No
Proposed Center Type	Undivided	Proposed Bike Facility	Shared Use Path

# JACKSON RD FROM FM 1486 TO FM 149

10.1

## Segment Key Map



## Recommended Improvements

**Short-Term Recommendations** Total Short-Term Estimated Costs: \$ 50,924

Install Share The Road Signing (Bicycles) - Existing Road - Narrow Shoulder (\$50,924)

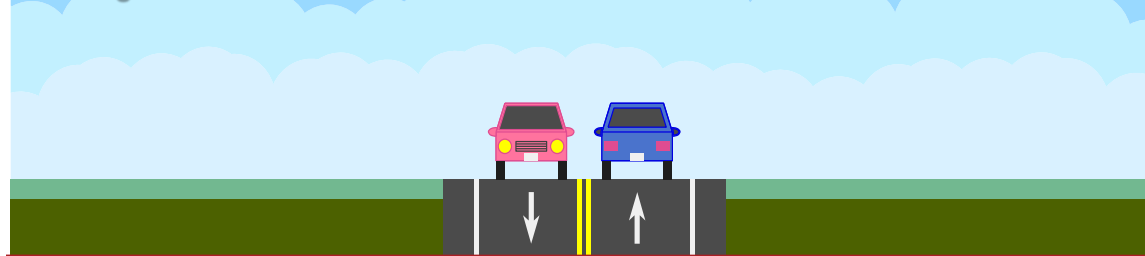
**Long-Term Recommendations** Total Long-Term Estimated Costs: \$ 50,913,253

Widening (\$50,913,253)

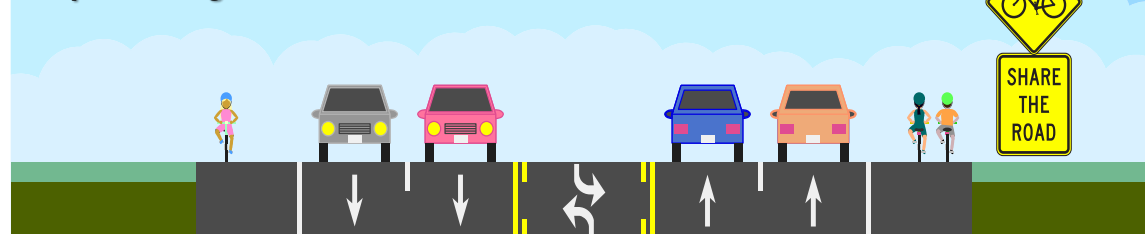
Overall Estimated Cost: \$ 50,964,177

## Cross Sections

### Existing



### Proposed Long-Term



## Segment Characteristics

Segment Length (mi)	5.1	Existing Shoulder	Yes (6")
Posted Speed Limit	55	Proposed Shoulder	Yes
Existing Number of Lanes	2	Existing Sidewalk	No
Proposed Number of Lanes	4	Proposed Sidewalk	No
Existing Center Type	Undivided	Existing Bike Facility	No
Proposed Center Type	Two-Way Left Turn Lane	Proposed Bike Facility	Shared Use Shoulder

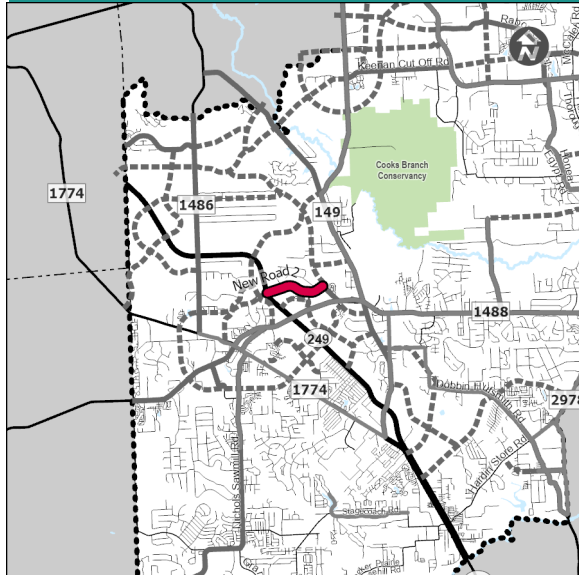
Corridor Segment 10.1

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

# NEW ROAD 2 FROM SH 249/MAGNOLIA LOOP TO MILL CREEK RD

11.1

## Segment Key Map



## Recommended Improvements

### Short-Term Recommendations

Total Short-Term Estimated Costs: \$ 17,147,833

Extension/New Road (\$17,147,833)

### Long-Term Recommendations

Total Long-Term Estimated Costs: \$ -

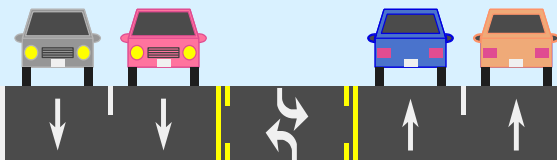
None

Overall Estimated Cost: \$ 17,147,833

## Cross Sections

### Existing

### Proposed Short-Term



## Segment Characteristics

Segment Length (mi)	1.7	Existing Shoulder	N/A
Posted Speed Limit	TBD	Proposed Shoulder	Yes
Existing Number of Lanes	0	Existing Sidewalk	N/A
Proposed Number of Lanes	4	Proposed Sidewalk	No
Existing Center Type	N/A	Existing Bike Facility	N/A
Proposed Center Type	Two-Way Left Turn Lane	Proposed Bike Facility	No

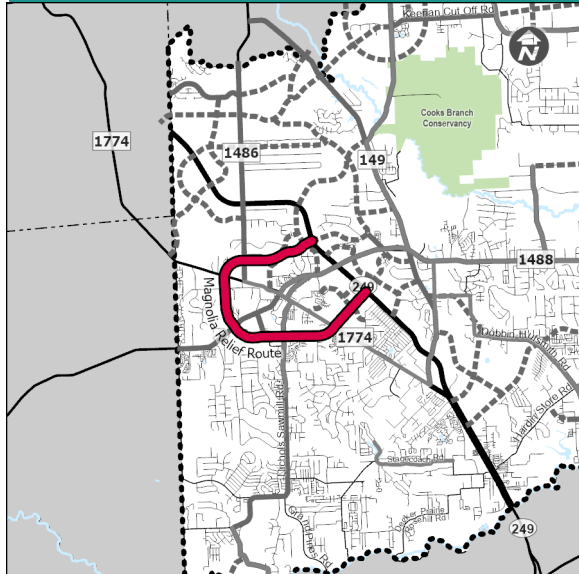
Corridor Segment 11.1

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

# MAGNOLIA RELIEF ROUTE FROM SH 249 TO SH 249

11.2

## Segment Key Map



## Recommended Improvements

### Short-Term Recommendations

Total Short-Term Estimated Costs: \$ 134,694,166

Extension/New Road (\$132,701,397)

Install Separated Shared Use Path - Adjacent to Road [FM 1774 - SH 249] (\$1,992,769)

### Long-Term Recommendations

Total Long-Term Estimated Costs: \$ -

None

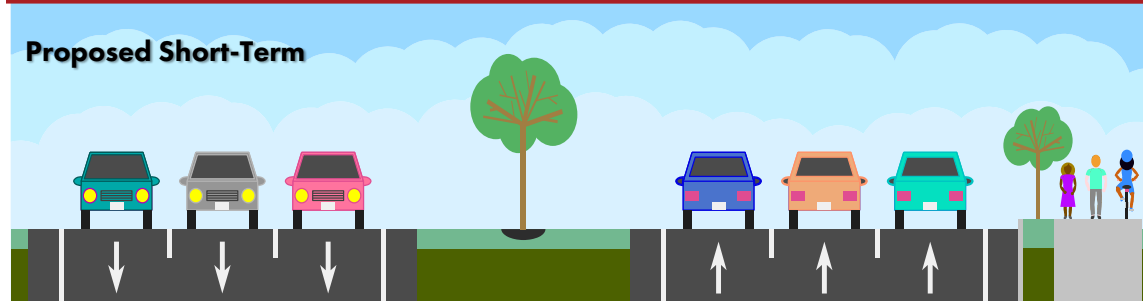
Overall Estimated Cost: \$ 134,694,166

## Cross Sections

### Existing



### Proposed Short-Term



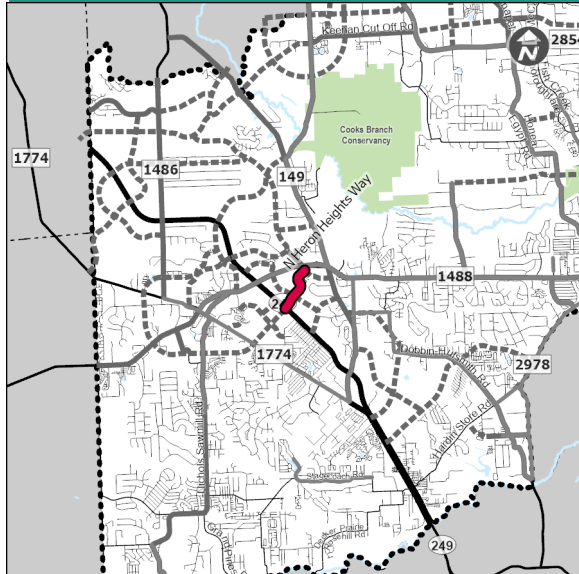
## Segment Characteristics

Segment Length (mi)	8.8	Existing Shoulder	N/A
Posted Speed Limit	TBD	Proposed Shoulder	Yes
Existing Number of Lanes	0	Existing Sidewalk	N/A
Proposed Number of Lanes	6	Proposed Sidewalk	Shared Use Path [FM 1774 - SH 249]
Existing Center Type	N/A	Existing Bike Facility	N/A
Proposed Center Type	Divided (Grass Median)	Proposed Bike Facility	Shared Use Path [FM 1774 - SH 249]

Corridor Segment 11.2

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

**Segment Key Map**



**Recommended Improvements**

**Short-Term Recommendations**

Total Short-Term Estimated Costs: \$ 13,567,674

Extension/New Road (\$13,567,674)

**Long-Term Recommendations**

Total Long-Term Estimated Costs: \$ -

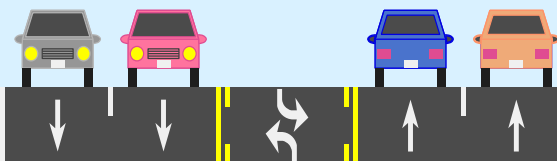
None

Overall Estimated Cost: \$ 13,567,674

**Cross Sections**

**Existing**

**Proposed Short-Term**



**Segment Characteristics**

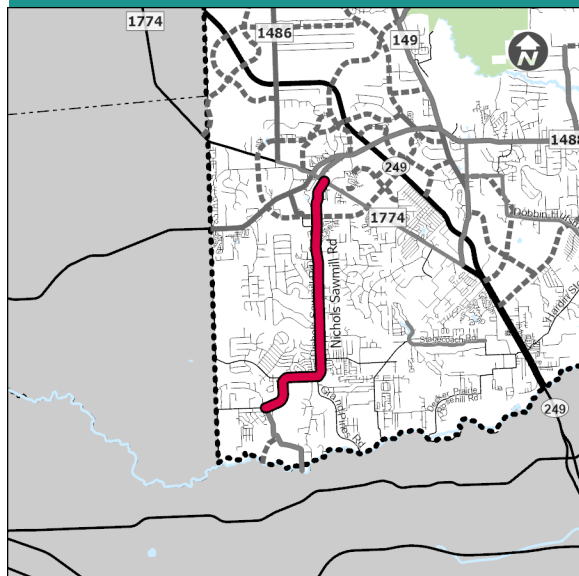
Segment Length (mi)	1.4	Existing Shoulder	N/A
Posted Speed Limit	TBD	Proposed Shoulder	Yes
Existing Number of Lanes	0	Existing Sidewalk	N/A
Proposed Number of Lanes	4	Proposed Sidewalk	No
Existing Center Type	N/A	Existing Bike Facility	N/A
Proposed Center Type	Two-Way Left Turn Lane	Proposed Bike Facility	No



# NICHOLS SAWMILL RD FROM FM 1774 TO ROBERTS CEMETERY RD

12.1

## Segment Key Map



## Recommended Improvements

**Short-Term Recommendations** Total Short-Term Estimated Costs: \$ 88,772,629

Resurface Roadway [FM 1774 - Forest Ridge Dr] (\$1,818,198)

Widening (\$78,337,703)

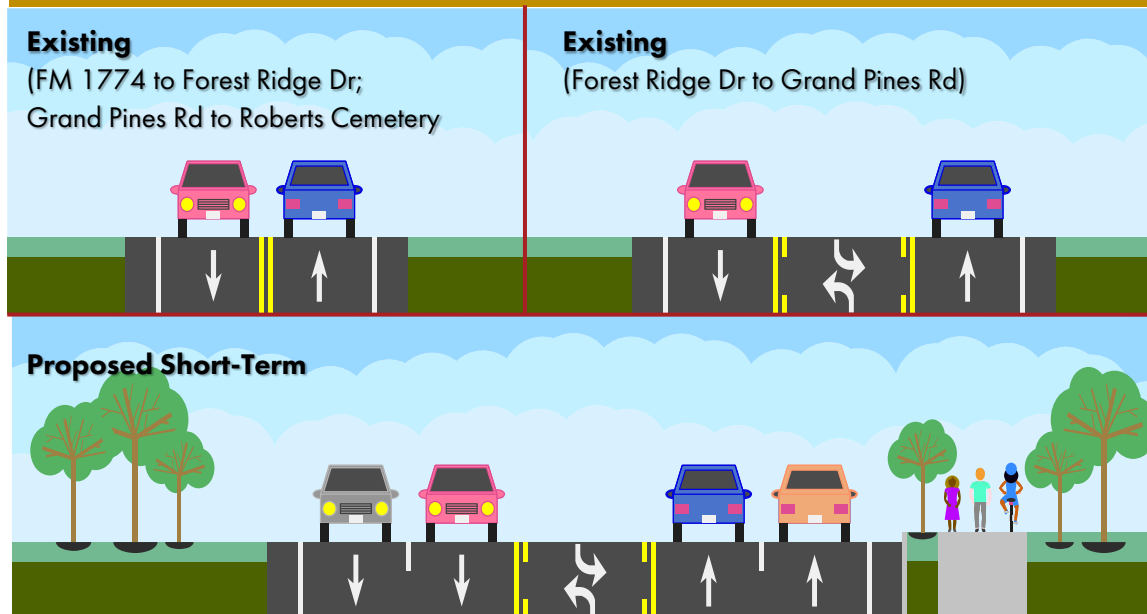
Install Separated Shared Use Path - Adjacent to Road [FM 1774 - Grand Pines Rd] (\$8,616,728)

**Long-Term Recommendations** Total Long-Term Estimated Costs: \$ -

None

**Overall Estimated Cost: \$ 88,772,629**

## Cross Sections



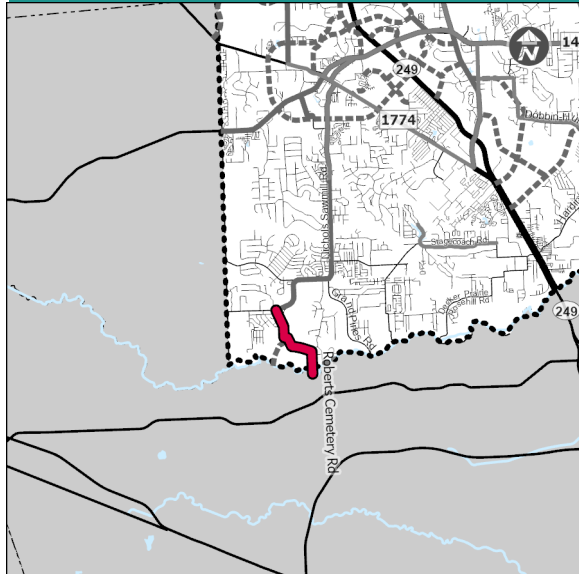
## Segment Characteristics

Segment Length (mi)	7.8	Existing Shoulder	Yes (1'-2')
Posted Speed Limit	50 MPH	Proposed Shoulder	Yes
Existing Number of Lanes	2	Existing Sidewalk	No
Proposed Number of Lanes	4	Proposed Sidewalk	Shared Use Path
Existing Center Type	Undivided; Two-Way Left Turn Lane	Existing Bike Facility	None
Proposed Center Type	Two-Way Left Turn Lane	Proposed Bike Facility	Shared Use Path

# ROBERTS CEMETERY RD FROM NICHOLS SAWMILL RD TO SPRING CREEK

12.2

## Segment Key Map



## Recommended Improvements

### Short-Term Recommendations

Total Short-Term Estimated Costs: \$ 1,603,449

Resurface Roadway (\$1,603,449)

### Long-Term Recommendations

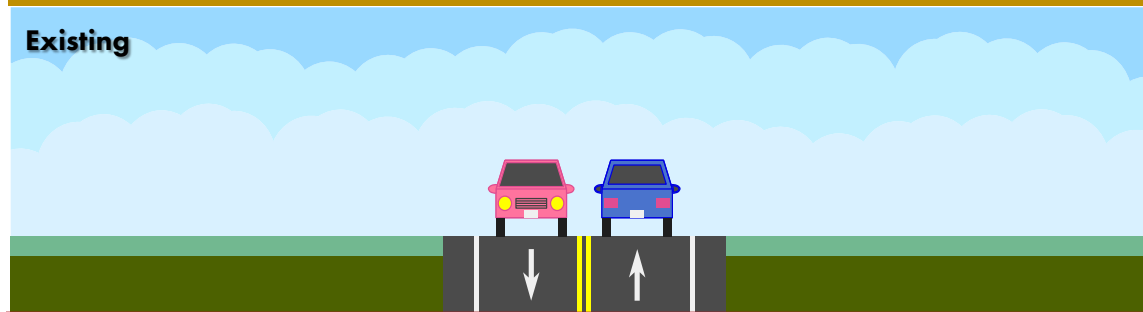
Total Long-Term Estimated Costs: \$ 24,668,450

Widening (\$24,668,450)

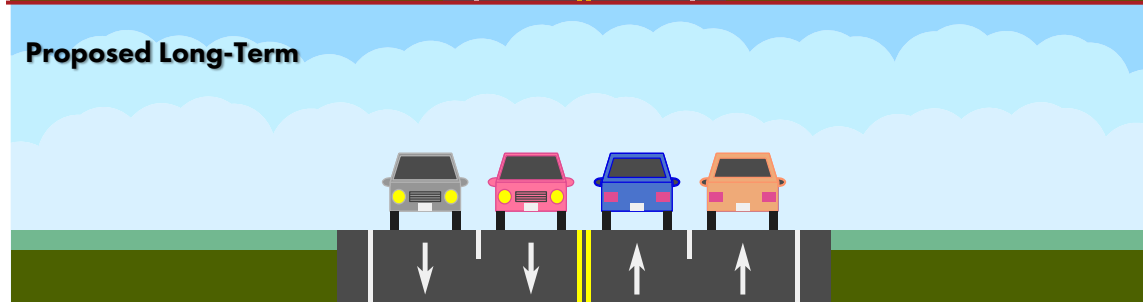
Overall Estimated Cost: \$ 26,271,900

## Cross Sections

### Existing



### Proposed Long-Term



## Segment Characteristics

Segment Length (mi)	2.5	Existing Shoulder	Yes (6")
Posted Speed Limit	35	Proposed Shoulder	Yes
Existing Number of Lanes	2	Existing Sidewalk	No
Proposed Number of Lanes	4	Proposed Sidewalk	No
Existing Center Type	Undivided	Existing Bike Facility	No
Proposed Center Type	Undivided	Proposed Bike Facility	No

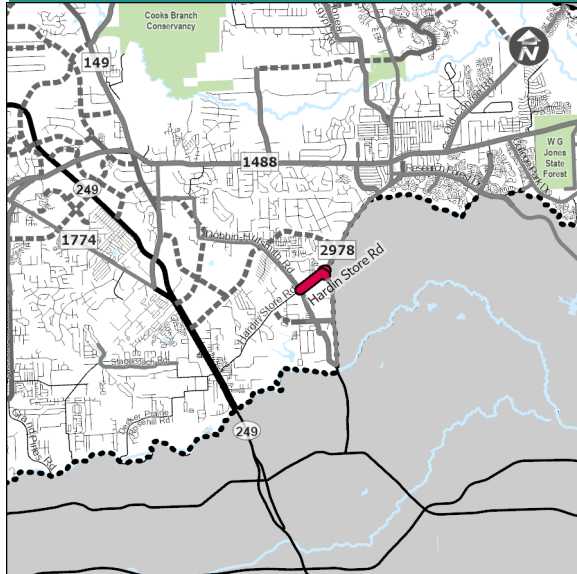
Corridor Segment 12.2

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

# HARDIN STORE RD FROM DOBBIN-HUFSMITH RD TO FM 2978

13.1

## Segment Key Map

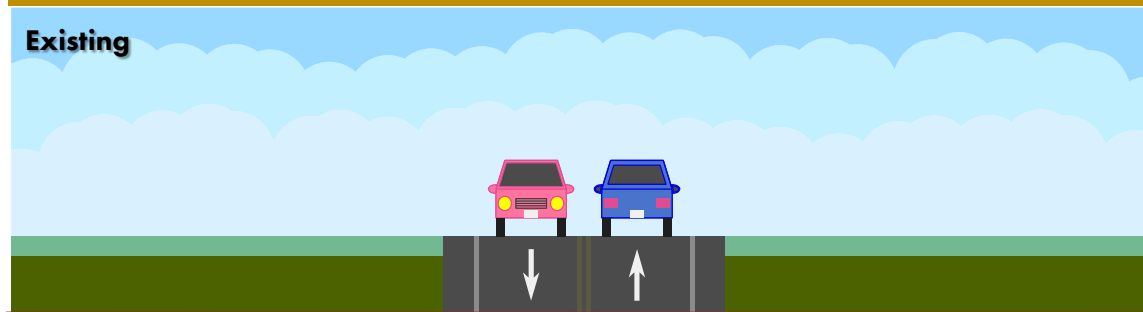


## Recommended Improvements

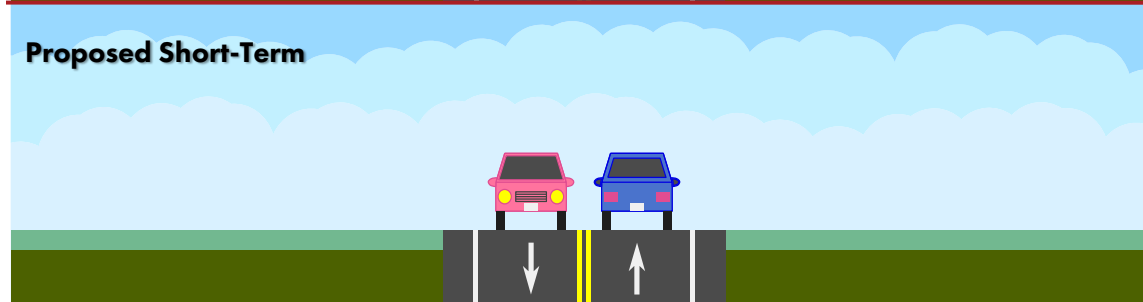
<b>Short-Term Recommendations</b>		Total Short-Term Estimated Costs: \$	1,978,751
Realignment [Just W of FM 2978 - FM 2978] (\$1,955,627)			
Restriping (\$23,125)			
<b>Long-Term Recommendations</b>		Total Long-Term Estimated Costs: \$	-
None			
		Overall Estimated Cost: \$	1,978,751

## Cross Sections

### Existing



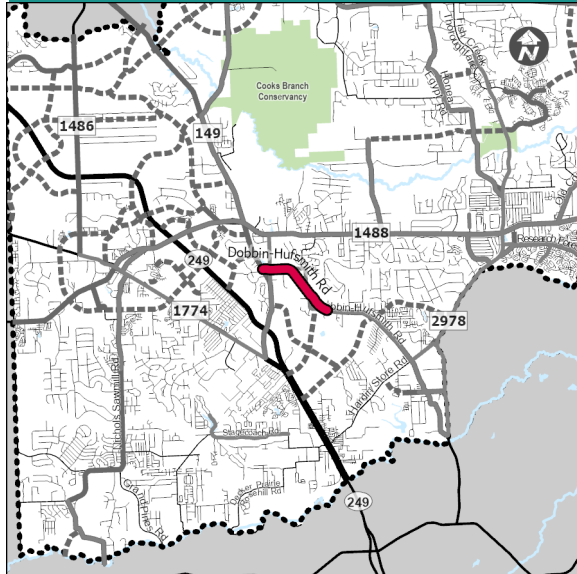
### Proposed Short-Term



## Segment Characteristics

Segment Length (mi)	0.9	Existing Shoulder	Yes (1')
Posted Speed Limit	40	Proposed Shoulder	Yes
Existing Number of Lanes	2	Existing Sidewalk	No
Proposed Number of Lanes	2	Proposed Sidewalk	No
Existing Center Type	Undivided	Existing Bike Facility	No
Proposed Center Type	Undivided	Proposed Bike Facility	No

**Segment Key Map**



**Recommended Improvements**

**Short-Term Recommendations**

Total Short-Term Estimated Costs: \$ 1,731,015

Resurface Roadway [Spur 149 - Robbie Lee Rd] (\$1,731,015)

**Long-Term Recommendations**

Total Long-Term Estimated Costs: \$ 27,606,976

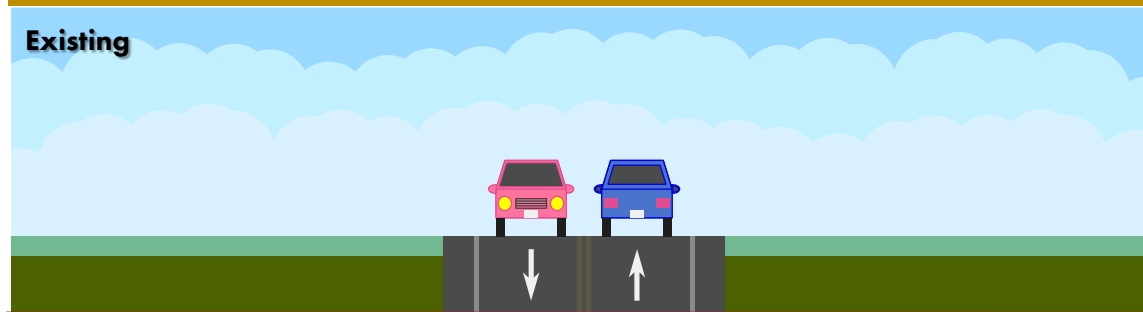
Realignment (\$24,006,066)

Install Separated Shared Use Path - Adjacent to Road (\$3,600,910)

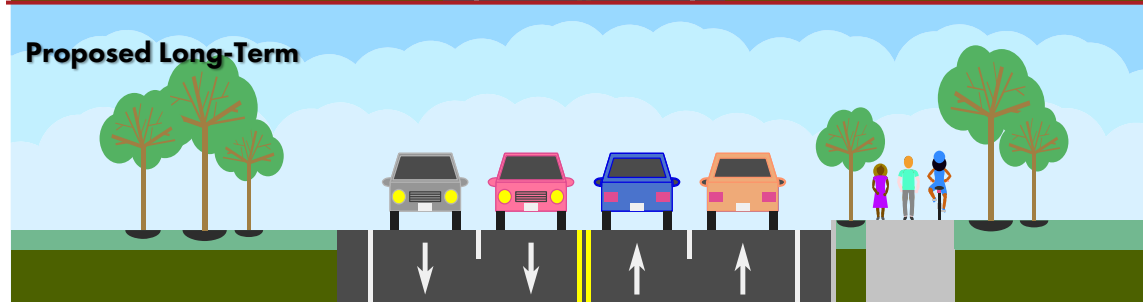
Overall Estimated Cost: \$ 29,337,991

**Cross Sections**

**Existing**



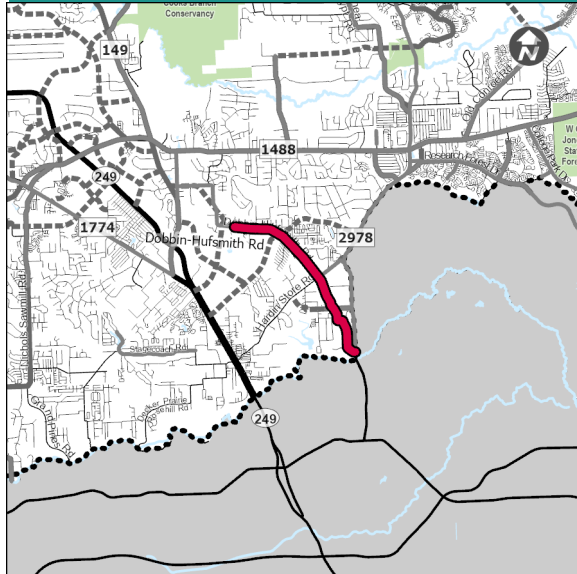
**Proposed Long-Term**



**Segment Characteristics**

Segment Length (mi)	2.4	Existing Shoulder	Yes (6")
Posted Speed Limit	40	Proposed Shoulder	Yes
Existing Number of Lanes	2	Existing Sidewalk	No
Proposed Number of Lanes	4	Proposed Sidewalk	Shared Use Path
Existing Center Type	Undivided	Existing Bike Facility	No
Proposed Center Type	Undivided	Proposed Bike Facility	Shared Use Path

**Segment Key Map**



**Recommended Improvements**

**Short-Term Recommendations**

Total Short-Term Estimated Costs: \$ 3,638,628

Resurface Roadway (\$3,638,628)

**Long-Term Recommendations**

Total Long-Term Estimated Costs: \$ 57,951,033

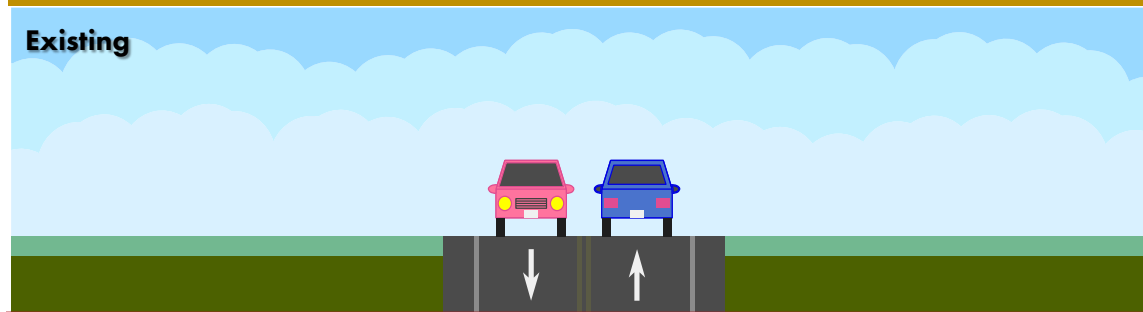
Widening (\$55,978,899)

Install Separated Shared Use Path - Adjacent to Road [Robbie Lee Rd - Woodtrace Blvd] (\$1,972,134)

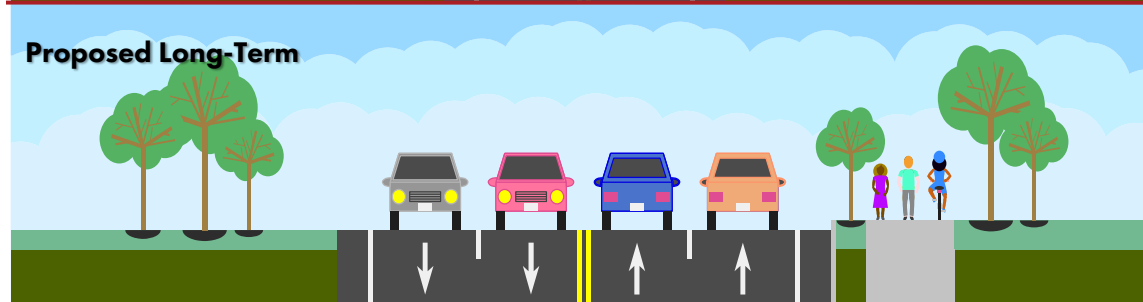
Overall Estimated Cost: \$ 61,589,661

**Cross Sections**

**Existing**



**Proposed Long-Term**



**Segment Characteristics**

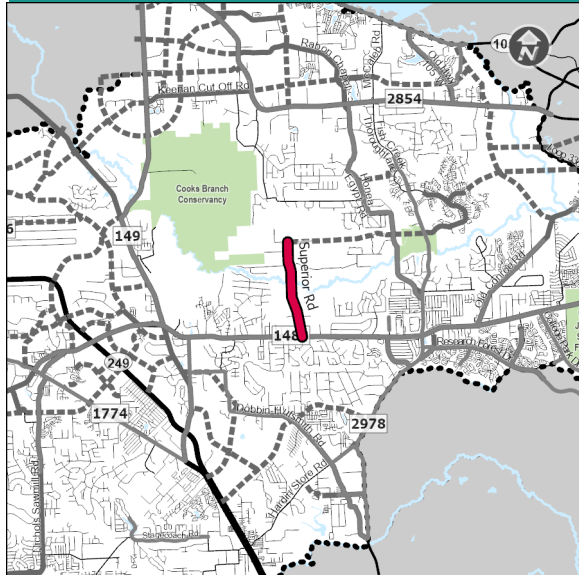
Segment Length (mi)	5.6	Existing Shoulder	Yes (6")
Posted Speed Limit	40	Proposed Shoulder	Yes
Existing Number of Lanes	2	Existing Sidewalk	No
Proposed Number of Lanes	4	Proposed Sidewalk	Shared Use Path [Robbie Lee Rd to Woodtrace Blvd]
Existing Center Type	Undivided	Existing Bike Facility	No
Proposed Center Type	Undivided	Proposed Bike Facility	Shared Use Path [Robbie Lee Rd to Woodtrace Blvd]



# SUPERIOR RD FROM CORROLA TO FM 1488

15.2

## Segment Key Map



## Recommended Improvements

### Short-Term Recommendations

Add Pavement Markings (\$69,874)

Total Short-Term Estimated Costs: \$ 69,874

### Long-Term Recommendations

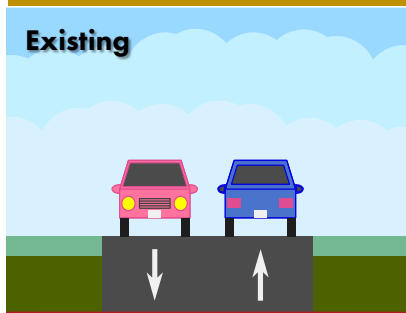
Widening (\$27,949,600)

Total Long-Term Estimated Costs: \$ 27,949,600

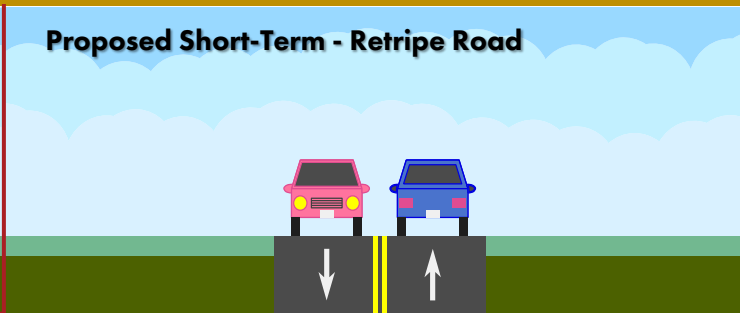
Overall Estimated Cost: \$ 28,019,474

## Cross Sections

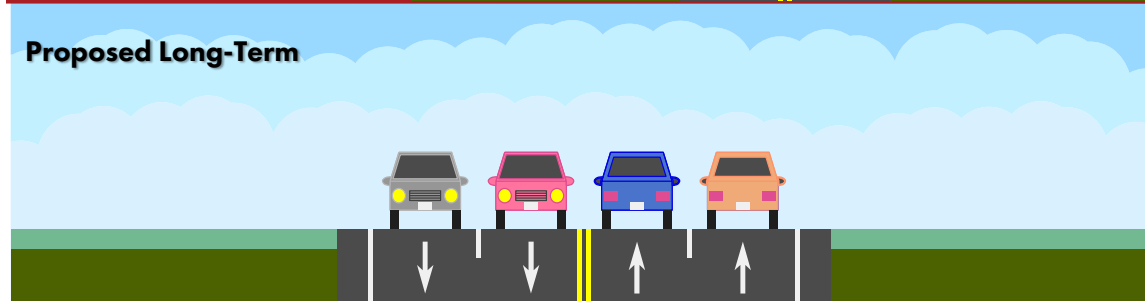
### Existing



### Proposed Short-Term - Retripe Road



### Proposed Long-Term



## Segment Characteristics

Segment Length (mi)	2.8	Existing Shoulder	No
Posted Speed Limit	35	Proposed Shoulder	Yes
Existing Number of Lanes	2	Existing Sidewalk	No
Proposed Number of Lanes	4	Proposed Sidewalk	No
Existing Center Type	Undivided	Existing Bike Facility	No
Proposed Center Type	Undivided	Proposed Bike Facility	No

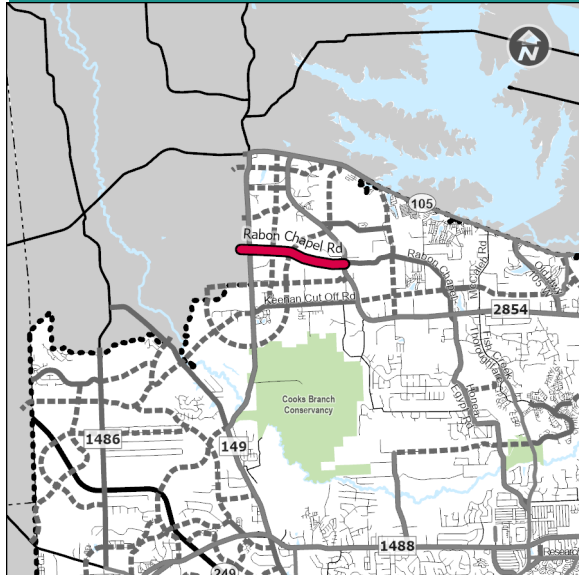
Corridor Segment 15.2

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

# RABON CHAPEL RD FROM FM 149 TO FM 2854

16.1

## Segment Key Map



## Recommended Improvements

### Short-Term Recommendations

None

Total Short-Term Estimated Costs: \$

-

### Long-Term Recommendations

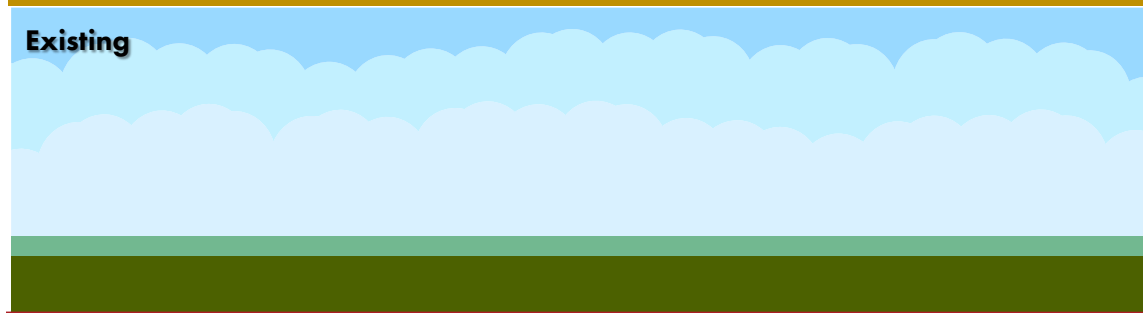
Extension/New Road (\$41,078,070)

Total Long-Term Estimated Costs: \$ 41,078,070

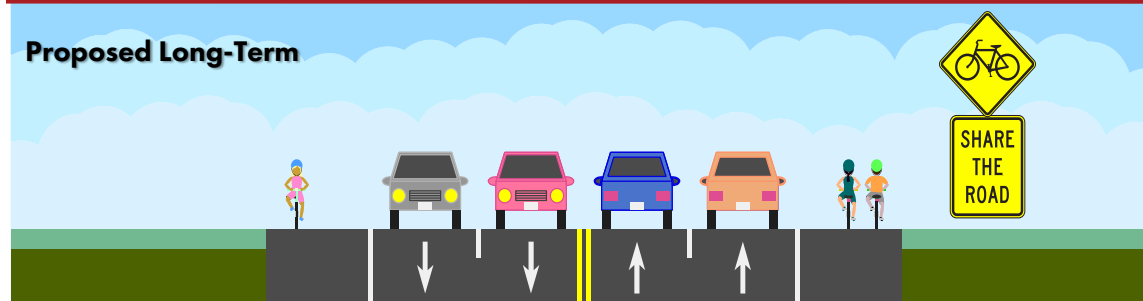
Overall Estimated Cost: \$ 41,078,070

## Cross Sections

### Existing



### Proposed Long-Term



## Segment Characteristics

Segment Length (mi)	3.0	Existing Shoulder	N/A
Posted Speed Limit	TBD	Proposed Shoulder	Yes
Existing Number of Lanes	0	Existing Sidewalk	N/A
Proposed Number of Lanes	4	Proposed Sidewalk	No
Existing Center Type	N/A	Existing Bike Facility	N/A
Proposed Center Type	Undivided	Proposed Bike Facility	Shared Use Shoulder

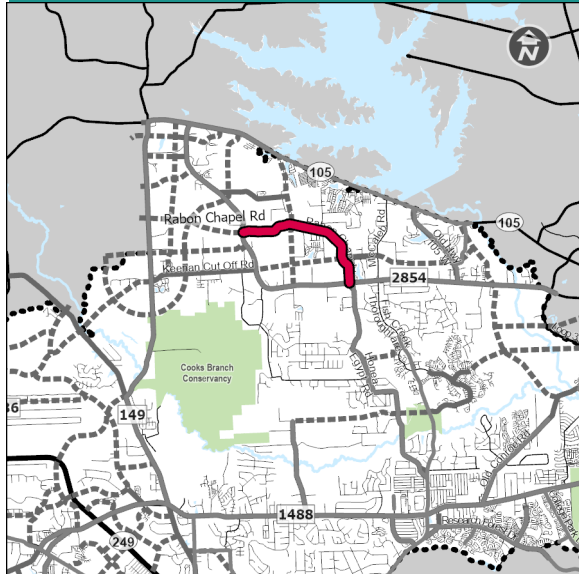
Corridor Segment 16.1

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

# RABON CHAPEL RD FROM FM 2854 TO FM 2854

16.2

## Segment Key Map

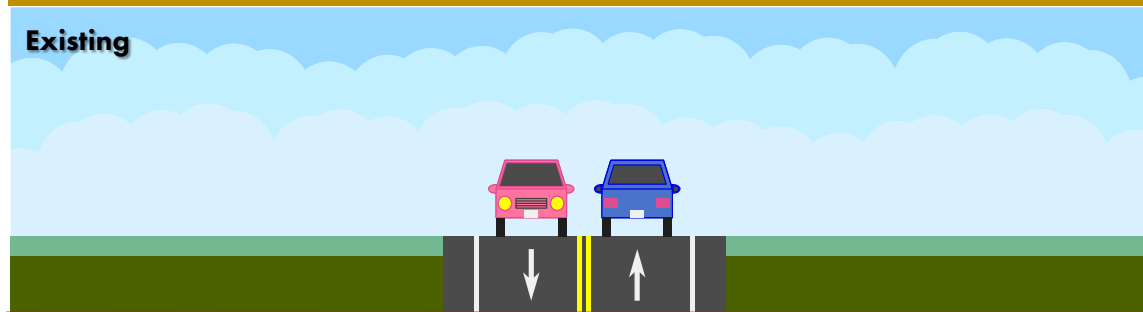


## Recommended Improvements

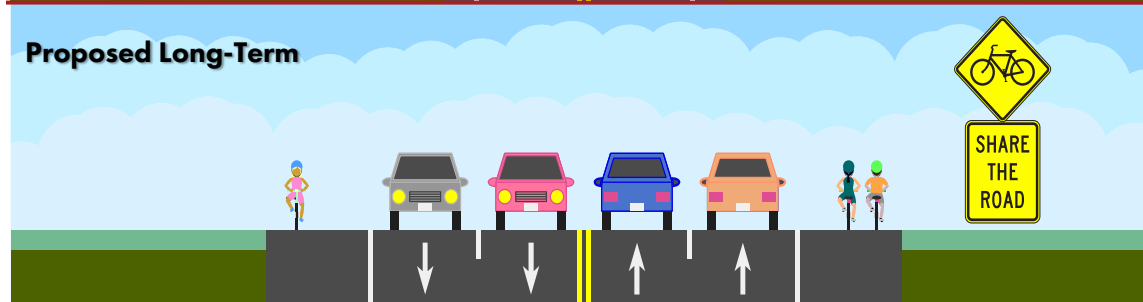
<b>Short-Term Recommendations</b>		Total Short-Term Estimated Costs: \$	42,246
Install Share The Road Signing (Bicycles) - Existing Collector (\$42,246)			
<b>Long-Term Recommendations</b>		Total Long-Term Estimated Costs: \$	42,245,665
Widening (\$42,245,665)			
<b>Overall Estimated Cost:</b>			<b>\$ 42,287,910</b>

## Cross Sections

### Existing



### Proposed Long-Term



## Segment Characteristics

Segment Length (mi)	4.2	Existing Shoulder	Yes (1')
Posted Speed Limit	35	Proposed Shoulder	Yes
Existing Number of Lanes	2	Existing Sidewalk	No
Proposed Number of Lanes	4	Proposed Sidewalk	No
Existing Center Type	Undivided	Existing Bike Facility	No
Proposed Center Type	Undivided	Proposed Bike Facility	Shared Use Shoulder

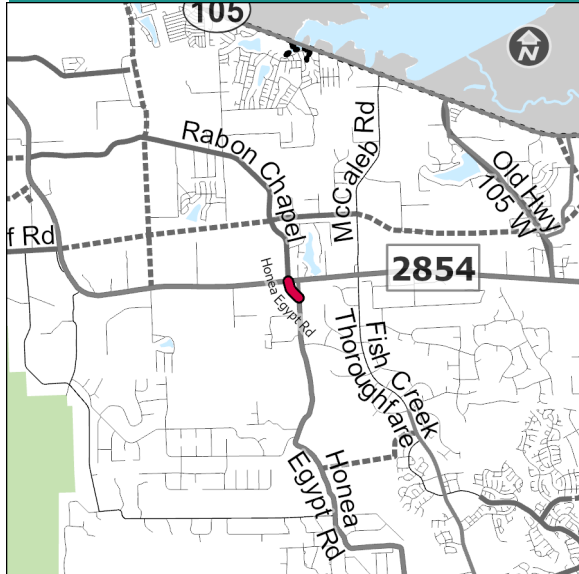
Corridor Segment 16.2

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

# HONEA EGYPT RD FROM FM 2854 TO JUST S. OF FM 2854

16.3

## Segment Key Map



## Recommended Improvements

### Short-Term Recommendations

None

Total Short-Term Estimated Costs: \$

-

### Long-Term Recommendations

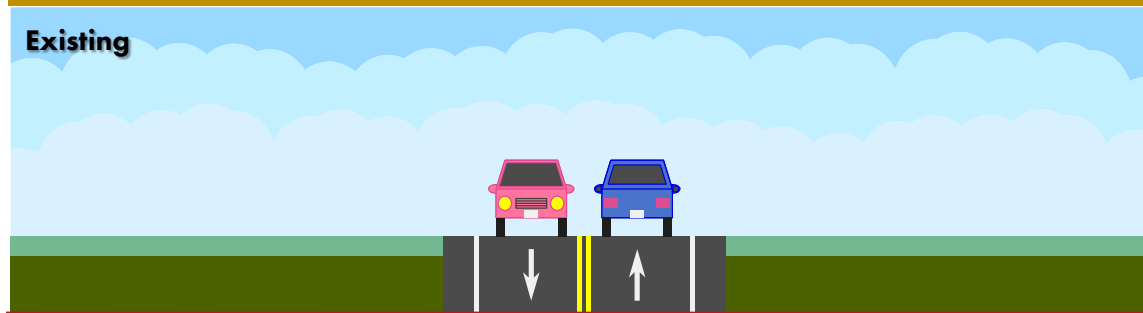
Realignment (\$2,430,462)

Total Long-Term Estimated Costs: \$ 2,430,462

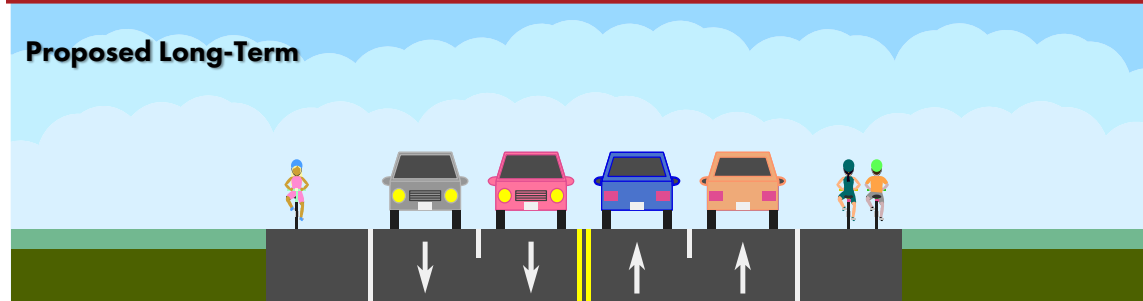
Overall Estimated Cost: \$ 2,430,462

## Cross Sections

### Existing



### Proposed Long-Term



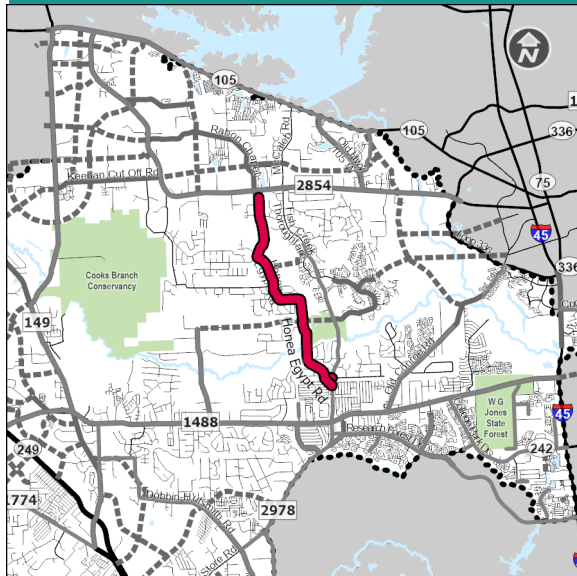
## Segment Characteristics

Segment Length (mi)	0.2	Existing Shoulder	Yes (6")
Posted Speed Limit	35	Proposed Shoulder	Yes
Existing Number of Lanes	2	Existing Sidewalk	No
Proposed Number of Lanes	4	Proposed Sidewalk	No
Existing Center Type	Undivided	Existing Bike Facility	No
Proposed Center Type	Undivided	Proposed Bike Facility	Shared Use Shoulder

Corridor Segment 16.3

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

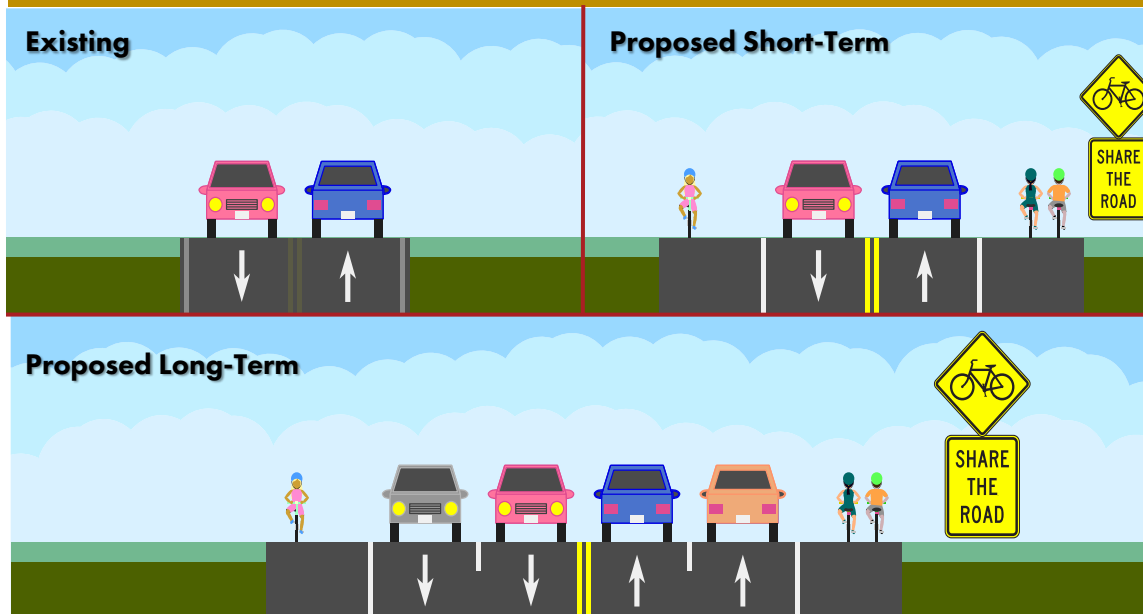
**Segment Key Map**



**Recommended Improvements**

<b>Short-Term Recommendations</b>	<b>Total Short-Term Estimated Costs: \$ 26,963,687</b>
Widening (Install Shoulder for Bicycle Usage) (\$26,722,202)	
Restriping (\$172,249)	
Install Share The Road Signing (Bicycles) - Existing Collector (\$69,235)	
<b>Long-Term Recommendations</b>	<b>Total Long-Term Estimated Costs: \$ 69,338,435</b>
Widening (\$66,805,506)	
Realignment [W of Sendera Ranch Rd - Sendera Ranch Rd] (\$2,532,929)	
<b>Overall Estimated Cost: \$ 96,302,122</b>	

**Cross Sections**



**Segment Characteristics**

Segment Length (mi)	6.9	Existing Shoulder	No
Posted Speed Limit	35 MPH	Proposed Shoulder	Yes
Existing Number of Lanes	2	Existing Sidewalk	No
Proposed Number of Lanes	4	Proposed Sidewalk	No
Existing Center Type	Undivided	Existing Bike Facility	No
Proposed Center Type	Undivided	Proposed Bike Facility	Shared Use Shoulder

# KEENAN CUT OFF RD FROM SH 249 TO NEW ROAD 11 (PROPOSED)

17.1

## Segment Key Map



## Recommended Improvements

### Short-Term Recommendations

None

Total Short-Term Estimated Costs: \$

-

### Long-Term Recommendations

Extension/New Road (\$132,652,979)

Total Long-Term Estimated Costs: \$ 132,652,979

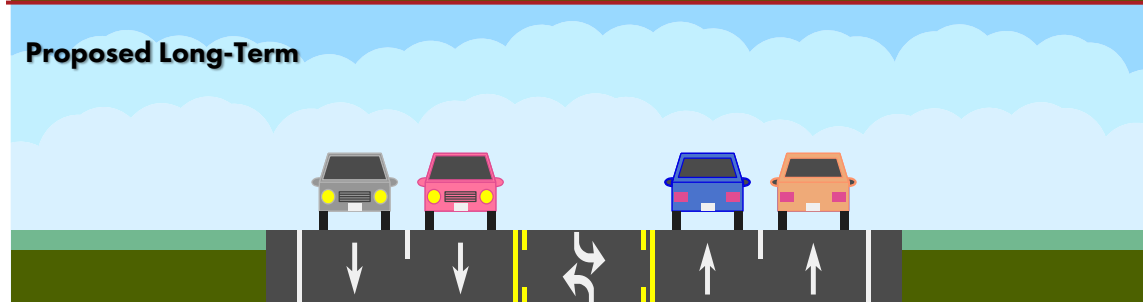
Overall Estimated Cost: \$ 132,652,979

## Cross Sections

### Existing



### Proposed Long-Term



## Segment Characteristics

Segment Length (mi)	13.3	Existing Shoulder	N/A
Posted Speed Limit	TBD	Proposed Shoulder	Yes
Existing Number of Lanes	0	Existing Sidewalk	N/A
Proposed Number of Lanes	4	Proposed Sidewalk	No
Existing Center Type	N/A	Existing Bike Facility	N/A
Proposed Center Type	Two-Way Left Turn Lane	Proposed Bike Facility	No

Corridor Segment 17.1

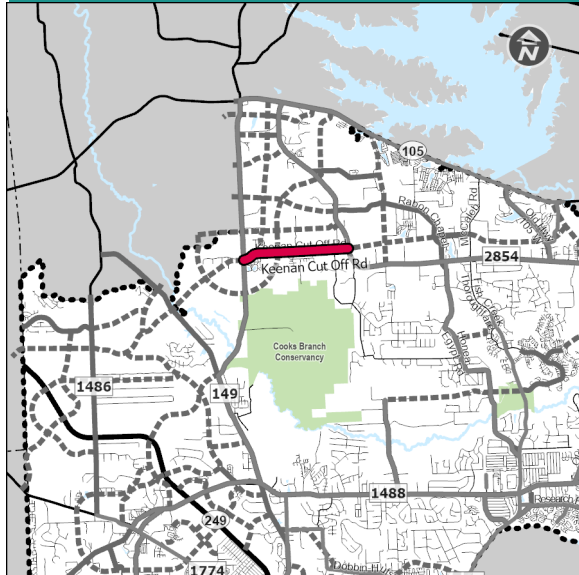
Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.



# KEENAN CUT OFF RD FROM FM 149 TO FM 2854

17.2

## Segment Key Map



## Recommended Improvements

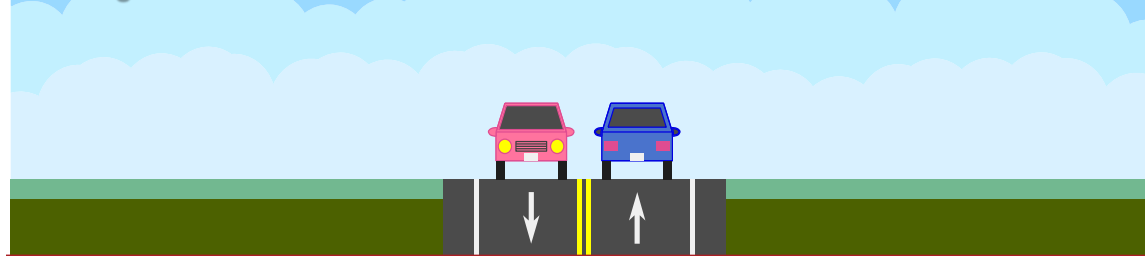
**Short-Term Recommendations** Total Short-Term Estimated Costs: \$ 30,598  
Install Share The Road Signing (Bicycles) - Existing Thoroughfare (\$30,598)

**Long-Term Recommendations** Total Long-Term Estimated Costs: \$ 31,219,393  
Widening (\$30,597,937)  
Install Separated Shared Use Path - Adjacent to Road [E-W Easement (Forest Hills Dr) - Keenan ES/Oak Hills JHS]

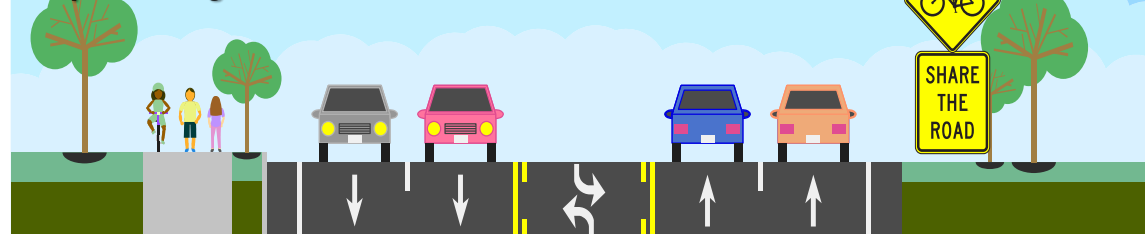
**Overall Estimated Cost: \$ 31,249,991**

## Cross Sections

### Existing



### Proposed Long-Term



## Segment Characteristics

Segment Length (mi)	3.1	Existing Shoulder	Yes (5')
Posted Speed Limit	40	Proposed Shoulder	Yes
Existing Number of Lanes	2	Existing Sidewalk	No
Proposed Number of Lanes	4	Proposed Sidewalk	Shared Use Path
Existing Center Type	Undivided	Existing Bike Facility	No
Proposed Center Type	Two-Way Left Turn Lane	Proposed Bike Facility	Shared Use Path

Corridor Segment 17.2

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

**Segment Key Map**



**Recommended Improvements**

**Short-Term Recommendations**

Total Short-Term Estimated Costs: \$ -

None

**Long-Term Recommendations**

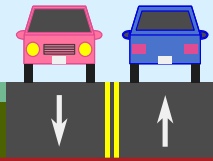
Total Long-Term Estimated Costs: \$ 10,197,893

Widening (\$10,197,893)

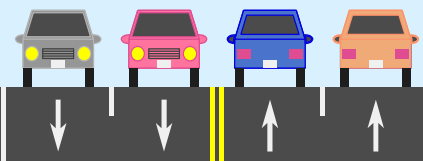
Overall Estimated Cost: \$ 10,197,893

**Cross Sections**

**Existing**



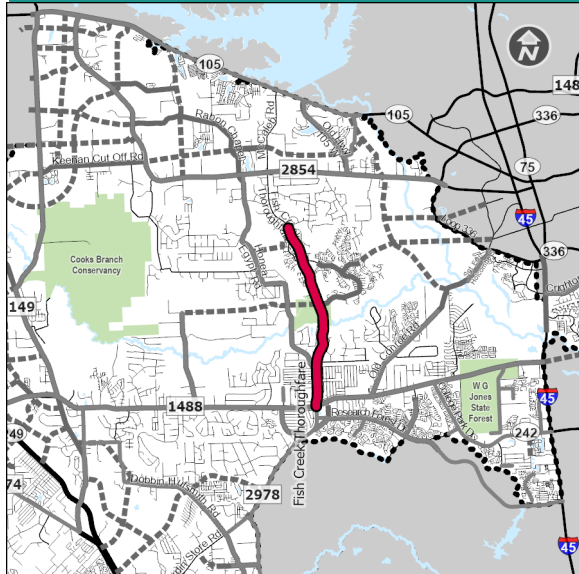
**Proposed Long-Term**



**Segment Characteristics**

Segment Length (mi)	1.0	Existing Shoulder	No
Posted Speed Limit	30	Proposed Shoulder	Yes
Existing Number of Lanes	2	Existing Sidewalk	No
Proposed Number of Lanes	4	Proposed Sidewalk	No
Existing Center Type	Undivided	Existing Bike Facility	No
Proposed Center Type	Undivided	Proposed Bike Facility	No

**Segment Key Map**



**Recommended Improvements**

**Short-Term Recommendations**

Total Short-Term Estimated Costs: \$ 3,904,226

Corridor Signal Timing (\$60,000)

Install Separated Shared Use Path - Adjacent to Road [Honea Egypt Rd - FM 1488] (\$3,833,577)

Install Share The Road Signing (Bicycles) - Existing Road - Narrow Shoulder [Honea Egypt Rd - FM 1488] (\$10,640)

**Long-Term Recommendations**

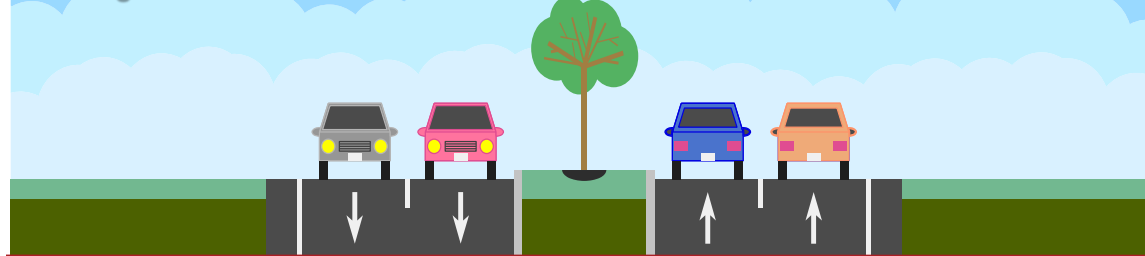
Total Long-Term Estimated Costs: \$ 6,961,810

Install Separated Shared Use Path - Adjacent to Road [FM 2854 - Lake Creek] (\$6,961,810)

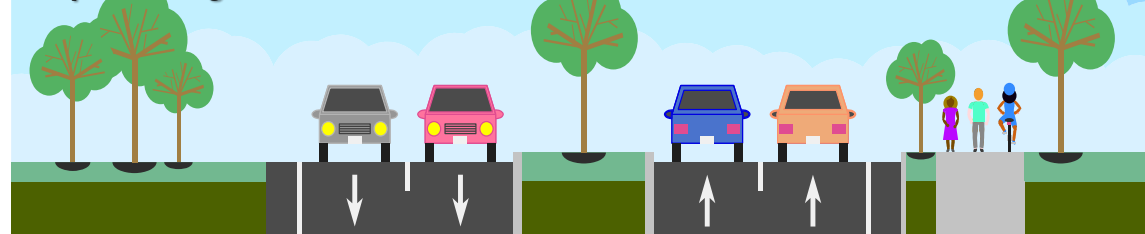
Overall Estimated Cost: \$ 10,866,036

**Cross Sections**

**Existing**



**Proposed Long-Term**



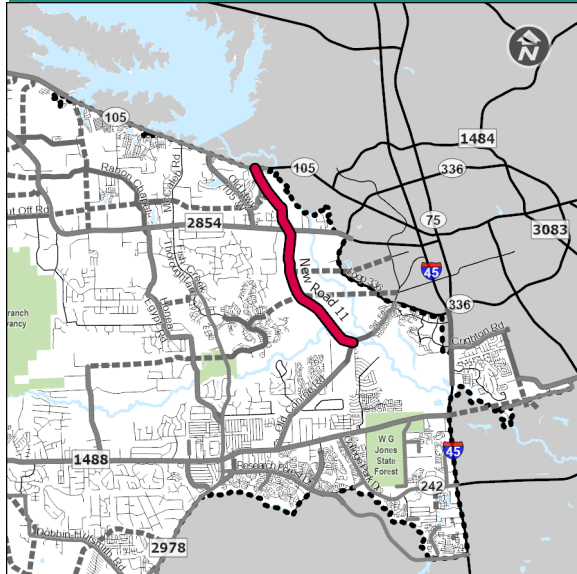
**Segment Characteristics**

Segment Length (mi)	5.4	Existing Shoulder	Yes
Posted Speed Limit	45	Proposed Shoulder	Yes
Existing Number of Lanes	4	Existing Sidewalk	No
Proposed Number of Lanes	4	Proposed Sidewalk	Shared Use Path
Existing Center Type	Two-Way Left Turn Lane; Undivided; Raised Median	Existing Bike Facility	No
Proposed Center Type	Two-Way Left Turn Lane; Undivided; Raised Median	Proposed Bike Facility	Shared Use Path

# NEW ROAD 11 FROM SH 105 TO OLD CONROE RD

19.1

## Segment Key Map



## Recommended Improvements

### Short-Term Recommendations

Total Short-Term Estimated Costs: \$ -

None

### Long-Term Recommendations

Total Long-Term Estimated Costs: \$ 70,636,931

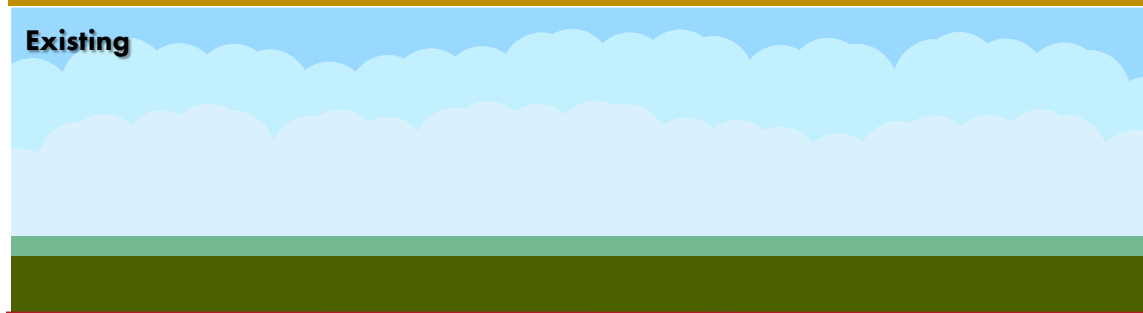
Extension/New Road (\$61,486,931)

Install Separated Shared Use Path - Adjacent to Road (\$9,150,000)

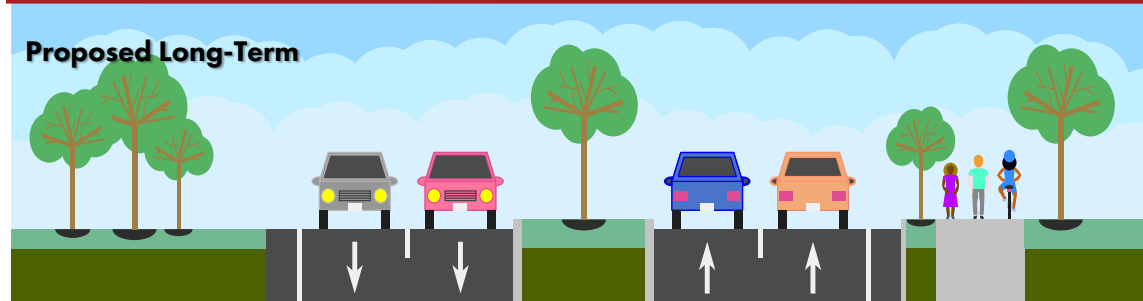
Overall Estimated Cost: \$ 70,636,931

## Cross Sections

### Existing



### Proposed Long-Term



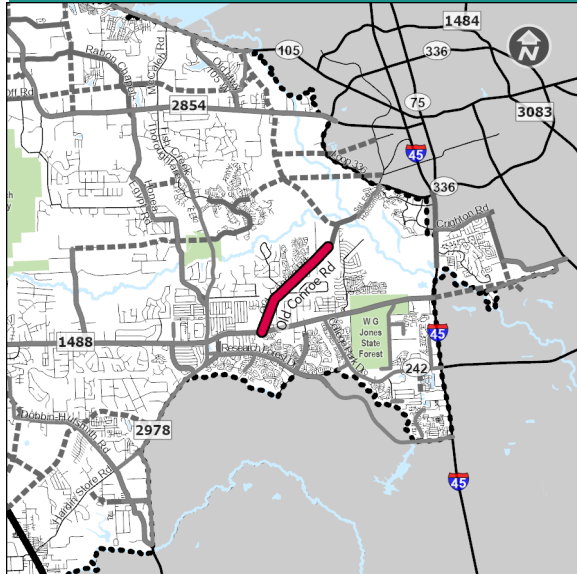
## Segment Characteristics

Segment Length (mi)	6.1	Existing Shoulder	N/A
Posted Speed Limit	TBD	Proposed Shoulder	Yes
Existing Number of Lanes	0	Existing Sidewalk	N/A
Proposed Number of Lanes	4	Proposed Sidewalk	Shared Use Path
Existing Center Type	N/A	Existing Bike Facility	N/A
Proposed Center Type	Raised Median	Proposed Bike Facility	Shared Use Path

Corridor Segment 19.1

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

**Segment Key Map**



**Recommended Improvements**

**Short-Term Recommendations**

Total Short-Term Estimated Costs: \$ 33,072,452

Widening (\$31,753,871)

Install Separated Shared Use Path - Adjacent to Road (\$1,318,580)

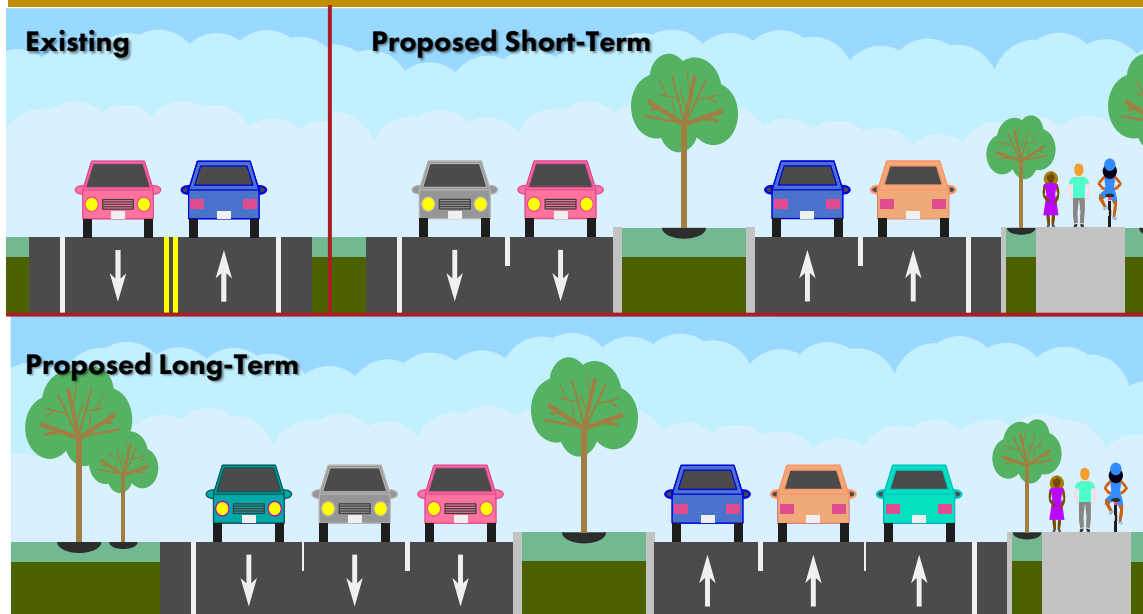
**Long-Term Recommendations**

Total Long-Term Estimated Costs: \$ 48,943,936

Widening (\$48,943,936)

Overall Estimated Cost: \$ 82,016,388

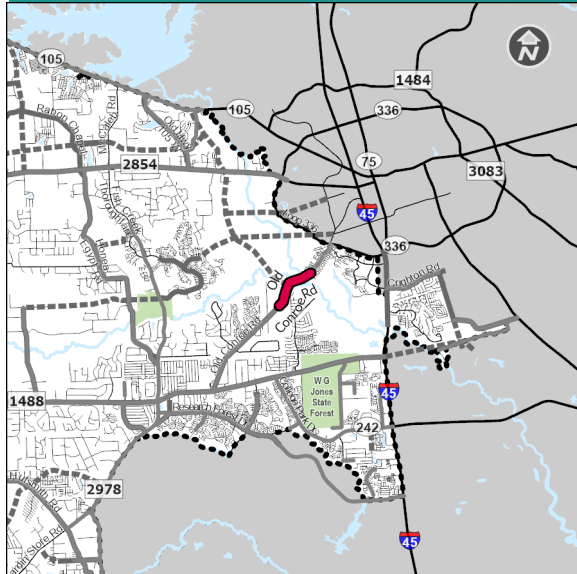
**Cross Sections**



**Segment Characteristics**

Segment Length (mi)	3.2	Existing Shoulder	Yes (1')
Posted Speed Limit	35	Proposed Shoulder	Yes
Existing Number of Lanes	2	Existing Sidewalk	No
Proposed Number of Lanes	6	Proposed Sidewalk	Shared Use Path
Existing Center Type	Undivided	Existing Bike Facility	No
Proposed Center Type	Raised Median	Proposed Bike Facility	Shared Use Path

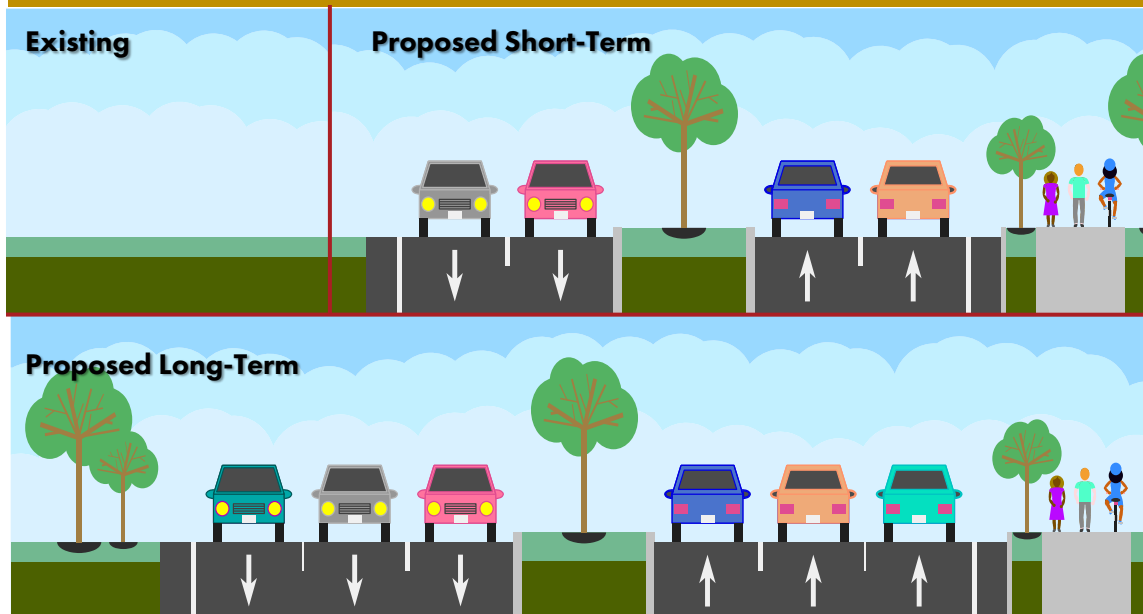
**Segment Key Map**



**Recommended Improvements**

<b>Short-Term Recommendations</b>		Total Short-Term Estimated Costs: \$	14,795,606
Extension/New Road (\$14,205,713)			
Install Separated Shared Use Path - Adjacent to Road (\$589,893)			
<b>Long-Term Recommendations</b>		Total Long-Term Estimated Costs: \$	21,308,570
Widening (\$21,308,570)			
		Overall Estimated Cost: \$	36,104,176

**Cross Sections**

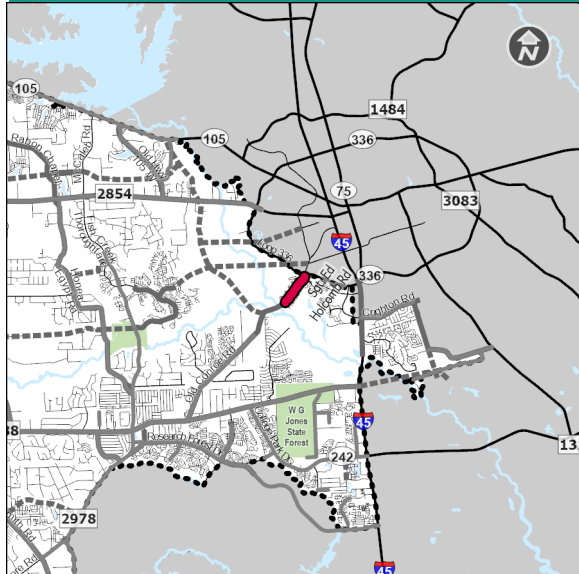


**Segment Characteristics**

Segment Length (mi)	1.4	Existing Shoulder	N/A
Posted Speed Limit	TBD	Proposed Shoulder	Yes
Existing Number of Lanes	0	Existing Sidewalk	N/A
Proposed Number of Lanes	6	Proposed Sidewalk	Shared Use Path
Existing Center Type	N/A	Existing Bike Facility	N/A
Proposed Center Type	Raised Median	Proposed Bike Facility	Shared Use Path



**Segment Key Map**



**Recommended Improvements**

<b>Short-Term Recommendations</b>		Total Short-Term Estimated Costs: \$	9,884,750
Widening (\$9,490,651)			
Install Separated Shared Use Path - Adjacent to Road (\$394,099)			
<b>Long-Term Recommendations</b>		Total Long-Term Estimated Costs: \$	14,235,976
Widening (\$14,235,976)			
		Overall Estimated Cost: \$	24,120,727

**Cross Sections**



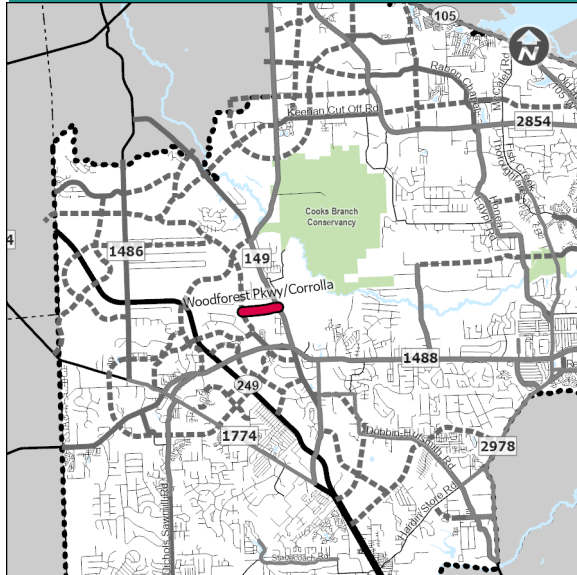
**Segment Characteristics**

Segment Length (mi)	0.9	Existing Shoulder	No
Posted Speed Limit	40	Proposed Shoulder	Yes
Existing Number of Lanes	2	Existing Sidewalk	No
Proposed Number of Lanes	6	Proposed Sidewalk	Shared Use Path
Existing Center Type	Undivided	Existing Bike Facility	No
Proposed Center Type	Raised Median	Proposed Bike Facility	Shared Use Path

# WOODFOREST PKWY/CORROLLA FROM MILL CREEK RD TO FM 149

21.1

## Segment Key Map



## Recommended Improvements

### Short-Term Recommendations

None

Total Short-Term Estimated Costs: \$

-

### Long-Term Recommendations

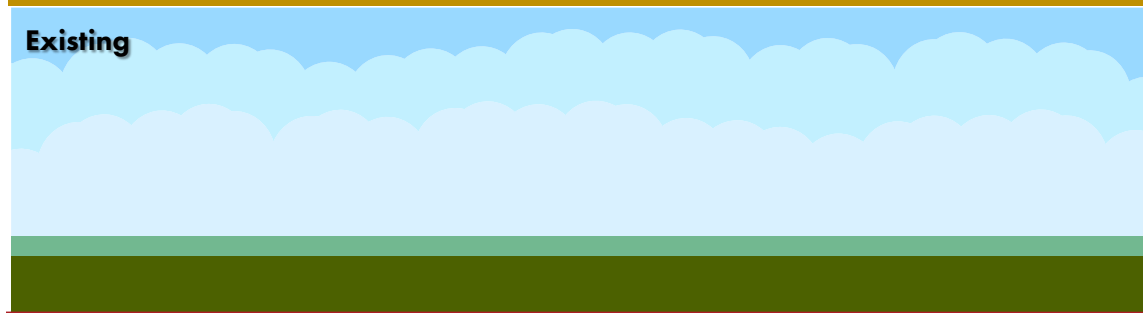
Extension/New Road (\$10,447,954)

Total Long-Term Estimated Costs: \$ 10,447,954

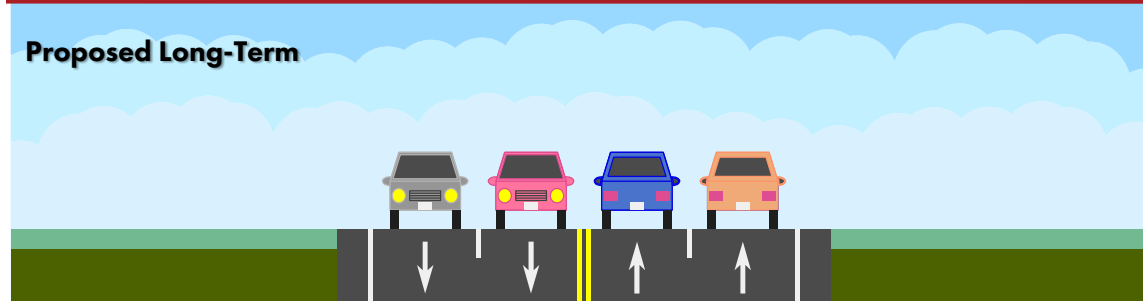
Overall Estimated Cost: \$ 10,447,954

## Cross Sections

### Existing



### Proposed Long-Term



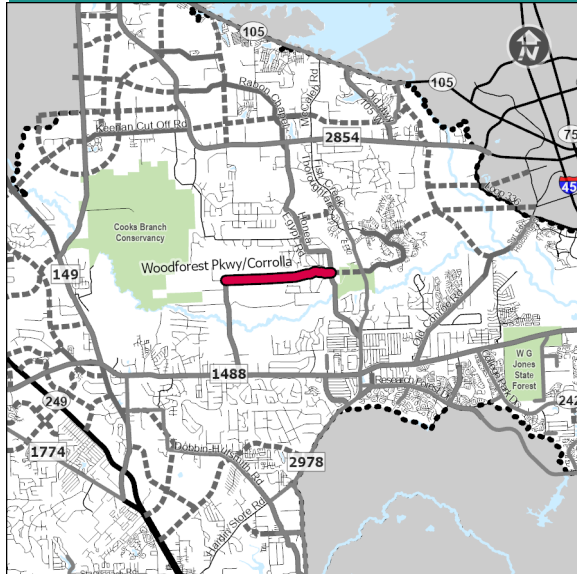
## Segment Characteristics

Segment Length (mi)	1.0	Existing Shoulder	N/A
Posted Speed Limit	TBD	Proposed Shoulder	Yes
Existing Number of Lanes	0	Existing Sidewalk	N/A
Proposed Number of Lanes	4	Proposed Sidewalk	No
Existing Center Type	N/A	Existing Bike Facility	N/A
Proposed Center Type	Undivided	Proposed Bike Facility	No

Corridor Segment 21.1

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

**Segment Key Map**



**Recommended Improvements**

**Short-Term Recommendations**

Total Short-Term Estimated Costs: \$

-

None

**Long-Term Recommendations**

Total Long-Term Estimated Costs: \$ 30,767,820

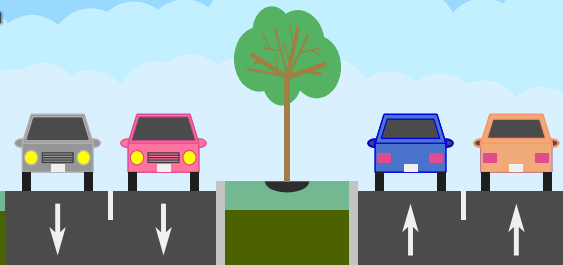
Extension/New Road (\$30,767,820)

Overall Estimated Cost: \$ 30,767,820

**Cross Sections**

**Existing**

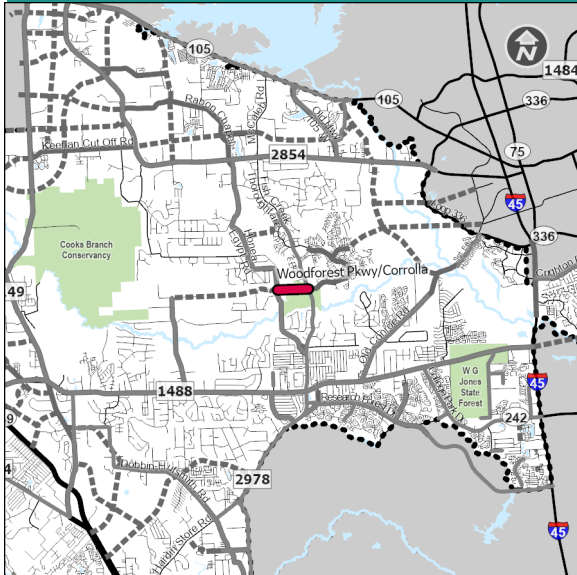
**Proposed Long-Term**



**Segment Characteristics**

Segment Length (mi)	3.1	Existing Shoulder	N/A
Posted Speed Limit	TBD	Proposed Shoulder	No
Existing Number of Lanes	0	Existing Sidewalk	N/A
Proposed Number of Lanes	4	Proposed Sidewalk	No
Existing Center Type	N/A	Existing Bike Facility	N/A
Proposed Center Type	Raised Median	Proposed Bike Facility	No

**Segment Key Map**



**Recommended Improvements**

<b>Short-Term Recommendations</b>		Total Short-Term Estimated Costs: \$	8,879,046
Extension/New Road (\$8,879,046)			
<b>Long-Term Recommendations</b>		Total Long-Term Estimated Costs: \$	-
None			
		Overall Estimated Cost: \$	8,879,046

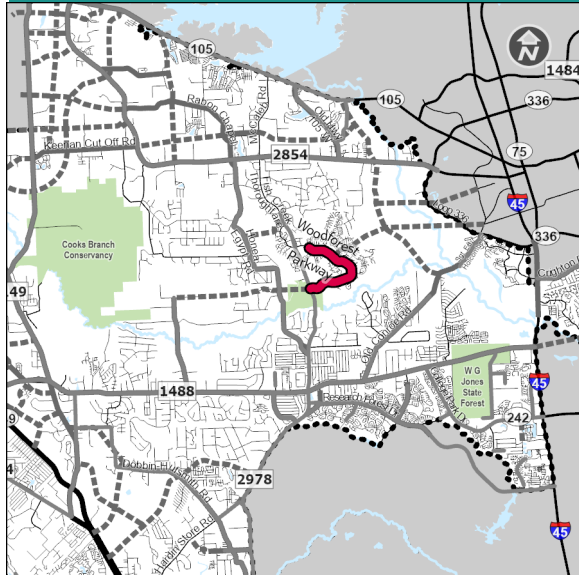
**Cross Sections**



**Segment Characteristics**

Segment Length (mi)	0.9	Existing Shoulder	N/A
Posted Speed Limit	TBD	Proposed Shoulder	No
Existing Number of Lanes	0	Existing Sidewalk	N/A
Proposed Number of Lanes	4	Proposed Sidewalk	No
Existing Center Type	N/A	Existing Bike Facility	N/A
Proposed Center Type	Raised Median	Proposed Bike Facility	No

**Segment Key Map**



**Recommended Improvements**

**Short-Term Recommendations**

Total Short-Term Estimated Costs: \$ -

None

**Long-Term Recommendations**

Total Long-Term Estimated Costs: \$ 29,785,009

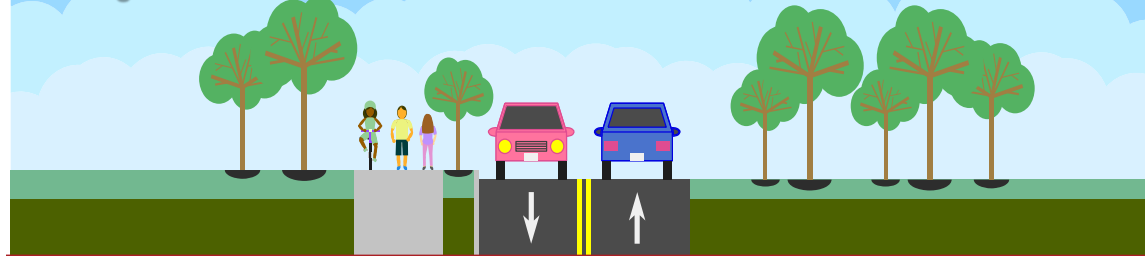
Widening (\$29,155,893)

Install Separated Shared Use Path - Adjacent to Road [Existing Trail (Relentless Dr) - Fish Creek Thoroughfare] (\$62

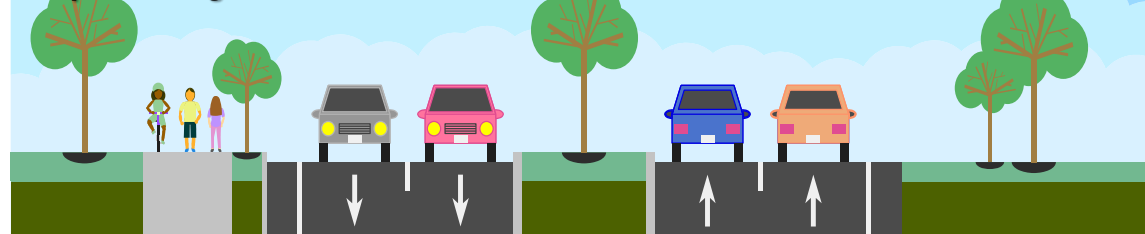
Overall Estimated Cost: \$ 29,785,009

**Cross Sections**

**Existing**



**Proposed Long-Term**



**Segment Characteristics**

Segment Length (mi)	2.9	Existing Shoulder	No
Posted Speed Limit	35	Proposed Shoulder	Yes
Existing Number of Lanes	2	Existing Sidewalk	Yes
Proposed Number of Lanes	4	Proposed Sidewalk	Shared Use Path
Existing Center Type	Undivided	Existing Bike Facility	Disconnected Shared Use Path
Proposed Center Type	Raised Median	Proposed Bike Facility	Shared Use Path

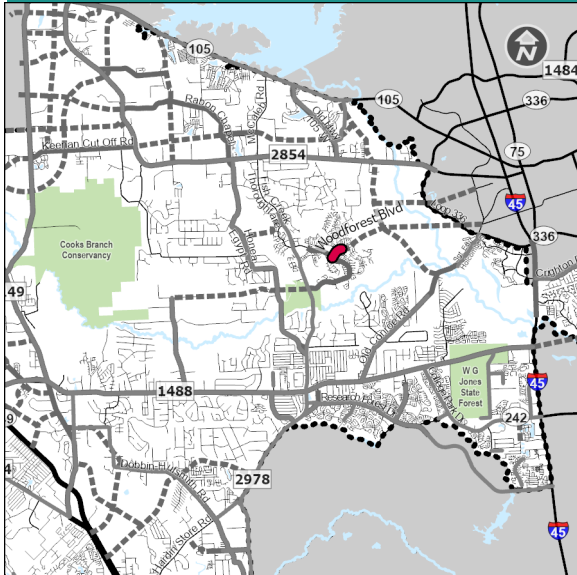
Corridor Segment 21.4

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

# WOODFOREST BLVD FROM WOODFOREST PARKWAY N TO BONTERRA BLVD

21.5

## Segment Key Map



## Recommended Improvements

### Short-Term Recommendations

Total Short-Term Estimated Costs: \$ -

None

### Long-Term Recommendations

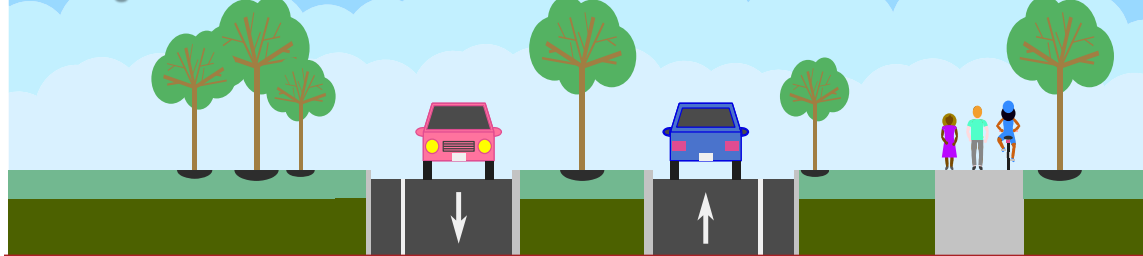
Total Long-Term Estimated Costs: \$ 3,977,315

Widening (\$3,977,315)

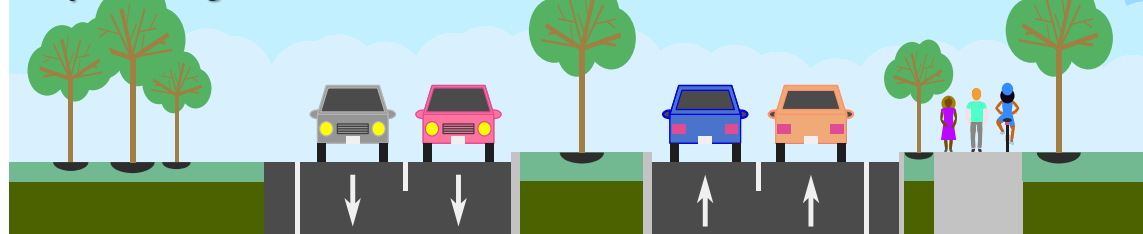
Overall Estimated Cost: \$ 3,977,315

## Cross Sections

### Existing



### Proposed Long-Term



## Segment Characteristics

Segment Length (mi)	0.4	Existing Shoulder	Yes (5')
Posted Speed Limit	35	Proposed Shoulder	Yes
Existing Number of Lanes	2	Existing Sidewalk	Disconnected Shared Use Path
Proposed Number of Lanes	4	Proposed Sidewalk	Disconnected Shared Use Path
Existing Center Type	Raised Median	Existing Bike Facility	Disconnected Shared Use Path
Proposed Center Type	Raised Median	Proposed Bike Facility	Disconnected Shared Use Path

Corridor Segment 21.5

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.



# WOODFOREST BLVD FROM BONTERRA BLVD TO GLADSTELL ST

21.6

## Segment Key Map



## Recommended Improvements

### Short-Term Recommendations

None

Total Short-Term Estimated Costs: \$

-

### Long-Term Recommendations

Extension/New Road (\$42,125,387)

Install Separated Shared Use Path - Adjacent to Road [Existing Trail (Bonterra Blvd) - New Road 11] (\$2,073,330)

Total Long-Term Estimated Costs: \$ 44,198,717

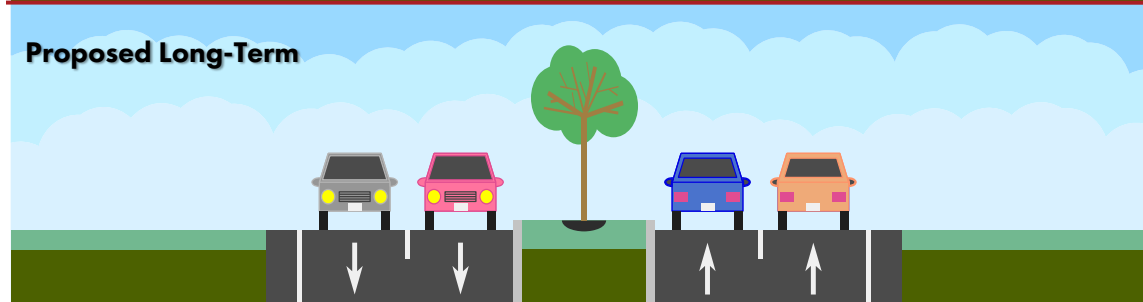
Overall Estimated Cost: \$ 44,198,717

## Cross Sections

### Existing



### Proposed Long-Term



## Segment Characteristics

Segment Length (mi)	4.2	Existing Shoulder	N/A
Posted Speed Limit	TBD	Proposed Shoulder	Yes
Existing Number of Lanes	0	Existing Sidewalk	N/A
Proposed Number of Lanes	4	Proposed Sidewalk	No
Existing Center Type	N/A	Existing Bike Facility	N/A
Proposed Center Type	Raised Median	Proposed Bike Facility	No

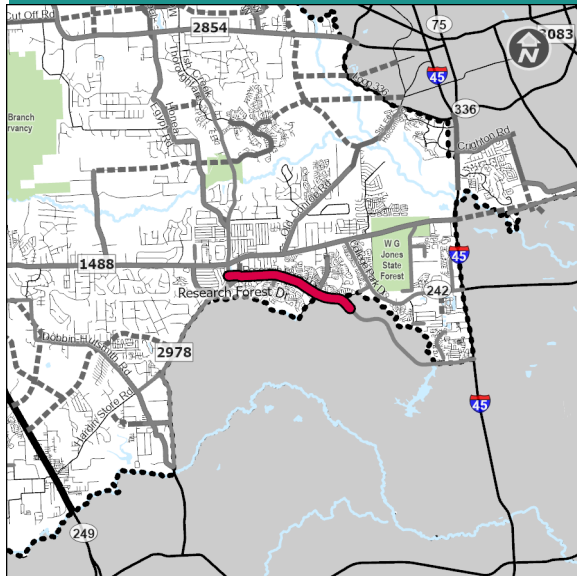
Corridor Segment 21.6

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

# RESEARCH FOREST DR FROM FM 2978 TO COCHRANS CROSSING DR

22.1

## Segment Key Map



## Recommended Improvements

### Short-Term Recommendations

Total Short-Term Estimated Costs: \$ 54,449,472

Restriping [FM 2978 - Branch Crossing Dr] (\$55,437)

Corridor Signal Timing (\$110,368)

Widening (\$51,493,256)

Connect Shoulders at Intersections with Bike Paths [Multiple intersections from Branch Crossing Dr - Cochrans Crossing Dr]

Install Separated Shared Use Path - Adjacent to Road [FM 2978 - Branch Crossing Dr] (\$2,063,138)

### Long-Term Recommendations

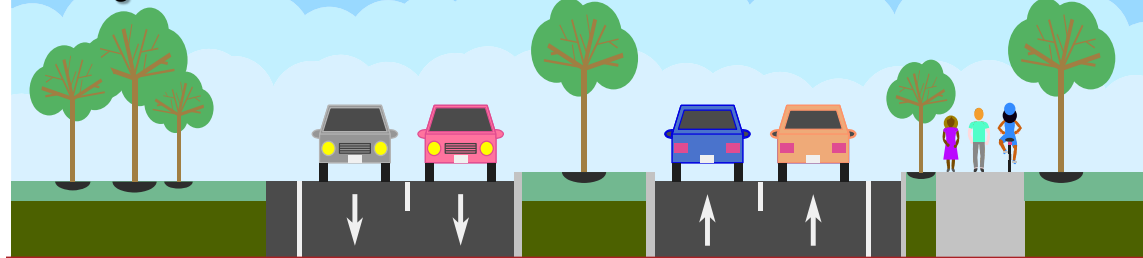
Total Long-Term Estimated Costs: \$ -

None

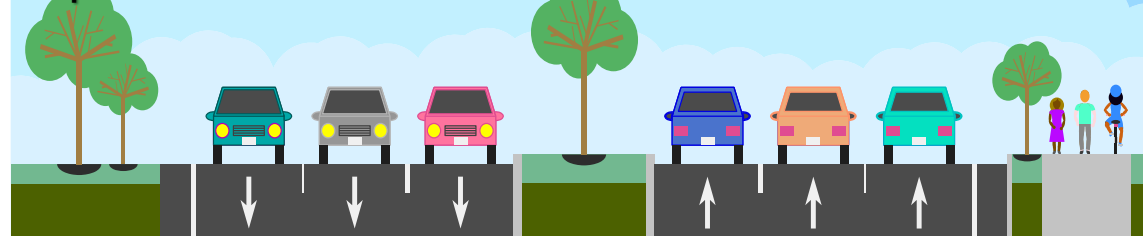
Overall Estimated Cost: \$ 54,449,472

## Cross Sections

### Existing



### Proposed Short-Term



## Segment Characteristics

Segment Length (mi)	3.4	Existing Shoulder	Yes (6')
Posted Speed Limit	45	Proposed Shoulder	Yes
Existing Number of Lanes	4	Existing Sidewalk	Yes; No sidewalk from FM 2979 to Branch Crossing)
Proposed Number of Lanes	6	Proposed Sidewalk	Shared Use Path
Existing Center Type	Raised Median	Existing Bike Facility	Disconnected Shared Use Path
Proposed Center Type	Raised Median	Proposed Bike Facility	Continuous Shared Use Path

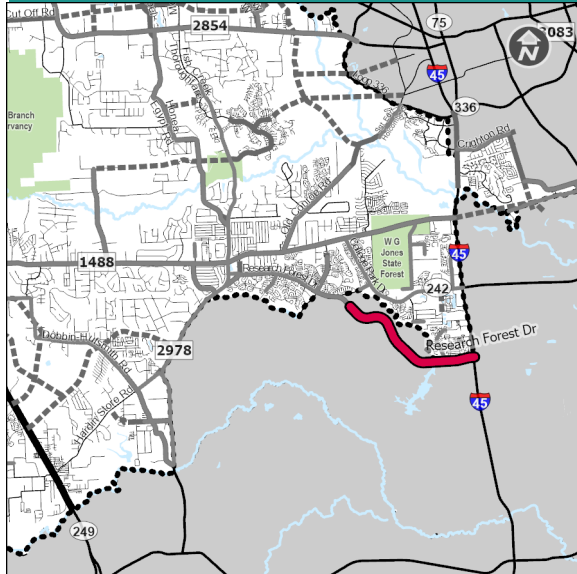
Corridor Segment 22.1

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

# RESEARCH FOREST DR FROM COCHRANS CROSSING DR TO I-45

22.2

## Segment Key Map



## Recommended Improvements

### Short-Term Recommendations

Total Short-Term Estimated Costs: \$ 222,533

Corridor Signal Timing (\$139,632)

Install Separated Shared Use Path - Adjacent to Road [Existing Trail (NW Corner of Grogan's Mill Rd) - Existing Trail (NE Corner of Grogan's Mill Rd)] (\$82,901)

### Long-Term Recommendations

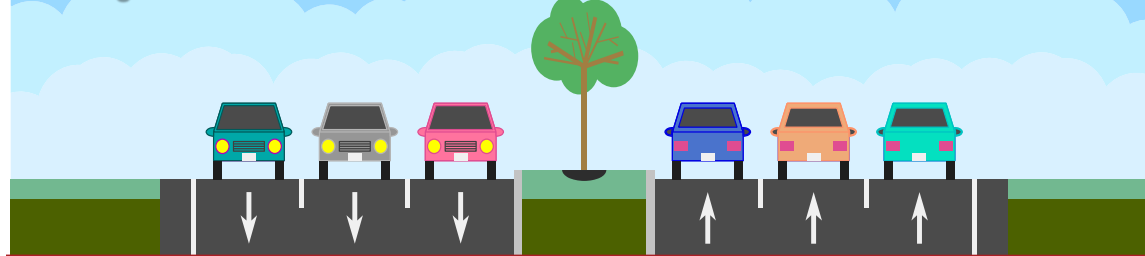
Total Long-Term Estimated Costs: \$ -

None

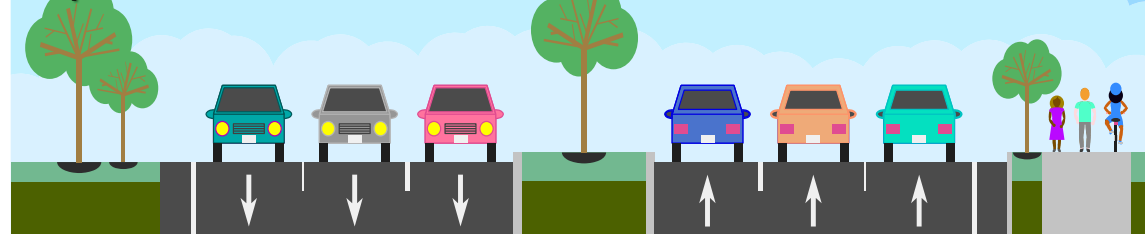
Overall Estimated Cost: \$ 222,533

## Cross Sections

### Existing



### Proposed Short-Term



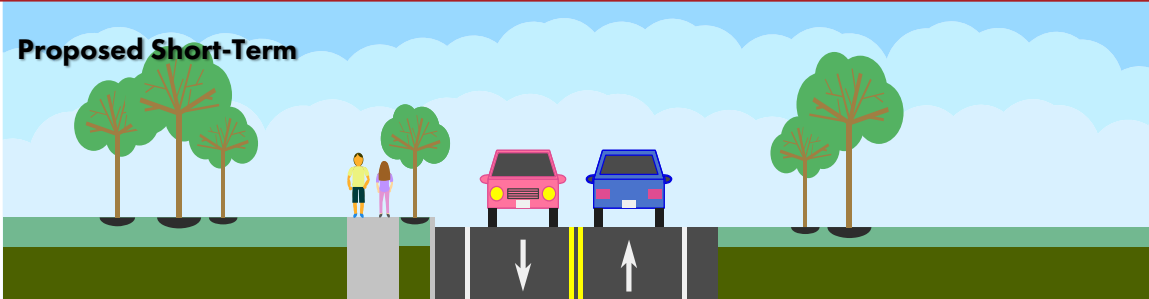
## Segment Characteristics

Segment Length (mi)	0.9	Existing Shoulder	Yes (8')
Posted Speed Limit	45	Proposed Shoulder	Yes
Existing Number of Lanes	6	Existing Sidewalk	Yes
Proposed Number of Lanes	6	Proposed Sidewalk	Shared Use Path
Existing Center Type	Raised Median	Existing Bike Facility	Disconnected Shared Use Path
Proposed Center Type	Raised Median	Proposed Bike Facility	Continuous Shared Use Path

Corridor Segment 22.2

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

Segment Key Map	Recommended Improvements	
	Short-Term Recommendations	Total Short-Term Estimated Costs: \$ 83,215
	Extension/New Road (\$83,215)	
	Long-Term Recommendations	Total Long-Term Estimated Costs: \$ -
	None	
Overall Estimated Cost: \$ 83,215		

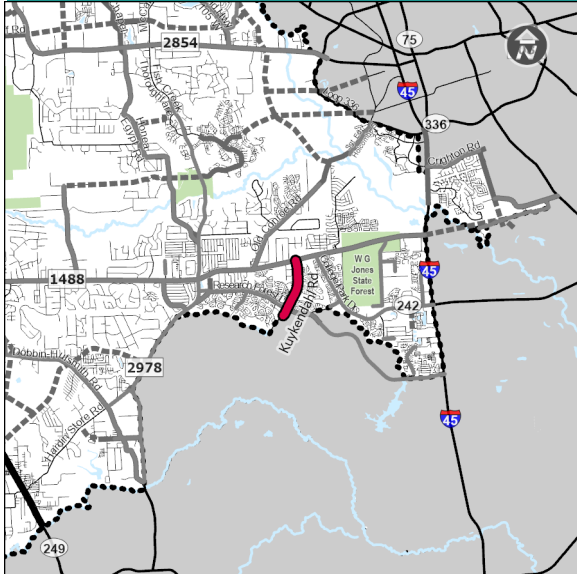
Cross Sections	Segment Characteristics			
Existing	Segment Length (mi)	0.0	Existing Shoulder	N/A
	Posted Speed Limit	TBD	Proposed Shoulder	Yes
	Existing Number of Lanes	0	Existing Sidewalk	N/A
	Proposed Number of Lanes	2	Proposed Sidewalk	Yes
	Existing Center Type	N/A	Existing Bike Facility	N/A
	Proposed Center Type	Undivided	Proposed Bike Facility	No

# Montgomery County Precinct 2 Mobility Study, Corridor Summary Sheets

## KUYKENDAHL RD FROM FM 1488 TO BAY BRANCH DR

23.1

### Segment Key Map



### Recommended Improvements

Short-Term Recommendations	Total Short-Term Estimated Costs: \$
Corridor Signal Timing (\$60,000)	11,603,142
Widening [Kendall Green - Just N. of Research Forest] (\$11,324,773)	
Restriping [Kendall Green - Just N. of Research Forest] (\$25,361)	
Install Separated Shared Use Path - Adjacent to Road [FM 1488 - Existing Trail (~600' S of FM 1488)] (\$193,008)	
Long-Term Recommendations	Total Long-Term Estimated Costs: \$
None	-
Overall Estimated Cost: \$ 11,603,142	

### Cross Sections



### Segment Characteristics

Segment Length (mi)	1.7	Existing Shoulder	Yes (Disconnected)
Posted Speed Limit	35 MPH; 40 MPH	Proposed Shoulder	Yes
Existing Number of Lanes	2	Existing Sidewalk	Disconnected Shared Use Path
Proposed Number of Lanes	4	Proposed Sidewalk	Shared Use Path
Existing Center Type	Undivided; Raised Median	Existing Bike Facility	Disconnected Shared Use Path
Proposed Center Type	Raised Median	Proposed Bike Facility	Shared Use Path

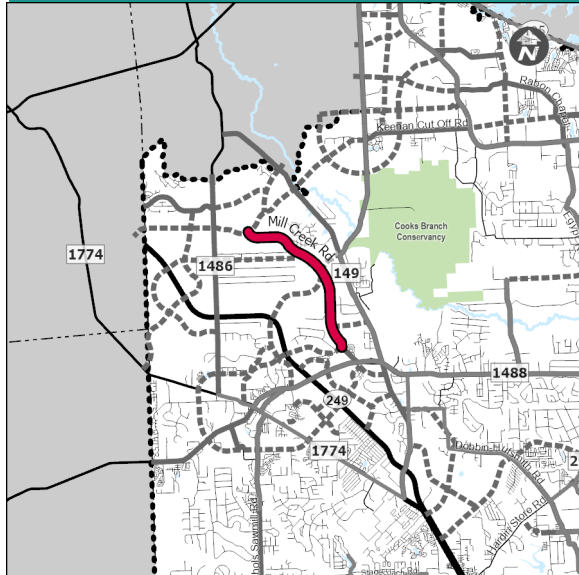
Corridor Segment 23.1

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

# MILL CREEK RD FROM KEENAN CUT OFF RD (PROPOSED) TO NEW ROAD 2

24.1

## Segment Key Map



## Recommended Improvements

### Short-Term Recommendations

None

Total Short-Term Estimated Costs: \$

-

### Long-Term Recommendations

Extension/New Road (\$48,714,170)

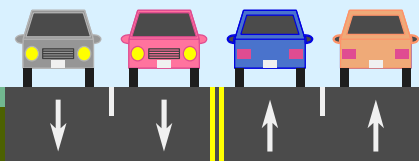
Total Long-Term Estimated Costs: \$ 48,714,170

Overall Estimated Cost: \$ 48,714,170

## Cross Sections

### Existing

### Proposed Long-Term



## Segment Characteristics

Segment Length (mi)	4.9	Existing Shoulder	N/A
Posted Speed Limit	TBD	Proposed Shoulder	No
Existing Number of Lanes	0	Existing Sidewalk	N/A
Proposed Number of Lanes	4	Proposed Sidewalk	No
Existing Center Type	N/A	Existing Bike Facility	N/A
Proposed Center Type	Undivided	Proposed Bike Facility	No

Corridor Segment 24.1

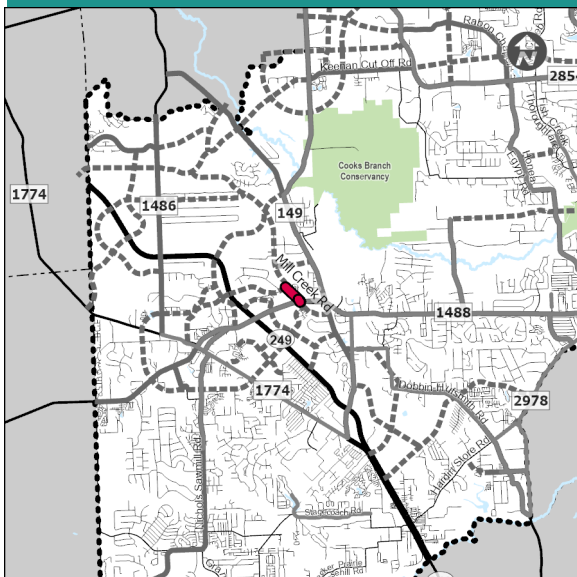
Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.



# MILL CREEK RD FROM NEW ROAD 2 TO FM 1488

24.2

## Segment Key Map



## Recommended Improvements

**Short-Term Recommendations** Total Short-Term Estimated Costs: \$ 975,293

Realignment [Just N of FM 1488 - FM 1488] (\$975,293)

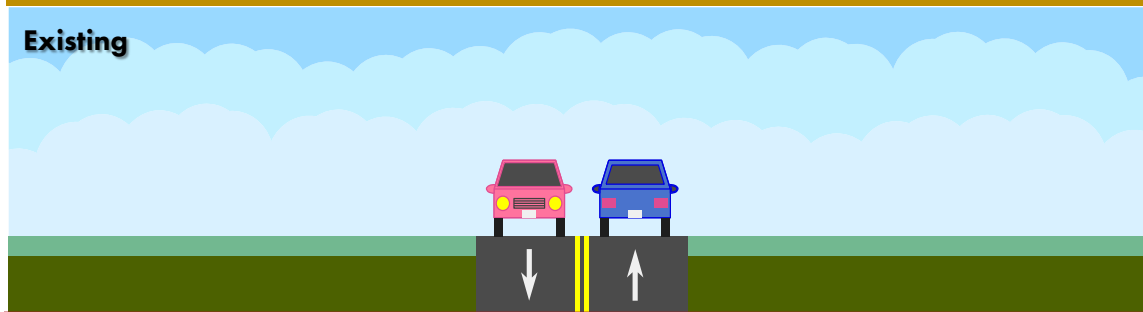
**Long-Term Recommendations** Total Long-Term Estimated Costs: \$ 6,204,965

Widening (\$6,204,965)

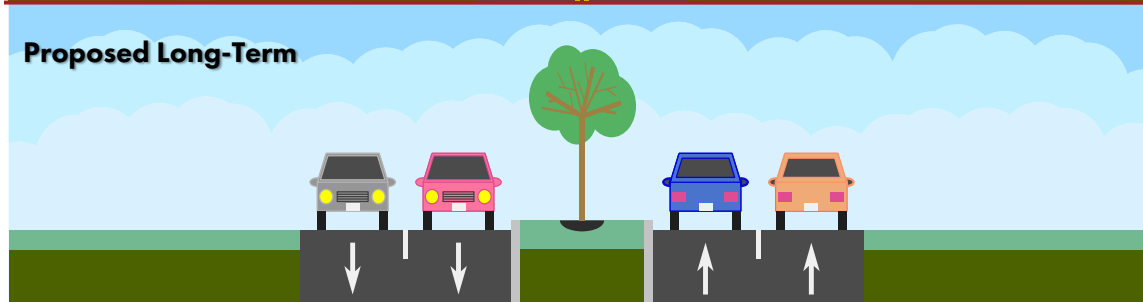
Overall Estimated Cost: \$ 7,180,258

## Cross Sections

### Existing



### Proposed Long-Term



## Segment Characteristics

Segment Length (mi)	0.6	Existing Shoulder	No
Posted Speed Limit	30	Proposed Shoulder	No
Existing Number of Lanes	2	Existing Sidewalk	No
Proposed Number of Lanes	4	Proposed Sidewalk	No
Existing Center Type	Undivided	Existing Bike Facility	No
Proposed Center Type	Raised Median	Proposed Bike Facility	No

# Montgomery County Precinct 2 Mobility Study, Corridor Summary Sheets

## MILL CREEK RD FROM N HERON HEIGHTS WAY TO FM 149


24.3

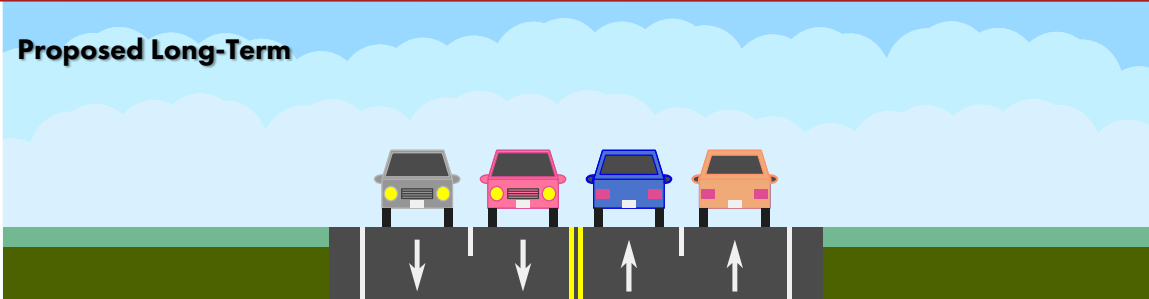
Segment Key Map	Recommended Improvements	
	Short-Term Recommendations	Total Short-Term Estimated Costs: \$ 8,369,164
	Extension/New Road (\$8,369,164)	
	Long-Term Recommendations	Total Long-Term Estimated Costs: \$ -
	None	
	Overall Estimated Cost: \$ 8,369,164	

Cross Sections	Segment Characteristics			
Existing	Segment Length (mi)	0.8	Existing Shoulder	N/A
Proposed Short-Term	Posted Speed Limit	TBD	Proposed Shoulder	No
	Existing Number of Lanes	0	Existing Sidewalk	N/A
	Proposed Number of Lanes	4	Proposed Sidewalk	Yes
	Existing Center Type	N/A	Existing Bike Facility	N/A
	Proposed Center Type	Raised Median	Proposed Bike Facility	No

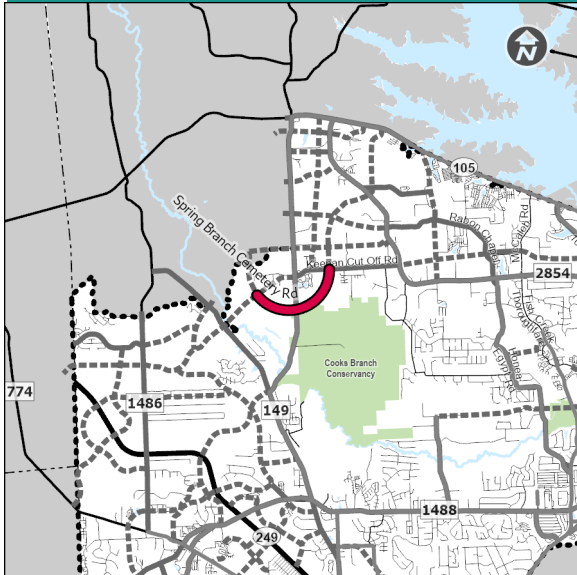
Corridor Segment 24.3

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

Segment Key Map	Recommended Improvements	
	Short-Term Recommendations	Total Short-Term Estimated Costs: \$ -
	None	
	Long-Term Recommendations	Total Long-Term Estimated Costs: \$ 48,984,694
	Extension/New Road (\$48,984,694)	
	Overall Estimated Cost: \$ 48,984,694	

Cross Sections	Segment Characteristics			
Existing	Segment Length (mi)	4.9	Existing Shoulder	N/A
Proposed Long-Term 	Posted Speed Limit	TBD	Proposed Shoulder	Yes
	Existing Number of Lanes	0	Existing Sidewalk	N/A
	Proposed Number of Lanes	4	Proposed Sidewalk	No
	Existing Center Type	N/A	Existing Bike Facility	N/A
	Proposed Center Type	Undivided	Proposed Bike Facility	No

## Segment Key Map



## Recommended Improvements

### Short-Term Recommendations

Total Short-Term Estimated Costs: \$ -

None

### Long-Term Recommendations

Total Long-Term Estimated Costs: \$ 28,976,693

Extension/New Road (\$28,976,693)

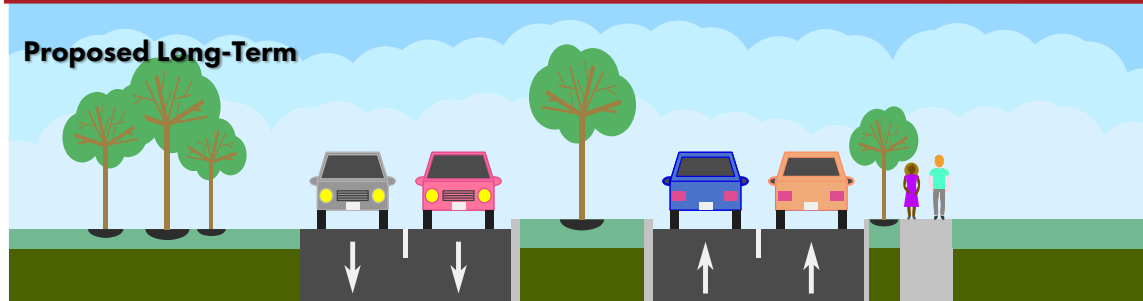
Overall Estimated Cost: \$ 28,976,693

## Cross Sections

### Existing



### Proposed Long-Term



## Segment Characteristics

Segment Length (mi)	2.9	Existing Shoulder	N/A
Posted Speed Limit	TBD	Proposed Shoulder	No
Existing Number of Lanes	0	Existing Sidewalk	N/A
Proposed Number of Lanes	4	Proposed Sidewalk	Yes
Existing Center Type	N/A	Existing Bike Facility	N/A
Proposed Center Type	Raised Median	Proposed Bike Facility	No

**Segment Key Map**



**Recommended Improvements**

**Short-Term Recommendations**

Total Short-Term Estimated Costs: \$ -

None

**Long-Term Recommendations**

Total Long-Term Estimated Costs: \$ 13,126,771

Extension/New Road (\$13,126,771)

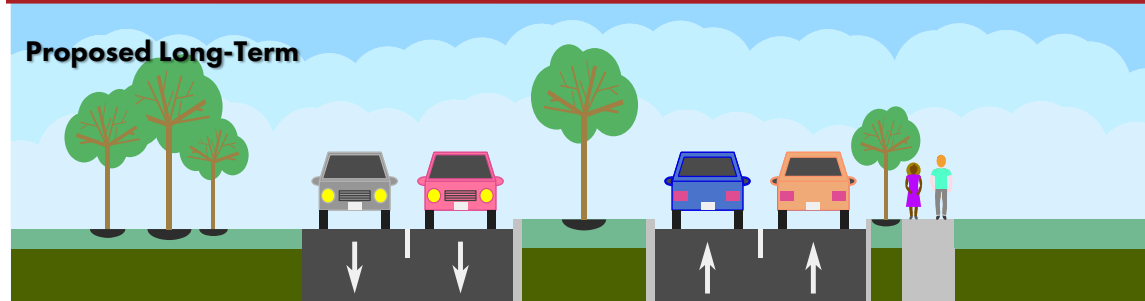
Overall Estimated Cost: \$ 13,126,771

**Cross Sections**

**Existing**



**Proposed Long-Term**



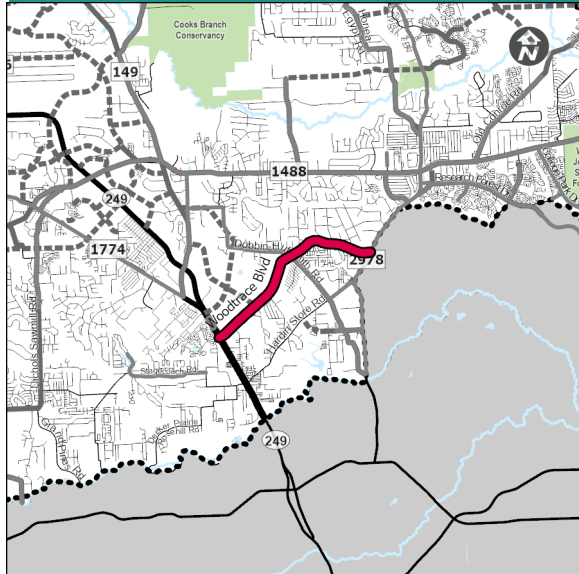
**Segment Characteristics**

Segment Length (mi)	1.3	Existing Shoulder	N/A
Posted Speed Limit	TBD	Proposed Shoulder	No
Existing Number of Lanes	0	Existing Sidewalk	N/A
Proposed Number of Lanes	4	Proposed Sidewalk	Yes
Existing Center Type	N/A	Existing Bike Facility	N/A
Proposed Center Type	Raised Median	Proposed Bike Facility	No

# WOODTRACE BLVD FROM SH 249 TO FM 2978

26.1

## Segment Key Map



## Recommended Improvements

### Short-Term Recommendations

Total Short-Term Estimated Costs: \$ 65,512,329

Extension/New Road (\$56,975,946)

Install Separated Shared Use Path - Adjacent to Road [FM 249 - FM 2978] (\$8,536,382)

### Long-Term Recommendations

Total Long-Term Estimated Costs: \$ -

None

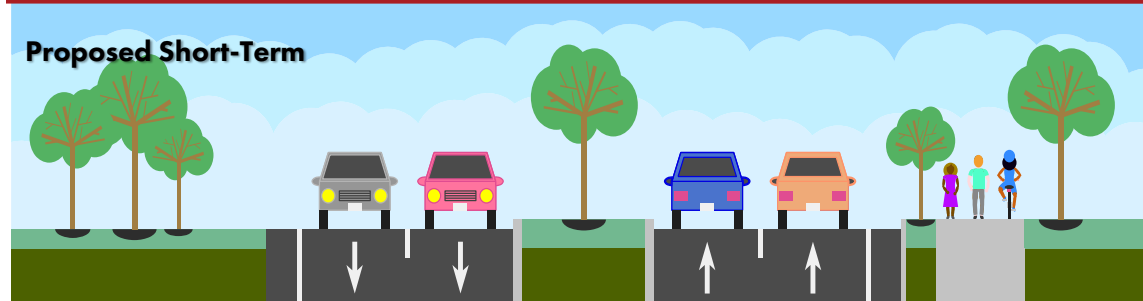
Overall Estimated Cost: \$ 65,512,329

## Cross Sections

### Existing



### Proposed Short-Term



## Segment Characteristics

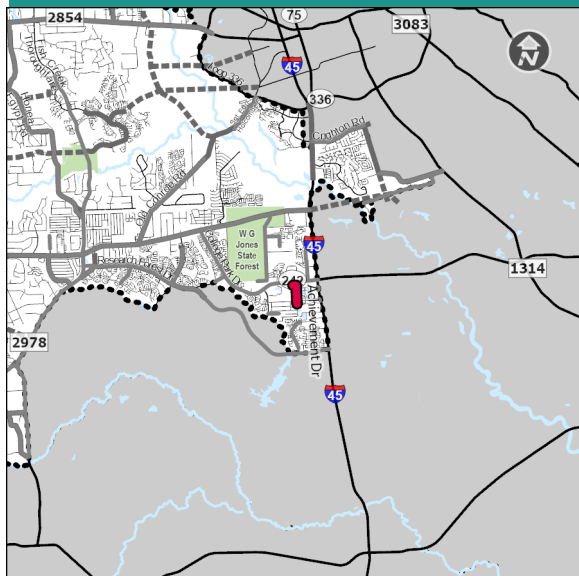
Segment Length (mi)	5.7	Existing Shoulder	N/A
Posted Speed Limit	TBD	Proposed Shoulder	Yes
Existing Number of Lanes	0	Existing Sidewalk	N/A
Proposed Number of Lanes	4	Proposed Sidewalk	Shared Use Path
Existing Center Type	N/A	Existing Bike Facility	N/A
Proposed Center Type	Raised Median	Proposed Bike Facility	Shared Use Path

Corridor Segment 26.1

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.



## Segment Key Map



## Recommended Improvements

<b>Short-Term Recommendations</b>	<b>Total Short-Term Estimated Costs: \$</b>	<b>-</b>
None		
<b>Long-Term Recommendations</b>	<b>Total Long-Term Estimated Costs: \$</b>	<b>3,792,728</b>
Extension/New Road (\$3,792,728)		
	<b>Overall Estimated Cost: \$</b>	<b>3,792,728</b>

## Cross Sections

## Segment Characteristics

<b>Existing</b>	Segment Length (mi)	0.6	Existing Shoulder	N/A
	Posted Speed Limit	TBD	Proposed Shoulder	No
	Existing Number of Lanes	0	Existing Sidewalk	N/A
<b>Proposed Long-Term</b>	Proposed Number of Lanes	2	Proposed Sidewalk	No
	Existing Center Type	N/A	Existing Bike Facility	N/A
	Proposed Center Type	Undivided	Proposed Bike Facility	No

### Corridor Segment 28.1

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

**Segment Key Map**

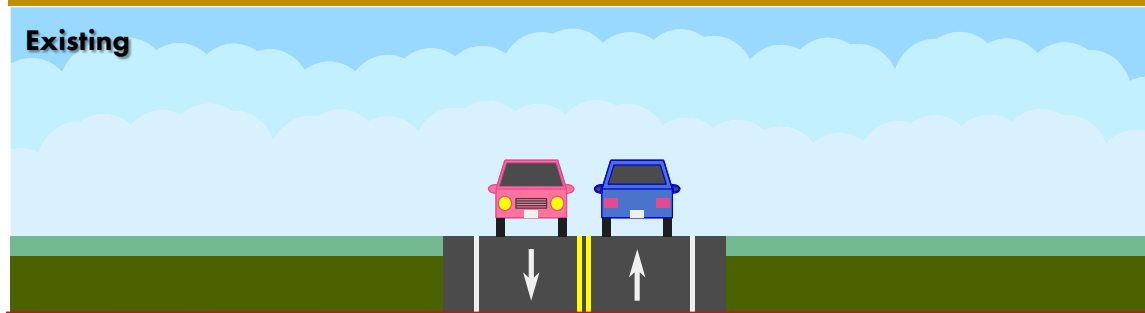


**Recommended Improvements**

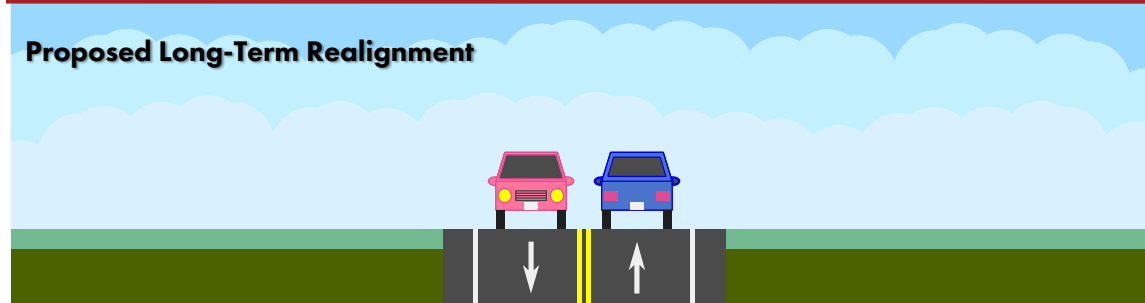
<b>Short-Term Recommendations</b>		Total Short-Term Estimated Costs: \$		-
None				
<b>Long-Term Recommendations</b>		Total Long-Term Estimated Costs: \$		1,012,821
Realignment (\$1,012,821)				
Overall Estimated Cost: \$				1,012,821

**Cross Sections**

**Existing**



**Proposed Long-Term Realignment**



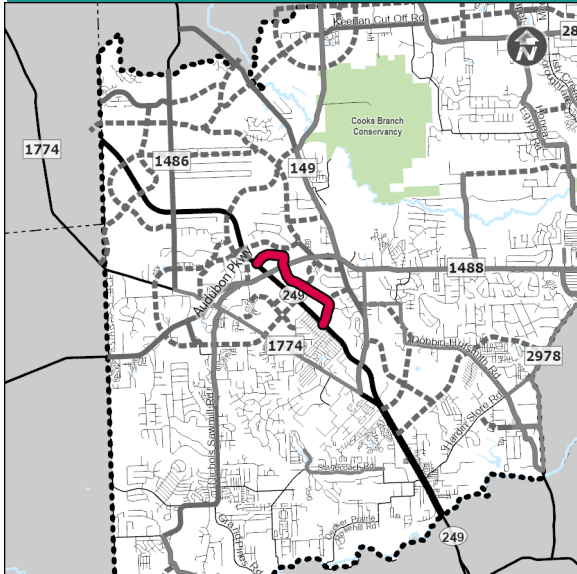
**Segment Characteristics**

Segment Length (mi)	0.2	Existing Shoulder	Yes (1')
Posted Speed Limit	35	Proposed Shoulder	Yes
Existing Number of Lanes	0	Existing Sidewalk	No
Proposed Number of Lanes	2	Proposed Sidewalk	No
Existing Center Type	Undivided	Existing Bike Facility	No
Proposed Center Type	Undivided	Proposed Bike Facility	No

# AUDUBON PKWY FROM SH 249 TO SH 249

31.1

## Segment Key Map



## Recommended Improvements

### Short-Term Recommendations

Total Short-Term Estimated Costs: \$ 37,417,514

Extension/New Road (\$37,417,514)

### Long-Term Recommendations

Total Long-Term Estimated Costs: \$ -

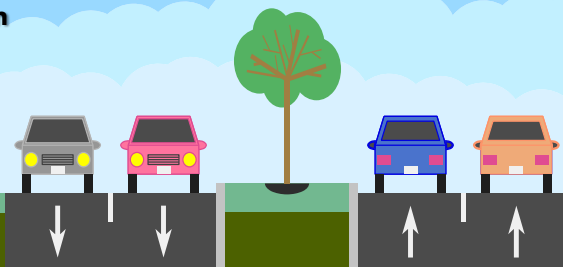
None

Overall Estimated Cost: \$ 37,417,514

## Cross Sections

### Existing

### Proposed Short-Term



## Segment Characteristics

Segment Length (mi)	3.7	Existing Shoulder	N/A
Posted Speed Limit	TBD	Proposed Shoulder	No
Existing Number of Lanes	0	Existing Sidewalk	N/A
Proposed Number of Lanes	4	Proposed Sidewalk	No
Existing Center Type	N/A	Existing Bike Facility	N/A
Proposed Center Type	Raised Median	Proposed Bike Facility	No

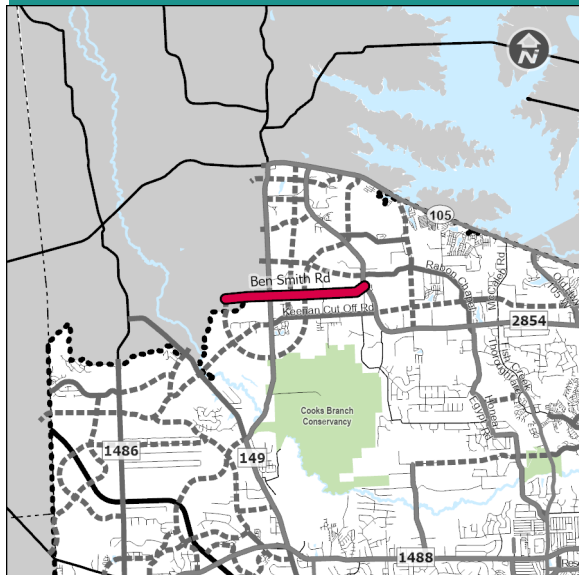
Corridor Segment 31.1

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

# BEN SMITH RD FROM SPRING BRANCH CEMETERY RD TO FM 2854

32.1

## Segment Key Map



## Recommended Improvements

### Short-Term Recommendations

None

Total Short-Term Estimated Costs: \$

-

### Long-Term Recommendations

Extension/New Road (\$40,550,890)

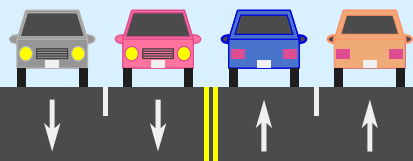
Total Long-Term Estimated Costs: \$ 40,550,890

Overall Estimated Cost: \$ 40,550,890

## Cross Sections

### Existing

### Proposed Long-Term



## Segment Characteristics

Segment Length (mi)	4.1	Existing Shoulder	N/A
Posted Speed Limit	TBD	Proposed Shoulder	Yes
Existing Number of Lanes	0	Existing Sidewalk	N/A
Proposed Number of Lanes	4	Proposed Sidewalk	No
Existing Center Type	N/A	Existing Bike Facility	N/A
Proposed Center Type	Undivided	Proposed Bike Facility	No

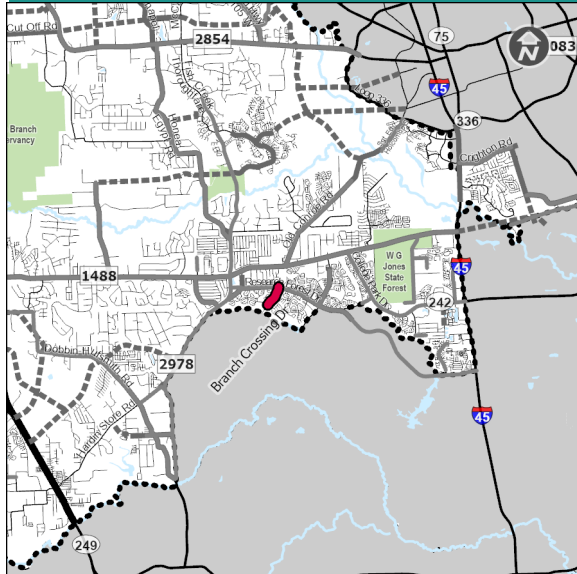
Corridor Segment 32.1

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

# BRANCH CROSSING DR FROM RESEARCH FOREST DR TO S ALDEN BRIDGE DR

33.1

## Segment Key Map



## Recommended Improvements

<b>Short-Term Recommendations</b>		Total Short-Term Estimated Costs: \$	15,624
Restriping (\$15,624)			
<b>Long-Term Recommendations</b>		Total Long-Term Estimated Costs: \$	-
None			
		Overall Estimated Cost: \$	15,624

## Cross Sections



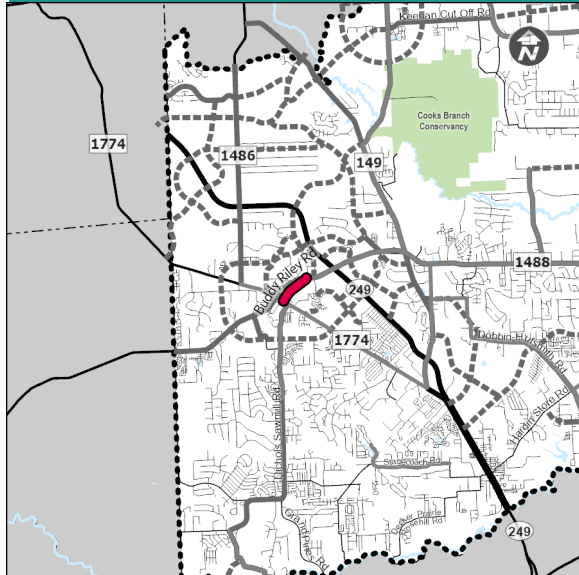
## Segment Characteristics

Segment Length (mi)	0.6	Existing Shoulder	Yes (5')
Posted Speed Limit	35	Proposed Shoulder	Yes
Existing Number of Lanes	2	Existing Sidewalk	Shared Use Path
Proposed Number of Lanes	2	Proposed Sidewalk	Shared Use Path
Existing Center Type	Undivided	Existing Bike Facility	Shared Use Path
Proposed Center Type	Undivided	Proposed Bike Facility	Shared Use Path

# BUDDY RILEY RD FROM FM 1488 TO FM 1774

34.1

## Segment Key Map



## Recommended Improvements

### Short-Term Recommendations

Total Short-Term Estimated Costs: \$ 12,880,041

- Resurface Roadway (\$618,420)
- Widening (\$9,494,388)
- Realignment [FM 1488 - S of FM 1488] (\$1,294,445)
- Install Separated Shared Use Path - Adjacent to Road (\$1,472,788)

### Long-Term Recommendations

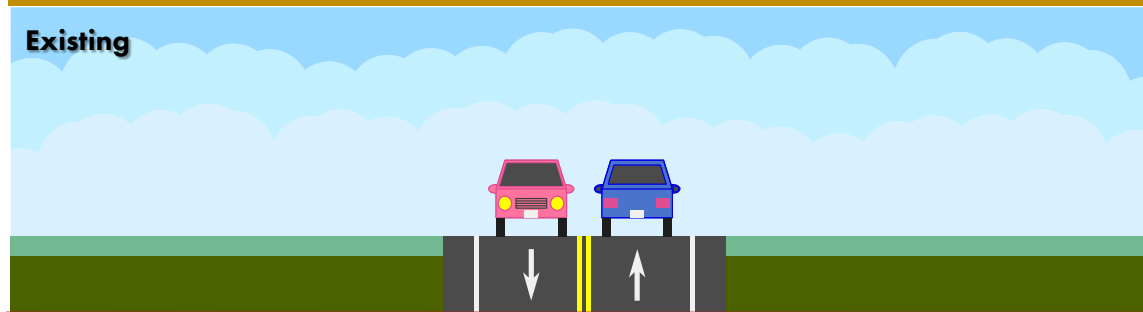
Total Long-Term Estimated Costs: \$ -

None

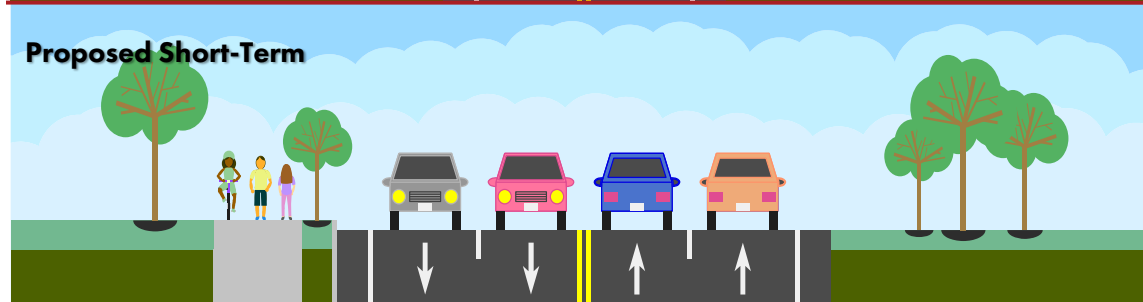
Overall Estimated Cost: \$ 12,880,041

## Cross Sections

### Existing



### Proposed Short-Term



## Segment Characteristics

Segment Length (mi)	1.0	Existing Shoulder	Yes (8')
Posted Speed Limit	30	Proposed Shoulder	Yes
Existing Number of Lanes	2	Existing Sidewalk	No
Proposed Number of Lanes	4	Proposed Sidewalk	Shared Use Path
Existing Center Type	Undivided	Existing Bike Facility	No
Proposed Center Type	Undivided	Proposed Bike Facility	Shared Use Path

Corridor Segment 34.1

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.



# BUFFALO SPRINGS DR FROM SH 105 TO KEENAN CUT OFF RD

35.1

## Segment Key Map



## Recommended Improvements

### Short-Term Recommendations

Total Short-Term Estimated Costs: \$ -

None

### Long-Term Recommendations

Total Long-Term Estimated Costs: \$ 50,679,450

Extension/New Road (\$44,286,351)

Install Separated Shared Use Path - Adjacent to Road [SH 105 P&R - E-W Easement (Just S of Ben Smith Rd)] (\$6,3

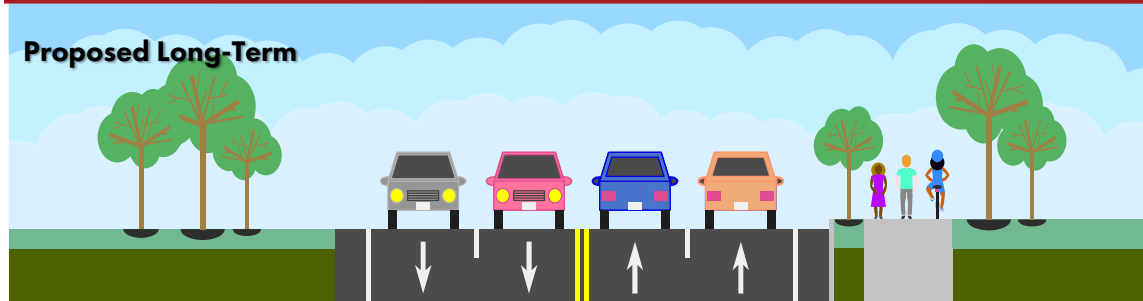
Overall Estimated Cost: \$ 50,679,450

## Cross Sections

### Existing



### Proposed Long-Term



## Segment Characteristics

Segment Length (mi)	4.4	Existing Shoulder	N/A
Posted Speed Limit	TBD	Proposed Shoulder	Yes
Existing Number of Lanes	0	Existing Sidewalk	N/A
Proposed Number of Lanes	4	Proposed Sidewalk	Shared Use Path
Existing Center Type	N/A	Existing Bike Facility	N/A
Proposed Center Type	Undivided	Proposed Bike Facility	Shared Use Path

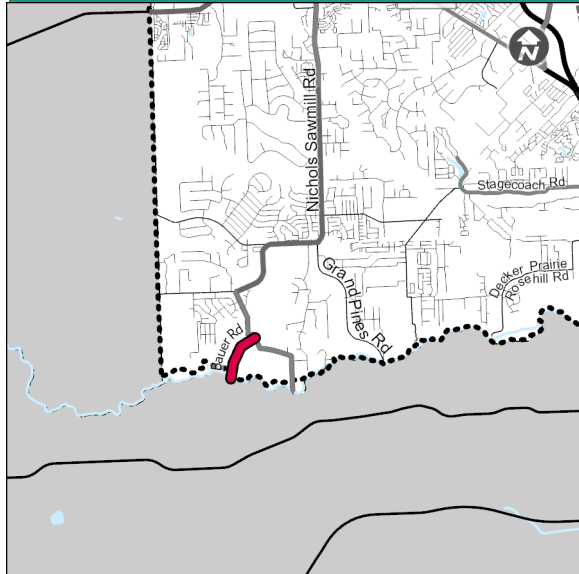
Corridor Segment 35.1

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

# BAUER RD FROM ROBERTS CEMETERY RD TO SPRING CREEK

36.1

## Segment Key Map



## Recommended Improvements

### Short-Term Recommendations

None

Total Short-Term Estimated Costs: \$

-

### Long-Term Recommendations

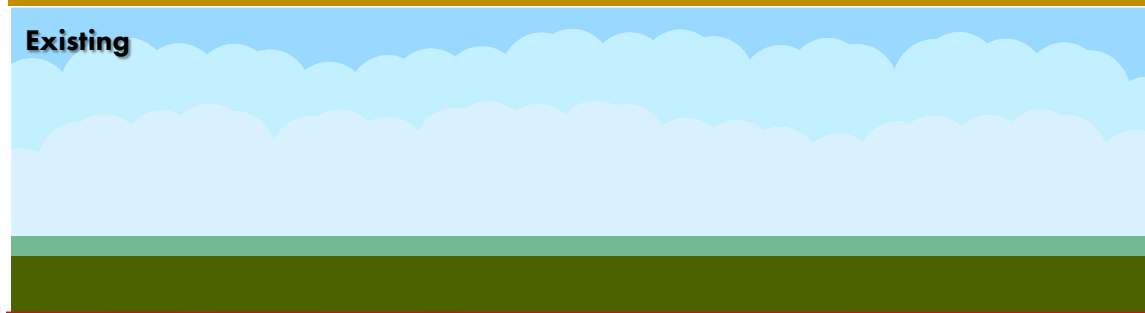
Extension/New Road (\$9,360,541)

Total Long-Term Estimated Costs: \$ 9,360,541

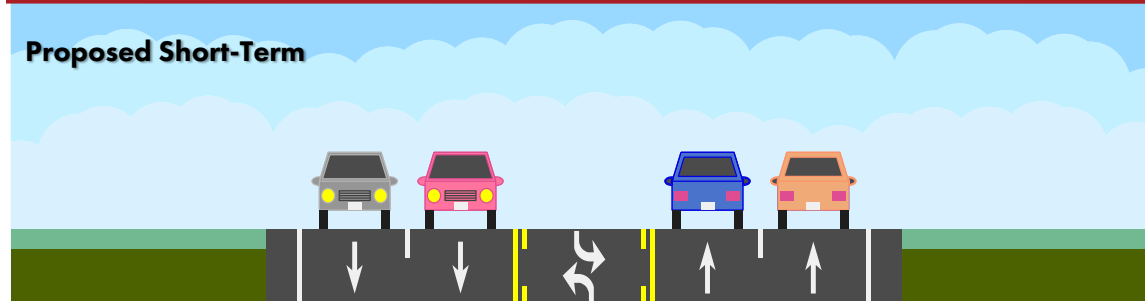
Overall Estimated Cost: \$ 9,360,541

## Cross Sections

### Existing



### Proposed Short-Term



## Segment Characteristics

Segment Length (mi)	0.9	Existing Shoulder	N/A
Posted Speed Limit	TBD	Proposed Shoulder	Yes
Existing Number of Lanes	0	Existing Sidewalk	N/A
Proposed Number of Lanes	4	Proposed Sidewalk	No
Existing Center Type	N/A	Existing Bike Facility	N/A
Proposed Center Type	Two-Way Left Turn Lane	Proposed Bike Facility	No

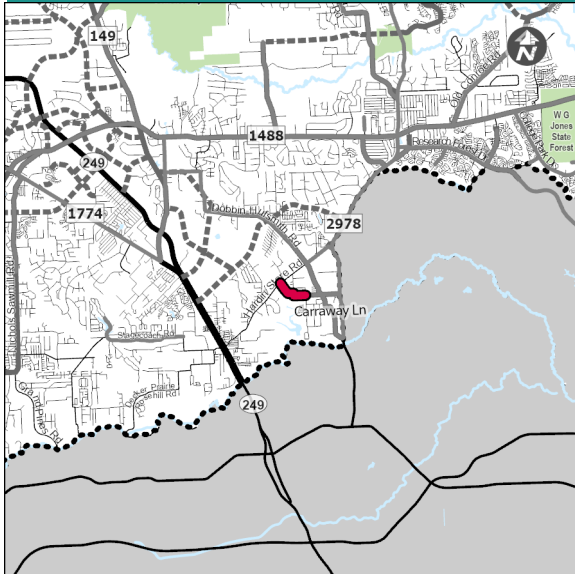
Corridor Segment 36.1

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

# CARRAWAY LN FROM HARDIN STORE RD TO NORTH CREEK DR

37.1

## Segment Key Map



## Recommended Improvements

### Short-Term Recommendations

Total Short-Term Estimated Costs: \$ -

None

### Long-Term Recommendations

Total Long-Term Estimated Costs: \$ 9,333,023

Extension/New Road (\$9,333,023)

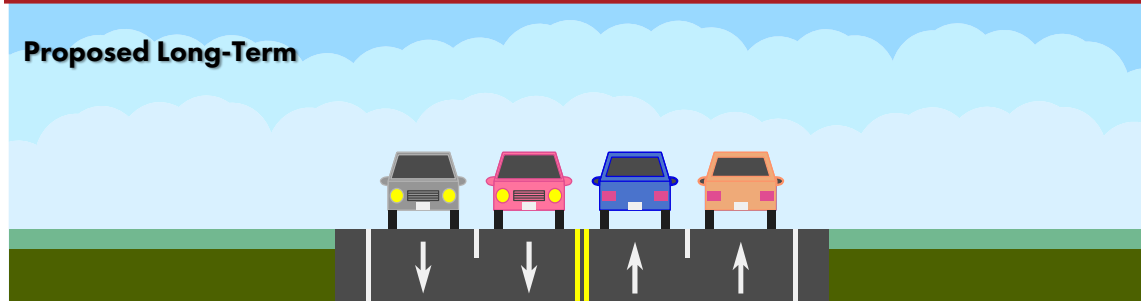
Overall Estimated Cost: \$ 9,333,023

## Cross Sections

### Existing



### Proposed Long-Term



## Segment Characteristics

Segment Length (mi)	0.9	Existing Shoulder	N/A
Posted Speed Limit	TBD	Proposed Shoulder	Yes
Existing Number of Lanes	0	Existing Sidewalk	N/A
Proposed Number of Lanes	4	Proposed Sidewalk	No
Existing Center Type	N/A	Existing Bike Facility	N/A
Proposed Center Type	Undivided	Proposed Bike Facility	No

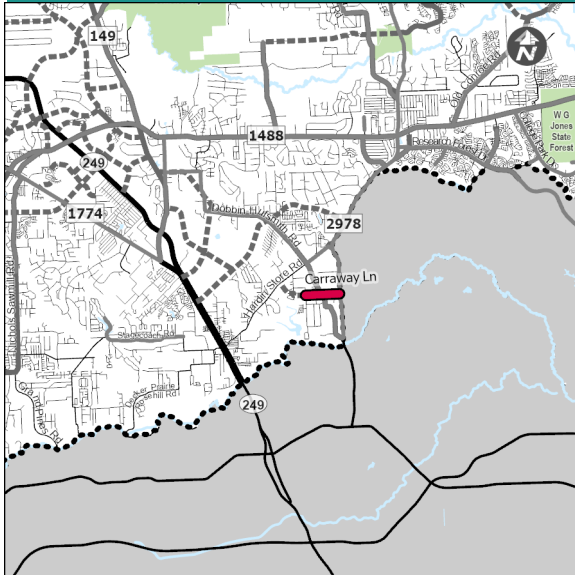
Corridor Segment 37.1

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

# CARRAWAY LN FROM NORTH CREEK DR TO FM 2978

37.2

## Segment Key Map



## Recommended Improvements

**Short-Term Recommendations** Total Short-Term Estimated Costs: \$ 18,625

Restriping [W of Dobbin Hufsmith Rd - FM 2978] (\$18,625)

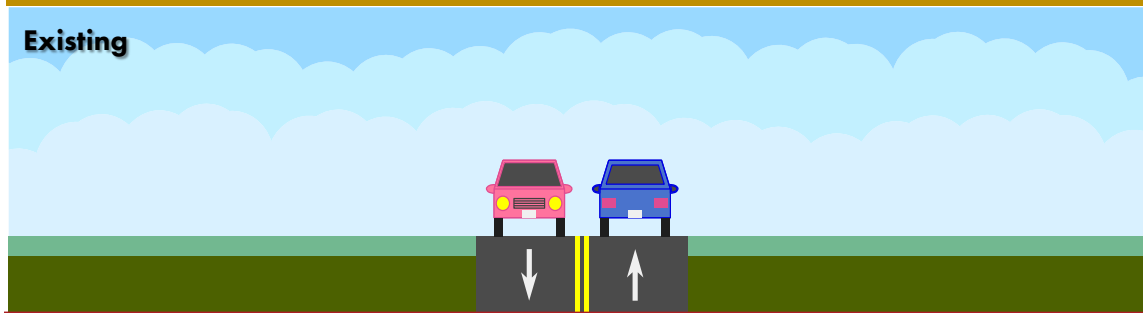
**Long-Term Recommendations** Total Long-Term Estimated Costs: \$ 9,787,638

Widening (\$9,787,638)

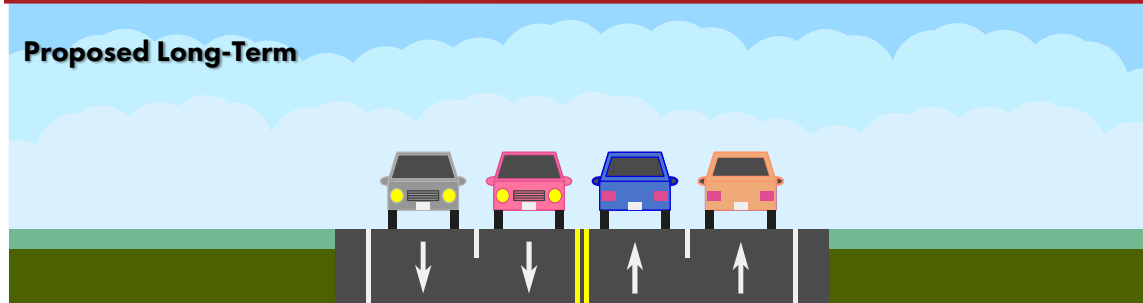
**Overall Estimated Cost: \$ 9,806,263**

## Cross Sections

### Existing



### Proposed Long-Term



## Segment Characteristics

Segment Length (mi)	1.0	Existing Shoulder	No
Posted Speed Limit	30	Proposed Shoulder	Yes
Existing Number of Lanes	2	Existing Sidewalk	No
Proposed Number of Lanes	4	Proposed Sidewalk	No
Existing Center Type	Undivided	Existing Bike Facility	No
Proposed Center Type	Undivided	Proposed Bike Facility	No

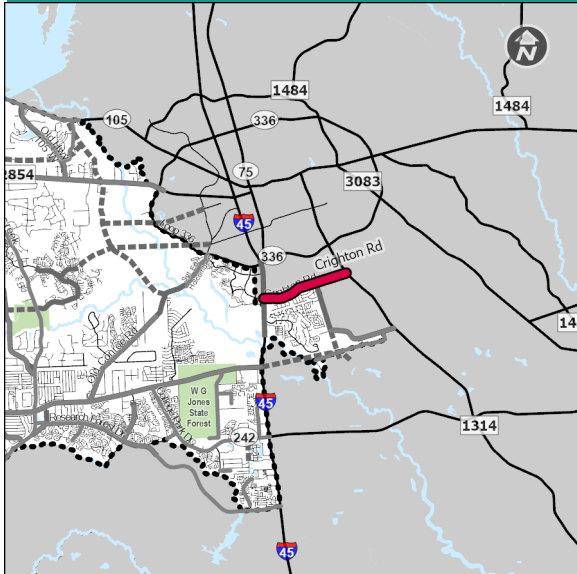
Corridor Segment 37.2

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

# CRIGHTON RD FROM I-45 TO FM 1314

38.1

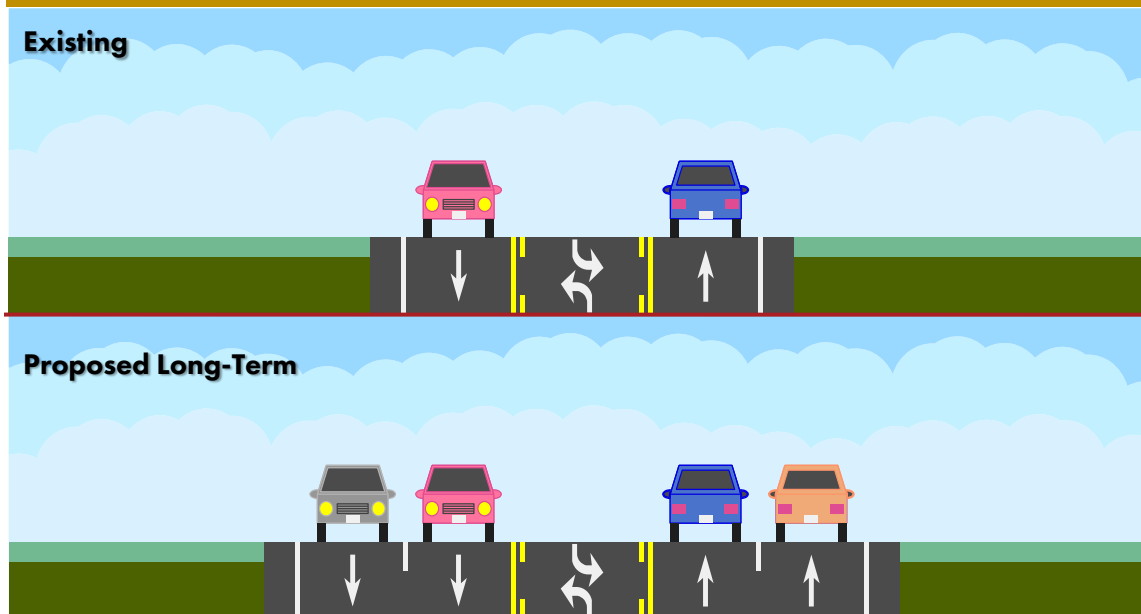
## Segment Key Map



## Recommended Improvements

<b>Short-Term Recommendations</b>		Total Short-Term Estimated Costs: \$	44,859
Restriping (\$44,859)			
<b>Long-Term Recommendations</b>		Total Long-Term Estimated Costs: \$	17,943,565
Widening (\$17,943,565)			
		Overall Estimated Cost: \$	17,988,424

## Cross Sections



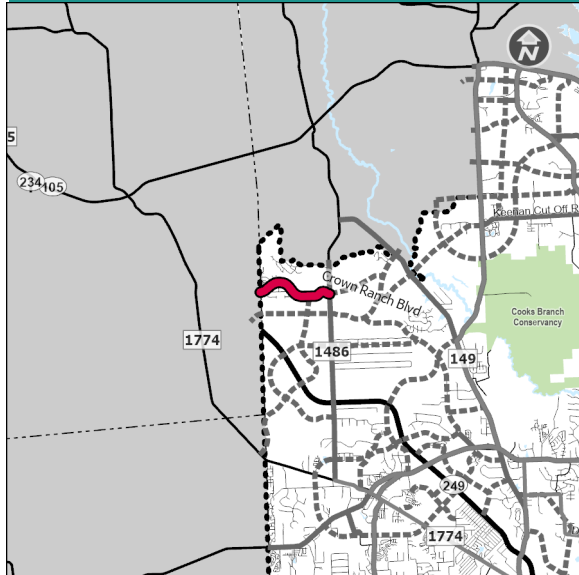
## Segment Characteristics

Segment Length (mi)	1.8	Existing Shoulder	Yes (5')
Posted Speed Limit	45	Proposed Shoulder	Yes
Existing Number of Lanes	2	Existing Sidewalk	No
Proposed Number of Lanes	4	Proposed Sidewalk	No
Existing Center Type	Undivided; Two-Way Left Turn Lane	Existing Bike Facility	No
Proposed Center Type	Two-Way Left Turn Lane	Proposed Bike Facility	No

# CROWN RANCH BLVD FROM GRIMES COUNTY LINE TO FM 1486

39.1

## Segment Key Map



## Recommended Improvements

### Short-Term Recommendations

None

Total Short-Term Estimated Costs: \$

-

### Long-Term Recommendations

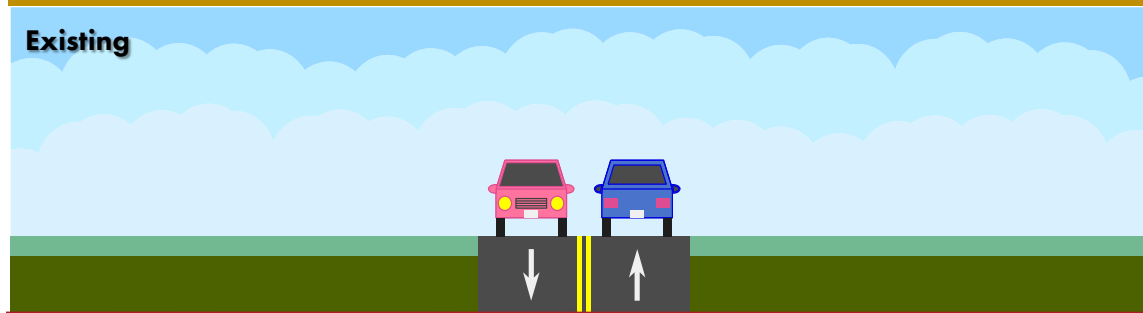
Widening (\$22,899,616)

Total Long-Term Estimated Costs: \$ 22,899,616

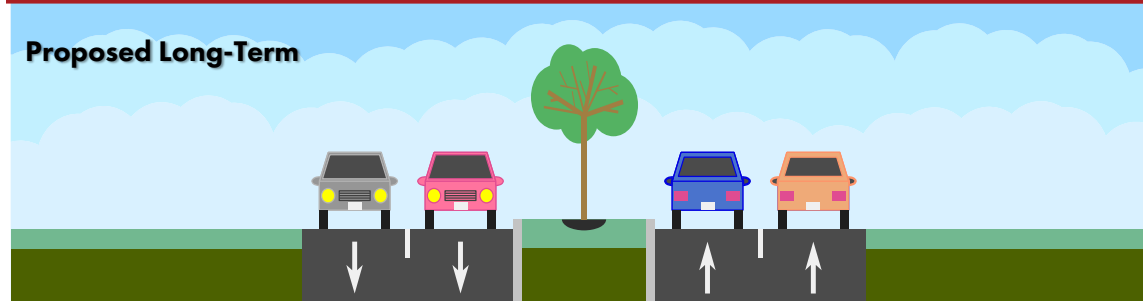
Overall Estimated Cost: \$ 22,899,616

## Cross Sections

### Existing



### Proposed Long-Term



## Segment Characteristics

Segment Length (mi)	2.3	Existing Shoulder	No
Posted Speed Limit	30	Proposed Shoulder	No
Existing Number of Lanes	2	Existing Sidewalk	No
Proposed Number of Lanes	4	Proposed Sidewalk	No
Existing Center Type	Undivided	Existing Bike Facility	No
Proposed Center Type	Raised Median	Proposed Bike Facility	No

Corridor Segment 39.1

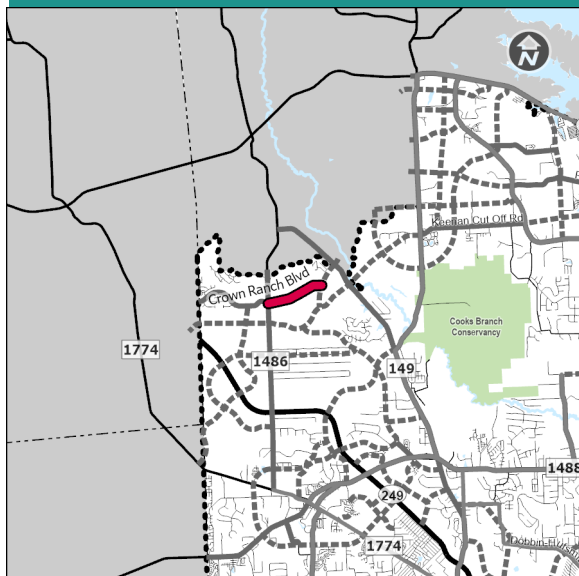
Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.



# CROWN RANCH BLVD FROM FM 1486 TO NEW RD

39.2

## Segment Key Map



## Recommended Improvements

### Short-Term Recommendations

Total Short-Term Estimated Costs: \$ -

None

### Long-Term Recommendations

Total Long-Term Estimated Costs: \$ 16,532,828

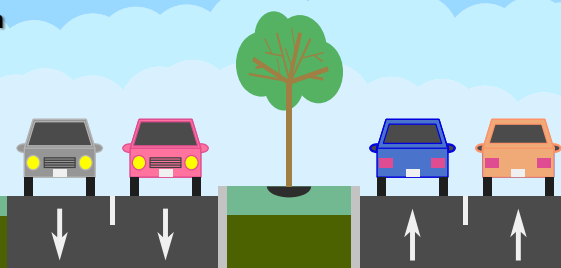
Extension/New Road (\$16,532,828)

Overall Estimated Cost: \$ 16,532,828

## Cross Sections

### Existing

### Proposed Long-Term



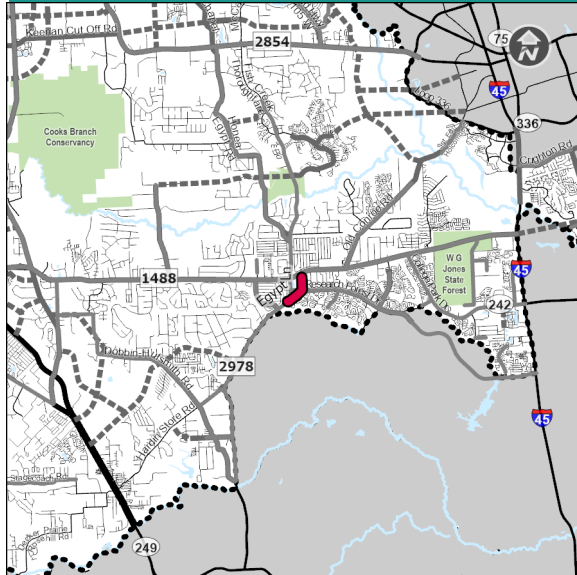
## Segment Characteristics

Segment Length (mi)	1.7	Existing Shoulder	N/A
Posted Speed Limit	TBD	Proposed Shoulder	No
Existing Number of Lanes	0	Existing Sidewalk	N/A
Proposed Number of Lanes	4	Proposed Sidewalk	No
Existing Center Type	N/A	Existing Bike Facility	N/A
Proposed Center Type	Raised Median	Proposed Bike Facility	No

Corridor Segment 39.2

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

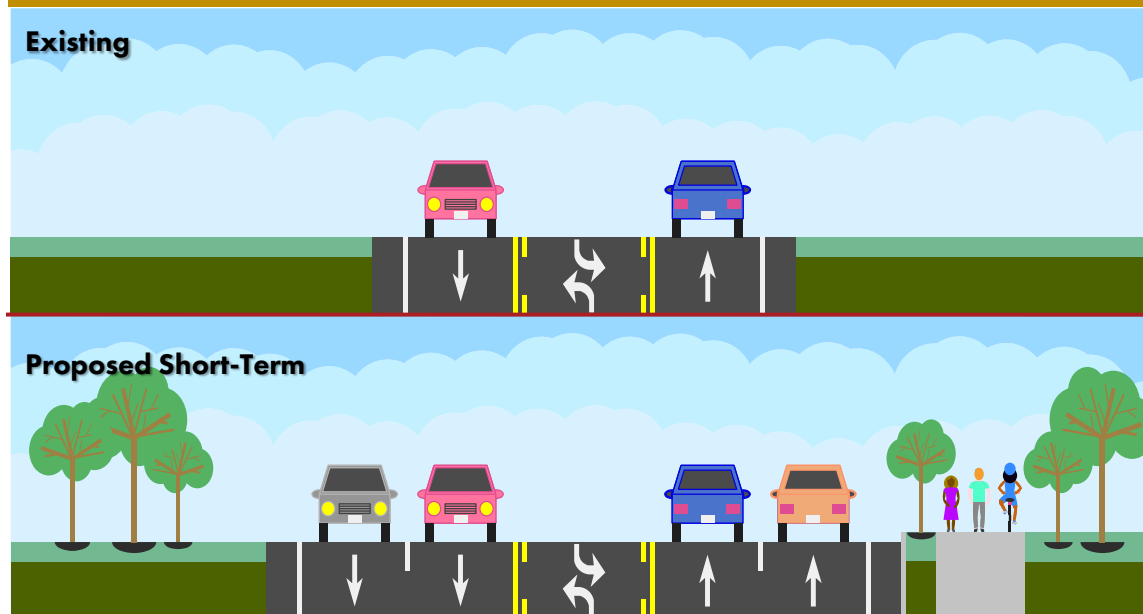
**Segment Key Map**



**Recommended Improvements**

<b>Short-Term Recommendations</b>		<b>Total Short-Term Estimated Costs: \$</b>	<b>10,277,673</b>
Resurface Roadway [Research Forest Dr - FM 2978] (\$348,434)			
Widening (\$9,171,984)			
Install Separated Shared Use Path - Adjacent to Road [Research Forest Dr - Existing Trail (Alden Bridge Dr)] (\$757,			
<b>Long-Term Recommendations</b>		<b>Total Long-Term Estimated Costs: \$</b>	<b>-</b>
None			
		<b>Overall Estimated Cost: \$</b>	<b>10,277,673</b>

**Cross Sections**



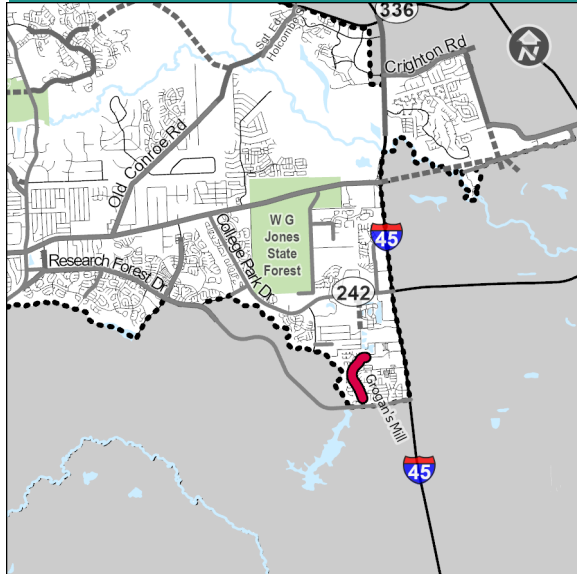
**Segment Characteristics**

Segment Length (mi)	0.9	Existing Shoulder	Yes (5')
Posted Speed Limit	30	Proposed Shoulder	Yes
Existing Number of Lanes	2	Existing Sidewalk	No
Proposed Number of Lanes	4	Proposed Sidewalk	Shared Use Path
Existing Center Type	Undivided; Two-Way Left Turn Lane	Existing Bike Facility	No
Proposed Center Type	Two-Way Left Turn Lane	Proposed Bike Facility	Shared Use Path

# GROGAN'S MILL RD FROM VISION PARK BLVD TO RESEARCH FOREST DR

43.1

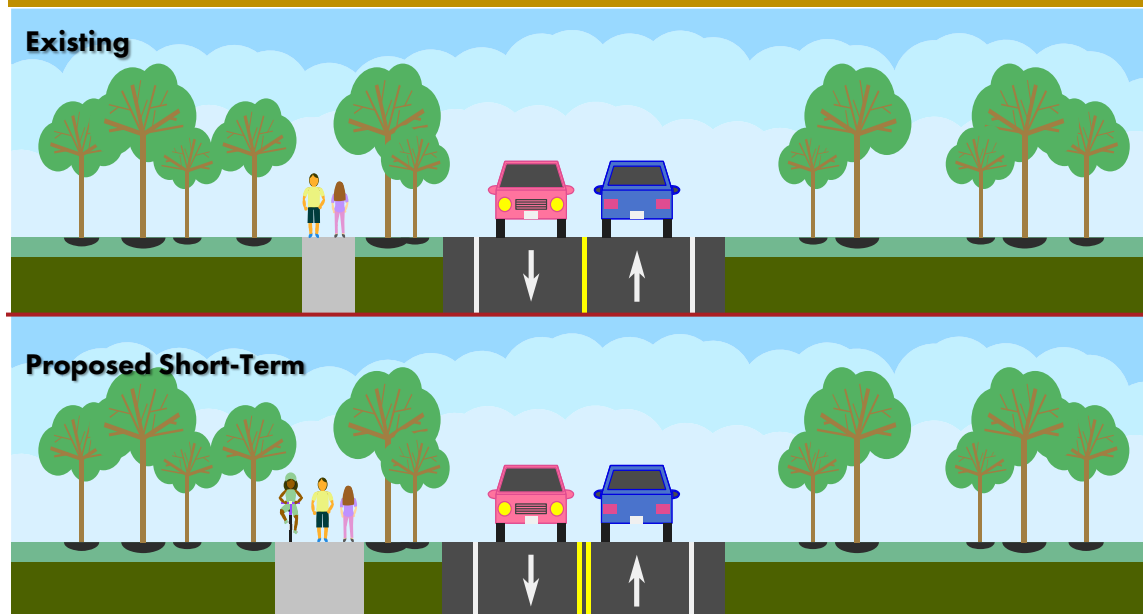
## Segment Key Map



## Recommended Improvements

<b>Short-Term Recommendations</b>	<b>Total Short-Term Estimated Costs: \$</b>	<b>98,722</b>
Restriping (\$23,126)		
Widen Existing Sidewalk to Shared Use Path - Adjacent to Road [East of Columbia Ct - Existing Sidewalk] (\$75,596)		
<b>Long-Term Recommendations</b>	<b>Total Long-Term Estimated Costs: \$</b>	<b>-</b>
None		
<b>Overall Estimated Cost: \$</b>		<b>98,722</b>

## Cross Sections



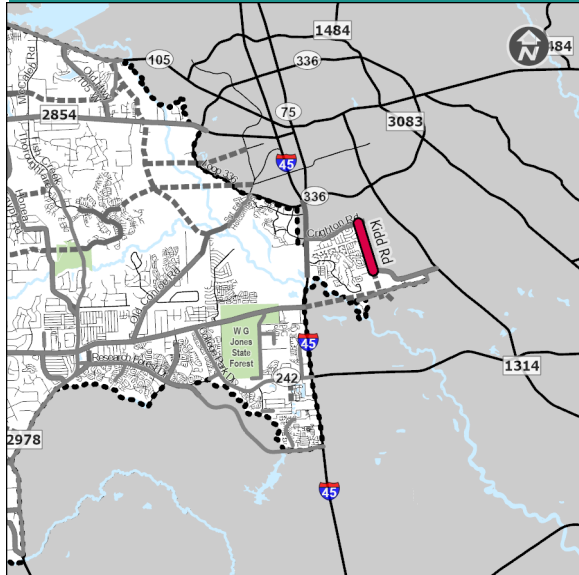
## Segment Characteristics

Segment Length (mi)	0.9	Existing Shoulder	Yes (8')
Posted Speed Limit	35	Proposed Shoulder	Yes
Existing Number of Lanes	2	Existing Sidewalk	Yes (Only on west side of street)
Proposed Number of Lanes	2	Proposed Sidewalk	Shared Use Path
Existing Center Type	Undivided	Existing Bike Facility	Disconnected Shared Use Path
Proposed Center Type	Undivided	Proposed Bike Facility	Shared Use Path

# KIDD RD FROM CRIGHTON RD TO STIDHAM RD

44.1

## Segment Key Map



## Recommended Improvements

### Short-Term Recommendations

Total Short-Term Estimated Costs: \$ -

None

### Long-Term Recommendations

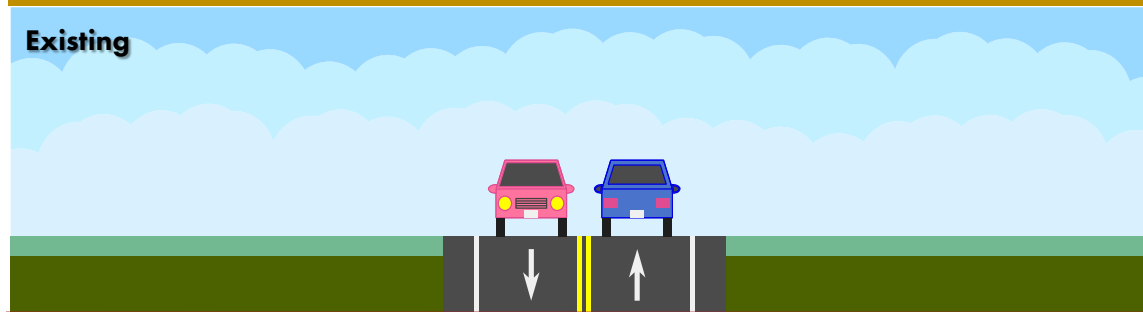
Total Long-Term Estimated Costs: \$ 14,500,239

Widening (\$14,500,239)

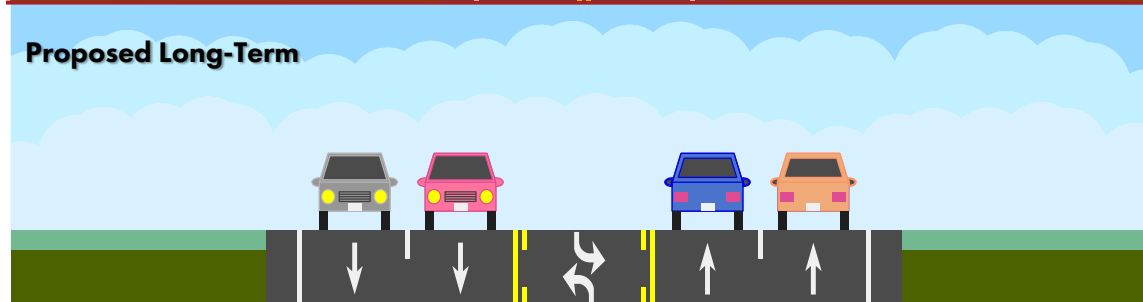
Overall Estimated Cost: \$ 14,500,239

## Cross Sections

### Existing



### Proposed Long-Term



## Segment Characteristics

Segment Length (mi)	1.5	Existing Shoulder	Yes (1')
Posted Speed Limit	35 MPH; 45 MPH	Proposed Shoulder	Yes
Existing Number of Lanes	2	Existing Sidewalk	No
Proposed Number of Lanes	4	Proposed Sidewalk	No
Existing Center Type	Undivided	Existing Bike Facility	No
Proposed Center Type	Two-Way Left Turn Lane	Proposed Bike Facility	No

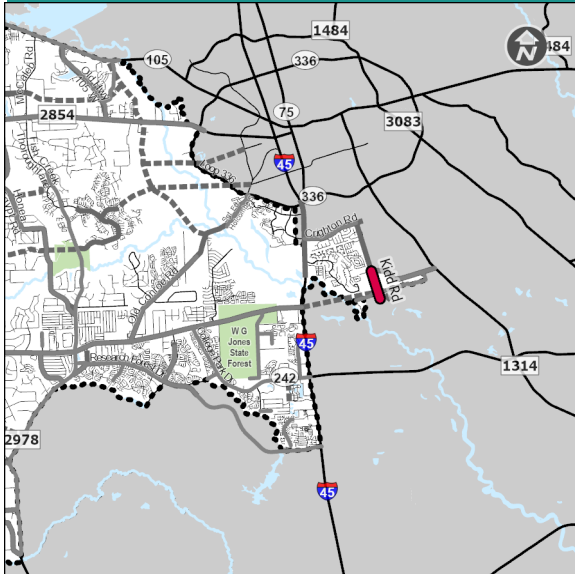
Corridor Segment 44.1

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

# KIDD RD FROM STIDHAM RD TO SH 242

44.2

## Segment Key Map



## Recommended Improvements

Short-Term Recommendations		Total Short-Term Estimated Costs: \$	-
None			
Long-Term Recommendations		Total Long-Term Estimated Costs: \$	8,458,359
Extension/New Road (\$8,458,359)			
Overall Estimated Cost: \$			8,458,359

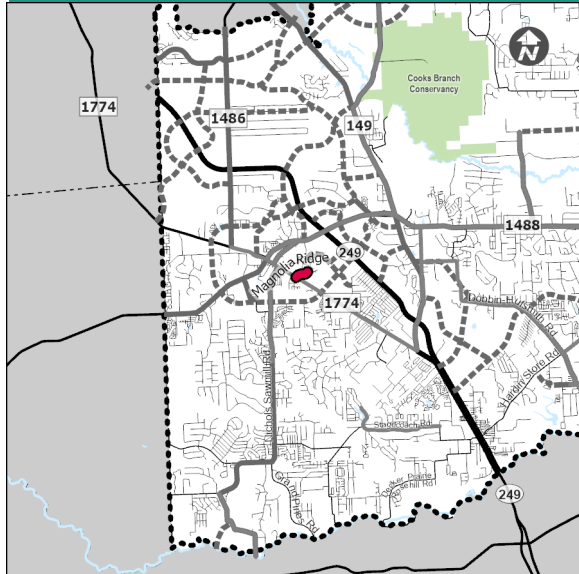
## Cross Sections



## Segment Characteristics

Segment Length (mi)	0.8	Existing Shoulder	N/A
Posted Speed Limit	TBD	Proposed Shoulder	Yes
Existing Number of Lanes	0	Existing Sidewalk	N/A
Proposed Number of Lanes	4	Proposed Sidewalk	No
Existing Center Type	N/A	Existing Bike Facility	N/A
Proposed Center Type	Two-Way Left Turn Lane	Proposed Bike Facility	No

**Segment Key Map**



**Recommended Improvements**

**Short-Term Recommendations**

Total Short-Term Estimated Costs: \$ 3,873,647

Extension/New Road (\$3,873,647)

**Long-Term Recommendations**

Total Long-Term Estimated Costs: \$ -

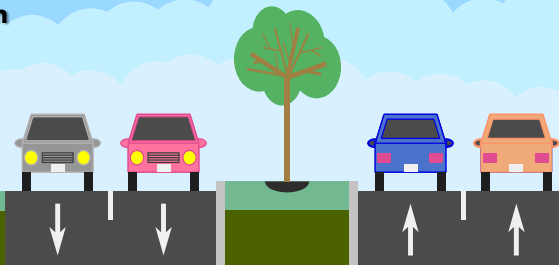
None

Overall Estimated Cost: \$ 3,873,647

**Cross Sections**

**Existing**

**Proposed Short-Term**

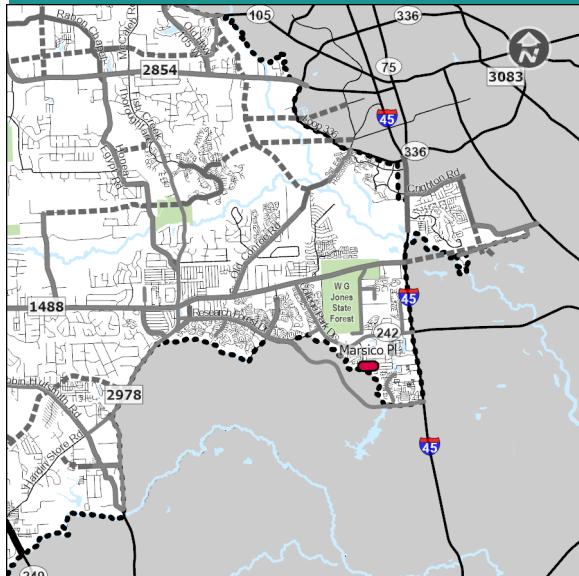


**Segment Characteristics**

Segment Length (mi)	0.4	Existing Shoulder	N/A
Posted Speed Limit	TBD	Proposed Shoulder	No
Existing Number of Lanes	0	Existing Sidewalk	N/A
Proposed Number of Lanes	4	Proposed Sidewalk	No
Existing Center Type	N/A	Existing Bike Facility	N/A
Proposed Center Type	Raised Median	Proposed Bike Facility	No



**Segment Key Map**

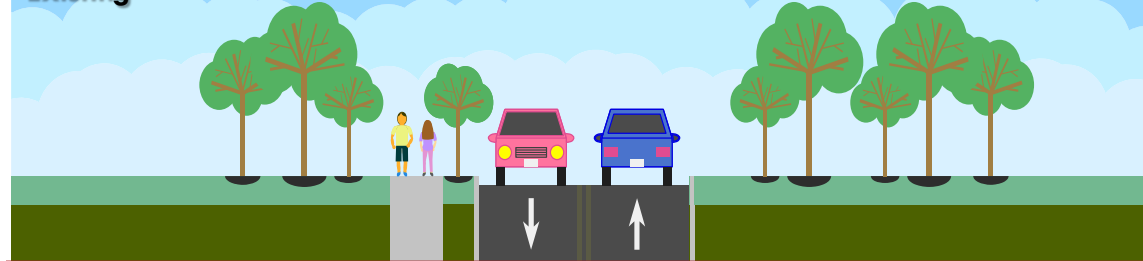


**Recommended Improvements**

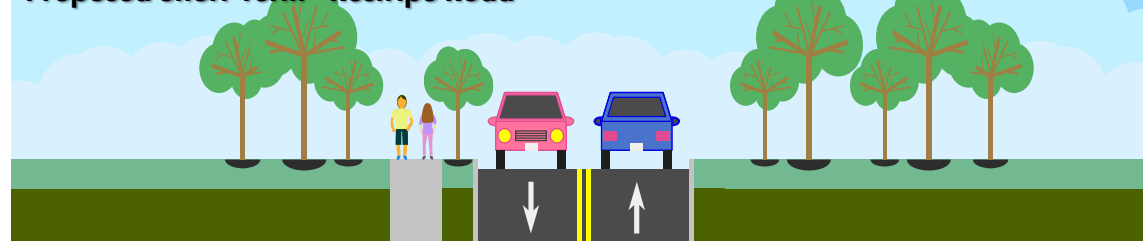
<b>Short-Term Recommendations</b>		Total Short-Term Estimated Costs: \$	7,757
Restriping (\$7,757)			
<b>Long-Term Recommendations</b>		Total Long-Term Estimated Costs: \$	-
None			
		Overall Estimated Cost: \$	7,757

**Cross Sections**

**Existing**



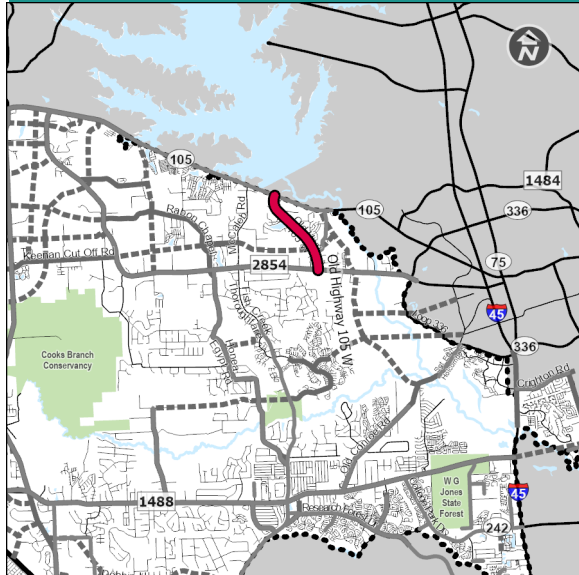
**Proposed Short-Term - Restripe Road**



**Segment Characteristics**

Segment Length (mi)	0.3	Existing Shoulder	No
Posted Speed Limit	30	Proposed Shoulder	No
Existing Number of Lanes	2	Existing Sidewalk	Yes (Only On South Side Of Marisco Pl)
Proposed Number of Lanes	2	Proposed Sidewalk	Yes (Only On South Side Of Marisco Pl)
Existing Center Type	Undivided	Existing Bike Facility	No
Proposed Center Type	Undivided	Proposed Bike Facility	No

**Segment Key Map**



**Recommended Improvements**

**Short-Term Recommendations**

Total Short-Term Estimated Costs: \$ 27,968,371

Resurface Roadway (\$1,717,834)  
Widening (\$26,250,536)

**Long-Term Recommendations**

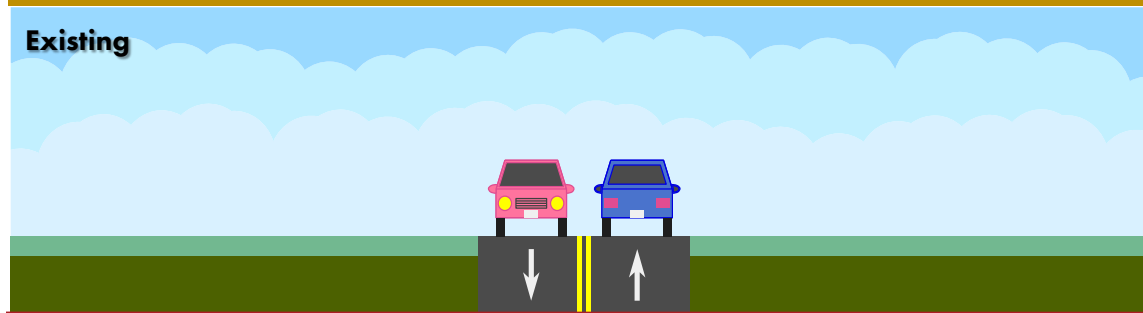
Total Long-Term Estimated Costs: \$ -

None

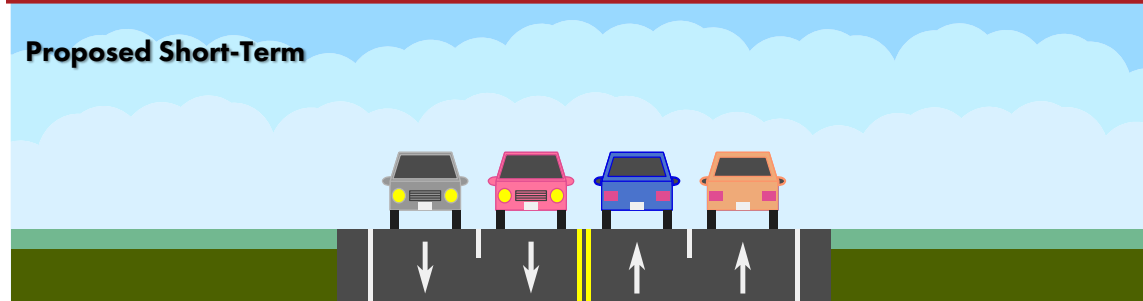
Overall Estimated Cost: \$ 27,968,371

**Cross Sections**

**Existing**



**Proposed Short-Term**



**Segment Characteristics**

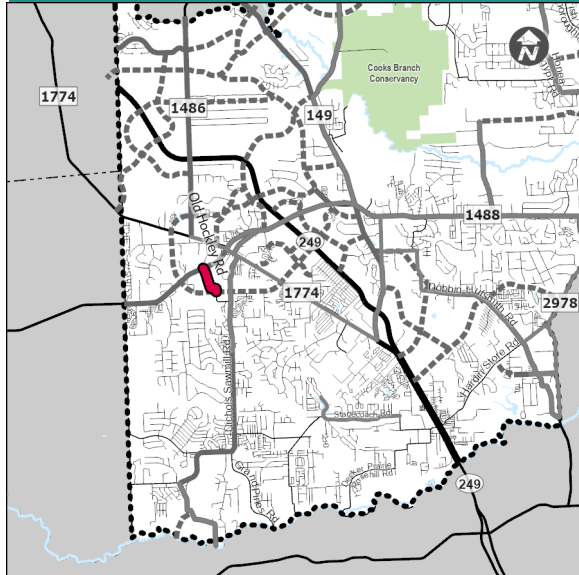
Segment Length (mi)	2.6	Existing Shoulder	No
Posted Speed Limit	40	Proposed Shoulder	Yes
Existing Number of Lanes	2	Existing Sidewalk	No
Proposed Number of Lanes	4	Proposed Sidewalk	No
Existing Center Type	Undivided	Existing Bike Facility	No
Proposed Center Type	Undivided	Proposed Bike Facility	No

# Montgomery County Precinct 2 Mobility Study, Corridor Summary Sheets

## OLD HOCKLEY RD FROM FM 1488 TO MAGNOLIA LOOP

51.1

### Segment Key Map



### Recommended Improvements

#### Short-Term Recommendations

Total Short-Term Estimated Costs: \$ -

None

#### Long-Term Recommendations

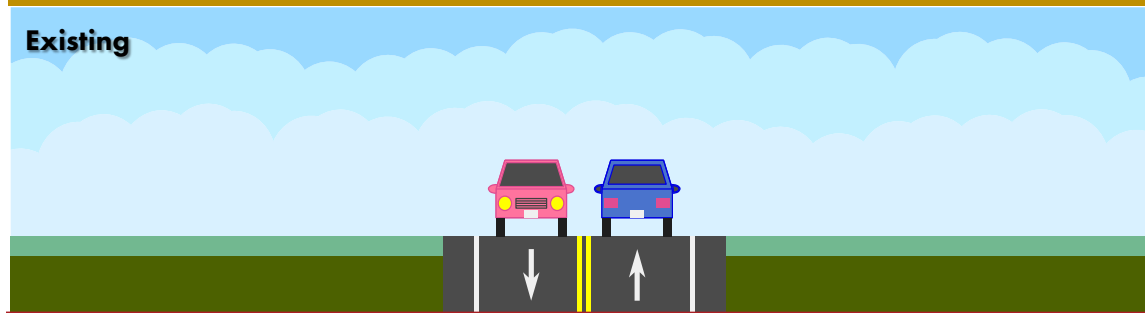
Total Long-Term Estimated Costs: \$ 8,641,156

Widening (\$8,641,156)

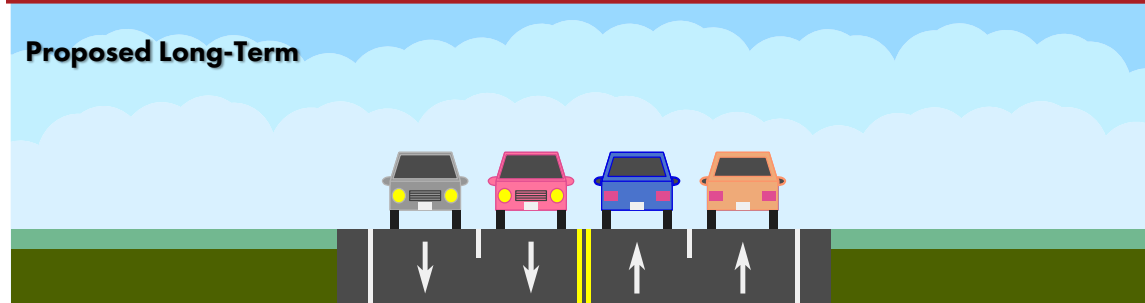
Overall Estimated Cost: \$ 8,641,156

### Cross Sections

#### Existing



#### Proposed Long-Term



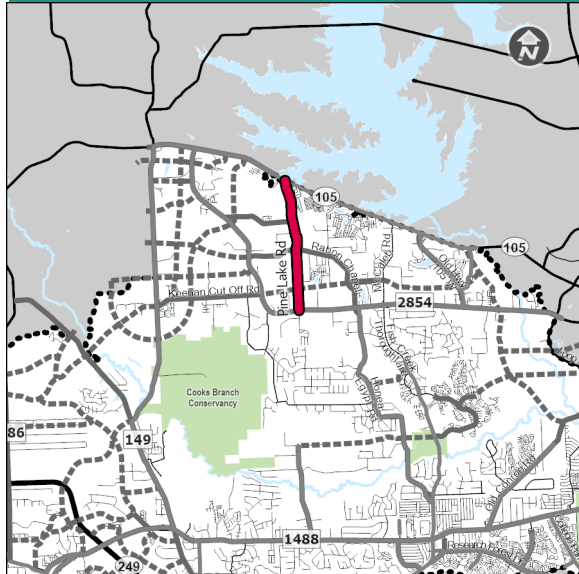
### Segment Characteristics

Segment Length (mi)	0.9	Existing Shoulder	Yes (1'-6")
Posted Speed Limit	35	Proposed Shoulder	Yes
Existing Number of Lanes	2	Existing Sidewalk	No
Proposed Number of Lanes	4	Proposed Sidewalk	No
Existing Center Type	Undivided	Existing Bike Facility	No
Proposed Center Type	Undivided	Proposed Bike Facility	No

# PINE LAKE RD FROM SH 105 TO FM 2854

53.1

## Segment Key Map



## Recommended Improvements

### Short-Term Recommendations

None

Total Short-Term Estimated Costs: \$

-

### Long-Term Recommendations

Extension/New Road (\$38,121,126)

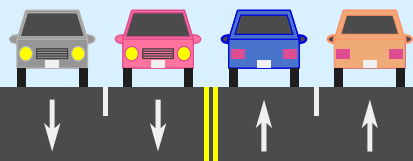
Total Long-Term Estimated Costs: \$ 38,121,126

Overall Estimated Cost: \$ 38,121,126

## Cross Sections

### Existing

### Proposed Long-Term



## Segment Characteristics

Segment Length (mi)	3.8	Existing Shoulder	N/A
Posted Speed Limit	TBD	Proposed Shoulder	Yes
Existing Number of Lanes	0	Existing Sidewalk	N/A
Proposed Number of Lanes	4	Proposed Sidewalk	No
Existing Center Type	N/A	Existing Bike Facility	N/A
Proposed Center Type	Undivided	Proposed Bike Facility	No

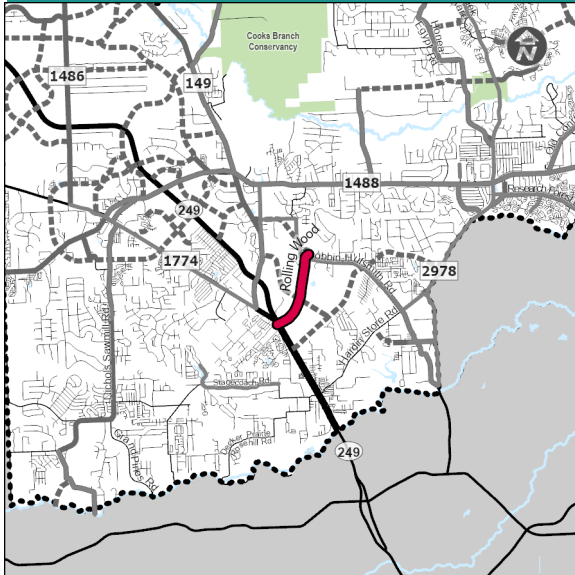
Corridor Segment 53.1

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

# ROLLING WOOD FROM DOBBIN-HUFSMITH RD TO SH 249

55.1

## Segment Key Map



## Recommended Improvements

### Short-Term Recommendations

Total Short-Term Estimated Costs: \$ -

None

### Long-Term Recommendations

Total Long-Term Estimated Costs: \$ 23,637,090

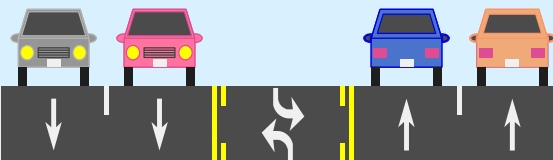
Extension/New Road (\$23,637,090)

Overall Estimated Cost: \$ 23,637,090

## Cross Sections

### Existing

### Proposed Long-Term



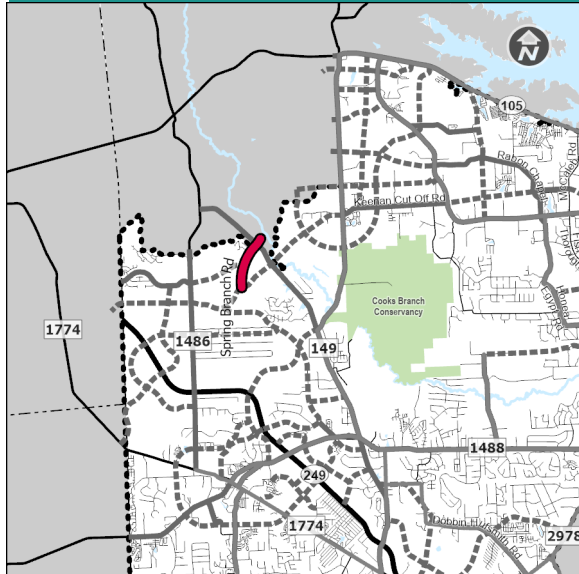
## Segment Characteristics

Segment Length (mi)	2.4	Existing Shoulder	N/A
Posted Speed Limit	TBD	Proposed Shoulder	Yes
Existing Number of Lanes	0	Existing Sidewalk	N/A
Proposed Number of Lanes	4	Proposed Sidewalk	No
Existing Center Type	N/A	Existing Bike Facility	N/A
Proposed Center Type	Two-Way Left Turn Lane	Proposed Bike Facility	No

# SPRING BRANCH RD FROM JACKSON RD TO KEENAN CUT OFF RD (PROPOSED)

57.1

## Segment Key Map



## Recommended Improvements

### Short-Term Recommendations

Total Short-Term Estimated Costs: \$ -

None

### Long-Term Recommendations

Total Long-Term Estimated Costs: \$ 15,596,045

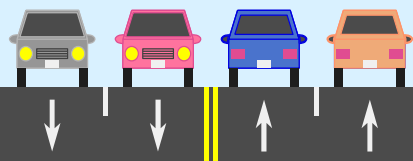
Extension/New Road (\$15,596,045)

Overall Estimated Cost: \$ 15,596,045

## Cross Sections

### Existing

### Proposed Long-Term



## Segment Characteristics

Segment Length (mi)	1.6	Existing Shoulder	N/A
Posted Speed Limit	TBD	Proposed Shoulder	Yes
Existing Number of Lanes	0	Existing Sidewalk	N/A
Proposed Number of Lanes	4	Proposed Sidewalk	No
Existing Center Type	N/A	Existing Bike Facility	N/A
Proposed Center Type	Undivided	Proposed Bike Facility	No

Corridor Segment 57.1

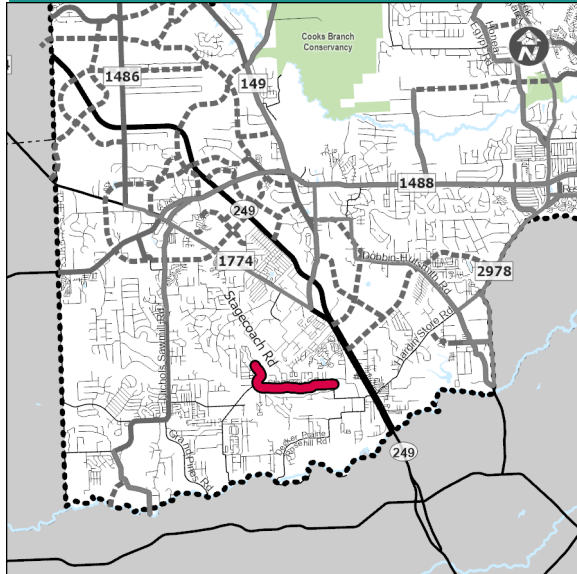
Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.



# STAGECOACH RD FROM CIMMARON/SURREY TO DECKER PRAIRIE RD

58.1

## Segment Key Map



## Recommended Improvements

### Short-Term Recommendations

Total Short-Term Estimated Costs: \$ 72,422

Restriping (\$72,422)

### Long-Term Recommendations

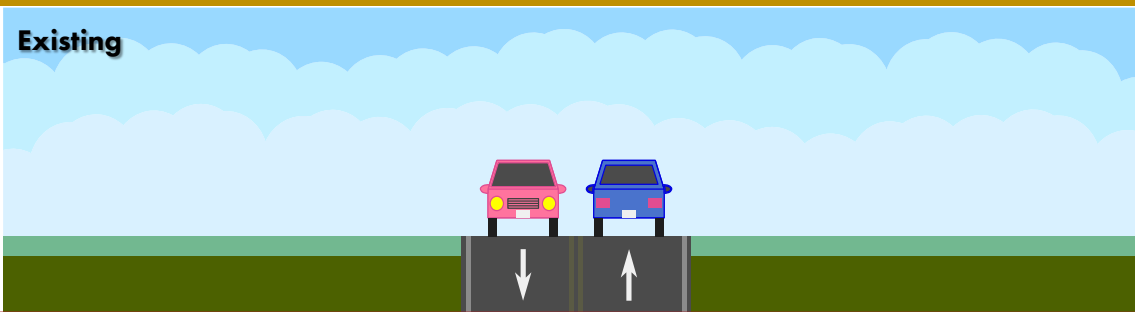
Total Long-Term Estimated Costs: \$ -

None

Overall Estimated Cost: \$ 72,422

## Cross Sections

### Existing



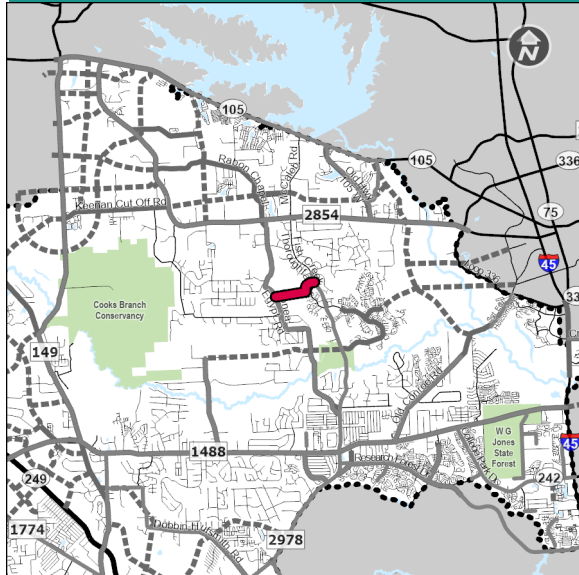
### Proposed Short-Term - Restripe Road



## Segment Characteristics

Segment Length (mi)	2.9	Existing Shoulder	Yes (1')
Posted Speed Limit	35	Proposed Shoulder	Yes
Existing Number of Lanes	2	Existing Sidewalk	No
Proposed Number of Lanes	2	Proposed Sidewalk	No
Existing Center Type	Undivided	Existing Bike Facility	No
Proposed Center Type	Undivided	Proposed Bike Facility	No

**Segment Key Map**



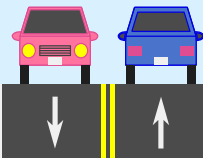
**Recommended Improvements**

<b>Short-Term Recommendations</b>		Total Short-Term Estimated Costs: \$	8,037,126
Extension/New Road (\$8,037,126)			
<b>Long-Term Recommendations</b>		Total Long-Term Estimated Costs: \$	-
None			
		Overall Estimated Cost: \$	8,037,126

**Cross Sections**

**Existing**

**Proposed Short-Term**



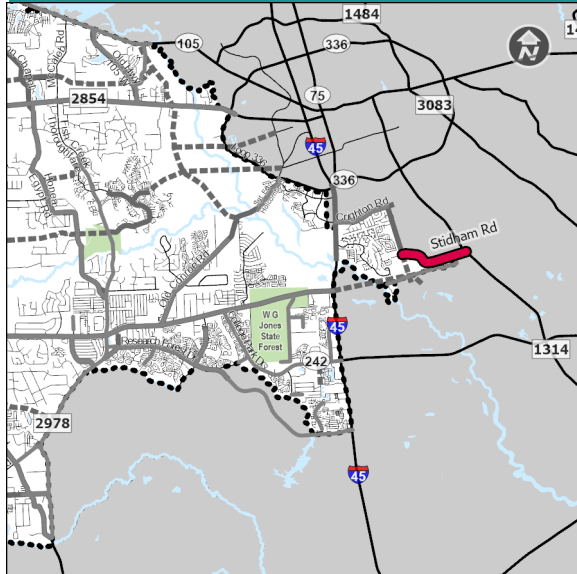
**Segment Characteristics**

Segment Length (mi)	1.3	Existing Shoulder	N/A
Posted Speed Limit	TBD	Proposed Shoulder	Yes
Existing Number of Lanes	0	Existing Sidewalk	N/A
Proposed Number of Lanes	2	Proposed Sidewalk	No
Existing Center Type	N/A	Existing Bike Facility	N/A
Proposed Center Type	Undivided	Proposed Bike Facility	No

# STIDHAM RD FROM KIDD RD TO FM 1314

60.1

## Segment Key Map



## Recommended Improvements

### Short-Term Recommendations

Total Short-Term Estimated Costs: \$ 1,301,512

Install Signing (\$20,000)  
Resurface Roadway (\$1,281,512)

### Long-Term Recommendations

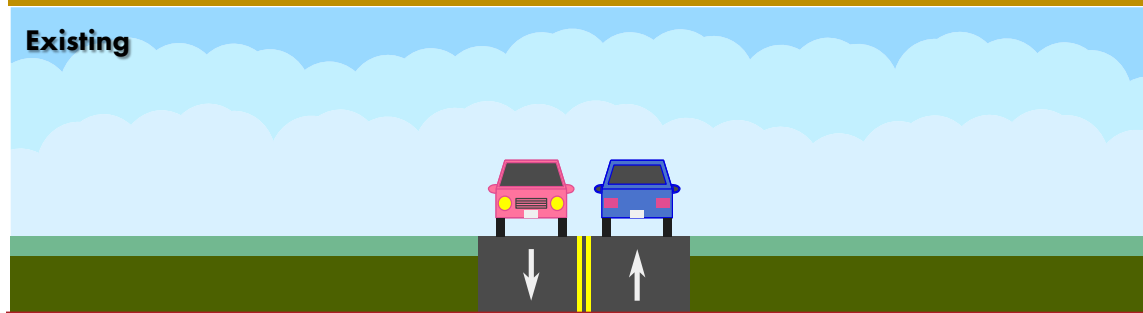
Total Long-Term Estimated Costs: \$ 19,715,568

Widening (\$19,715,568)

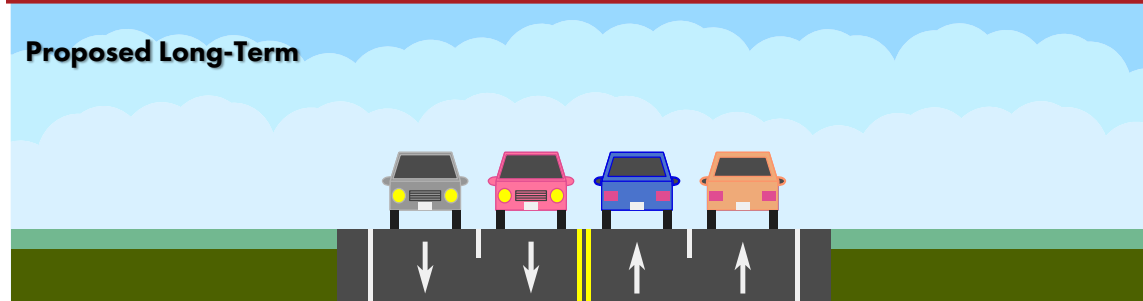
Overall Estimated Cost: \$ 21,017,080

## Cross Sections

### Existing



### Proposed Long-Term



## Segment Characteristics

Segment Length (mi)	2.0	Existing Shoulder	No
Posted Speed Limit	40	Proposed Shoulder	Yes
Existing Number of Lanes	2	Existing Sidewalk	No
Proposed Number of Lanes	4	Proposed Sidewalk	No
Existing Center Type	Undivided	Existing Bike Facility	No
Proposed Center Type	Undivided	Proposed Bike Facility	No

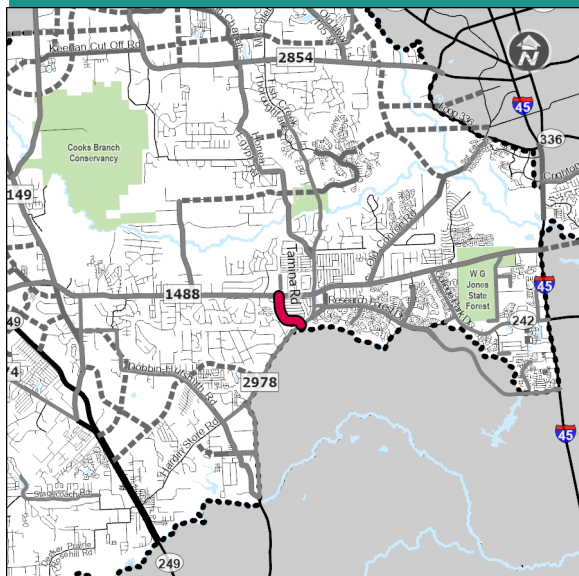
Corridor Segment 60.1

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

# TAMINA RD FROM FM 1488 TO FM 2978

61.1

## Segment Key Map



## Recommended Improvements

**Short-Term Recommendations** Total Short-Term Estimated Costs: \$ 12,598,591

Add Pavement Markings (\$31,418)

Widening (\$12,567,173)

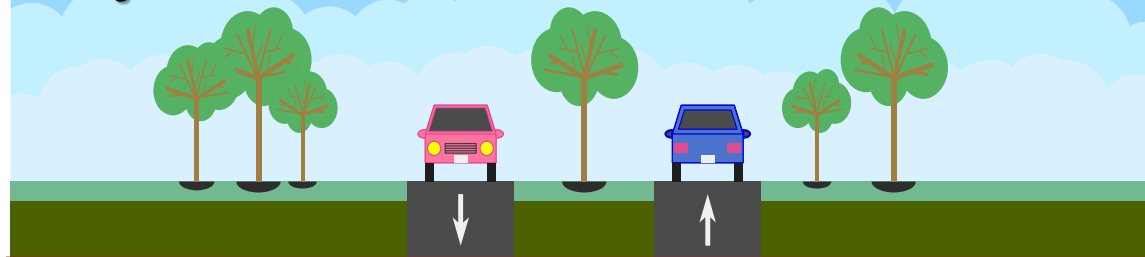
**Long-Term Recommendations** Total Long-Term Estimated Costs: \$ -

None

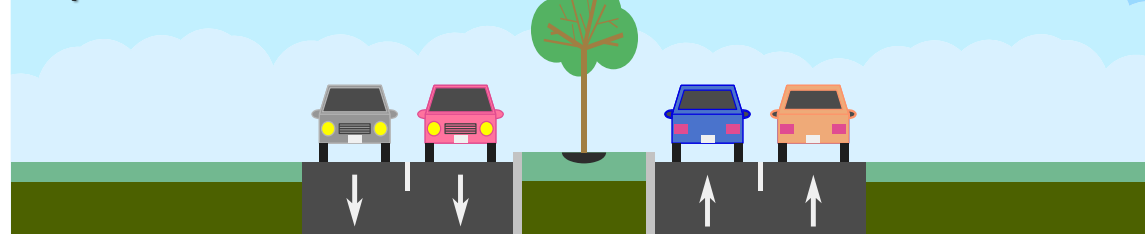
Overall Estimated Cost: \$ 12,598,591

## Cross Sections

### Existing



### Proposed Short-Term



## Segment Characteristics

Segment Length (mi)	1.3	Existing Shoulder	No
Posted Speed Limit	40	Proposed Shoulder	No
Existing Number of Lanes	2	Existing Sidewalk	No
Proposed Number of Lanes	4	Proposed Sidewalk	No
Existing Center Type	Flushed Median	Existing Bike Facility	No
Proposed Center Type	Raised Median	Proposed Bike Facility	No

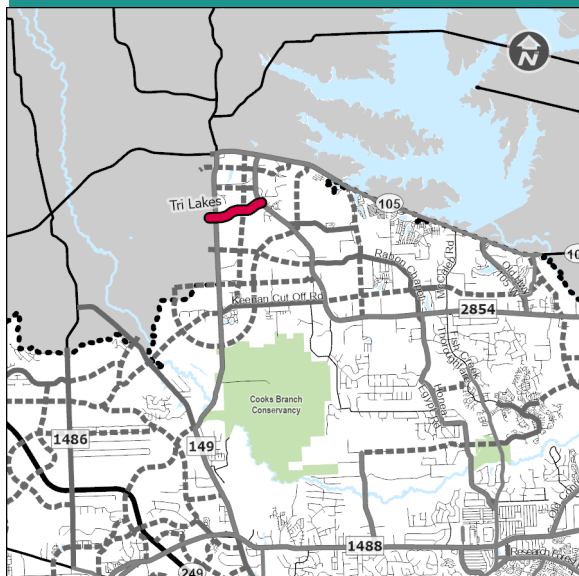
Corridor Segment 61.1

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

# TRI LAKES FROM FM 149 TO FM 2854

63.1

## Segment Key Map



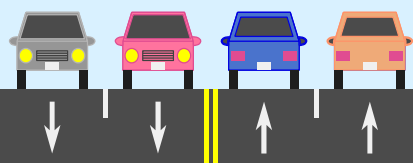
## Recommended Improvements

Short-Term Recommendations		Total Short-Term Estimated Costs: \$	-
None			
Long-Term Recommendations		Total Long-Term Estimated Costs: \$	16,133,555
Extension/New Road (\$16,133,555)			
		Overall Estimated Cost: \$	16,133,555

## Cross Sections

Existing

Proposed Long-Term



## Segment Characteristics

Segment Length (mi)	1.6	Existing Shoulder	N/A
Posted Speed Limit	TBD	Proposed Shoulder	Yes
Existing Number of Lanes	0	Existing Sidewalk	N/A
Proposed Number of Lanes	4	Proposed Sidewalk	No
Existing Center Type	N/A	Existing Bike Facility	N/A
Proposed Center Type	Undivided	Proposed Bike Facility	No

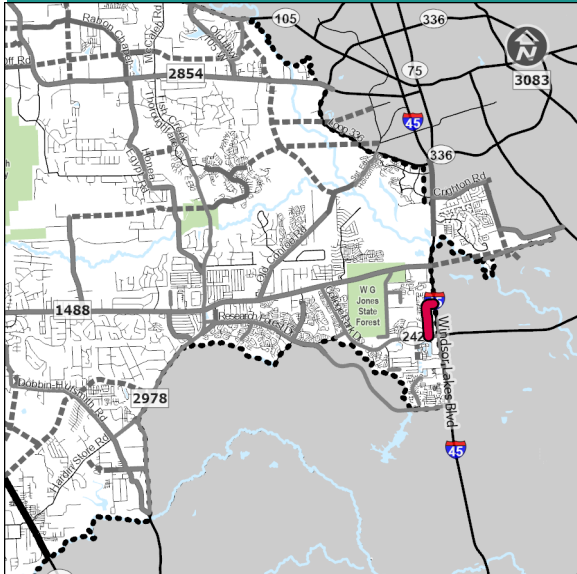
Corridor Segment 63.1

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

# WINDSOR LAKES BLVD FROM IH 45 SBFR TO SH 242

65.1

## Segment Key Map



## Recommended Improvements

<b>Short-Term Recommendations</b>		Total Short-Term Estimated Costs: \$	1,019,360
Restriping (\$44,360)			
Install Separated Shared Use Path - Adjacent to Road [College Park Ditch Trail - SH 242] (\$975,000)			
<b>Long-Term Recommendations</b>		Total Long-Term Estimated Costs: \$	-
None			
		Overall Estimated Cost: \$	1,019,360

## Cross Sections



## Segment Characteristics

Segment Length (mi)	1.1	Existing Shoulder	No
Posted Speed Limit	35	Proposed Shoulder	No
Existing Number of Lanes	4	Existing Sidewalk	No
Proposed Number of Lanes	4	Proposed Sidewalk	Shared Use Path
Existing Center Type	Raised Median; Undivided	Existing Bike Facility	No
Proposed Center Type	Raised Median; Undivided	Proposed Bike Facility	Shared Use Path

Corridor Segment 65.1

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

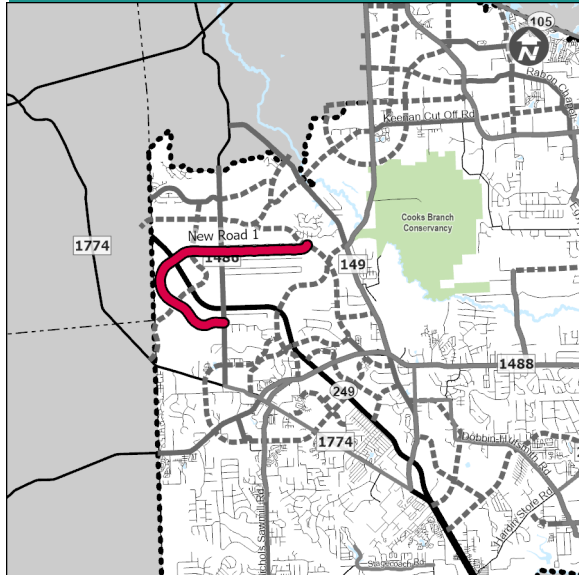


# Montgomery County Precinct 2 Mobility Study, Corridor Summary Sheets

## NEW ROAD 1 FROM FM 1486 TO MILL CREEK RD (PROPOSED)

67.1

### Segment Key Map



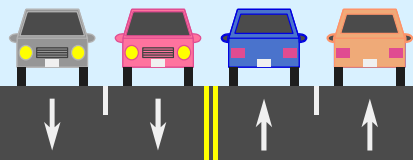
### Recommended Improvements

<b>Short-Term Recommendations</b>	Total Short-Term Estimated Costs: \$	-
None		
<b>Long-Term Recommendations</b>	Total Long-Term Estimated Costs: \$	72,000,389
Extension/New Road (\$72,000,389)		
Overall Estimated Cost: \$ 72,000,389		

### Cross Sections

**Existing**

**Proposed Long-Term**



### Segment Characteristics

Segment Length (mi)	7.2	Existing Shoulder	N/A
Posted Speed Limit	TBD	Proposed Shoulder	Yes
Existing Number of Lanes	0	Existing Sidewalk	N/A
Proposed Number of Lanes	4	Proposed Sidewalk	No
Existing Center Type	N/A	Existing Bike Facility	N/A
Proposed Center Type	Undivided	Proposed Bike Facility	No

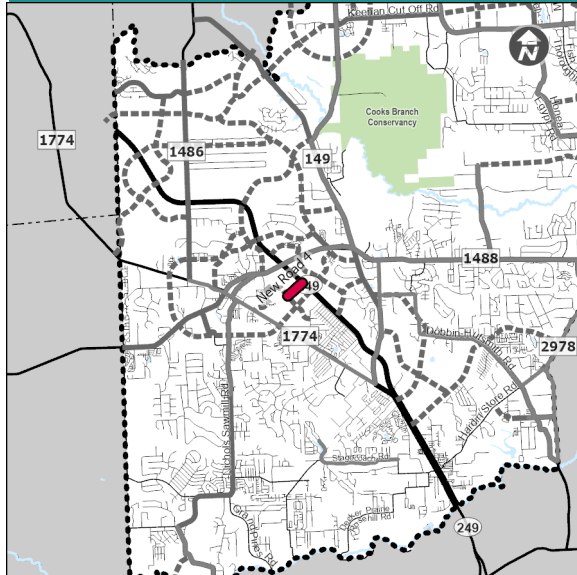
Corridor Segment 67.1

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

# NEW ROAD 4 FROM SH 249 TO NEW RD 117

68.1

## Segment Key Map



## Recommended Improvements

<b>Short-Term Recommendations</b>		Total Short-Term Estimated Costs: \$	5,624,716
Extension/New Road (\$5,624,716)			
<b>Long-Term Recommendations</b>		Total Long-Term Estimated Costs: \$	-
None			
		Overall Estimated Cost: \$	5,624,716

## Cross Sections



## Segment Characteristics

Segment Length (mi)	0.6	Existing Shoulder	N/A
Posted Speed Limit	TBD	Proposed Shoulder	No
Existing Number of Lanes	0	Existing Sidewalk	N/A
Proposed Number of Lanes	4	Proposed Sidewalk	No
Existing Center Type	N/A	Existing Bike Facility	N/A
Proposed Center Type	Raised Median	Proposed Bike Facility	No

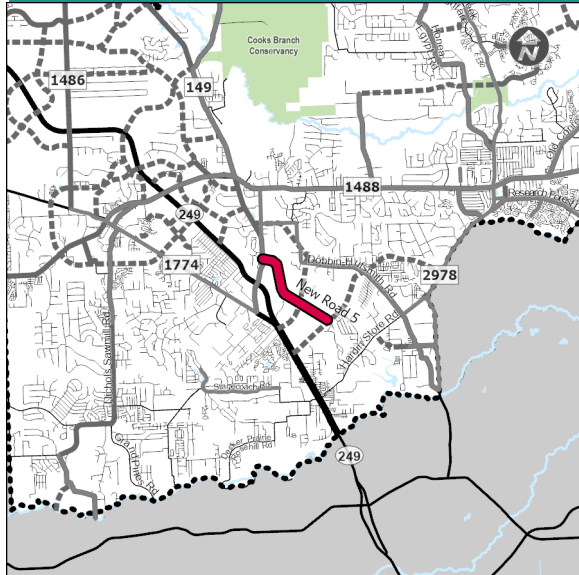
Corridor Segment 68.1

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

# NEW ROAD 5 FROM FM 149 TO WOODTRACE BLVD (PROPOSED)

69.1

## Segment Key Map



## Recommended Improvements

### Short-Term Recommendations

Total Short-Term Estimated Costs: \$ -

None

### Long-Term Recommendations

Total Long-Term Estimated Costs: \$ 27,781,911

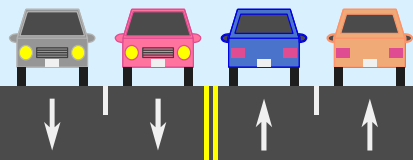
Extension/New Road (\$27,781,911)

Overall Estimated Cost: \$ 27,781,911

## Cross Sections

### Existing

### Proposed Long-Term



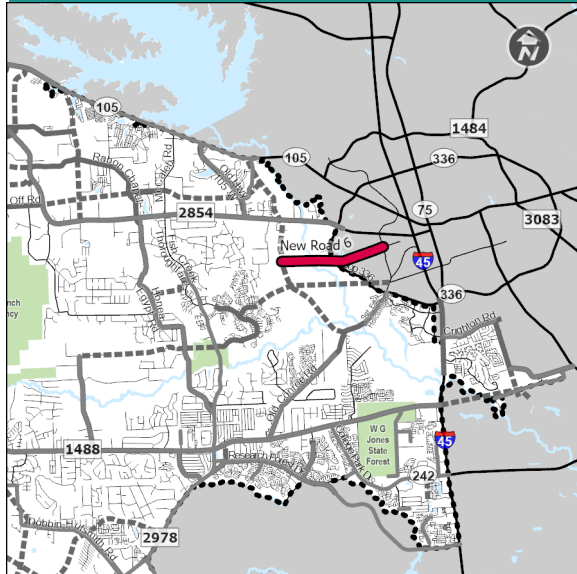
## Segment Characteristics

Segment Length (mi)	2.8	Existing Shoulder	N/A
Posted Speed Limit	TBD	Proposed Shoulder	Yes
Existing Number of Lanes	0	Existing Sidewalk	N/A
Proposed Number of Lanes	4	Proposed Sidewalk	No
Existing Center Type	N/A	Existing Bike Facility	N/A
Proposed Center Type	Undivided	Proposed Bike Facility	No

Corridor Segment 69.1

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

**Segment Key Map**



**Recommended Improvements**

**Short-Term Recommendations**

Total Short-Term Estimated Costs: \$ -

None

**Long-Term Recommendations**

Total Long-Term Estimated Costs: \$ 29,910,400

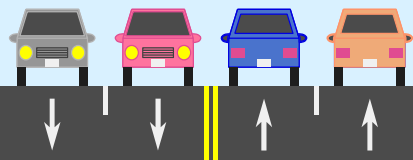
Extension/New Road (\$29,910,400)

Overall Estimated Cost: \$ 29,910,400

**Cross Sections**

**Existing**

**Proposed Long-Term**



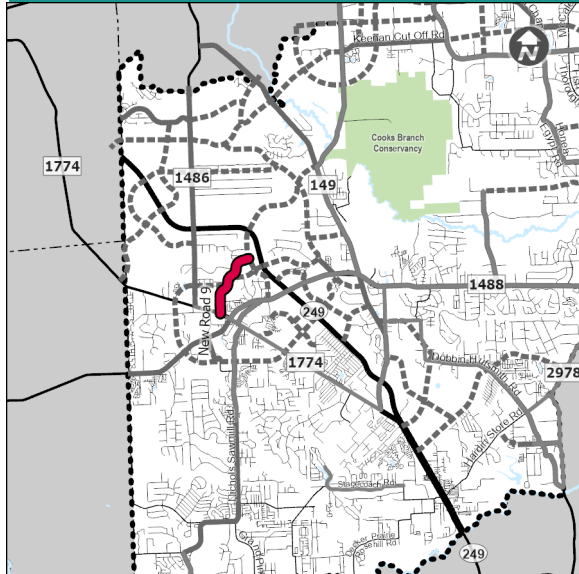
**Segment Characteristics**

Segment Length (mi)	3.0	Existing Shoulder	N/A
Posted Speed Limit	TBD	Proposed Shoulder	Yes
Existing Number of Lanes	0	Existing Sidewalk	N/A
Proposed Number of Lanes	4	Proposed Sidewalk	No
Existing Center Type	N/A	Existing Bike Facility	N/A
Proposed Center Type	Undivided	Proposed Bike Facility	No

# NEW ROAD 9 FROM NEW ROAD (FM 149 ALT) TO FM 1774

73.1

## Segment Key Map



## Recommended Improvements

### Short-Term Recommendations

None

Total Short-Term Estimated Costs: \$

-

### Long-Term Recommendations

Extension/New Road (\$19,911,385)

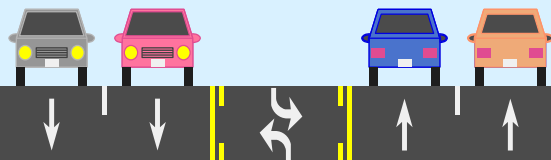
Total Long-Term Estimated Costs: \$ 19,911,385

Overall Estimated Cost: \$ 19,911,385

## Cross Sections

### Existing

### Proposed Long-Term



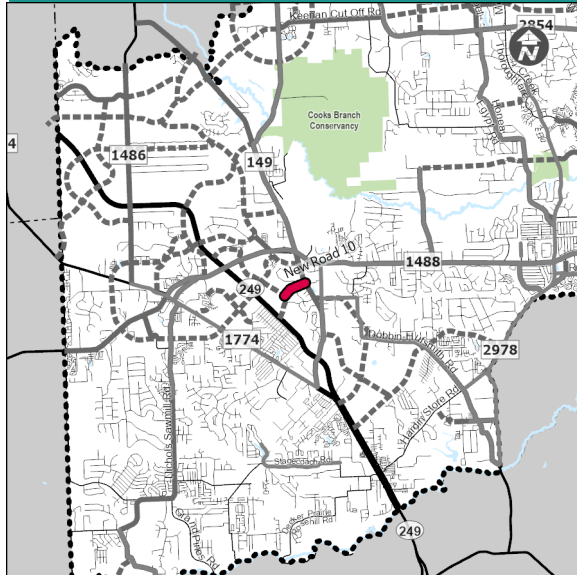
## Segment Characteristics

Segment Length (mi)	2.0	Existing Shoulder	N/A
Posted Speed Limit	TBD	Proposed Shoulder	Yes
Existing Number of Lanes	0	Existing Sidewalk	N/A
Proposed Number of Lanes	4	Proposed Sidewalk	No
Existing Center Type	N/A	Existing Bike Facility	N/A
Proposed Center Type	Two-Way Left Turn Lane	Proposed Bike Facility	No

Corridor Segment 73.1

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

**Segment Key Map**



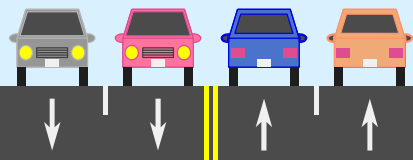
**Recommended Improvements**

<b>Short-Term Recommendations</b>		Total Short-Term Estimated Costs: \$	7,278,022
Extension/New Road (\$7,278,022)			
<b>Long-Term Recommendations</b>		Total Long-Term Estimated Costs: \$	-
None			
		Overall Estimated Cost: \$	7,278,022

**Cross Sections**

**Existing**

**Proposed Short-Term**



**Segment Characteristics**

Segment Length (mi)	0.7	Existing Shoulder	N/A
Posted Speed Limit	TBD	Proposed Shoulder	Yes
Existing Number of Lanes	0	Existing Sidewalk	N/A
Proposed Number of Lanes	4	Proposed Sidewalk	No
Existing Center Type	N/A	Existing Bike Facility	N/A
Proposed Center Type	Undivided	Proposed Bike Facility	No

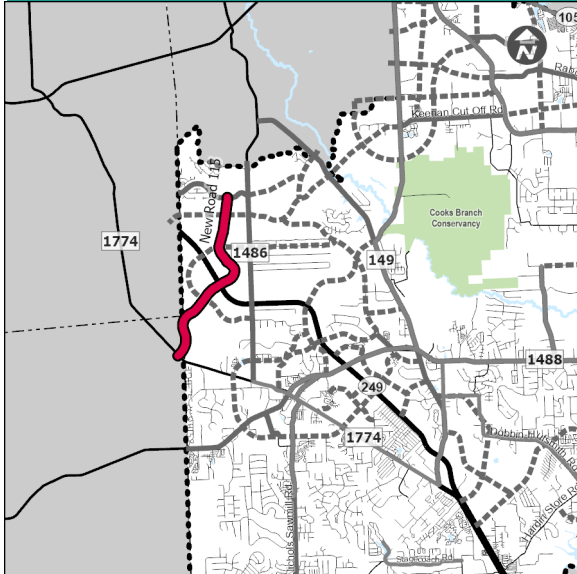


# Montgomery County Precinct 2 Mobility Study, Corridor Summary Sheets

## NEW ROAD 115 FROM CROWN RANCH BLVD TO FM 1774

75.1

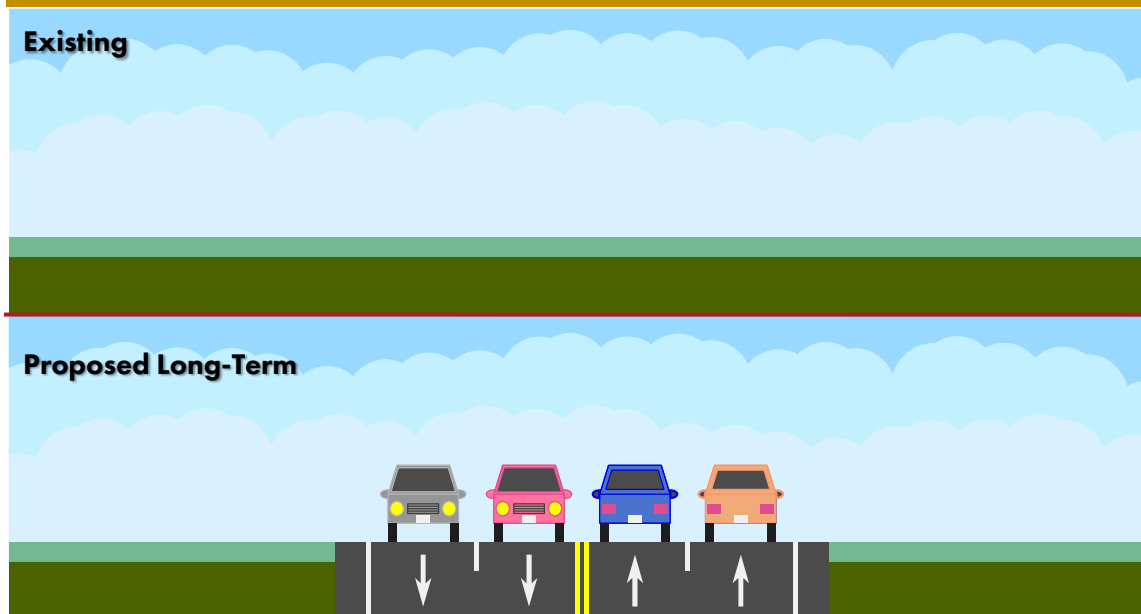
### Segment Key Map



### Recommended Improvements

Short-Term Recommendations		Total Short-Term Estimated Costs: \$	-
None			
Long-Term Recommendations		Total Long-Term Estimated Costs: \$	55,048,404
Extension/New Road (\$55,048,404)			
		Overall Estimated Cost: \$	55,048,404

### Cross Sections



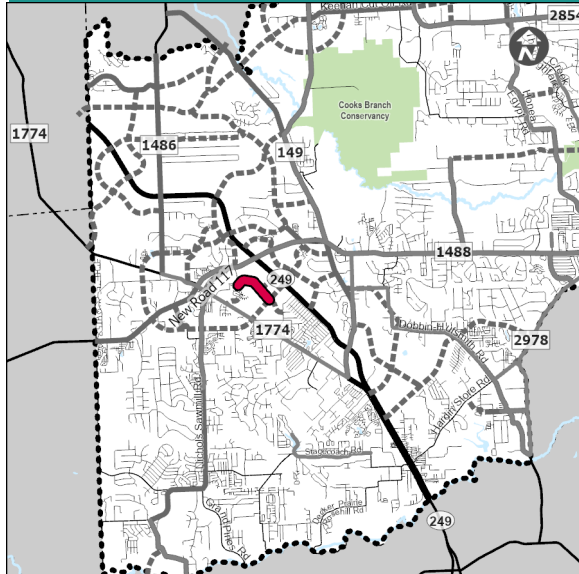
### Segment Characteristics

Segment Length (mi)	5.5	Existing Shoulder	N/A
Posted Speed Limit	TBD	Proposed Shoulder	Yes
Existing Number of Lanes	0	Existing Sidewalk	N/A
Proposed Number of Lanes	4	Proposed Sidewalk	No
Existing Center Type	N/A	Existing Bike Facility	N/A
Proposed Center Type	Undivided	Proposed Bike Facility	No

# NEW ROAD 117 FROM MAGNOLIA RIDGE TO MAGNOLIA LOOP

76.1

## Segment Key Map



## Recommended Improvements

### Short-Term Recommendations

Total Short-Term Estimated Costs: \$ 12,081,175

Extension/New Road (\$12,081,175)

### Long-Term Recommendations

Total Long-Term Estimated Costs: \$ -

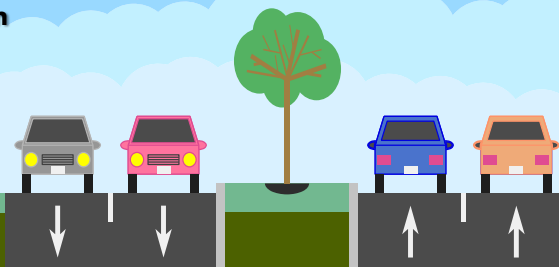
None

Overall Estimated Cost: \$ 12,081,175

## Cross Sections

### Existing

### Proposed Short-Term



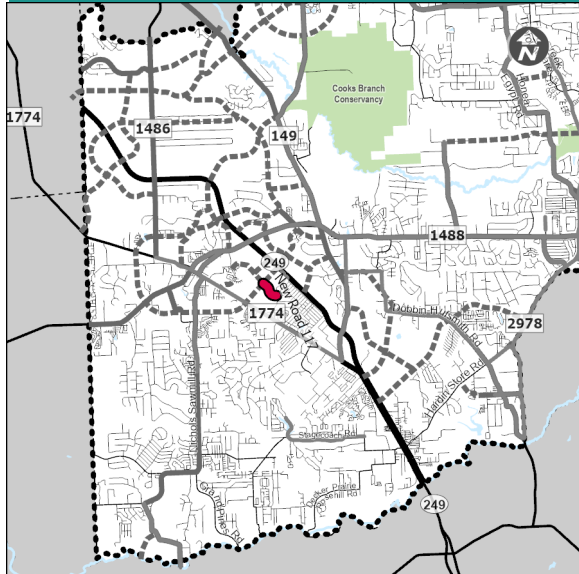
## Segment Characteristics

Segment Length (mi)	1.2	Existing Shoulder	N/A
Posted Speed Limit	TBD	Proposed Shoulder	No
Existing Number of Lanes	0	Existing Sidewalk	N/A
Proposed Number of Lanes	4	Proposed Sidewalk	No
Existing Center Type	N/A	Existing Bike Facility	N/A
Proposed Center Type	Raised Median	Proposed Bike Facility	No

Corridor Segment 76.1

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

## Segment Key Map



## Recommended Improvements

### Short-Term Recommendations

Total Short-Term Estimated Costs: \$ 3,429,447

Extension/New Road (\$3,429,447)

### Long-Term Recommendations

Total Long-Term Estimated Costs: \$ -

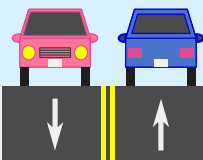
None

Overall Estimated Cost: \$ 3,429,447

## Cross Sections

### Existing

### Proposed Short-Term



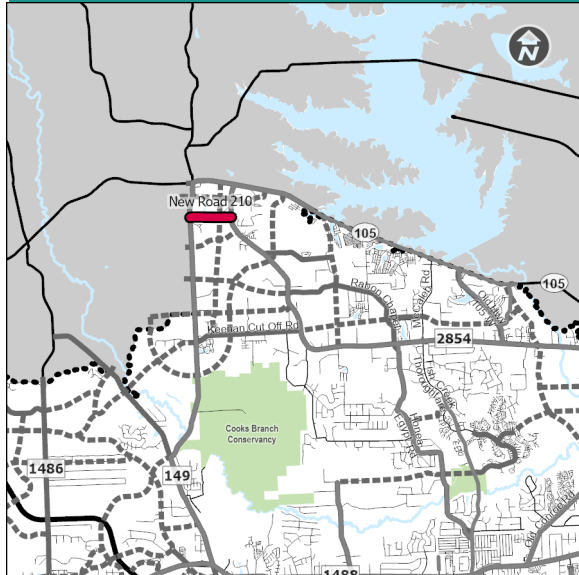
## Segment Characteristics

Segment Length (mi)	0.6	Existing Shoulder	N/A
Posted Speed Limit	TBD	Proposed Shoulder	Yes
Existing Number of Lanes	0	Existing Sidewalk	N/A
Proposed Number of Lanes	2	Proposed Sidewalk	No
Existing Center Type	N/A	Existing Bike Facility	N/A
Proposed Center Type	Undivided	Proposed Bike Facility	No

# NEW ROAD 210 FROM FM 149 TO FM 2854

77.1

## Segment Key Map



## Recommended Improvements

### Short-Term Recommendations

Total Short-Term Estimated Costs: \$ -

None

### Long-Term Recommendations

Total Long-Term Estimated Costs: \$ 11,924,498

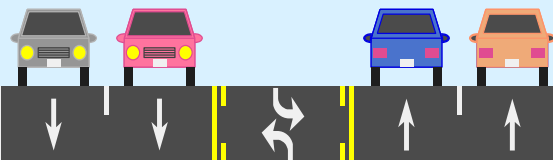
Extension/New Road (\$11,924,498)

Overall Estimated Cost: \$ 11,924,498

## Cross Sections

### Existing

### Proposed Long-Term



## Segment Characteristics

Segment Length (mi)	1.2	Existing Shoulder	N/A
Posted Speed Limit	TBD	Proposed Shoulder	Yes
Existing Number of Lanes	0	Existing Sidewalk	N/A
Proposed Number of Lanes	4	Proposed Sidewalk	No
Existing Center Type	N/A	Existing Bike Facility	N/A
Proposed Center Type	Two-Way Left Turn Lane	Proposed Bike Facility	No

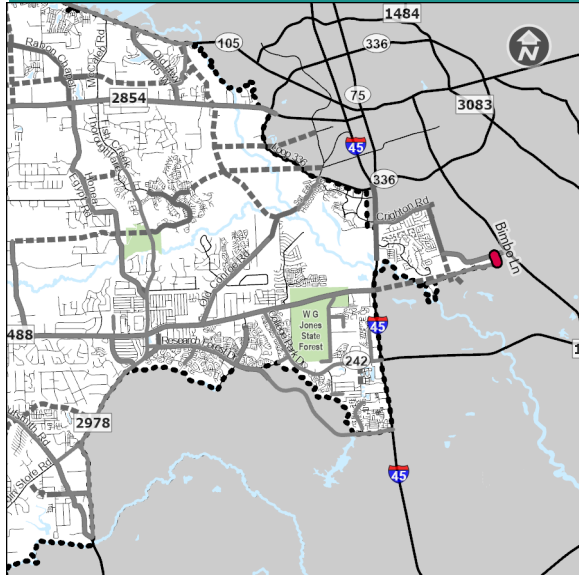
Corridor Segment 77.1

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

# BIMBO LN FROM STIDHAM RD TO SIMPSON RD

80.1

## Segment Key Map

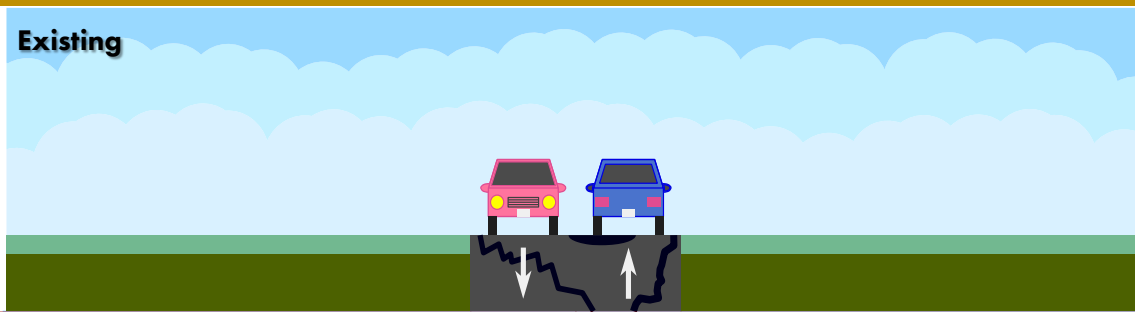


## Recommended Improvements

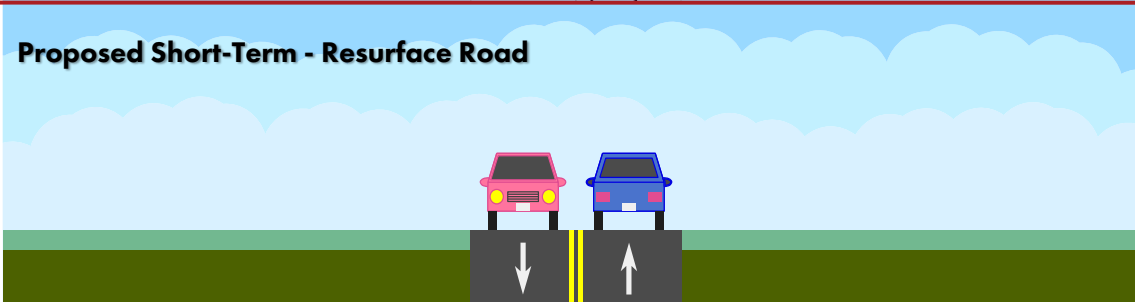
<b>Short-Term Recommendations</b>		Total Short-Term Estimated Costs: \$	157,454
Resurface Roadway (\$157,454)			
<b>Long-Term Recommendations</b>		Total Long-Term Estimated Costs: \$	-
None			
		Overall Estimated Cost: \$	157,454

## Cross Sections

### Existing



### Proposed Short-Term - Resurface Road



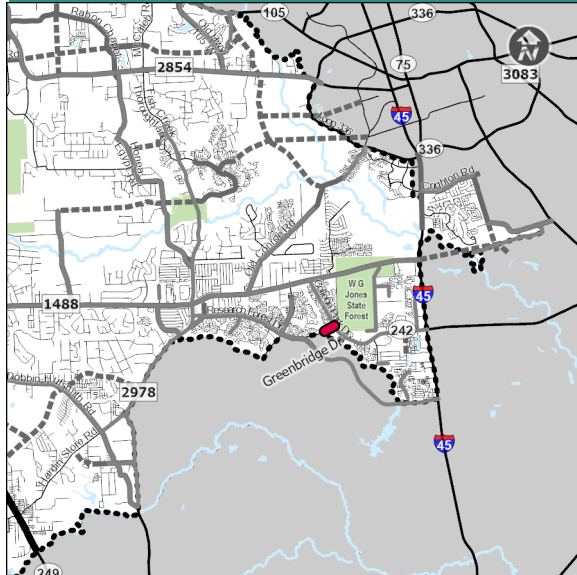
## Segment Characteristics

Segment Length (mi)	0.2	Existing Shoulder	No
Posted Speed Limit	30	Proposed Shoulder	No
Existing Number of Lanes	2	Existing Sidewalk	No
Proposed Number of Lanes	2	Proposed Sidewalk	No
Existing Center Type	Undivided	Existing Bike Facility	No
Proposed Center Type	Undivided	Proposed Bike Facility	No

# GREENBRIDGE DR FROM W. OF NORTHWAY DR TO COLLEGE PARK DR

81.1

## Segment Key Map



## Recommended Improvements

<b>Short-Term Recommendations</b>	<b>Total Short-Term Estimated Costs: \$</b>	<b>205,840</b>
Restriping (\$13,160)		
Install Separated Shared Use Path - Adjacent to Road [Existing Trail (Summerhaze Cir) - SH 242] (\$192,680)		
<b>Long-Term Recommendations</b>	<b>Total Long-Term Estimated Costs: \$</b>	<b>-</b>
None		
<b>Overall Estimated Cost: \$</b>		<b>205,840</b>

## Cross Sections



## Segment Characteristics

Segment Length (mi)	0.3	Existing Shoulder	Yes (8')
Posted Speed Limit	45	Proposed Shoulder	Yes
Existing Number of Lanes	4	Existing Sidewalk	Yes (Only On Northside Of Green Bridge Dr)
Proposed Number of Lanes	4	Proposed Sidewalk	Shared Use Path
Existing Center Type	Raised Median	Existing Bike Facility	No
Proposed Center Type	Raised Median	Proposed Bike Facility	Shared Use Path

Corridor Segment 81.1

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

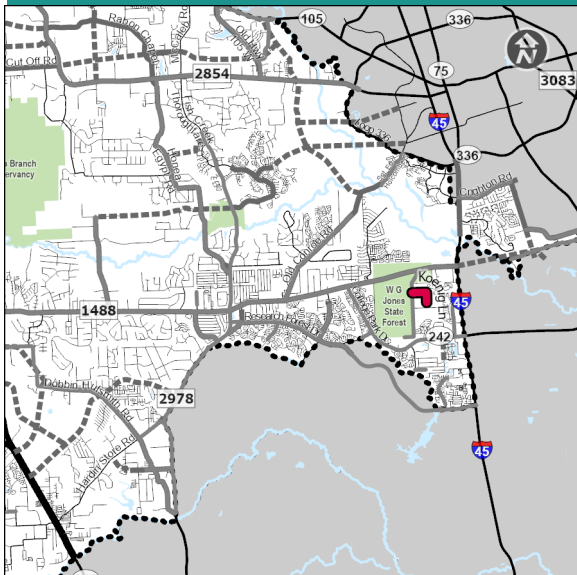


# Montgomery County Precinct 2 Mobility Study, Corridor Summary Sheets

## KOENIG LN FROM PEOPLES RD TO END OF KOENIG LN

82.1

### Segment Key Map



### Recommended Improvements

<b>Short-Term Recommendations</b>		Total Short-Term Estimated Costs: \$	17,454
Restriping (\$17,454)			
<b>Long-Term Recommendations</b>		Total Long-Term Estimated Costs: \$	-
None			
		Overall Estimated Cost: \$	17,454

### Cross Sections



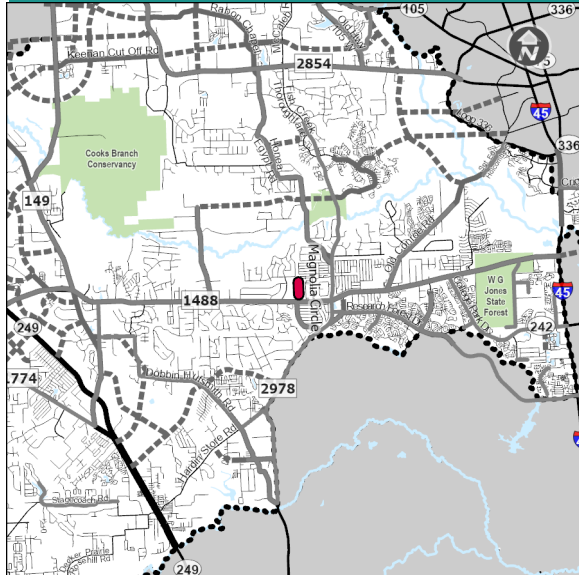
### Segment Characteristics

Segment Length (mi)	0.7	Existing Shoulder	No
Posted Speed Limit	30	Proposed Shoulder	No
Existing Number of Lanes	2	Existing Sidewalk	No
Proposed Number of Lanes	2	Proposed Sidewalk	No
Existing Center Type	Undivided	Existing Bike Facility	No
Proposed Center Type	Undivided	Proposed Bike Facility	No

# MAGNOLIA CIRCLE FROM END OF MAGNOLIA CIRCLE TO SELMAN LN

83.1

## Segment Key Map

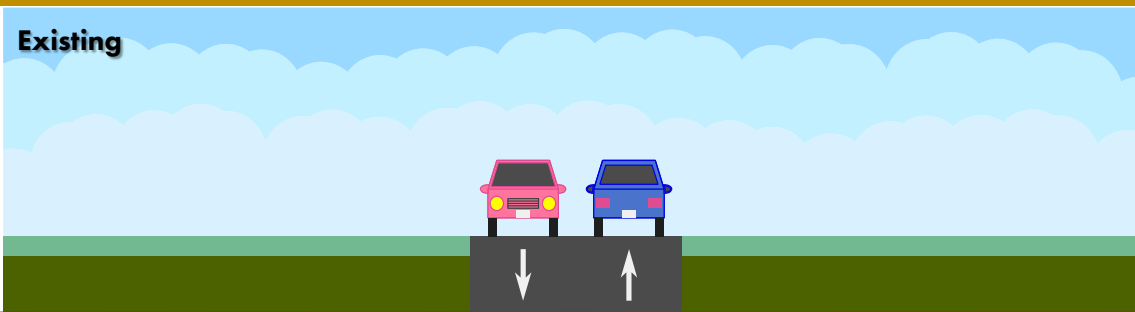


## Recommended Improvements

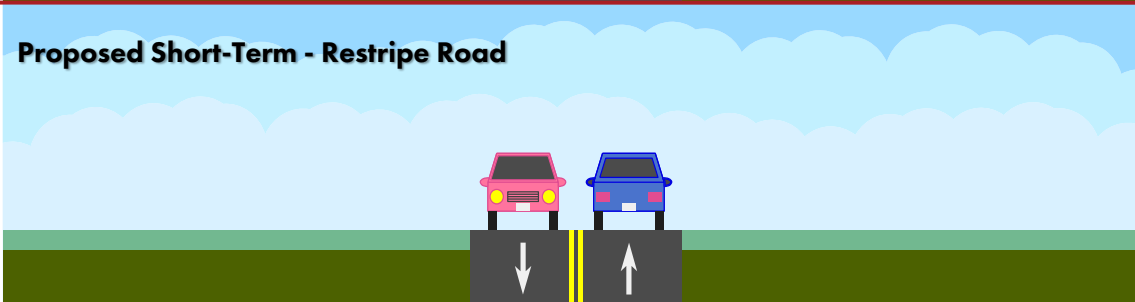
<b>Short-Term Recommendations</b>	<b>Total Short-Term Estimated Costs: \$</b>	<b>9,334</b>
Restriping (\$9,334)		
<b>Long-Term Recommendations</b>	<b>Total Long-Term Estimated Costs: \$</b>	<b>-</b>
None		
<b>Overall Estimated Cost: \$</b>		<b>9,334</b>

## Cross Sections

### Existing



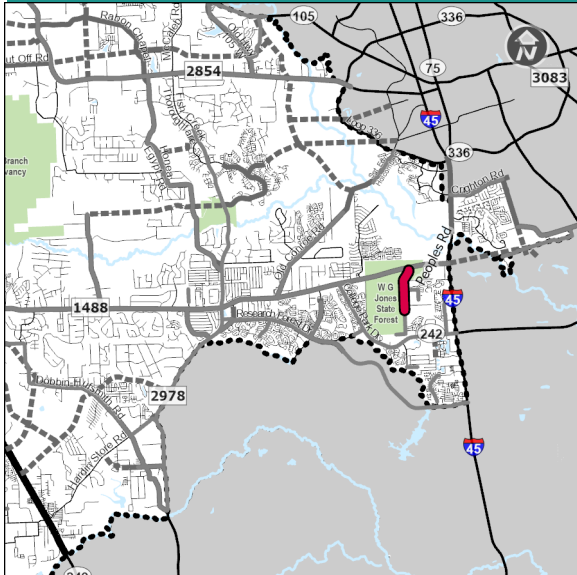
### Proposed Short-Term - Restripe Road



## Segment Characteristics

Segment Length (mi)	0.4	Existing Shoulder	No
Posted Speed Limit	25	Proposed Shoulder	No
Existing Number of Lanes	2	Existing Sidewalk	No
Proposed Number of Lanes	2	Proposed Sidewalk	No
Existing Center Type	Undivided	Existing Bike Facility	No
Proposed Center Type	Undivided	Proposed Bike Facility	No

**Segment Key Map**

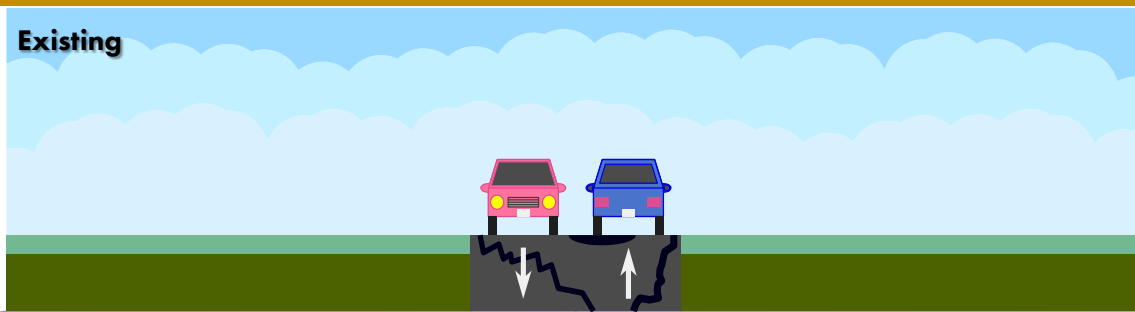


**Recommended Improvements**

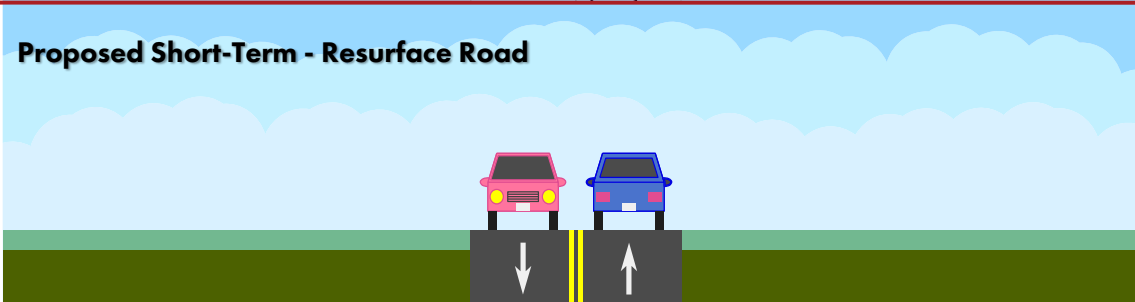
<b>Short-Term Recommendations</b>		Total Short-Term Estimated Costs: \$	781,365
Resurface Roadway (\$781,365)			
<b>Long-Term Recommendations</b>		Total Long-Term Estimated Costs: \$	-
None			
		Overall Estimated Cost: \$	781,365

**Cross Sections**

**Existing**



**Proposed Short-Term - Resurface Road**



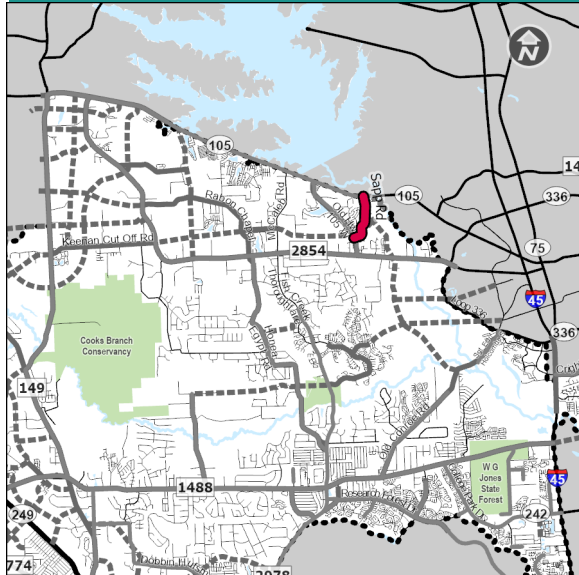
**Segment Characteristics**

Segment Length (mi)	1.2	Existing Shoulder	No
Posted Speed Limit	30	Proposed Shoulder	No
Existing Number of Lanes	2	Existing Sidewalk	No
Proposed Number of Lanes	2	Proposed Sidewalk	No
Existing Center Type	Undivided	Existing Bike Facility	No
Proposed Center Type	Undivided	Proposed Bike Facility	No

# SAPP RD FROM SH 105 TO OLD HIGHWAY 105 W

86.1

## Segment Key Map

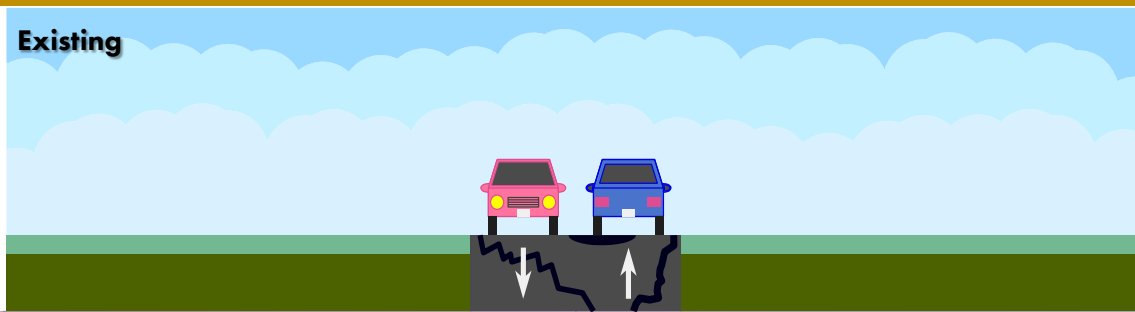


## Recommended Improvements

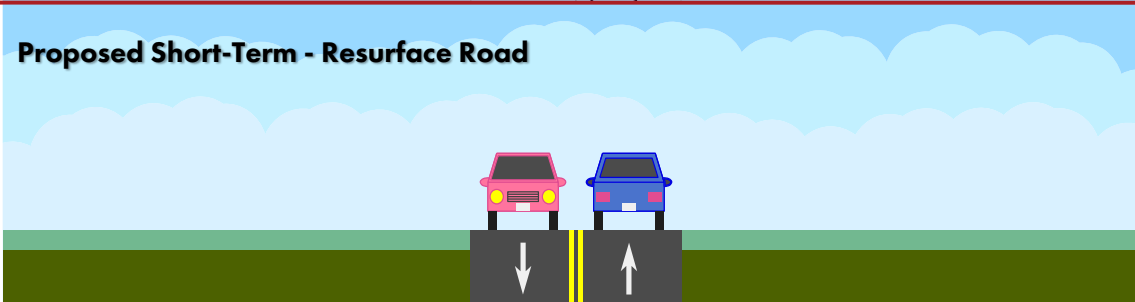
<b>Short-Term Recommendations</b>		Total Short-Term Estimated Costs: \$	893,916
Resurface Roadway (\$893,916)			
<b>Long-Term Recommendations</b>		Total Long-Term Estimated Costs: \$	-
None			
		Overall Estimated Cost: \$	893,916

## Cross Sections

### Existing



### Proposed Short-Term - Resurface Road



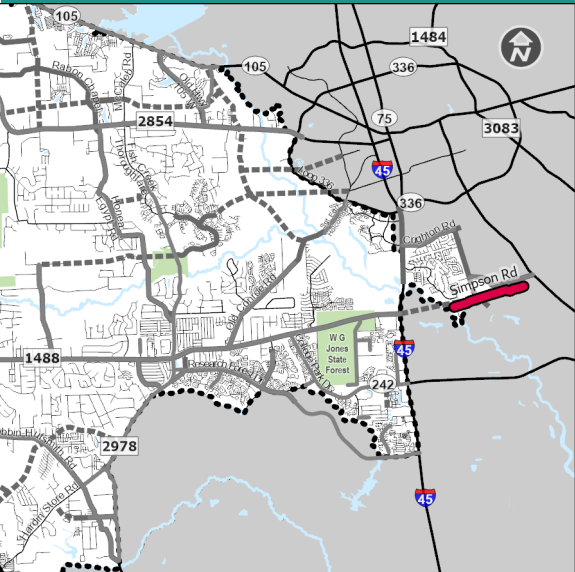
## Segment Characteristics

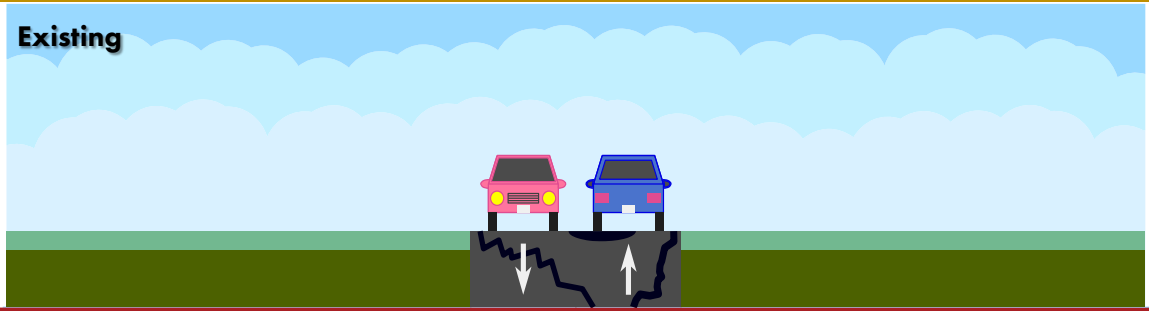
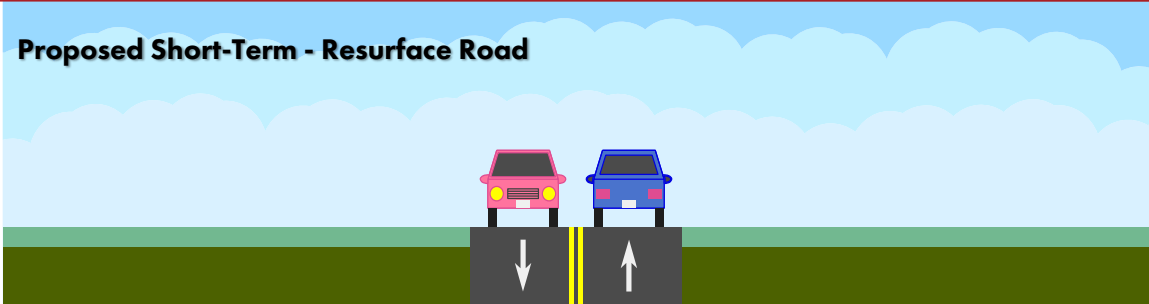
Segment Length (mi)	1.4	Existing Shoulder	No
Posted Speed Limit	40	Proposed Shoulder	No
Existing Number of Lanes	2	Existing Sidewalk	No
Proposed Number of Lanes	2	Proposed Sidewalk	No
Existing Center Type	Undivided	Existing Bike Facility	No
Proposed Center Type	Undivided	Proposed Bike Facility	No

# Montgomery County Precinct 2 Mobility Study, Corridor Summary Sheets

## SIMPSON RD FROM END OF SIMPSON RD TO BIMBO LN

87.1

Segment Key Map	Recommended Improvements	
	<b>Short-Term Recommendations</b>	Total Short-Term Estimated Costs: \$ 1,388,835
	Resurface Roadway (\$1,388,835)	
	<b>Long-Term Recommendations</b>	Total Long-Term Estimated Costs: \$ -
	None	
		Overall Estimated Cost: \$ 1,388,835

Cross Sections	Segment Characteristics			
<b>Existing</b> 	Segment Length (mi)	2.1	Existing Shoulder	No
<b>Proposed Short-Term - Resurface Road</b> 	Posted Speed Limit	25	Proposed Shoulder	No
	Existing Number of Lanes	2	Existing Sidewalk	No
	Proposed Number of Lanes	2	Proposed Sidewalk	No
	Existing Center Type	Undivided	Existing Bike Facility	No
	Proposed Center Type	Undivided	Proposed Bike Facility	No

# FREPORT DR FROM FM 149 TO SH 105

88.1

## Segment Key Map



## Recommended Improvements

### Short-Term Recommendations

Total Short-Term Estimated Costs: \$ -

None

### Long-Term Recommendations

Total Long-Term Estimated Costs: \$ 17,033,037

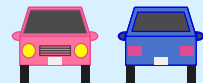
Extension/New Road (\$17,033,037)

Overall Estimated Cost: \$ 17,033,037

## Cross Sections

### Existing

### Proposed Long-Term



## Segment Characteristics

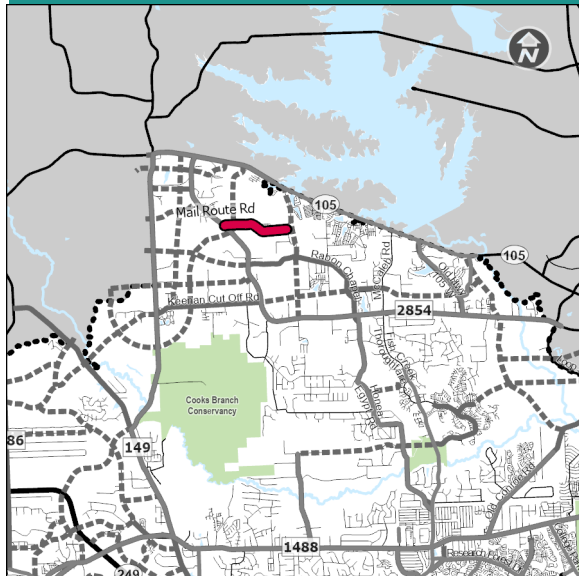
Segment Length (mi)	2.8	Existing Shoulder	N/A
Posted Speed Limit	TBD	Proposed Shoulder	Yes
Existing Number of Lanes	0	Existing Sidewalk	N/A
Proposed Number of Lanes	2	Proposed Sidewalk	No
Existing Center Type	N/A	Existing Bike Facility	N/A
Proposed Center Type	Undivided	Proposed Bike Facility	No



# MAIL ROUTE RD FROM FM 2854 TO PINE LAKE RD (EXISTING)

89.1

## Segment Key Map



## Recommended Improvements

### Short-Term Recommendations

Total Short-Term Estimated Costs: \$

-

None

### Long-Term Recommendations

Total Long-Term Estimated Costs: \$

9,305,970

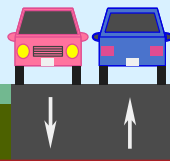
Widening (\$9,305,970)

Overall Estimated Cost: \$

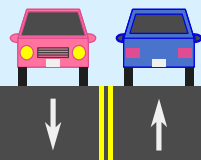
9,305,970

## Cross Sections

### Existing



### Proposed Long-Term



## Segment Characteristics

Segment Length (mi)	1.9	Existing Shoulder	No
Posted Speed Limit	30 MPH	Proposed Shoulder	Yes
Existing Number of Lanes	2	Existing Sidewalk	No
Proposed Number of Lanes	2	Proposed Sidewalk	No
Existing Center Type	Undivided	Existing Bike Facility	No
Proposed Center Type	Undivided	Proposed Bike Facility	No

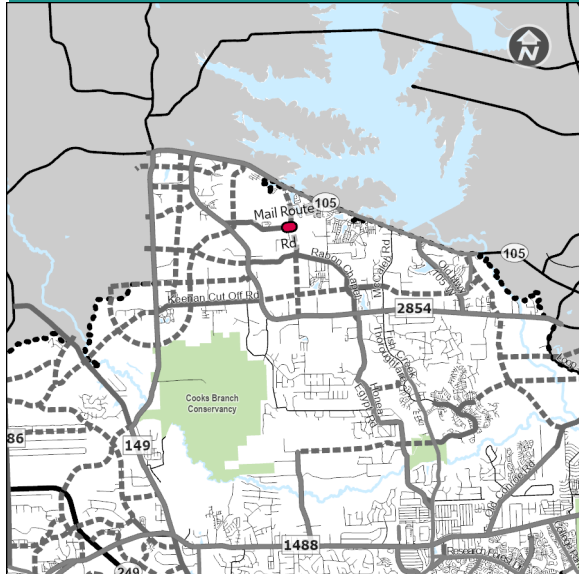
Corridor Segment 89.1

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

# MAIL ROUTE RD FROM PINE LAKE RD (EXISTING) TO PINE LAKE RD (PROPOSED)

89.2

## Segment Key Map



## Recommended Improvements

### Short-Term Recommendations

None

Total Short-Term Estimated Costs: \$

-

### Long-Term Recommendations

Extension/New Road (\$944,687)

Total Long-Term Estimated Costs: \$

944,687

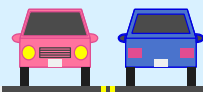
Overall Estimated Cost: \$

944,687

## Cross Sections

### Existing

### Proposed Long-Term



## Segment Characteristics

Segment Length (mi)	0.2	Existing Shoulder	N/A
Posted Speed Limit	TBD	Proposed Shoulder	Yes
Existing Number of Lanes	0	Existing Sidewalk	N/A
Proposed Number of Lanes	2	Proposed Sidewalk	No
Existing Center Type	N/A	Existing Bike Facility	N/A
Proposed Center Type	Undivided	Proposed Bike Facility	No

Corridor Segment 89.2

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

## 7. Intersection Summary Sheets

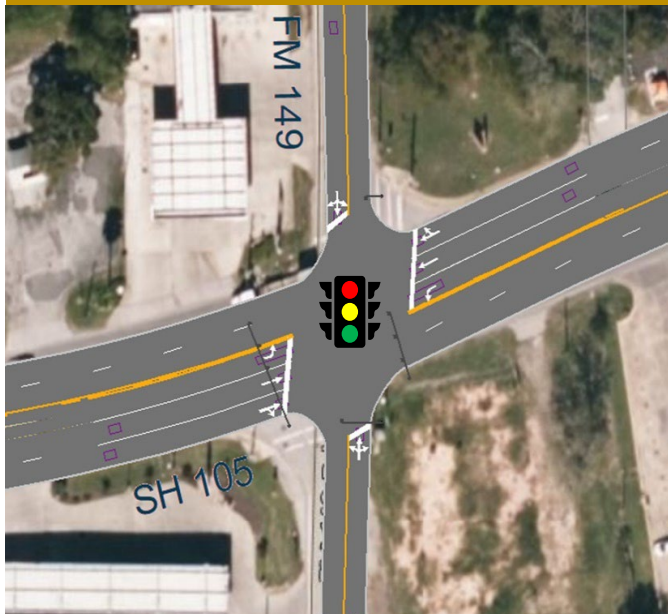
**Intersection Key Map**



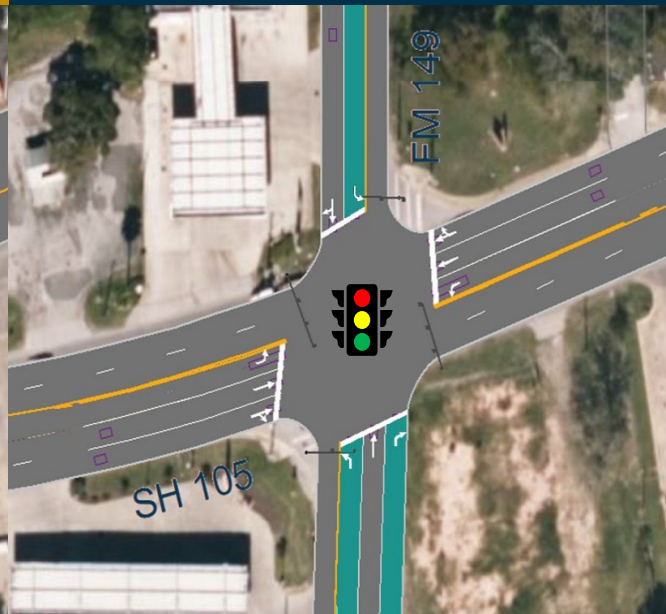
**Recommended Improvements**

<b>Short-Term Recommendations</b>		<b>Total Short-Term Estimated Costs:</b>	<b>\$ 235,000</b>
Signal Timing (\$10,000)			
Add Turn Lanes - NB: Left Turn (100') & Right Turn (100'); SB: Left Turn (100') - (\$225,000)			
<b>Long-Term Recommendations</b>		<b>Total Long-Term Estimated Costs:</b>	<b>\$ 160,000</b>
Signal Timing (\$10,000)			
Add Turn Lanes - EB/WB: Right Turn (100' EA) - (\$150,000)			
		<b>Overall Estimated Cost:</b>	<b>\$ 395,000</b>

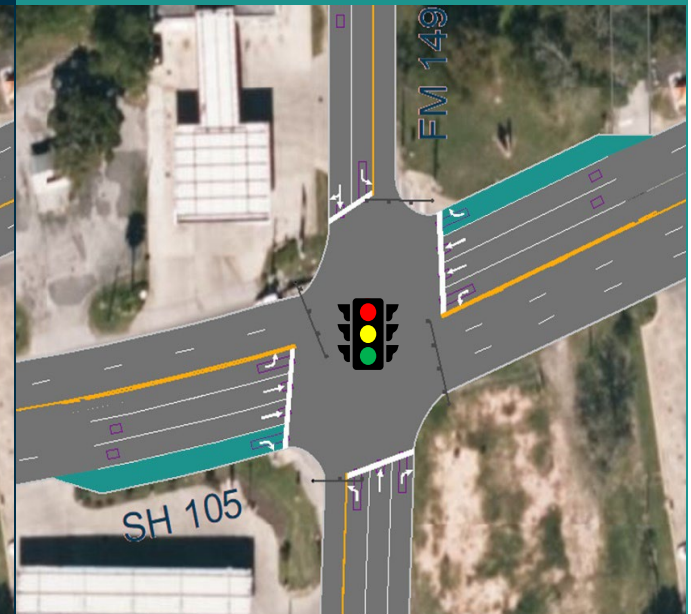
**Existing Intersection**



**Short-Term**



**Long-Term**





**Intersection Key Map**



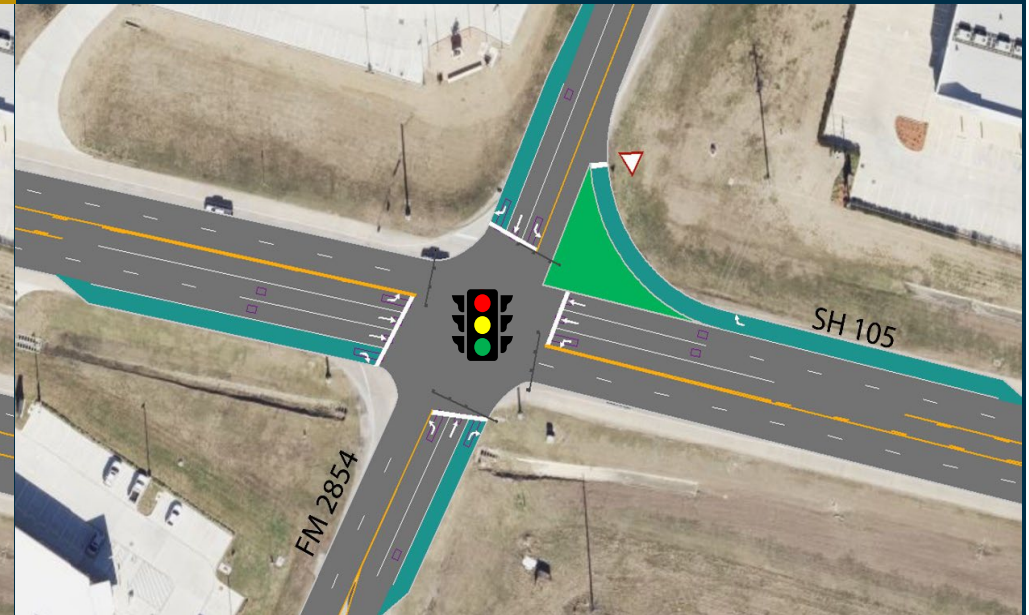
**Recommended Improvements**

<b>Short-Term Recommendations</b>	<b>Total Short-Term Estimated Costs: \$</b>	<b>535,000</b>
Signal Timing (\$10,000)		
Add Turn Lanes - NB/SB: Right Turn (100' EA); WB: Right Turn (300') - (\$375,000)		
Add Turn Lanes - EB: Right Turn (200') - (\$150,000)		
<b>Long-Term Recommendations</b>	<b>Total Long-Term Estimated Costs: \$</b>	<b>-</b>
None		
<b>Overall Estimated Cost: \$</b>		<b>535,000</b>

**Existing Intersection**



**Short-Term**



#### Intersection Key Map



#### Recommended Improvements

<b>Short-Term Recommendations</b>	<b>Total Short-Term Estimated Costs: \$ 347,500</b>
-----------------------------------	---

Signal Timing (\$10,000)

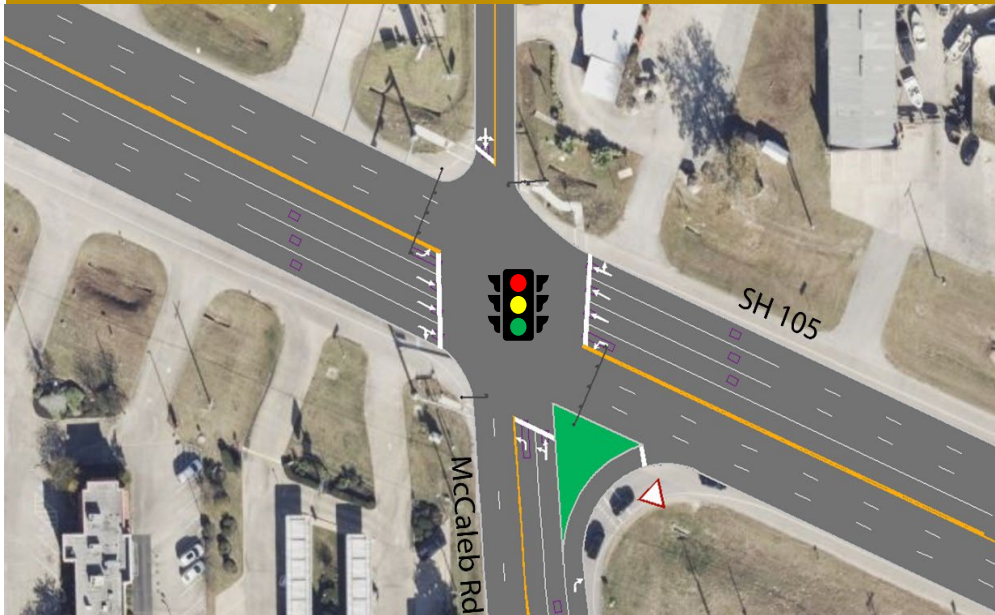
Add Turn Lanes - EB: Right Turn (250'); SB: Add Through Lane - (\$337,500)

<b>Long-Term Recommendations</b>	<b>Total Long-Term Estimated Costs: \$ -</b>
----------------------------------	--

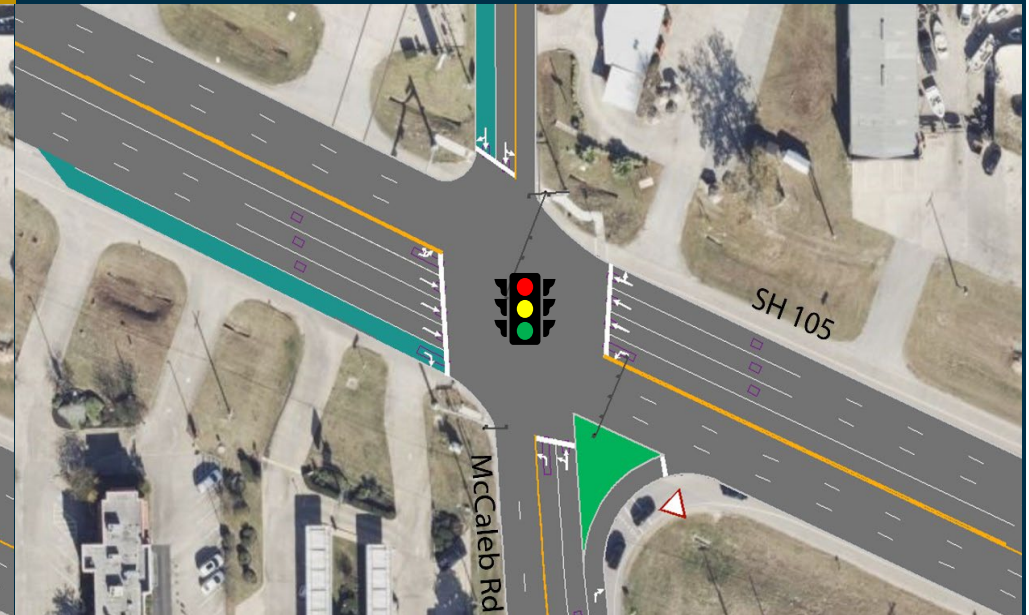
None

**Overall Estimated Cost: \$ 347,500**

#### Existing Intersection



#### Short-Term



Segment Intersection ID 1.3

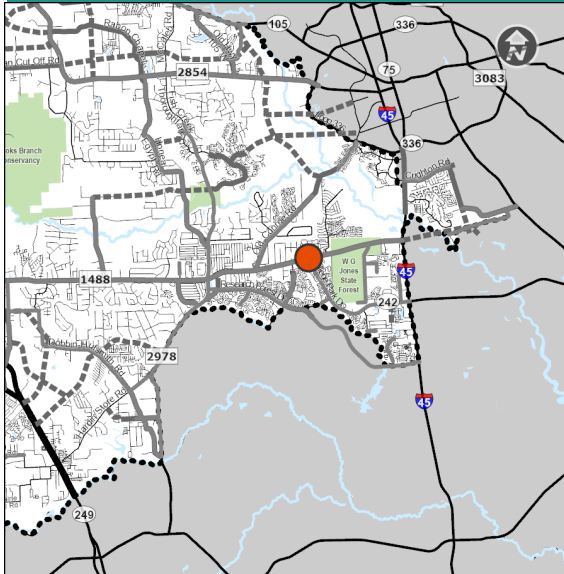
Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.



# SH 242 & FM 1488

2.1

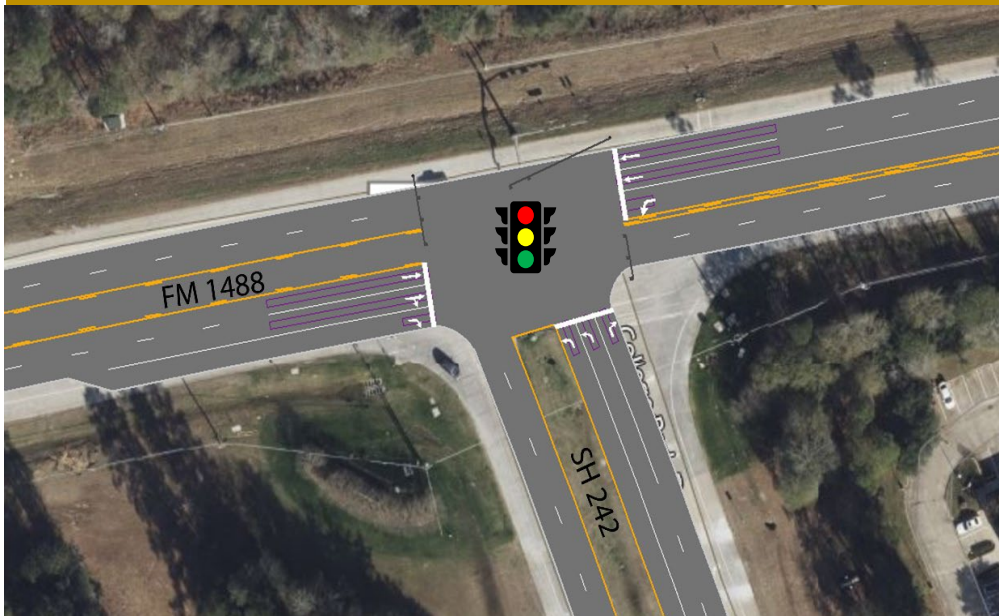
## Intersection Key Map



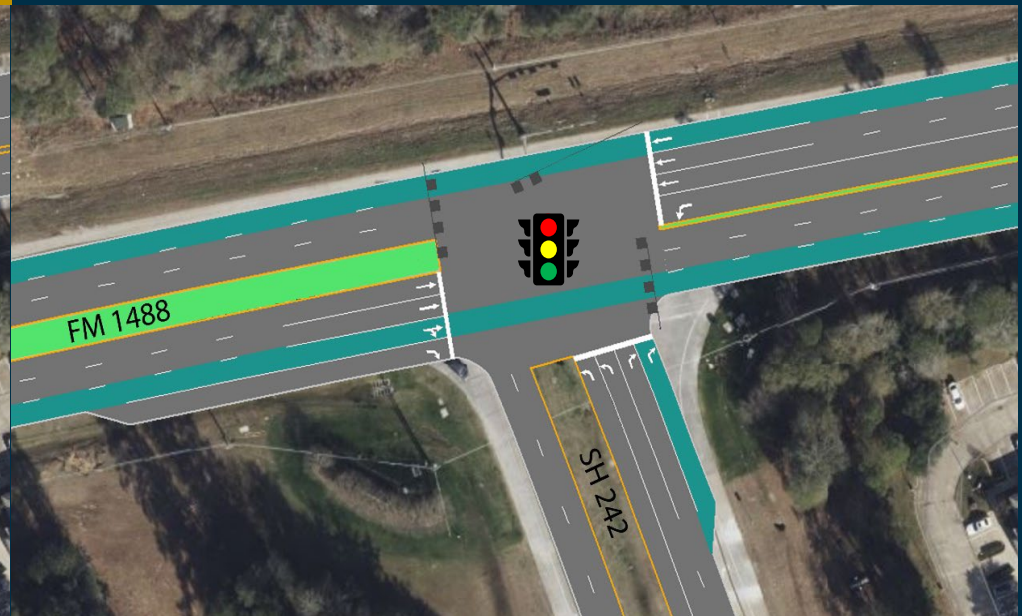
## Recommended Improvements

<b>Short-Term Recommendations</b>		Total Short-Term Estimated Costs: \$	75,000
Add Turn Lanes - NB: 2nd Right Turn (100') - (\$75,000)			
<b>Long-Term Recommendations</b>		Total Long-Term Estimated Costs: \$	-
None			
		Overall Estimated Cost: \$	75,000

## Existing Intersection



## Short-Term



Segment Intersection ID 2.1

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

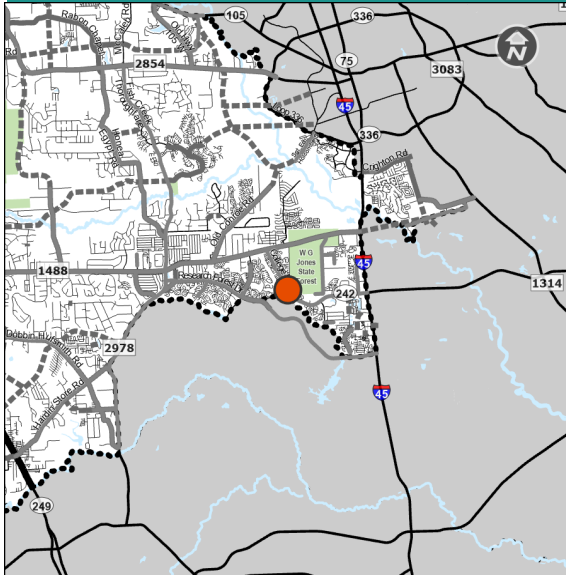


# Montgomery County Precinct 2 Mobility Study, Intersection Summary Sheets

## SH 242 (COLLEGE PARK DR), SH 242 & GREENBRIDGE DR

### 2.2

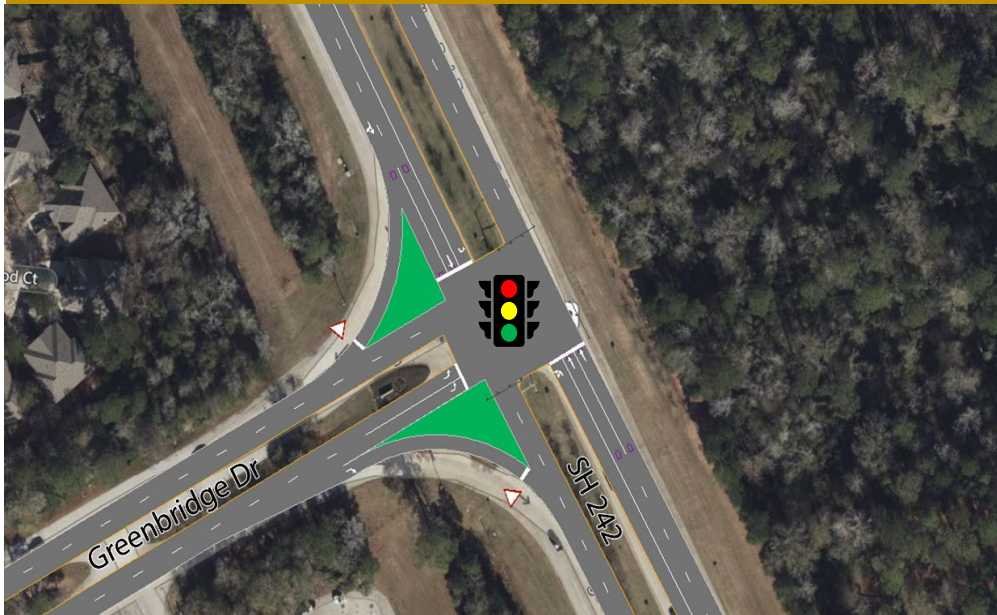
#### Intersection Key Map



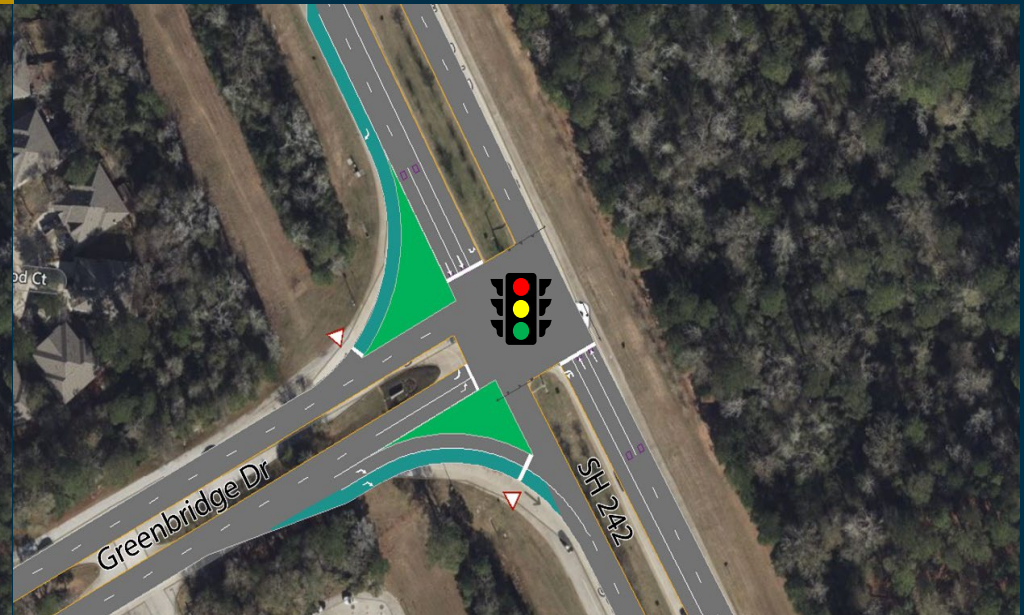
#### Recommended Improvements

<b>Short-Term Recommendations</b>	<b>Total Short-Term Estimated Costs: \$</b>	<b>330,000</b>
Signal Timing (\$10,000)		
Add Turn Lanes - SB: Right Turn (250'); EB: Right Turn (150') - (\$300,000)		
Restriping (\$20,000)		
<b>Long-Term Recommendations</b>	<b>Total Long-Term Estimated Costs: \$</b>	<b>-</b>
None		
<b>Overall Estimated Cost: \$</b>		<b>330,000</b>

#### Existing Intersection



#### Short-Term

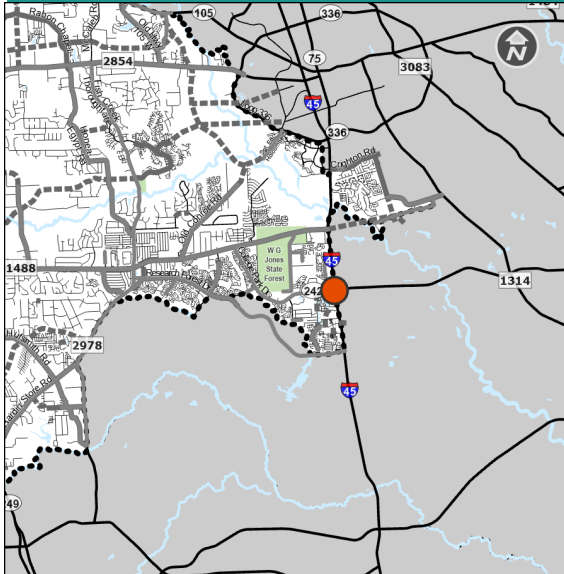


Segment Intersection ID 2.2

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.



**Intersection Key Map**



**Recommended Improvements**

**Short-Term Recommendations**

Total Short-Term Estimated Costs: \$ 24,272,500

Signal Timing (\$10,000)

Add Turn Lanes - NB: 2nd Right Turn (if no direct connector built) - (\$112,500)

Add Turn Lanes - EB: Add 2 Right Turn (200') (only 1 needed if direct connector built) - (\$150,000)

Install Direct Connectors - NB to EB; EB to SB - (\$24,000,000)

**Long-Term Recommendations**

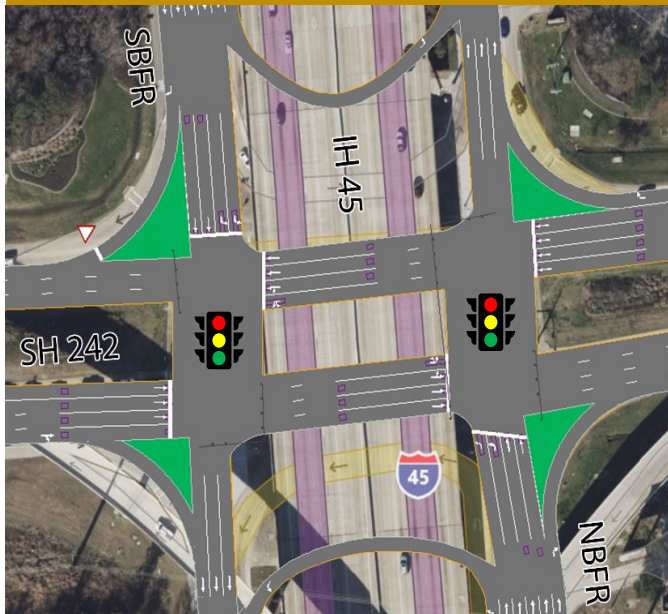
Total Long-Term Estimated Costs: \$ 37,000,000

Install Direct Connectors - EB to NB - (\$12,000,000)

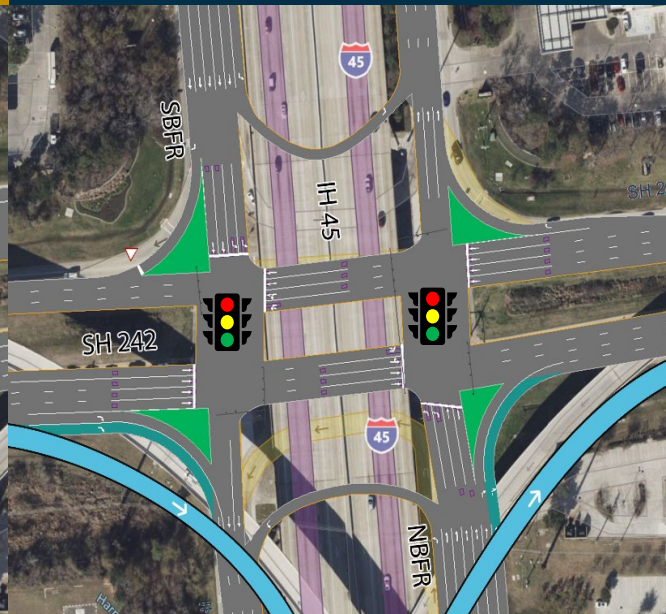
Grade Separation (\$25,000,000)

Overall Estimated Cost: \$ 61,272,500

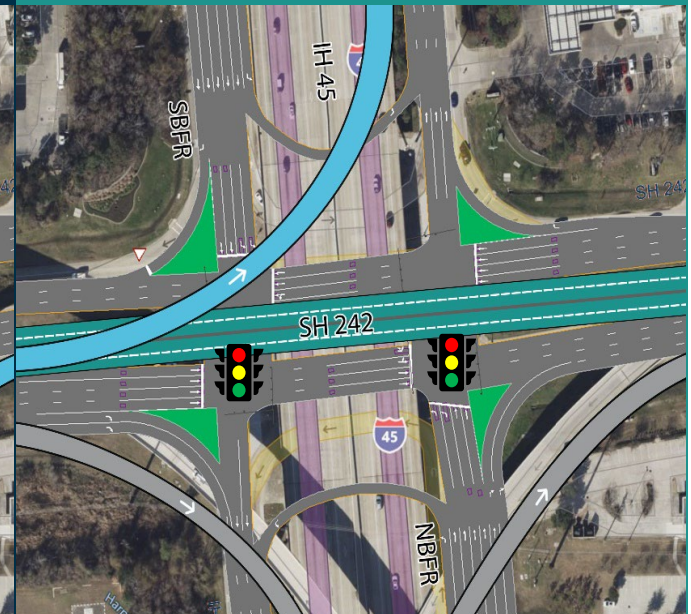
**Existing Intersection**



**Short-Term**



**Long-Term**



Segment Intersection ID 2.3

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

# FM 149 & KEENAN CUT OFF RD

3.1

## Intersection Key Map



## Recommended Improvements

### Short-Term Recommendations

Total Short-Term Estimated Costs: \$ 1,125,000

- Add Turn Lanes - NB: Right Turn (100') - (\$75,000)
- Install Roundabout (\$650,000)
- Install Traffic Signal (\$400,000)

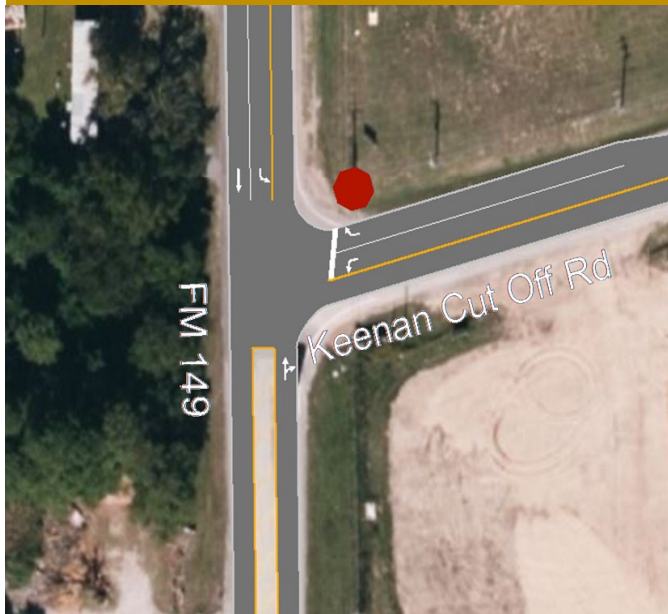
### Long-Term Recommendations

Total Long-Term Estimated Costs: \$ -

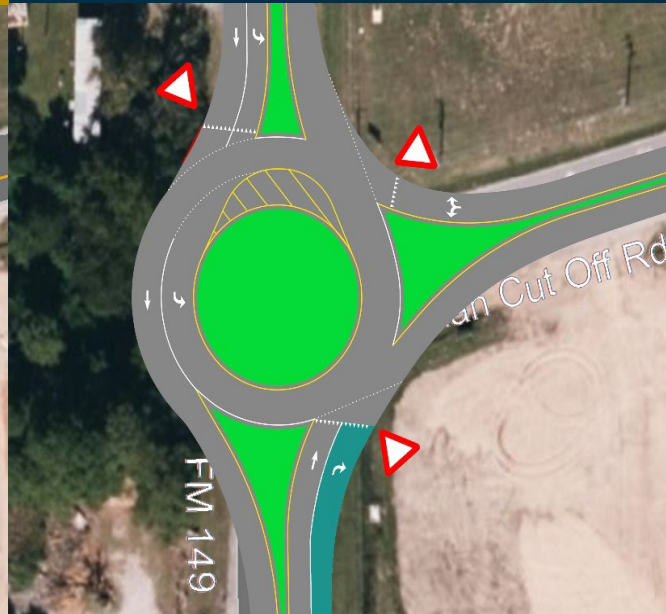
None

Overall Estimated Cost: \$ 1,125,000

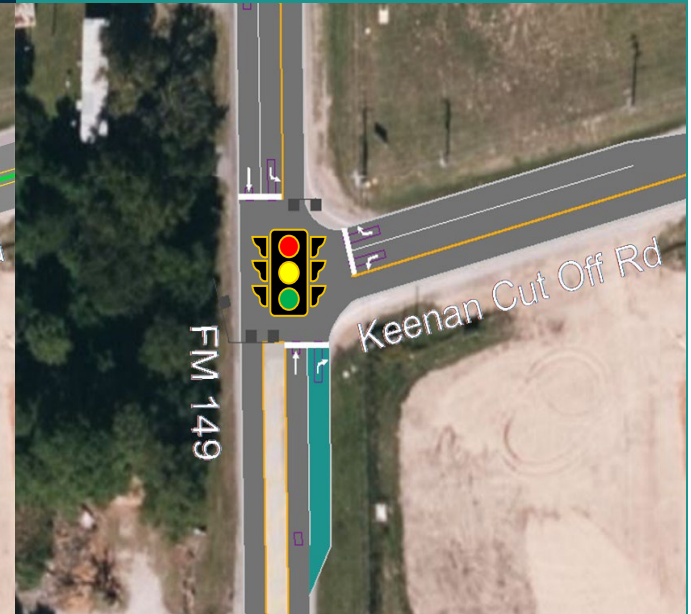
## Existing Intersection



## Roundabout Option A



## Traffic Signal Option B



Segment Intersection ID 3.1

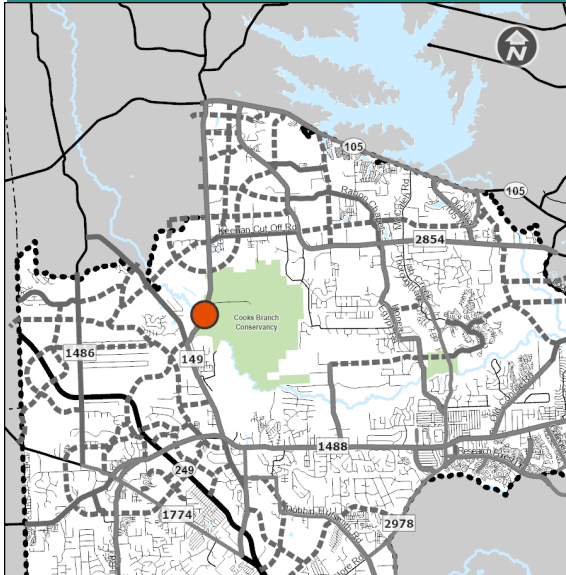
Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.



## FM 149 & N OF LAKE CREEK (WATERWAY)

3.2

### Intersection Key Map



### Recommended Improvements

<b>Short-Term Recommendations</b>	<b>Total Short-Term Estimated Costs: \$</b>	<b>2,000,000</b>
Align Curve (Reduce Angle) (\$2,000,000)		

<b>Long-Term Recommendations</b>	<b>Total Long-Term Estimated Costs: \$</b>	<b>-</b>
None		

**Overall Estimated Cost: \$ 2,000,000**

### Existing



### Short-Term





# FM 149 & JACKSON RD

3.3

## Intersection Key Map



## Recommended Improvements

### Short-Term Recommendations

Install Traffic Signal (\$400,000)

Total Short-Term Estimated Costs: \$ 400,000

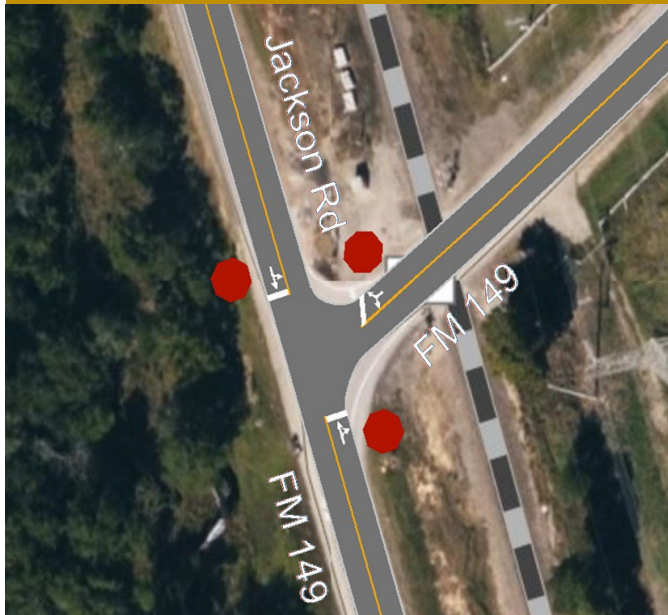
### Long-Term Recommendations

Grade Separation (\$16,000,000)

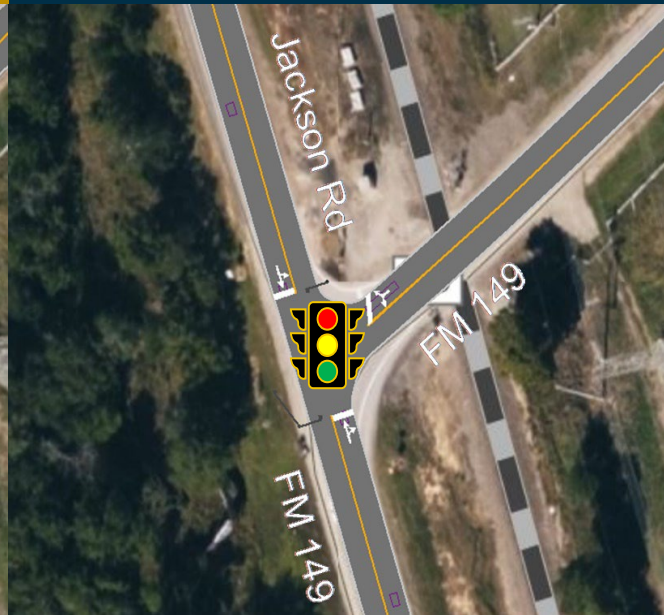
Total Long-Term Estimated Costs: \$ 16,000,000

Overall Estimated Cost: \$ 16,400,000

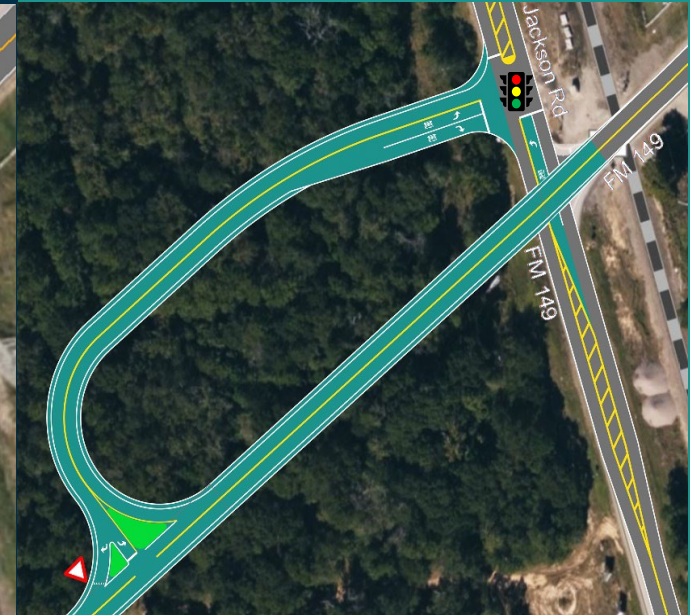
## Existing Intersection



## Short-Term



## Long-Term



Segment Intersection ID 3.3

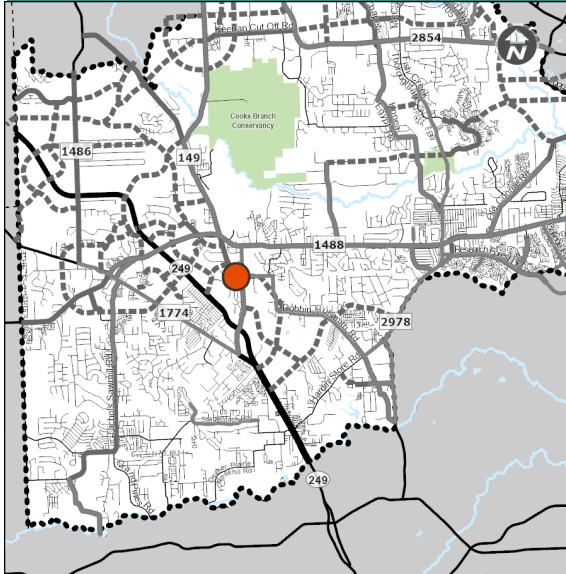
Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.



# FM 149 & DOBBIN HUFSMITH RD

3.4

## Intersection Key Map



## Recommended Improvements

### Short-Term Recommendations

None

Total Short-Term Estimated Costs: \$

-

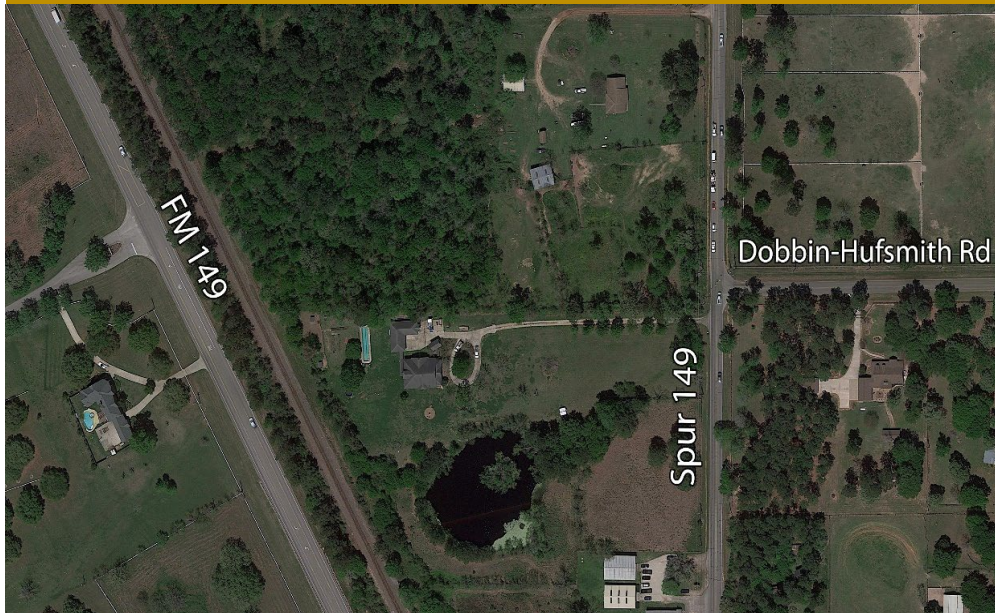
### Long-Term Recommendations

Grade Separation (\$16,000,000)

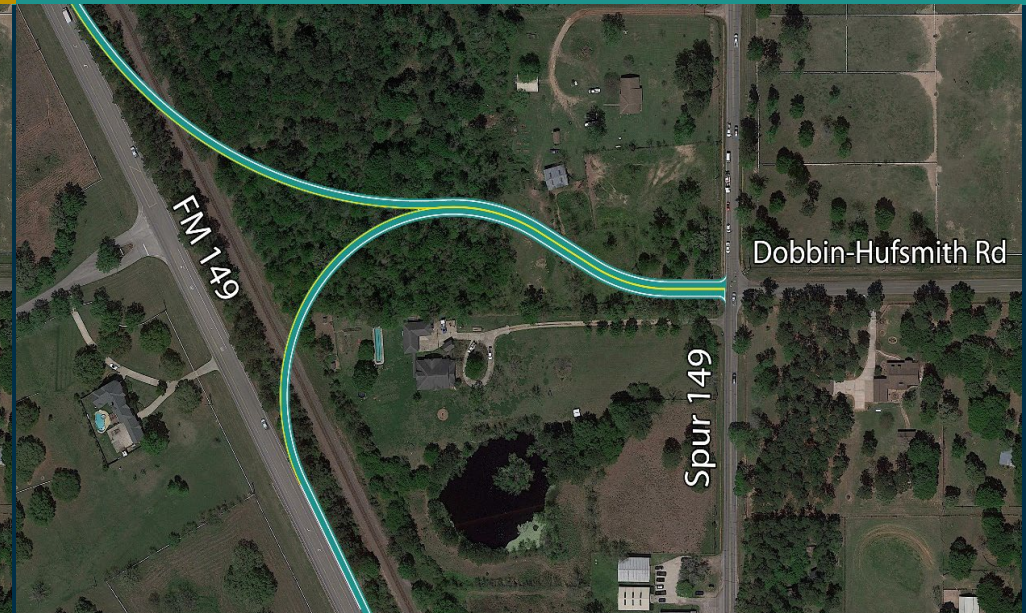
Total Long-Term Estimated Costs: \$ 16,000,000

Overall Estimated Cost: \$ 16,000,000

## Existing Intersection



## Long-Term

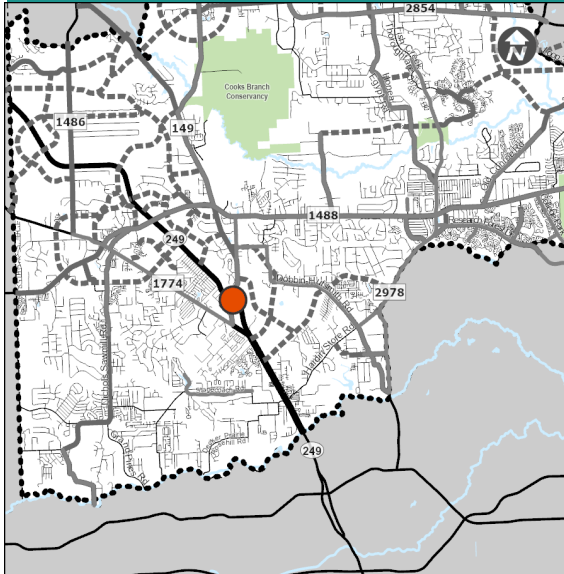


Segment Intersection ID 3.4

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.



#### Intersection Key Map



#### Recommended Improvements

##### Short-Term Recommendations

Total Short-Term Estimated Costs: \$ 10,000

Signal Timing (\$10,000)

##### Long-Term Recommendations

Total Long-Term Estimated Costs: \$ 150,000

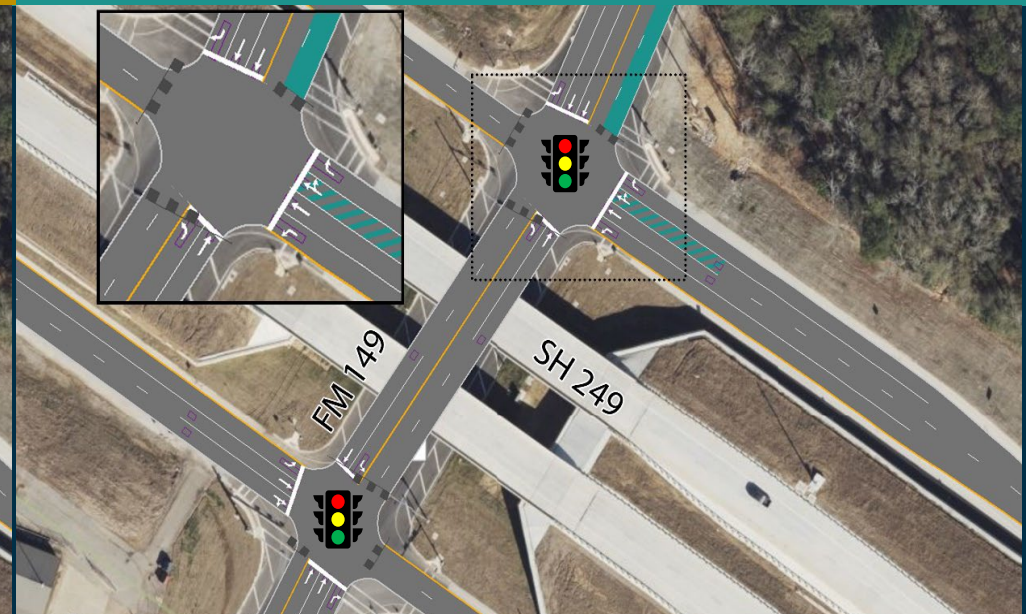
Add Turn Lanes - NB: 2nd Right Turn OR Change Thru to Shared Thru-Right - (\$150,000)

Overall Estimated Cost: \$ 160,000

#### Existing Intersection

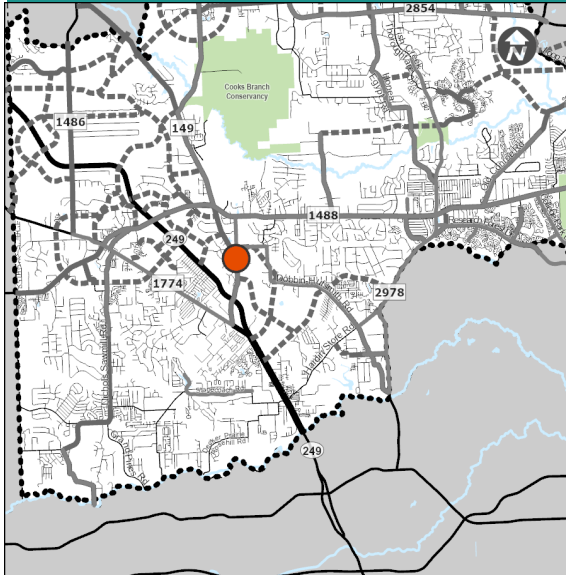


#### Long-Term





### Intersection Key Map



### Recommended Improvements

#### Short-Term Recommendations

Total Short-Term Estimated Costs: \$

-

None

#### Long-Term Recommendations

Total Long-Term Estimated Costs: \$

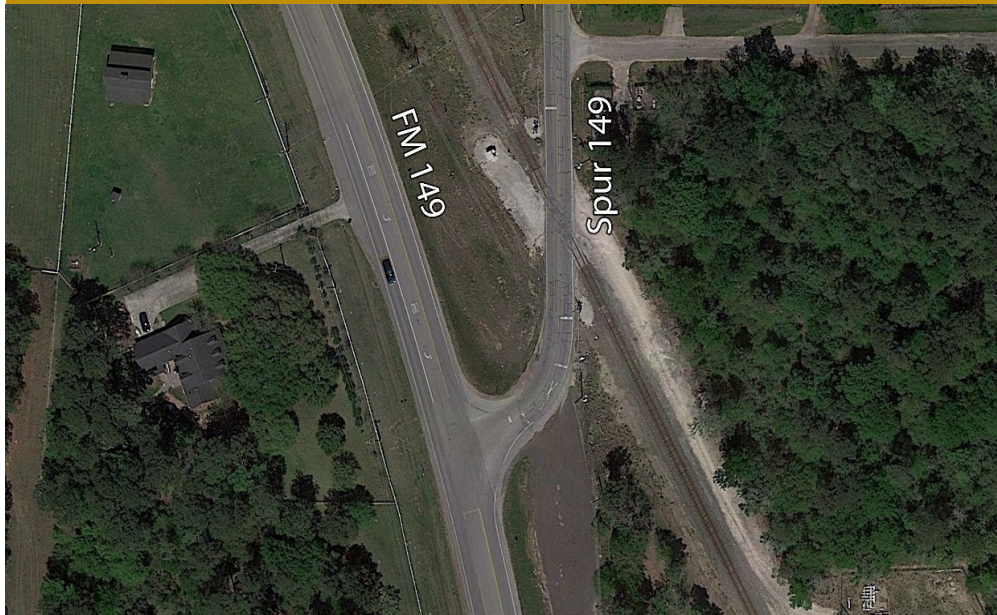
8,500

Close RR Crossing (\$8,500)

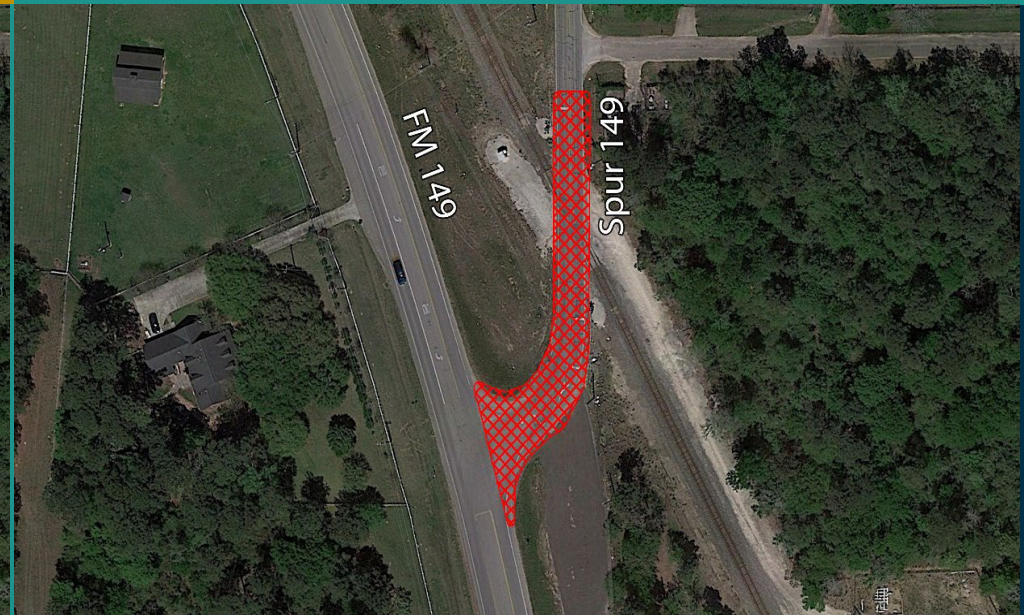
Overall Estimated Cost: \$

8,500

### Existing Intersection



### Long-Term





### Intersection Key Map



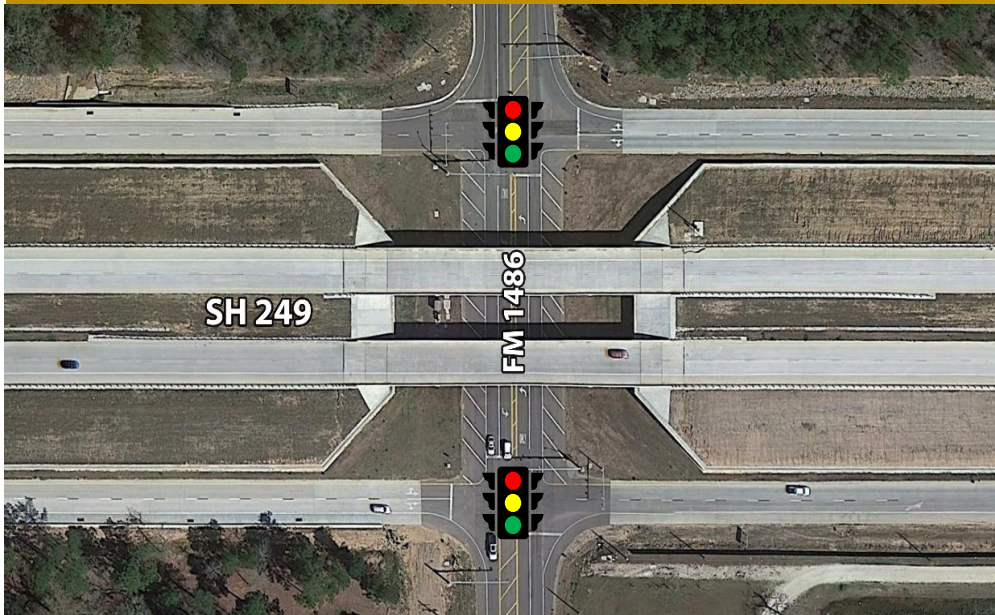
### Recommended Improvements

<b>Short-Term Recommendations</b>	<b>Total Short-Term Estimated Costs: \$</b>	<b>150,000</b>
Add Turn Lanes - Additional Study Required (Example Configuration shown in Short Term Layout) - (\$150,000)		

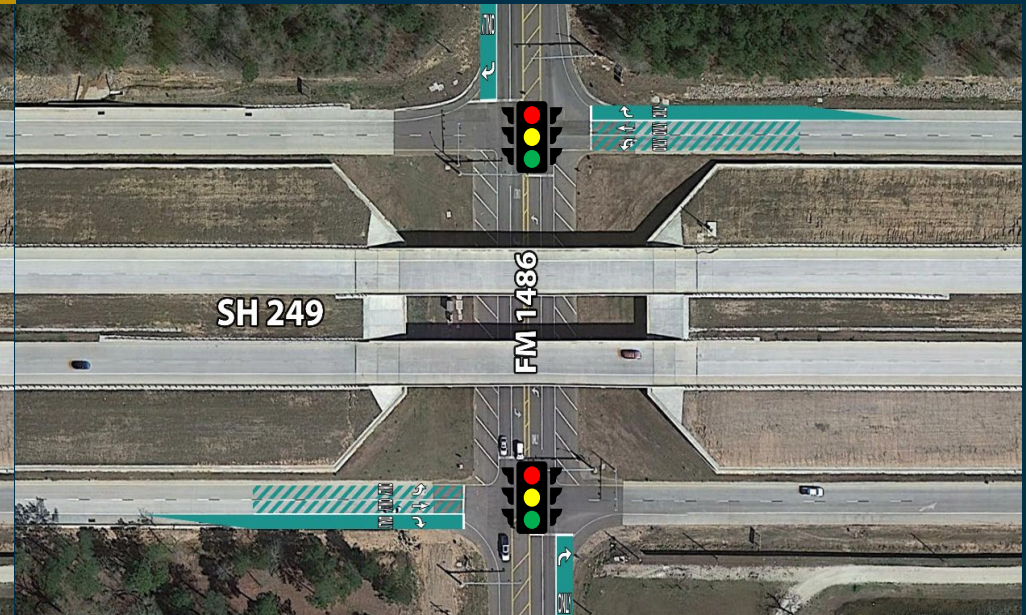
<b>Long-Term Recommendations</b>	<b>Total Long-Term Estimated Costs: \$</b>	<b>-</b>
None		

**Overall Estimated Cost: \$ 150,000**

### Existing Intersection

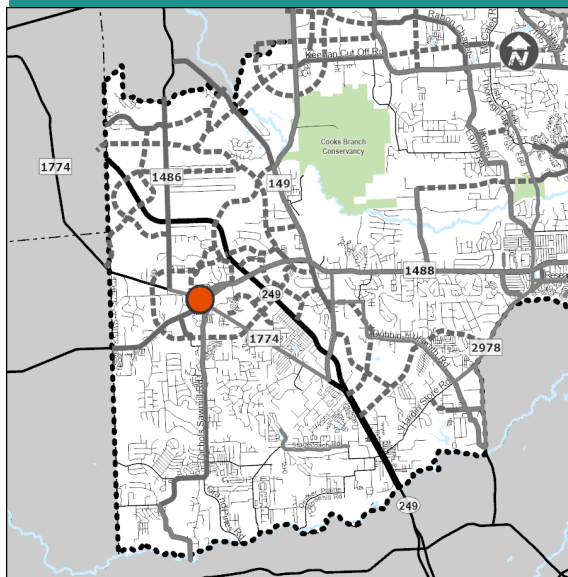


### Short-Term





### Intersection Key Map



### Recommended Improvements

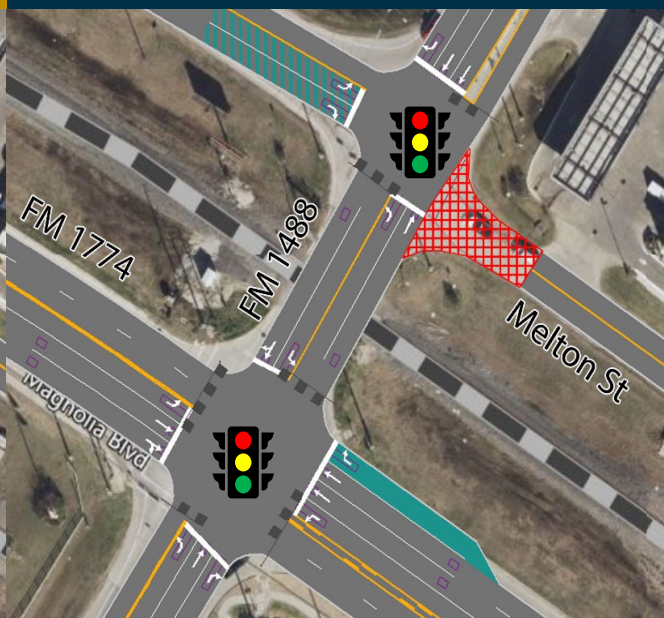
Short-Term Recommendations	Total Short-Term Estimated Costs: \$	568,500
Add Turn Lanes - WB (FM 1774): Right Turn (100') - (\$75,000)		
Signal Timing (\$10,000)		
Melton St - Option A: Close Roadway Access - (Melton St) - (\$8,500)		
Melton St - Option B-1: Add Turn Lanes - WB (Melton St): Left Turn (100') - (\$75,000)		
Melton St - Option B-2: Align Through Lanes (\$400,000)		
Long-Term Recommendations	Total Long-Term Estimated Costs: \$	18,000,000
Grade Separation (\$18,000,000)		

Overall Estimated Cost: \$ 18,568,500

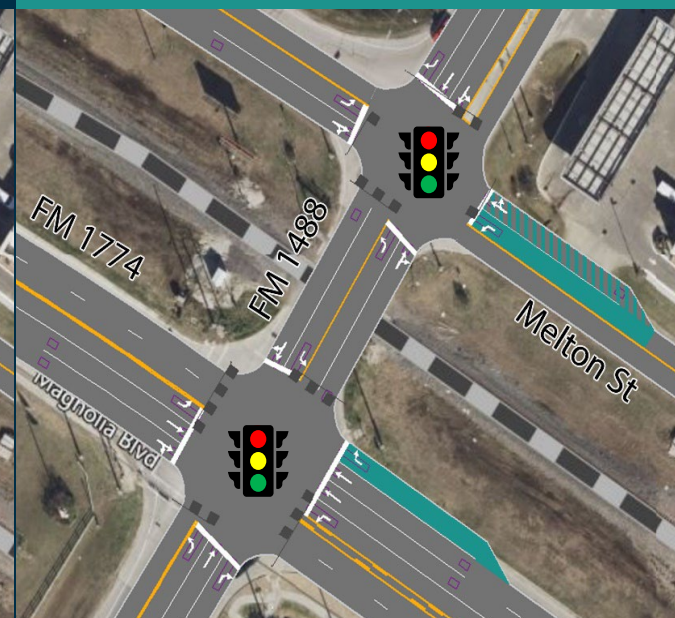
### Existing Intersection



### Short-Term - Option A

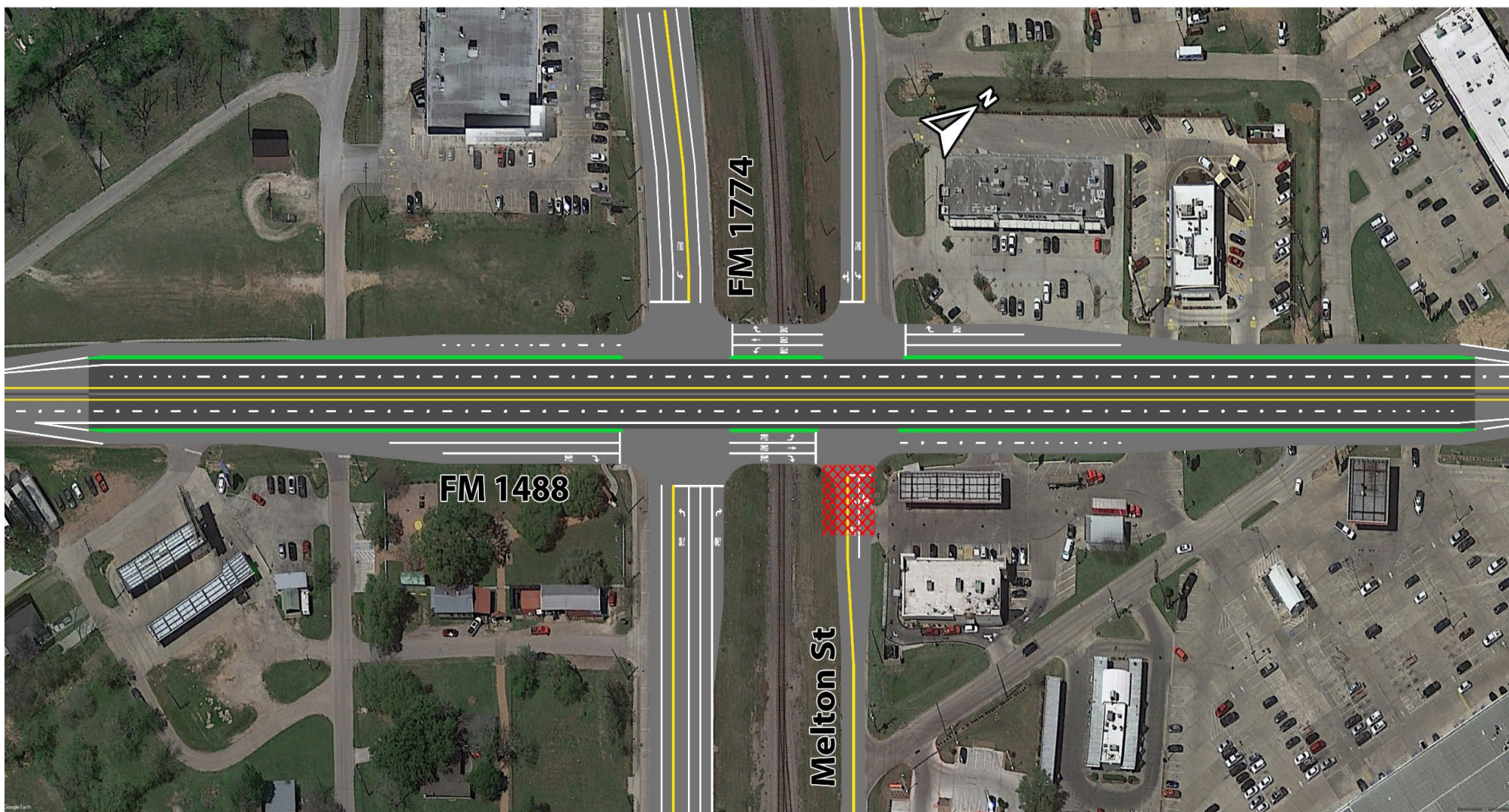


### Short-Term - Option B



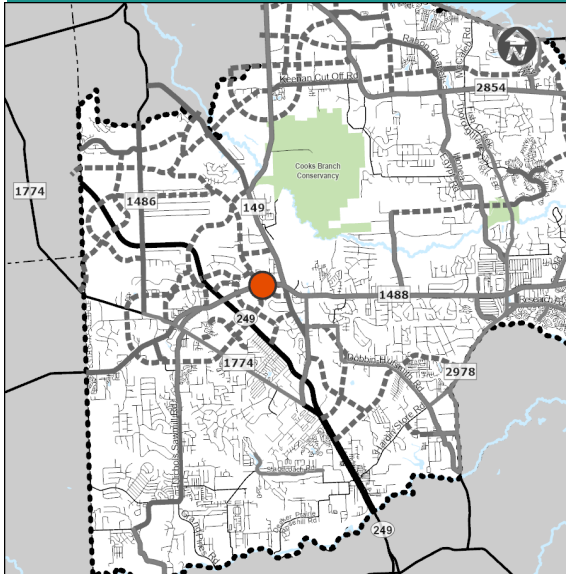


Long-Term





**Intersection Key Map**



**Recommended Improvements**

**Short-Term Recommendations**

Total Short-Term Estimated Costs: \$ 460,000

- Install Traffic Signal (\$400,000)
- Improve Intersection Warning Signs (\$60,000)

**Long-Term Recommendations**

Total Long-Term Estimated Costs: \$ -

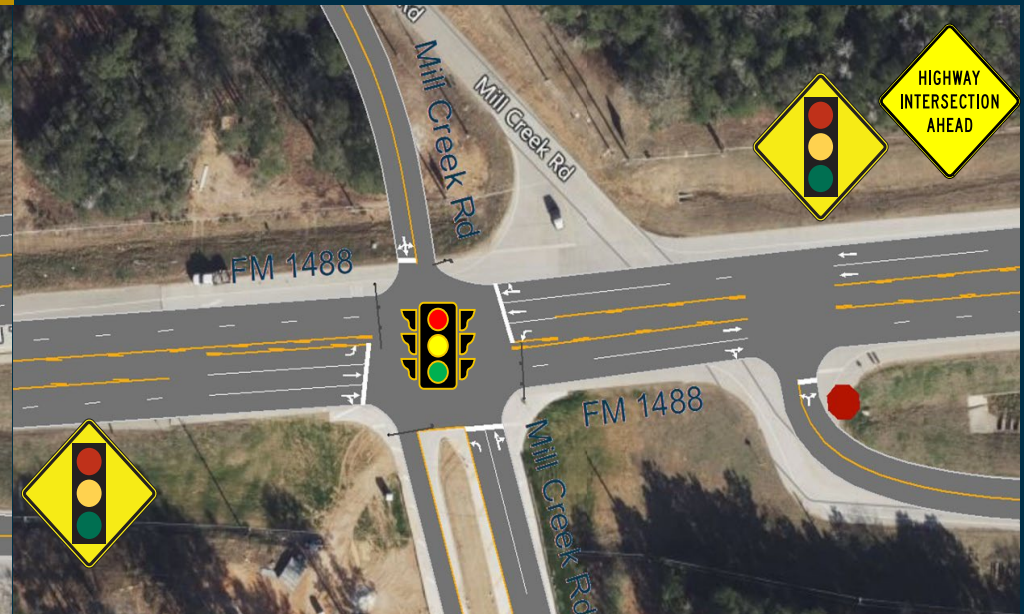
None

Overall Estimated Cost: \$ 460,000

**Existing Intersection**



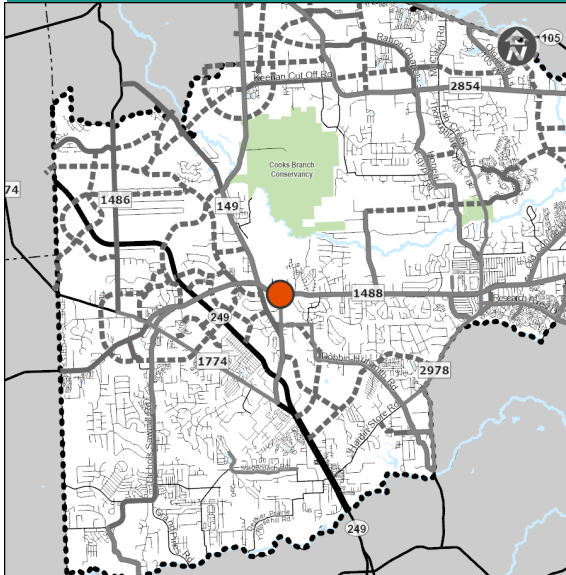
**Short-Term**



Segment Intersection ID 5.2

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

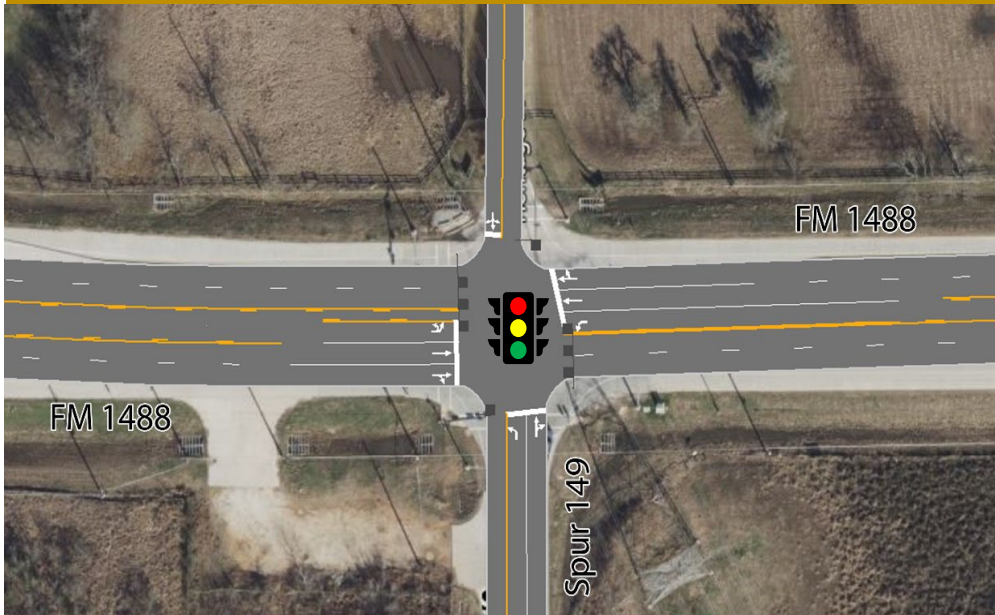
**Intersection Key Map**



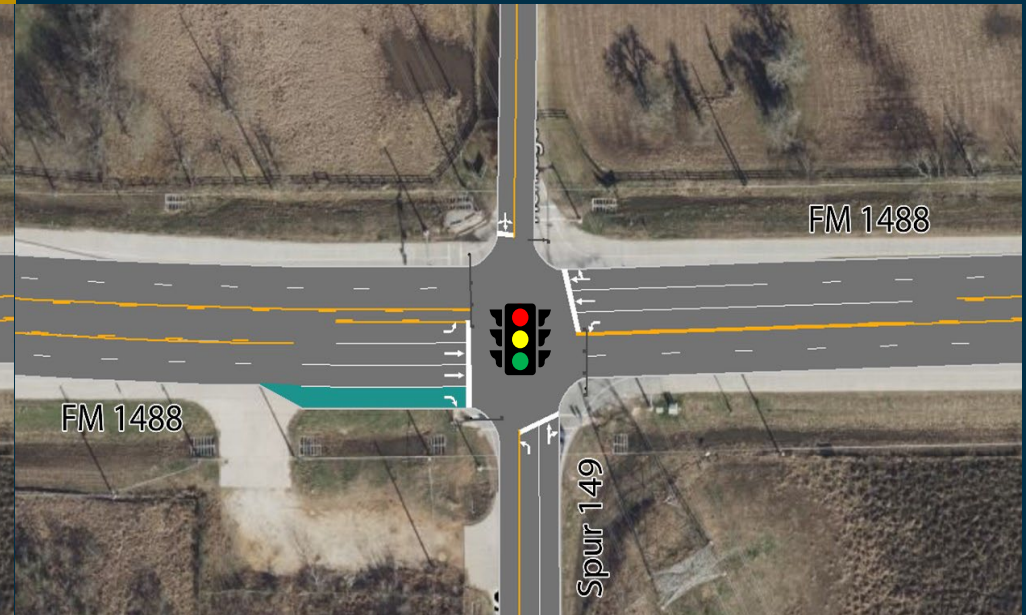
**Recommended Improvements**

<b>Short-Term Recommendations</b>		<b>Total Short-Term Estimated Costs:</b>	<b>\$ 85,000</b>
Signal Timing (\$10,000)			
Add Turn Lanes - EB: Right Turn (100') - (\$75,000)			
<b>Long-Term Recommendations</b>		<b>Total Long-Term Estimated Costs:</b>	<b>\$ -</b>
None			
		<b>Overall Estimated Cost:</b>	<b>\$ 85,000</b>

**Existing Intersection**



**Short-Term**

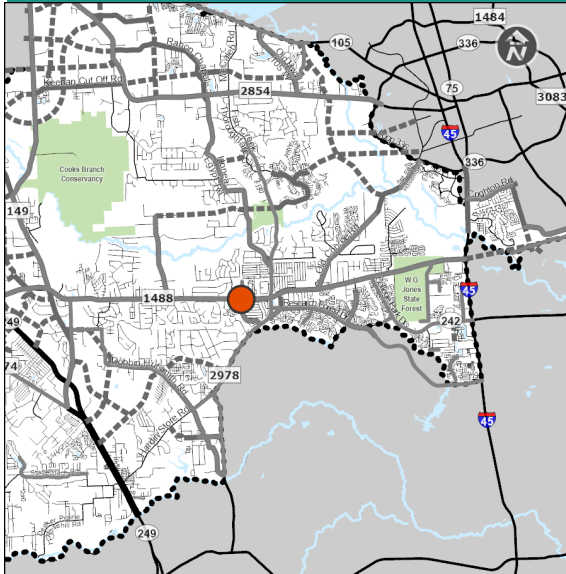




# FM 1488 & TAMINA RD

5.4

## Intersection Key Map



## Recommended Improvements

### Short-Term Recommendations

Total Short-Term Estimated Costs: \$ 85,000

Signal Timing (\$10,000)

Add Turn Lanes - NB: Right Turn (100') - (\$75,000)

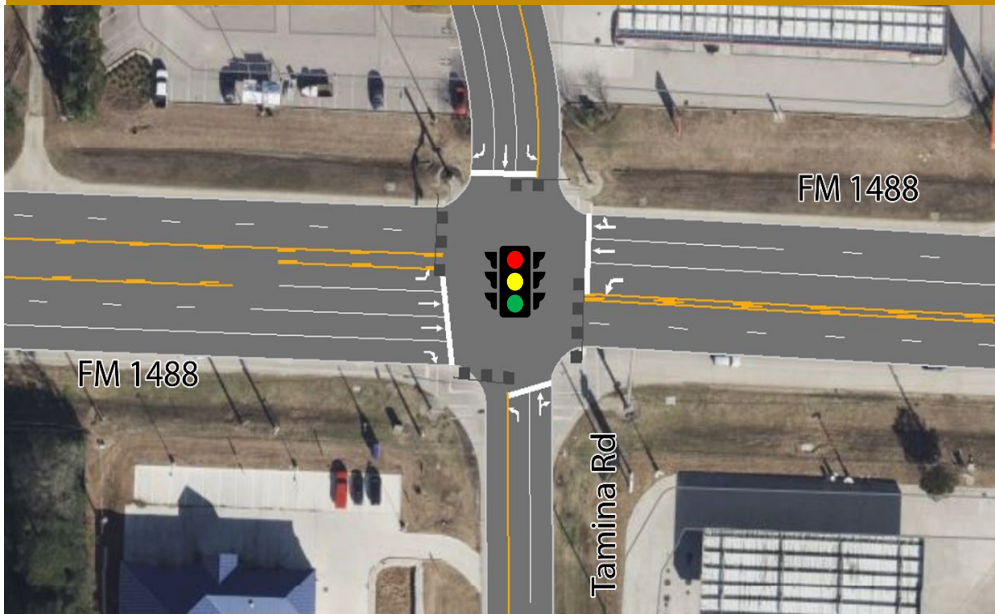
### Long-Term Recommendations

Total Long-Term Estimated Costs: \$ -

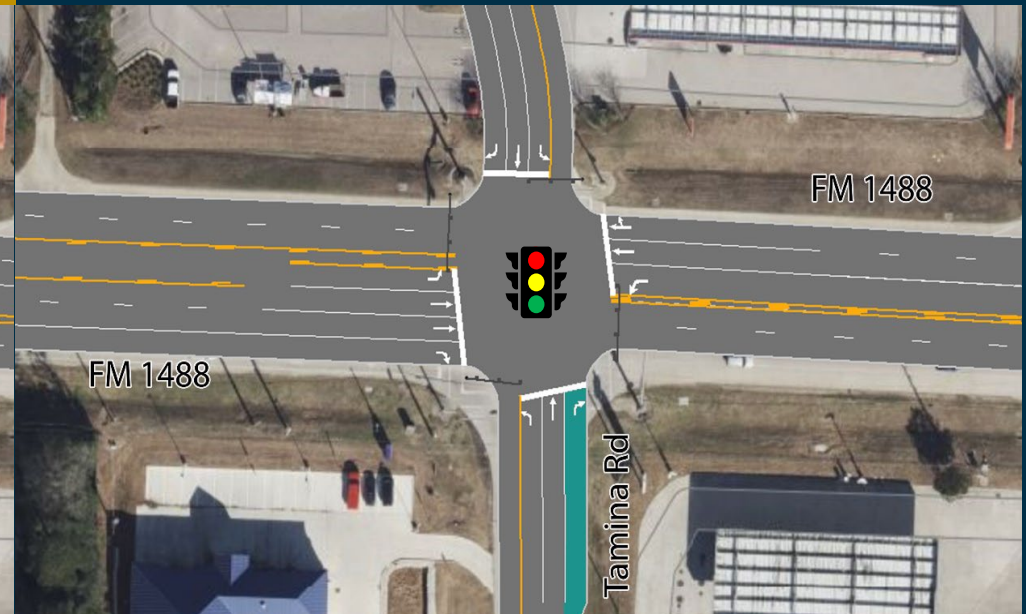
None

Overall Estimated Cost: \$ 85,000

## Existing Intersection



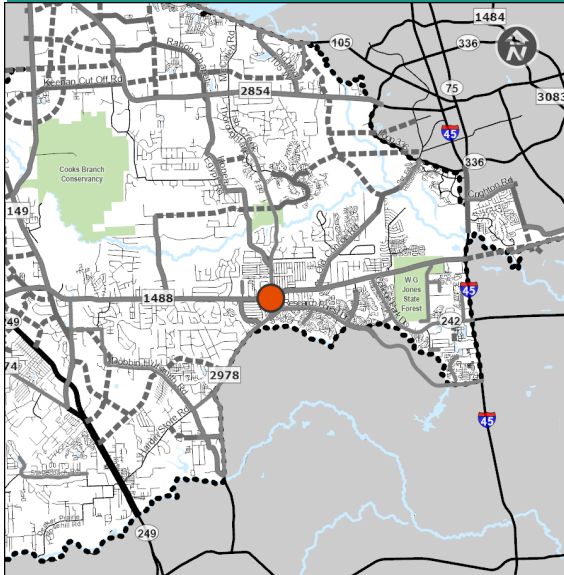
## Short-Term



Segment Intersection ID 5.4

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

**Intersection Key Map**



**Recommended Improvements**

**Short-Term Recommendations** Total Short-Term Estimated Costs: \$ 460,000

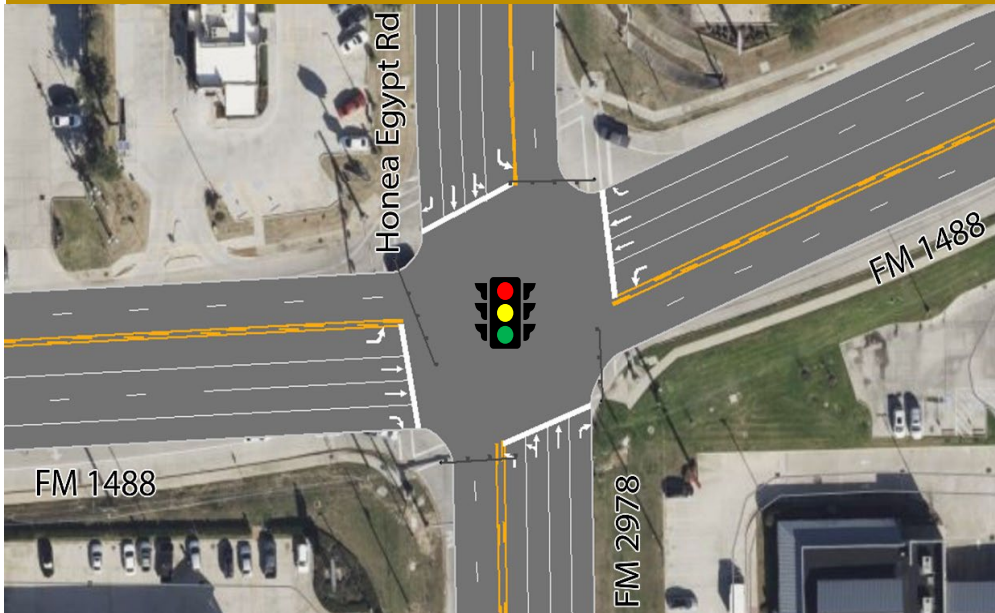
Signal Timing (\$10,000)  
Add Turn Lanes - EB/WB: 2nd Left Turn Lane - (\$450,000)

**Long-Term Recommendations** Total Long-Term Estimated Costs: \$ 36,000,000

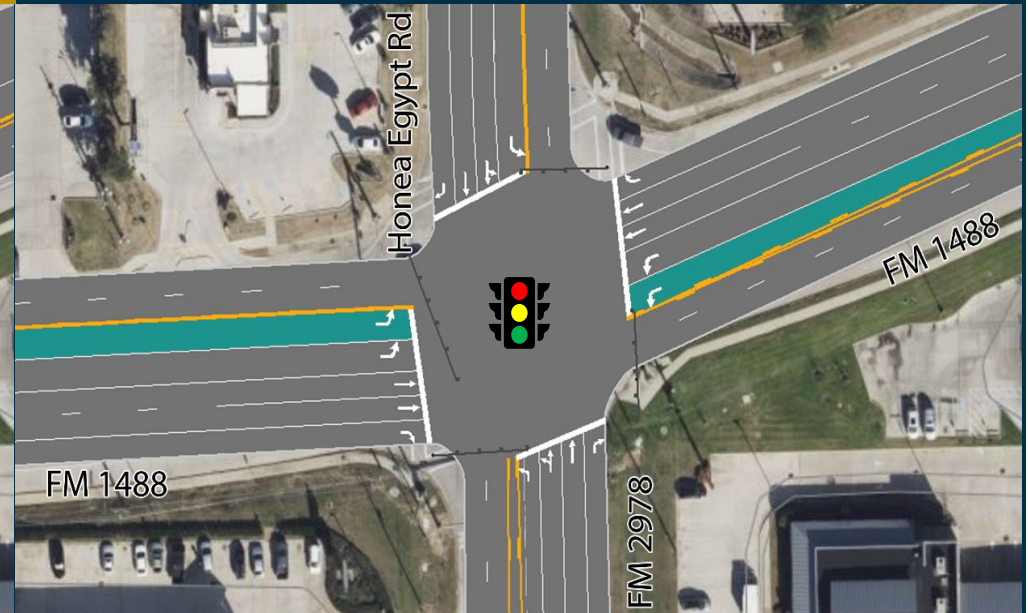
Grade Separation (\$36,000,000)

**Overall Estimated Cost: \$ 36,460,000**

**Existing Intersection**

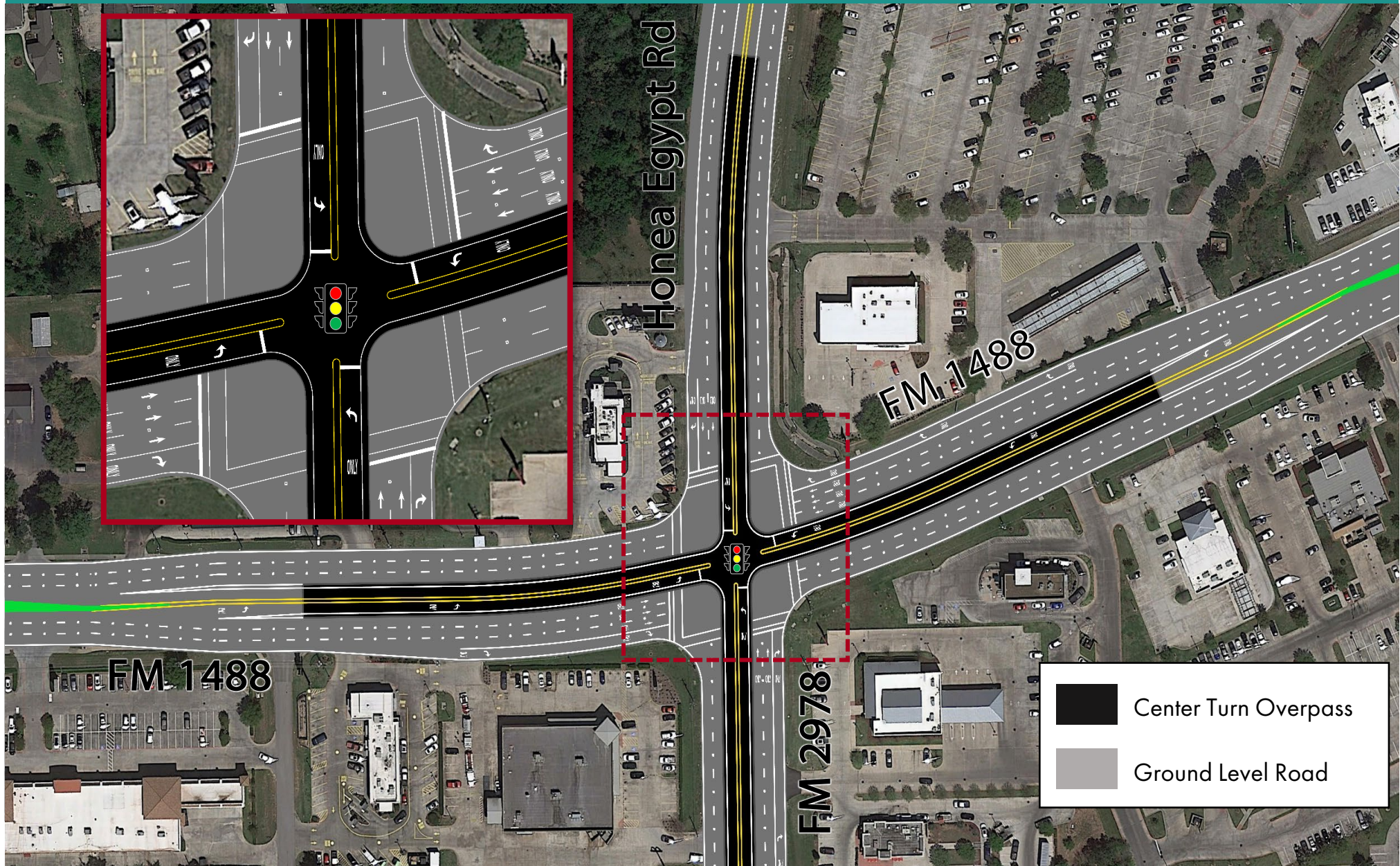


**Short-Term**





**Long-Term**

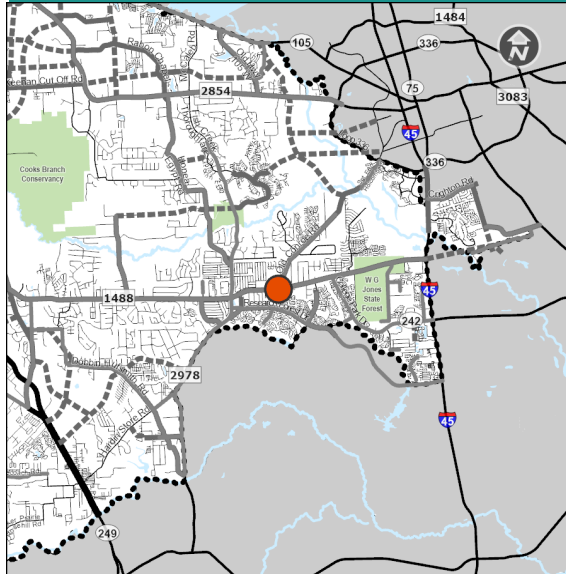




# FM 1488 & OLD CONROE RD

5.6

## Intersection Key Map



## Recommended Improvements

### Short-Term Recommendations

Total Short-Term Estimated Costs: \$ 160,000

Signal Timing (\$10,000)

Add Turn Lanes - Additional Study Required (Example Configuration shown in Short Term Layout) - (\$150,000)

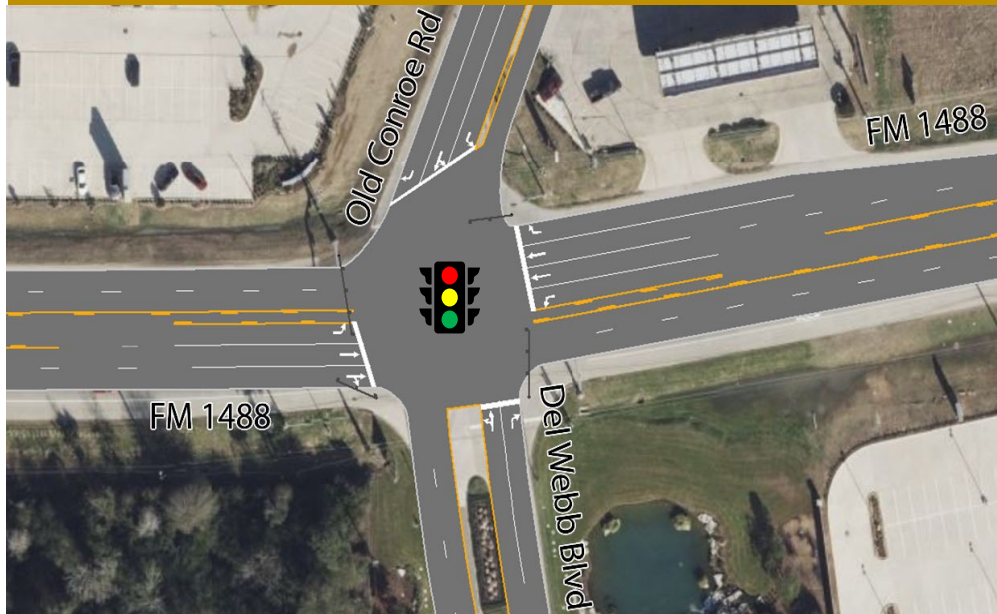
### Long-Term Recommendations

Total Long-Term Estimated Costs: \$ -

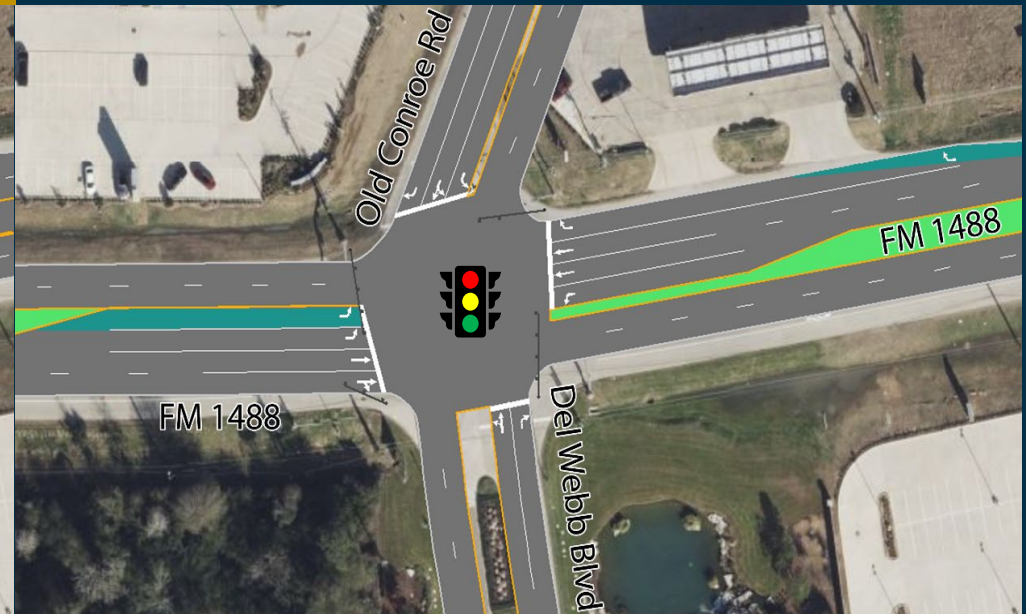
None

Overall Estimated Cost: \$ 160,000

## Existing Intersection



## Short-Term



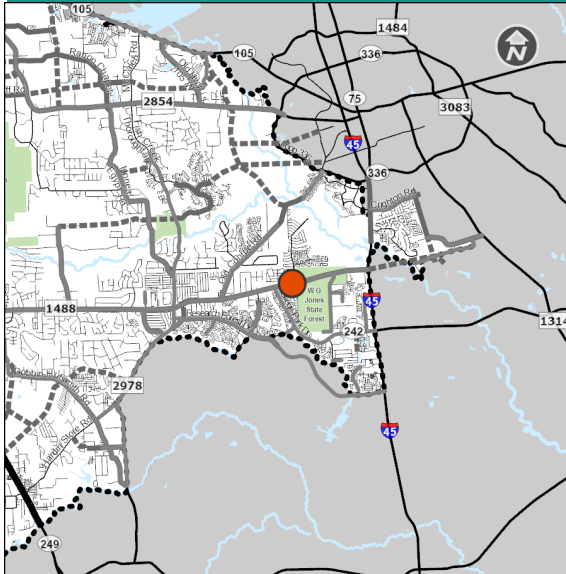
Segment Intersection ID 5.6

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

# FM 1488 & CARRIAGE HILLS BLVD

5.7

## Intersection Key Map



## Recommended Improvements

<b>Short-Term Recommendations</b>	<b>Total Short-Term Estimated Costs: \$ 78,000</b>
-----------------------------------	--

Add Turn Lanes - EB: 2nd Left Turn - (\$75,000)

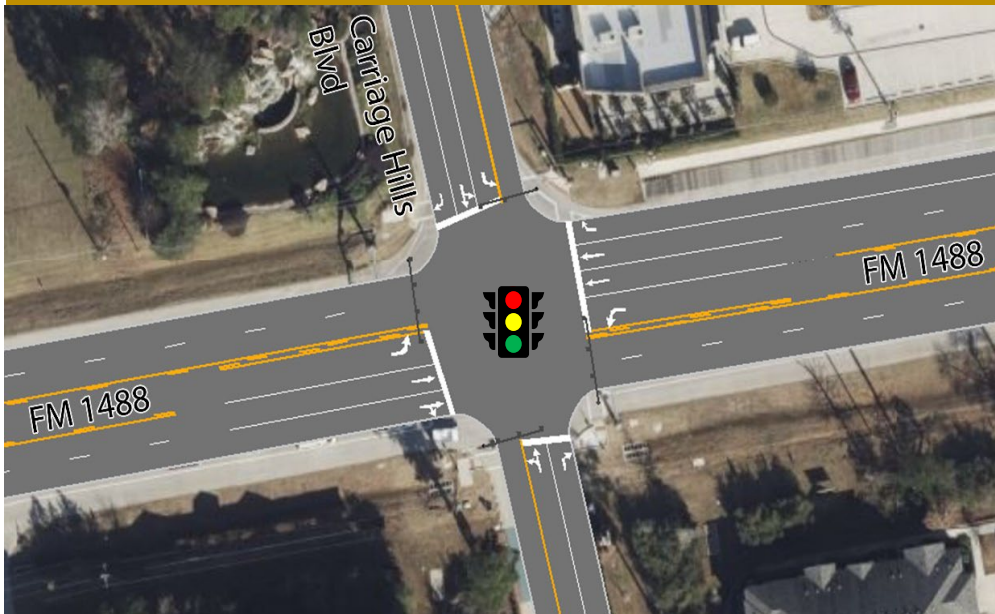
Pedestrian Push Button ADA Compliance (Relocate Next to Landing) (\$3,000)

<b>Long-Term Recommendations</b>	<b>Total Long-Term Estimated Costs: \$ -</b>
----------------------------------	--

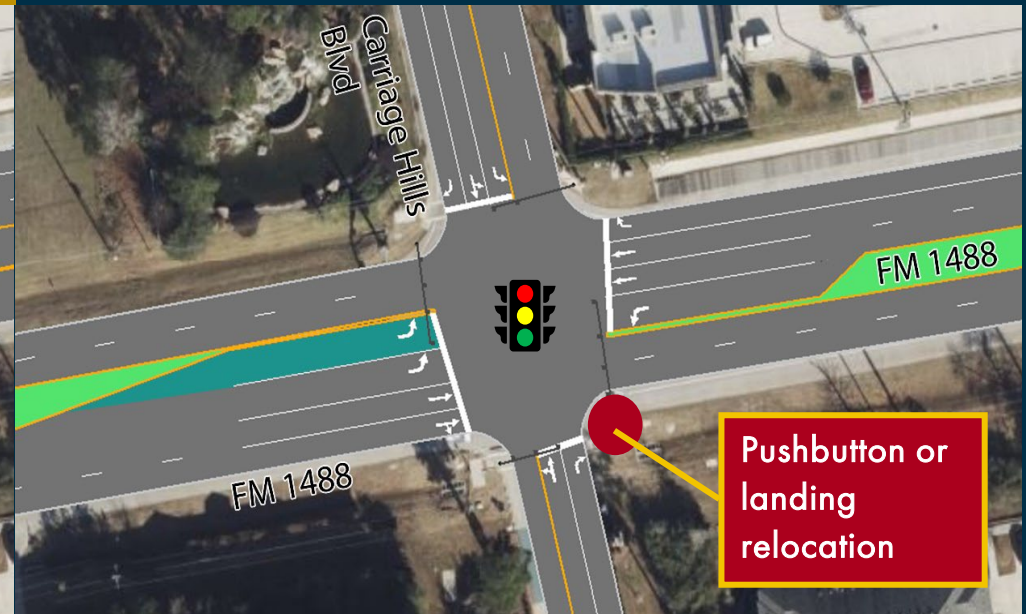
None

**Overall Estimated Cost: \$ 78,000**

## Existing Intersection



## Short-Term

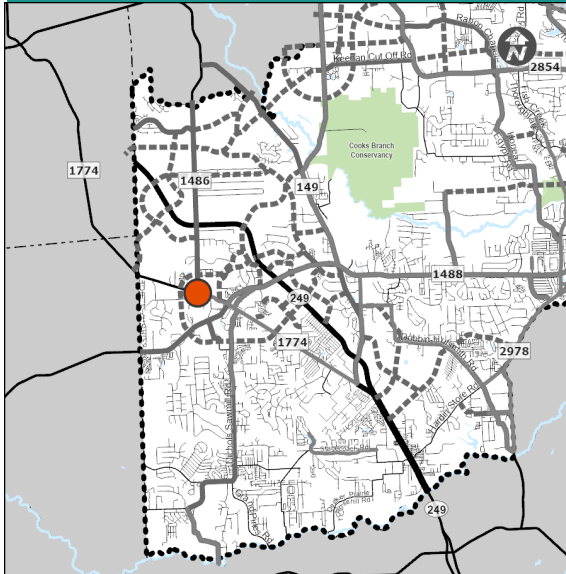


Segment Intersection ID 5.7

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.



### Intersection Key Map



### Recommended Improvements

#### Short-Term Recommendations

None

Total Short-Term Estimated Costs: \$

-

#### Long-Term Recommendations

Install Continuous Green T-Intersection (\$1,200,000)

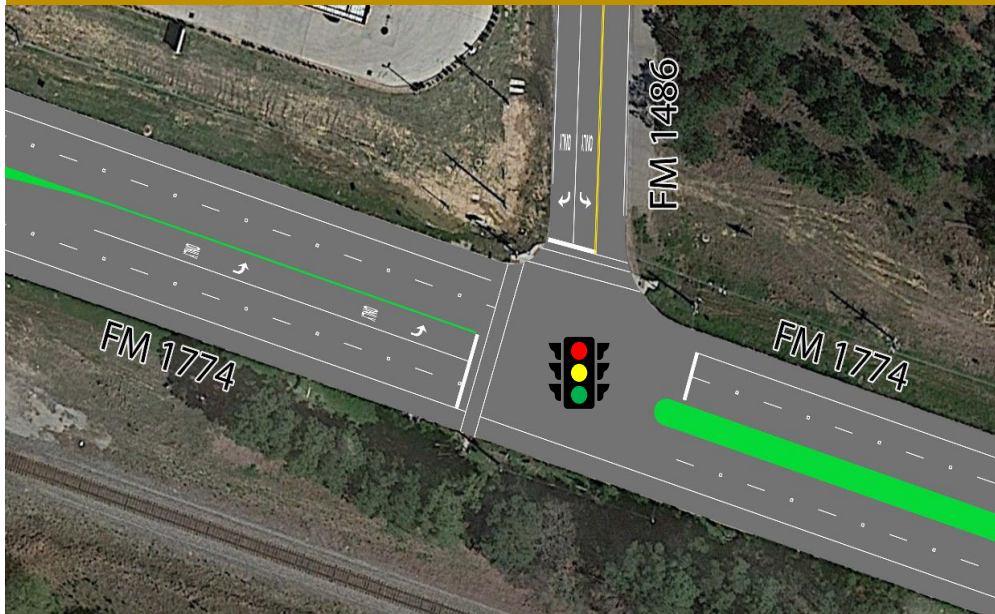
Total Long-Term Estimated Costs: \$

1,200,000

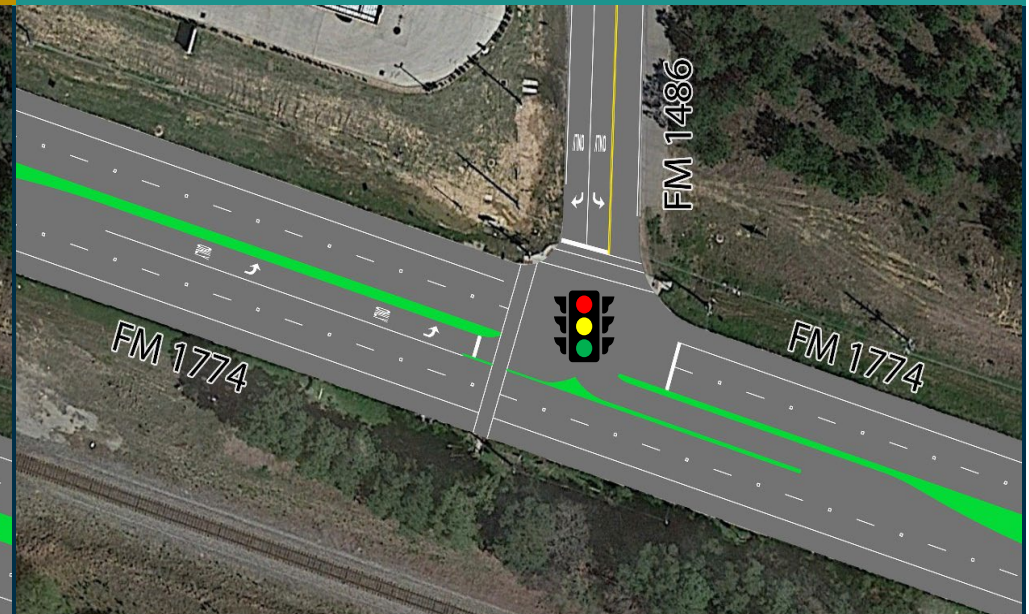
Overall Estimated Cost: \$

1,200,000

### Existing Intersection



### Long-Term

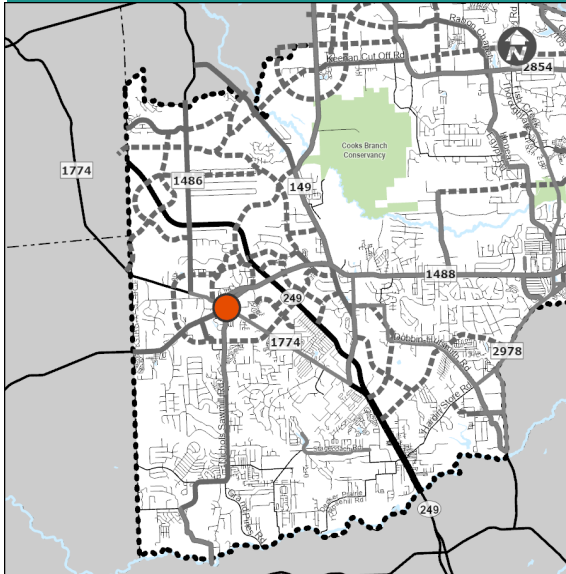




## FM 1774 & BUDDY RILEY

6.2

### Intersection Key Map



### Recommended Improvements

#### Short-Term Recommendations

Total Short-Term Estimated Costs: \$ 10,000

Signal Timing (\$10,000)

#### Long-Term Recommendations

Total Long-Term Estimated Costs: \$ -

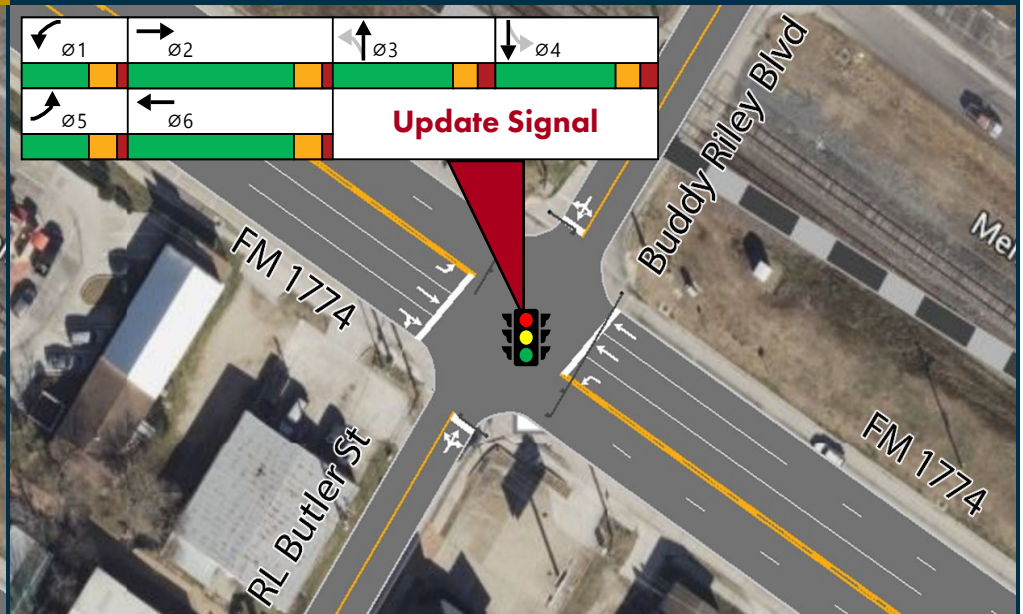
None

Overall Estimated Cost: \$ 10,000

### Existing Intersection



### Short-Term



Segment Intersection ID 6.2

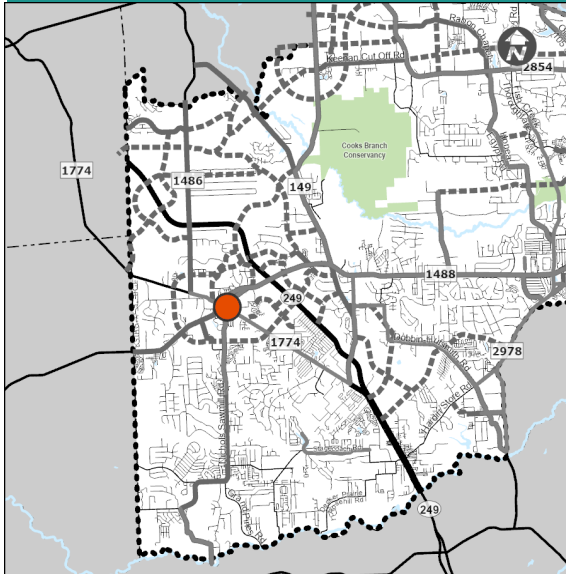
Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.



## MELTON & BUDDY RILEY

6.3

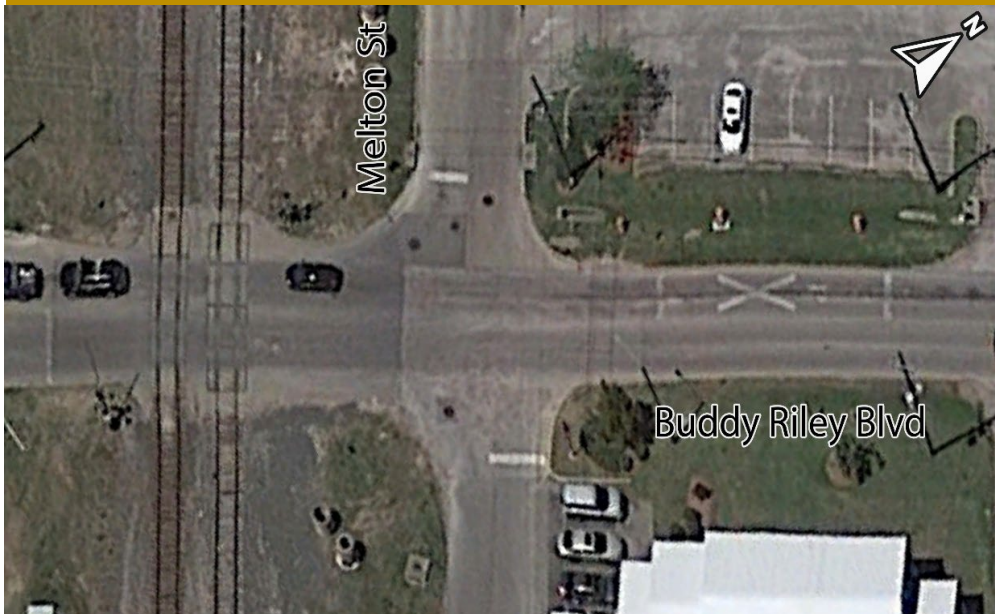
### Intersection Key Map



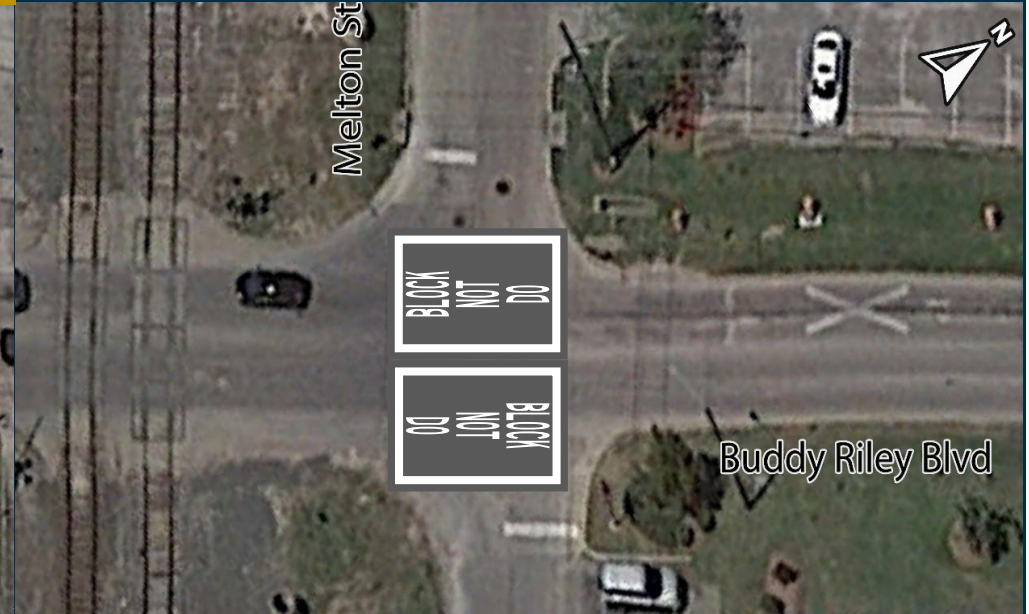
### Recommended Improvements

Short-Term Recommendations		Total Short-Term Estimated Costs: \$	5,000
Install Pavement Markings "DO NOT BLOCK" (\$5,000)			
Long-Term Recommendations		Total Long-Term Estimated Costs: \$	-
None			
		Overall Estimated Cost: \$	5,000

### Existing Intersection



### Short-Term

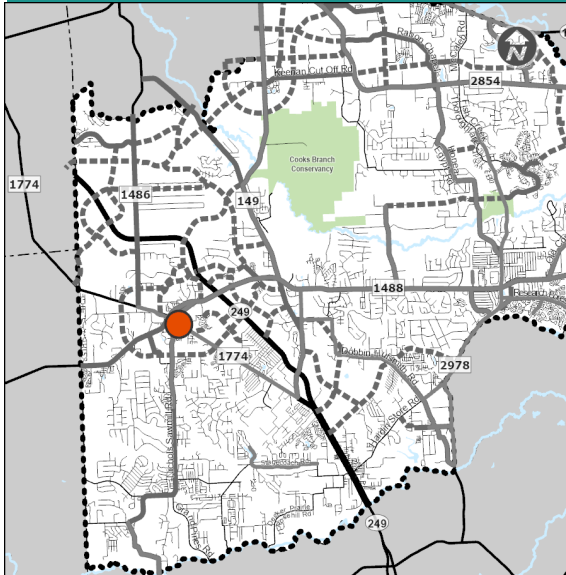




## FM 1774 & NICHOLS SAWMILL RD

6.4

### Intersection Key Map



### Recommended Improvements

<b>Short-Term Recommendations</b>	<b>Total Short-Term Estimated Costs: \$ 225,000</b>
-----------------------------------	---

Add Turn Lanes - NB: Left Turn (100' min.); EB: Right Turn (200') - (\$225,000)

<b>Long-Term Recommendations</b>	<b>Total Long-Term Estimated Costs: \$ 1,200,000</b>
----------------------------------	--

Install Continuous Green T-Intersection (\$1,200,000)

**Overall Estimated Cost: \$ 1,425,000**

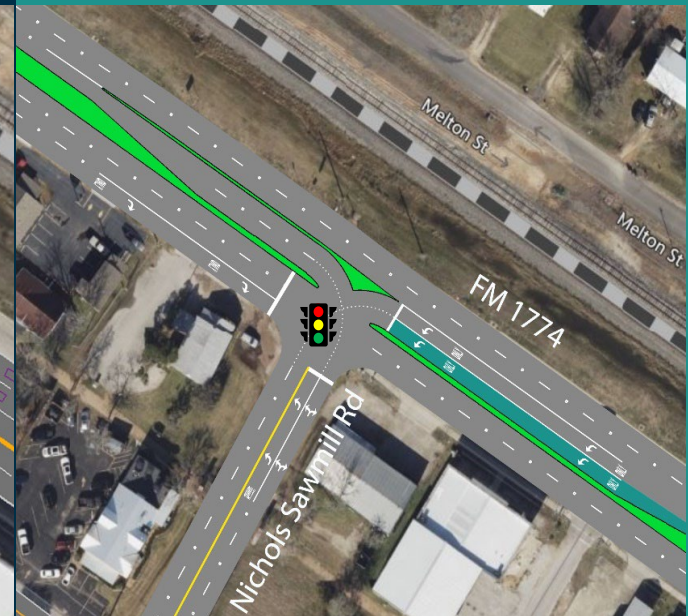
### Existing Intersection



### Short-Term



### Long-Term

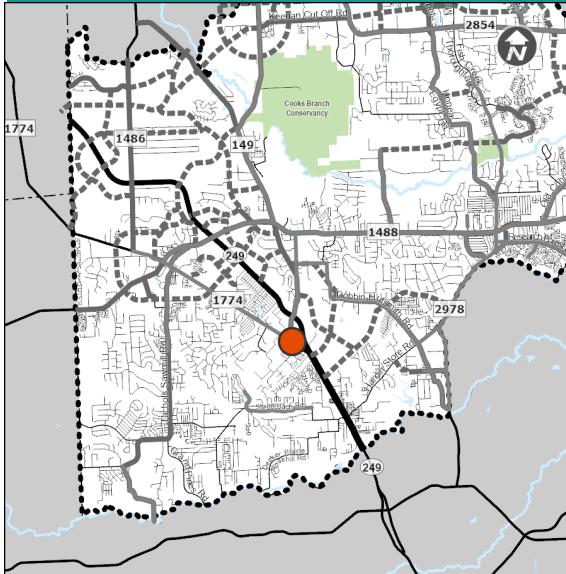


Segment Intersection ID 6.4

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.



### Intersection Key Map



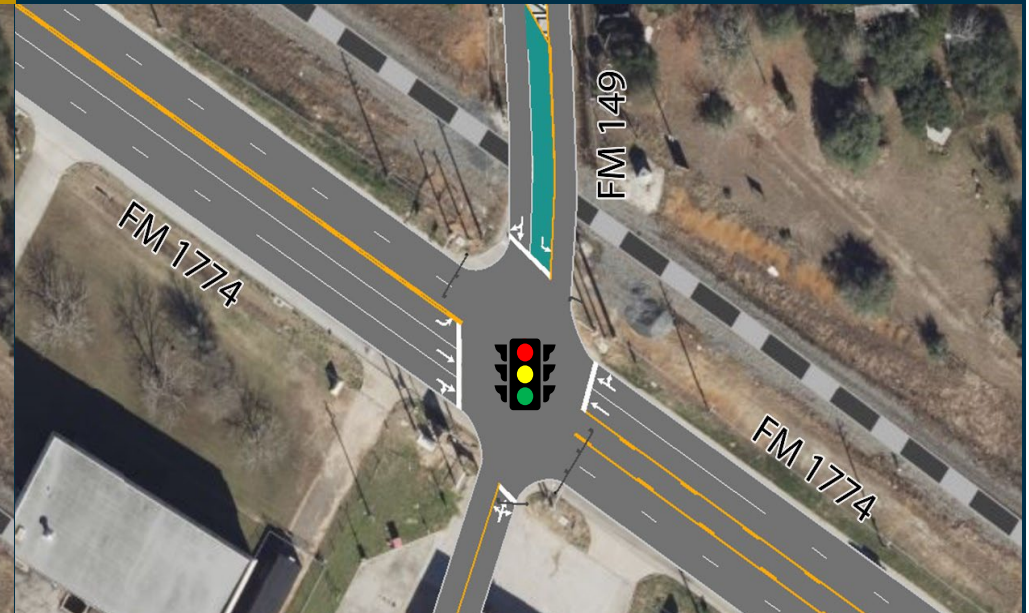
### Recommended Improvements

<b>Short-Term Recommendations</b>		Total Short-Term Estimated Costs: \$	75,000
Add Turn Lanes - SB: Left Turn (100') - (\$75,000)			
<b>Long-Term Recommendations</b>		Total Long-Term Estimated Costs: \$	-
None			
		Overall Estimated Cost: \$	75,000

### Existing Intersection



### Short-Term





# Montgomery County Precinct 2 Mobility Study, Intersection Summary Sheets

## FM 1774 & MAGNOLIA WEST HIGH SCHOOL DRIVEWAY

6.6

### Intersection Key Map



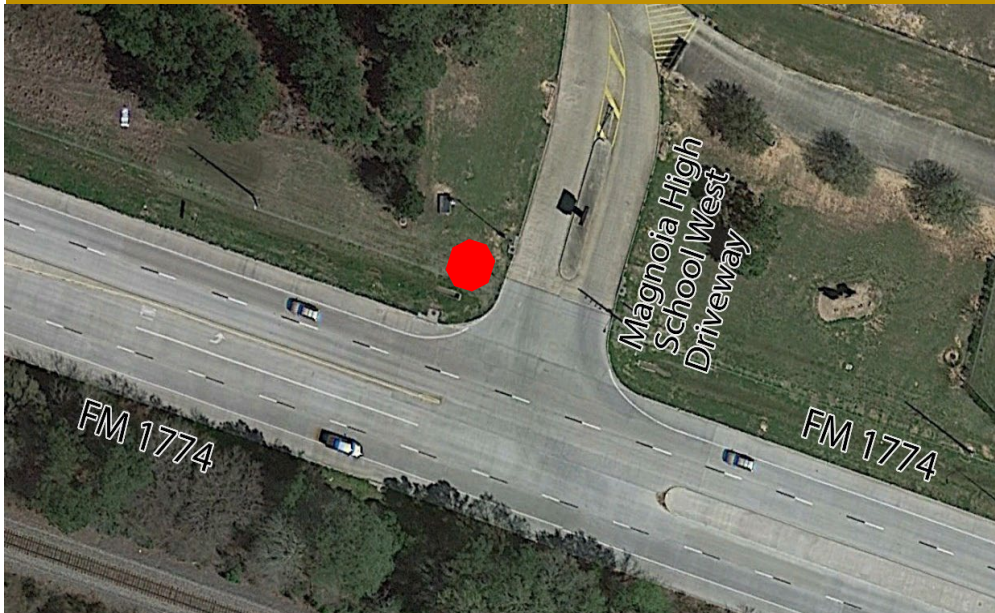
### Recommended Improvements

<b>Short-Term Recommendations</b>	<b>Total Short-Term Estimated Costs: \$ 250,000</b>
Prohibit Left Turns from Driveway During Off-Peak Times (\$250,000)	

<b>Long-Term Recommendations</b>	<b>Total Long-Term Estimated Costs: \$ -</b>
None	

**Overall Estimated Cost: \$ 250,000**

### Existing Intersection



### Short-Term

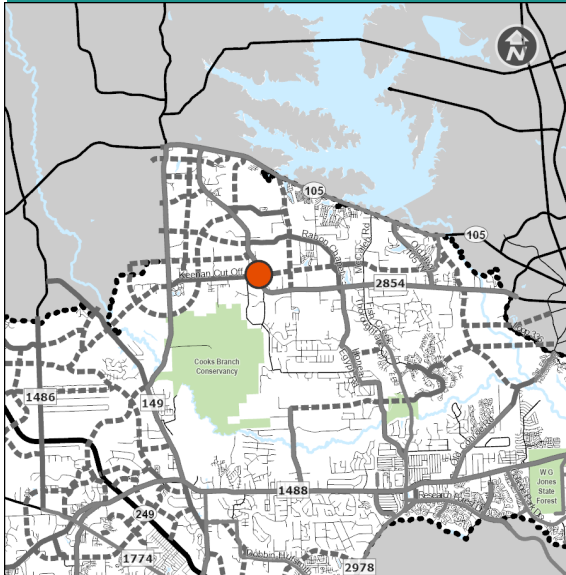




## FM 2854 & KEENAN CUT OFF RD

7.1

### Intersection Key Map



### Recommended Improvements

#### Short-Term Recommendations

Total Short-Term Estimated Costs: \$ 475,000

Add Turn Lanes - WB: Right Turn (100') - (\$75,000)  
Install Traffic Signal (\$400,000)

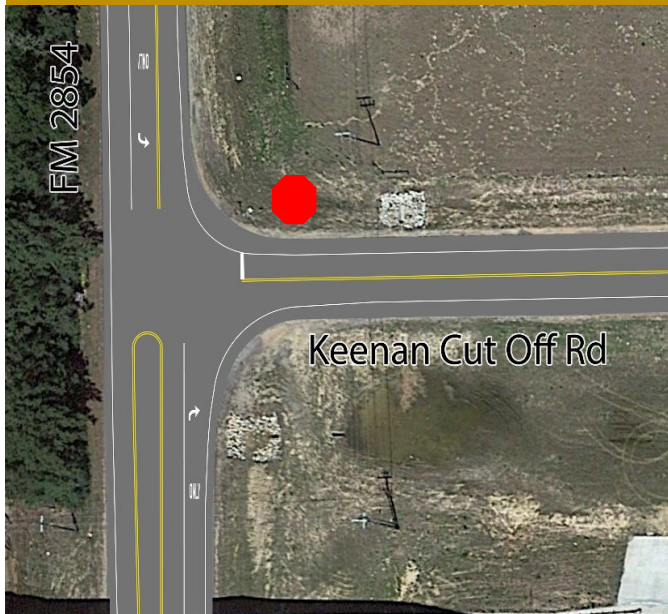
#### Long-Term Recommendations

Total Long-Term Estimated Costs: \$ 1,200,000

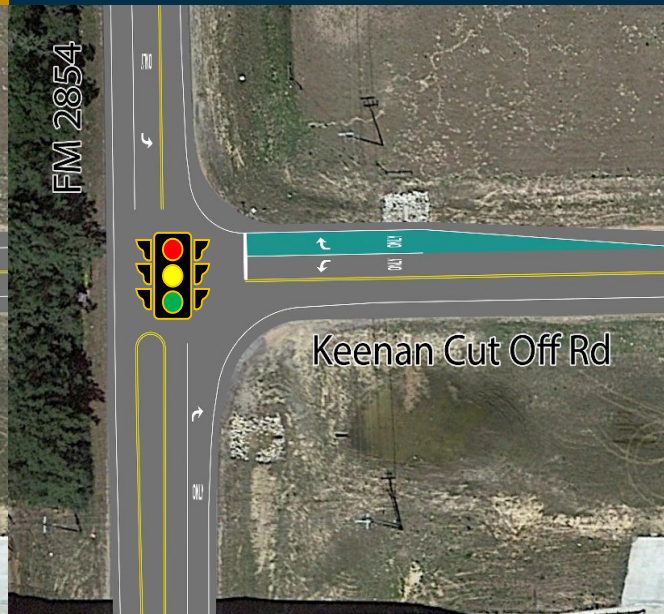
Install Continuous Green T-Intersection (\$1,200,000)

Overall Estimated Cost: \$ 1,675,000

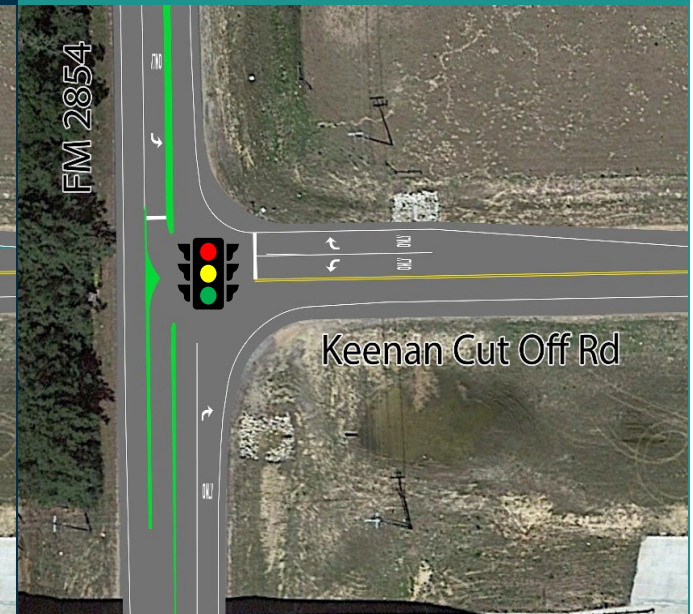
### Existing Intersection



### Short-Term



### Long-Term



Segment Intersection ID 7.1

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.



# FM 2854 & COLLIER CEMETERY RD

7.2

## Intersection Key Map



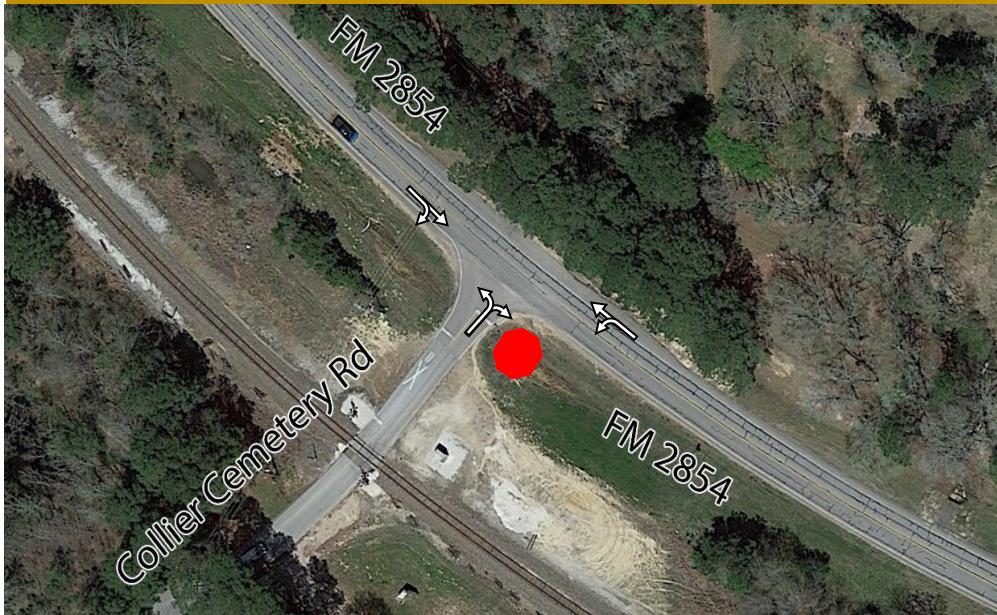
## Recommended Improvements

<b>Short-Term Recommendations</b>	<b>Total Short-Term Estimated Costs:</b>	<b>\$ 60,000</b>
Improve Intersection Warning Signs (\$60,000)		

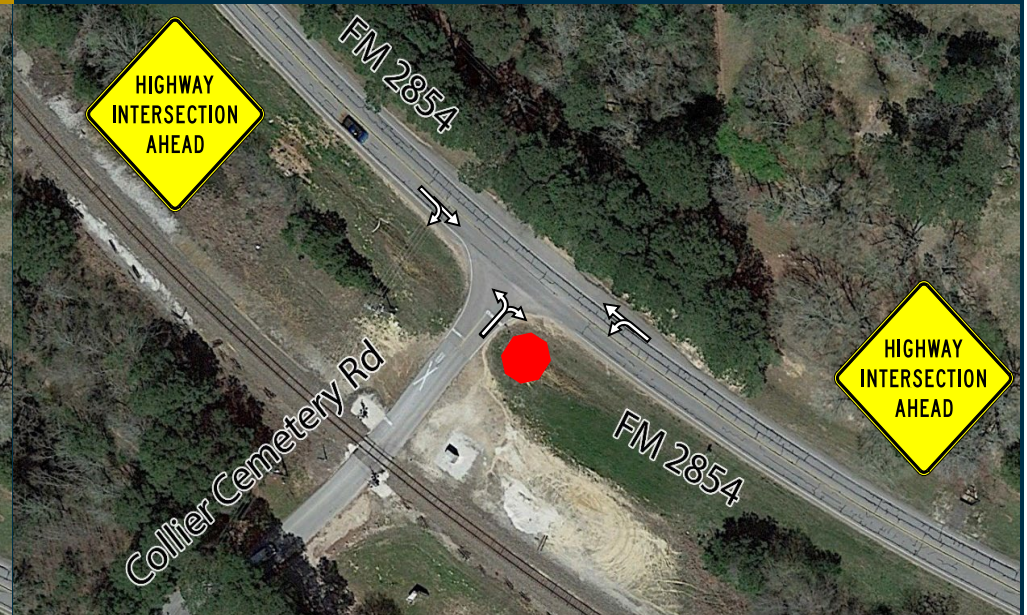
<b>Long-Term Recommendations</b>	<b>Total Long-Term Estimated Costs:</b>	<b>\$ -</b>
None		

**Overall Estimated Cost: \$ 60,000**

## Existing Intersection



## Short-Term

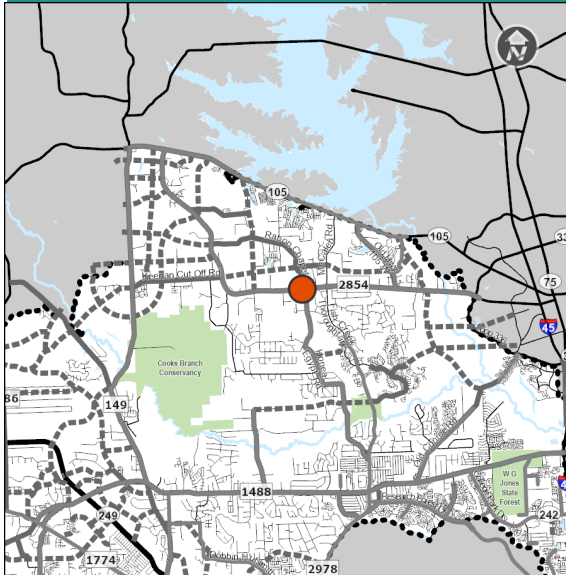


Segment Intersection ID 7.2

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.



**Intersection Key Map**



**Recommended Improvements**

**Short-Term Recommendations**

Total Short-Term Estimated Costs: \$ 725,000

Add Turn Lanes - WB: Right Turn (100') - (\$75,000)

Install Roundabout - ONLY if Honea Egypt Rd is NOT aligned with Rabon Chapel - (\$650,000)

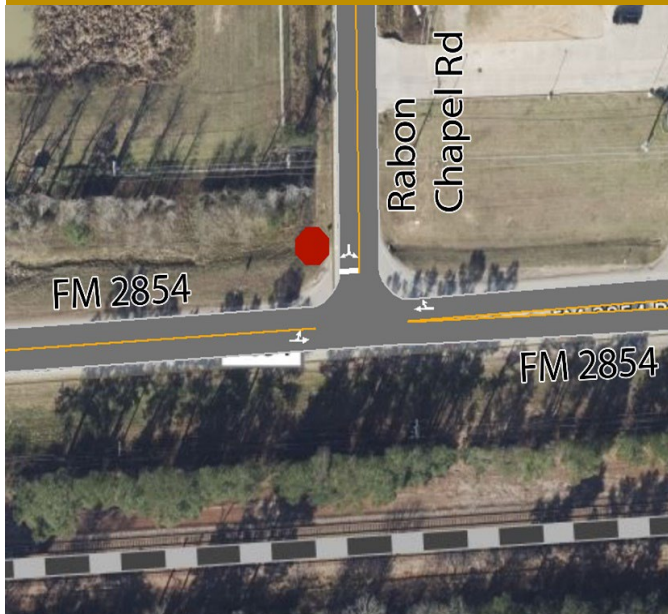
**Long-Term Recommendations**

Total Long-Term Estimated Costs: \$ 16,000,000

Grade Separation - ONLY if Honea Egypt Rd IS aligned with Rabon Chapel - (\$16,000,000)

Overall Estimated Cost: \$ 16,725,000

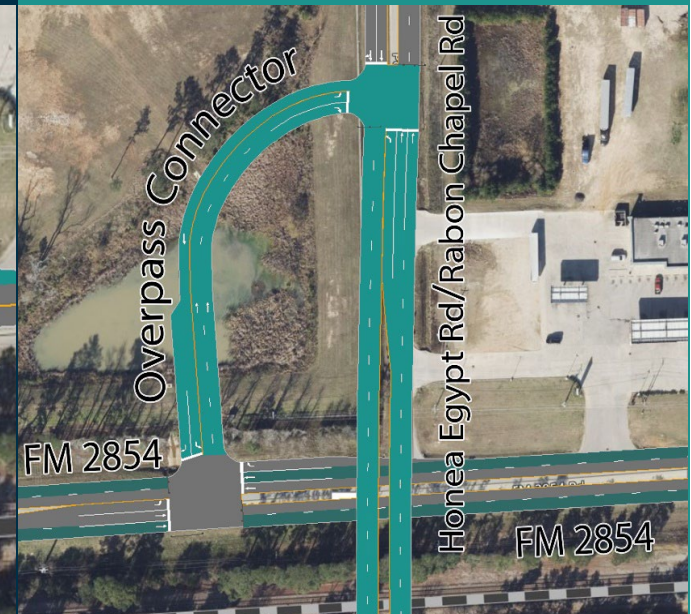
**Existing Intersection**



**Short-Term - Option A**



**Long-Term - Option B**

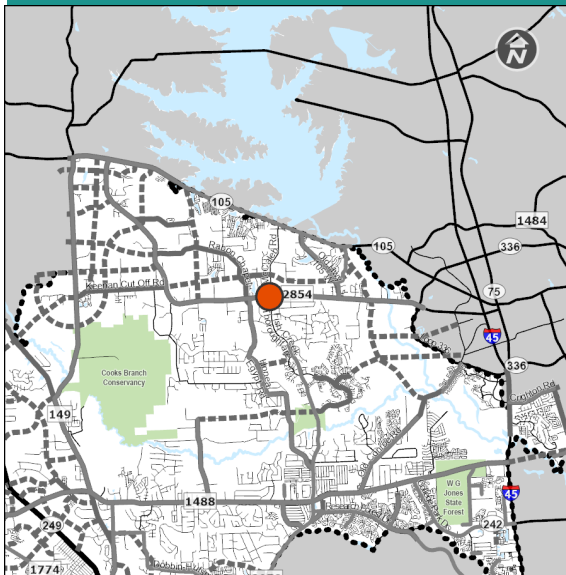




# FM 2854 & FISH CREEK THOROUGHFARE

7.4

## Intersection Key Map



## Recommended Improvements

<b>Short-Term Recommendations</b>	<b>Total Short-Term Estimated Costs:</b>	<b>\$</b>	<b>-</b>
None			
<b>Long-Term Recommendations</b>	<b>Total Long-Term Estimated Costs:</b>	<b>\$</b>	<b>160,000</b>
Signal Timing (\$10,000)			
Add Turn Lanes - SB: Right Turn (100') - (\$150,000)			
<b>Overall Estimated Cost:</b>			<b>\$ 160,000</b>

## Existing Intersection



## Long-Term

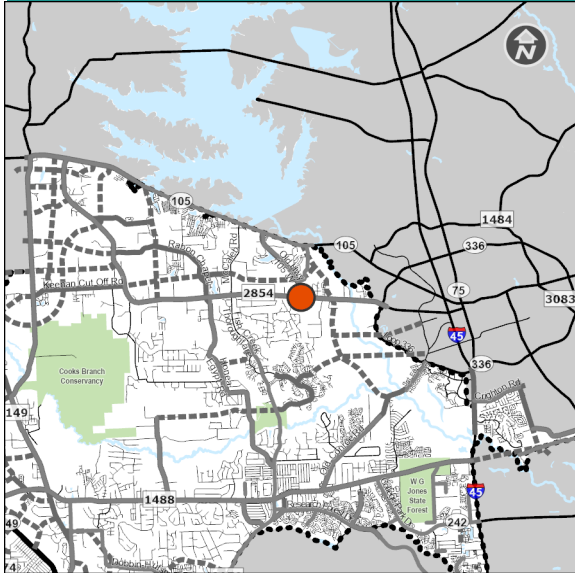


Segment Intersection ID 7.4

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.



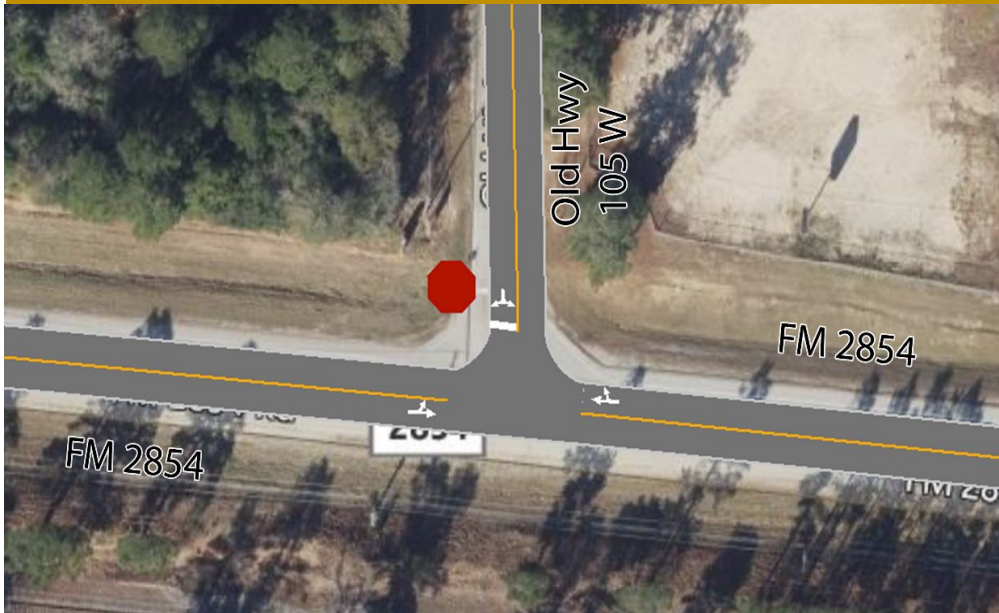
**Intersection Key Map**



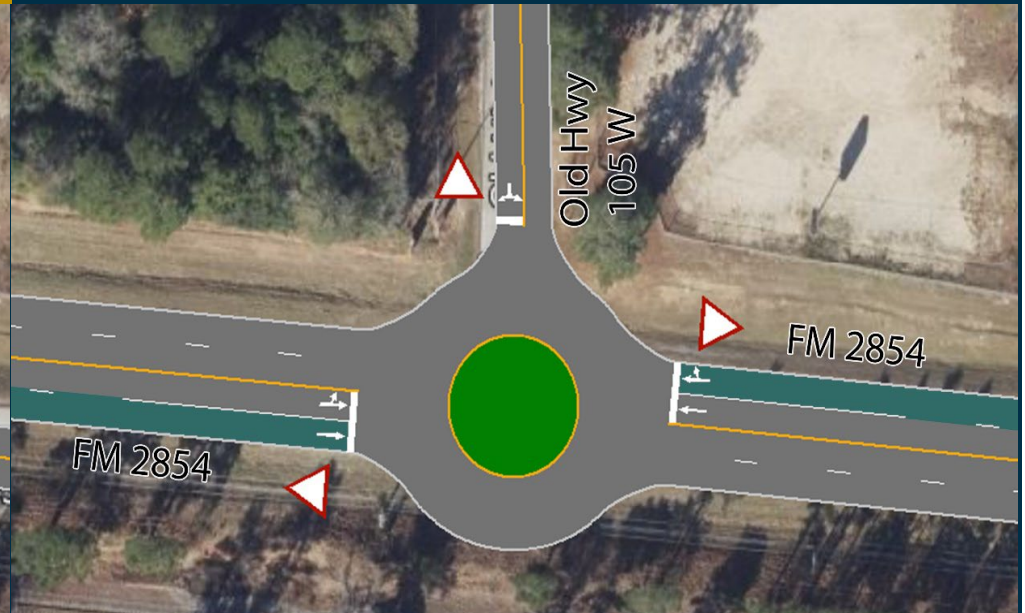
**Recommended Improvements**

<b>Short-Term Recommendations</b>		<b>Total Short-Term Estimated Costs: \$</b>		<b>800,000</b>
Install Roundabout - Two-Lane Roundabout - (\$800,000)				
<b>Long-Term Recommendations</b>		<b>Total Long-Term Estimated Costs: \$</b>		<b>-</b>
None				
<b>Overall Estimated Cost: \$</b>				<b>800,000</b>

**Existing Intersection**



**Short-Term**



Segment Intersection ID 7.5

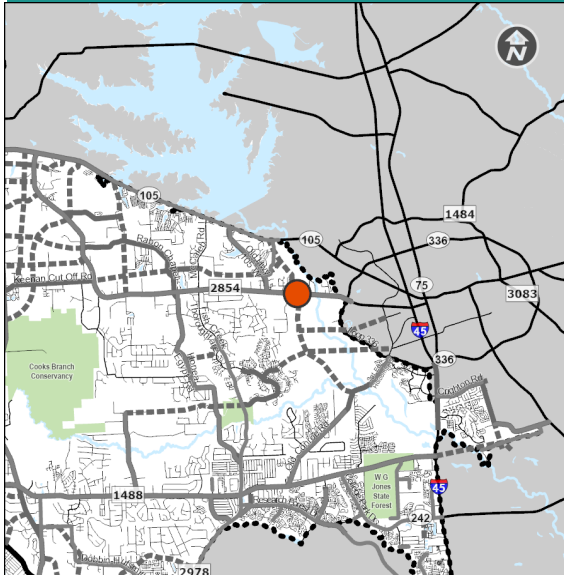
Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.



# FM 2854 & NEW ROAD 11 (PROPOSED)

7.6

## Intersection Key Map



## Recommended Improvements

### Short-Term Recommendations

None

Total Short-Term Estimated Costs: \$

-

### Long-Term Recommendations

Grade Separation (\$16,000,000)

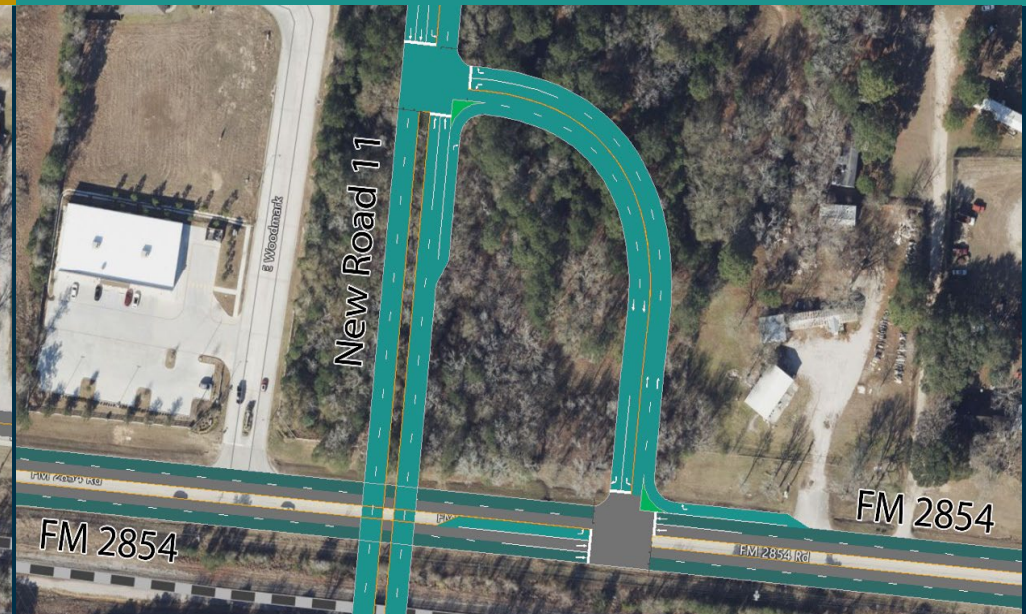
Total Long-Term Estimated Costs: \$ 16,000,000

Overall Estimated Cost: \$ 16,000,000

## Existing Intersection



## Long-Term



Segment Intersection ID 7.6

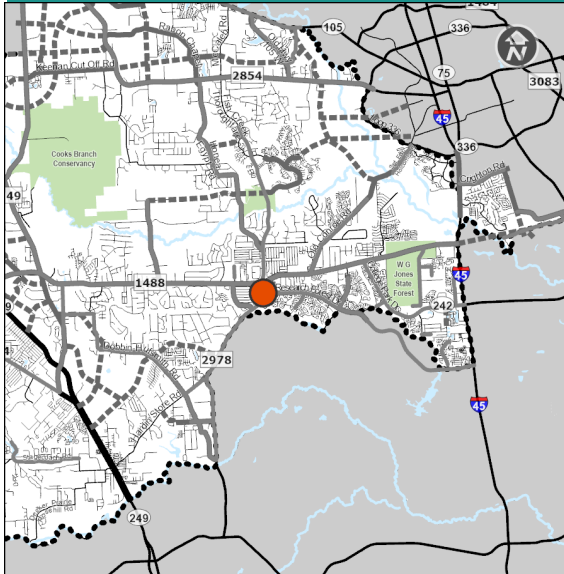
Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.



# FM 2978 & RESEARCH FOREST DR

8.1

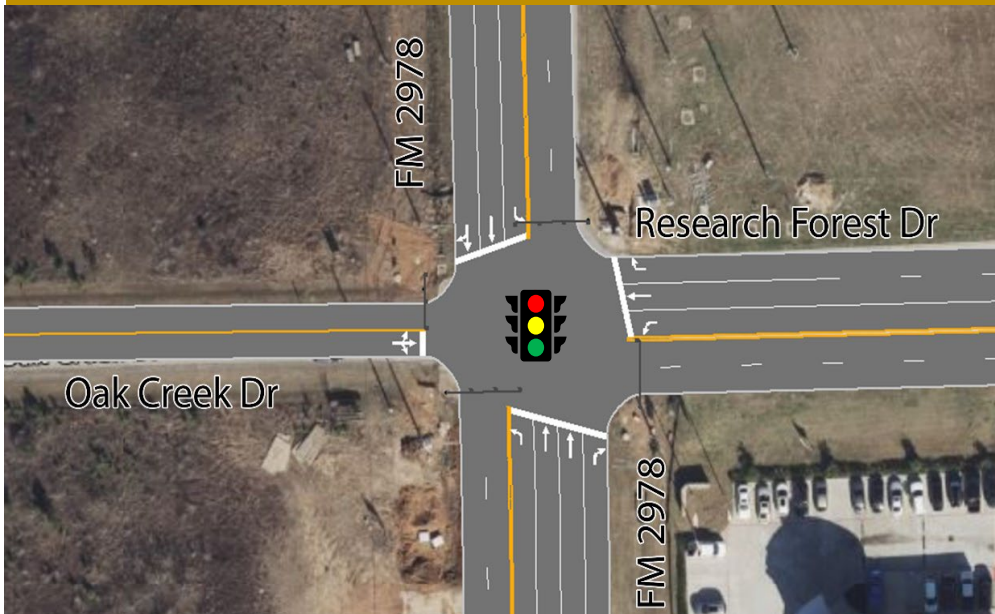
## Intersection Key Map



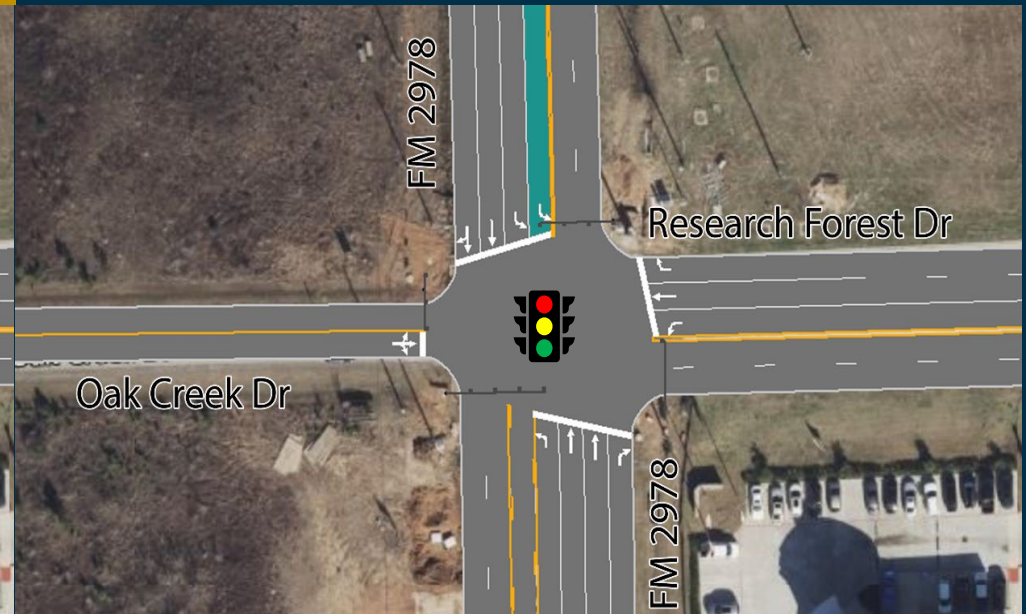
## Recommended Improvements

<b>Short-Term Recommendations</b>		Total Short-Term Estimated Costs: \$	85,000
Signal Timing (\$10,000)			
Add Turn Lanes - SB: 2nd Left Turn - (\$75,000)			
<b>Long-Term Recommendations</b>		Total Long-Term Estimated Costs: \$	-
None			
		Overall Estimated Cost: \$	85,000

## Existing Intersection



## Short-Term



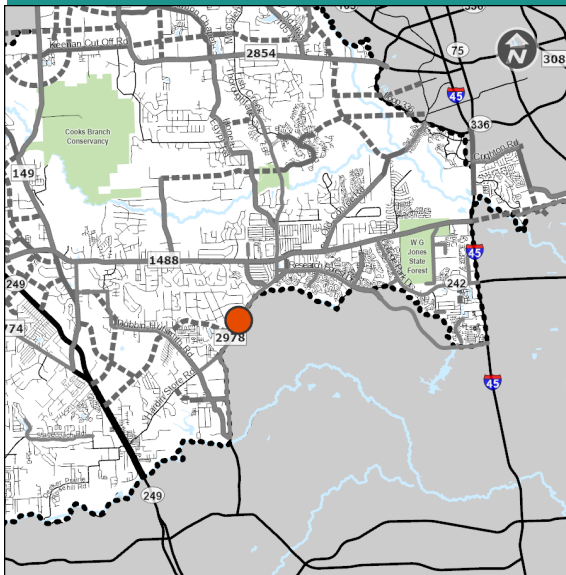
Segment Intersection ID 8.1

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

## FM 2978 & WOODLANDS PKWY

8.2

### Intersection Key Map



### Recommended Improvements

#### Short-Term Recommendations

Total Short-Term Estimated Costs: \$ 10,000

Signal Timing (\$10,000)

#### Long-Term Recommendations

Total Long-Term Estimated Costs: \$ 1,500,000

Add Turn Lanes - SB: 2nd Left Turn (200'); WB: 2nd Left Turn (200') - (\$300,000)

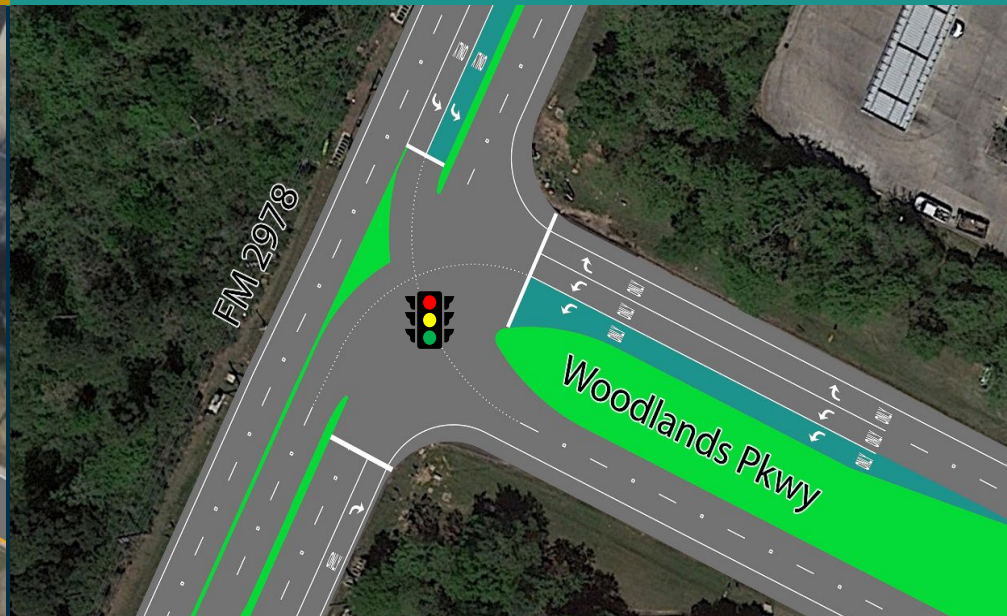
Install Continuous Green T-Intersection (\$1,200,000)

Overall Estimated Cost: \$ 1,510,000

### Existing Intersection



### Long-Term



Segment Intersection ID 8.2

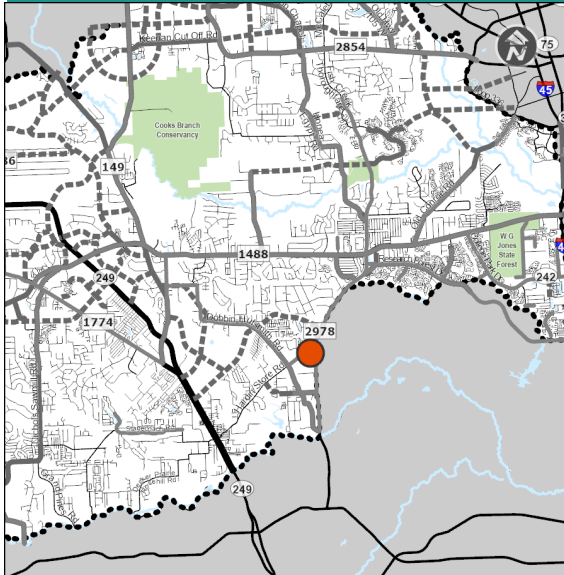
Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.



# FM 2978 & HARDIN STORE RD

8.3

## Intersection Key Map



## Recommended Improvements

### Short-Term Recommendations

Signal Timing (\$10,000)

Total Short-Term Estimated Costs: \$ 10,000

### Long-Term Recommendations

Install Channelized Right Turn Islands (\$100,000)

Realignment (\$1,955,627)

Install Continuous Green T-Intersection (\$1,200,000)

Total Long-Term Estimated Costs: \$ 3,255,627

Overall Estimated Cost: \$ 3,265,627

## Existing Intersection



## Long-Term



Segment Intersection ID 8.3

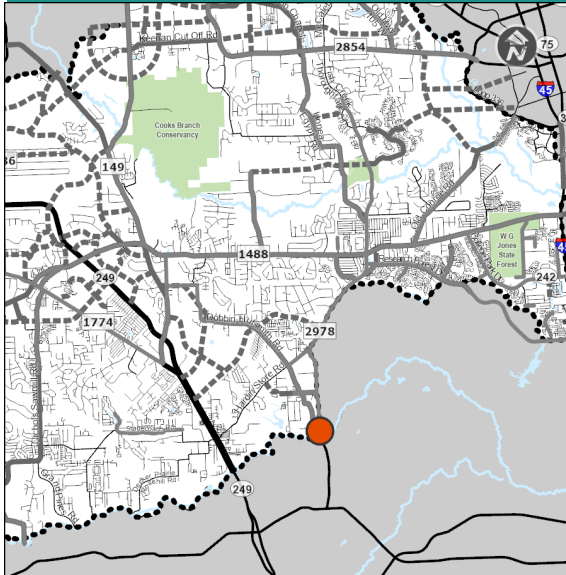
Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.



# FM 2978 & DOBBIN HUFSMITH RD

8.4

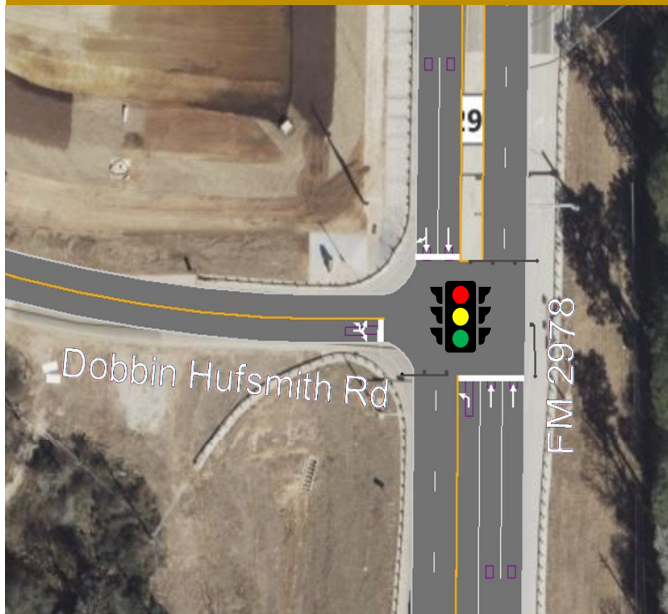
## Intersection Key Map



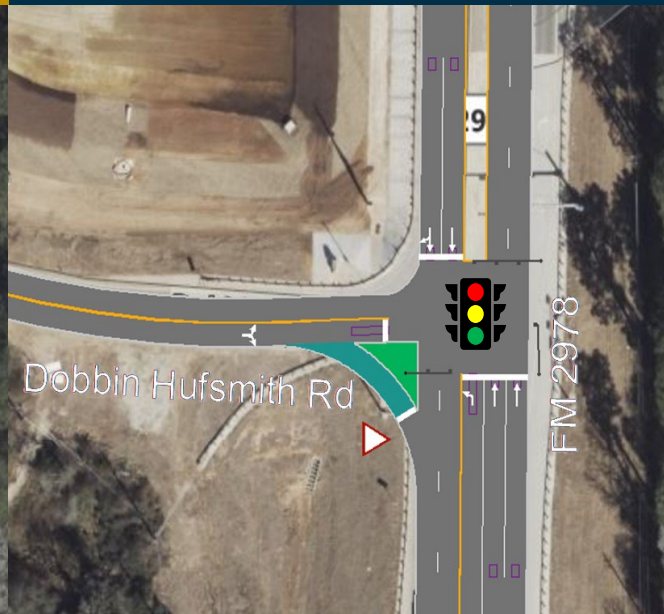
## Recommended Improvements

Short-Term Recommendations		Total Short-Term Estimated Costs:	\$	100,000
Install Channelized Right Turn Islands (\$100,000)				
Long-Term Recommendations		Total Long-Term Estimated Costs:	\$	1,200,000
Install Continuous Green T-Intersection (\$1,200,000)				
		Overall Estimated Cost:	\$	1,300,000

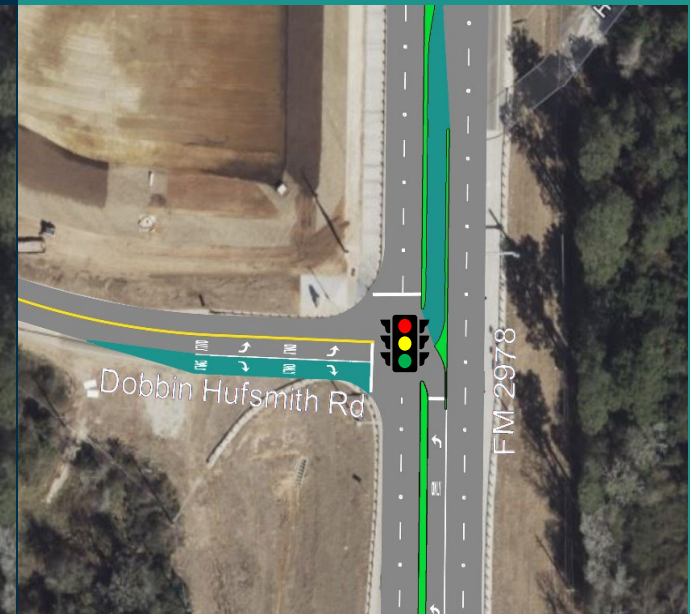
## Existing Intersection



## Short-Term



## Long-Term



# SPUR 149 & DOBBIN HUFSMITH RD

9.1

Sheet 1 of 2

## Intersection Key Map

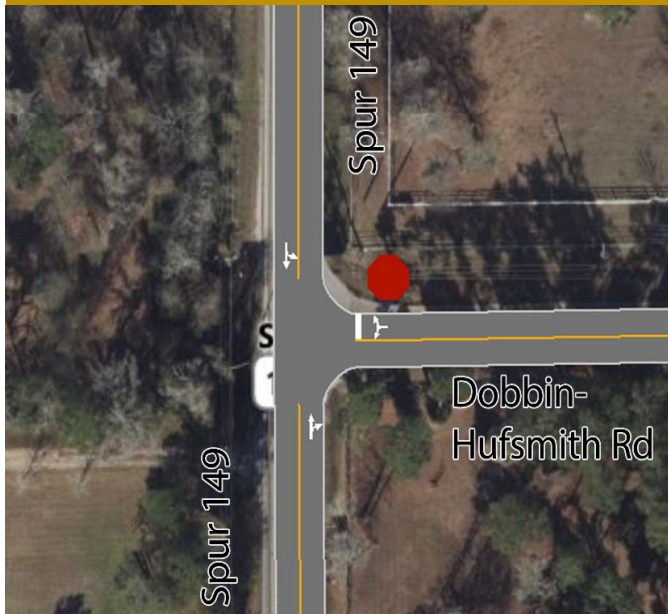


## Recommended Improvements

Short-Term Recommendations	Total Short-Term Estimated Costs: \$	877,500
Add Turn Lanes - NB: Right Turn (100'); SB/WB: Left Turn (100' EA) - (\$225,000)		
Change from TWSC to AWSC (\$2,500)		
Install Roundabout (\$650,000)		
Long-Term Recommendations	Total Long-Term Estimated Costs: \$	400,000
Install Traffic Signal (\$400,000)		

Overall Estimated Cost: \$ 1,277,500

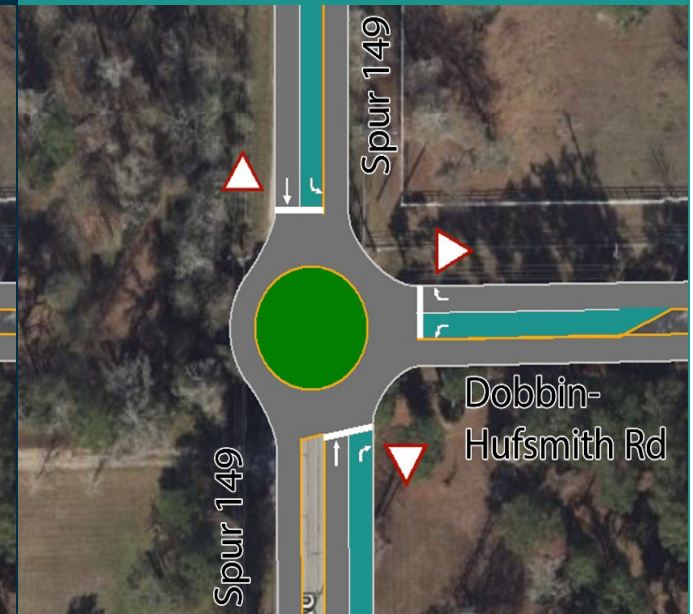
## Existing Intersection



## Short-Term - Option A



## Short-Term - Option B



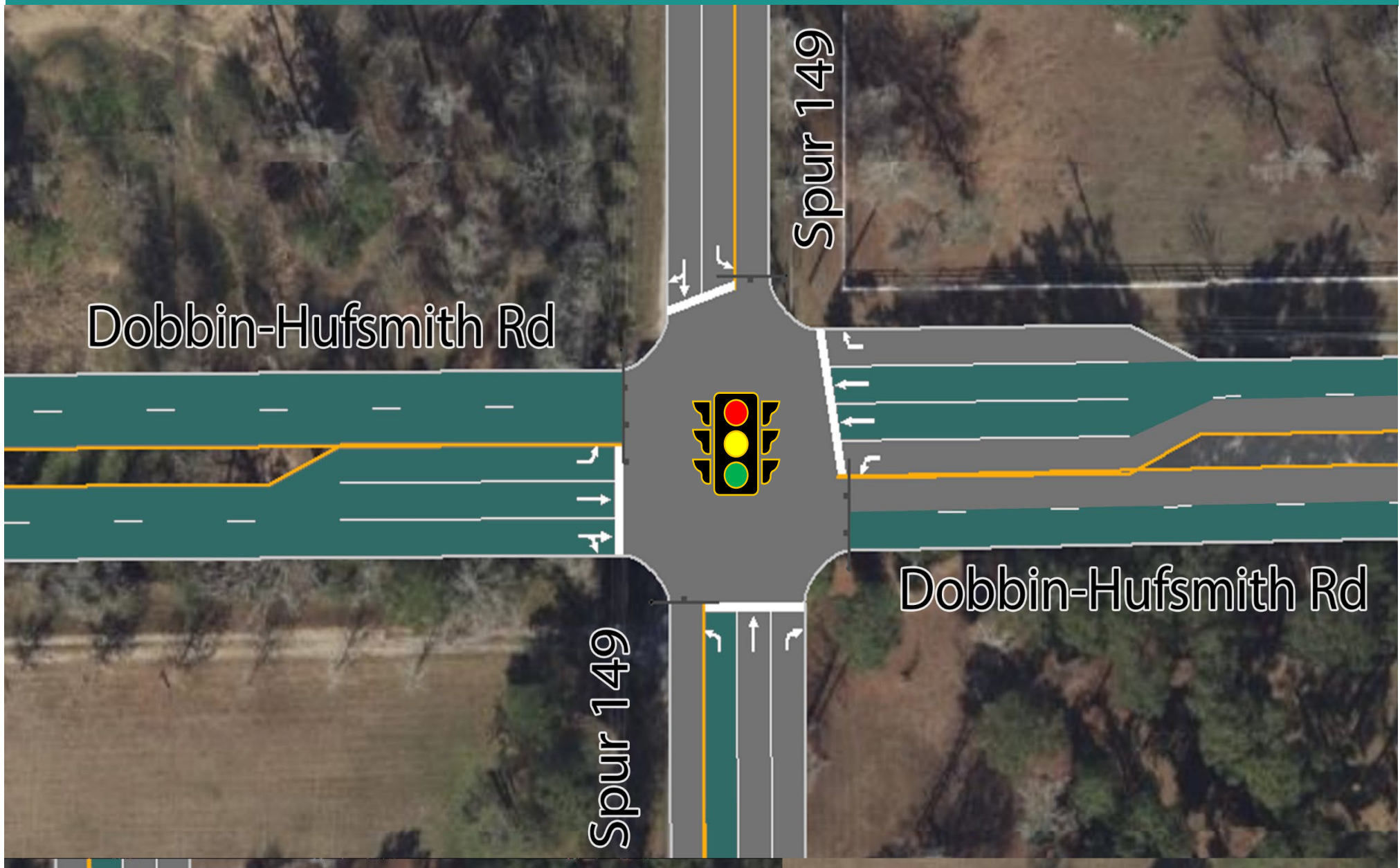


## SPUR 149 & DOBBIN HUFSMITH RD

9.1

Sheet 2 of 2

### Long-Term



Segment Intersection ID 9.1

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

Appendix A - Sheet 230 of 255

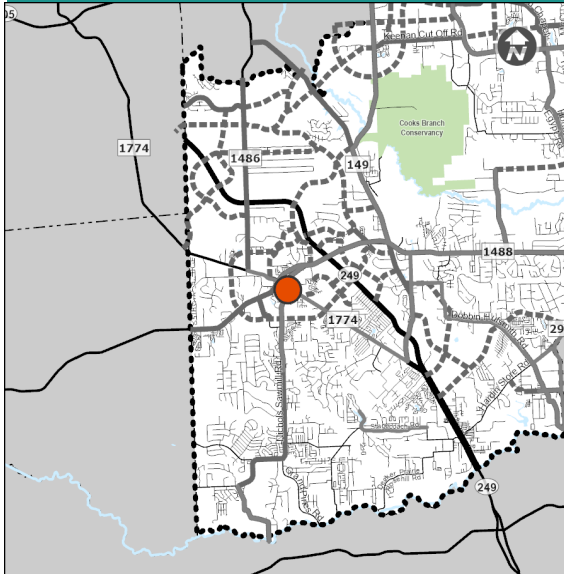


# NICHOLS SAWMILL RD & COMMERCE ST

12.1

Sheet 1 of 2

## Intersection Key Map



## Recommended Improvements

### Short-Term Recommendations

Total Short-Term Estimated Costs: \$ 1,032,500

Option A: Install Signing (\$2,500)

Install Pavement Markings (\$5,000)

Add Turn Lanes - NB: Right Turn (100') - (\$75,000)

Install Channelized Right Turn Islands (\$300,000)

Install Median (\$250,000)

Option B: Install Traffic Signal (\$400,000)

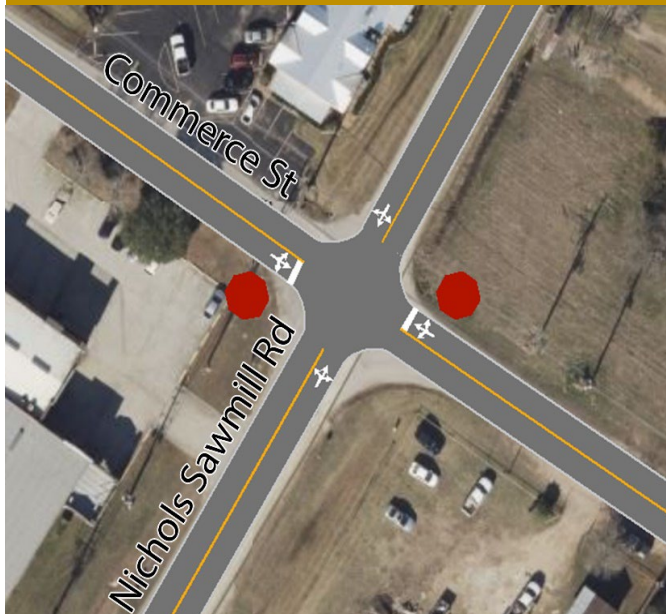
### Long-Term Recommendations

Total Long-Term Estimated Costs: \$ 225,000

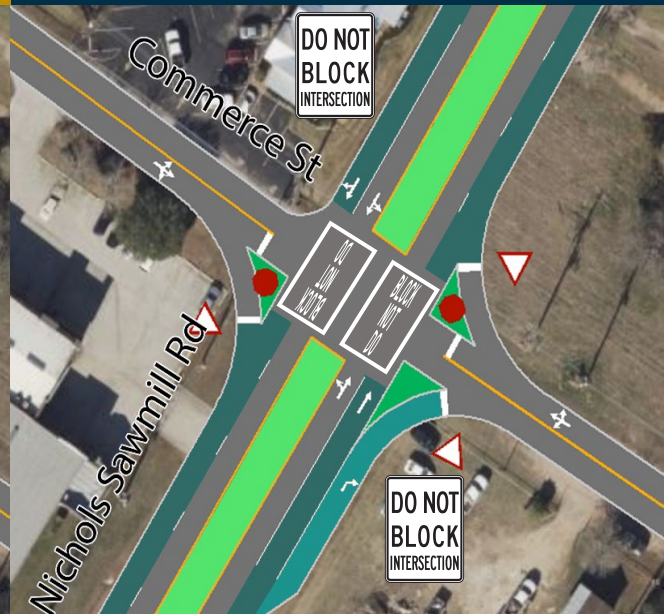
Option A: Add Turn Lanes - NB/WB: Left Turn (100' EA); EB: Right Turn (100') - (\$225,000)

Overall Estimated Cost: \$ 1,257,500

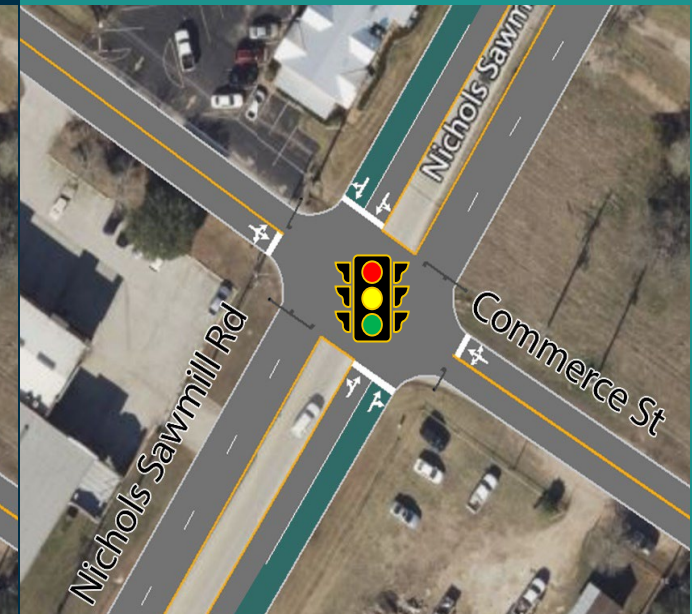
## Existing Intersection



## Short-Term - Option A



## Short-Term - Option B



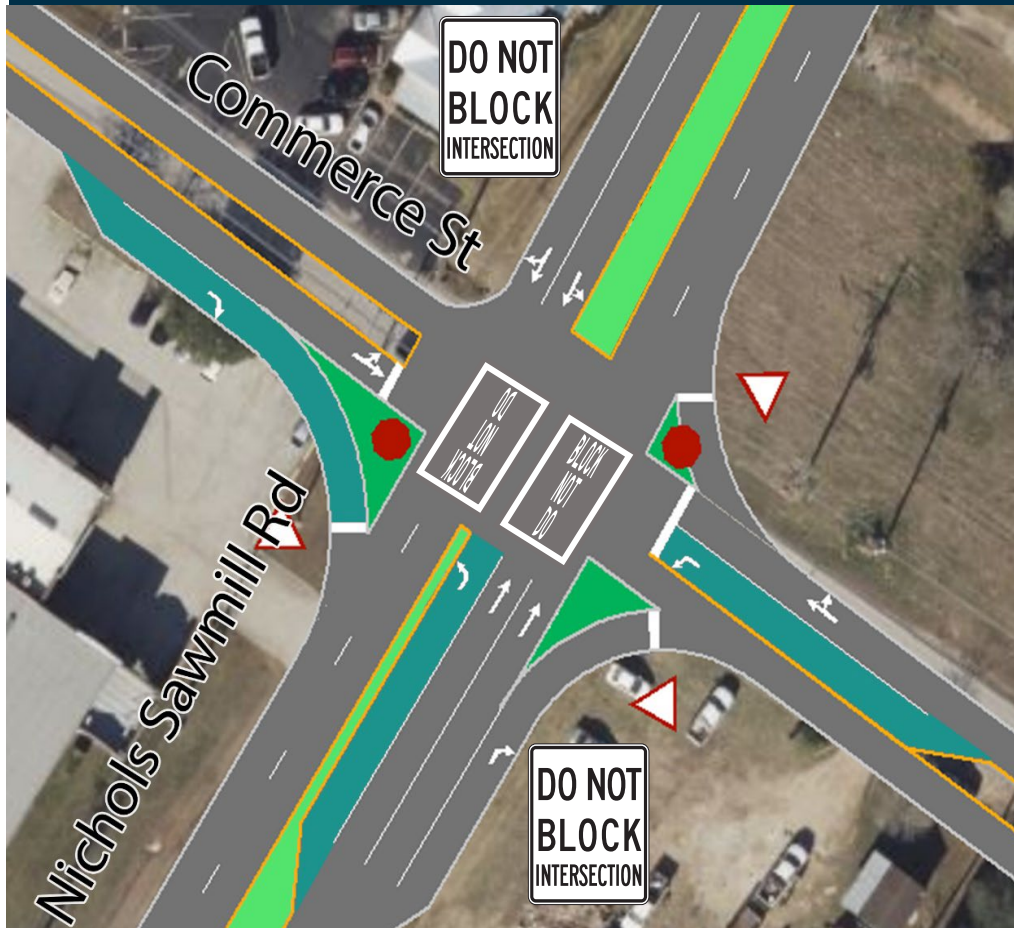


# NICHOLS SAWMILL RD & COMMERCE ST

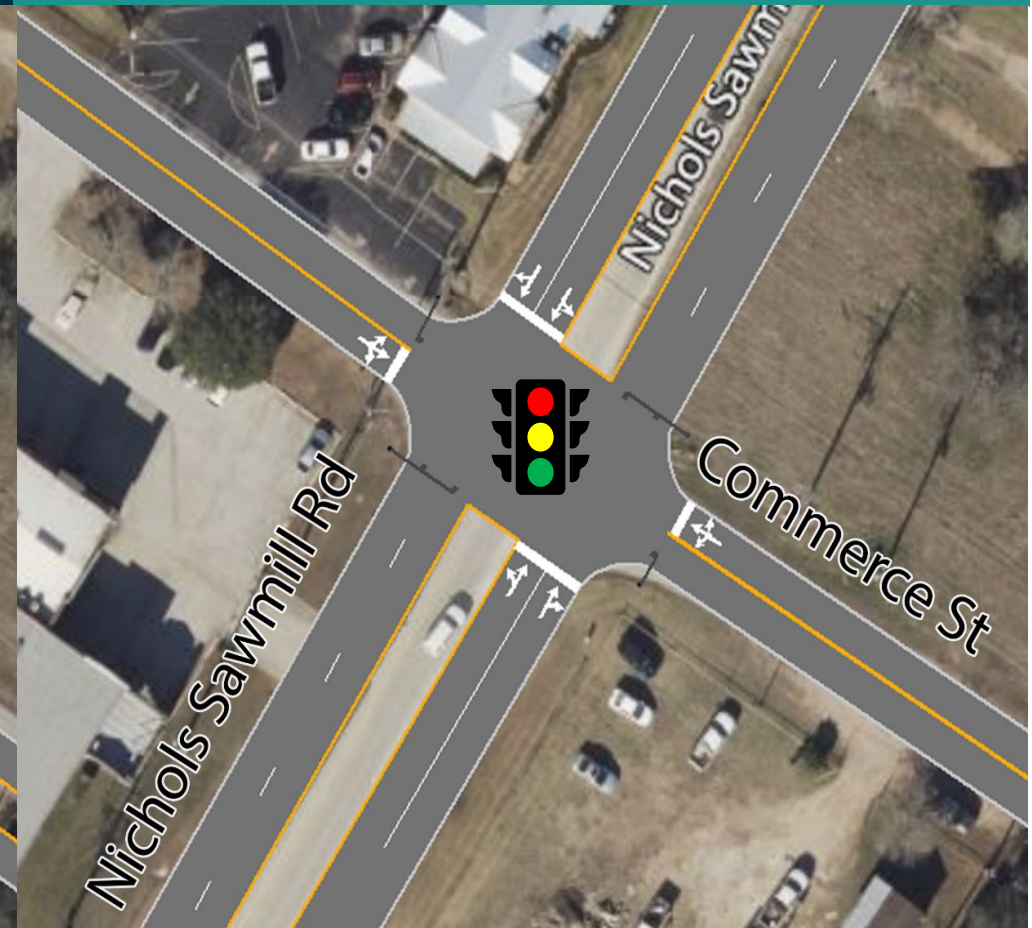
12.1

Sheet 2 of 2

Long-Term - Option A



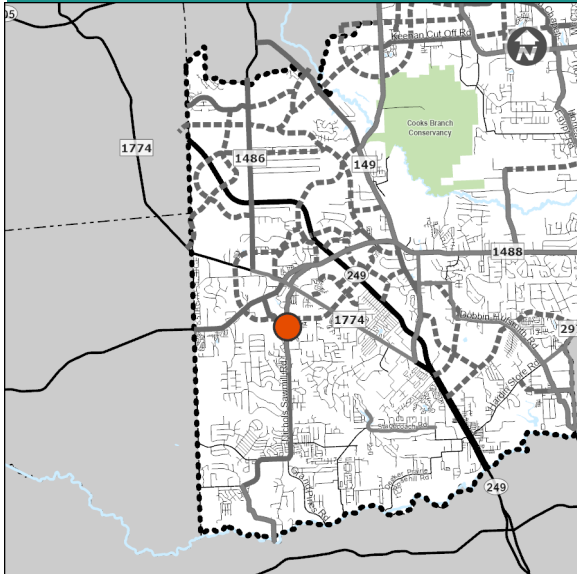
Long-Term - Option B



# NICHOLS SAWMILL RD & OLD HOCKLEY RD

12.2

## Intersection Key Map



## Recommended Improvements

<b>Short-Term Recommendations</b>		<b>Total Short-Term Estimated Costs: \$</b>		<b>550,000</b>
Add Turn Lanes - NB: Left Turn (100'); EB: Right Turn (100') - (\$150,000)				
Install Traffic Signal (\$400,000)				
<b>Long-Term Recommendations</b>		<b>Total Long-Term Estimated Costs: \$</b>		<b>-</b>
None				
<b>Overall Estimated Cost: \$</b>				<b>550,000</b>

## Existing Intersection



## Short-Term



Segment Intersection ID 12.2

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

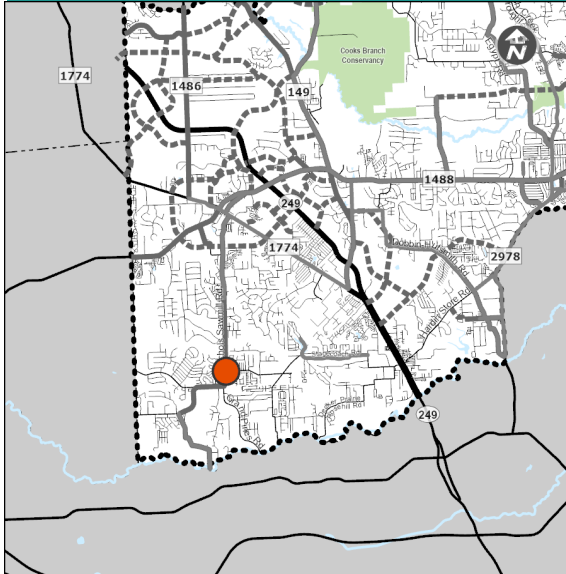


# Montgomery County Precinct 2 Mobility Study, Intersection Summary Sheets

## NICHOLS SAWMILL RD & BUTERA RD/MEADOWSWEET DR

12.3

### Intersection Key Map



### Recommended Improvements

<b>Short-Term Recommendations</b>	<b>Total Short-Term Estimated Costs: \$ 160,000</b>
-----------------------------------	---

Signal Timing (\$10,000)

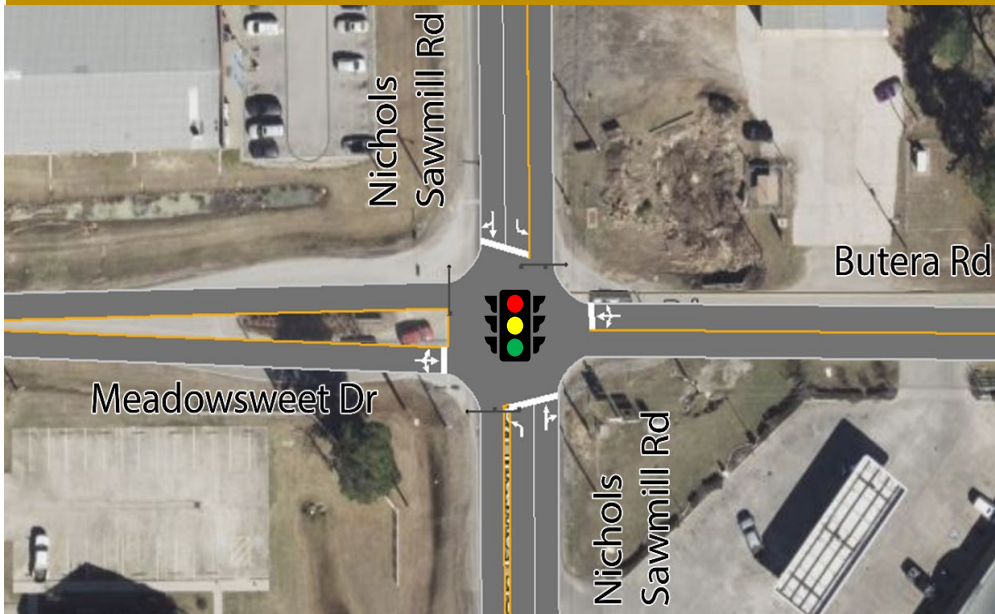
Add Turn Lanes - EB: Left Turn (100'); WB/NB/SB: Right Turn (100') - (\$150,000)

<b>Long-Term Recommendations</b>	<b>Total Long-Term Estimated Costs: \$ -</b>
----------------------------------	--

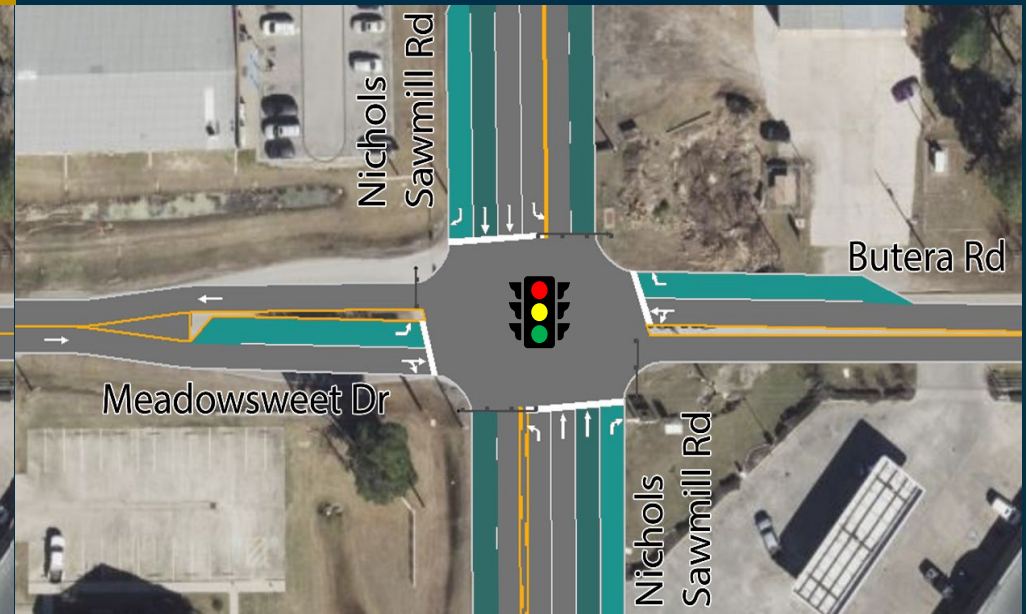
None

**Overall Estimated Cost: \$ 160,000**

### Existing Intersection



### Short-Term

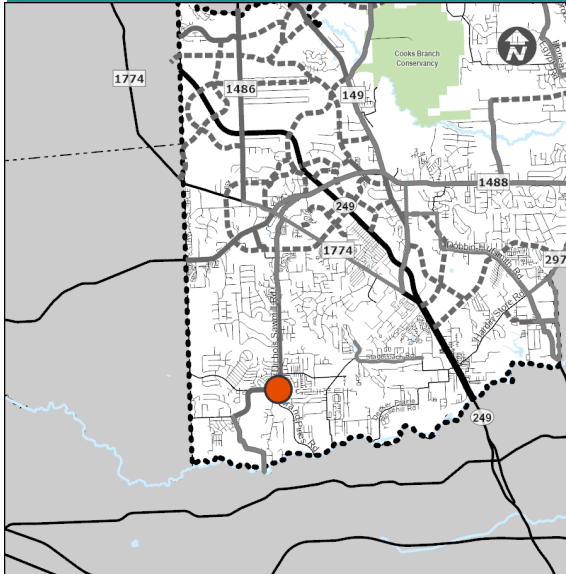




# NICHOLS SAWMILL RD & GRAND PINES RD

12.4

## Intersection Key Map



## Recommended Improvements

### Short-Term Recommendations

Total Short-Term Estimated Costs: \$ 725,000

Add Turn Lanes - SB: Right Turn (100') - (\$75,000)  
Install Roundabout (\$650,000)

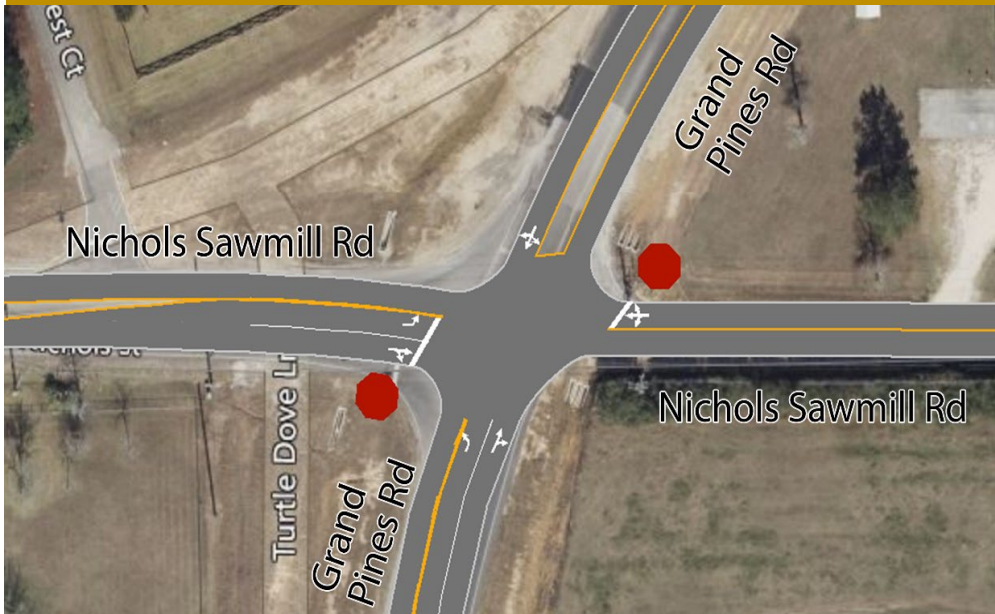
### Long-Term Recommendations

Total Long-Term Estimated Costs: \$ -

None

Overall Estimated Cost: \$ 725,000

## Existing Intersection



## Short-Term



Segment Intersection ID 12.4

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

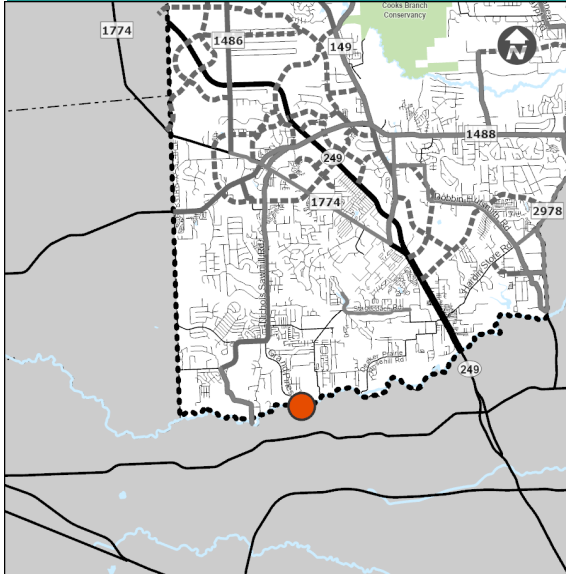


# Montgomery County Precinct 2 Mobility Study, Intersection Summary Sheets

## GRAND PINES RD & MUESCHKE RD/SANDERS CEMETERY RD

12.5

### Intersection Key Map



### Recommended Improvements

<b>Short-Term Recommendations</b>		<b>Total Short-Term Estimated Costs:</b>	<b>\$ 15,000</b>
Install Intersection Safety Lighting (\$15,000)			
<b>Long-Term Recommendations</b>		<b>Total Long-Term Estimated Costs:</b>	<b>\$ -</b>
None			
		<b>Overall Estimated Cost:</b>	<b>\$ 15,000</b>

### Existing Intersection



### Short-Term

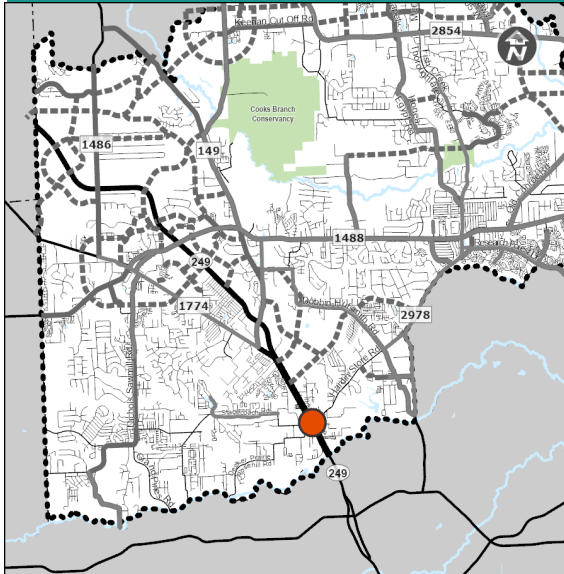


Segment Intersection ID 12.5

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.



**Intersection Key Map**



**Recommended Improvements**

**Short-Term Recommendations**

Total Short-Term Estimated Costs: \$ 1,022,500

Signal Timing (\$10,000)

Add Turn Lanes - NB/SB: Left Turn (250'); EB(external): Right Turn (100'); EB/WB (internal): 2nd Left Turn (250'); WB(external): 3rd Thru (250'); Convert NB Thru to Right Turn - (\$1,012,500)

**Long-Term Recommendations**

Total Long-Term Estimated Costs: \$ -

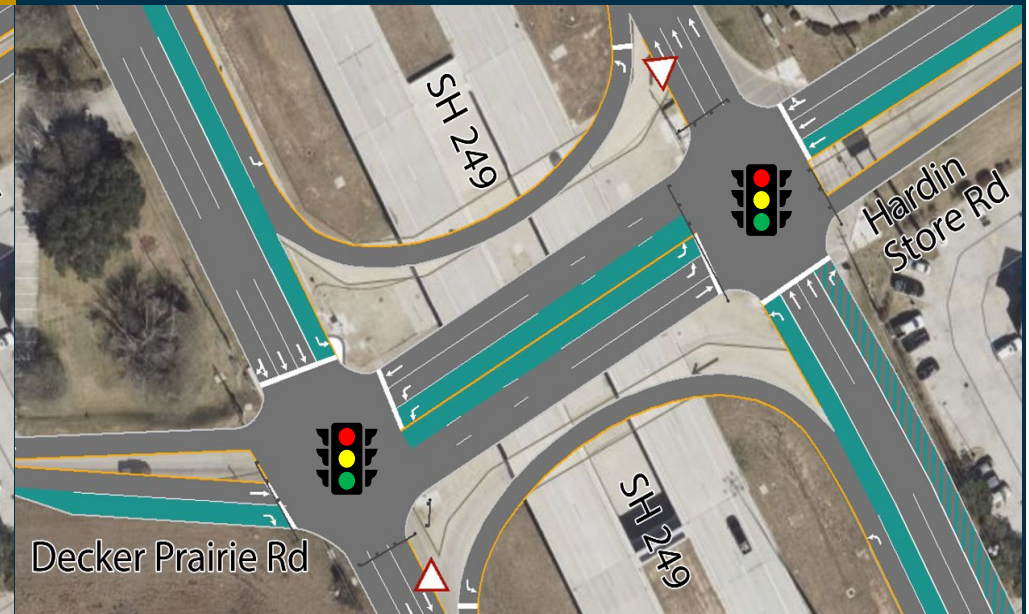
None

Overall Estimated Cost: \$ 1,022,500

**Existing Intersection**



**Short-Term**

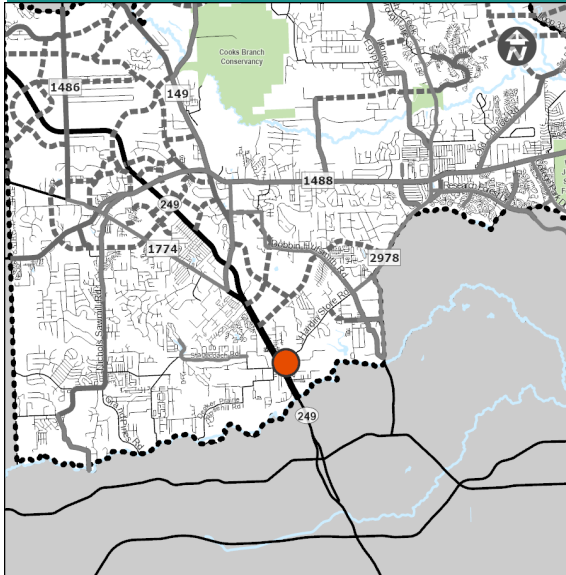




# HARDIN STORE RD & DECKER OAKS DR

13.2

## Intersection Key Map



## Recommended Improvements

### Short-Term Recommendations

Install Roundabout (\$650,000)

Total Short-Term Estimated Costs: \$ 650,000

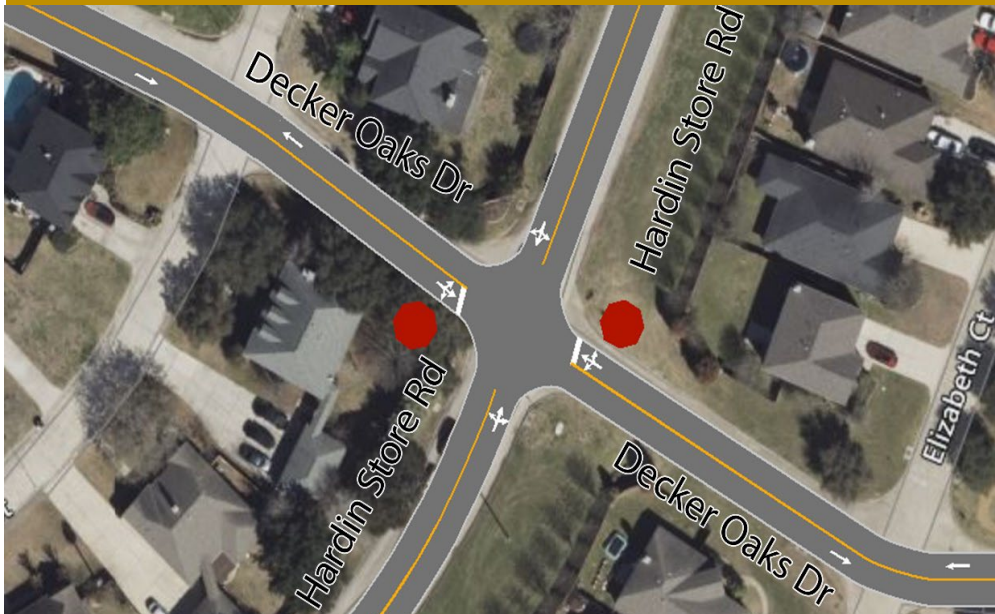
### Long-Term Recommendations

None

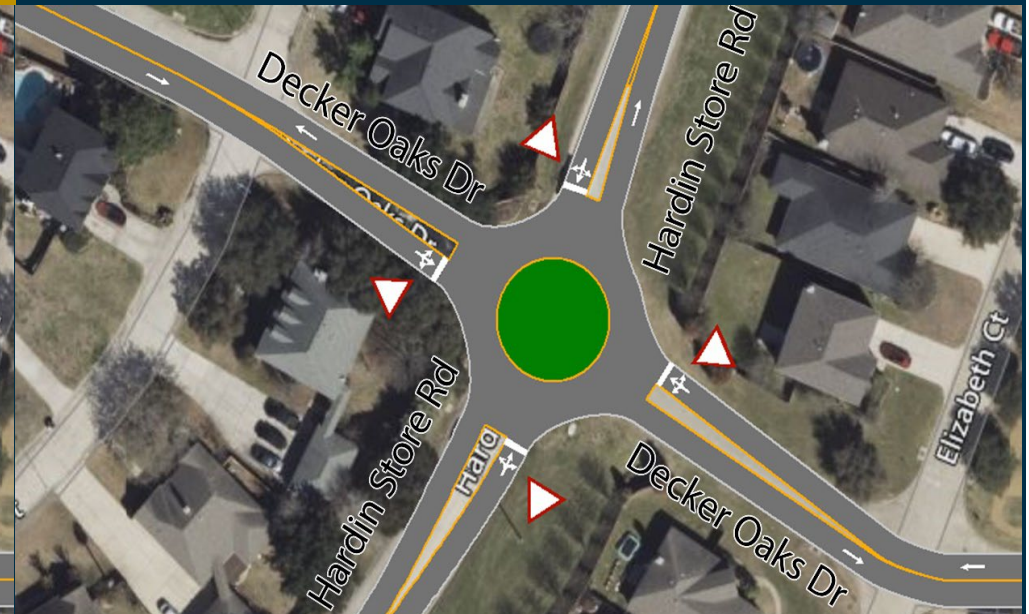
Total Long-Term Estimated Costs: \$ -

Overall Estimated Cost: \$ 650,000

## Existing Intersection



## Short-Term



Segment Intersection ID 13.2

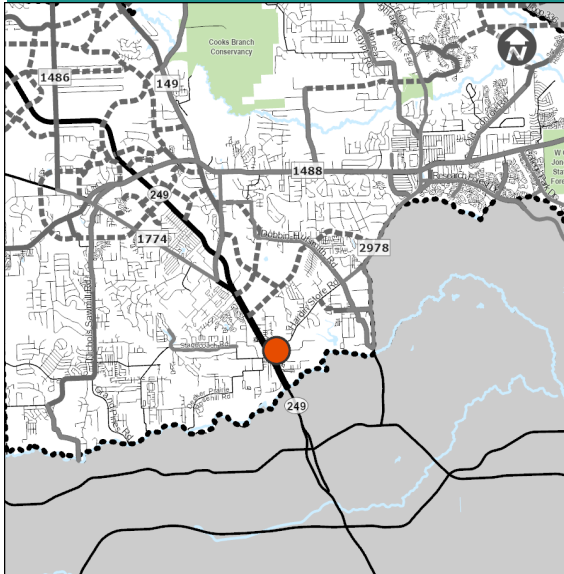
Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.



## HARDIN STORE RD & NEAR DECKER CREEK DR

13.3

### Intersection Key Map



### Recommended Improvements

#### Short-Term Recommendations

Total Short-Term Estimated Costs: \$ 2,070,000

Improve Curve SPM (\$70,000)

Align Curve (Reduce Angle) (\$2,000,000)

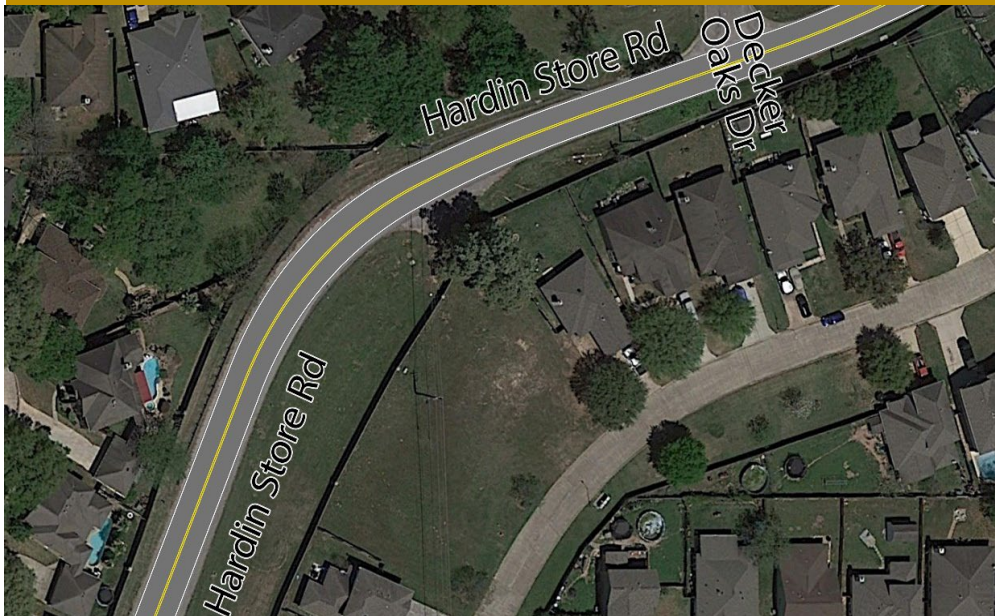
#### Long-Term Recommendations

Total Long-Term Estimated Costs: \$ -

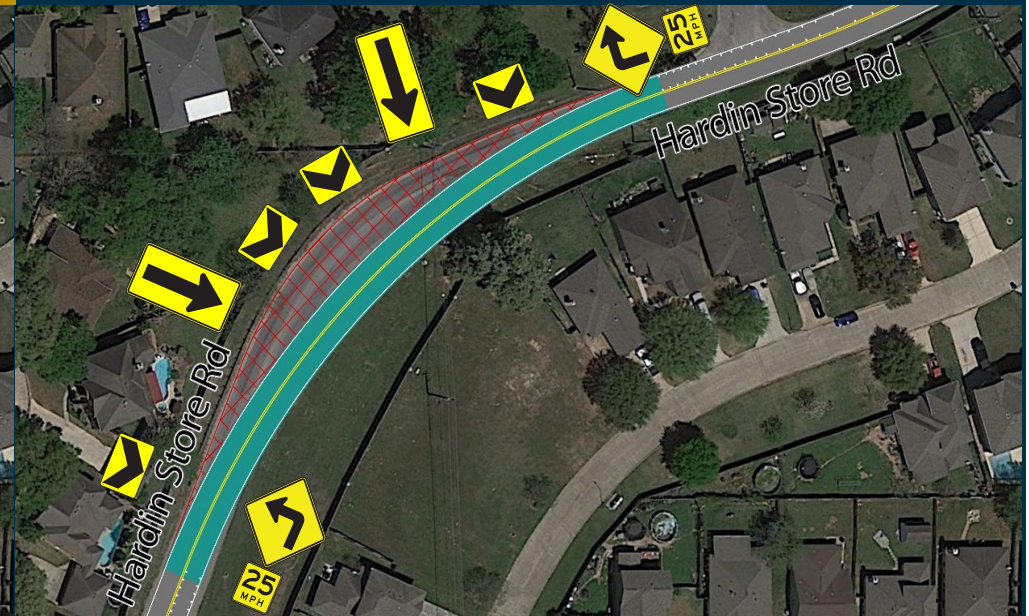
None

Overall Estimated Cost: \$ 2,070,000

### Existing Intersection



### Short-Term



Segment Intersection ID 13.3

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

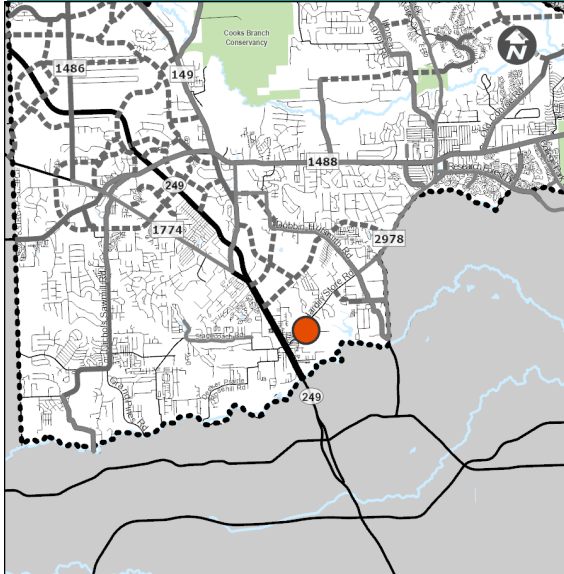


# Montgomery County Precinct 2 Mobility Study, Intersection Summary Sheets

## HARDIN STORE RD & S OF DECKER BRANCH (WATERWAY)

13.4

### Intersection Key Map



### Recommended Improvements

#### Short-Term Recommendations

Total Short-Term Estimated Costs: \$ 2,070,000

- Improve Curve SPM (\$70,000)
- Align Curve (Reduce Angle) (\$2,000,000)

#### Long-Term Recommendations

Total Long-Term Estimated Costs: \$ -

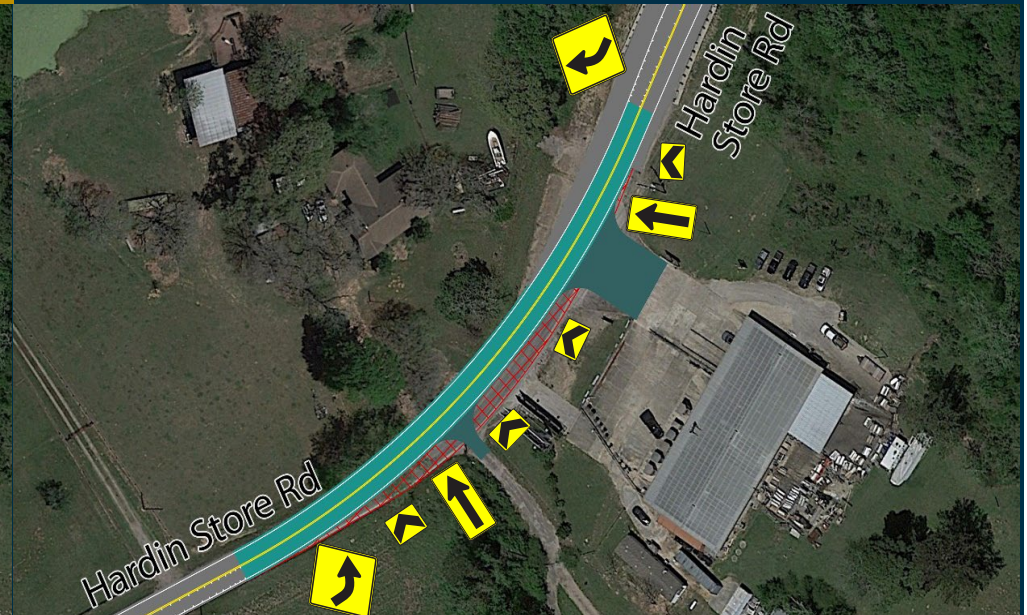
None

Overall Estimated Cost: \$ 2,070,000

### Existing Intersection



### Short-Term



Segment Intersection ID 13.4

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.



# DOBBIN-HUFSMITH RD & HIGHLAND BLVD

14.1

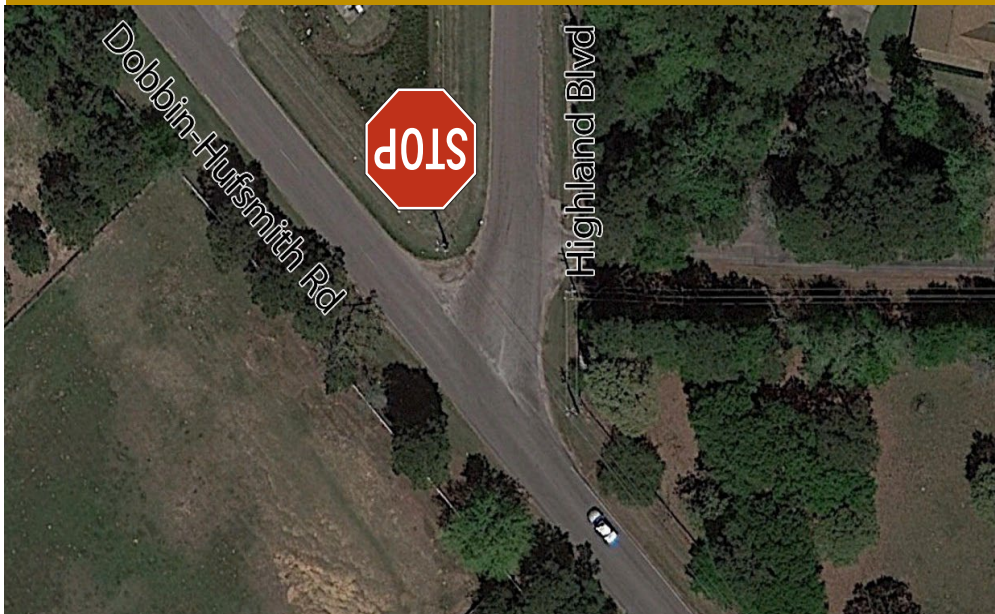
## Intersection Key Map



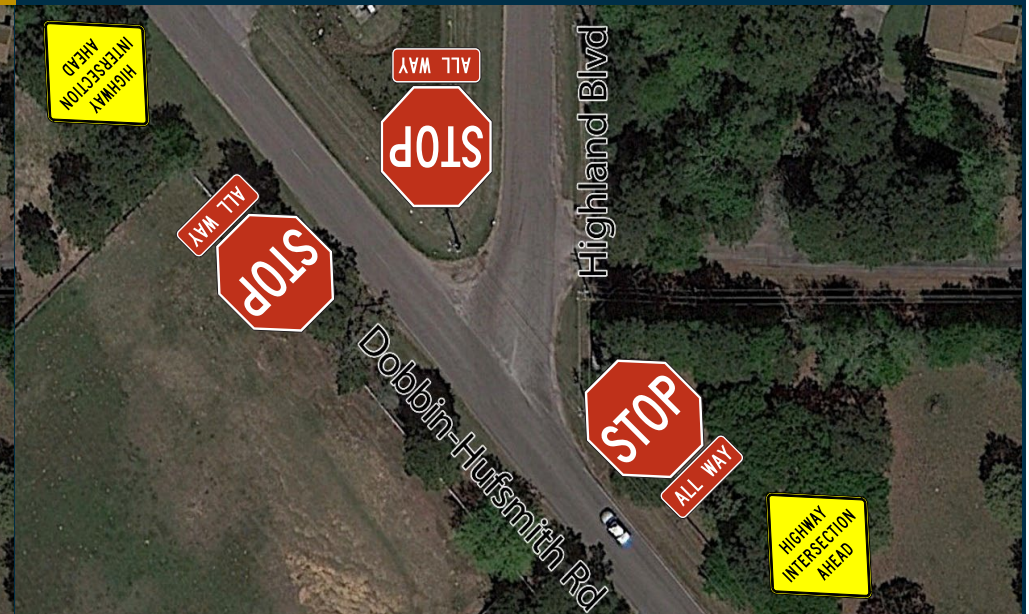
## Recommended Improvements

<b>Short-Term Recommendations</b>		<b>Total Short-Term Estimated Costs:</b>	<b>\$ 62,500</b>
Improve Intersection Warning Signs (\$60,000)			
Change from OWSC to AWSC (\$2,500)			
<b>Long-Term Recommendations</b>		<b>Total Long-Term Estimated Costs:</b>	<b>\$ -</b>
None			
		<b>Overall Estimated Cost:</b>	<b>\$ 62,500</b>

## Existing Intersection



## Short-Term

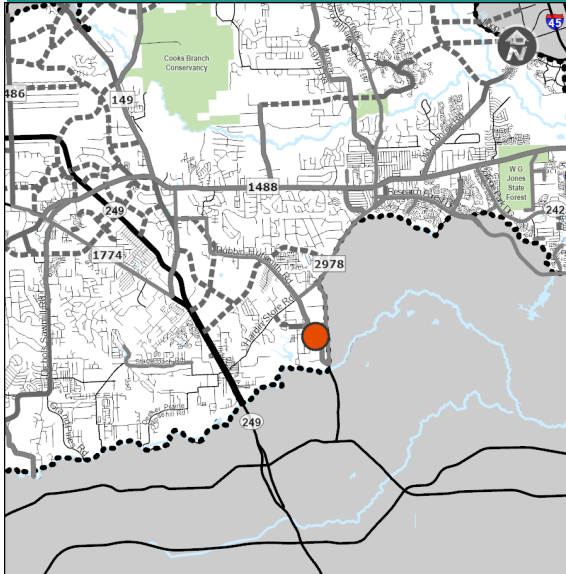




# DOBBIN-HUFSMITH RD & S OF NAVAJO RD

14.2

## Intersection Key Map



## Recommended Improvements

### Short-Term Recommendations

Total Short-Term Estimated Costs: \$ 2,000,000

Align Curve (Reduce Angle) (\$2,000,000)

### Long-Term Recommendations

Total Long-Term Estimated Costs: \$ -

None

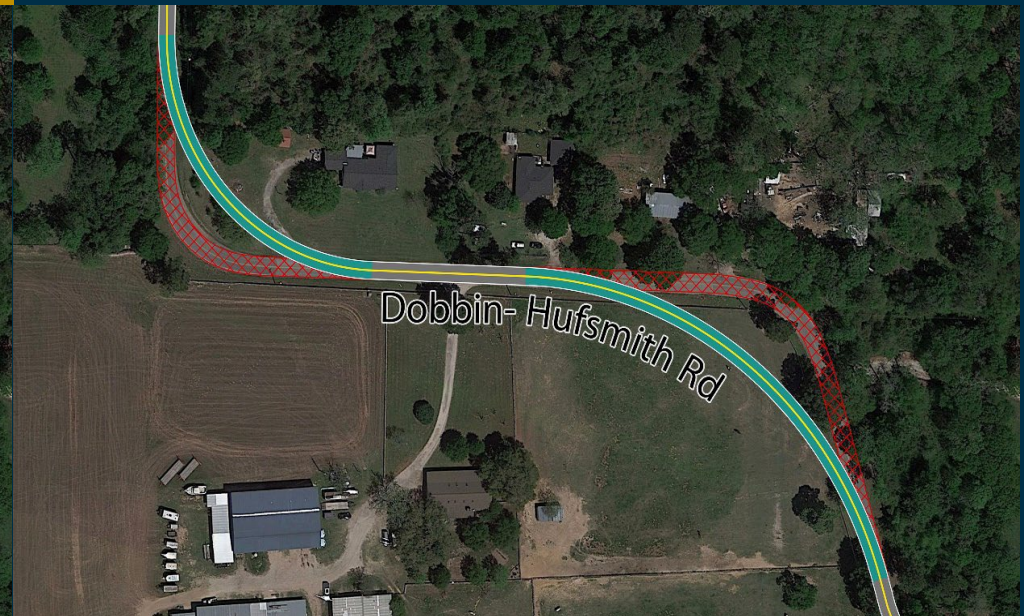
Overall Estimated Cost: \$ 2,000,000

## Existing Intersection



Segment Intersection ID 14.2

## Short-Term



Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.



## DOBBIN-HUFSMITH RD & HARDIN STORE RD

14.3

### Intersection Key Map



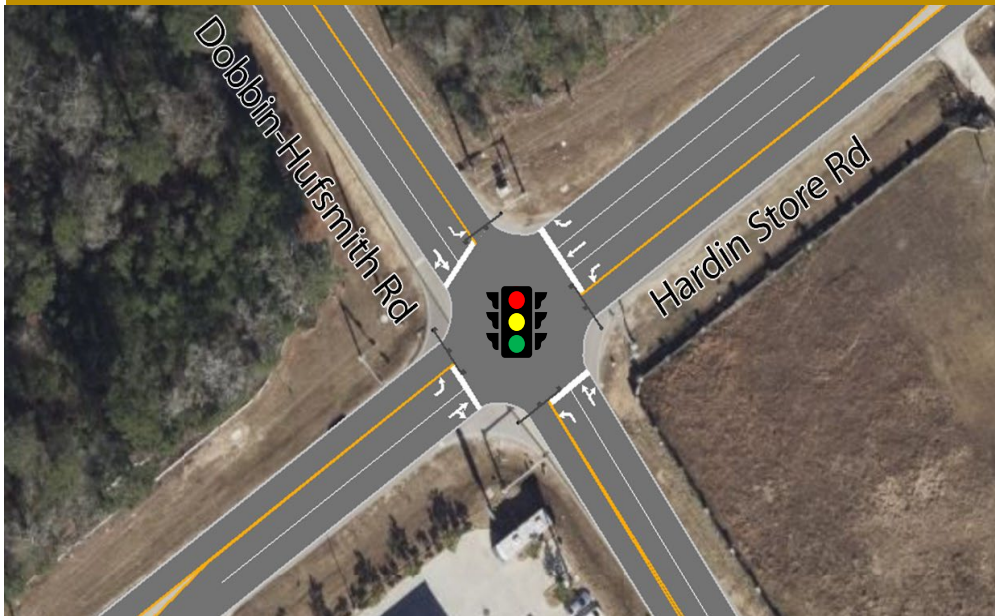
### Recommended Improvements

<b>Short-Term Recommendations</b>	<b>Total Short-Term Estimated Costs: \$</b>	<b>300,000</b>
Add Turn Lanes - SB: Right Turn (150'); EB: Right Turn (250') - (\$300,000)		

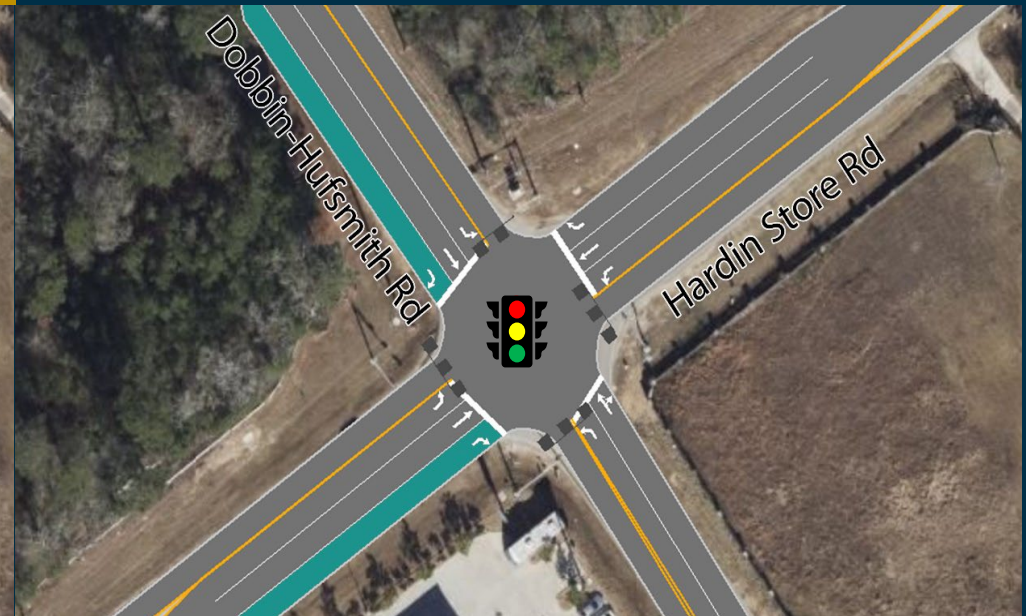
<b>Long-Term Recommendations</b>	<b>Total Long-Term Estimated Costs: \$</b>	<b>-</b>
None		

**Overall Estimated Cost: \$ 300,000**

### Existing Intersection



### Short-Term



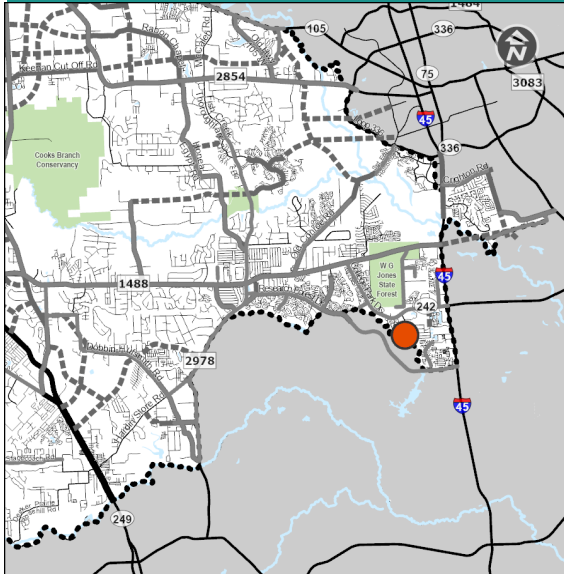
Segment Intersection ID 14.3

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

# GOSLING RD & MARSICO PL

19.1

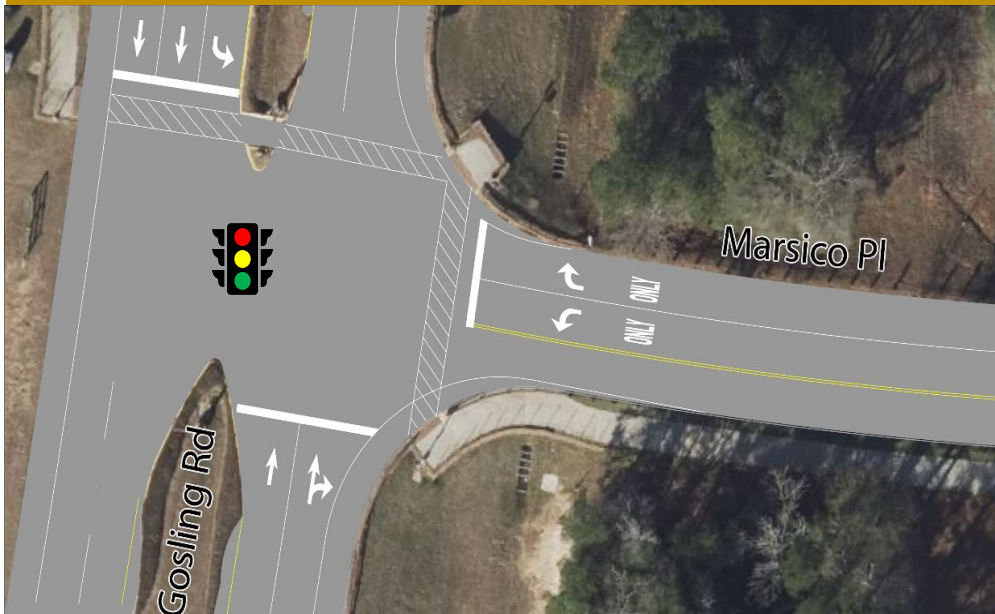
## Intersection Key Map



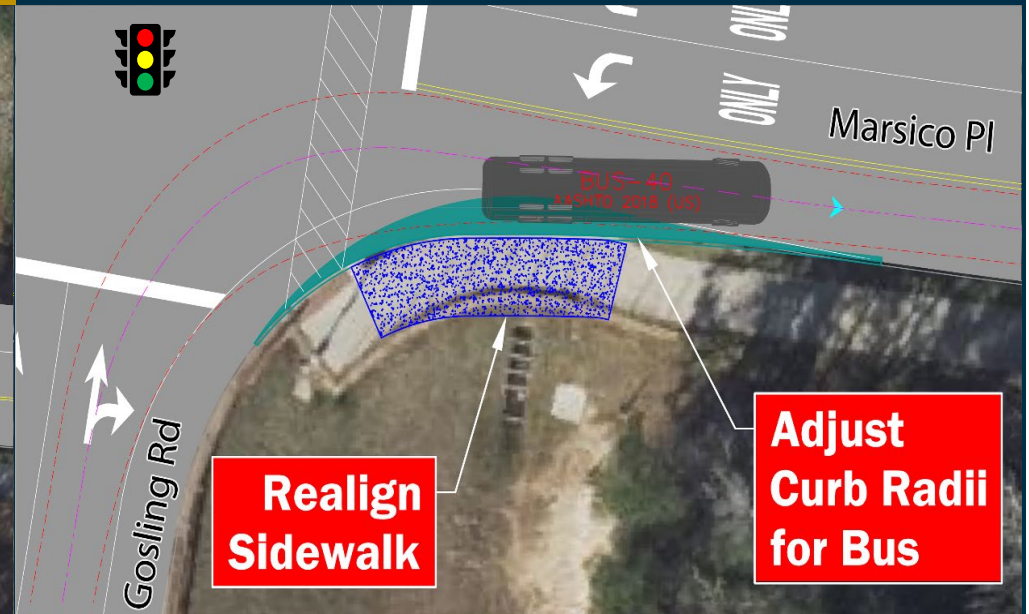
## Recommended Improvements

<b>Short-Term Recommendations</b>		Total Short-Term Estimated Costs: \$	60,000
Signal Timing (\$10,000)			
Redesign Corner Radius (\$50,000)			
<b>Long-Term Recommendations</b>		Total Long-Term Estimated Costs: \$	-
None			
		Overall Estimated Cost: \$	60,000

## Existing Intersection



## Short-Term



Segment Intersection ID 19.1

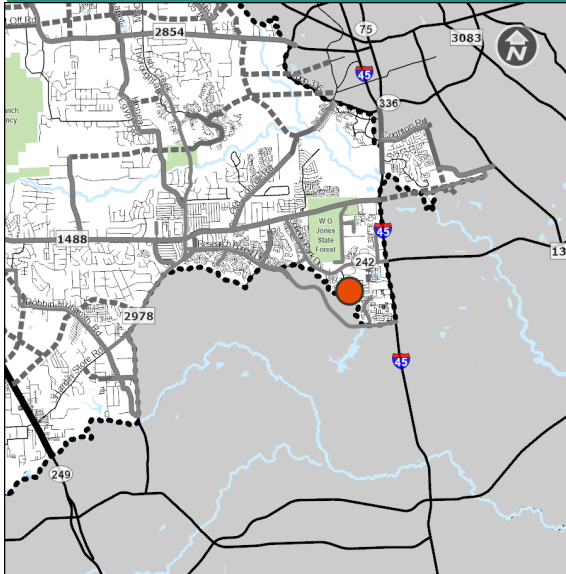
Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.



## MARSICO PL & HIDDEN TRAIL PL

19.2

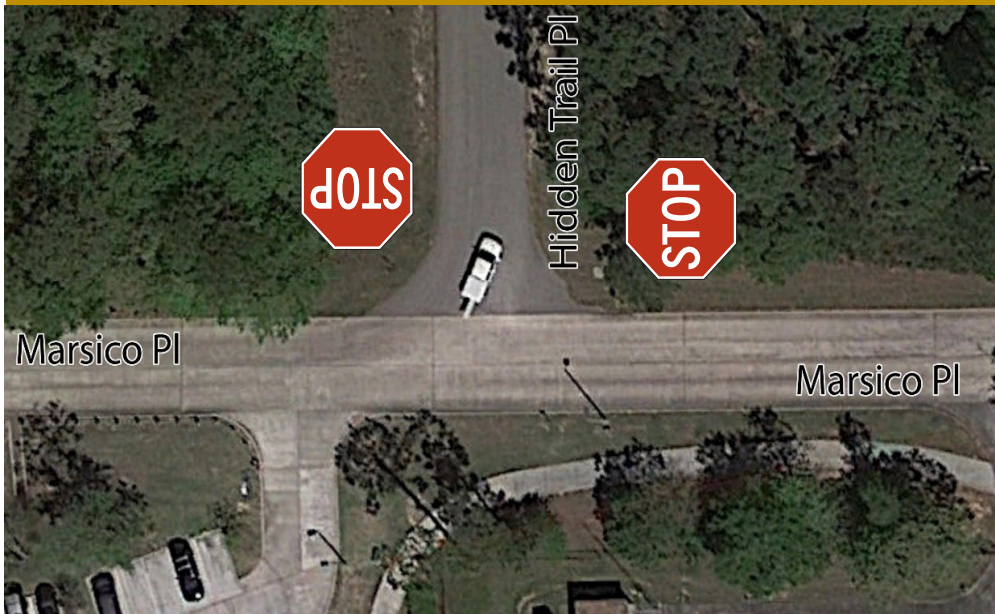
### Intersection Key Map



### Recommended Improvements

<b>Short-Term Recommendations</b>		Total Short-Term Estimated Costs: \$	2,500
Change from TWSC to AWSC (\$2,500)			
<b>Long-Term Recommendations</b>		Total Long-Term Estimated Costs: \$	-
None			
		Overall Estimated Cost: \$	2,500

### Existing Intersection



### Short-Term



Segment Intersection ID 19.2

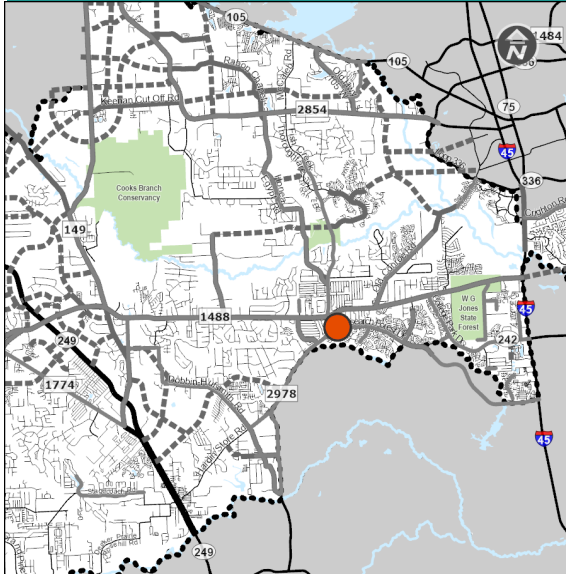
Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.



# RESEARCH FOREST DR & EGYPT LN

22.1

## Intersection Key Map



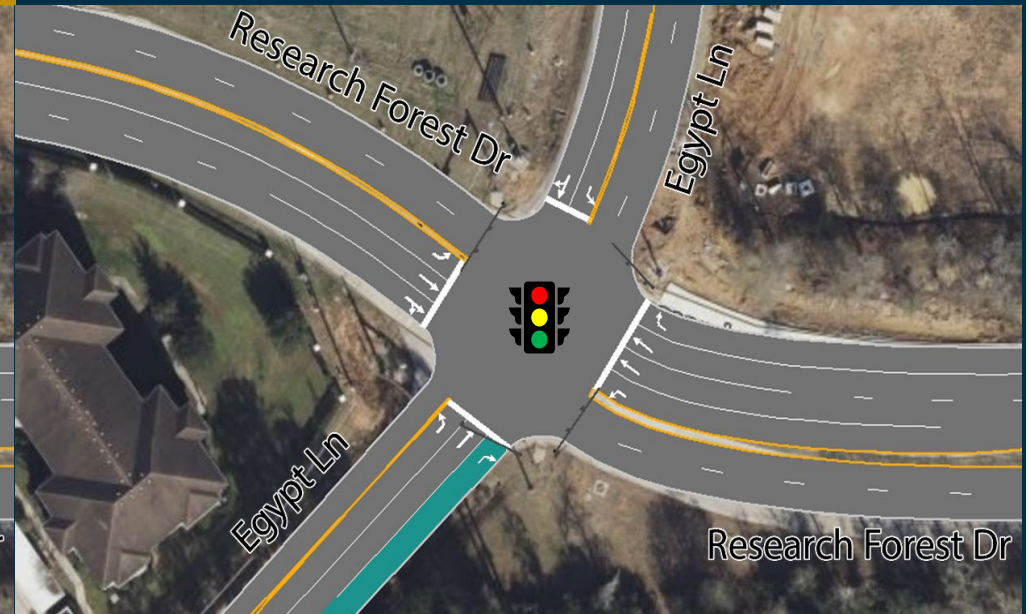
## Recommended Improvements

<b>Short-Term Recommendations</b>		Total Short-Term Estimated Costs: \$	75,000
Add Turn Lanes - NB: Right Turn (100') - (\$75,000)			
<b>Long-Term Recommendations</b>		Total Long-Term Estimated Costs: \$	-
None			
		Overall Estimated Cost: \$	75,000

## Existing Intersection



## Short-Term



Segment Intersection ID 22.1

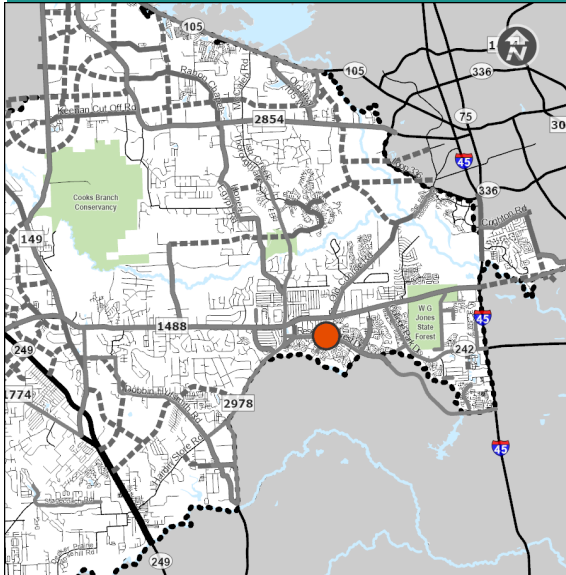
Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.



# RESEARCH FOREST DR & BRANCH CROSSING DR

22.2

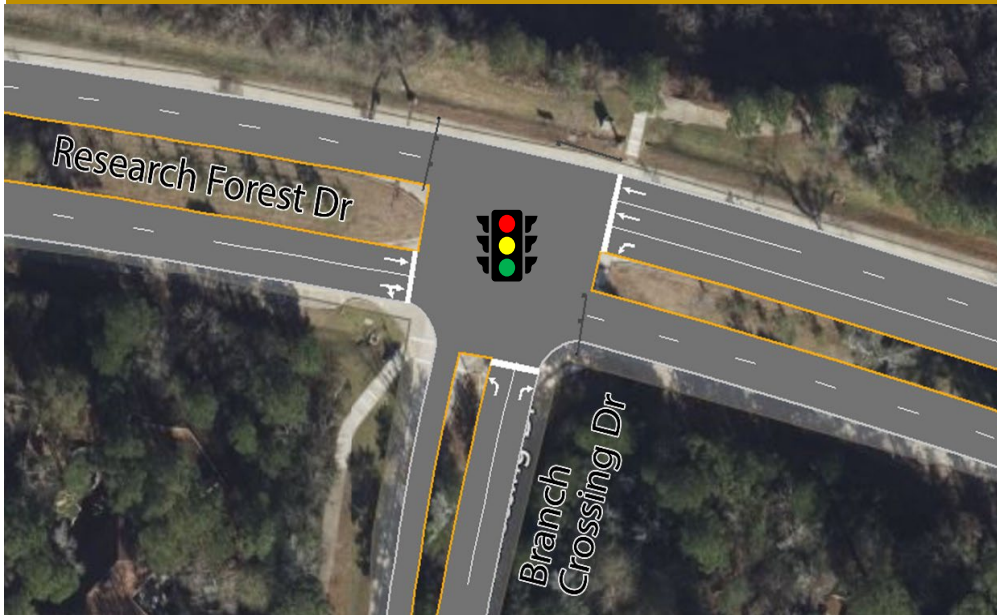
## Intersection Key Map



## Recommended Improvements

<b>Short-Term Recommendations</b>		Total Short-Term Estimated Costs: \$	75,000
Add Turn Lanes - EB: Right Turn (100') - (\$75,000)			
<b>Long-Term Recommendations</b>		Total Long-Term Estimated Costs: \$	-
None			
		Overall Estimated Cost: \$	75,000

## Existing Intersection



## Short-Term



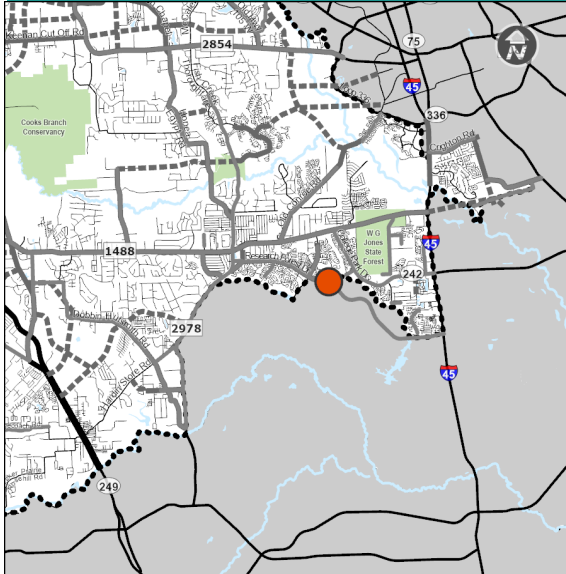
Segment Intersection ID 22.2

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

# RESEARCH FOREST DR & GREENBRIDGE DR

22.3

## Intersection Key Map



## Recommended Improvements

<b>Short-Term Recommendations</b>		Total Short-Term Estimated Costs: \$	310,000
Signal Timing (\$10,000)			
Add Turn Lanes - SB/WB: Right Turn (200' EA) - (\$300,000)			
<b>Long-Term Recommendations</b>		Total Long-Term Estimated Costs: \$	-
None			
		Overall Estimated Cost: \$	310,000

## Existing Intersection



## Short-Term



Segment Intersection ID 22.3

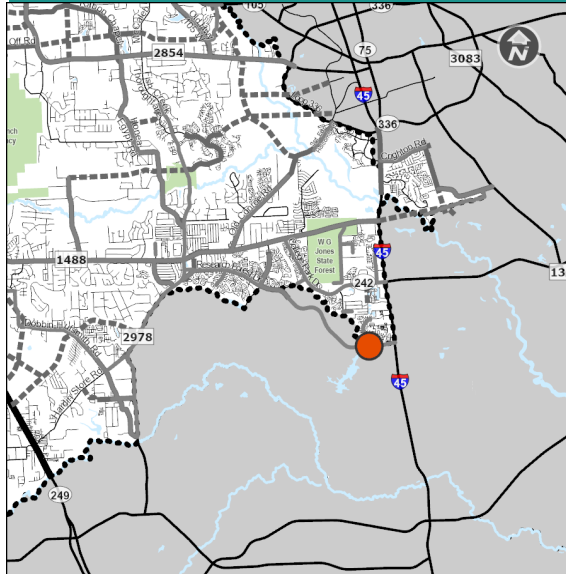
Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.



# RESEARCH FOREST DR & GROGANS MILL RD

22.4

## Intersection Key Map



## Recommended Improvements

**Short-Term Recommendations** Total Short-Term Estimated Costs: \$ 997,200

Intersection Improvements - Signing & Pavement Marking; Signal Louvers; Complete Sidewalks; Clear Vegetation; Extend Existing Turn Bays; Remove berm that blocks bike/ped path in NW corner - (\$472,200)

Add Turn Lanes - NB (NE Corner): Left Turn; WB (NE Corner): Right Turn; SB (NW Corner): Add Acceleration Lane for Right Turn - (\$525,000)

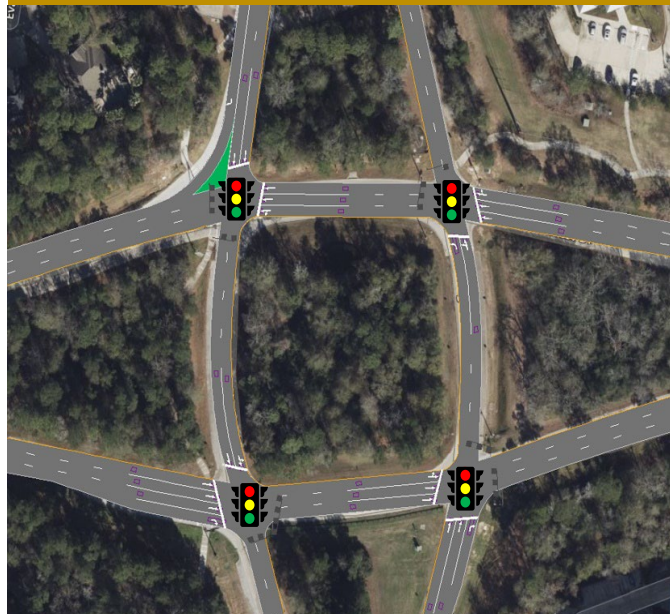
**Long-Term Recommendations** Total Long-Term Estimated Costs: \$ 2,837,500

Add Turn Lanes - NB (SE Corner): Thru (100'), Add Acceleration Lane for Right Turn - (\$337,500)

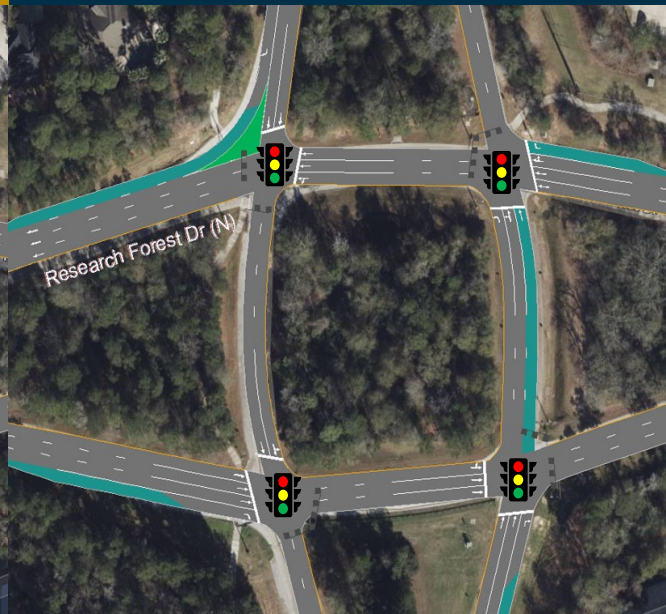
OR Intersection Reconfiguration Study - (Innovative Intersection Design or Consolidation of Nodes) - (\$2,500,000)

**Overall Estimated Cost: \$ 3,834,700**

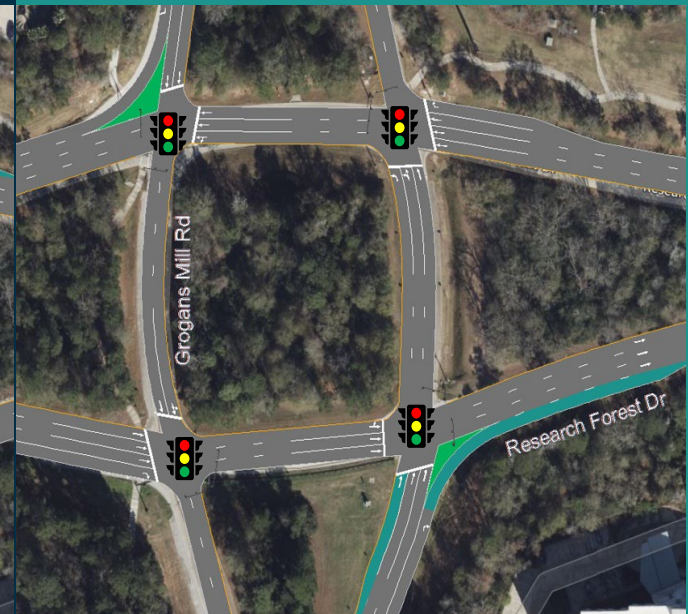
### Existing Intersection



### Short-Term



### Long-Term

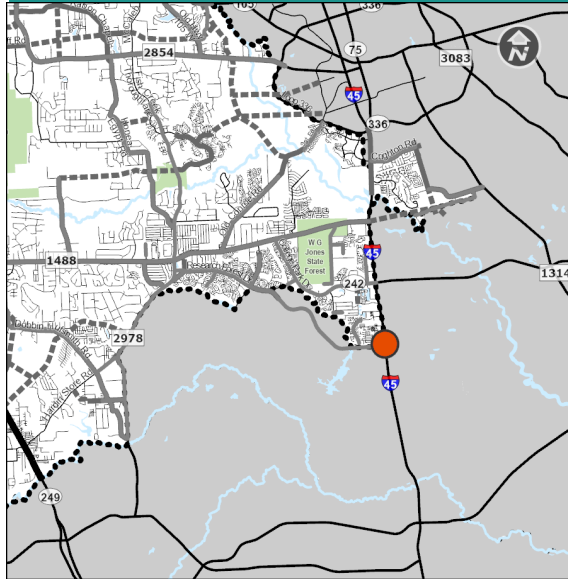


Segment Intersection ID 22.4

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.



**Intersection Key Map**



**Recommended Improvements**

**Short-Term Recommendations**

Total Short-Term Estimated Costs: \$ 610,000

Signal Timing (\$10,000)

Add Turn Lanes - Northbound Frontage Rd - NB: Right Turn (200'); EB: 2nd Left Turn (200') - (\$300,000)

Add Turn Lanes - Southbound Frontage Rd - EB: Add 4th Thru Lane (200') & Acceleration Lane for Right Turn - (\$300,000)

**Long-Term Recommendations**

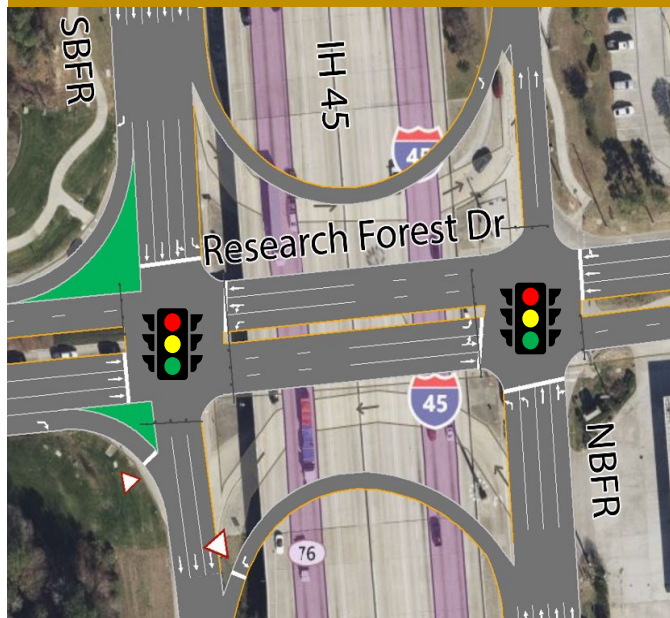
Total Long-Term Estimated Costs: \$ 828,750

Add Turn Lanes - Northbound Frontage Rd - NB: 3rd Left Turn (200') & 3rd Thru (200'); EB: Convert Thru to Left-Thru; WB: Right Turn (100') & 4th Thru Lane (200') - (\$528,750)

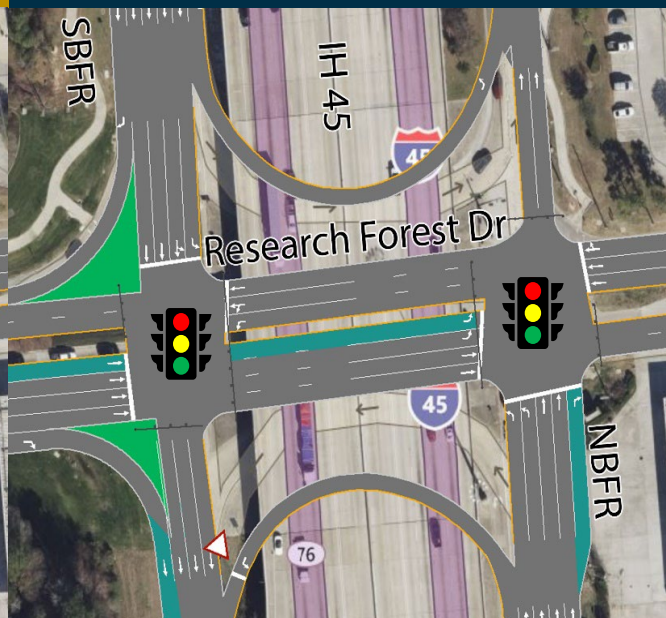
Add Turn Lanes - Southbound Frontage Rd - SB: 2nd Left Turn (200' EA); WB: 3rd Thru Lane (200') - (\$300,000)

Overall Estimated Cost: \$ 1,438,750

**Existing Intersection**



**Short-Term**



**Long-Term**



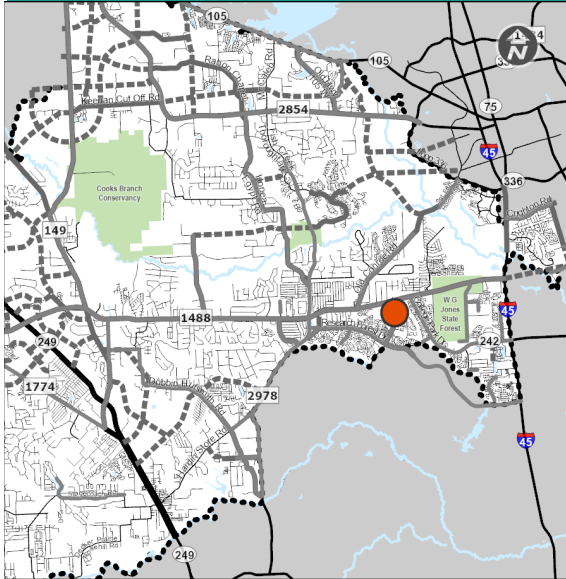


# Montgomery County Precinct 2 Mobility Study, Intersection Summary Sheets

## KUYKENDAHL RD & KENDALL GREEN DR/S VILLA OAKS DR

23.1

### Intersection Key Map



### Recommended Improvements

**Short-Term Recommendations** Total Short-Term Estimated Costs: \$ 401,800

- Install Traffic Signal (\$400,000)
- Install Signing (Add "All-Way" Plaques Below Stop Signs) (\$1,800)

**Long-Term Recommendations** Total Long-Term Estimated Costs: \$ -

None

**Overall Estimated Cost: \$ 401,800**

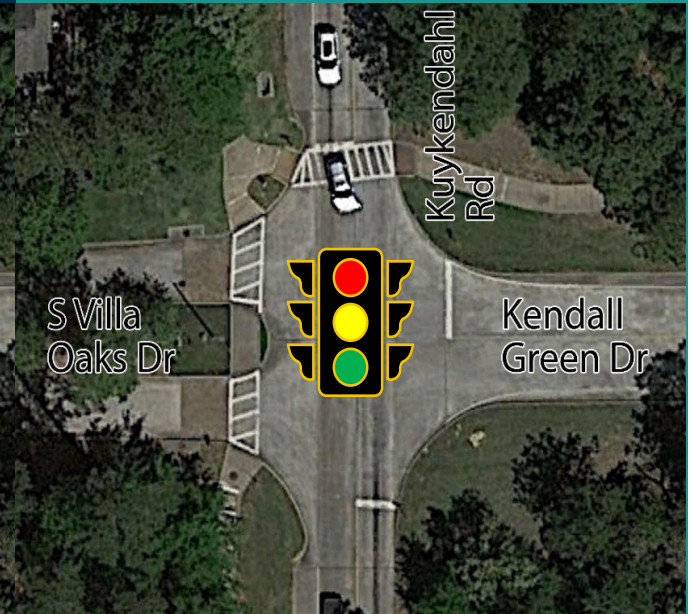
### Existing Intersection



### All Way Stop - Option A



### Traffic Signal - Option B

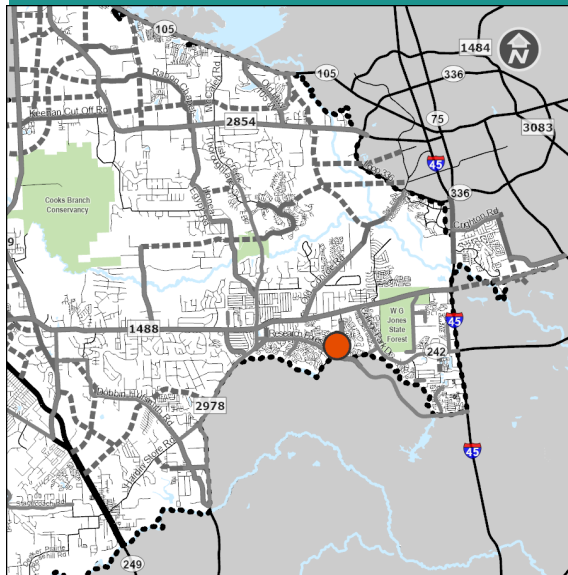




# KUYKENDAHL RD & CROWNRIERGE DR

23.2

## Intersection Key Map



## Recommended Improvements

### Short-Term Recommendations

Total Short-Term Estimated Costs: \$ 401,800

Install Traffic Signal (\$400,000)

Install Signing (Add "All-Way" Plaques Below Stop Signs) (\$1,800)

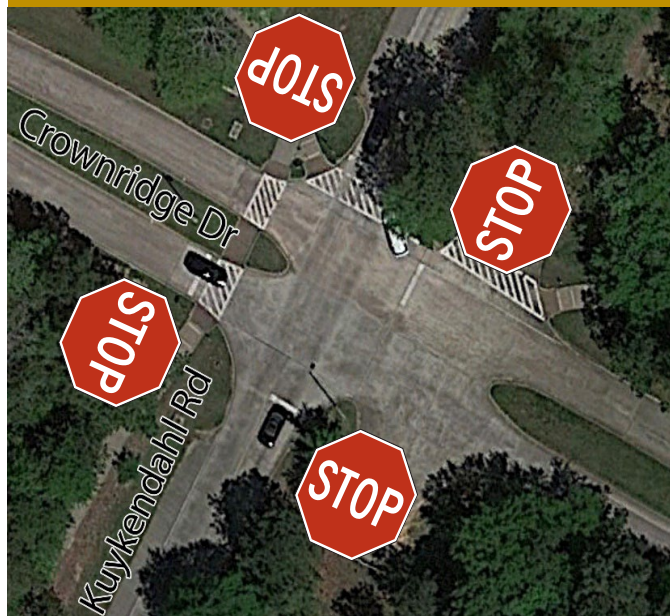
### Long-Term Recommendations

Total Long-Term Estimated Costs: \$ -

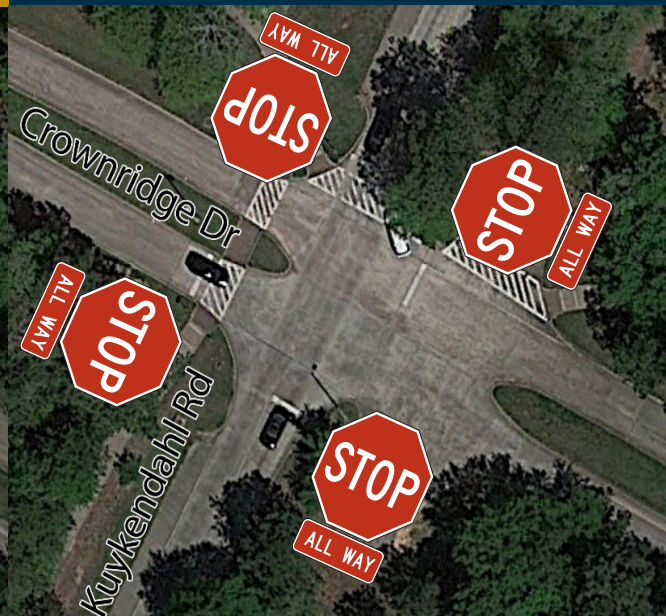
None

Overall Estimated Cost: \$ 401,800

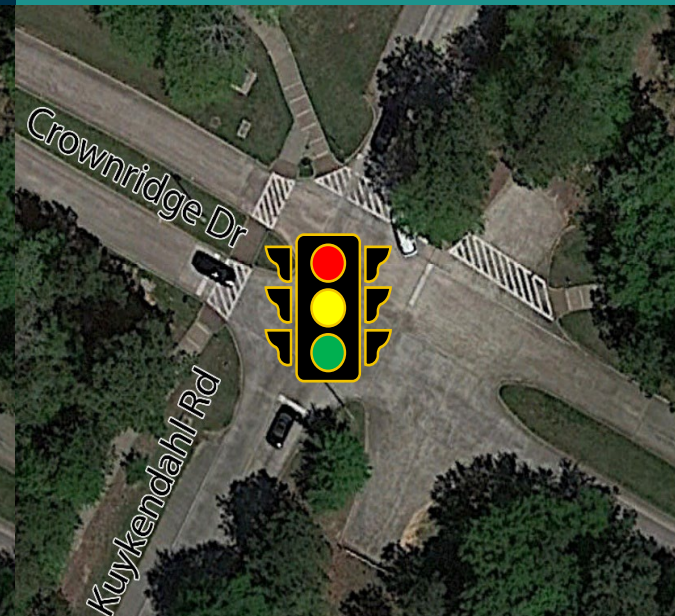
## Existing Intersection



## All Way Stop - Option A



## Traffic Signal - Option B

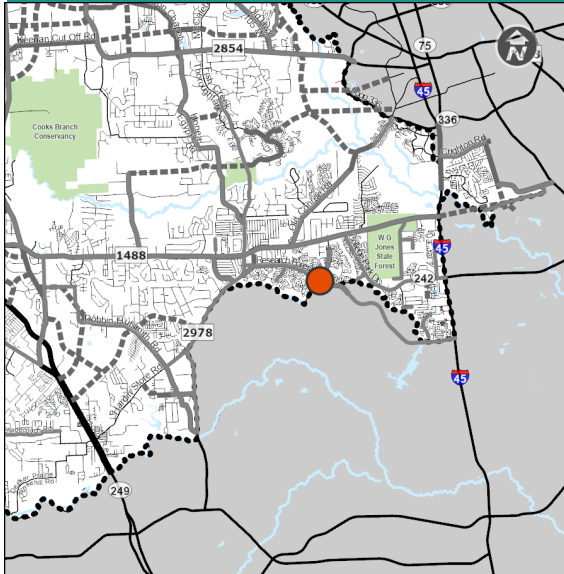




# KUYKENDAHL RD & RESEARCH FOREST DR

23.3

## Intersection Key Map



## Recommended Improvements

### Short-Term Recommendations

Total Short-Term Estimated Costs: \$ 673,750

Signal Timing (\$10,000)

Add Turn Lanes - NB: Right Turn (200') & Extend Left Turn (+120') ; SB: Left Turn (150') ; EB: Right Turn (150') ; WB: Right Turn (150') & Extend Left Turn (+115') - (\$663,750)

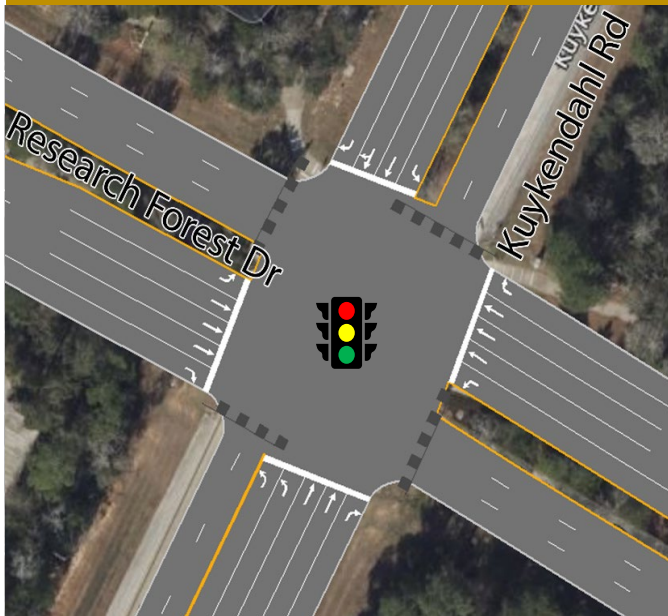
### Long-Term Recommendations

Total Long-Term Estimated Costs: \$ 150,000

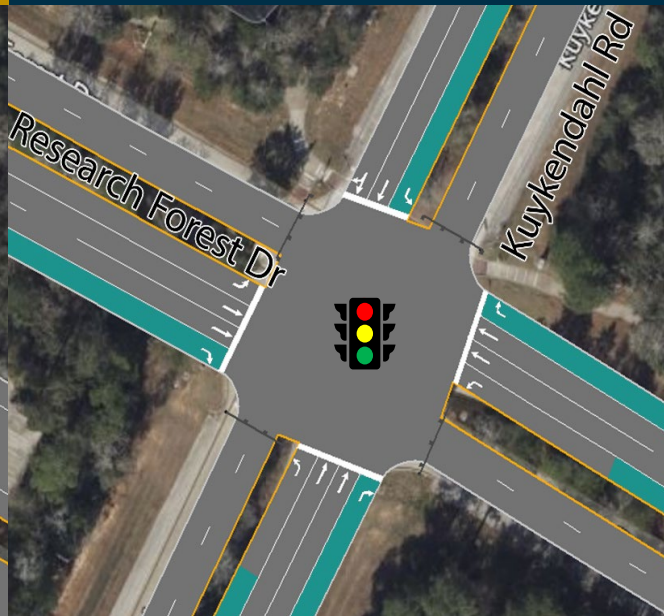
Add Turn Lanes - NB: 2nd Left Turn (200') - (\$150,000)

Overall Estimated Cost: \$ 823,750

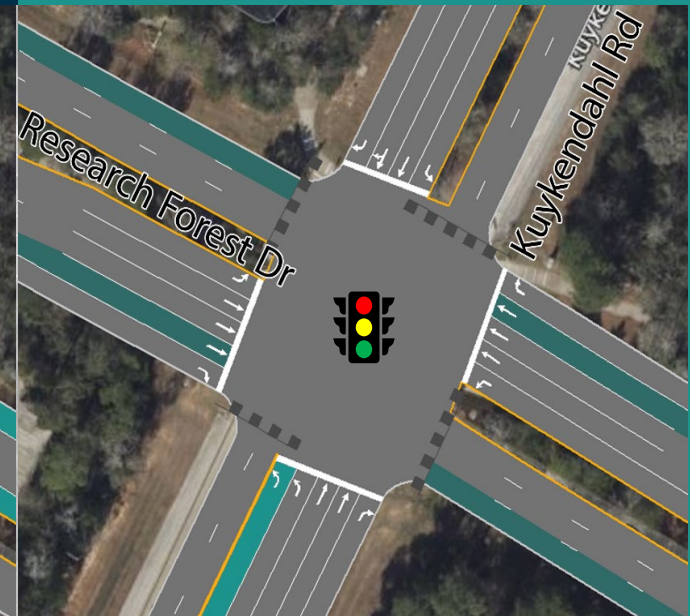
## Existing Intersection



## Short-Term



## Long-Term



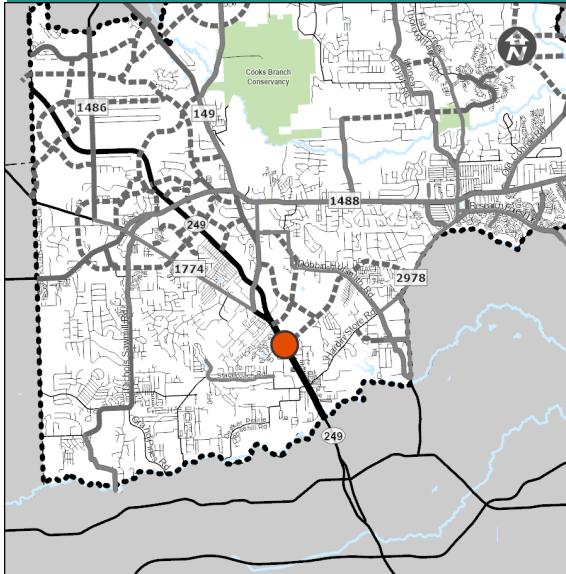
Segment Intersection ID 23.3

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.

Appendix A - Sheet 253 of 255



**Intersection Key Map**



**Recommended Improvements**

Short-Term Recommendations

Total Short-Term Estimated Costs: \$ 10,000

Signal Timing (\$10,000)

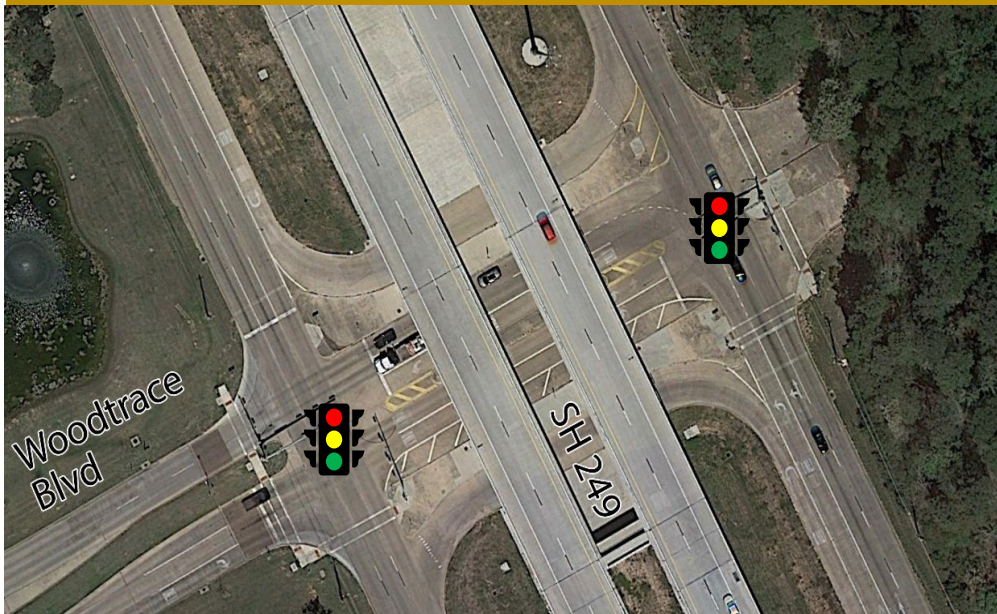
Long-Term Recommendations

Total Long-Term Estimated Costs: \$ -

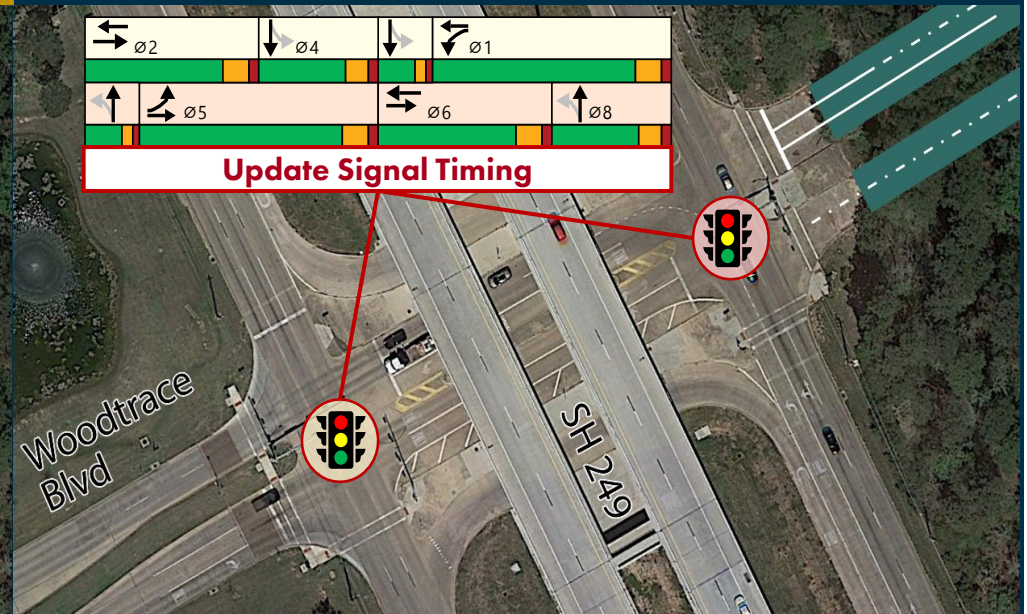
None

Overall Estimated Cost: \$ 10,000

**Existing Intersection**



**Short-Term**

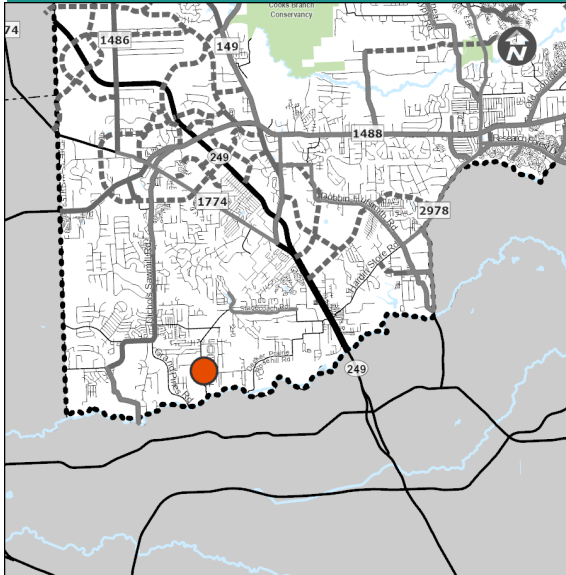




## WALNUT CREEK RD & LONESOME PINE ST

79.1

### Intersection Key Map



### Recommended Improvements

#### Short-Term Recommendations

Total Short-Term Estimated Costs: \$ 2,070,000

Improve Curve SPM (\$70,000)

Align Curve (Reduce Angle) (\$2,000,000)

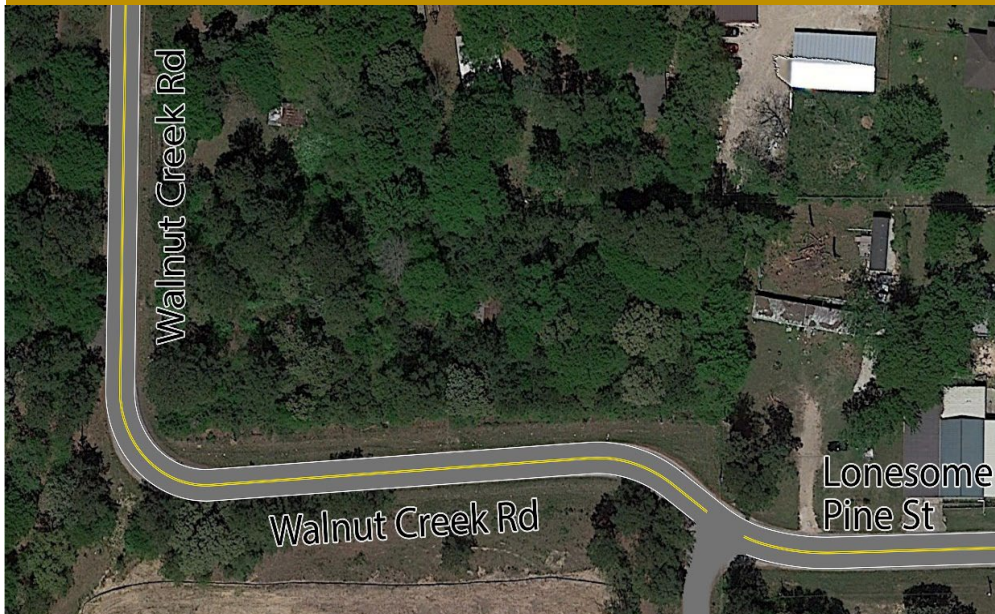
#### Long-Term Recommendations

Total Long-Term Estimated Costs: \$ -

None

Overall Estimated Cost: \$ 2,070,000

### Existing Intersection



### Short-Term



Segment Intersection ID 79.1

Note: Estimated cost does not include Right-of-Way (ROW) acquisition or utility relocations.